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K E N N E T H M c C O N N E L, S M I T H A N D J O H N S O N
A R C H I T E C T S A N D T O W N P L A N N E R S

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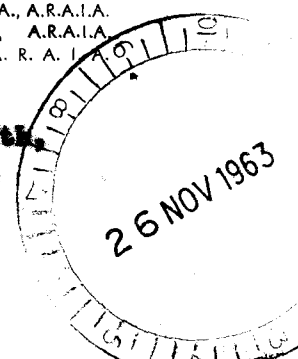
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C O P Y

Mr. George Clarke,
Clarke, Gazzard and Yeomans,
117 Harrington St.,
SYDNEY

The Town Clerk.

Twentyfifth,
November,
1963



Dear Sir,

Now that there has once more been disagreement on the plan for Circular Quay, may I, as an architect, town planner, and interested citizen, add my voice to those who are asking for something a bit more generous than what was shown in the illustration of last weeks Sydney Morning Herald.

The original scheme put forward in March 1962 by the Sydney Cove Improvement Committee was really worthwhile, and should be given further consideration especially in respect of the proposed new bus routes and the resultant space.

I am not quarrelling with the attempt at forming a balance to the A.M.P. Building by permitting one only tall building at the western end, but I believe that by hook or by creek the whole central area of the Quay should be formed into a pedestrian plaza in which trees can be planted of sufficient size to be visible from the harbour, and in which pedestrians can take their ease, while being within easy reach of shopping areas.

Even if the scheme can extend no further south than the Customs House, something of this kind could be achieved, since the present traffic lanes are far wider than is essential for the amount of traffic which is passing through.

If the present roadway must be preserved, which I doubt, as an alternative, no doubt costly, but sufficiently worthwhile, could not a raised pedestrian plaza be built at an upper level with a layer of sufficient soil for planting over the narrowed roadway and against the railway station so that there would be plazas at two levels, with perhaps a row of shopping stalls along the south side of the Railway Station at this upper level, and with gardens and fountains visible

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from the city ?

Such a project could make up to some extent for our past sins in blocking the harbour from the city by the expressway and railway station, and could give the city one more of those small green spaces which are so sadly lacking. An additional smaller platform at a still higher level could permit strollers to obtain a view of the harbour over the top of the expressway, and could be made a feature.

But this is only one idea, and the whole thing is of such importance that it should be planned by an expert body, or should be made the subject of a nation wide planning competition.

Perhaps you would be so good as to pass this letter on to the planning committee.

Yours faithfully,

K.H. McCONNEL

for McCONNEL, SMITH AND JOHNSON

K. McC / J.L.