

DRAFT

SYDNEY COVE PROJECT

Prepared by the Department of Town and Country Planning, University of Sydney.

Sydney Cove Improvements Committee.
Sponsored by the ~~Executive Council of the City of Sydney~~

I. SYDNEY COVE

Since the landing of Governor Phillip in 1788 Sydney Cove has been the entrance to Australia for many thousands of settlers. The Cove is still the gateway to the City of Sydney from the oceans of the world and deserves a treatment worthy of its history and present importance.

With the construction of the Opera House, the Overseas Terminal and important office buildings new life is being given to this part of the City. The competition for the reconstruction of the East Rocks area and the ripeness for rebuilding of much of the older development in the vicinity of Sydney Cove affords a unique opportunity for the improvement and reconstruction of the whole area in accordance with a unified plan.

II. THE PROPOSED SCHEME

A single comprehensive design for the area is essential if the disastrous results of the haphazard rebuilding of individual sites are to be avoided. In order to secure that full advantage is taken of this valuable land, it will be necessary to unify ownerships and carefully control the size and location of new buildings.

The Scheme prepared by the Department of Town and Country Planning at the University of Sydney shows one way of achieving a planned renewal of Sydney Cove. The Scheme is closely based upon a careful survey of the area and, whilst it is not the only solution, is one which with further detailed design could be carried out.

III. WHAT THE SCHEME DOES

The proposed plans:

- 1) Creates a setting worthy of the civic and historical importance of Sydney Cove.
- 2) Preserves existing buildings of architectural and historic importance such as the Customs House, and the Traffic Courts.

- 3) Improves the circulation of pedestrian and vehicular traffic by their physical segregation and the provision of an important new road linking George Street and Phillip Street.
- 4) Provides off-street parking facilities in new building projects and parking stations closely linked with the Bradfield Highway and with the Opera House.
- 5) Provides a fine new pedestrian square between the Circular Quay Station and the buildings facing it.
- 6) Improves the facilities for public transport and secures effective interchange of passengers between ferries, buses, and railway.
- 7) Ensures that the size and siting of large new buildings is to their mutual advantage and to the advantage of the City as a whole.

IV. IMPLEMENTATION

In order that a plan such as this may be brought to fruition it is imperative that the following procedure should be adopted:

- 1) With the agreement of the City Council the Minister for Local Government should suspend the whole area from the City Planning Scheme.
- 2) The Minister should assume responsibility for the preparation of a master plan ~~upon which the general policies of this scheme~~ for which this scheme might form the foundation.
- 3) The Minister should take all necessary action to unify land ownerships and control building development in accordance with the master plan.

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