



How Parkham Street, Surry Hills, will look when converted to a landscaped mini-park serviced by a pedestrian footbridge across South Dowling Street.

# New-look city

By JOHN BURNEY

A revolutionary plan to streamline Sydney's "streetscape" and give the city a whole new image will be presented to the City Council tonight.

The council is expected to give full approval to the plan which has been prepared for them by Urban Systems Corporation, originators of the huge Sydney Strategic Plan.

The purpose of the plan is to catalogue a series of streetscape improvements that could be carried out quickly on relatively low budgets.

It will encompass sweeping improvements to street furniture, advertising signs, trees, ground surfaces, street vistas and the external walls of buildings.

that the irregular and haphazard street grid of Sydney has created anomalies in the design of footpath alignments. In some places, for no apparent reason or traffic benefit, footpaths remain the standard 12 feet in width while the carriageway widens considerably.

The addition of only a few feet could allow street trees to be planted or some other pedestrian amenities to be planned.

The western end of Roslyn Street, Kings Cross is cited as an example of where such improvements could be made for the benefit of pedestrians.

Extension of public parks which have been eroded by roads and public buildings over the years is strongly urged.

Recently Alderman Leo Port told the council: "Roads, public buildings and services have eaten portions of the city's parks and reserves — now parks and reserves will nibble back at roads."

The plan supports that view as being vital to combat the present shortage of accessible public open space in the city.

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MOST items of the city's street furniture would be redesigned and standardised within the plan so that the shape, style, scale, color, materials and pavements are inter-related.

There are six principal recommendations covering every area of the city which Urban Systems urge ought to be followed.

They are:

1. Individual items of street furniture should be related to one another to create a co-ordinated family of objects.

2. Various items of street furniture that belong with one another should be combined in one design whenever possible. A bus stop for example could contain shelter, seats, light, litter bin, planter, drinking fountain, telephone and information panels in one co-ordinated design.

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3. The total appearance and functional requirements of the street scene should be considered before street furniture is added.

4. Street furniture should be designed to human scale, convenience and enjoyment.

5. Street furniture should make full use of natural materials wherever it is appropriate.

6. In general neutral colors should be used so that the element blends well with its surrounding environment.

In pedestrian areas it is claimed

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Some small park areas are surrounded or cut off by roadways and Farrer Place, Richard Johnson Square and Macquarie Place are given as examples of places where minor adjustments to perimeter vehicular movement would enable a bigger landscaped open space to be created.

In the civic precincts important public buildings and historic structures would be enhanced by simple landscaping. A small, tree-shaded and paved rest area is recommended on the north-east corner of the Town Hall which would be visible to pedestrians along York and Park Streets.

In the West Rocks, the Garrison Church could be linked to Argyle Place by extending the Place across Lower Forbes Street.

Full details of the plan, photographs and illustrations will go on display at the Town Hall today.