

# CONSTRUCTOR SEES SMH TRANSFORMED<sup>27/6/40</sup> SYDNEY OF FUTURE

Construction leader Mr G. J. Dusseldorp looked into Sydney's future yesterday and saw:—

Pedestrian ways criss-crossing the city without any interruption of vehicular traffic.

An expressway system linking a series of self-sufficient garden villages with one another and with the city.

Heliports dotted all over the city, with helicopters filling the role of today's buses to Palm Beach and other outer suburbs.

The skyline around the Harbour dominated by tall, elegant, well-spaced buildings, with natural growth replacing much of the present "red-tile" scenery. A population of four million by the end of the century.

## Many Parking Stations

Mr Dusseldorp is managing director of Lend Lease Corporation Ltd.

He addressed a Central Methodist Mission Pleasant Sunday Afternoon at the Lyceum Theatre on "Sydney's changing skyline—what shall the future hold?"

Mr Dusseldorp said expressways around the city proper would give access to a traffic loop which in turn would lead into numerous parking stations.

The city streets—"or what will be left of them"—would take only delivery trucks and public transport.

Traffic lights and traffic policemen would vanish from the city.

Mr Dusseldorp said imaginative urban redevelopment was needed to prevent Sydney's strangulation by its own growth.

He agreed with architect Mr W. G. Clarke that there were at least 40,000 sub-standard or slum dwellings, mostly 50 to 60 years old, in the inner ring of suburbs.

Mr Clarke is a former Cumberland County Council town-planner.

Mr Dusseldorp said the decayed ring spread in and around the boundaries of the City of Sydney, overlapping

into Woollahra, Randwick, Botany, Marrickville, Leichhardt and North Sydney.

When this ring was replaced another concentric ring further out would slowly but surely pass into decay and require further replanning and rebuilding.

## Replacement In 20 Years

The city core and the decayed inner suburbs would mainly be replaced in 20 years.

A 20-year period of imaginative and carefully considered urban renewal in and around the city could transform it into as great and as fine a place as could be found anywhere in the world.

But a haphazard, unplanned rebuilding process could easily make it one of the worst.

Mr Dusseldorp said the planning of recently released Green Belt land was

for the first time proceeding in an orderly and overall manner.

About 41 square miles, enough to house 200,000 people, had been released.

"If this orderly method is persisted with, without yielding to land speculators, the further unplanned sprawl of Sydney will have to come to an end," he said.

"The sprawl will continue, but at least in a responsible manner, until the environment has been created in the inner city, enabling tens of thousands of people to return to it."

Mr Dusseldorp said there were too many municipalities in Sydney to produce a comprehensive plan for the entire city.

Sixty-five municipalities with honorary representatives now governed the future of a metropolis of two million people.

The population would become four million by the end of the century.

