

17th January, 1962

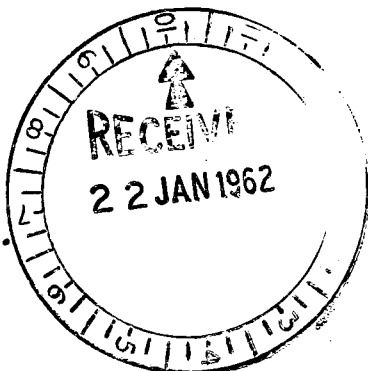
MEMORANDUM

SYDNEY COVE PROJECT

I am glad to say that the sketch proposals for the above project were very well received by the group of sponsors yesterday. Listening to the very good explanations of the scheme by Messrs. Clarke and Boileau and noticing the reactions of those present I think we should pay special attention to the following points before the meeting with the Lord Mayor and the Minister which is to be arranged at an early date:

- (1) The system of pedestrian routes at the different levels should be clearly shown.
- (2) Locations of main parking stations, accesses to them and numbers of cars accommodated should be clearly indicated.
- (3) Arrangements for deliveries of heavy goods, garbage disposal and general services to all buildings should be clearly shown.
- (4) Numbers of buses capable of being parked ready for the peak hour rushes should be indicated. This is a separate problem from the problem of turning and picking up passengers.
- (5) Old people, invalids and cripples will need taxis within the shortest distance of all ferries.
- (6) In view of all the above traffic circulation problems it may be best to provide a vehicular route across the main squares immediately adjacent to the overhead road and railway. This need not necessarily be a road with kerb and gutters; it might only require a strip of special heavy duty paving separated from the rest of the square by a line of bollards.
- (7) Careful consideration should now be given to the two sides of the Cove especially the ambankment from the ferries to the Opera House. This should be wide enough to provide a promenade with at least four lines of trees such as Ficus Hilli or Tristania Conferta (Brush Box). Also exits and entrances to the Opera House parking stations should be clearly shown, as well as the separation of pedestrians from vehicles in this area. In spite of any difficulties involved it seems to me that the whole of the shore line will need extending into the harbour along this side of the Cove.
- (8) No well known names such as Qantas, Pan American, Hilton etc. etc. should be indicated on any of the new buildings.

DENIS WINSTON



17th January, 1962

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DAVID WINTON

Train Passenger Count

The following figures refer to a count made in 1958 and a spokesman of the Department of Railways states that these figures should be increased by 25% to be current.

Wynyard Station

6.30 a.m. to 9.30 a.m.	York St. Barrier	12,100
	George St.	<u>20,700</u>
		32,800

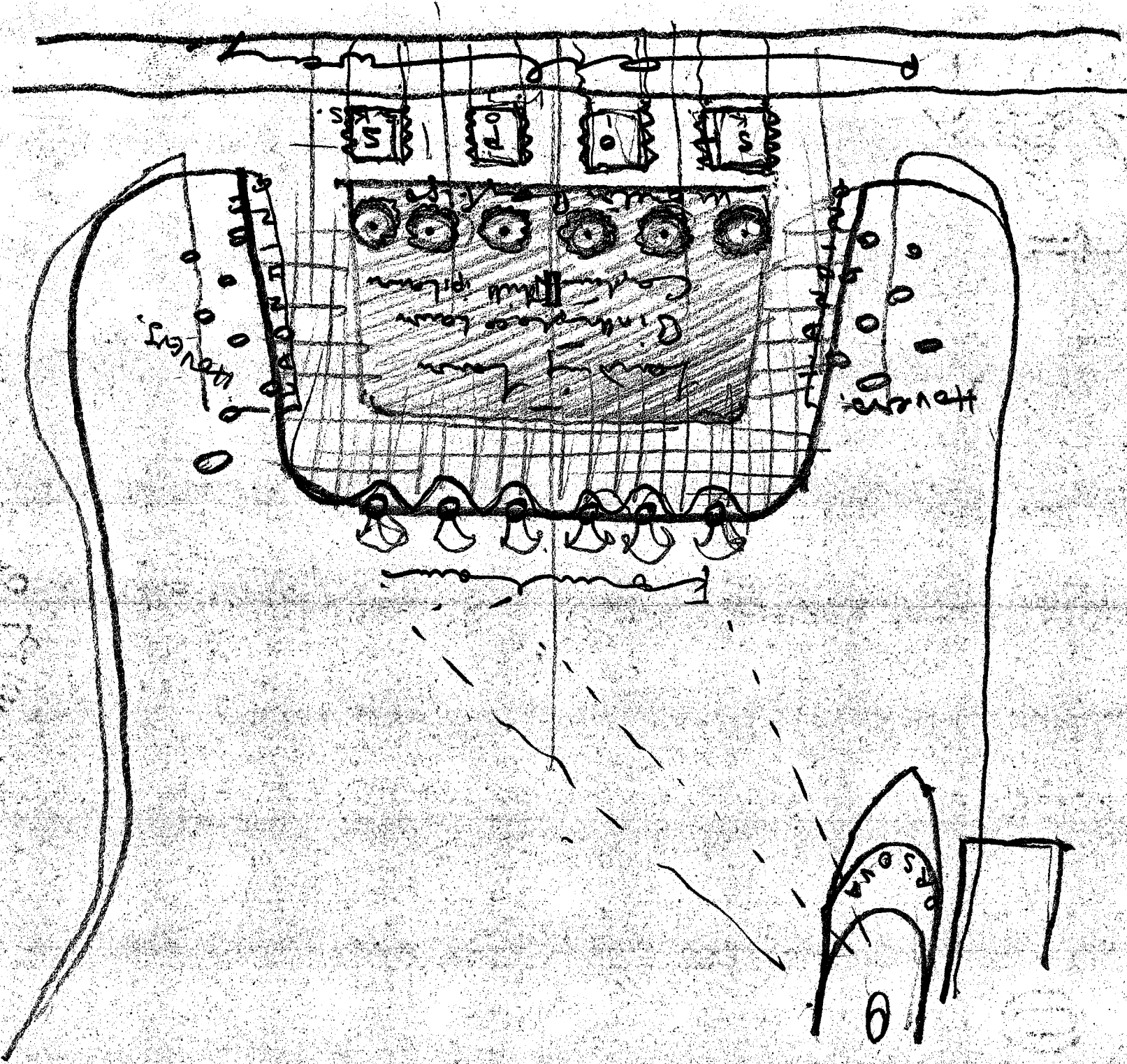
4.30 p.m. to 9 p.m.	York St. Barrier	9,400
	George St.	<u>27,400</u>
		36,800

Circular Quay Station

Morning	6,800
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Evening	<u>6,500</u>
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13,300



Circular Quay.

22.11.61

Maritime Service Board Engineering Branch
Jones - Superior of Civil Eng. Design Office BO 545 X 375

M.S.B. have a copy of plan by Utzen showing a three storey parking garage directly opposite Lend Lease House. This garage projects out onto the water about 135 from kerb line in front of Lend Lease House. The M.S.B. and Circular Quay Advisory Committee are against this scheme because they feel it will be unsightly and the 40 ft width shown for Circular Quay East is much too small. However as they have nothing else to work on the new Custom's jetty is being planned so that its western edge will be in line with the end of the opera house parking lot.

The Utzen plan was drawn on the 20.11.60 and handed to the M.S.B. by Neilson (Utzen's Sydney representative - phone 27.1154) on the 13.1.61. This plan is very rough and appears to have been very ~~hurriedly~~ hurriedly prepared.

Tide Information

Standard Datum:

Highest Tide	R.L.	+ 4.50
Normal High Tide	R.L.	+ 3.00
Mean Sea Level	R.L.	+ 0.00
Fort Denison Tide		
Gauge Zero	R.L.	-2.93
Edge of Circular Quay		
Promenade	R.L.	+ 6.98

MSB 9.91

Harper.