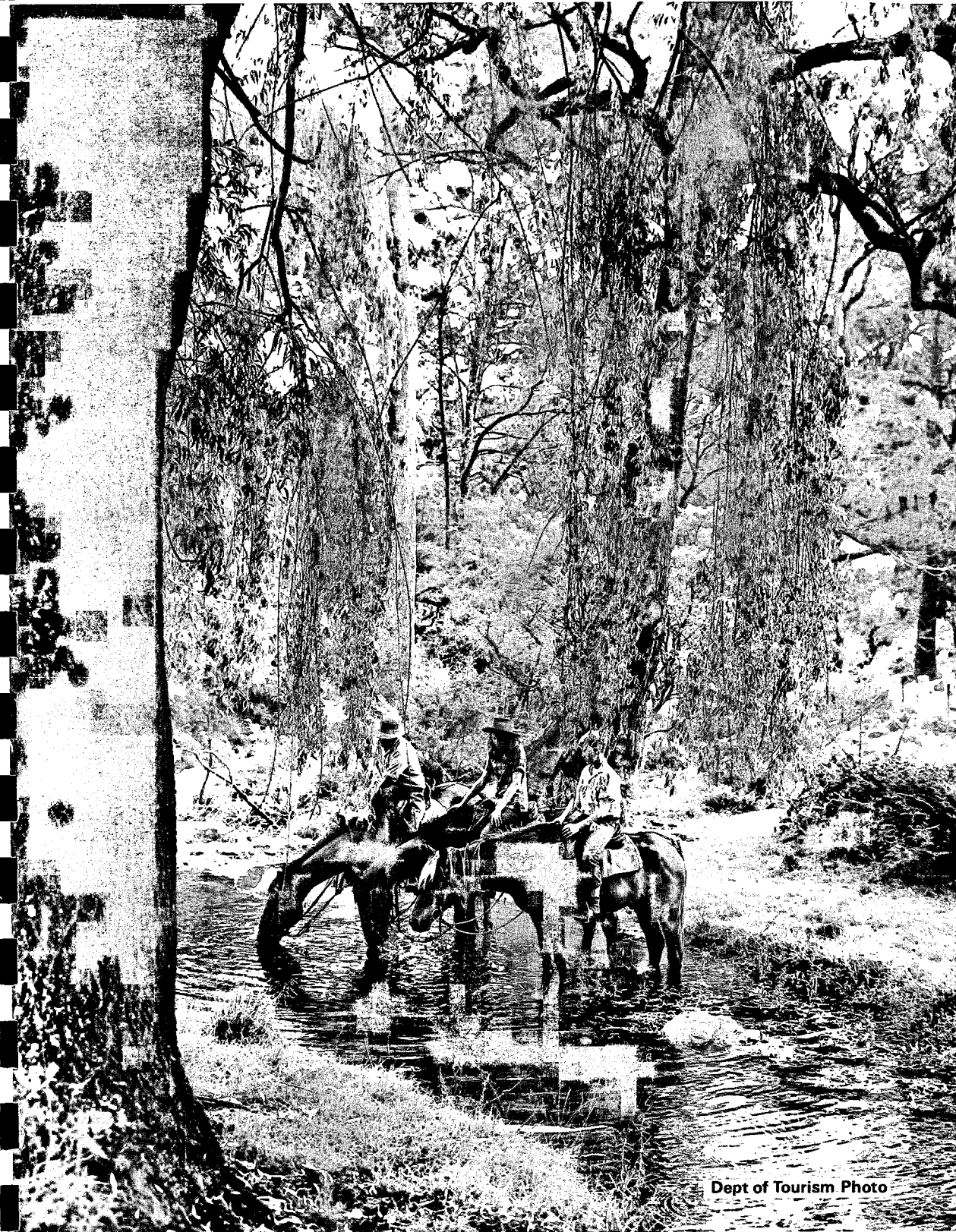


Prepared for  
**BLUE MOUNTAINS  
CITY COUNCIL**  
by  
**URBAN SYSTEMS  
CORPORATION**  
May, 1974

**ONE**

**THAT  
TWO**



Dept of Tourism Photo

**BLUE MOUNTAINS  
STRATEGY PLAN**

**Alternative Futures**

## ACKNOWLEDGEMENTS

This Strategic Plan for the City of the Blue Mountains was prepared under a direct grant from the Australian Department of Urban and Regional Development through its Minister, Mr. T. Uren, M.P.

The assistance and close co-operation extended by the Department of Urban and Regional Development, other Governmental Departments, community groups and concerned individuals was invaluable in the preparation of this vital document. Council looks forward to continuing its involvement in forthcoming public involvement programs leading to the implementation of the Blue Mountains Strategy Plan.

The Blue Mountains Strategy Plan consists of three separate volumes:

- Volume 1 - ALTERNATIVE FUTURES
- Volume 2 - TECHNICAL ANALYSES
- Volume 3 - MAPS AND DIAGRAMS

I.D. DASH,  
MAYOR



## VOLUME I - ALTERNATIVE FUTURES

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## INTRODUCTION

The Blue Mountains City Council, recognising the conflicts between preservation of the environment and uncontrolled urbanisation, commissioned this study as a first step in the development of a Strategic Plan for the City.

Initially, the Council sought a definitive statement of the aims, policies, guidelines and ideas that would effectively provide a framework for the future broad planning, development and conservation of the City. This has been the approach in other areas where there has generally been a consensus of opinion on what the broader goals of the community and objectives of a plan might be.

However, once work on this plan had commenced, it became obvious that there were a number of deep seated and fundamental conflicts which could not be resolved by the preparation of a single management document and without a far greater opportunity for participation in the decision-making process by all groups and individuals who would be affected by the plan. These basic conflicts are between conservation and urbanisation, the level of local employment opportunities, industry and commerce that should be provided (self-contained versus a dependent community), and so on. It is obvious that there are fundamental choices to be made about the future of the City and its community. The community needs to be aware of these choices and should participate fully in their determination. In addition, it became obvious that because of the social and physical structure of the City, the implementation of broad objectives would have vastly different impacts at the local level, and these local impacts having completely different impacts would have to be determined before any final strategy could be evolved.

Therefore, the approach has been modified and the purpose of this study has been to investigate those matters which could effect a plan, and to postulate an initial set of alternative futures or strategies that might lead to the resolution or partial resolution of conflicts, and to define the broad implications of following these strategies, or courses of action.

This study is presented in three volumes.

Volume I, ALTERNATIVE FUTURES, recommends a strategic planning process to enable the definition of goals, objectives and policies and to help resolution of conflicts; identifies problems, issues and potentials; assesses the broad implications of five 'alternative futures' or courses of action; and recommends a programme of immediate action.

Volume II, TECHNICAL ANALYSES, contains individual studies pertaining to the environment, tourism, people and housing, industry, commerce, transport and public utilities.

Volume III, MAPS AND DIAGRAMS, contains illustrative graphics referred to in Volumes I and II.





## Procedures

In order that the study objectives be met, a comprehensive programme of investigations and analyses was undertaken. Some of these investigations were necessarily detailed to gain a sufficient understanding of critical elements of the study - others were of a more general nature in keeping with the level of understanding required for strategic planning on a sub-regional scale. It should be noted that this study is concerned with the investigation and analysis of broader issues, policies and strategies, and is not concerned with the preparation of detailed local or precinct action plans - the study procedures have been tailored to the appropriate scale.

### 1. Data Collection and Analysis

#### A. Environment

1. Assemble information on land use, topography, geology, open space and slopes.
2. Make a land use suitability analysis; in particular, to determine, by environmental areas, the land suitable for urban purposes, major special uses and open space.
3. Identify the physical constraints inherent in the topography of the Blue Mountains City area.
4. Identify critical environmental areas.
5. Review bush fire control and suppression, responsibilities, policies, and their effects on environment and planning.
6. Identify actual and potential sources of pollution.

#### B. Demographic and Socio-Economic

1. From information available from secondary sources, such as the Australian Bureau of Statistics, to collate and analyse population data in order to establish the socio-economic characteristics of the City.
2. Collate and analyse journey to work data and workforce statistics to identify employment policy options and problems.
3. Prepare an inventory of existing facilities and amenities available to the community, and predict needs following consultation with relevant organisations and consideration of information derived in (1).
4. Examine the existing housing structure and review population needs for housing forms in order to derive indicative housing policies.

C. Tourism

1. Prepare an inventory of present tourist facilities and attractions, and assess the potentials and problems.
2. Conduct a visitor survey at Easter to probe visitor characteristics, motivations and opinions, and to update previous surveys.
3. Seek information from operators of tourist facilities and organisations involved in the visitor industry to assist in later evaluations.

D. Industry

1. Survey existing industrial areas in the City of Blue Mountains.
2. Conduct an interview survey of representative industry managers to profile operating characteristics and problems.
3. Analyse the current workforce structure.
4. Identify the kinds of industry which could be encouraged to locate in the area.
5. Indicate the desirable siting and suitability of industrial lands related to employment policies to be adopted.

E. Commerce

1. Conduct a survey of each shopping centre, noting the type of establishment and estimating the net selling area of each retail outlet and the rentable area of each office use.
2. Conduct in-centre shopper interview surveys to delimit the trade areas of each centre and to probe shopper characteristics and habits.
3. Conduct a survey of occupiers of commercial premises in the shopping centres to obtain information on occupancy, trends in business, comments on centre improvement and similar matters.
4. Estimate retail and other commercial floorspace needs for different population levels.
5. Establish a hierarchy for retail and commercial centres.

F. Transportation

1. Survey existing transportation systems.
2. Establish deficiencies and potentials, and predict future requirements.



3. Establish levels of commuting.

4. Examine parking needs.

G. Public Utilities

1. Examine capacities of public utility services.

2. Identify deficiencies and constraints.

2. Alternative Futures and Strategies

1. Identify problems, potentials and issues.

2. Postulate alternative futures for the City.

3. Describe the broad implications of each alternative future .

4. Make recommendations for policies, priorities for immediate action, and future detailed planning.

## 1. DEVELOPMENT CONTROL AND PLANNING

### 1.1 Statutory Planning

The City of the Blue Mountains has a draft statutory planning scheme. It was recently placed on public exhibition and has attracted more than 2,500 objections. These objections are about to be heard by a Commissioner. Such determinations could result in substantial modifications to the draft scheme. Successful development appeals are bringing about further modifications.

It may be two or three years before the draft statutory planning scheme can be prescribed. Meanwhile, the Blue Mountains City Council controls development as best it can within the zoning structures of the draft scheme with its decisions subject to appeal before the Local Government Appeals Tribunal.

Any statutory planning scheme as prepared under the New South Wales Local Government Act merely gives a Council power to control development by prohibiting, permitting, or permitting subject to conditions, specified uses of land in any zone. To this extent, a statutory scheme is somewhat negative and static. It does not positively and clearly state the ideas and objectives embodied in the scheme, nor does it indicate the policies to be followed by the Council to shape the proposed future form of the City.

Obviously the draft statutory planning scheme in its present form does not suit all those affected by it, and is clearly inadequate as the sole organising and management document for the development of the City.

### 1.2 Strategic Planning

A strategy plan is a framework for forecasting and directing the overall movements and operations in the campaign to guide and limit adverse development, and to promote and assist desirable development.

Strategy requires a judicious combination of reasonably firm guidelines and freedoms within which to manouvre as the inevitable changes occur in factors which affect the area and the people concerned. These factors may be relatively simple matters of local government coordination or, as in the Blue Mountains, they may be more complex and difficult matters of regional, metropolitan, and even national significance. Therefore, the definition of strategy poses especially difficult questions, and is certain to be a matter of considerable controversy.

A strategy plan is based on:

- \* The changing needs and desires of people; and,
- \* The potential impact of these needs and desires on the natural environment.

Planning begins with analyses of changing patterns and preferences in people's life styles, travel, employment, leisure and education and the identification of conflicts, issues and problems.

The intermediate step in the development of a strategic plan is to nominate several 'alternative futures' for the region, based on assumptions and the potentials of the community arising from the identification of problems and issues.

The impacts of these 'alternative futures' are tested on the acceptance level of the natural and existing man-made environment.

Modifications to 'alternative futures' occur through more detailed local impact studies and review by the individual communities.

The final aspect of strategic planning is the evolution of methods to implement and safeguard final modified 'alternative futures' within each community. Urgent problems at local levels are attacked by 'action planning' and detailed control. This planning process is illustrated below and shows that the first responsibility is to initiate community review and evaluation of this study as soon as it is submitted.

The existence of the exhibited Blue Mountains Planning Scheme has proved to be invaluable in the evolution of strategies for the Mountains. The assumptions and provisions of the Scheme have been incorporated in toto as one of five 'alternative futures' for the Mountains. The exhibition of the scheme has stimulated the formation and activation of community groups who have coordinated to a large degree in the preparation of submissions and objections to the scheme. These groups are now making important statements on community goals and issues, and can be relied upon to comment on, and participate in, the evaluation and determination of the impacts of the five postulated 'alternative futures'.

Although each 'alternative future' is postulated over the whole Mountains area, their impacts will be vastly different at the regional and local levels. The selection of the most desirable future for each locality will require strong community involvement and planning skill.

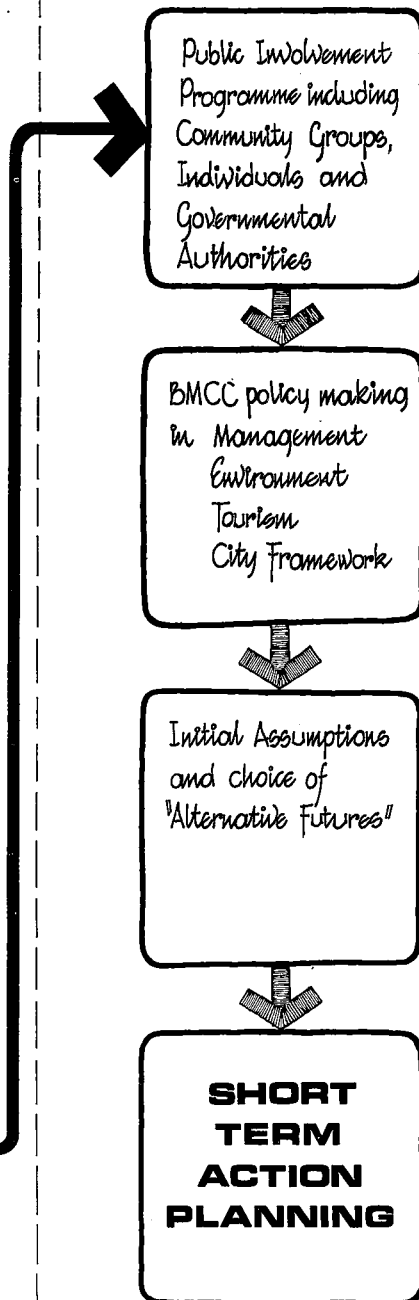
To assure that decision-makers are fully informed of both the technical facts associated with each 'alternative future' as well as the response to these facts by the community, the process must:

- \* Actively involve informed participation of all affected groups and individuals having conflicting values; this cannot be fully done in the first phase of this study, but it has been allowed for in subsequent stages.
- \* Evaluate 'alternative futures', or courses of action at various levels, and ensure necessary feedback to adjust alternatives in the light of local problems.

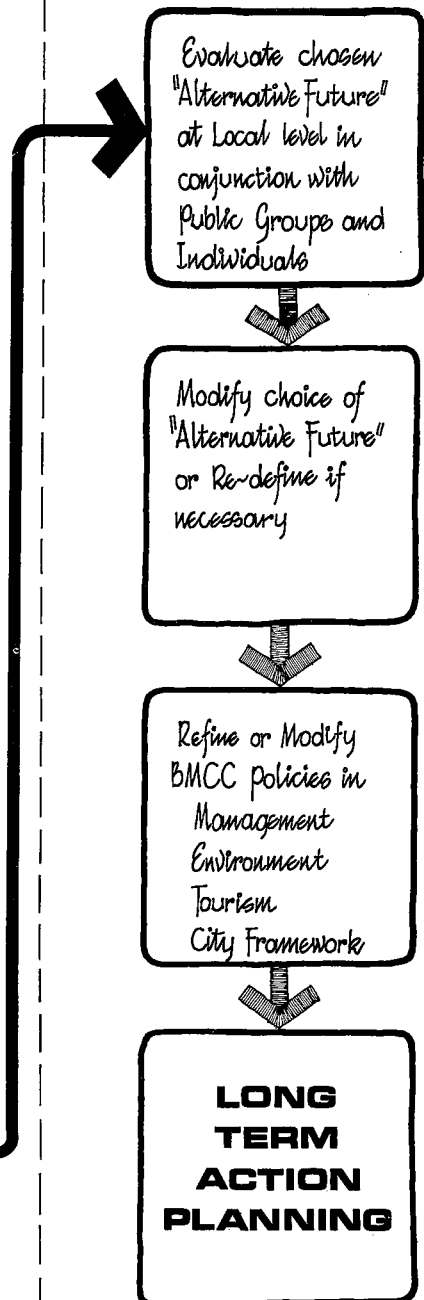
## STAGE 1



## STAGE 2



## STAGE 3



Setting Up of Task Forces (Organisation and Finance Action 91)

DESIGN TEAM

ENVIRONMENT TEAM

DEFENCE TEAM

GRANTS & POWERS GROUP

ELECTRONIC DATA PROCESSING GROUP

Policy Implementation & Forward Planning

**BLUE MOUNTAINS CITY COUNCIL  
Blue Mountains Strategy Plan  
PLANNING PROCESS/ACTION**



\* Indicate when and by whom decisions are to be made.

Participation must become an integral component in the planning process, and not relegated to a passive position of expressing approval or disapproval of the results of technical studies. It should share the responsibility for identifying issues and problems, devising alternative courses of action or solutions, and evaluating the solutions and expressing an informed choice as to the course of action desired.

To enable community participation to assume these responsibilities, it must be recognised that government, its planners and the community have mutually supporting and equally important responsibilities in the conduct of subsequent phases of the process.

Evaluation of alternative courses of action recognises that there are many considerations or impacts which are subjective and of a non-technical nature, and even technical impacts need to be subjectively appraised. Because of the significant degree of subjectivity, it is important that the evaluation does not rest with the local government and the planners, but should be exposed to a broad spectrum of the community.

#### Action Plans

While the strategic plan itself is not an instrument for detailed planning and development, it is inherent in the process that certain priorities will show up in regard to any of the matters with which the strategy is concerned. These may range from areas where development or conservation is urgent, to infrastructure projects, to land acquisition, transport and traffic, development of centres, social and cultural and recreational projects, codes and administrative procedures. The strategic plan itself will not provide for the more detailed study of these matters but will identify the elements of an action plan programme.

Council's final adoption of the selected strategy can then be followed by the detailed research or feasibility or development and investment studies for these area or project action plans, or for required administrative arrangements.

There may also be some obvious and immediate need for certain Priority Action projects which can be initiated at an even earlier stage of process.

#### Other Controls

Other controls such as further Interim Development Orders, development control plans, medium density development and building codes may be other effective means of policy implementation.



## 2. EXISTING SITUATION

### 2.1 National, State and Regional Policies

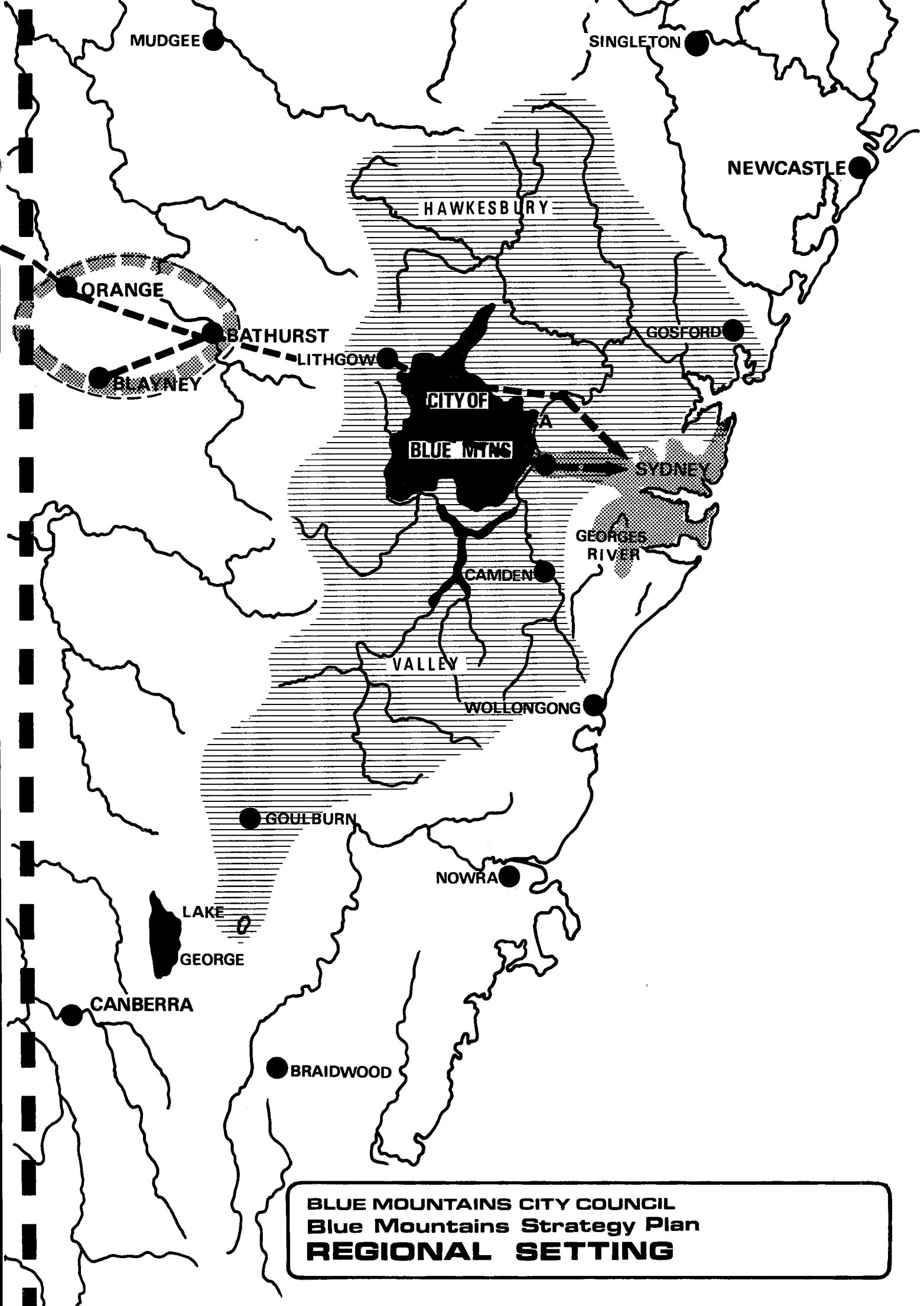
The establishment of the National Urban and Regional Development Authority some two years ago and subsequently the Department of Urban and Regional Development and the Cities Commission, marked the start of major participation by the Australian Government in urban and regional development. The Australian Government has recognised that cities and regions are of national importance and that additional financial and other resources are necessary to supplement those of State and local governments both to improve existing situations and to prepare for the future. The Australian Government is determined to establish a process of involvement and collaboration in the activities of Australian, State and local governments, private organisations and citizens, so that urban and rural change will achieve improved and equitable welfare for the people of Australia.









The Australian Government's strategy is concerned with the distribution, size and functions of settlement; the arrangement and operation of metropolitan areas, employment, transport, communications; and land policy and planning and development processes. Major concerns are the provision of satisfying choices of life styles for the people; equality of access to opportunities, services and facilities; preservation and enhancement of natural and man-made environment and resources; and citizen participation. The increasing involvement of the Australian Government is already reflected in many actions throughout Australia. One specific outcome has been the assistance given to the Blue Mountains City Council for strategic planning studies.

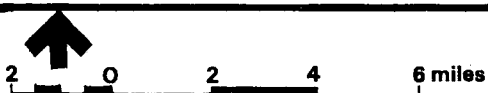
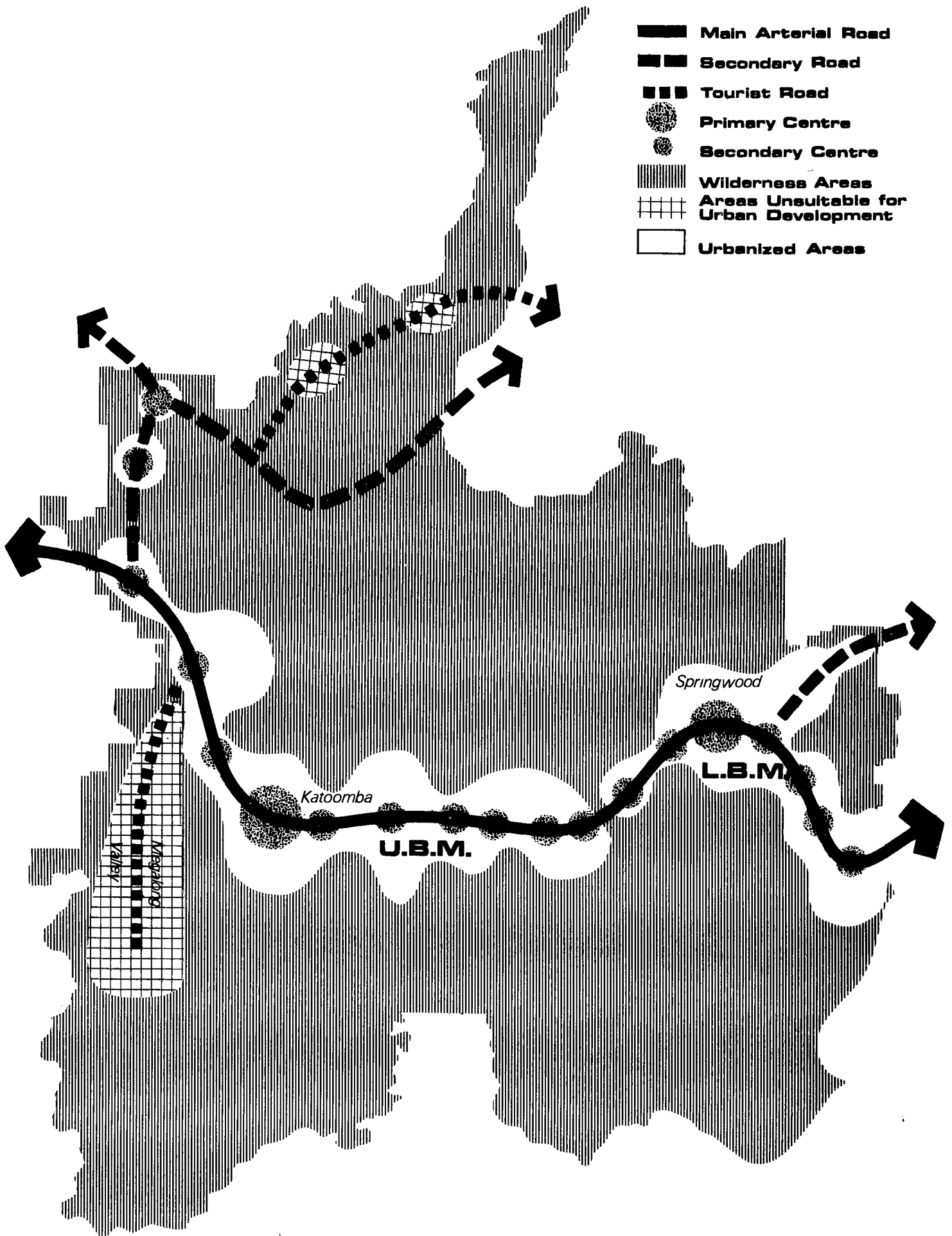
In general, the Australian Government is seeking areas where its inputs are both supplementary and complementary to State and local objectives and programmes. Thus, in the wider Sydney region, there is ongoing cooperation with State and local governments in improvements in selected areas and functions throughout the metropolitan areas, in the large scale sub-metropolitan growth centres of Holsworthy-Campbelltown and Gosford-Wyong, and in area improvement in Illawarra. Further west, the Australian and State Governments are considering the possibility of building Bathurst-Orange into a regional city of perhaps 250,000 people. The City of Blue Mountains is half way between the Sydney Metropolitan area and Bathurst-Orange -(see overpage)

All of this is significant in relation to the Blue Mountains City. For example, concentrated development efforts by Australian and State Governments in Holsworthy-Campbelltown, Gosford-Wyong, and Bathurst-Orange would probably slow down the rate of growth of the Blue Mountains communities while action to preserve the national estate might result in greater Government inputs for the preservation of the unique Blue Mountains landscape and wilderness areas.

These are matters which, together with others, must be taken into account in considering the future of the Blue Mountains. It is also important that in considering the future, full account is taken of the possibilities and potentials of further Australian Government assistance



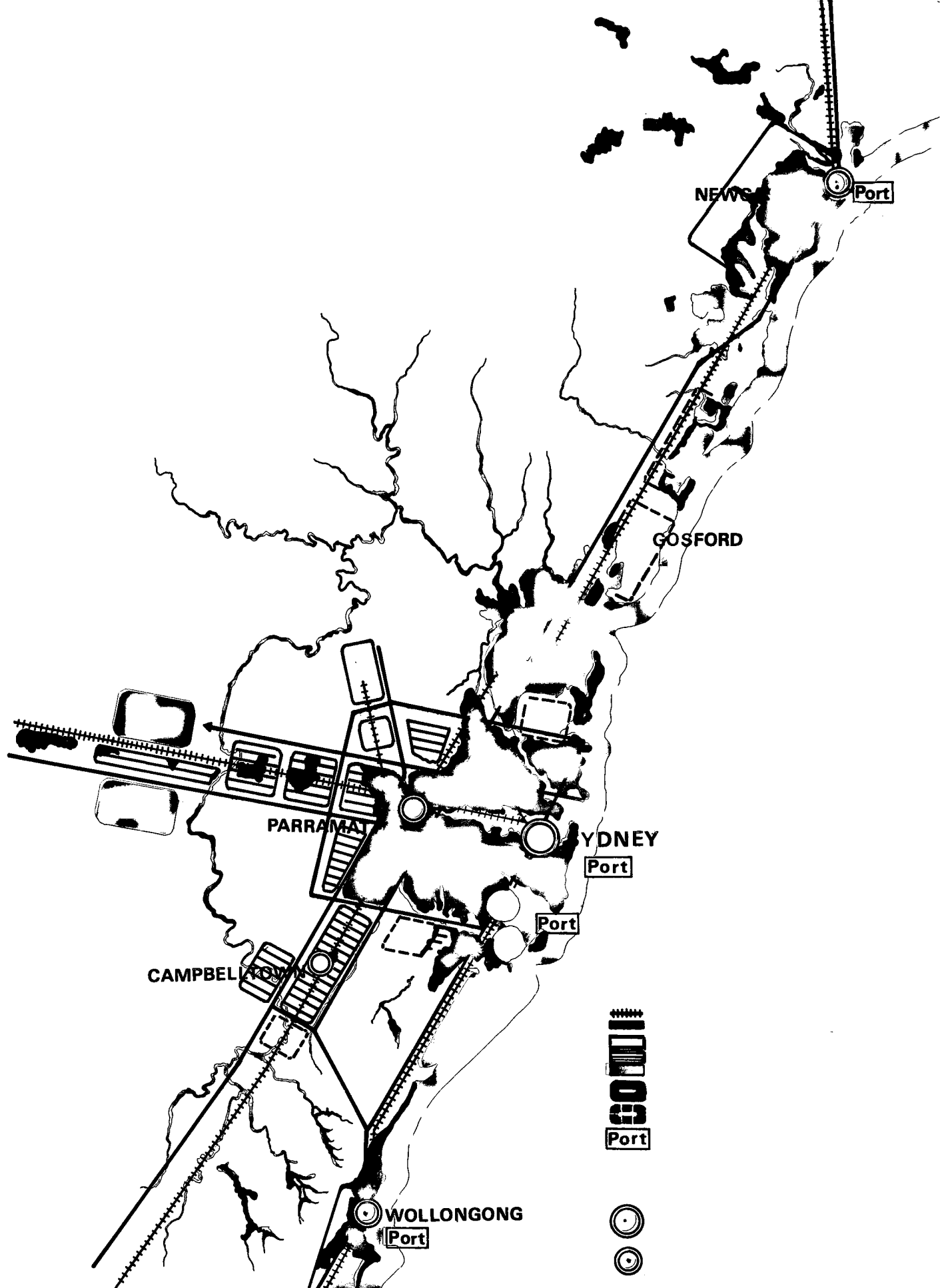
-  Main Arterial Road
-  Secondary Road
-  Tourist Road
-  Primary Centre
-  Secondary Centre
-  Wilderness Areas
-  Areas Unsuitable for Urban Development
-  Urbanized Areas



Urban Systems Corporation

BLUE MOUNTAINS CITY COUNCIL  
Blue Mountains Strategy Plan

**CITY STRUCTURE**



**BLUE MOUNTAINS CITY COUNCIL  
Blue Mountains Strategy Plan  
SYDNEY REGION 1970-2000  
PRINCIPLES DIAGRAM**

in the implementation of findings derived from the initial strategic studies.

The State Planning Authority's Sydney Region Outline Plan defined principles for the development of the Region including the Blue Mountains area. These principles embodied linear urban expansion along communications corridors with special emphasis north to Wyong and south to Campbelltown, together with establishment of "new" cities in the corridors (figure preceding). A low level of expansion of the order of 50,000 people was proposed in the lower Blue Mountains with most of the population expected to look to the County of Cumberland for employment. Little attention was given to the Upper Blue Mountains. A regional open space system along the Nepean and Hawkesbury Rivers was also envisaged.

However, the SPA Technical Bulletin No. 4 "Population Projections for New South Wales 1971-2000" suggests that a population of 85,000 could reside in the City by the year 2000. This population level would be only half that attainable under the exhibited statutory planning scheme.

## 2.2 Situation Summary - General Findings

### Environmental Areas

Although Blue Mountains City contains large areas of open space, most is within the Blue Mountains National Park (see Figure A1). Other large land areas are the Warragamba catchment, Erskine Creek State Forest, and dedicated open space controlled by Council. These large holdings are perceived as "natural environmental areas" and are important to all views from the Blue Mountains escarpment lookouts.

An inherent natural features of the Blue Mountains is the "string of beads" character of isolated towns within natural open space. Development of this character has resulted mainly from topography, terrain and geologic features controlling vegetation and drainage patterns (see Figures A2, A3 and A4).

"Intermediate environmental areas" such as non-urban and open space land which separate towns are important to contrasts between the urban and open atmosphere along the road and railway. Megalong Valley and Mts. Wilson, Irvine and Tomah are special areas containing a blend of man-made and natural environments. These intermediate areas are rapidly becoming threatened by ribbon development along the Great Western Highway, and development pressures within Megalong Valley and "The Mounts".

Quality of townscape is important to both visitors and residents. Rapid growth and a lack of in-depth control planning has resulted in inferior visual character and deficient amenity in many Mountains towns. Village character and the rural atmosphere is disappearing within these "man-made environments". (see figure A 5)



## Recreation

Significant inequalities in recreational facilities are currently present. Only 17 sports ovals are provided, many of inferior standard. The two major facilities in the Mountains are the Catalina motor racing circuit and Katoomba showground. General deficiencies in cultural facilities are present throughout the Mountains. Needs include arts and crafts centres, multi-purpose cultural centres including provisions for the performing arts. (see figure A 6)

Demands for recreation between 1950 and the year 2000 are predicted to increase fourfold in picnic areas in the National Park (Euroka picnic ground); sixteenfold in Megalong Valley and Mt. Wilson; and fortyfold in wilderness areas of the National Park, such as the Grose Valley.

## Critical Environment Areas

The goals of environmental management are delineation, preservation, and maximisation of suitable uses within environmental areas. These goals are most advanced in the National Park, but are lacking in many other critical areas within the City.

The most critical are within intermediate environmental areas which separate the Mountains towns. Most of this area is proposed non-urban and therefore subject to alienation by Appeals Tribunal determinations caused by increased development activity (figure A10).

Other critical environments are the escarpments and within existing intermediate habitats such as Mts. Wilson, Irvine and Tomah and Megalong Valley. Historic urban precincts such as Mt. Victoria, Woodford and the railway stations and individual historic buildings and aboriginal relics should also be included as critical areas.

Figures A11 to A18 generally illustrate critical areas.

It is pointless to define critical areas unless the goals of environmental management are carried out. The first step facing Council is to accurately delineate these areas, then to implement protection measures and evolve suitable uses within them. This delineation must be an objective of urgent action planning.

## Historic

Although eight buildings are categorised by the National Trust, over 60 others possibly worthy of preservation have been identified by Council, historical societies and individuals. There is a strong need for a coordinated classification and protection programme of historic and aboriginal sites, and for definition of suitable administrative and financial policies for protection.

## Bush Fire

Eight separate bodies are responsible for bush fire prevention and/or suppression within the City area, consisting of NSW Bush Fire Brigade, NSW Fire Brigade, National Parks and Wildlife Service, MWS&DB, Forestry Commission, DMR, NSW Government Railways and the Blue Mountains Bush Fire Prevention Association. Significant variations in bush fire control effectiveness are present due to overlapping policies among these groups (figures A7-A9).

Areas of high "fire proneness" are usually present in locations exposed to westerly and north-westerly winds with uninterrupted exposure to bushland bullies containing high levels of combustible material.

Bush fire hazard reduction methods in expanding areas include the provision of peripheral roads, ensuring vehicular access to bushland gullies, and establishing "buffer areas" between development and bush for fire control activities.

TABLE 1

### BLUE MOUNTAINS OPEN SPACE RESOURCES

	Square Kilometres (square miles)	Hectares (acres)
Blue Mountains National Parks	708 (270)	70,000 (175,600)
State Forests	74 (26)	6,775 (16,742)
Catchment Areas (BMCC)	198 (76)	19,917 (49,190)
Escarpment (IDO 26)*	17 (6.5)	1,696 (4,192)
Regional Open Space		10,872 (26,854)
Parks and Recreation		182 (450)
Proposed Recreation		63 (156)
Private Recreation		131 (182)
<b>TOTAL</b>		<b>118,838 (273,366)</b>

\* Interim Development Order No.26 (Escarpment Preservation Area)



## The Two City System

This section summarises the individual reports presented in the Blue Mountains Strategy Plan Volume II: Technical Analysis. The oft-mentioned difference between the Upper and Lower Mountains has been identified in the examination of Volume II's individual technical findings.

Two levels of functional classification have emerged within this two city system. The first level consists of strong imbalances between the Upper and Lower, such as workforce make-up and existing self-containment characteristics. The second level illustrates dual polarity characteristics such as equivalent commercial centre distribution (Katoomba and Springwood) and local transportation characteristics.

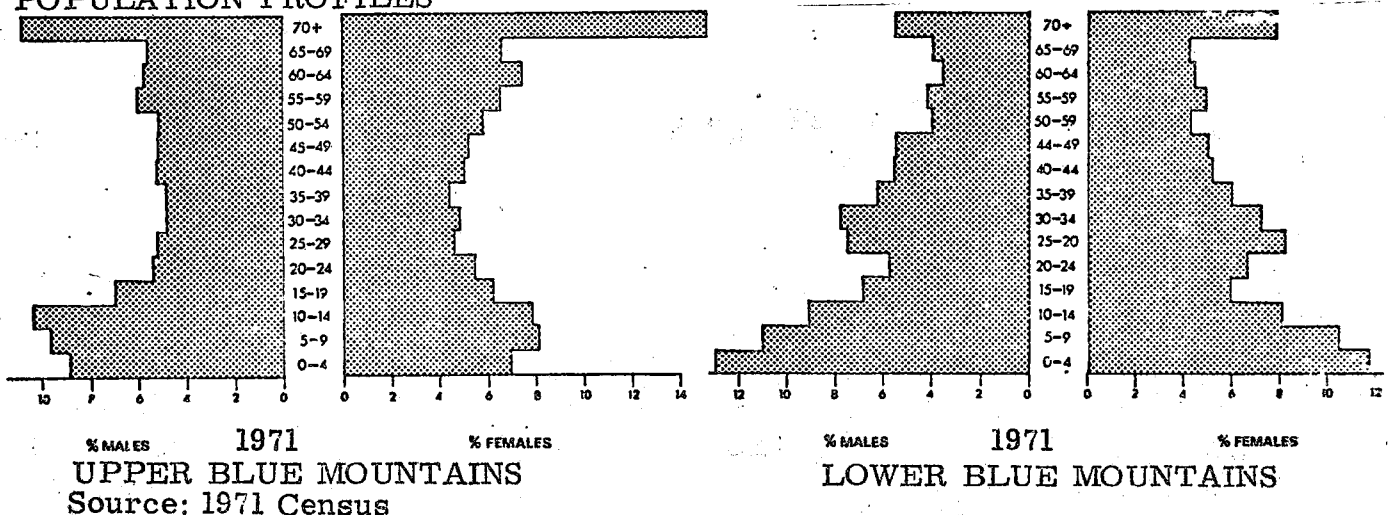
### The Two City System - Demographic Imbalances

Very distinct demographic patterns exist between the Upper and Lower Mountains due to historic locational choices based on climate, terrain and temporal settlement patterns. The strongest differences are in sex/age patterns that exist now, and in probable future migration trends.

Past population trends are also very distinct between Upper and Lower regions. The size and make-up of net in-migration is becoming an increasingly important component of Blue Mountains population growth.

The actual out-migration of the 15-24 age group experienced between 1966 and 1971 in the Upper Mountains suggests that educational and entertainment facilities and suitable employment opportunities are lacking for school leavers. A general dissatisfaction with the life style in the Upper Mountains, coupled with difficulties in reaching Sydney Metropolitan Area's opportunity base, are undoubtedly the major causes of out-migration of young people.

#### POPULATION PROFILES



Distribution in the Upper Mountains shows a very high incidence of persons over 60 years. The proportion of 70 and over was double the NSW average in 1971.

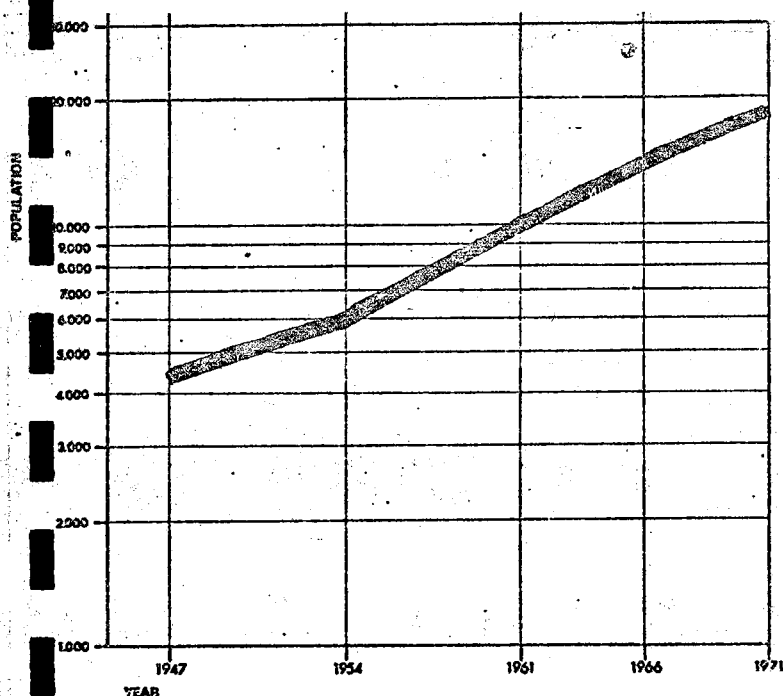
Although the Lower Mountains exhibits a high proportion of persons over 70, the 25 to 34 age group and 0 to 14 age group is much greater than equivalents in the Upper.



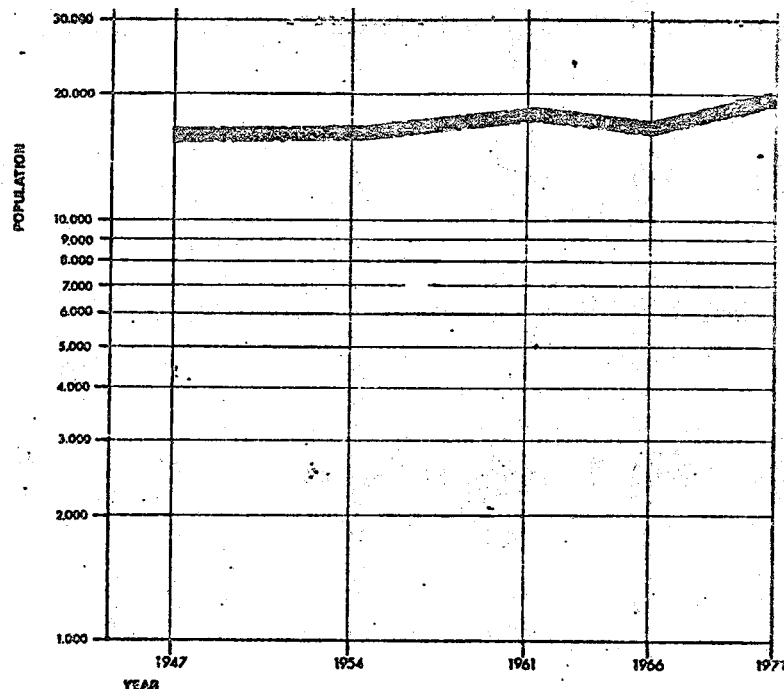
Particularly significant in both 1966 and 1971 was a very high proportion of people over the age of 65. The proportion has increased since 1954; the 1971 proportion was almost double the New South Wales average, indicating a very strong retirement location preference especially in the Upper Blue Mountains.

Lower land prices and environmental considerations seem to be the major factors in retirement preferences in the Upper Mountains.

### POPULATION GROWTH 1947-1971

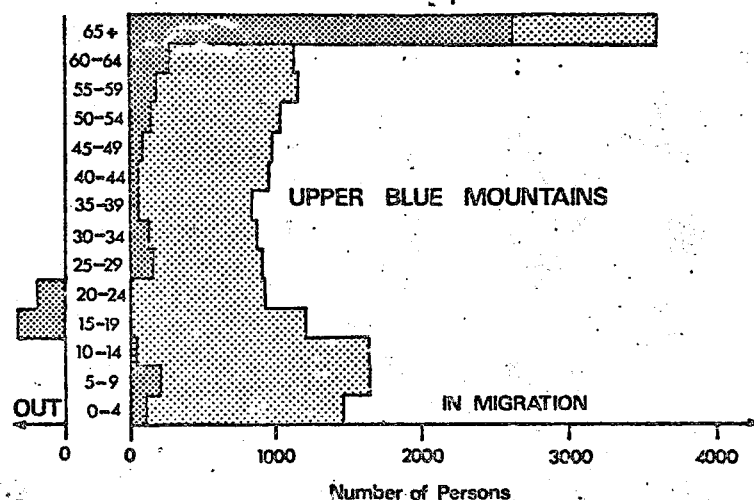
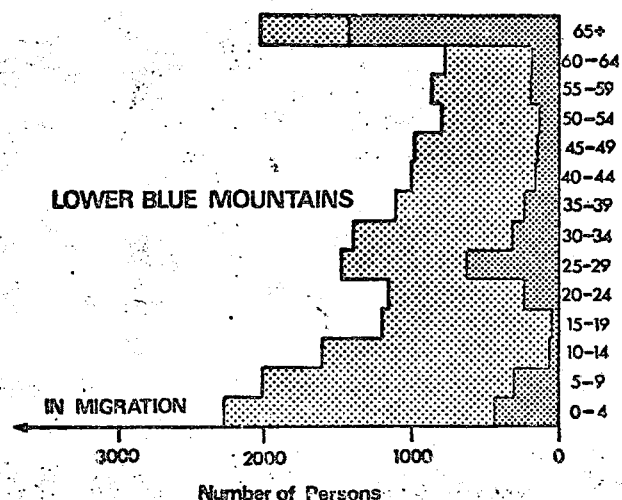


The Lower Mountains experienced a high proportion of in-migration between 1966 and 1971. Although in 1947 the Upper Mountains population was four times the Lower, 1971 figures indicate very similar population levels.



During the 1961 to 1966 period, there was a decline in the population of the Upper Mountains. Most of this decline was through out-migration rather than an excess of deaths over births.

### PATTERNS OF MIGRATION 1966-1971



In the Lower Mountains, a much greater proportion of younger people moved into the area during the 1966 to 1971 period. The net migration population pattern was virtually opposite that experienced in the Upper Mountains in this group. Between 1954 and 1971 the percentage of persons under 9 doubled; most were in families locating in the Lower Mountains.

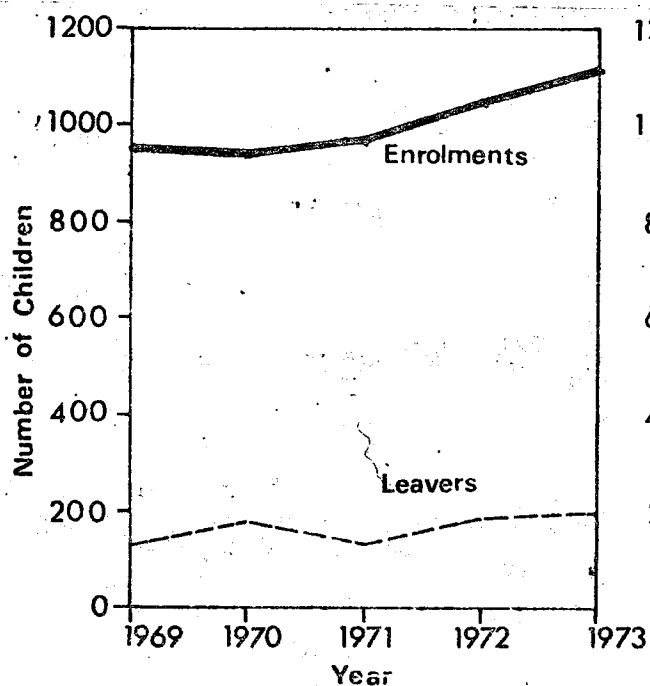
Net in-migration between 1966 and 1971 consisted of mainly persons over 60 years. Very large numbers of the 15-24 age group left the Upper Mountains during this time, indicating a general dissatisfaction with lifestyles and job situation.

The type and scale of social facilities required varies greatly between the Upper and Lower Mountains. The present inequalities and deficiencies will reach crucial proportions if the recent migration patterns continue. Urgent needs now are for youth-oriented social programmes, vocational and tertiary education, and adult education/retirement facilities in the Upper Mountains. The Lower area requires community and child-oriented, multi-purpose centres.

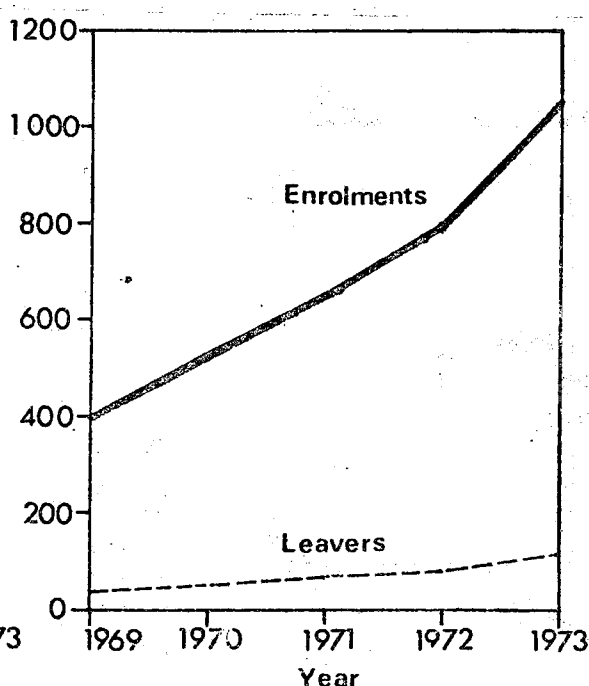
There are three major state high schools serving the Blue Mountains: Katoomba, Springwood and Nepean. The Katoomba and Springwood High Schools showed considerable differences in enrolment and leaving characteristics, whereas Nepean characteristics were fairly constant. School leavers in the 15-19 age group were very high proportional to enrolments in Katoomba. This age group would be seeking local employment opportunities which do not exist in the Upper Mountains. At Springwood the leavers' proportion was significantly lower and remained almost constant.

The imbalance in housing types and dwelling occupancy rates is startling. The Upper Mountains shows distinct patterns of holiday homes and low occupancy figures, whereas the Lower Mountains is overwhelmingly a new home area. Although some 88% of all housing stock is single family dwellings the difference in numbers of medium density housing is much higher in the Upper Mountains. In Katoomba some 20% of all housing types is medium density.

#### HIGH SCHOOL ENROLMENTS 1969-1973



KATOOMBA



SPRINGWOOD

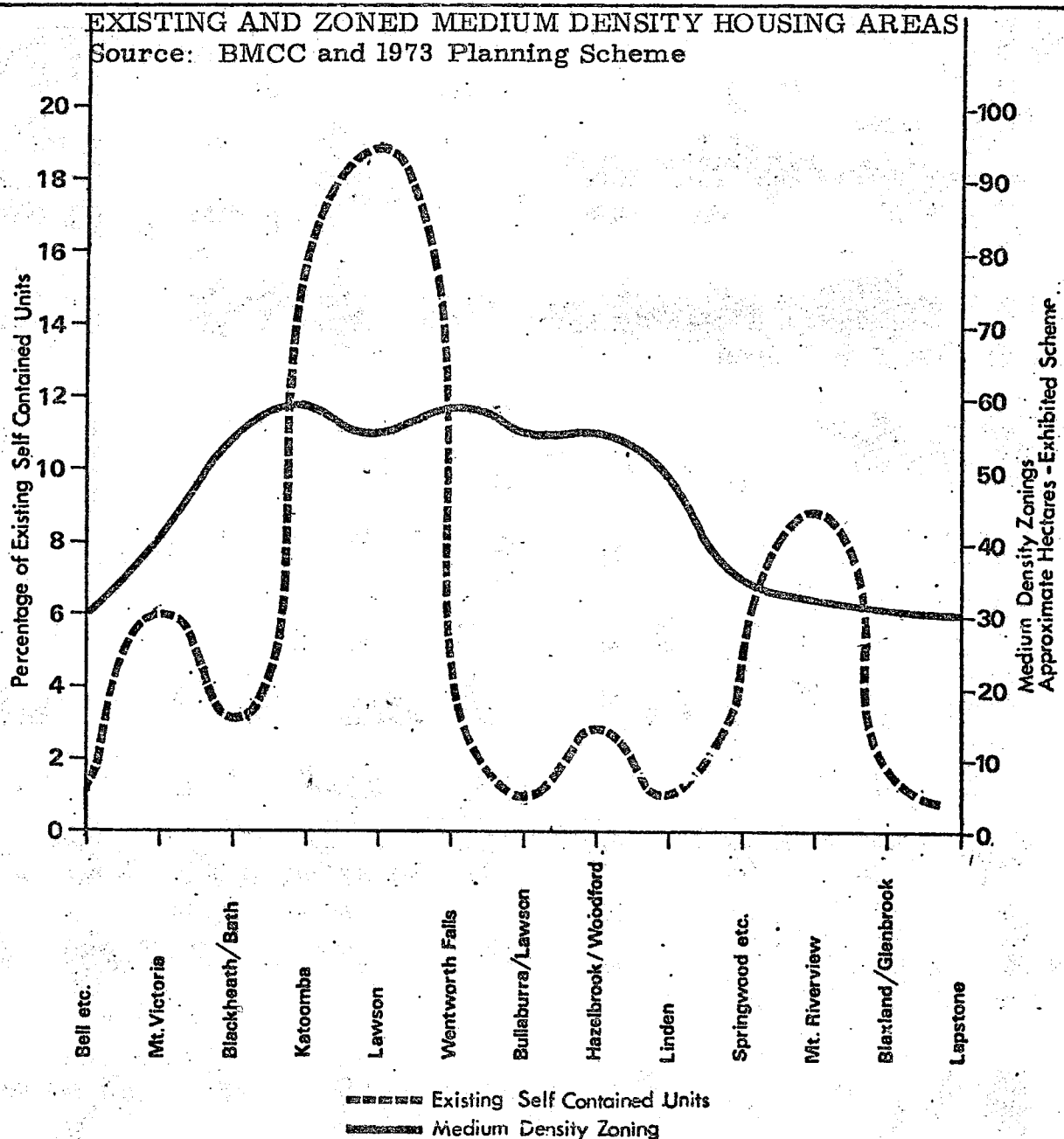
Although enrolments at the Katoomba High School rose 14% between 1969 and 1973, the proportion of leavers rose 30% lack of suitable jobs appears to be a major reason for the 1966-71 out migration of this age group.

Springwood High School enrolments and leavers rose sharply in accord with population increases. The ratio of leavers to enrolments was considerably lower than Katoomba probably indicating that higher numbers of school age groups proceed to higher education.



The average family size in detached dwellings is significantly higher in the Lower Mountains; family size in self-contained units is similar in both areas.

The figure below outlines the Blue Mountains medium density situation as at 1971 and the proportional provision of medium density zonings under the Exhibited Planning Scheme. In 1971 the percentage of medium density dwelling units was almost three times higher in the Upper Mountains than in the Lower. This trend will slowly equalize if current pressures within the Lower Mountains continue.



High proportions of existing medium density housing appear in Katoomba and north of Leura. A low of 17% is found in Blaxland and Glenbrook. In the Upper Mountains, medium density housing makes up over 7% of all dwelling types.

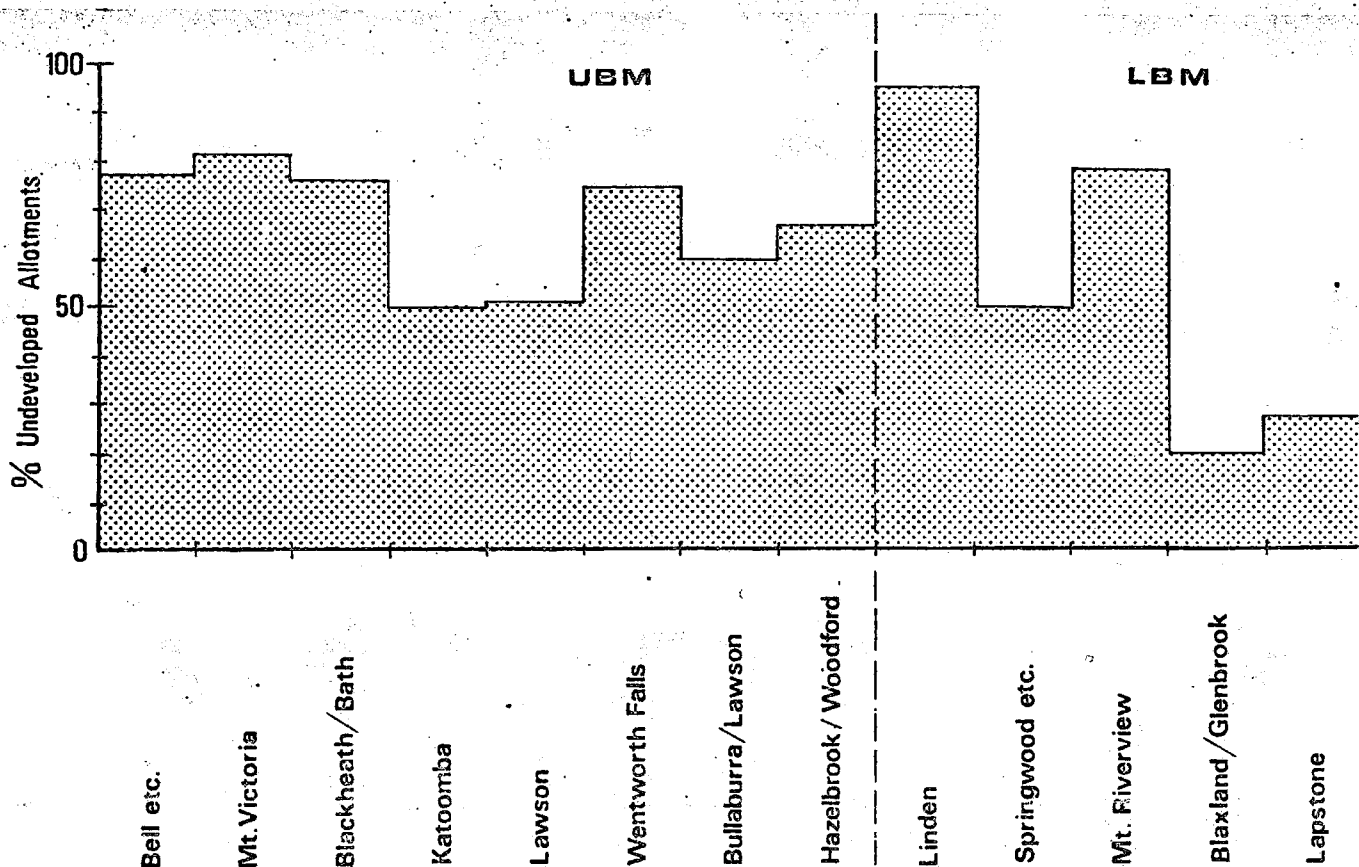
In 1974 a survey of all developed allotments which are zoned residential was carried out by Council's Assistant Planner. The ratio of developed-to-undeveloped allotments shows a very high potential for development in the Upper Mountains, and relatively lower capacities in Lower Mountains areas. The overall level of undeveloped allotments was 57% of the total subdivided land throughout the whole City area. The influence of proximal commercial and retail "capitals" in Katoomba and Springwood is clearly evident on development levels. (See figure below)

### The Two City System - Self-Containment

The demographic distinctness between Upper and Lower in-migration patterns is strongly dependent on supply of suitable local employment and the travel costs and times to alternative employment centres.

### PERCENTAGE OF UNOCCUPIED SUBDIVISIONS

Source: BMCC Survey 1974

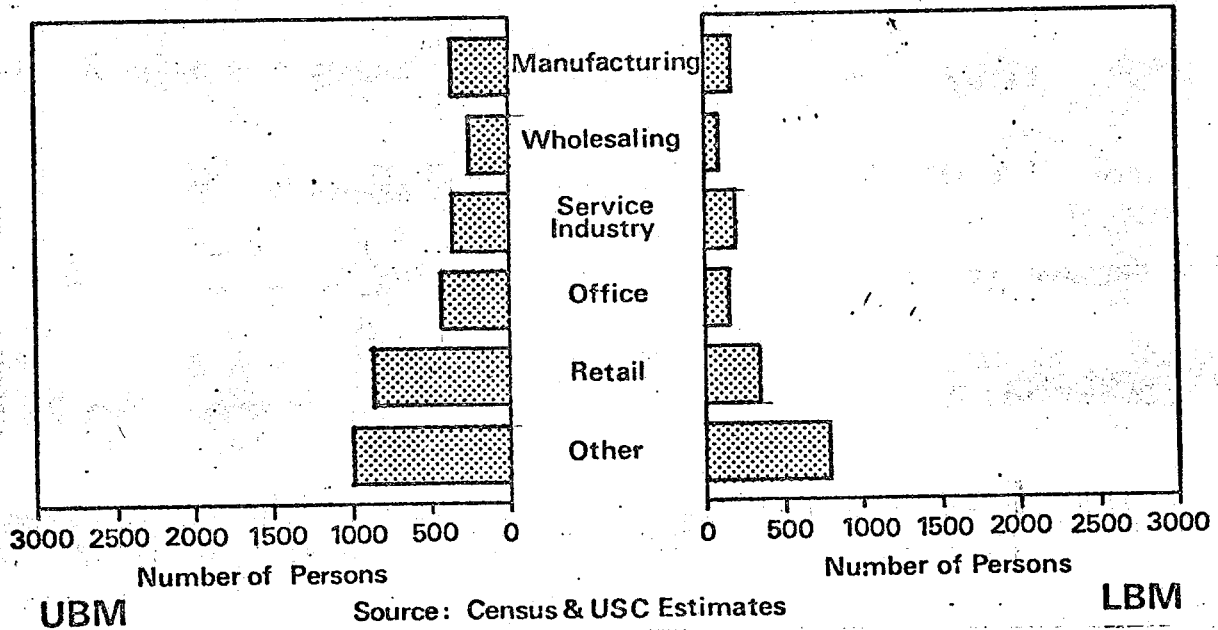


Levels of undeveloped allotments in the Upper Mountains peaked in Mt. Victoria. Katoomba's commercial "capital" influenced development ratios strongly; the higher development ratios closer to Katoomba clearly indicate the pronounced self-containment character of the Upper Mountains.

A high occupation ratio is clearly evident in Springwood; but these levels appear due to massive urban expansion as much as the typical commercial centre influence. Linden emerges as a no man's land with a 95% undeveloped ratio. Blaxland, Glenbrook and Lapstone showed extremely low surpluses of subdivided land.

The proportion of employed males in the 15-65 group was exceedingly high (96%) in the Lower Mountains, concentrated in Springwood, Valley Heights, Warrimoo and Blaxland. The two major factors responsible for this extremely high employment characteristic appear to be proximity to rail (high levels of commuting), and high Lower Mountains in-migration of 25-34 age groups with strong employment ties to Sydney/Penrith. The professional workforce living in the Springwood/Blaxland/Glenbrook belt is over four times the NSW average of 10.2%.

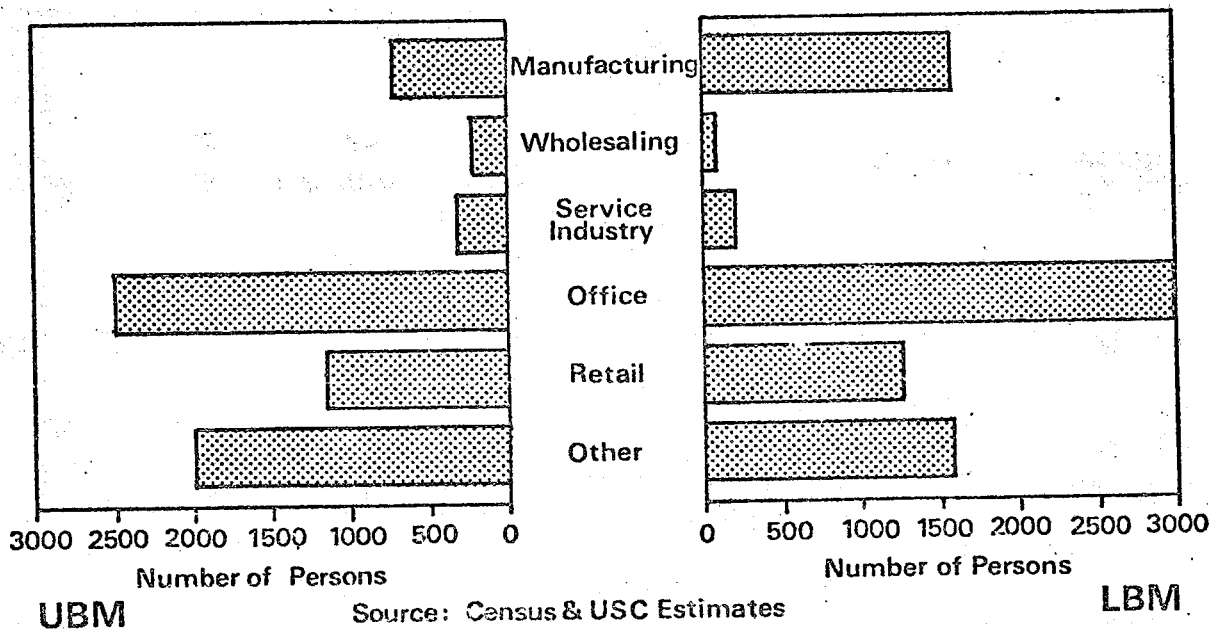
## JOB OPPORTUNITIES



A very high proportion of jobs in wholesaling and the service industry is evident. High commuting costs and times to jobs in Sydney and Penrith are forcing the Upper Mountains into a posture of strong self-containment. The very strong correlation between workforce make-up and job make-up within the Upper Mountains can be seen by comparing the figures above and below.

More than 75% of workers who live in the Lower Mountains commute to Sydney or Penrith. Although Upper and Lower Mountains have equivalent total populations, the Lower employment opportunities are less than half those in the Upper. Due to the relative proximity of Penrith and Sydney, there are strong differences between the type of jobs available and the workforce characteristics of Lower Mountains residents (see above and below)

## WORKFORCE MAKE-UP



The total employment ratio in the Upper Mountains on the other hand, was generally much lower except in the female workforce sector where higher than average employment ratio figures emerged in Leura/Wentworth Falls. This sector exhibited a uniquely high proportion of workforce engaged in community services (law, education, religion, social).

Further obvious resident workforce imbalances emerge from a detailed study of individual workforce classifications. From this study, the employment roles of Upper/Lower Mountains areas, and respective self-containment levels appear.

The extremely high professional occupation in the Lower Mountains has been mentioned. Peak proportions were exhibited in Springwood, Faulconbridge, Valley Heights and Glenbrook. Within this professional group, finance occupations dominated in the Lower Mountains workforce residing in North Faulconbridge, North Springwood, Blaxland and Glenbrook.

The Upper Mountains contained an extremely high percentage of entertainment, service, sport and recreation workers most being employed in the tourism employment pool in Katoomba. The agricultural workforce predominated in the Upper Mountains, as did wholesale and retail trade occupations. Generally the Upper Mountains workforce followed very closely the distribution of local employment opportunities as should be expected in an area of high relative self-containment.



## Industrial Imbalances

The Blue Mountains' share of industrial employment within the Sydney and Outer Sydney Statistical Divisions is only 0.6% - this is only one half of its proportional share of the Statistical Divisions' total population of 1.2%. Isolation from markets and rugged terrain are major causes of this imbalance; a lack of clear-cut and vigorous marketing by Council is another cause.

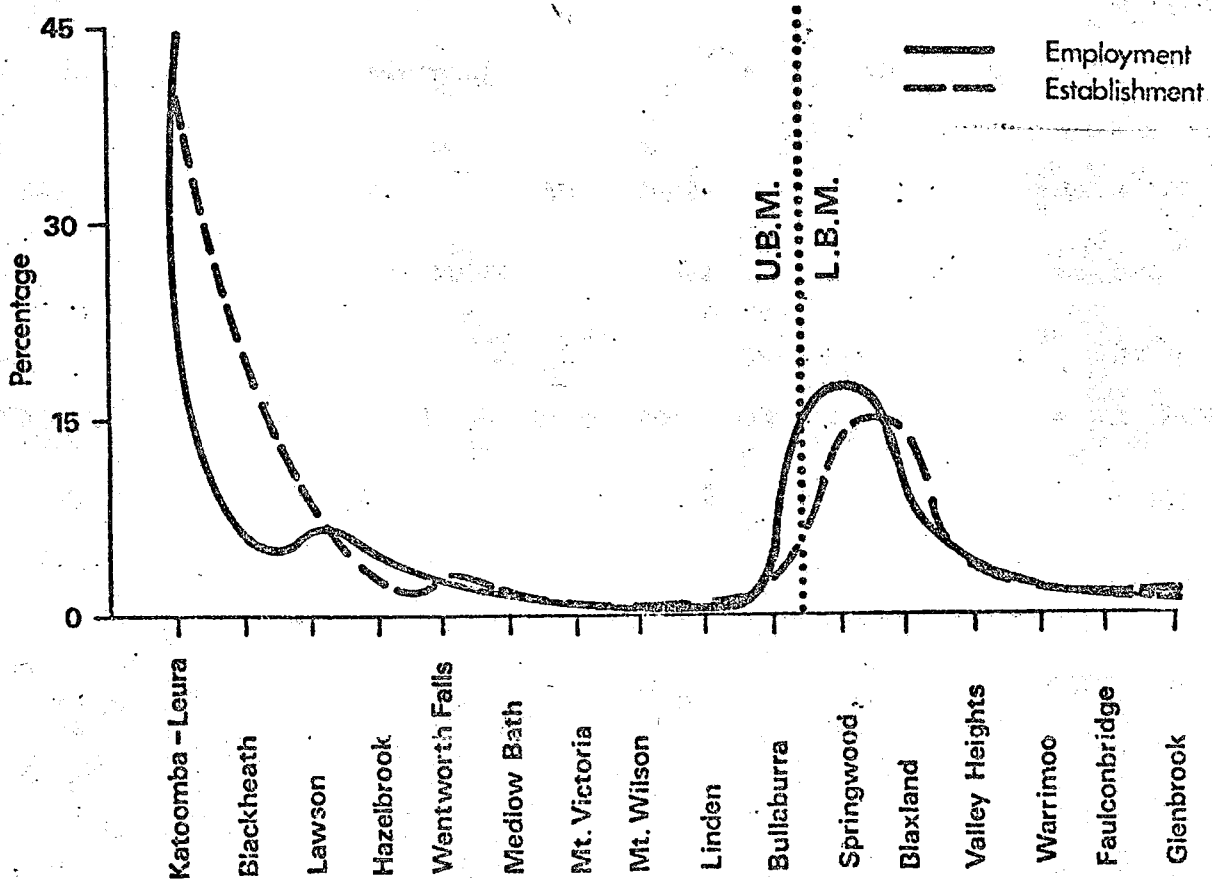
The industrial employment structure is dominated by a female workforce. Service industries account for almost half of the industrial employment opportunities; by far the most significant industrial sector within the City.

Industry is undergoing a gradual expansion and re-orientation. The greatest increase has been in the Upper Mountains where manufacturing jobs more than doubled between 1969 and 1974. The increase over the same time period in the Lower Mountains was only 30%.

The potential for industrial self-containment is very much biased in favour of the Upper Mountains by the large amounts of industrial zoned land in Lawson and Katoomba, and relatively small amounts in the Lower areas. In both sectors, however, only half of the zonings are suitable for industrial development and of this total only 15% is located in Lower Mountains. Only in Lawson and Katoomba are large areas of industrial zoned land available.

### INDUSTRIAL ACTIVITY IN BLUE MOUNTAINS TOWNS

Source: USC 1974 Survey



Industry in the Upper Mountains far exceeds Lower Mountains levels. Almost 45% of all jobs are located in Katoomba-Leura.

Both jobs and establishments in the Lower Mountains are about half that in the Upper. Most activity is found in Springwood-Blaxland.

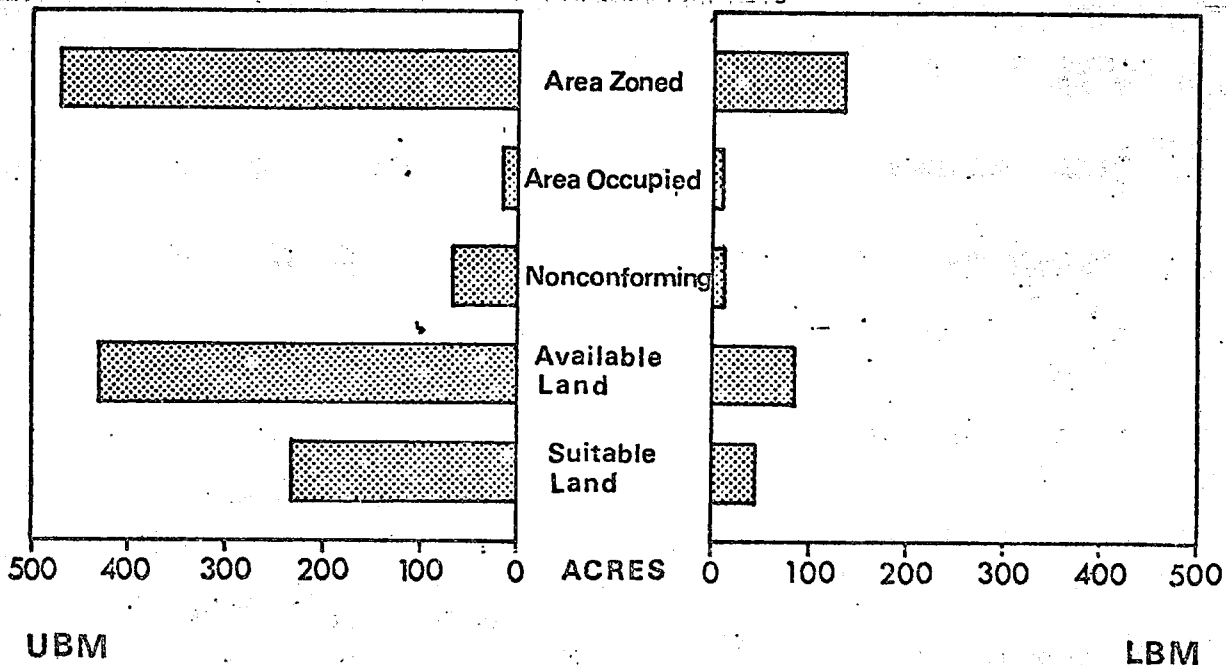


The overall implication is that the supply of industrial land, and industrial employment will increase more rapidly in the Upper Mountains than within the Lower Mountains, where the population is rapidly expanding. Regardless of future population levels, unless the policy of using industrial zones for service industries is changed, much more land must be found for manufacturing if a reasonable level of local employment is desired.

Figure D1 illustrates industrial employment in the Blue Mountains. Figure D2 gives details of existing industrial occupancy and land availability.

### BLUE MOUNTAINS INDUSTRIAL CHARACTERISTICS

Source: 1973 Planning Scheme and USC Survey



Although the Upper Mountains has three times the zoned area of Lower, only 235 acres (or 46%) of this land is suitable for industry.

Only slightly greater areas zoned for industrial activities in the Lower Mountains (52%) are suitable for industry due to access and terrain constraints.



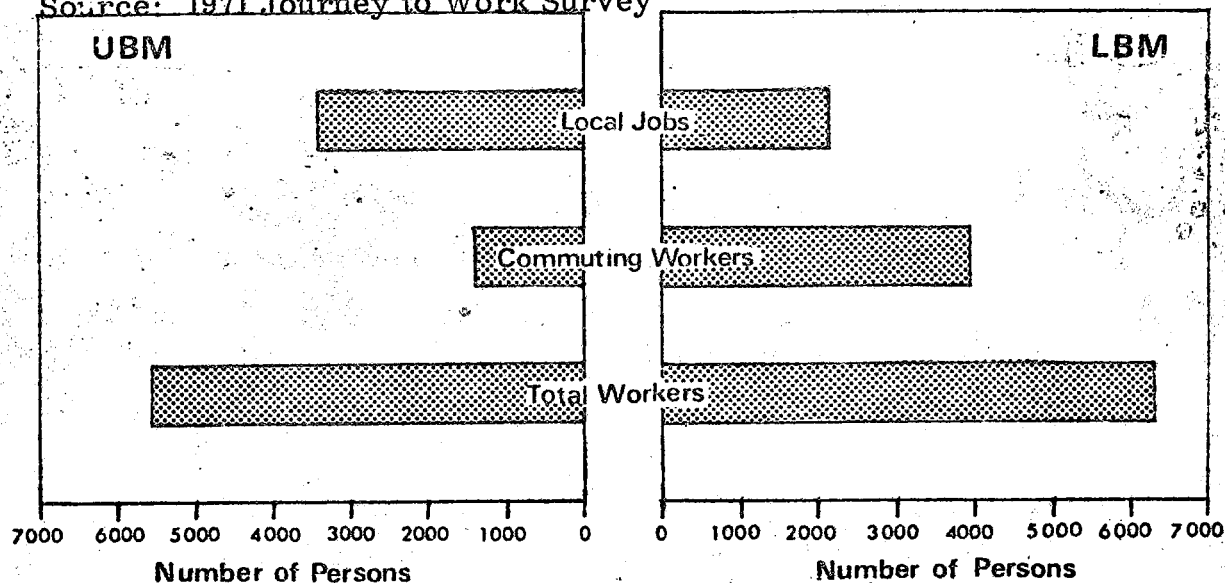
## Commuting

The problems faced by Blue Mountains commuters are illustrated below in terms of cost and time related to the existing commutation level throughout the Mountains.

Physical isolation of Upper and Lower areas is not only present in the long linear development pattern, but also reinforced by deficiencies in bus service levels and routes.

### PROPORTION OF WORKFORCE COMMUTING

Source: 1971 Journey to Work Survey



The problems faced by Blue Mountains commuters are illustrated below in terms of cost and time, related to the existing commutation level throughout the Mountains. Of the 5,590 workers living in the Upper Mountains, about 25% commute.

6,280 workers live in the Lower Mountains; more than 75% commute.

	Fort-nightly Tickets From Central Station	Time Taken From Central Station	Distance From Central Station
Lapstone	\$12.85	1 hr 23 min	39.5 m
Glenbrook	\$12.95	1 hr 29 min	41.5 m
Blaxland	\$13.05	1 hr 34 min	44.5 m
Warrimoo	\$13.15	1 hr 38 min	46.0 m
Valley Heights	\$13.20	1 hr 43 min	48.0 m
Springwood	\$13.35	1 hr 46 min	49.5 m
Faulconbridge	\$13.45	1 hr 50 min	51.5 m
Linden	\$13.40	1 hr 55 min	54.0 m
Woodford	\$13.55	2 hr 03 min	56.0 m
Hazelbrook	\$13.65	2 hr 08 min	58.0 m
Lawson	\$13.75	2 hr 12 min	59.5 m
Bullaburra	\$13.90	2 hr 14 min	60.5 m
Wentworth Falls	\$14.25	2 hr 21 min	64.0 m
Leura	\$14.60	2 hr 27 min	67.0 m
Katoomba	\$14.75	2 hr 30 min	68.5 m
Medlow Bath	\$15.20	2 hr 38 min	72.0 m
Blackheath	\$15.65	2 hr 44 min	75.0 m
Mount Victoria	\$16.15	2 hr 50 min	78.5 m
Bell	\$17.00	3 hr 02 min	85.0 m



## Commercial

The self-containment characteristics of each mountain area are evident from the findings of Volume II's commercial analysis. Katoomba and Springwood form the dominating 'capitals' of each portion of the Mountains. However, extreme imbalances exist in the size and type of retail and office floor space in each 'capital'.

The commercial analysis found that Katoomba contained 80% of all Blue Mountains' available office space. An office space ratio of 0.33 square metres per person currently exists in the Upper Mountains, with 0.13 square metres per person in the Lower Mountains. The modal split of shoppers was 50% by car, 25% pedestrian, and remainder bus and train. Parking situations within existing centres were marginally sufficient in Blackheath and Wentworth Falls; poor in Katoomba, Lawson and Springwood; and severe in Leura, Blaxland and Glenbrook. The shopper characteristics survey established that the Highway and railway did not constitute significant obstacles to trade areas. High retail vacancies were discovered in Leura (31%) and Wentworth Falls (28%); a healthy retail centre usually exhibits less than 10% vacancies.

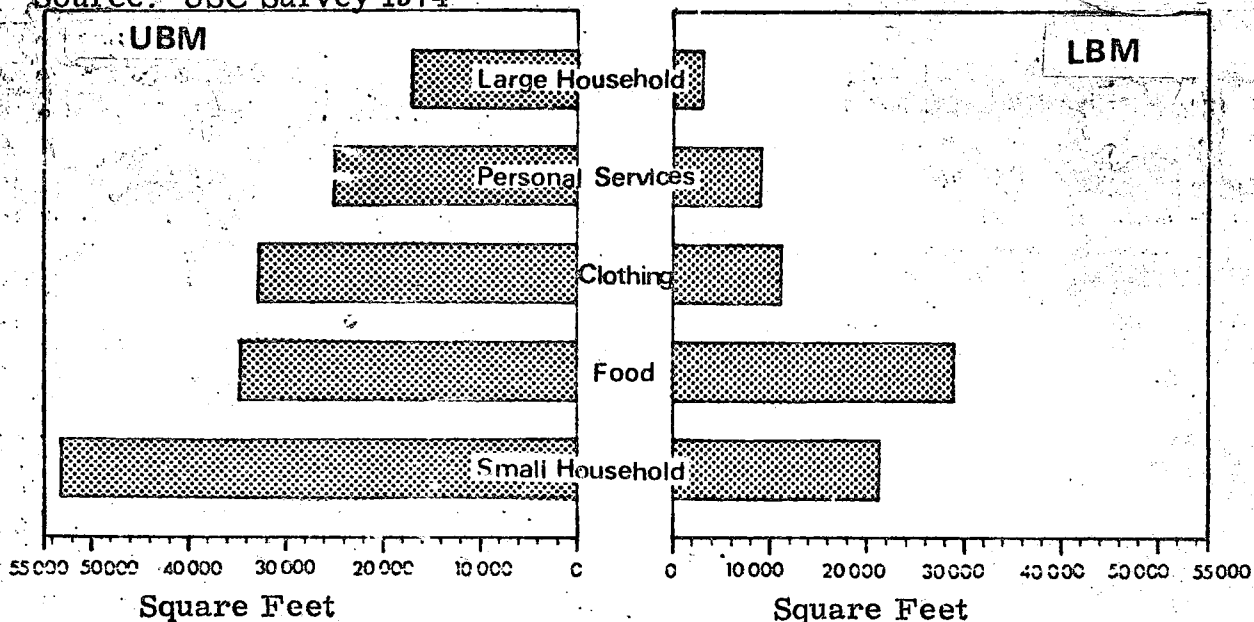
Existing centres generally provide only for convenience purchases. Shoppers wishing to obtain comparison type merchandise, such as that provided by department stores, are forced to travel outside the area. These shoppers travel mainly to Penrith but also to other major centres in the Sydney Metropolitan area.

Figure E1 gives details of retail floorspace in each urban centre in the Blue Mountains.

Figure E2 indicates the spheres of influence of these urban centres by plotting shopper origins.

### FLOORSPACE CHARACTERISTICS

Source: USC Survey 1974



Katoomba fulfils many of the more diverse and sophisticated requirements of a wide area. It contains the only medium-sized food supermarket, a considerable provision of large household items, a good range of clothing stores and personal service facilities.

The commuting (dormitory) nature of the Lower Blue Mountains is clearly evidenced by the much lower level of retail floorspace especially in large household goods such as furniture and household appliances. Provision for personal services is also relatively low.

## Great Western Highway Traffic Volumes

A functional split between Upper and Lower sectors is also suggested by low traffic volumes along the Highway between the two sectors and higher relative volumes within them. Annual average daily traffic volumes recorded in the Lower Mountains averaged between 8,000 and 10,000; a considerable proportion of this volume would be Upper Mountains-bound traffic.

Upper Mountains traffic volumes ranged from about 5,000 vehicles per day at Blackheath to 8,000 in Katoomba, decreasing towards the upper city boundaries and increasing towards Lawson.

Linden marked the lowest level of traffic volume between Upper and Lower with a distinct drop of about 2,000 vehicles (or approximately 25% less traffic).

See Volume III, figure F1 for road networks.

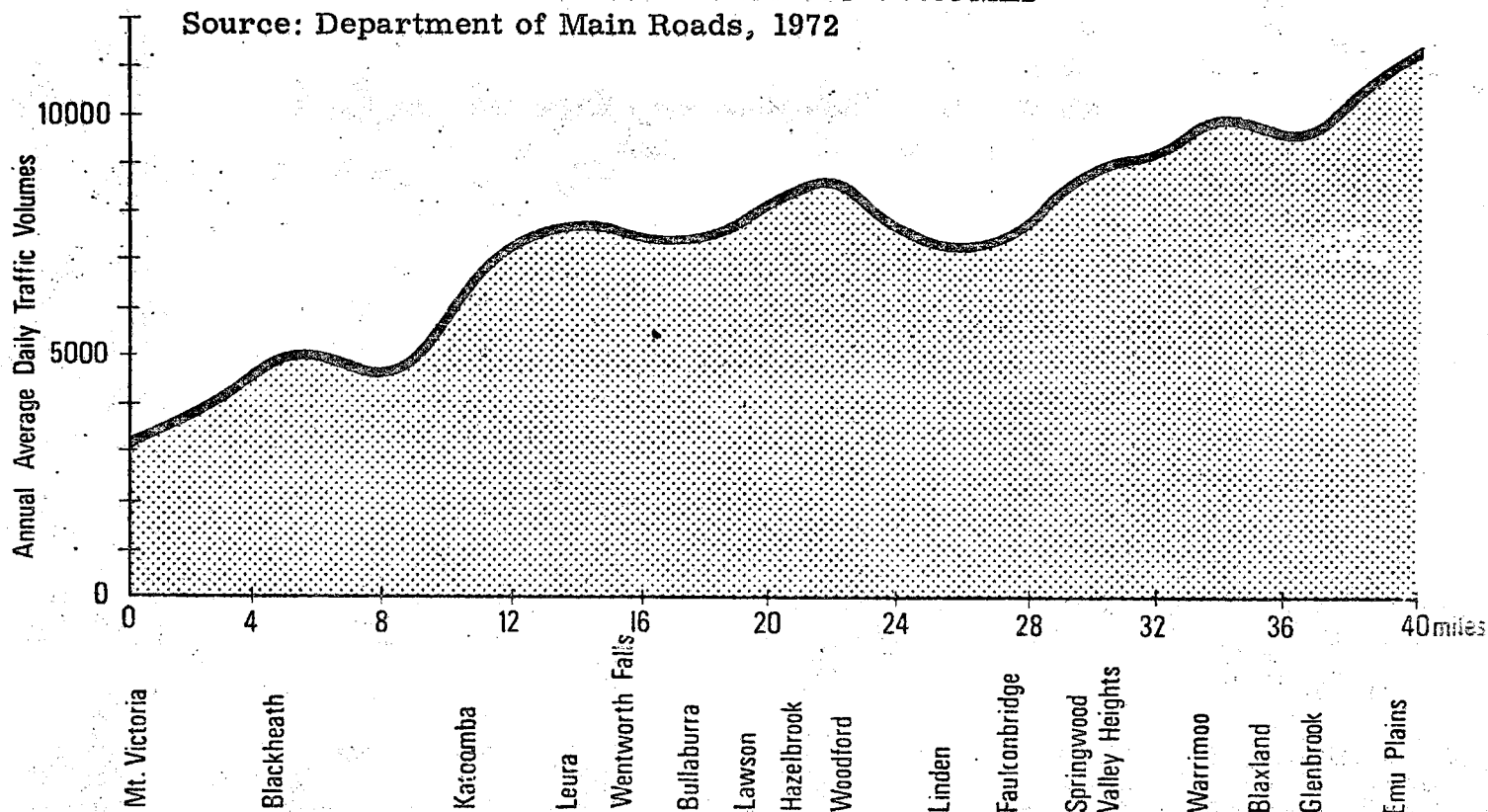
Figure F2 details seasonal variations in Great Western Highway volumes.

Journey to work characteristics are shown in figure F3.

Figure F4 indicates imbalances in bus systems in the Upper and Lower Mountains.

### GREAT WESTERN HIGHWAY - TRAFFIC VOLUMES

Source: Department of Main Roads, 1972



## The Two City System - Tourism

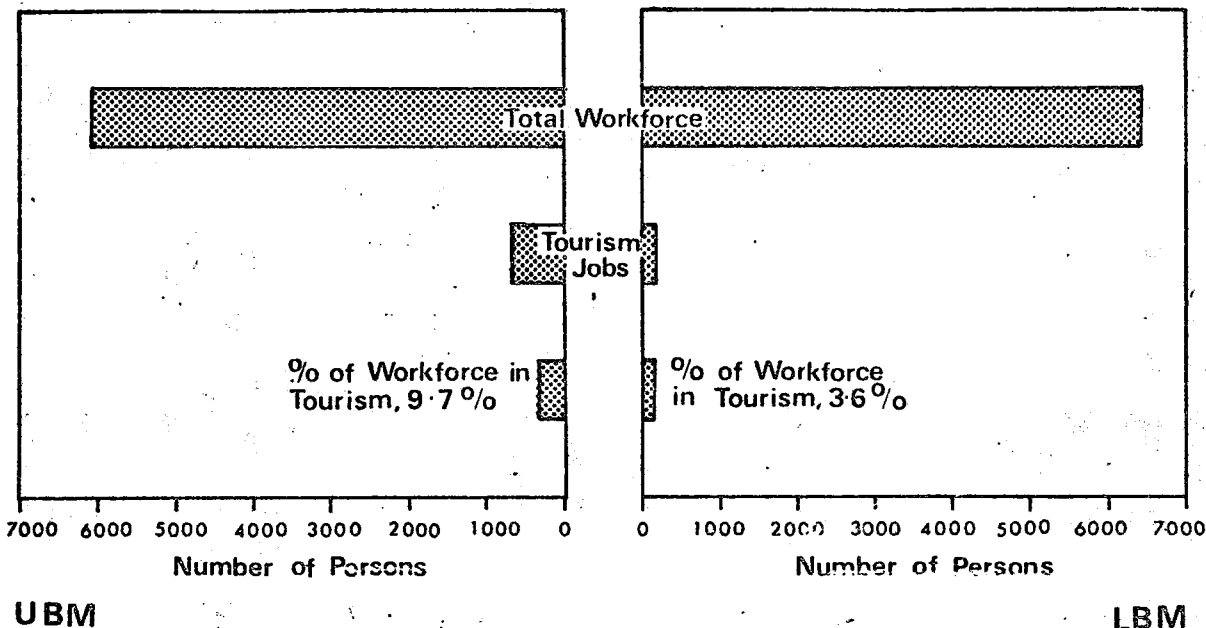
The differing roles of the Upper and Lower Mountains is nowhere more evident than in patterns of tourism. The "view from the points" is a widely known and patronized attraction; the economic base of the Upper Mountains depends largely on this patronage.

The 1969 tourist survey of the Blue Mountains carried out by the NSW Department of Tourism recorded a very high "day-tripper" pattern; people who came only for the day to visit the lookouts. This finding was confirmed by a similar tourism survey completed by Urban Systems Corporation during the 1974 Easter period. Very little change in day-tripping has occurred in five years. The Easter survey found that 65% of all visitors to the scenic points of the Upper Mountains came only for the day. About 85%-90% of these came from Sydney suburbs, mainly from the west and north.

The profile of the day-tripper pattern is one of low expenditure and high costs in maintenance (pollution and litter), traffic congestion, and noise. Some 64% stated no expenditure on scenic attractions; a total of 68% spent \$10.00 or less during their visit. More significantly, the problems most recorded by tourists were insufficient road capacity and accessibility, high costs, and lack of public transport. Deficiencies in facilities and amenities were also problems identified by respondents to the survey. Deficiencies identified by visitors were largely in facilities constructed and maintained through general rates.

Figure C1 illustrates origins of Metropolitan Sydney visitors. This figure and others are collected in Volume III.

### PROPORTION OF WORKFORCE EMPLOYED IN TOURISM Source: 1971 Census



Upper Mountains Tourism employment as a proportion of the total workforce is more than double the Lower Mountains. Very high figures were found in Medlow Bath (23%) and Katoomba-Leura and Mt. Wilson (10% - 13%).

The highest figure in the Lower sector was 55 jobs in the Springwood area (4.4% of total workforce). Percentages ranged from 3% in Glenbrook to 4.4% in Warrimoo-Springwood.

As urban Sydney expands westward, day-tripping will increase and the conflict between tourism and resident amenity in the Upper Mountains will increase. Strong Council policy on the role of the Blue Mountains for tourism is urgently required.

Since 1972, substantial accommodation expansion and construction has resulted from improved accessibility between the Mountains and the Sydney region. Most of the expansion has occurred in the Upper Mountains.

In recent years, new pressures to introduce international standard hotel and motel facilities have been experienced. The location of an international hotel will inevitably be resource-based with serious aesthetic and environmental implications.

The Upper Mountains, with a slightly lower total workforce than the Lower, offers much greater opportunities for tourist employment due to two major factors. The Upper area is more remote and contains a far greater aggregation of attractions, while the Lower sector is less endowed and closer to metropolitan employment situations.

The 1974 Easter survey identified Echo Point, Hawkesbury Lookout, Govetts Leap and Wentworth Falls as the most intensively visited access points.

## 2.3 Major Issues

Needs and imbalances within the current situation have been described above; this section lists major issues which emerged from the technical studies contained in Volume II.

The lack of clearly stated and fully committed strategic policies is the single most important issue determining the future of the Blue Mountains, not the embittered local battle between conservation and development. With adequately defined Council policies, the assistance of Federal, State and Local bodies can be sought forcefully and the future of the Blue Mountains greatly enhanced.

Issues identified by objectors to the exhibited Planning Scheme matched the Volume II findings very closely; these objections greatly simplified the task of crystallizing major issues within the Mountains.

### 2.3.1 Regional Issues

#### Management

Council has already received substantial Federal grants for land acquisition and facility provision and planning in the Mountains. Will the absence of comprehensive planning policies impair further Federal grants? What level of planning involvement and regional policy-making is required?



## Environment

What responsibility has the National Estate Commission towards preservation in the Mountains? The National Trust? The State Planning Authority? local residents?

## Tourism

What level of regional tourism and recreation is the Mountains expected to absorb? Who will pay for expansion and construction of roads and facilities?

## City Framework

Should the Mountains be responsible for absorbing a proportion of the Sydney Metropolitan Area's population growth as proposed in the Sydney Region Outline Plan?

What impact will Bathurst-Orange growth have on increased traffic volumes and congestion? Should Bell's line of road be upgraded to reduce through-traffic along the Great Western Highway?

Is self-containment desired in the Mountains?

## 2.3.2 Blue Mountains City Issues

### Management

The functional dichotomy between Upper and Lower Mountains is firmly established. Blanket policies for the overall Blue Mountains City will present severely different impacts on individual towns. Blanket policies are therefore invalid. What should the role of community participation in local planning be? What level of detailed planning is needed?

How relevant are the stated objectives of the exhibited Planning Scheme\* at the township level? To guide future development into the small existing serviced areas, as stated, is probably impractical. Restriction of ribbon development as stated, will probably have a very minor effect on overall traffic increases which are mainly day-tripper tourism and through-traffic. Is Council's 1968 objective of encouraging business uses totally removed from major roads valid? Other issues crop up in recreation; industry provision, traffic separation and commuter parking, and segregation of tourist-resident activities.

### Environment

How important is the village character of Blue Mountains towns? Is the view from the road and rail worth preserving? What will be the future of Megalong Valley, Mt. Victoria, Mt. Wilson,

\* "A Guide to the Planning Scheme Proposals", BMCC, 1973.

Mt. Irvine, Mt. Tomah and the escarpments? Who will pay for protecting these areas?

The effect of expansion of the Great Western Highway, increased day-tripping and through-traffic is an issue with serious visual and amenity implications. Can commuter parking at railway stations be carried out without visual blight? Can railway services be upgraded without detriment to the existing character of Mountains railway stations?

Residential location choices in the Mountains are overwhelmingly environmental. If the current Lower Mountains expansion continues, the only environmentally acceptable solution may be to develop to capacity the existing unoccupied serviced subdivisions, or to increase population densities in these areas through medium density housing.

The threat of bush fires, and related actions required in planning are issues often ignored until too late, as experience has repeatedly shown. Rationalisation of fire control responsibilities is a problem not often identified in the battle between environment and development.

#### Tourism

Conflict between the economic importance of tourism and disruption of resident amenity is a major issue within both the Upper Mountains (litter, noise, congestion) and the Lower (traffic, congestion and pollution). What can be done?

#### City Framework

There is definite conflict between the capacity of the environment to accept population (the environmental role of the Mountains), and the arbitrary postulation of future population levels. Shouldn't environment be the sole delimiter of urban expansion?

Self-containment as a goal is a major issue with completely different implications in Upper and Lower areas. Should the Lower Mountains continue as a commuter dormitory suburb? What will be the impact of industrial and commercial expansion in the Upper Mountains? Is the inevitable resident-visitor conflict inevitable or can something be done?

Demographic imbalances between Upper and Lower Mountains areas have resulted in serious social problems and a mass exodus of the 15-24 age group from the Upper Mountains. Should diversities in lifestyle and employment opportunities be provided to produce a balanced community? Should tertiary education be developed? Hospitals, health and social centres?



Will the exclusion of medium density living discriminate against the retired, young singles and families, single parent families, and prevent alternative lifestyles?

Should Penrith act as the main commercial and retail centre for the Lower Mountains? Does the community need or want single major centres or dispersed outlets? More scattered offices and shops, or one regional centre?

These are some of the issues currently present within the existing situation which must be considered in the choice of immediate goals and objectives at the local level. In the interim, a number of solutions to some of these problems are suggested in Section 4 of this Report.



### 3. ALTERNATIVE FUTURES

#### 3.1 Description

Alternative Futures are not strategies. The five Alternative futures which are postulated are based on the natural expansion of urban development which would occur under the stated assumptions.

The limits of urban development, population capacity and distribution are illustrated in each Alternative's Principles Diagram.

##### Alternative 1

The maximum conservation baseline would be an urban area including existing urbanisation and building permits issued. No further urban development would be permitted outside this area. Residential densities would be kept low and maximum areas would be devoted to leisure pursuits. No flats would be permitted. Only minor additions to transport and traffic systems would be needed other than those required for through traffic and for tourism. Outside this confined urban area there would be a maximum effort to conserve and restore and protect the natural environment, involving large scale acquisitions of presently raw and privately owned land and also of subdivided but undeveloped land even if the latter is provided with some services and utilities. These costs would be high but there would be greatly reduced urban infrastructure costs and possibly greatly increased tourism revenues. This alternative would provide for a City population of about 47,000 people, compared with the 1974 estimated population of 45,000.

##### Alternative 2

This would be a modification of Alternative 1 to provide for an expansion of urbanisation to encompass all existing urban development plus all serviced subdivisions, to provide a rational urban boundary. Alternative 2 would accommodate about 65,000 people.

##### Alternative 3

A second modification to Alternative 1 would expand urban boundaries to include all subdivided land. This would provide for a population of about 112,000 people.

In both cases there would be extensive conservation and recreation areas outside the urban boundary.

##### Alternative 4

This alternative would represent a substantial but somewhat less than maximum degree of urbanisation, and would be represented by the zonings proposed in the draft planning scheme as amended by appeal decisions. Alternative 4 would provide for about 170,000 people.

## Alternative 5

The maximum development baseline would involve urbanisation of all physically suitable land not already in parks and other open space areas, together with increased densities of development, substantial expansion of retail, office and industrial development, major improvements and additions to the transport, utilities and communications systems. It would also involve very substantial improvements in leisure systems in the extent, form and character of parks and other public spaces. This alternative would provide for 275,000 people or more.

### 3.2 Areas of Environmental Significance

Critical environmental areas have been previously outlined in this report. Their environmental significance will be lost under all alternative futures unless immediate action is taken to prevent detrimental development or over-use.

To describe these five Alternative Futures, the assumptions have been applied to the Blue Mountains as a whole. Obviously there are many areas in the Mountains where Alternative 1 may be the most appropriate, and others where Alternative 5 might be suitable. With the exception of defining critical environmental areas and action priorities, the selection of the most appropriate alternative for each local area must be carried out in the latter phases of the planning process as illustrated in the figure outlining Council Action in Section 4. It is at this stage that the community in conjunction with Council will select the final goals, policies and objectives for the final development strategy.

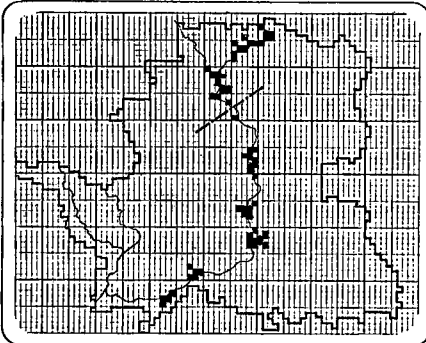
### 3.3 Implications of Alternative Futures

In addition to the determination of population capacities and the delimitation of urban development, other implications of the Alternative Futures can be defined as follows:

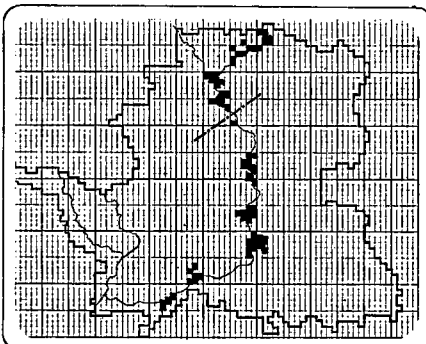
- \* General implications for self-containment, environment, tourism and transportation.
- \* Employment, workforce and commuting for the Upper and Lower Mountains.
- \* Commercial, shopping and community health and education requirements.
- \* Proportion of population likely to be living in medium-density housing.
- \* The provision and possible costs of public utilities, industrial land acquisition and an indication of the compensation required for reduction of development potential as a result of relocation of subdivisions.

# ALTERNATIVE FUTURES - SUMMARY

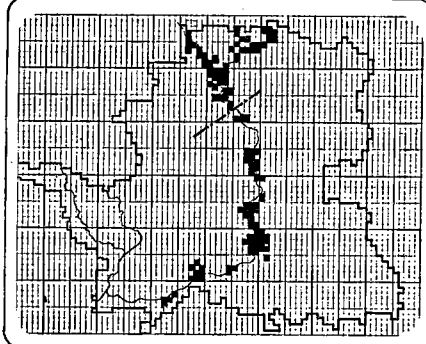
## Alternative 1



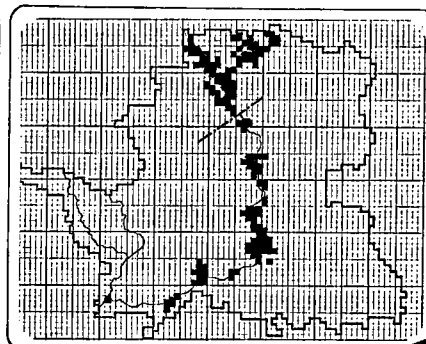
## Alternative 2



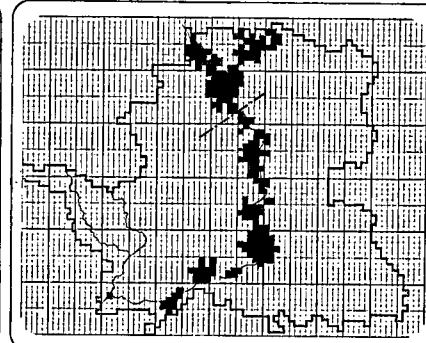
## Alternative 3



## Alternative 4



## Alternative 5



### Population Capacity

Upper BM — 22,500  
Lower B M — 24,800

— 31,300  
— 33,600

— 67,400  
— 45,000

— 103,600  
— 69,500

— 143,500  
— 131,700

### Assumptions

Estimated Population as at December, 1973. Further urban development would not be permitted outside this area, other than redevelopment of existing development.

Compensation or acquisition of land in non-urban areas, and subdivisions which are not developed may be required to conserve and restore natural environment.

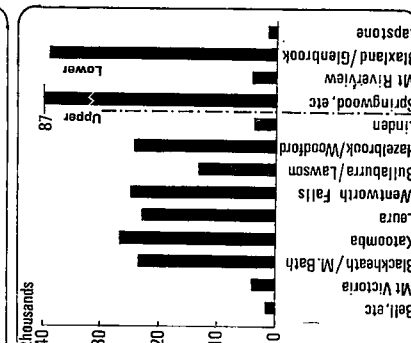
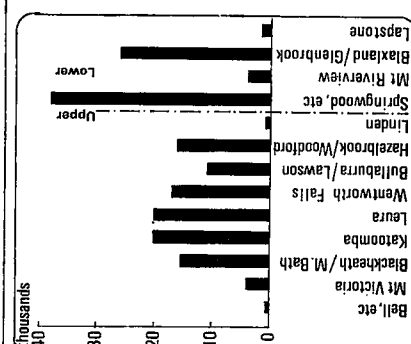
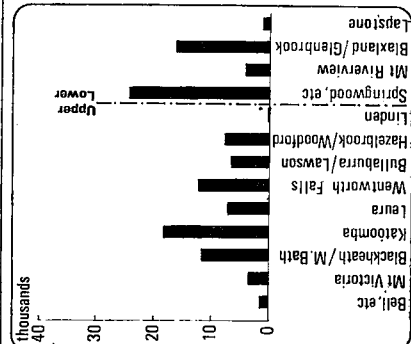
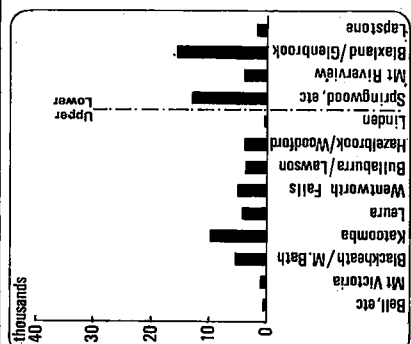
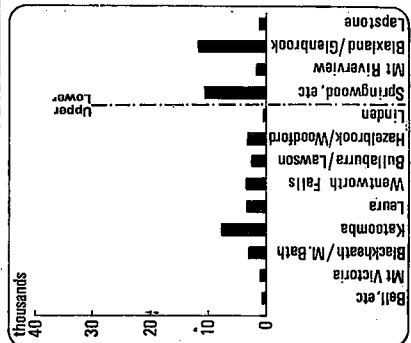
No additional residential subdivisions would be permitted. Only development in serviced subdivisions would be approved. Flats would not be permitted.

No additional subdivisions would be permitted. Populations are based on full development of all existing subdivision at existing densities. Flats would not be permitted.

Development would occur in accordance with the Exhibited Planning Scheme. Population capacities are based on 27 persons per hectare in Residential 'A' zones, and 100 persons per hectare in areas where flats are permitted.

This represents the maximum limit of urban development. It would include all areas in the Exhibited Planning Scheme, plus additional developable areas having slopes up to 1 in 5, which are adjacent or connected to existing services. Megalong Valley and all existing designated parks and recreation areas are prohibited from development. It has been assumed that higher density residential zones (100 persons per hectare) would be similar to Alternative 4. Additional development assumes residential densities of 27 persons per hectare.

### Distribution of Population





(population capacity - 47,000 persons)

## GENERAL IMPLICATIONS

### Environment and Tourism

- \* A maximum capacity for absorption of recreation and tourism originating in Sydney, interstate and international. Large scale funding possible for regional environmental uscs and conservation. Pollution of Hawkesbury Basin decreases as infrastructure provision increases. Role of the Mountains becomes regional outlet for recreation and tourism.
- \* Mountains services recreational demands of both residents and visitors fully. Minimal destruction of natural environment by pollution or over-use of regional open space. Opportunities for delineation and enhancement of urban areas and character, regional open space uses, utilisation of intermediate areas such as Megalong Valley and the Mount Wilson zones. Minimal threats to "Views from the Points" by development. Potential for increasing scenic ring roads and access road upgrading to currently "inaccessible" lookouts such as Faulconbridge lookout.
- \* At the Town level, possibilities include a complete flexibility for implementation of village character programme, open space network and urban/non-urban contrasts. View from the road and roadside rest areas can be fully provided. Urban parks and landscaping development possible. Low to moderate pressures in environmentally critical areas and intermediate zones such as Megalong Valley and Mount Wilson.
- \* Maximum opportunity for cohesive urban character implementation, street closures, local parks and gardens, streetscape development, open space links and maintenance. Full opportunity for establishment and display of historic sites and buildings. Minimum demands on local parks and gardens. Full use of existing recreational facilities and complete upgrading possible.
- \* Isolated deficiencies in local recreation facility provision. Increasing problems in bush fire prevention, and serious threats to historic and aboriginal sites.
- \* Attractive power of region for tourism conserved and enhanced. Little constraint on the availability of space resources for tourist facilities and attractions. Constraints on labour availability for tourist operations. Greater pressures and tourist/resident conflict relative to the sharing of recreational resources. Maximum constraints on further development creates an ideal situation for greater penetration of the Blue Mountains by the tourist industry.

# Alternative Future 1



32.

(population capacity - 47,000 persons)

## Transportation

- \* Transportation implications consist of maintaining the existing system and rectifying existing deficiencies.
- \* The local bus services will need to be improved by subsidising the existing operating companies to provide more frequent integrated and off-peak services. Funding should be by BMCC, State or Commonwealth Governments.
- \* Upgrade roads to industrial areas and new estates, such as Lawson.
- \* Extension of Freeway from Emu Plains to Blaxland.
- \* The Great Western Highway would need to be widened to four lanes between Katoomba and Blaxland with deviations as shown on the Exhibited Planning Scheme.
- \* The transportation improvements under Alternative 1 assume that Bathurst-Orange does not develop rapidly. However, assuming rapid growth of Bathurst-Orange, the Western Freeway would require completion to Blaxland, and the Highway upgraded to four lanes throughout the City of Blue Mountains. In addition, Bells Line of Road would require upgrading to act as the main east-west artery.

## Public Utilities

- \* Existing water and sewerage works would not be used to full advantage.

## Social

- \* Maintenance of existing "village atmosphere".
- \* Continued population imbalance
- \* Entertainment and recreation facilities would need to be subsidised as the population level would not make such facilities commercially viable.



## UPPER BLUE MOUNTAINS

## LOWER BLUE MOUNTAINS

### WORKFORCE AND COMMUTING

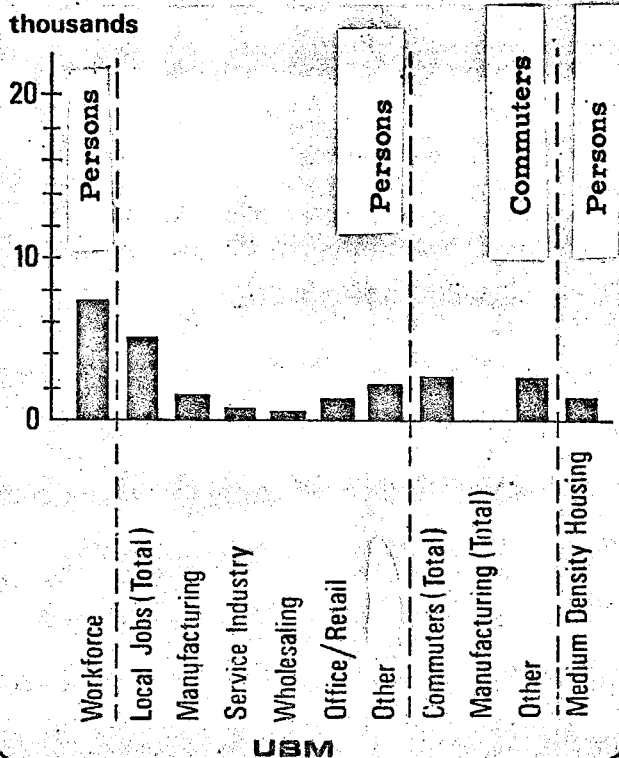
Employment would not change significantly. Existing industrial zones are sufficient for 100% resident industrial employment and up to 70% total local employment could be provided. The high level of tourism/entertainment would continue and could be boosted if facilities and attractions likely to attract long-stay visitors were expanded.

### COMMERCIAL AND COMMUNITY REQUIREMENTS

Katoomba would continue its role as the 'Capital' but would continue to function as Town Shopping Centre level with 160,000 sq. ft. of retail space and 65,000 sq. ft. of offices. Other centres would remain unchanged with Blackheath performing some Town Centre functions. Three community health centres, 3 primary and 2 state high schools would be required.

### MEDIUM DENSITY HOUSING

Proportion living in medium density accommodation would decline to 8.7% of total population. This is unlikely to serve current demand for medium density housing.



### WORKFORCE AND COMMUTING

The Employment structure would be similar to that currently existing. However, if available industrial land was fully developed, up to 30% of the total resident workforce could be locally employed, in comparison to the existing level of 25%.

This would mean the total number of commuters would be 6,300 or 70% of the total workforce. The numbers could be considerably reduced by the development of new industrial zones and a vigorous policy encouraging industrial development. If sufficient industry could be attracted to fully occupy a total of 12 hectares of land, in addition to that available within the existing zones, the number of commuters could be reduced to 5,000 (56% of workforce).

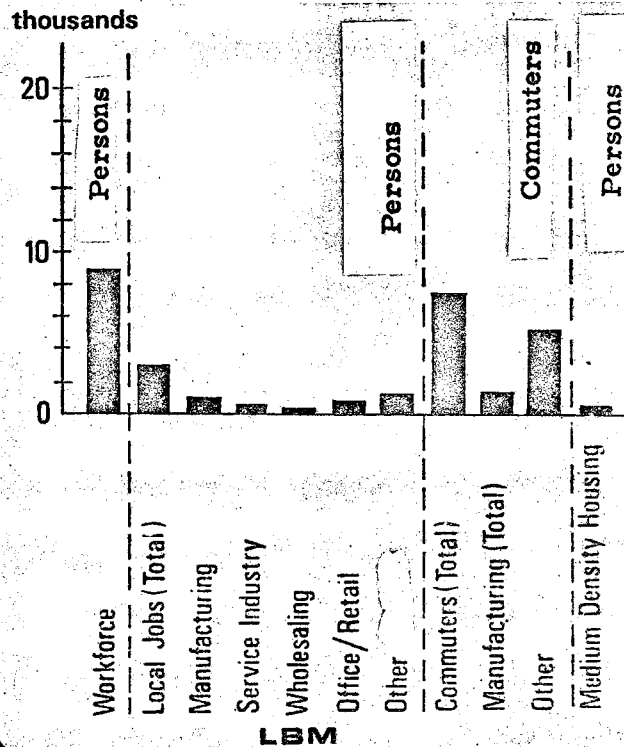
It is unlikely that commuting would drop below this level as the majority of the remaining commuters would be white-collar workers. The local commercial structure could not develop sufficiently to provide significant employment opportunities for this group.

### COMMERCIAL AND COMMUNITY REQUIREMENTS

The commercial structure would retain its present form with Penrith acting as the District Shopping Centre, with some Town Centre shopping functions performed by Springwood. This means a high proportion of shopping expenditure would continue to escape beyond City boundaries. Three community health centres, 4 primary and 2 state high schools would be needed.

### MEDIUM DENSITY HOUSING

The proportion of the population living in medium density housing would decline from present levels to 1.9%. This would not serve requirements for this form of housing.



(population capacity - 65,000 persons)

## GENERAL IMPLICATIONS

### Environment and Tourism

- \* Implications are similar to Alternative 1. However, there would be increased pressures on environmentally sensitive areas described in Section 2.2.
- \* Role of Blue Mountains as 'leisure region' substantially retained. Greater range and depth of facilities for residents. Greater metropolitan tourist/resident 'overlap' in the utilization of these facilities. Greater need for policies of guidance and control of location/distribution of tourist attractions and accommodation facilities. Less constraint on labour availability for tourist operations. Pressure on wilderness areas increasing due to metropolitan and resident population growth.

### Transportation

In addition to works required under Alternative 1, the following would be required:

- \* Widen Glenbrook tunnel, introduce new double-deck rolling stock and increase commuter services to metropolitan Sydney.
- \* An increase in buses and expansion of system, by subsidising or financing appropriate bus companies.
- \* Additional commuter car parking stations at main railway stations and Community Centres (Springwood and Katoomba) with minimum detriment to railway and town environmental precincts. No redevelopment of station buildings would be required.

### Public Utilities

- \* Only minor additions to public utility services would be required.

### Social

- \* Some opportunity to correct population imbalance.
- \* An improved transport system would help to reduce spatial isolation particularly among the young and aged.

## UPPER BLUE MOUNTAINS

### WORKFORCE AND COMMUTING

Local employment opportunities would expand by up to 35% as compared to Alternative 1 as a result of commercial and service activity development. There would be ample capacity for manufacturing expansion within existing industrial zones and 100% of the total manufacturing workforce could still be locally employed.

Total commuting would remain relatively low in comparison to the Lower Mountains. However, the likely influx of white-collar workers would mean that 37% of the workforce would be forced to commute, as compared to 32% under Alternative 1.

### COMMERCIAL AND COMMUNITY REQUIREMENTS

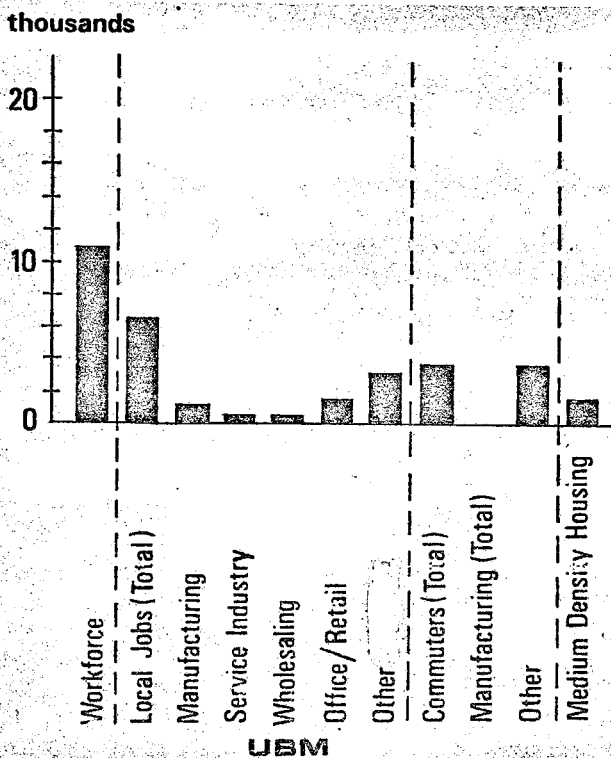
Existing centres would expand to cope with population growth. Katoomba would remain the dominant centre with about 160,000 sq. ft. of retail floor space. Increased office employment would be a result of extensive rehabilitation and some redevelopment in Katoomba, resulting in a more efficient use of space. There would be minor office expansion at Blackheath, but little elsewhere.

Detailed control planning would be required to maintain the character of Katoomba.

Four community health centres, one area health centre, 5 primary and 2 state high schools needed.

### MEDIUM DENSITY HOUSING

The proportion of people living in flats and other forms of medium density housing would decline to 6.3%. This would be contrary to existing population needs.



## LOWER BLUE MOUNTAINS

### WORKFORCE AND COMMUTING

Overall employment would increase in proportion to population, but retail and office employment could double with expansion of local commercial facilities. The proportion of manufacturing employment opportunities would decrease relative to Alternative 1, to cater for increasing needs of service industry. An additional 20 hectares of land for manufacturing development would be required outside existing industrial zones to provide 50% local industrial employment.

The number of commuters would increase by 2,500 (40% greater than Alternative 1). However, the proportion forced to commute would remain at 70%.

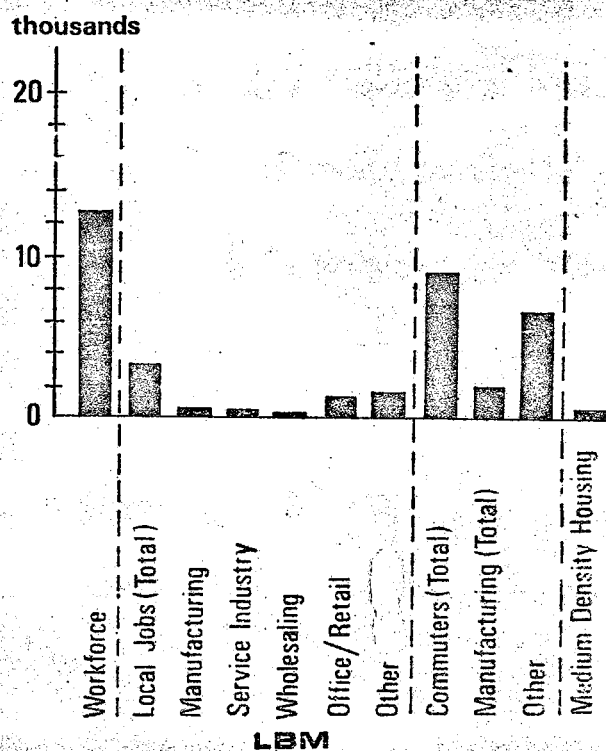
### COMMERCIAL AND COMMUNITY REQUIREMENTS

District Centre role would be performed by Penrith. Springwood would become a Town Shopping Centre with approximately 70,000 sq. ft. of retail with continuing escape expenditure to Penrith. Existing centres would expand. Office space in Springwood would increase to 70,000-80,000 sq. ft. in line with its development as a Town Shopping Centre.

Four Community Health Centres (2,000-3,000 sq. ft.), one Area Health Centre of about 10,000 sq. ft., five Primary Schools and two High Schools would be required.

### MEDIUM DENSITY HOUSING

The proportion to be accommodated would fall to 1.4% or 470 persons and increasing problems would arise in housing the aged, young single persons and young married couples, etc.



(population capacity - 112,000 persons)

## GENERAL IMPLICATIONS

### Environment and Tourism

- \* Alternative 3 presents increasing levels of conflict as to regional recreation role of the Mountains. Increasing demands for resident usage of regional parks competing with visitor for demands.
- \* Over-use of areas unless recreation policies are related to suitable environmental areas. Increasing pressures on non-urban land patterns. Serious obstacles to bush fire prevention and suppression in Central and Upper Mountains.
- \* Increasing ribbon development. Expansion of existing and approved residential areas outside sewered locations with damage to local natural environments such as Fitzgerald, Glenbrook and Hazelbrook Creeks, Linden Dam and other stream systems.
- \* Linear (ridge-top) development pattern reduces town compactness with resulting inequalities in recreation facility provision. Widespread detrimental visual impacts in Singles Ridge Road, Hawkesbury Road and other Lower Mountains areas.
- \* Conflict between conservation and urbanization leads to uncertainty of role of the Blue Mountains as primarily a 'leisure region' of attractive power to tourism. Retention of the attractive power of the region for tourism very much contingent upon the form, scale and intensity of development implicit under this alternative. Greater need for policies of control relative to the locational distribution of tourist facilities and accommodation.

### Transportation

In addition to general works required under Alternatives 1 and 2, the following would be required:

- \* Introduce additional rolling stock and commuter train services.
- \* Extend bus services to new subdivisions and Community Centres. Subsidize if necessary.
- \* Additional parking stations required at Katoomba, Springwood, and possibly Blackheath. No redevelopment of station buildings essential. Parking stations must not be to the detriment of station and town environments.

- \* Great Western Highway would require widening to four lanes between Katoomba and Mount Victoria, with realignment as shown on Exhibited Planning Scheme.
- \* Upgrading of Town Centre roads to cater for traffic generated by increased population.

## Public Utilities

- \* Water and sewerage have been designed for a population of 100,000. Additional works costing about \$25m. will be necessary. All other services will require augmentation.

## Social

- \* Additional community and entertainment facilities will be required but will require less subsidising than would be the case with lower population levels.
- \* As new subdivisions were developed, spatial isolation would be reduced and communication among residents would become easier.

# Alternative Future 3



## UPPER BLUE MOUNTAINS

## LOWER BLUE MOUNTAINS

### WORKFORCE AND COMMUTING

Total local employment would increase by 260% relative to Alternative 1. Manufacturing employment would also increase by similar proportions. However, some 700 manufacturing workers would be unable to obtain local employment unless more land was made available for industrial expansion. The situation would worsen dramatically under Alternatives 4 and 5.

Total commuters (11,200) would be 366% higher than Alternative 1, and 190% higher than Alternative 2. The degree of self-containment would decline further and 54% of the total workforce would be forced to commute compared with 32% under Alternative 1, and 37% under Alternative 2.

### COMMERCIAL AND COMMUNITY REQUIREMENTS

No District Centre would be required.

Town Shopping Centre of 300,000 sq. ft. retail, and 200,000 sq. ft. office space to assist in overcoming problems of physical isolation. The centre could include a junior department store.

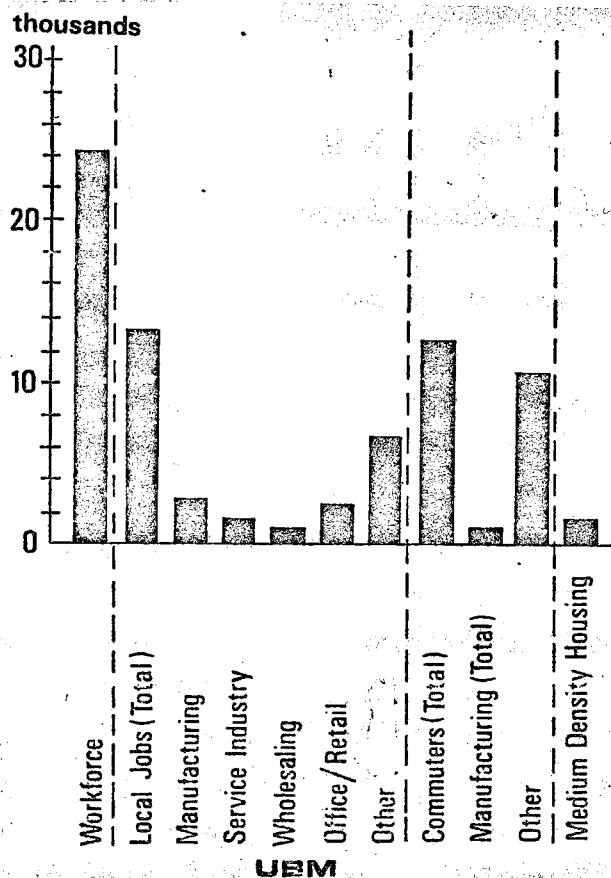
An additional small Town Shopping Centre of 100,000 sq. ft. retail and 20-30,000 sq. ft. of office space would be required.

Six new Neighbourhood Centres would be required with approximately 2,000 sq. ft. of office space. Considerable loss of potential office activities would occur due to lack of higher order District Centre functions.

Population would require 8 Community Health Centres, two Area Health Centres, ten Primary and five State High Schools.

### MEDIUM DENSITY HOUSING

Variation of lifestyle would necessitate a greater proportion of population in medium density accommodation than 3.0% and would discriminate against and cause problems for certain groups in the community.



### WORKFORCE AND COMMUTING

Total workforce would increase by 69% relative to Alternative 1 and local office and retail employment would increase by 183%. However, local manufacturing employment opportunities would continue to decrease from 31% (Alternative 1) to 6%, owing to the increased demands of service industry. An additional 36 hectares of industrial land required to increase the proportion of manufacturing employment opportunities to 50%.

The total number of commuters would be nearly 12,000 per day, or nearly double the number under Alternative 1. However, the proportion of workforce employed locally would remain at 30%. Increasing train capacity could adequately cope with commuting to Sydney and Parramatta. Private car trips to Penrith, Blacktown and other metropolitan areas would put a heavy burden on the Western Highway as 72% of total workforce would be forced to commute. Manufacturing workers would account for approximately 30% of total commuters, compared with 20% under Alternative 1.

### COMMERCIAL AND COMMUNITY REQUIREMENTS

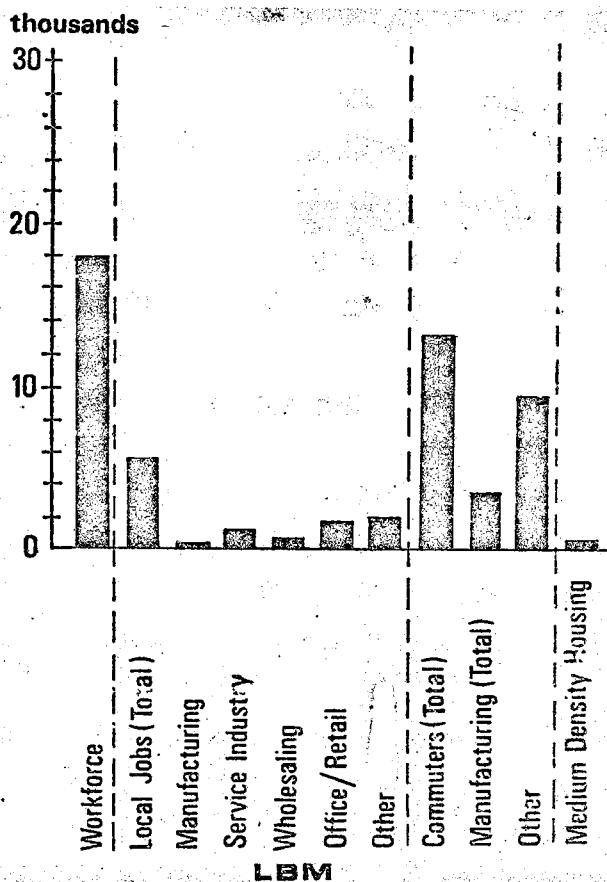
District or Regional Centre role would continue to be performed by Penrith. A new Town Shopping Centre of 100,000 sq. ft. retail and 80,000 sq. ft. office space would be required.

Expansion of existing neighbourhood centres could cope with added demand.

A total of five Community Health Centres, one Area Health Centre, six Primary Schools and three High Schools would be needed to serve population.

### MEDIUM DENSITY HOUSING

The proportion of population living in medium density accommodation would continue to fall from 1.9% to 1.0%. Lack of variety in housing types available would become a severe problem.



# Alternative Future 4



(population capacity - 170,000)

## GENERAL IMPLICATIONS

### Environment and Tourism

- \* Serious competition emerges in Alternative 4 between resident-visitor uses of regional natural recreation areas. National Parks and Wildlife funds currently committed are insufficient to provide and maintain Southern National Park facilities used for day tripping and by residents.
- \* Obvious problems in separating land uses of different classification. Lag in provision of urban services results in very severe 'spot' pollution, erosion of roads and earthworks, etc. This situation worsened in underdeveloped subdivisions outside sewerred zones.
- \* Increasing pressures on open spaces between towns. Increasing fragmentation of existing urban/non-urban patterns. View from the road decreases. Urban improvement possibilities drastically reduced in some towns; conurbation in Lower Mountains. Serious pollution problems in widespread areas. Pressures on escarpment preservation zones.
- \* Serious problems in providing usable open space proximal to residential areas. Development on gully slopes probable. Areas available for local open space use begin to disappear. Overuse of local parks and gardens. Overall lack of both active and passive recreation areas due to large space users such as schools, industrial areas, clubs and service industries.
- \* Substantial decline in the attractive power of the region for tourism due to the scale and intensity of urbanization implicit under this alternative. Much greater range and depth of residential facilities and amenities for recreation. Much greater 'overlap' between residents/tourists relative to these facilities and amenities. Much greater labour availability for tourist operations. Problem of competition for space resources between residential land-use requirements and tourism requirements greatly exacerbated.

# Alternative Future 4



(population capacity - 170,000 persons)

## Transportation

- \* Introduction of additional rolling stock and commuter train services.
- \* Increase rail sidings and freight handling facilities at industrial centres.
- \* Extend bus services to new subdivisions, shopping and community centres. Subsidise if necessary.
- \* Dramatic increase in parking requirements at stations, and Town Centres (Katoomba and Springwood).
- \* Widen Bells line of road to four lanes with new bridge over Nepean River at Richmond, to act as main east-west through artery, by-passing extensive development along the Great Western Highway.
- \* Construct new inter-town through road parallel to Great Western Highway to carry local traffic between and through towns.
- \* Construct additional inter-district road to Nepean plain from lower Mountains.
- \* Construct new and up-grade existing roads in Town Centres and industrial estates.

## Public Utilities

- \* Economically exploitable water sources will barely cope with this population but there would be no great difficulties associated with other services. The cost of water supply and sewerage would be of the order of \$50m. Disposal of wastes will require special consideration.

## Social

- \* Entertainment facilities could be expected to reverse, in part, the out-migration of young people thereby reducing the age-imbalance occurring at present.
- \* Transport improvements would greatly improve mobility.
- \* The "village atmosphere" of the area would be greatly reduced.



## UPPER BLUE MOUNTAINS

## LOWER BLUE MOUNTAINS

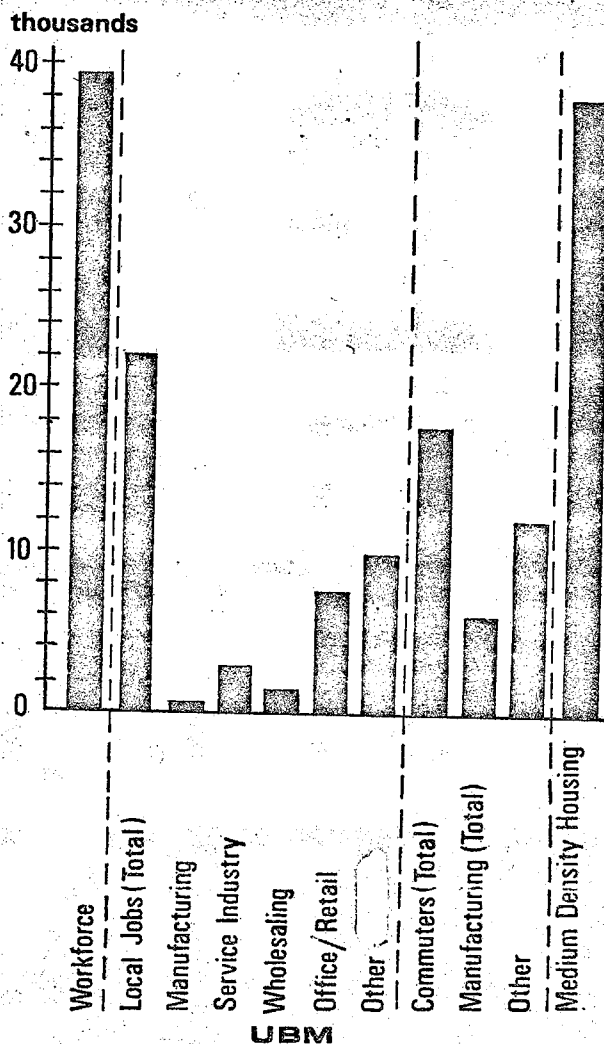
### WORKFORCE AND COMMUTING

Total employment opportunities would be 6.4 times greater than under Alternative 1. However, the degree of self-containment would further decline and only 55% of the resident workforce would be locally employed, as compared to 63% under Alternative 2, and 68% under Alternative 1.

This means there could be up to 18,000 commuters, of which one third would be manufacturing workers. 65 hectares of additional industrial development would reduce the commuting level by 3,000. However, such development would require the attraction of a very large number of new industrial establishments.

### MEDIUM DENSITY HOUSING

Too much land is zoned medium density housing under the Exhibited Planning Scheme with the capacity for 37% of population being accommodated in these zones.



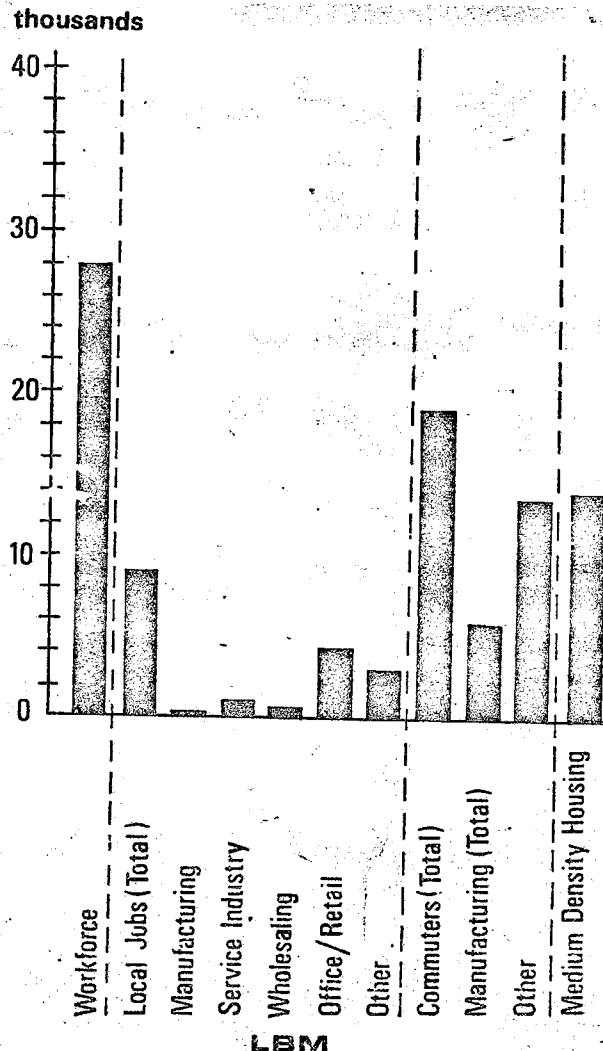
### WORKFORCE AND COMMUTING

Total employment opportunities would be 200% greater than under Alternative 1. 32% of the resident workforce could be locally employed as against a maximum of 30% under Alternatives 1 to 3. Opportunity exists to increase retail and office employment by the development of a new District Centre. However, the increasing demands of service industry would reduce the potential for manufacturing expansion to nil, unless extra industrial land was designated.

Without industrial expansion, the increase in the number of commuters would be quite dramatic - a total of at least 19,000, some 13,000 greater than Alternative 1. The development of 65 hectares of industry could reduce these numbers by up to 3,000. Again, this would involve an extremely vigorous industrial marketing campaign.

### MEDIUM DENSITY HOUSING

The amount of land zoned for housing forms other than detached dwellings, does not appear as high as UBM - 20% could be accommodated which appears to be a more reasonable proportion.



## UPPER BLUE MOUNTAINS

## LOWER BLUE MOUNTAINS

### COMMERCIAL AND COMMUNITY REQUIREMENTS

Katoomba would be developed to a District or Regional Centre level with 500,000 sq. ft. of retail, including a department store of 120,000 sq. ft. The centre would contain 300,000 sq. ft. of office space.

Three Town Shopping Centres would be required.

One about 200,000 sq. ft. retail, and 130,000 sq. ft. of office space, and two centres with 80-100,000 sq. ft. retail and 20,000 sq. ft. of office space.

There would be needed about 15 new Neighbourhood Centres

Up to 13 community health centres, 3 area health centres, 16 primary schools, 7 state high schools, and one technical college would be required.

### COMMERCIAL AND COMMUNITY REQUIREMENTS

Two options are available for office and retail development:

1. Utilization of Penrith for District Centre requirements to avoid a highly competitive situation.
2. District Centre development which would aim at retaining maximum patronage from the Lower Mountains.

1. District Centre role would be performed by Penrith. One community sized centre of 140,000 sq. ft. of retail and 120,000 sq. ft. of office floor area. An additional Town Shopping Centre would contain 100,000 sq. ft. of retail space, and 20,000 sq. ft. of office space.

2-4 new neighbourhood centres of 2,000 sq. ft. would be required.

2. District Centre would contain 400,000 sq. ft. retail and 200,000 sq. ft. of office space and include one department store.

One Town Shopping Centre with 100,000 sq. ft. of retail and 20,000 sq. ft. of office space.

2-4 new Neighbourhood Centres with average of 2,000 sq. ft. of office space.

Nine community health centres (2,000-3,000 sq. ft.). Two area health centres, 7 primary schools, 5 high schools, and one technical college would be needed, under either option.

# Alternative Future 5



(population capacity - 275,000 persons)

## GENERAL IMPLICATIONS

### Environment and Tourism

- \* The environmental implications of Alternative 5 are sobering. Overuse of existing accessible areas. Role of Mountains split among tourism, local recreation and visitor recreation. Very high demands on wilderness areas. Almost certain pollution of Hawkesbury Basin unless massive upgrading and provision of high capacity tertiary treatment works. Lack of urban infrastructure presents threats to all environmental areas.
- \* Perception of differing natural areas disappears in Lower Mountains and Mount Wilson-Megalong. "View from the Points" seriously impaired in Upper Mountains. Increasing conflicts between resident and visitor recreation. Development far outstrips urban infrastructure in North Springwood-Winmalee; possible serious pollution peripheral to Central Mountains towns and Medlow Bath. Highest bush fire danger and constraints on control programmes.
- \* Ribbon development inevitable in Lower Mountains. Widespread discrepancies in urban park provisions. Pollution of most natural park areas almost certain. Overuse and lack of local recreational facilities. View from Great Western Highway unavailable except in Upper Mountains segments. Widespread disintegration of "village concept".
- \* Local open space at a premium or unavailable. Serious pressures on bushland gullies and in fire-prone locations. Little or no opportunity for coherent urban landscaping pattern. Large inequalities in local recreation facilities. Historic sites and buildings endangered, widespread destruction of aboriginal sites.

### Transportation

- \* Commuters from Upper Blue Mountains could increase by 1,000% and Lower Blue Mountains by 500% relative to Alternative 1. The total number of commuters from the city could be 67,000 persons. Assuming 20 trains per hour, up to 30,000 commuters could be carried by train during peak hour. The remaining 37,000 would need to travel by train outside peak hour or by car. In the latter case, up to 12 lanes of road might be required. Such large-scale commuting would entail a substantial increase in railway rolling stock, signalling and track quadruplication.

# Alternative Future 5



(population capacity - 275,000 persons)

## Public Utilities

- \* Economically exploitable water sources are unlikely to be available. It will be necessary to assume that technological advances, possibly in the recycling of water will provide an economical supply. Sewerage is dependent on an adequate water supply. There should be no problems with other services. Capital cost of water supply and sewerage works could be as high as \$100 m. depending on the water sources used. Disposal of wastes will require large installations to cope with a population of 275,000.

## Social

- \* The "village atmosphere" of the area would be totally eroded.
- \* Improved transport facilities would eliminate spatial isolation.
- \* A balanced age structure could be attained.
- \* Most entertainment and recreation facilities would be commercially viable.

## UPPER BLUE MOUNTAINS

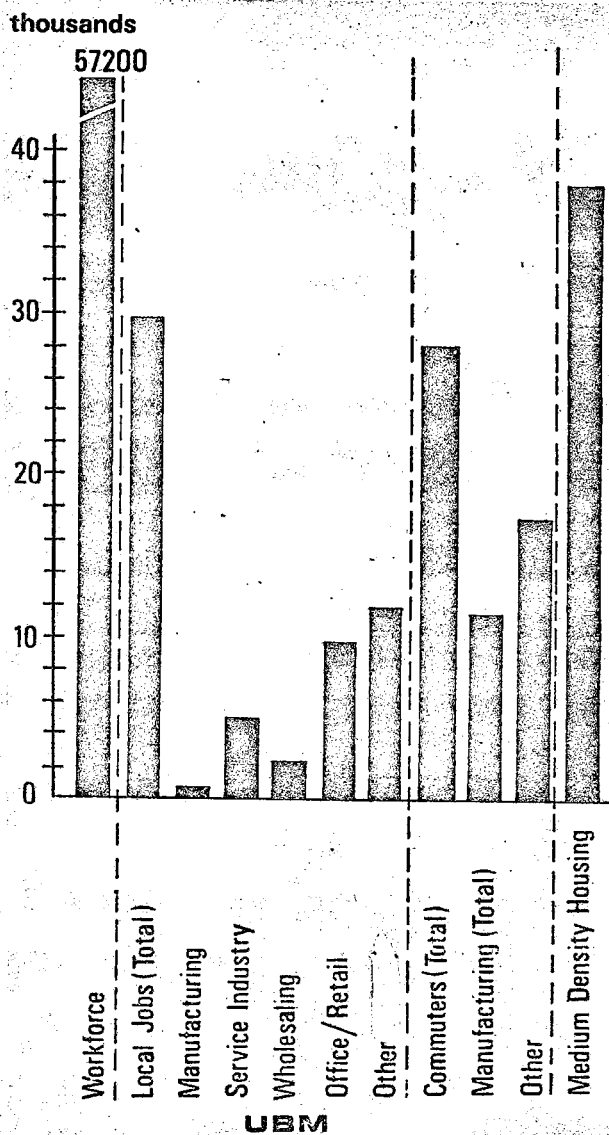
### WORKFORCE AND COMMUTING

Although local employment opportunities would increase in comparison to Alternative 4, the level of self-containment would drop to 51% as compared to 55% under Alternative 4. The impacts of the high numbers of commuters - up to 28,000 - on the transportation system would be severe.

In order to improve the degree of self-containment, industry could be expanded - the provision of 130 hectares of additional industrial development would reduce the total number of commuters by about 20%. However, such a level of industrial development would not only place severe demands on available land resources, but could cause considerable environmental damage. In any case, it is unlikely that such a level of industrial development would be economically viable within the Mountains.

### MEDIUM DENSITY HOUSING

The amount of land zoned for medium density housing is the same as Alternative 4, and could accommodate 26% of population. This is possibly reasonable given the increasing demands and advantages of these types of housing.



## LOWER BLUE MOUNTAINS

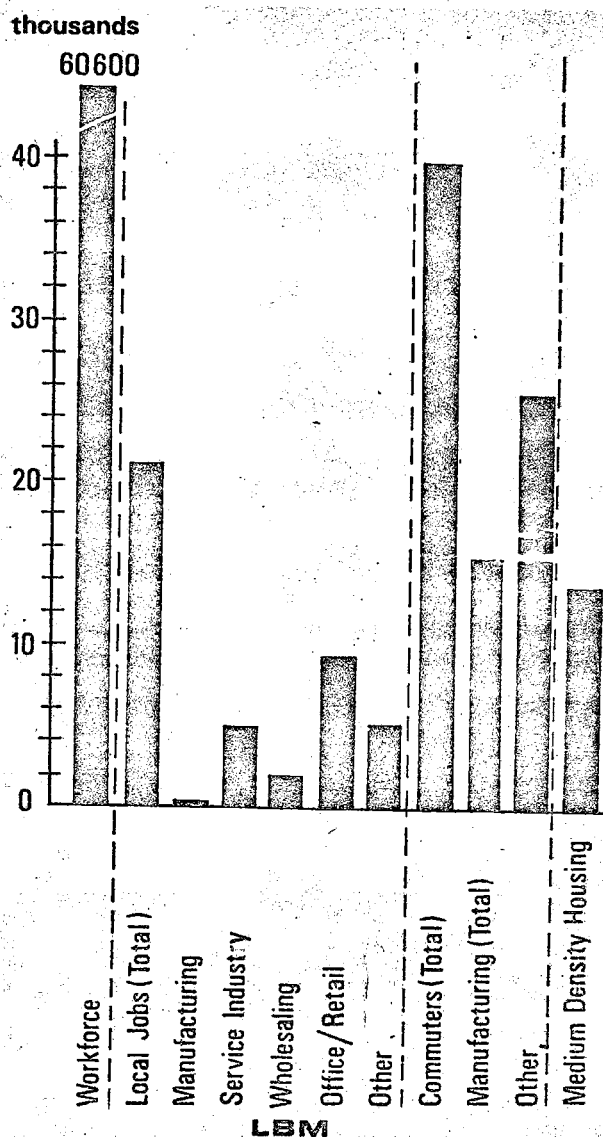
### WORKFORCE AND COMMUTING

Local employment opportunities would be the highest of any alternative, and office and retail opportunities would provide 40% of the total local employment. In total, 35% of the resident workforce of 6,000 could be employed locally, higher than under any other Alternative.

However, there would be a dramatic increase in total commuting levels - some 40,000 as compared to 19,000 under Alternative 4 - would be involved. To reduce the commuting level by 20% would require the development of an additional 200 hectares for manufacturing activities. It is unlikely that such an amount of land could be made available.

### MEDIUM DENSITY HOUSING

For balanced housing policy, more research is required. 19% of population accommodated in medium density zones could be too low in the long term.



## UPPER BLUE MOUNTAINS

## LOWER BLUE MOUNTAINS

### COMMERCIAL AND COMMUNITY REQUIREMENTS

Katoomba would still retain role of a District or Regional Centre with 700,000 sq. ft. retail, and 425,000 sq. ft. of office space.

A Town Shopping Centre with 200,000 sq. ft. of office space would be required in addition to three centres of 100,000 sq. ft. retail and 20,000 sq. ft. of office space and twenty-four Neighbourhood Centres of 2,000 sq. ft. of office space.

At least 18 community health centres, three area health centres, 21 primary schools, 10 state high schools, and one technical school would be required under Alternative 5.

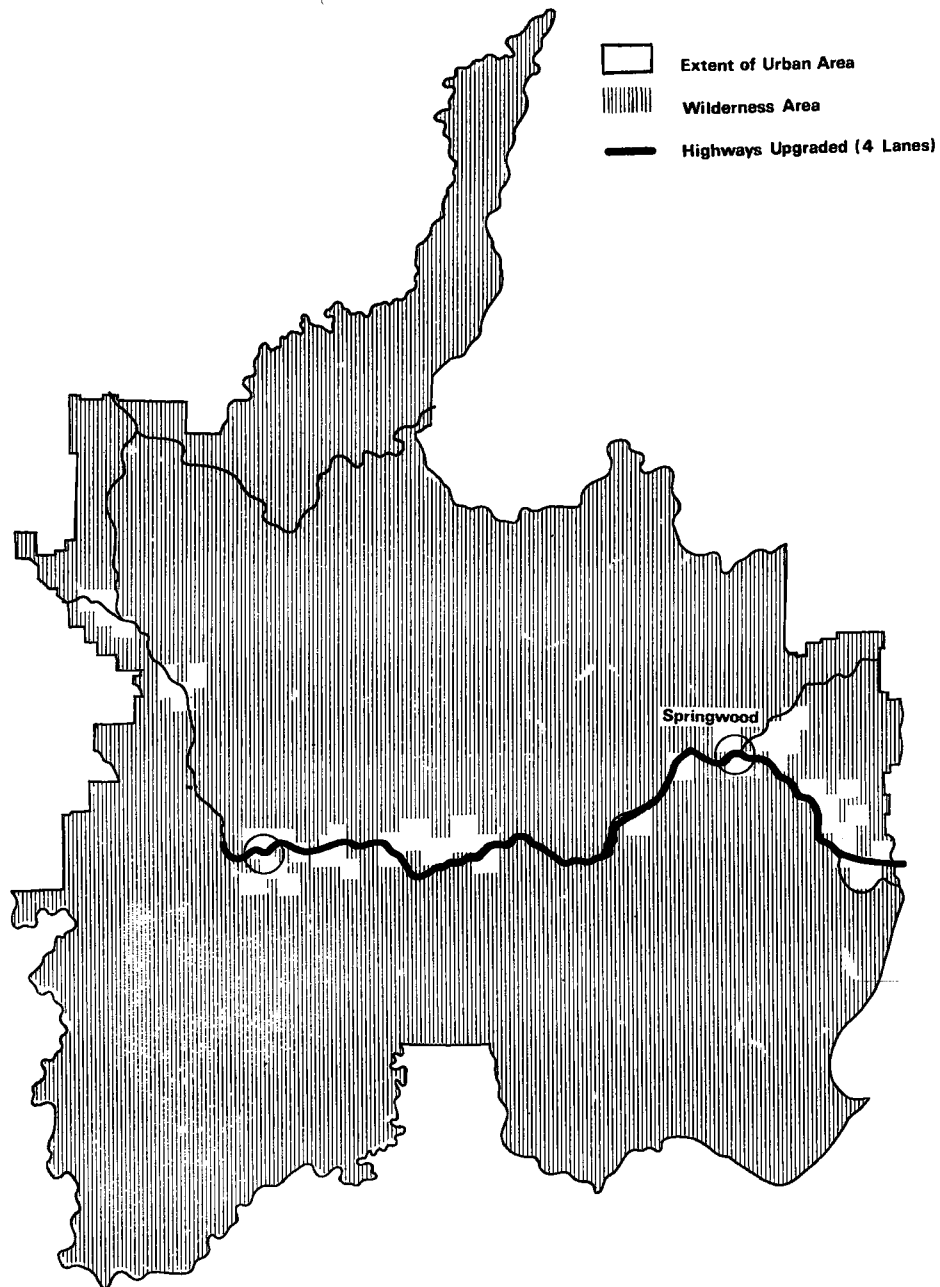
### COMMERCIAL AND COMMUNITY REQUIREMENTS




The District Centre would contain 600,000 sq. ft. retail (including a department store of about 150,000 sq. ft.), and 400,000 sq. ft. of office space.

Three Town level Centres would be required. One containing 150,000 sq. ft. retail and 140-160,000 sq. ft. of office space. The other two would contain around 100,000 sq. ft. of retail and 20,000 sq. ft. of office space.

In addition, 10-14 new Neighbourhood Centres would be needed with average office space of 2,000 sq. ft. each.

There would be a requirement of sixteen community health centres (2,000-3,000 sq. ft.), three area health centres (10,000 sq. ft. each), one regional hospital, twenty primary schools, nine state high schools and one technical college.



-  Extent of Urban Area
-  Wilderness Area
-  Highways Upgraded (4 Lanes)

## Additional Requirements

(OVER AND ABOVE EXISTING PROVISIONS - 1974)

### Commercial

District Centre

Town Centre

Neighbourhood Centre

### Community Facilities

State High School

State Primary School

Community Health Centre

Area Health Centre

Technical College

Regional Hospital

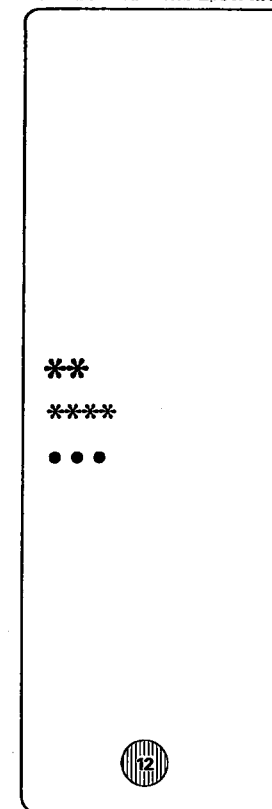
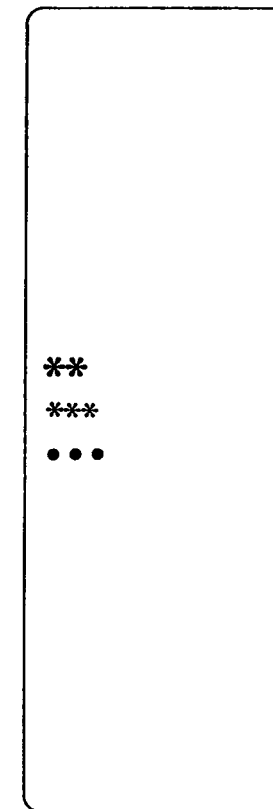
### Industrial

(50% Self Containment)

Land Area in Hectares

#### UPPER BLUE MOUNTAINS

#### LOWER BLUE MOUNTAINS



Population Capacity

22,000

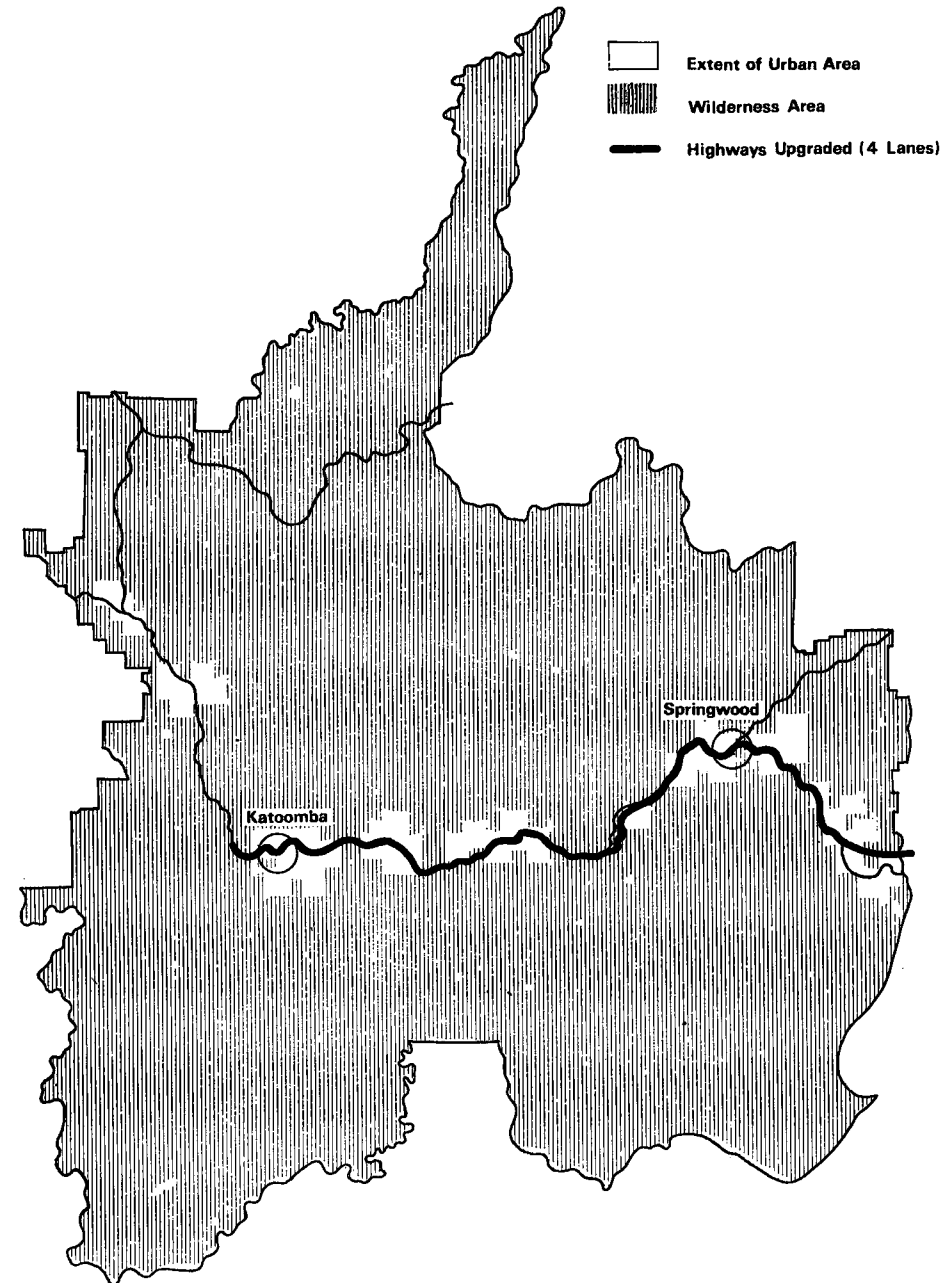
25,000



BLUE MOUNTAINS CITY COUNCIL  
Blue Mountains Strategy Plan

**PRINCIPLES DIAGRAM**

Alternative Future 1



## Additional Requirements

(OVER AND ABOVE EXISTING PROVISIONS - 1974)

### Commercial

District Centre

Town Centre

Neighbourhood Centre

### Community Facilities

State High School

State Primary School

Community Health Centre

Area Health Centre

Technical College

Regional Hospital

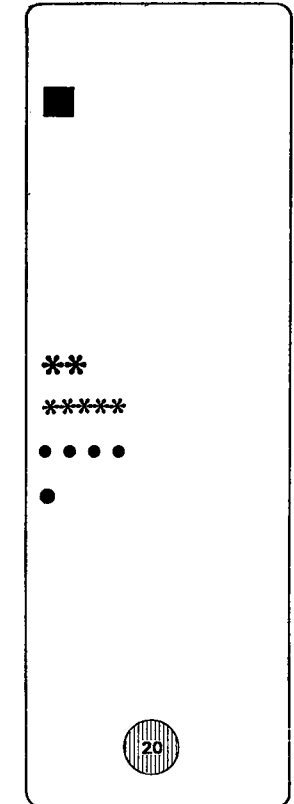
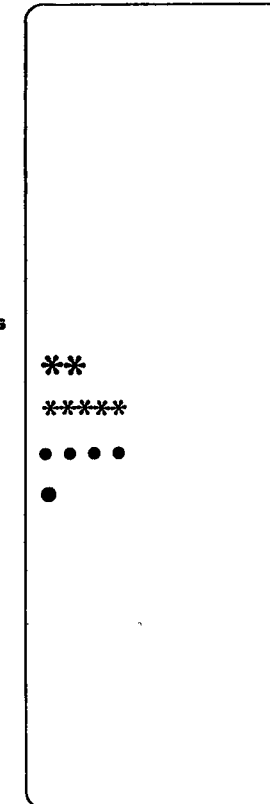
### Industrial

(50% Self Containment)

Land Area in Hectares

UPPER BLUE MOUNTAINS

LOWER BLUE MOUNTAINS

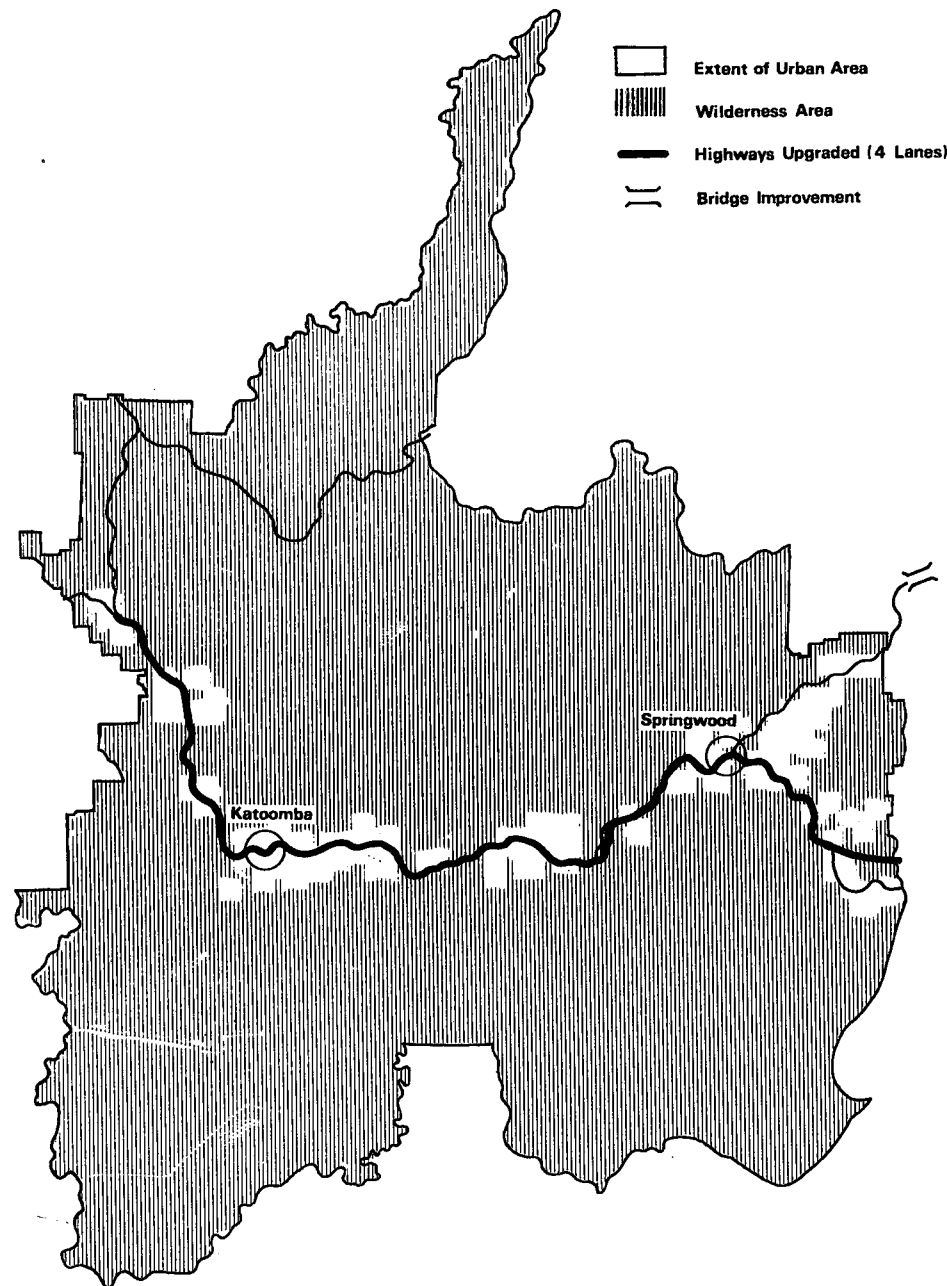


Population Capacity

31,000

34,000





## Additional Requirements

(OVER AND ABOVE EXISTING PROVISIONS - 1974)

### Commercial

District Centre

Town Centre

Neighbourhood Centre

### Community Facilities

State High School

State Primary School

Community Health Centre

Area Health Centre

Technical College

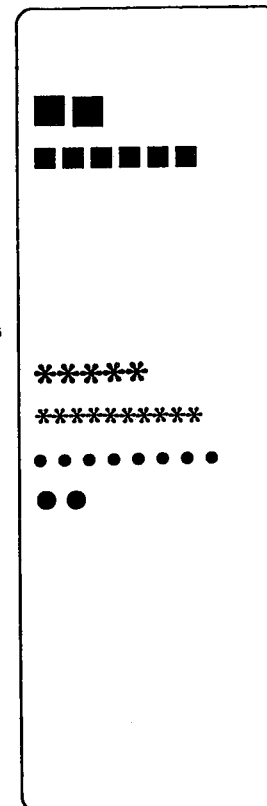
Regional Hospital

### Industrial

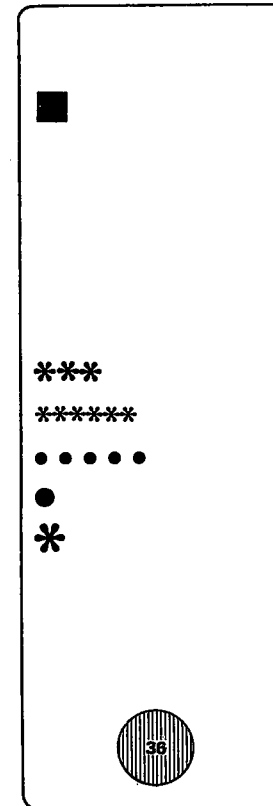
(50% Self Containment)

Land Area in Hectares

#### UPPER BLUE MOUNTAINS



#### LOWER BLUE MOUNTAINS



Population Capacity

67,400

45,000



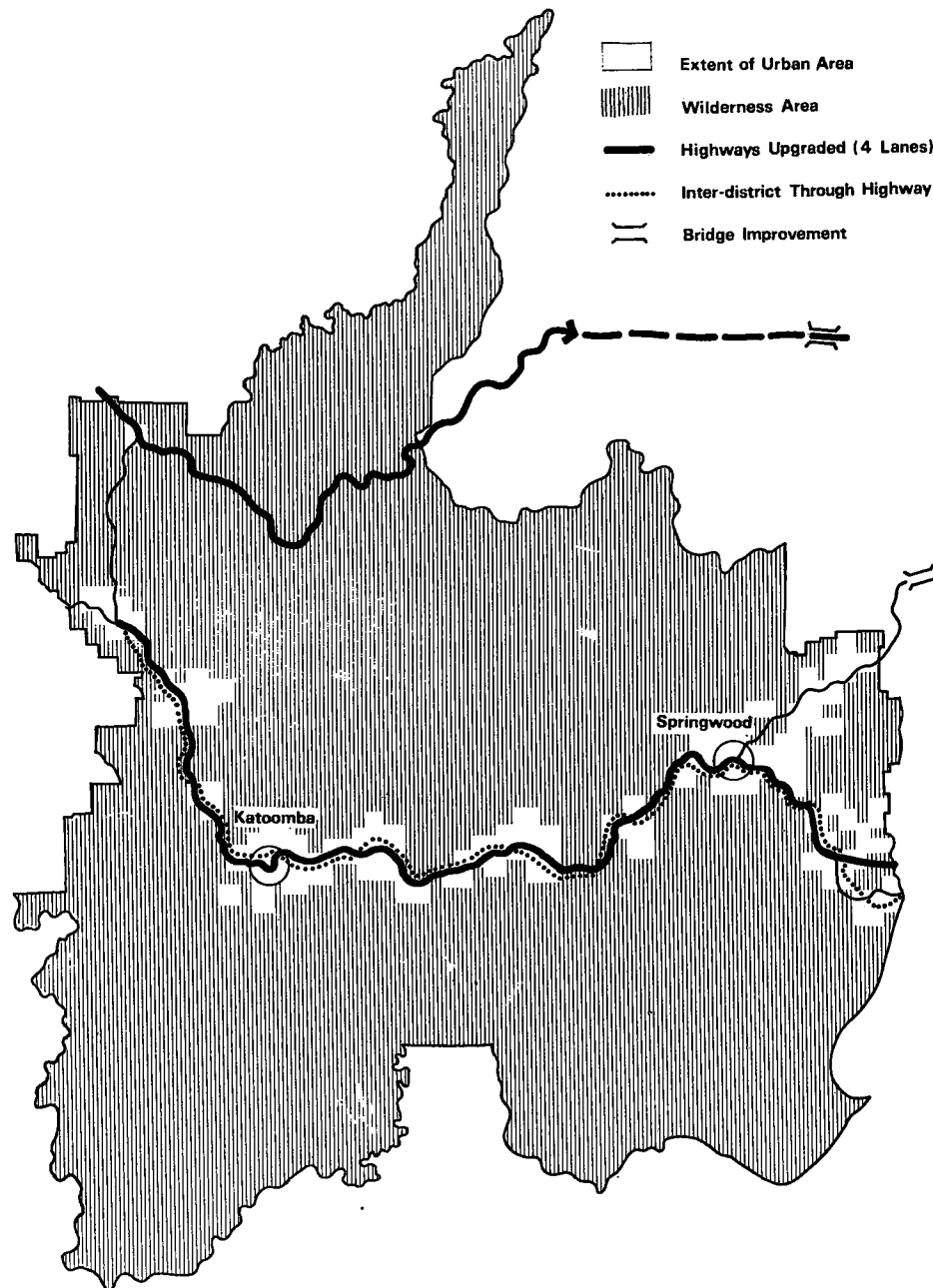
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Urban Systems Corporation

BLUE MOUNTAINS CITY COUNCIL  
Blue Mountains Strategy Plan

**PRINCIPLES DIAGRAM**

Alternative Future **3**



## Additional Requirements

(OVER AND ABOVE EXISTING PROVISIONS - 1974)

### Commercial

District Centre

Town Centre

Neighbourhood Centre

### Community Facilities

State High School

State Primary School

Community Health Centre

Area Health Centre

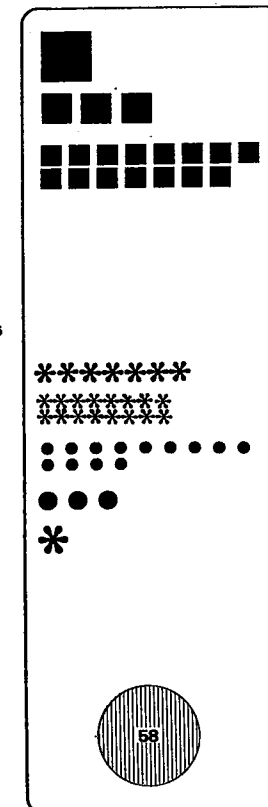
Technical College

Regional Hospital

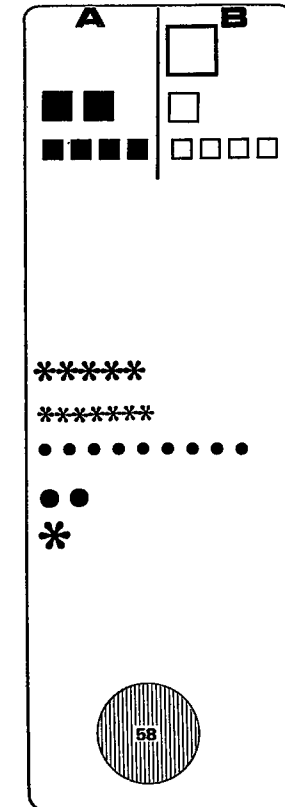
### Industrial

(50% Self Containment)  
Land Area in Hectares

#### UPPER BLUE MOUNTAINS



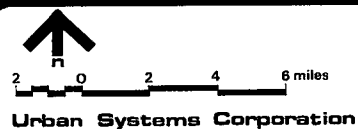
#### LOWER BLUE MOUNTAINS



Population Capacity

103,600

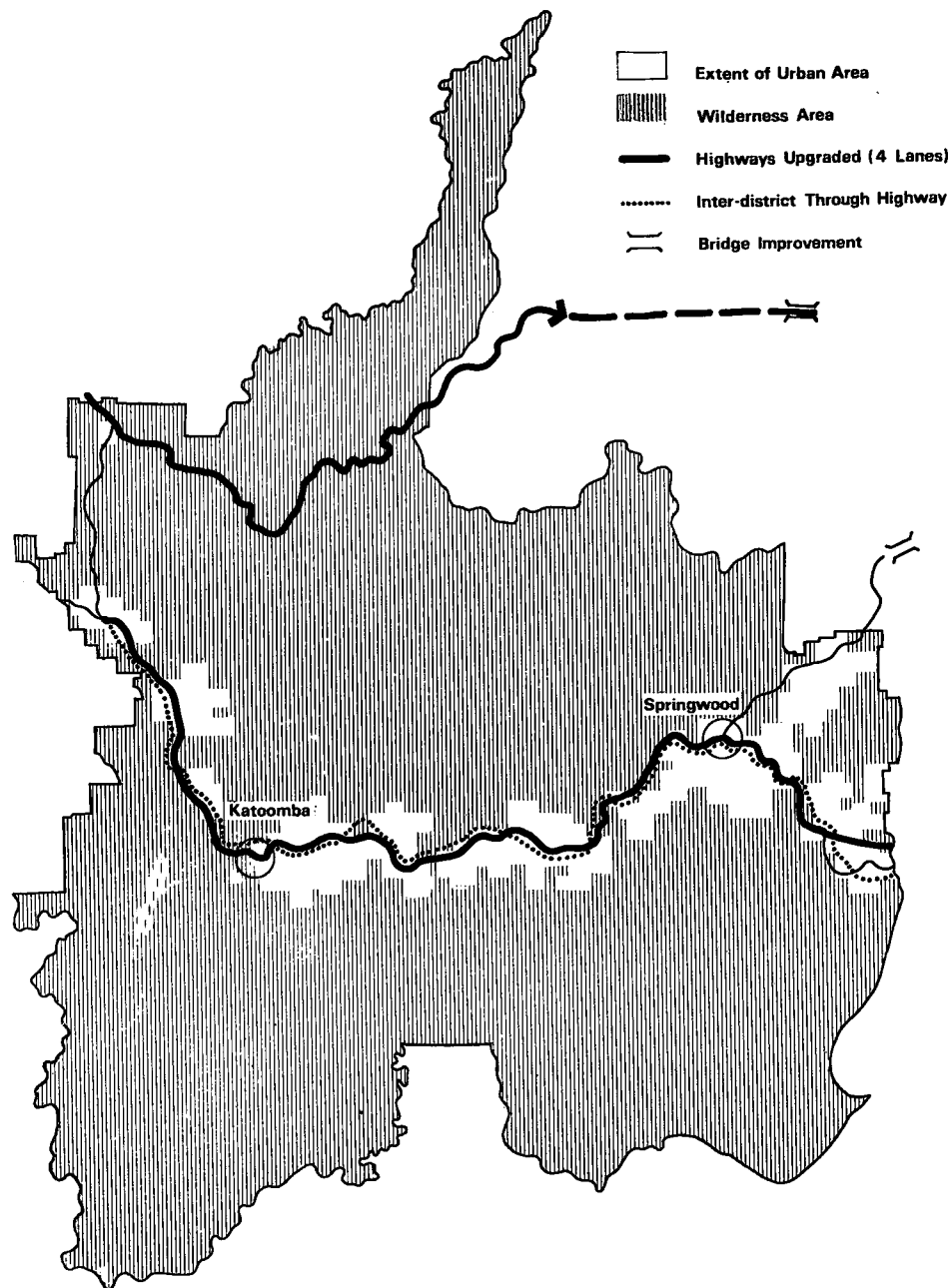
65,500



BLUE MOUNTAINS CITY COUNCIL  
Blue Mountains Strategy Plan

**PRINCIPLES DIAGRAM**

Alternative Future 4



## Additional Requirements

(OVER AND ABOVE EXISTING PROVISIONS—1974)

### Commercial

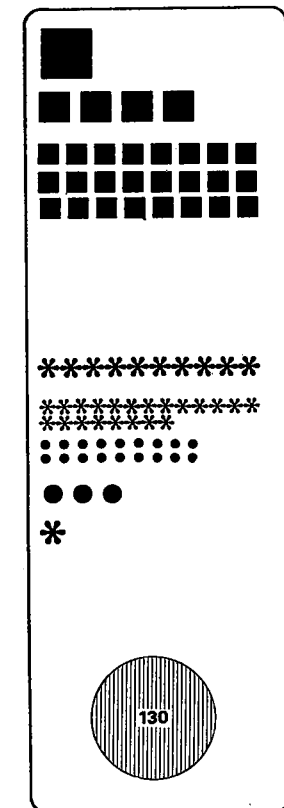
District Centre  
Town Centre  
Neighbourhood Centre

### Community Facilities

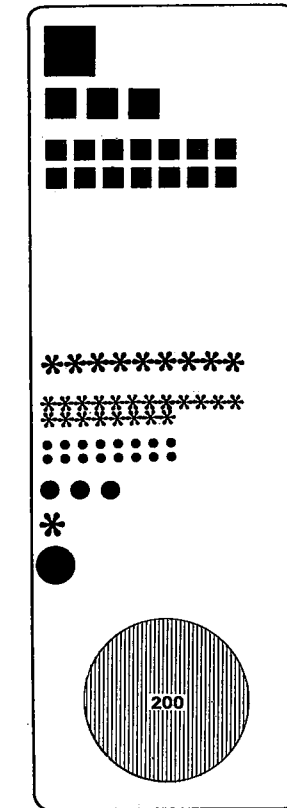
State High School  
State Primary School  
Community Health Centre  
Area Health Centre  
Technical College  
Regional Hospital

**Industrial**  
(50% Self Containment)  
Land Area in Hectares

#### UPPER BLUE MOUNTAINS



#### LOWER BLUE MOUNTAINS



**Population Capacity**

**143,100**

**131,700**



## CONCLUSIONS

### Self-Containment : Alternatives 1 - 5

The City is currently highly dependent on the Sydney region for employment. Currently, over three-quarters of the population in the Lower Mountains, and one-quarter of the population in the Upper Mountains work outside City boundaries. This situation is a result of the proximity to the City to Sydney, its attraction as a 'dormitory' area, and the small number of local employment opportunities.

The ability of the City to become a more self-contained area, allowing a majority of the population to work locally is dependent on the future size and distribution of population within the City, employment opportunities, produced by active industrial policies.

As population increases, activities such as service industry, wholesaling, retailing, health and education facilities will increase in importance. Service activities are directly related to population growth. However, unless specific policies to encourage employment in manufacturing, tourism and commerce are adopted, it is likely that the level of commuting from the City will rise as the population increases. Although the City has been designated primarily as a dormitory area under the Sydney Region Outline Plan, an increase in commuting would not only place greater demands on the transport system, but would also exacerbate problems of social isolation already evident within the area. An increase in economic activity will provide more local employment and higher levels of self-containment, but could have adverse effects on the environment.

It has been possible to quantify these issues to some extent, and each Alternative Future has shown different levels of local employment, commuting and self-containment. However, in regard to industry, three options can be postulated.

- \* Option A : 'Natural' growth of local service employment in relation to population increase, with marginal expansion of industry.
- \* Option B : 'Natural' growth of service employment plus expansion of industry to capacity and development of 'District' retailing facilities in the Lower Mountains (Alternatives 4 and 5).
- \* Option C : Expansion of industry to provide 50% local employment.

The following conclusions can be reached:

- \* The number of commuters rises sharply as population increases, particularly in the Lower Mountains. Under Alternative 1, there are 5,000-10,000 commuters;



Alternative 5, 55,000-70,000. The increase is particularly high in Alternatives 4 and 5.

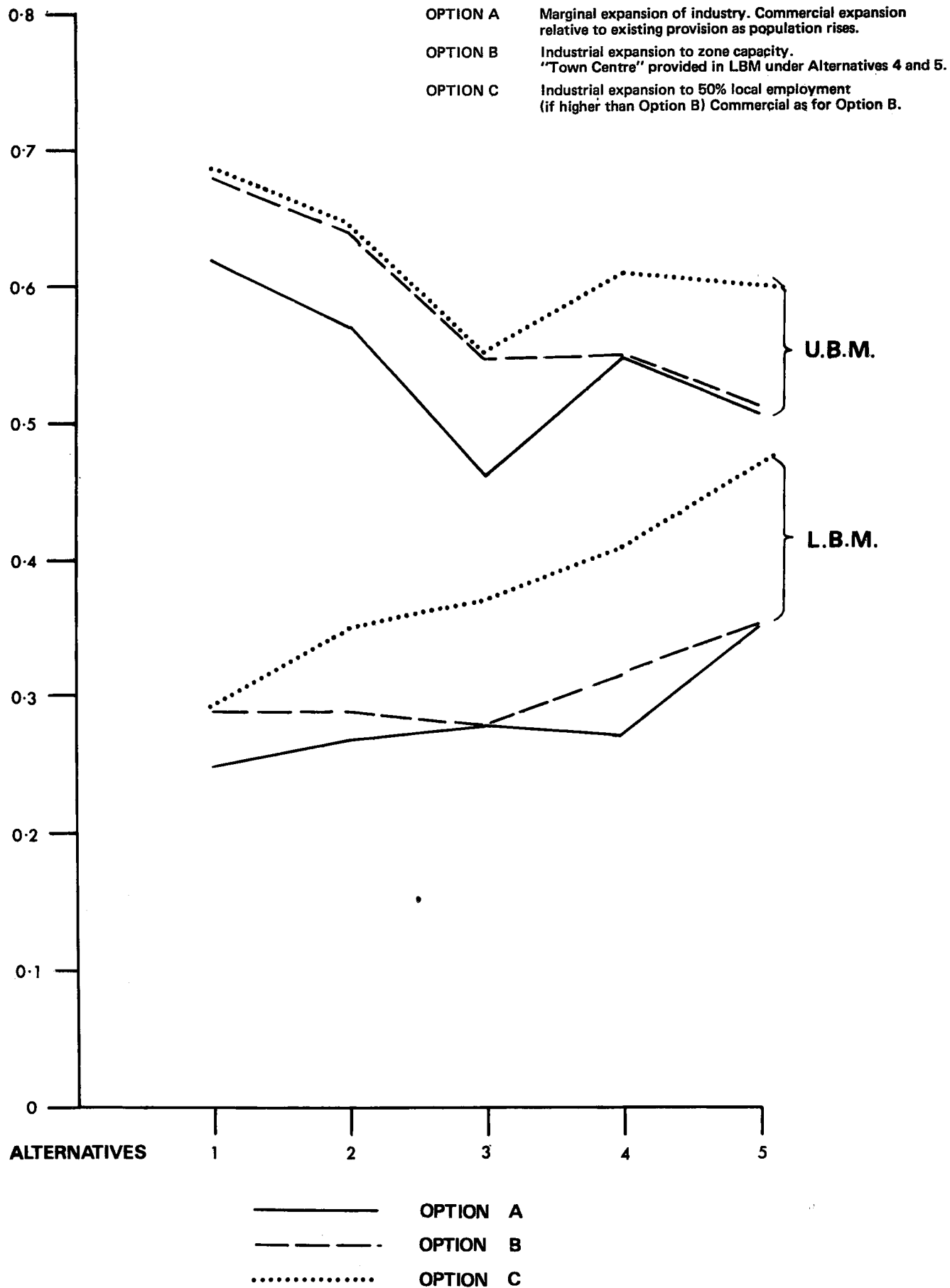
- \* The expansion of industry and commerce under Option B does not significantly affect commuting as there is the limited capacity industrial land and relatively small employment provided by the 'District Centre' development of Alternatives 4 and 5.
- \* Expansion of industry to provide employment for 50% of the resident manufacturing workforce (Option C) does reduce the number of commuters significantly under all Alternatives. This would involve industrial development of an extra 10 to 350 hectares of land and capital costs from \$ 0.05 to \$ 4 million in acquisition and servicing would be required. Environmental costs could also be high.
- \* The Lower and Upper Mountains show considerable differences in commuting and degrees of self-containment under all Alternatives. Commuting increases rapidly in the Lower Mountains under Alternatives 4 and 5. The ability to provide local employment does not increase to a level comparable to the Upper Mountains except under 50% self-containment, Alternative 5.
- \* The degree of self-containment in the Lower Mountains generally increases from Alternative 1 to 5, compared to the Upper Mountains where it generally falls, particularly under Option A. This suggests the desirability of adopting Option B or C, involving some expansion of industry, in combination with lower populations envisaged under Alternatives 1 to 3.
- \* Although the degree of self-containment in the Lower Mountains rises with increasing population, this is only achieved in conjunction with sharp rises in the overall numbers of commuters which are 30 to 40,000 (persons) under Alternative 5, as against 6,000 under Alternative 1.

### Community and Life Style

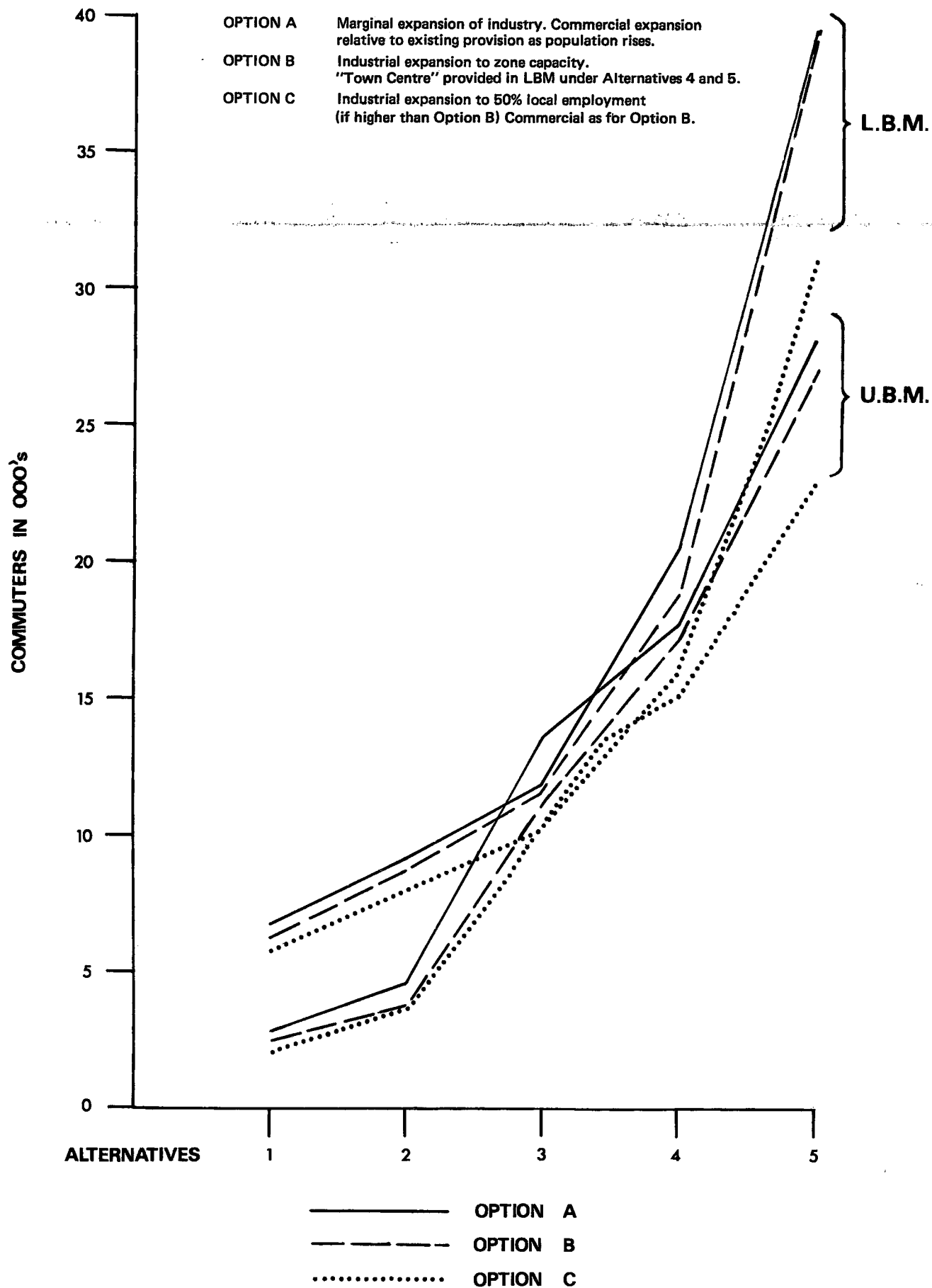
Generally, conditions are not likely to differ significantly in the short term under Alternatives 1 - 3 from those being experienced at present.

Problems associated with a small number of entertainment facilities and limited transport services are likely to continue.

SELF CONTAINMENT INDEX - (RATIO of LOCAL JOBS : RESIDENT WORKFORCE)



**BLUE MOUNTAINS CITY COUNCIL  
Blue Mountains Strategy Plan  
SELF CONTAINMENT UNDER  
ALTERNATIVES**



BLUE MOUNTAINS CITY COUNCIL  
Blue Mountains Strategy Plan  
COMMUTING UNDER ALTERNATIVES

Overall, the 'village' atmosphere is likely to be maintained, and increased population and a balanced housing policy would encourage greater diversity.

As the population increases, there would be significant advantages and contrast to present conditions. There would be increased revenues and scale economics as a result of a New District Commercial Centre in the Lower Mountains, and reduced escape expenditure to Penrith.

The potential for a greater number of entertainment, cultural and community facilities would become economically viable and local transport services could be improved without high subsidies.

A greater diversity of house types would ensure a more balanced population and a greater diversity in life styles.

#### Economies of Scale

Within larger communities, basically the following economies can be expected:

- \* higher levels of service can be offered
- \* greater amounts of service capital can be amassed
- \* wider spread of private funding of community facilities
- \* wider funding base to pay for more effective management
- \* more diversity in education, entertainment, employment opportunities, social structure, and cultural opportunities.
- \* higher levels of public transport
- \* a lesser degree of social and physical isolation
- \* a more effective level of public involvement in community planning and affairs.

Generally, the larger the community the more readily it can afford to pay for any given level of service in any field.





## SUMMARY OF COSTS

### COSTS OF ACQUIRING AND SERVICING LAND REQUIRED FOR INDUSTRY UNDER DIFFERENT DEGREES OF SELF-CONTAINMENT (\$ MILLION)

ALTERNATIVE	1			2			3			4			5		
	LBM	UBM	Tot	LBM	UBM	Tot	LBM	UBM	Tot	LBM	UBM	Tot	LBM	UBM	Tot
Option B (within Ind-zones)	0.05	0.04	0.09	0.03	0.12	0.15	*	0.08	0.08	*	0.03	0.03	*	*	*
50% Self- Contain- ment	0.26	0.04	0.30	0.47	0.12	0.49	0.54	0.08	0.62	0.96	0.48	1.44	3.00	0.99	3.99
75% Self- Contain- ment	0.34	0.04	0.38	0.52	0.12	0.64	0.84	0.08	0.92	1.26	0.72	1.98	4.50	1.50	6.00
100% Self- Contain- ment	0.43	0.04	0.47	0.67	0.12	0.79	1.11	0.08	1.19	1.68	0.05	1.73	6.07	1.99	8.06

### COSTS INVOLVED IN REVOCATION OF SUBDIVISIONS \$ Million (Current Market Value)

ALTERNATIVE	1	2	3
UBM	50	33	2
LBM	46	22	3
TOTAL	96	55	5

#### Areas:

##### Alternative 1

Subdivisions not presently developed.

##### Alternative 2

Subdivisions not presently developed or serviced.

##### Alternative 3

All subdivided land currently zoned residential, but not developed.

### ADDITIONAL CAPITAL COSTS : URBAN SERVICES

ALTERNATIVE	WATER SUPPLY	SEWERAGE	TOTAL
\$ Million			
1	-	-	-
2	0.3	-	0.3
3	3.1	21.5	24.6
4	7.3	43.3	50.6
5	15.0	84.0	99.0

#### 4. POLICIES AND ACTION PRIORITIES

##### 4.1 The Need for Policy-Making

The Blue Mountains City Council, by embarking on strategic planning, has recognized the conflicts and problems emerging from growth in the Mountains. The major question now is how long will these conflicts and problems be allowed to continue before controlling measures are taken or before irreparable damage to the environment occurs.

The lack of clearly-stated and fully-committed strategic policy is the single most important factor determining the future of the Mountains. Council must decide now whether to pursue clear and positive planning policies, or whether to continue with an ad hoc approach to development and conservation. This study has identified the urgent need for coordinated policies in city management, the environment, tourism and the make-up of the City.

The first objective of strategic planning must be to provide a capable policy-making and financial base to ensure that future growth within the Mountains is appropriate to the environment, and consistent with strategic policies.

## 4.2 POLICIES AND ACTION PRIORITIES

### 4.2.1 MANAGEMENT

#### 1. Administration Policy

"To establish an effective structure of policy-making based on research, planning and public participation."

##### Administration Action 1

Adopt the strategic policies and Action Priorities contained in this Plan as a formal expression of Council's involvement in, and commitment to, strategic planning for preservation and development within the Blue Mountains.

##### Administration Action 2

Implement a public involvement programme to achieve understanding and acceptance of these Policies and Actions by the public and governmental authorities.

#### 2. Organisation and Finance Policy

"Provide an effective management structure and suitable funding to carry out Council policies of conservation and development."

##### Organisation and Finance Action 1

To effectively implement and update Council's policies, a restructuring of the Planning Department around a number of goal-oriented task forces could be required. Initial establishment of these groups could be quickly accomplished and would gain strength and effectiveness as action planning and detailed policy-making continued. These teams and their objectives would include:

##### A - Design Group

To design and implement detailed development controls in housing, commercial and industrial development, tourism and in historic precincts; to accomplish catalytic programmes in the areas; and to establish design and performance standards in environmentally critical areas.

**B - Environmental Team**

To monitor and control pollution and general environmental despoilation; to delineate, preserve and guide suitable uses within critical habitats and historically valuable precincts.

**C - Defence Team**

To ensure the implementation of Council's policies in all areas especially in environmentally critical areas.

**D - Grants and Powers Groups**

Identification and acquisition of suitable multi-level grants and loans for continuance of Council's policies and programmes; exploration and implementation of Council's planning powers under the Local Government Act.

**E - Electronic Data Processing Group**

To provide environmental and town planning computer information for use by Council and the public; information to include digitized contour maps and slope analyses program, boundaries of historic, tourist, industrial, commercial precincts, bush fire and environmentally critical areas; streamline development applications and print-out of detailed development and environmental requirements and controls; plotting and on-line hardware eventually required.



## 4.2.2 ENVIRONMENT

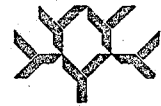
### 1. Preservation Policy

"To delineate, preserve and control suitable uses within the natural, intermediate and man-made environments within the Blue Mountains."

#### Preservation Action 1

Carry out these environmental policies according to the programme below:

	Natural Areas	Intermediate Areas	Man-Made Areas
<b>A - Delineation and Definition of Environmental Areas</b>	<p>Delineate and define critical natural environmental areas within the National Park, Warragamba Catchment, and within Council open space areas which are being damaged by increase of growth within the Blue Mountains City.</p> <p>Investigate the rationalisation of National Park boundaries according to terrain, existing development patterns, and bush fire prevention and control considerations.</p>	<p>Map critical intermediate areas such as proposed "Non-Urban" zones, BMCC water catchments and open space areas between the Mountains towns which are being threatened by ribbon development of unsuitable activities.</p> <p>Carry out an open space resource survey of all intermediate land owned or controlled by Council.</p>	<p>Identify critical man-made areas of historic or cultural significance which are endangered by insufficient protection, awareness, or funds.</p> <p>Establish a series of inviolable historic precincts considering among others, Mts. Wilson, Irvine, Tomah and York, Megalong Valley, Mt. Victoria, Woodford and the Mountains railway stations.</p> <p>Initiate a continuing programme of historic site and building identification, research and classification, in conjunction with local historic societies and concerned individuals.</p>
<b>B - Preservation</b>	<p>Investigate immediate statutory control of development within critical natural areas (such as the escarpment areas) including Interim Development Orders, Non-Urban Zones, and building codes.</p> <p>Control and monitor pollution of natural areas by septic effluent, domestic chemicals, and soil erosion.</p> <p>Consider methods of land acquisition other than the restrictive town improvement levy system (see Grants and Powers group under Management Policies above).</p>	<p>Review Non-Urban zonings proposed in the exhibited Planning Scheme. Factors which should be considered include existing and future pollution from unsewered areas, bushfire danger areas, terrain considerations, possibilities of ribbon development, and potential development in future historic precincts such as Mt. Wilson and Megalong Valley.</p> <p>Investigate methods of freezing development in critical intermediate environmental areas pending detailed action planning and development control plans (see Grants and Powers Group under Management policies above).</p>	<p>Investigate the further use of "special use - historic" statutory zonings to preserve significant historic sites and buildings.</p> <p>Detailed action planning culminating in development control is urgently required in critical man-made environments. Action plans should proceed immediately. These intermediate areas are delineated, and should include recommendations on methods of historic preservation, seek opportunities in preservation such as set out in the National Trust's "legislation to Assist in the Preservation of Historic Properties", and "Report to the Committee of Enquiry into the National Estate".</p>
<b>C - Control of Suitable Uses</b>	<p>Where natural environmental areas within Council jurisdiction contain natural vegetation, implement "Open Space - Natural" zones which restrict clearing or use for active recreation.</p> <p>Improve the physical facilities of escarpment lookouts; coordinate policies of local "sights and walks" associations, and establish and fund these groups where lacking.</p>	<p>On the basis of a Council open space inventory, review all statutory controls on activities allowed within open space. Modify Planning Scheme if required. Seek opportunities to upgrade recreational uses in intermediate areas such as fishing and boating in the unused Wentworth Falls water catchment area.</p>	<p>Suitable uses to be identified by detailed development control plans. Council's Design Team (see Management Policies above) to advise on development applications within identified historic precincts.</p> <p>Establish information centres within historic precincts; investigate other methods of publicising to increase proper use and patronage.</p>



## 2. Environmental Design Policy

"To enhance views from the lookouts, from the road and rail, and throughout urbanized areas within the Blue Mountains.

### Environmental Design Action 1 View from the Lookouts

1. Survey problems and opportunities in existing lookout facilities and access roads.
2. Prepare statements of costs involved in upgrading lookouts which are not currently accessible.
3. Investigate the practicality of standardizing lookout facilities, information centres, or explanatory graphics.
4. Prepare detailed maps identifying all areas visible from existing and future lookouts. Consider Interim Development Orders to control unsightly development in these areas.

### Environmental Design Action 2 View from the Road and Rail

1. Survey and map opportunities for enhancing views from the Great Western Highway and from the railway line.
2. Plot areas of visual blight such as industrial activities, advertising structures and signs which are visible from the Highway and railway line.
3. Introduce and enforce a comprehensive signs and hoardings code (see Management - Design Group A).
4. Introduce and publicize a roadside rest network along the Great Western Highway including open space areas with good bushland views and areas within historic precincts.

### Environmental Design Action 3 The Urban Experience

Reinforce the "village character" unique to each Mountains town.

1. Concentrate new commercial, retail, social and cultural facilities around existing meeting and shopping focal points; create new focal points where existing patterns are unsuitable due to inaccessibility, traffic noise or congestion, lack of sunlight, or subject to adverse wind and weather conditions.



2. Implement a comprehensive townscape plan in conjunction with local resident groups and service clubs, including landscaping plans, urban parks and gardens, and historic sites and buildings.
3. Seek opportunities to enhance and reinforce "village character" by road closures, mall provisions, and other streetscape improvement programmes including kiosks, seating, mini-parks and playgrounds, footpath paving, bus shelters and signs.



#### 4.2.3 TOURISM

"To promote tourist activities appropriate to natural, intermediate and man-made environments in the Mountains and to anticipate and provide for future demands for tourist facilities."

##### Tourism Action 1

Seek methods of reducing the disruption of resident amenity by tourist activities through increased use and provision of further "cliff drives" peripheral to residential areas, and by promoting the use of off-highway tourist attractions especially in the Lower Mountains.

##### Tourism Action 2

Identify areas suitable for potential tourist uses in anticipation of future demands for facilities. Suitable areas should be graded as user-oriented, resource-based, or intermediate according to Table A4 in Volume II, The Environment.

##### Tourism Action 3

Promote tourism by upgrading existing man-made sites and environments including the historic precincts such as Mts. Wilson and Victoria, Woodford and historic sites such as the Zig Zag Railway, Lennox Bridge, Mt. York, and numerous convict works and sites.

##### Tourism Action 4

Construct and operate a comprehensive information centre on the Great Western Highway in the Lower Mountains. Information would include open space and recreation maps and guides, historic precinct information, tourist facilities, roadside rest maps and audio visual displays.

##### Tourism Action 5

Act as a catalyst to market, promote or develop new tourist facilities and accommodation types in areas identified as suitable for these activities.





#### 4.2.4 CITY FRAMEWORK

The future make-up of the Blue Mountains in terms of self-containment, commerce, industry, housing, social, community services and transportation has been evaluated by studying the implications of five "alternative futures" for the City. To achieve one of these "alternative futures" over the whole Mountains or a combination of several "futures" in different areas, a number of steps must be taken. The first step is a public involvement programme as outlined above in Administration Action 2. The second step is an initial choice of "alternative futures". The third step is long-term action planning, research and implementation. The final step is to update or modify the initial "alternative futures" choice.

##### 1. Self-Containment Policy

"To achieve the desired level of self-containment by promoting or controlling industry, tourism, commerce, transportation and the release of residential land. "

##### Self-Containment Action 1

Undertake immediate action planning to determine commercial hierarchy and location in the Lower Blue Mountains. Planning should identify critical commercial areas where interim development could jeopardize future comprehensive commercial development plans.

##### Self-Containment Action 2

Implement actions identified in section 3.3. of this Report according to initial "alternative futures" choice.

##### 2. Housing Policy

"To examine and promote opportunities in new housing types and layout, and the control of housing unsuitable to the social and physical environment. "

##### Housing Action 1

Launch housing policy action planning to:

1. Determine the need for, and appropriateness of, medium density housing in the Mountains. Review

## Management

**ADMINISTRATION**  
Establish an effective structure of policy-making based on research, planning and public participation.

### Action 1

Adopt the strategic policies and Action Priorities contained in this Plan as a formal expression of Council's involvement in, and commitment to, strategic planning for preservation and development within the Blue Mountains.

### Action 2

Implement a public involvement programme to achieve understanding and acceptance of these Policies and Actions by the public and government authorities.

**ORGANISATION AND FINANCE**  
Provide management structure and funding to carry out Council policies.

### Action 1

Restructure the Planning Dept around a number of goal-oriented task-forces.

#### A - Design Group

To design and implement detailed development controls in various areas.

#### B - Environmental Team

To monitor & control pollution and general environmental despoilation.

#### C - Defence Team

To ensure the implementation of Council's policies in all areas especially in environmentally critical areas.

#### D - Grants and Powers Groups

Identification and acquisition of suitable multi-level grants and loans.

#### E - Computer Group

To provide environmental & town planning computer information for use by Council & the public.

## Environment

**PRESERVATION**  
To delineate, preserve and control suitable uses within Blue Mountains environments.

### Action 1

Achieve the environmental goals according to the programme below:

#### Goal 1

Identify and delineate natural, intermediate and man-made environmental areas.

#### Goal 2

Preserve and protect natural, intermediate and man-made environmental areas.

#### Goal 3

Control suitable uses within natural, intermediate and man-made environmental areas.

**ENVIRONMENTAL DESIGN**  
Enhance views from lookouts, road & rail & within urbanised areas.

### Action 1

View from Lookouts

1. Survey problems and opportunities.
2. Prepare statements of costs to upgrade.
3. Standardize lookout facilities.
4. Prepare detailed maps identifying all visible areas from lookouts.

### Action 2

View from Road & Rail

1. Seek opportunities for enhancing views.
2. Plot areas of visual blight.
3. Introduce & enforce a comprehensive signs & hoarding code.
4. Introduce roadside rest network

### Action 3

The Urban Experience Reinforce "village character" by:

1. Creating new focal points where existing patterns are unsuitable;
2. Implementing a comprehensive townscape plan;
3. Urban improvements

## Tourism

**TOURISM**  
To promote appropriate tourist activities and anticipate future demand.

### Action 1

Seek methods of reducing disruption of resident amenity.

### Action 2

Identify areas suitable for potential tourist uses in anticipation of future demands for facilities.

### Action 3

Promote tourism by upgrading existing man-made sites and environments.

### Action 4

Construct & operate a comprehensive information centre on Great Western Highway in Lower Mountains.

### Action 5

Act as a catalyst to market, promote or develop new tourist facilities and accommodation types.

## City Framework

**SELF-CONTAINMENT**  
To achieve the desired level of self-containment.

### Action 1

Undertake immediate action planning to determine commercial hierarchy and location in the Lower Blue Mountains. Planning should identify critical commercial areas where interim development could jeopardize future comprehensive commercial development plans.

### Action 2

Implement actions identified in Section 3.3 of this Report according to initial "alternative futures" choice.

**HOUSING**  
To examine and promote opportunities in new housing types and layout.

### Action 1

Determine the need for, & appropriateness of, medium density housing in the Mountains. Review medium density housing codes & statutory zoning & their relevance to the Mountains environment.

### Action 2

Seek opportunities for clustering retirement facilities and accommodation within shopping precincts, and proximal to public transport routes.

### Action 3

Examine alternative housing types for residential, retirement, holiday homes and expansion within historic or tourist precincts, or within environmentally critically areas.

**TRANSPORTATION**  
Achieve traffic and parking according to choice of alternative future.

### Action 1

Implement transportation actions identified in Section 3.3 of this Report according to initial "alternative futures" choice.

### Action 2

Investigate and rectify existing problems in commuter parking at railway stations; shopper parking, especially in Blaxland, Glenbrook, and Leura; and Great Western Highway pedestrian crossings which may require grade separation.

### Action 3

Identify costs of upgrading roads and facilities in co-ordination with Environmental Design Action 1 & 2.

**SOCIAL**  
Rectify existing deficiencies in community services & provide for future demands.

### Action 1

Implement actions identified in Section 3.3 of this Report according to initial "alternative futures" choice.

### Action 2

Initiate actions to rectify existing social problems by provision of community meeting places, child-care centres, youth activities, libraries and hospitals as identified in Section "B", Volume II - People.

### Action 3

Investigate suitability of the proposed Lower Mountains hospital in terms of accessibility, expansion and visual prominence.

**BLUE MOUNTAINS CITY COUNCIL**  
**Blue Mountains Strategy Plan**

**STRATEGIC POLICIES & ACTION PRIORITIES**

## STAGE 1

Identify Major Issues & Problems at Regional and BMCC levels

Postulate & Evaluate "Alternative Future" for the City

BMCC receives Consultants Report

**PRIORITY ACTIONS**

## STAGE 2

Public Involvement Programme including Community Groups, Individuals and Governmental Authorities

BMCC policy making in Management Environment Tourism City Framework

Initial Assumptions and choice of "Alternative Futures"

**SHORT TERM ACTION PLANNING**

## STAGE 3

Evaluate chosen "Alternative Future" at Local level in conjunction with Public Groups and Individuals

Modify choice of "Alternative Future" or Re-define if necessary

Refine or Modify BMCC policies in Management Environment Tourism City Framework

**LONG TERM ACTION PLANNING**

Setting Up of Task Forces (Organisation and Finance Action 9)

DESIGN TEAM

ENVIRONMENT TEAM

DEFENCE TEAM

GRANTS & POWERS GROUP

ELECTRONIC DATA PROCESSING GROUP

Policy Implementation & Forward Planning

**BLUE MOUNTAINS CITY COUNCIL  
Blue Mountains Strategy Plan  
PLANNING PROCESS/ACTION**

medium density housing codes and statutory zoning and their relevance to the Mountains environment in terms of density, housing cost, privacy, sunlight, acoustics, bush fire danger and community impact.

2. Seek opportunities for clustering retirement facilities and accommodation within shopping precincts, and proximal to public transport routes.
3. Examine alternative housing types for residential, retirement, holiday homes and expansion within historic or tourist precincts, or within environmentally critical areas.

### 3. Transportation Policy

"To achieve traffic and parking goals related to the degree of commutation, through-traffic, visitor/resident conflict, implicit in the choice of "alternative futures."

#### Transportation Action 1

Implement transportation actions identified in section 3.3 of this Report according to initial "alternative futures" choice.

#### Transportation Action 2

Investigate and rectify existing problems in commuter parking at railway stations; shopper parking, especially in Blaxland, Glenbrook and Leura; and Great Western Highway pedestrian crossings which may require grade separation.

#### Transportation Action 3

Identify costs of upgrading roads and facilities in coordination with Environmental Design Action 1 & 2.

### 4. Social Policy

"To rectify existing deficiencies in community services, and to provide for future requirements."

#### Social Action 1

Implement actions identified in section 3.3 of this Report according to initial "alternative futures" choice.

### Social Action 2

Initiate actions to rectify existing social problems by provision of community meeting places, child-care centres, youth activities, libraries and hospitals as identified in section "B", Volume II - People.

### Social Action 3

Investigate suitability of the proposed Lower Mountains hospital in terms of accessibility, expansion and visual prominence.

## Acknowledgements

This study of the City of Blue Mountains was made possible by a grant to the Blue Mountains City Council (BMCC) by the Australian Department of Urban and Regional Development. The grant is evidence of the Australian government's concern for the problems faced by local government in attacking the issues of urban development, conservation and environment.

The Consultants wish to gratefully acknowledge the assistance and advice received from many organisations and individuals. In particular, the work has drawn heavily on information provided by a large number of governmental organisations including:

- Australian Bureau of Statistics
- Australian Department of Labour & National Service
- Bush Fire Prevention Association
- Commonwealth Employment Office
- Department of Agriculture
- Department of Child Welfare and Social Welfare
- Department of Civil Aviation
- Department of Conservation
- Department of Decentralisation and Development
- Department of Education, NSW
- Department of Labour & Industry, NSW
- Department of Main Roads, NSW
- Department of Railways, NSW
- Department of Tourism, NSW
- Electricity Commission of NSW
- Forestry Commission of NSW
- Health Department, NSW
- Lands Department, NSW
- Library Board of NSW
- Metropolitan Water, Sewerage & Drainage Board
- Mines Department
- National Parks and Wildlife Service
- Police Department
- Post-Master General's Department
- Public Works Department
- State Planning Authority of NSW
- Sydney Area Transportation Study
- Transport Commission

In addition, a large number of local organisations have provided information and advice including:

- Blue Mountains National Park Advisory Committee
- Blue Mountains Progress Federation
- Blue Mountains Environment Preservation Association
- Lower Blue Mountains Conservation Society
- Springwood Historical Society



Glenbrook Anti-Flat Committee  
Faulconbridge Anti-Flat Committee  
Katoomba Progress Association  
Warrimoo Citizens Association  
Hazelbrook Residents Action Committee  
Katoomba and District Wildlife Conservation Society  
Blue Mountains Regional Tourist Association

We wish to thank those individuals in the community who gave of their time to participate in the surveys conducted during the study.

Finally, a special debt is owed to all those officers of the Blue Mountains City Council who have made a special effort in giving of their time, detailed knowledge and experience to the study. The personal support of the City Engineer and Town Planner, Mr. L. Dwyer and his Deputy, Mr. J. Metcalf, Mr. L. Paish and Mr. P. Koperberg is greatly appreciated.

#### Study Team

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