

Art Gallery Society - May 1960 -
Paper Address by G.C.

THE OLD ERA OF PAINTED CANVASES AND MANTELPIECE
ORNAMENTS IS AT AN END.

THE FUTURE SCALE OF THE ARTIST IS NOT DOMESTIC,
nor even monumental
BUT ENVIRONMENTAL.

THE ARTIST OF THE FUTURE WILL NOT BE A PAINTER
OR A SCULPTOR
OR AN ARCHITECT
BUT

A NEW MOLDER OF PLASTIC FORMS WHO WILL BE PAINTER
AND SCULPTOR AND ARCHITECT IN ONE _____

NOT AN ADULTEROUS MIXTURE OF ALL THESE TALENTS
BUT A NEW KIND OF TALENT THAT SUBSUMES AND SUPERSEDES
THEM ALL.

See attached a copy of my
proposal for leadership participation
in the renewal of the City
of Sydney

Learn from 15 yrs in Europe
& USA

1971-1972 TO 1973-1974

1975-1976 TO 1977-1978

1979-1980 TO 1981-1982

1983-1984 TO 1985-1986

1987-1988 TO 1989-1990

1991-1992 TO 1993-1994

1995-1996 TO 1997-1998

1999-2000 TO 2001-2002

2003-2004

2005-2006 TO 2007-2008

2009-2010 TO 2011-2012

2013-2014 TO 2015-2016

2017-2018 TO 2019-2020

Art Gallery Society

May '60

May 1960 Address by GC
re The City as a work of art

TODAY, AS YOU ARE ALL SO WELL AWARE, AUSTRALIA IS ENJOYING UNPRECEDENTED GENERAL PROSPERITY AND ECONOMIC EXPANSION. INDEED, THE INCOME OF THE AVERAGE AUSTRALIAN IS AMONG THE HIGHEST IN THE WORLD.

WE HAVE NO RIGHT TO ASSUME THAT THERE'S GOING TO BE EITHER AN ATOMIC OR AN ECONOMIC CATAclysm IN THE REMAINING FORTY YEARS OF THIS CENTURY. WE HAVE REASON ENOUGH TO ASSUME THAT OUR PLACE IN THE SUN HAS SOME LONG RANGE SECURITY.

IN ANY CASE WE MUST PLAN AND BUILD FOR A FINER FUTURE. TO DO OTHERWISE WOULD BE TO ADMIT DEFEAT BEFORE WE BEGIN.

ONE OF THE GREAT CHALLENGES OF OUR NEXT TWENTY OR FORTY YEARS, AS I SEE THEM, IS THAT WE OF THE WEALTHY, MATERIALIST COUNTRIES HAVE TO LEARN TO COPE WITH WHAT IS BECOMING THE EMBARRASSING ABUNDANCE OF OUR MATERIAL WEALTH.

WE ARE FACED WITH A CHOICE))) TO WAX SMUG AND STUPID WITH THE QUANTITY OF OUR INDIVIDUAL POSSESSIONS OR ELSE TO REINVEST OUR SURPLUS TIME, ENERGY AND MONEY IN THE IMPROVEMENT OF THE QUALITY OF OUR LIVES.

WE IN AUSTRALIA HAVE NEVER HAD IT SO GOOD. WE'RE NOW BUSILY CELEBRATING OUR SO-RECENT LIBERATION FROM THE RIGORS OF THE ECONOMY OF SCARCITY; WE'RE ON A SPLURGE OF CONSUMER SPENDING AND HIRE PURCHASE.

WE'RE PROUD OF OUR HIGH STANDARD OF LIVING, BUT THIS WE SO FAR ONLY ENJOY INSIDE OUR HOUSES — IN THE FORM OF

GADGETS, FURNITURE, T-V, AND SO ON. BUT A LARGE PART OF LIVING IS NEVERTHELESS CONDUCTED OUTSIDE AND AWAY FROM THE HOME ——— IN OUR SOCIAL LIFE, IN OUR WORKPLACES, IN OUR PLAY SPACES, ON THE ROADS, IN THE CITY CORE, IN THE STREETS, IN THE SHOPPING CENTRES, IN THE SCHOOLS AND UNIVERSITIES, IN THE PUBS AND COFFEE HOUSES, IN THE ART GALLERIES AND THEATRES, IN THE PARKS AND ON THE BEACHES.

THESE THINGS MAKE UP OUR URBAN PHYSICAL ENVIRONMENT..... OUR CITY. IT IS IN THE CITY THAT CIVILISATION, CIVILITY, and urbanity are either created or destroyed. IT IS IN THE QUALITY OF OUR URBAN ENVIRONMENT THAT WE ~~EXPERIENCE~~ GIVE TANGIBLE, VISUAL EXPRESSION TO THE QUALITY OF OUR ASPIRATIONS.

LET US ~~EXPE~~ IMPROVE OUR REAL STANDARD OF LIVING AND OF LIFE, BY PROVIDING OURSELVES WITH A

CONVENIENT?
EFFICIENT
STIMULATING
HARMONIOUS

AND DARE I USE THE WORD ? A BEAUTIFUL URBAN ENVIRONMENT/

THIS SORT OF TALK STILL TENDS TO SOUND STRANGE TO AUSTRALIAN EARS/ ONLY YESTERDAY, A UNIVERSITY DECTURER COMMENTED TO ME CONCERNING THAT FINE NEW BUILDING GROUP AT UNIVERSITY HOUSE, CANBERRA, WHERE A PLEASANT RESIDENTIAL COLLEGE ENCLOSES A FINELY DESIGNED COURT OR QUADRANGLE. HE SAID: "YOU KNOW, THIS KIND OF ENVIRONMENT IS FOREIGN TO AN AUSTRALIAN.... I FEEL A BIT UNEASY ABOUT IT.... I'VE NEVER SEEN ANYTHING AS GOOD AS THAT BEFORE, ANYWHERE."

THAT BEFORE, ANYWHERE".

LET US HOPE, THEN, THAT WE ARE NOW LEAVING BEHIND THE ROUGH, TOUGH PIONEERING PHASE WHEN WE WERE FORCED TO THINK FIRST OF RUDIMENTARY SHELTER AGAINST WIND AND RAIN, AND DIDN'T HAVE A CHANCE TO THINK ABOUT ARCHITECTURE. LET'S HOPE, TOO, THAT WE'RE RECOVERING FROM THAT COLONIAL HANGOVER WHEN EVERYTHING PRODUCED IN AUSTRALIA WAS BY DEFINITION MEDIOCRE AND INFERIOR. LET US HOPE THAT WE CAN PRESERVE THAT TRADITIONAL AUSTRALIAN TOUGH-MINDEDNESS AND REALISM, WHILE AT THE SAME TIME DARING TO HAVE SOME CIVILISING ASPIRATIONS.

THIS NEW EMPHASIS IS ALREADY BEING FELT IN SYDNEY. THE MANNER IN WHICH THE OPERA HOUSE PROJECT HAS BEEN HANDLED IS EVIDENCE OF THAT. IDEAS COMING FORWARD FOR THE REDEVELOPMENT OF THE ROCKS AREA, FOR THE CREATION OF A CIVIC SQUARE, FOR THE BUILDING OF A ROCKEFELLER CENTRE TYPE OF COMMERCIAL DEVELOPMENT, AND FOR THE SETTING UP OF AN ORGANISATION OF LEADING CITIZENS TO PROMOTE URBAN RENEWAL, ARE ALL ~~KNOWING~~ SYMPTOMATIC OF ~~THESE~~ THIS CHANGE OF EMPHASIS. ~~THE~~ AND YOU YOURSELVES ARE ADDING FUEL TO THE FIRE BY TURNING UP IN SUCH LARGE NUMBERS TO TAKE PART IN THESE DISCUSSIONS.

I IMAGINE THAT SYDNEY, AT THE PRESENT ~~STAGE~~ TIME IS AT SOMEWHAT THE SAME STAGE IN ITS GROWTH AS WAS CHICAGO SIXTY YEARS AGO. CHICAGO AT THAT TIME WAS A RAPIDLY BOOMING OUTPOST ~~OF~~ OF ABOUT 6 MILLION INHABITANTS, JUST AS SYDNEY IS TODAY.

CHICAGO NOW HAS A POPULATION OF OVER 5 MILLION, WHICH IS THE FIGURE PREDICTED FOR SYDNEY IN ABOUT 50 YEARS TIME. CHICAGO, IN ~~18~~ 1900, WAS PERVADED BY A SPIRIT OF EXPANSION, OPTIMISM AND ENTERPRISE, AS IS SYDNEY TODAY. AND EVEN THOUGH CHICAGO, LIKE SYDNEY, WAS A CITADEL OF RUGGED INDIVIDUALISM, THE LEADING MERCHANTS AND BUSINESSMEN OF THE COMMERCIAL CLUB OF CHICAGO DECIDED TO ORGANISE, FINANCE AND PROMOTE A GREAT PLAN FOR THE FUTURE DEVELOPMENT OF THEIR CITY. THAT PLAN WAS PREPARED BY DANIEL BURNHAM, AND WAS LARGELY PUT INTO EFFECT OVER A TWENTY YEAR PERIOD. AFTER THAT, HAPHAZARD DEVELOPMENT ONCE AGAIN BECAME THE RULE, AND THE CITY RELAPSED INTO A FORM OF BARBARISM. ONLY NOW, ~~ONCE MORE~~ IS CHICAGO PICKING UP THE THREADS OF ITS PROGRESS, AND ONCE MORE PREPARING AND PUTTING INTO EFFECT A GRAND PLAN FOR ITS REBUILDING, ONCE AGAIN UNDER JOINT GOVERNMENT AND CITIZEN AUSPICES.

WHILE HE WAS PREPARING THAT ORIGINAL PLAN, DANIEL BURNHAM MADE A STATEMENT WHICH HAS BECOME FAMOUS BECAUSE OF ITS TRUTH AND BREVITY: HE SAID "MAKE NO LITTLE PLANS; THEY HAVE NO MAGIC TO STIR MEN'S BLOOD, AND PROBABLY WON'T BE REALISED. MAKE BIG PLANS; AIM HIGH IN HOPE AND WORK, REMEMBERING THAT A NOBLE AND LOGICAL DIAGRAM, ONCE RECORDED, WILL NEVER DIE, BUT LONG AFTER WE ARE GONE WILL BE A LIVING THING, ASSERTING ITSELF WITH EVER GROWING INSISTENCY. REMEMBER THAT OUR SONS AND GRANDSONS ARE GOING TO DO THINGS WHICH WOULD STAGGER US."

~~SORT OF A~~
~~LET US NOW ASK OURSELVES: WHAT WOULD A PLAN TO MAKE~~
~~SYDNEY A GREAT CITY? WOULD MAKE SYDNEY A GREAT CITY?~~

LET US NOW ASK OURSELVES WHAT KIND OF PLAN DO WE NEED TO TURN SYDNEY INTO ONE OF THE TRULY GREAT CITIES OF THE WORLD ?

THE CENTRAL AREA OF A METROPOLITAN CITY IS THE HEART AND THE HEAD ~~WE~~ NOT ONLY OF THE WHOLE METROPOLITAN AREA BUT ALSO OF A VAST HINTERLAND. THE CENTRAL AREA IS IN FACT THE METRO-POLIS, THE MOTHER-CITY. THE SUB-URBS AND PROVINCIAL CENTRES ARE SUBSIDIARY CITIES, WHICH ORIGINALLY SPRANG FROM AND WHICH STILL DEPEND ON THE MOTHER CITY. THE

~~THE~~ CENTRAL AREA OF SYDNEY IS THE MOTHER CITY OF AT LEAST THE WHOLE STATE OF NEW SOUTH WALES, AND POTENTIALLY ALSO THE MOTHER CITY OF THE WHOLE SOUTH-PACIFIC REGION. IT IS THE NERVE CENTRE, WHERE INFORMATION IS COLLECTED, ~~AND~~ DECISIONS ARE MADE, AND WHERE THE MOST HIGHLY SPECIALISED ACTIVITIES TAKE PLACE.

IN ORDER TO PLAN FOR THE FUTURE EVOLUTION OF THIS MOTHER-CITY, WE SHOULD BE CLEAR IN OUR OWN MINDS JUST WHAT THE PURPOSE OF A CITY IS: I GIVE YOU MUMFORD'S DEFINITION -- " TO BRING TOGETHER WITHIN A LIMITED SPACE A DIVERSE AND VARIED GROUP OF PEOPLE WHO BY THEIR MEETING, CLASHING AND COOPERATING WILL ACHIEVE RESULTS IN THEIR OWN MINDS AND IN THEIR ACTIVITIES WHICH THEY COULD NOT POSSIBLY HAVE ACHIEVED ALONE". YOU WILL NOTE THAT THIS DEFINITION ENCOMPASSES BOTH THE ECONOMIC AND THE CULTURAL PURPOSES OF A CITY/ PEOPLE ARE BROUGHT TOGETHER BOTH TO MAKE MONEY AND TO EXCHANGE IDEAS.

BUT THE KERNEL OF THE DEFINITION IS THE BRINGING TOGETHER OF PEOPLE WITHIN A LIMITED SPACE, SO THAT THEY ARE EASILY ACCESSIBLE TO EACH OTHER, ~~NOT~~ SO THAT THEY MAY MEET ONE ANOTHER FACE TO FACE/ THIS DOES NOT MEAN A BRINGING TOGETHER OF PEOPLE ONLY DURING THE EIGHT WORKING HOURS OF AN ORDINARY WEEKDAY; NOR DOES IT MEAN THE BRINGING OF PEOPLE TOGETHER ONLY IN THE STRICTLY COMMERCIAL CORE, WHICH IN

SYDNEY RUNS FROM CENTRAL RAILWAY TO THE QUAY. IT MEANS PEOPLE LIVING AT A SUFFICIENTLY HIGH DENSITY TO BE EASILY ACCESSIBLE TO EACH OTHER FOR ~~16~~ 16 HOURS A DAY.

~~THE~~ THE MOTHER CITY, THEREFORE, IS A COMPACT UNITY CONTAINING BOTH THE COMMERCIAL AND CULTURAL CORES AND ALSO A RING OF HIGH-DENSITY ~~RESIDENTIAL~~ RESIDENTIAL DISTRICTS AROUND THOSE CORES. FOR BOTH ~~COMMERCIAL AND CULTURAL~~ ~~ACTIVITIES~~ COMMERCIAL AND CULTURAL ACTIVITIES TO FLOURISH WITHIN A METROPOLITAN MILIEU, ALL THOSE WHO CONTRIBUTE TO THEM SHOULD BE WITHIN A RANGE OF EASY FACE-TO-FACE CONTACT WITH ONE ANOTHER FOR AT LEAST ~~16~~ 16 HOURS A DAY. WITHIN THAT TIME, ONE CAN GET THROUGH SOME DESK WORK, FULFILL SEVERAL APPOINTMENTS KEYED TO A FUTURE CONTRACT OR PROJECT, EITHER IN OFFICE, RESTAURANT OR BAR. IT SHOULD THEN BE POSSIBLE FOR ONE TO RELAX, TO DINE EITHER "OUT" OR AT HOME, AND THEN TO HAVE THE WIDEST POSSIBLE CHOICE OF SOCIETY, DIVERSION OR RECREATION. THIS EASE OF ACCESSIBILITY TO A LARGE NUMBER OF OTHER PEOPLE AND A GREAT VARIETY OF EXTRA-ORDINARY OR SPECIALISED FACILITIES AND ACTIVITIES IS A MEASURE OF THE "GREAT" CITY. IN SUCH PLACES, INNOVATION FLOURISHES IN BUSINESS, IN THE THEATRE AND SO ON. A RICHNESS AND A COMPLEXITY OF HUMAN RELATIONSHIPS IS POSSIBLE.

WHEN WE SPEAK OF EASY ACCESSIBILITY, WE MUST SPEAK NOT OF TIME OR OF DISTANCE SEPARATELY, BUT OF TIME AND DISTANCE TAKEN TOGETHER. ~~THE MOTHER CITY~~ GIVEN OUR PRESENT METHODS OF TRANSPORT, THE MOTHER CITY CANNOT ~~BE LARGER THAN~~ HAVE A RADIUS ~~LARGER THAN~~ LONGER THAN ABOUT ~~FOUR MILES~~ FOUR MILES, AND IT SHOULD NOT TAKE LONGER THAN TEN OR 15 MINUTES TO MOVE FROM ANY POINT ON THE PERIMETER TO THE CORE.

WITHIN THAT RADIUS, IT IS ESSENTIAL TO HAVE COMFORTABLE ~~FACE~~
 FACILITIES FOR FAMILY LIVING AND THE RAISING OF CHILDREN,
 FOR WE CANNOT EXCLUDE FAMILY LIFE FROM THE MOTHER CITY.
 WE WILL NEED TALL TOWER BLOCKS OF APARTMENTS, BUT WE WILL
 ALSO NEED A WIDE DIVERSITY OF OTHER COMPACT DWELLING TYPES.
 WE WILL, ABOVE ALL ELSE, NEED TERRACE OR ROW HOUSES.
 THE ~~TERRACEHOUSE~~ THE ROW HOUSE IS THE BEST ~~URBAN~~
 URBAN DWELLING THAT HAS EVER BEEN DEvised BY MAN. IT IS
 ECONOMICAL OF LAND, OF CONSTRUCTION COST, OF SERVICING AND
 MAINTENANCE COST, BECAUSE IT IS SIMPLE AND COMPACT.
 IT PROVIDES A PRIVATE COURTYARD FOR CHILDREN AND FOR FAMILY
 LIFE. ~~IT GIVES THE BEST~~ WHEN
 PROPERLY DESIGNED, IT PROVIDES JUST THE RIGHT BALANCE
 BETWEEN SOCIAL AND PRIVATE NEEDS WITHOUT INJURY TO EITHER/
 WE IN SYDNEY ~~TE~~ AT PRESENT HAVE A PREJUDICE AGAINST
~~ROWHOUSES~~ TERRACE HOUSES BECAUSE THOSE WE
 HAVE ARE OLD, DIRTY AND ~~VERY~~ CRAMPED INSIDE, AND ALSO
 BECAUSE ~~WE HAVE~~ THEY HAVE ~~ALSO~~
 HAD A LOW SOCIAL STATUS. THIS IS A PREJUDICE WE MUST
 COMPLETELY REVERSE. WE MUST ELIMINATE FROM OUR LOCAL
 GOVERNMENT ACTS AND ORDINANCES ALL THOSE RESTRICTIONS WHICH
 PROHIBIT OR RESTRICT THE CONSTRUCTION OF NEW, WELL DESIGNED
 TERRACE HOUSES. ~~WE MUST~~ INSTEAD OF ~~RESTRICTING~~, WE
 SHOULD ENCOURAGE ROW OR TERRACE HOUSING.

WITH A COMPACT DWELLING AND RAPID TRANSPORT, A MAN IS
 ABLE TO MOVE BETWEEN HOME AND THE CITY CORE SEVERAL TIMES
 DURING THE DAY AND EVENING, WHILE HIS WIFE IS NEITHER ISOLATED,
 NOR, UNLESS OUR ARCHITECTS AND PLANNERS STUMBLE, FORCED TO
 COPE WITH THE DISMAYING INCONVENIENCES ~~AND~~, FORMERLY
 ASSOCIATED WITH LIFE CLOSE TO TOWN.

VARIETY AND SPECIALISATION BEING CHARACTERISTIC OF THE GREAT CITY, THE ~~RESIDENTS WITHIN THE~~ RESIDENTS WITHIN THE TEN MINUTE RADIUS OF THE CORE WILL NATURALLY BE OF A GREAT VARIETY OF SOCIAL AND ECONOMIC GROUPS, FOR IT TAKES ALL TYPES TO RUN THE CITY. SOME DEGREE OF SEGREGATION BY NEIGHBORHOODS WILL BE BOTH NATURAL AND DESIRABLE, ALTHOUGH IT WOULD NOT BE THE WIDE AND STRATIFIED SEGREGATION WHICH ISOLATES GROUP FROM GROUP IN SO MANY SUBURBS.

MOST OF THE CHARACTERISTICS OF THE MOTHER CITY WHICH I HAVE BEEN DESCRIBING ARE ALREADY TO BE FOUND IN THE HEART OF LONDON, BETWEEN REGENTS PARK AND WESTMINSTER, KENSINGTON AND THE CITY OF LONDON. THEY ARE FOUND IN THE HEART OF PARIS, BETWEEN MONTMATE AND MONTPARNASSE, AND IN THE HEART OF NEW YORK, FROM THE NINETIES TO THE BATTERY. WHAT COULD IT BE IN SYDNEY ? FROM EDGECLIFFE TO LEICHHARDT ?

IF WE ARE TO FACE UP TO THE JOB OF GRADUALLY RESHAPING THE INNER AREAS OF SYDNEY TO FIT THIS CONCEPTION OF A GREAT METRO-POLIS, WE MUST ADAPT OURSELVES TO NEW WAYS OF THINKING ABOUT CITY-PLANNING, URBAN DESIGN AND THE ORGANISATION AND FINANCING OF CITY DEVELOPMENT.

THE OLD WAY OF BUILDING ONE SMALL SINGLE STRUCTURE, EVEN A CONVENTIONAL LIMIT-HEIGHT OFFICE BLOCK OR A TALL BLOCK OF HOME-UNITS, ON A RELATIVELY TINY LOT, WEDGED IN BETWEEN TWO OTHER SMALL STRUCTURES, ALL FACING ONTO A HOPELESSLY OUTMODED STREET, IS AS OBSOLETE AS THE HANSON CAB.

THE MOTOR CAR — AMONG OTHER THINGS ~~+~~ HAS COME TO STAY. WE HAVE TO PROVIDE PROPERLY FOR IT WITH ~~XX~~ RING AND RADIAL EXPRESSWAYS AND WITH ~~KZKZKXKZKZKZK~~ LARGE PARKING STATIONS. HAVING PROVIDED PROPERLY FOR ~~IT~~ THE MOTOR CAR, WE MUST THEN KEEP IT FIRMLY IN ITS PLACE, BY SETTING ASIDE SPECIAL NETWORKS OF SPACES PURELY FOR THE USE OF PEDESTRIANS. WE CAN ONLY DO

TODAY, AS YOU ARE ALL SO WELL AWARE, AUSTRALIA
IS ENJOYING UNPRECEDENTED GENERAL PROSPERITY AND
ECONOMIC EXPANSION. INDEED, THE INCOME OF THE
AVERAGE AUSTRALIAN IS AMONG THE HIGHEST IN THE
WORLD.

WE HAVE NO RIGHT TO ASSUME THAT THERE'S GOING TO
BE EITHER AN ATOMIC OR AN ECONOMIC CATAclysm IN THE
REMAINING FORTY YEARS OF THIS CENTURY. WE HAVE
REASON ENOUGH TO ASSUME THAT OUR PLACE IN THE SUN
HAS SOME LONG RANGE SECURITY.

IN ANY CASE WE MUST PLAN AND BUILD FOR A FINER
FUTURE. TO DO OTHERWISE WOULD BE TO ADMIT DEFEAT
BEFORE WE BEGIN.

ONE OF THE GREAT CHALLENGES OF OUR NEXT TWENTY
OR FORTY YEARS, AS I SEE THEM, IS THAT WE OF THE
WEALTHY, MATERIALIST COUNTRIES HAVE TO LEARN TO
COPE WITH WHAT IS BECOMING THE EMBARRASSING ABUNDANCE
OF OUR MATERIAL WEALTH.

WE ARE FACED WITH A CHOICE))) TO WAX SMUG AND
STUPID WITH THE QUANTITY OF OUR INDIVIDUAL POSSESSIONS
OR ELSE TO REINVEST OUR SURPLUS TIME, ENERGY AND MONEY
IN THE IMPROVEMENT OF THE QUALITY OF OUR LIVES.

WE IN AUSTRALIA HAVE NEVER HAD IT SO GOOD. WE'RE
NOW BUSILY CELEBRATING OUR SO-RECENT LIBERATION FROM
THE RIGORS OF THE ECONOMY OF SCARCITY; WE'RE ON A
SPLURGE OF CONSUMER SPENDING AND HIRE PURCHASE.

WE'RE PROUD OF OUR HIGH STANDARD OF LIVING, BUT THIS
WE SO FAR ONLY ENJOY INSIDE OUR HOUSES -- IN THE FORM OF

GADGETS, FURNITURE, T-V, AND SO ON. BUT A LARGE PART OF LIVING IS NEVERTHELESS CONDUCTED OUTSIDE AND AWAY FROM THE HOME ——— IN OUR SOCIAL LIFE, IN OUR WORKPLACES, IN OUR PLAY SPACES, ON THE ROADS, IN THE CITY CORE, IN THE STREETS, IN THE SHOPPING CENTRES, IN THE SCHOOLS AND UNIVERSITIES, IN THE PUBS AND COFFEE HOUSES, IN THE ART GALLERIES AND THEATRES, IN THE PARKS AND ON THE BEACHES.

THESE THINGS MAKE UP OUR URBAN PHYSICAL ENVIRONMENT..... OUR CITY. IT IS IN THE CITY THAT CIVILISATION, CIVILITY, and urbanity are either created or destroyed. ~~IT IS IN THE QUALITY OF OUR URBAN ENVIRONMENT THAT WE EXPRESS OUR FANCY, WHICH EXPRESSION TO THE QUALITY OF OUR ASPIRATIONS.~~

LET US ~~EXX~~ IMPROVE OUR REAL STANDARD OF LIVING AND OF LIFE, BY PROVIDING OURSELVES WITH A

	CONVENIENT?
	EFFICIENT
	STIMULATING
	HARMONIOUS

AND DARE I USE THE WORD ? A BEAUTIFUL URBAN ENVIRONMENT/

THIS SORT OF TALK STILL TENDS TO SOUND STRANGE TO AUSTRALIAN EARS/ ONLY YESTERDAY, A UNIVERSITY LECTURER COMMENTED TO ME CONCERNING THAT FINE NEW BUILDING GROUP AT UNIVERSITY HOUSE, CANBERRA, WHERE A PLEASANT RESIDENTIAL COLLEGE ENCLOSES A FINELY DESIGNED COURT OR QUADRANGLE. HE SAID: "YOU KNOW, THIS KIND OF ENVIRONMENT IS FOREIGN TO AN AUSTRALIAN.... I FEEL A BIT UNEASY ABOUT IT.... I'VE NEVER SEEN ANYTHING AS GOOD AS THAT BEFORE, ANYWHERE."

THAT BEFORE, ANYWHERE".

LET US HOPE, THEN, THAT WE ARE NOW LEAVING BEHIND THE
ROUGH, TOUGH PIONEERING PHASE WHEN WE WERE FORCED TO
THINK FIRST OF RUDIMENTARY SHELTER AGAINST WIND AND RAIN,
AND DIDN'T HAVE A CHANCE TO THINK ABOUT ARCHITECTURE.
LET'S HOPE, TOO, THAT WE'RE RECOVERING FROM THAT COLONIAL
HANGOVER WHEN EVERYTHING PRODUCED IN AUSTRALIA WAS BY
DEFINITION MEDIOCRE AND INFERIOR. LET US HOPE THAT WE
CAN PRESERVE THAT TRADITIONAL AUSTRALIAN TOUGH-MINDEDNESS
AND REALISM, WHILE AT THE SAME TIME DARING TO HAVE SOME
CIVILISING ASPIRATIONS.

THIS NEW EMPHASIS IS ALREADY BEING FELT IN SYDNEY.
THE MANNER IN WHICH THE OPERA HOUSE PROJECT HAS BEEN
HANDLED ~~XX~~ IS EVIDENCE OF THAT. IDEAS COMING FORWARD
FOR THE REDEVELOPMENT OF THE ROCKS AREA, FOR THE CREATION
OF A CIVIC SQUARE, FOR THE BUILDING OF A ROCKEFELLER
CENTRE TYPE OF COMMERCIAL DEVELOPMENT, AND FOR THE
SETTING UP OF AN ORGANISATION OF LEADING CITIZENS
TO PROMOTE URBAN RENEWAL, ARE ALL ~~XXXXXXXX~~ SYMPTOMATIC
OF ~~THESE CHANGES~~ THIS CHANGE OF EMPHASIS. ~~THE~~ AND
YOU YOURSELVES ARE ADDING FUEL TO THE FIRE BY TURNING
UP IN SUCH LARGE NUMBERS TO TAKE PART IN THESE
DISCUSSIONS.

I IMAGINE THAT SYDNEY, AT THE PRESENT ~~STAGE~~
~~XXXXXXXXXX~~ TIME IS AT SOMEWHAT THE SAME STAGE IN ITS
GROWTH AS WAS CHICAGO SIXTY YEARS AGO. CHICAGO AT THAT
TIME WAS A RAPIDLY BOOMING OUTPOST ~~XXXXXXXX~~ OF ~~XX~~ ABOUT
2 MILLION INHABITANTS, JUST AS SYDNEY IS TODAY.

CHICAGO NOW HAS A POPULATION OF OVER 5 MILLION,
 WHICH IS THE FIGURE PREDICTED FOR SYDNEY IN ABOUT 50
 YEARS TIME. CHICAGO, IN ~~18~~ 1900, WAS PERVADED BY A
 SPIRIT OF EXPANSION, OPTIMISM AND ENTERPRISE, AS IS
 SYDNEY TODAY. AND EVEN THOUGH CHICAGO, LIKE SYDNEY,
 WAS A CITADEL OF RUGGED INDIVIDUALISM, THE LEADING
 MERCHANTS AND BUSINESSMEN OF THE COMMERCIAL CLUB OF
 CHICAGO DECIDED TO ORGANISE, FINANCE AND PROMOTE
 A GREAT PLAN FOR THE FUTURE DEVELOPMENT OF THEIR CITY.
 THAT PLAN WAS PREPARED BY DANIEL BURNHAM, AND WAS
 LARGELY PUT INTO EFFECT OVER A TWENTY YEAR PERIOD.
 AFTER THAT, HAPHAZARD DEVELOPMENT ONCE AGAIN BECAME
 THE RULE, AND THE CITY RELAPSED INTO A FORM OF
 BARBARISM. ONLY NOW, ~~ONCE MORE~~ IS CHICAGO
 PICKING UP THE THREADS OF ITS PROGRESS, AND ONCE
 MORE PREPARING AND PUTTING INTO EFFECT A GRAND PLAN
 FOR ITS REBUILDING, ONCE AGAIN UNDER JOINT GOVERNMENT
 AND CITIZEN AUSPICES.

WHILE HE WAS PREPARING THAT ORIGINAL PLAN, DANIEL
 BURNHAM MADE A STATEMENT WHICH HAS BECOME FAMOUS BECAUSE
 OF ITS TRUTH AND BREVITY: HE SAID "MAKE NO LITTLE PLANS;
 THEY HAVE NO MAGIC TO STIR MEN'S BLOOD, AND PROBABLY WON'T
 BE REALISED. MAKE BIG PLANS; AIM HIGH IN HOPE AND WORK,
 REMEMBERING THAT A NOBLE AND LOGICAL DIAGRAM, ONCE RECORDED,
 WILL NEVER DIE, BUT LONG AFTER WE ARE GONE WILL BE A
 LIVING THING, ASSERTING ITSELF WITH EVER GROWING
 INSISTENCY. REMEMBER THAT OUR SONS AND GRANDSONS ARE
 GOING TO DO THINGS WHICH WOULD STAGGER US."

~~SORT OF A~~
~~LET US NOW ASK OURSELVES. WHAT WOULD A PLAN WOULD~~
~~WOULD MAKE SYDNEY A GREAT CITY?~~

We are the sons & g sons of
D. B.

LET US NOW ASK OURSELVES WHAT KIND OF PLAN DO WE NEED TO TURN SYDNEY INTO ONE OF THE TRULY GREAT CITIES OF THE WORLD ?

THE CENTRAL AREA OF A METROPOLITAN CITY IS THE HEART AND THE HEAD ~~OK~~ NOT ONLY OF THE WHOLE METROPOLITAN AREA BUT ALSO OF A VAST HINTERLAND. THE CENTRAL AREA IS IN FACT THE METRO-POLIS, THE MOTHER-CITY. THE SUB-URBS AND PROVINCIAL CENTRES ARE SUBSIDIARY CITIES, WHICH ORIGINALLY SPRANG FROM AND WHICH STILL DEPEND ON THE MOTHER CITY. THE

~~XXXX~~ CENTRAL AREA OF SYDNEY IS THE MOTHER CITY OF AT LEAST THE WHOLE STATE OF NEW SOUTH WALES, AND POTENTIALLY ALSO THE MOTHER CITY OF THE WHOLE SOUTH-PACIFIC REGION. IT IS THE NERVE CENTRE, WHERE INFORMATION IS COLLECTED, ~~AND~~ DECISIONS ARE MADE, AND WHERE THE MOST HIGHLY SPECIALISED ACTIVITIES TAKE PLACE.

IN ORDER TO PLAN FOR THE FUTURE EVOLUTION OF THIS MOTHER-CITY, WE SHOULD BE CLEAR IN OUR OWN MINDS JUST WHAT THE PURPOSE OF A CITY IS: I GIVE YOU MUMFORD'S DEFINITION -- " TO BRING TOGETHER WITHIN A LIMITED SPACE A DIVERSE AND VARIED GROUP OF PEOPLE WHO BY THEIR MEETING, CLASHING AND COOPERATING WILL ACHIEVE RESULTS IN THEIR OWN MINDS AND IN THEIR ACTIVITIES WHICH THEY COULD NOT POSSIBLY HAVE ACHIEVED ALONE". YOU WILL NOTE THAT THIS DEFINITION ENCOMPASSES BOTH THE ECONOMIC AND THE CULTURAL PURPOSES OF A CITY/ PEOPLE ARE BROUGHT TOGETHER BOTH TO MAKE MONEY AND TO EXCHANGE IDEAS.

BUT THE KERNEL OF THE DEFINITION IS THE BRINGING TOGETHER OF PEOPLE WITHIN A LIMITED SPACE, SO THAT THEY ARE EASILY ACCESSIBLE TO EACH OTHER, ~~AND~~ SO THAT THEY MAY MEET ONE ANOTHER FACE TO FACE/ THIS DOES NOT MEAN A BRINGING TOGETHER OF PEOPLE ONLY DURING THE EIGHT WORKING HOURS OF AN ORDINARY WEEKDAY; NOR DOES IT MEAN THE BRINGING OF PEOPLE TOGETHER ONLY IN THE STRICTLY COMMERCIAL CORE, WHICH IN

SYDNEY RUNS FROM CENTRAL RAILWAY TO THE QUAY. IT MEANS PEOPLE LIVING AT A SUFFICIENTLY HIGH DENSITY TO BE EASILY ACCESSIBLE TO EACH OTHER FOR ~~24~~ 16 HOURS A DAY.

~~THE~~ THE MOTHER CITY, THEREFORE, IS A COMPACT UNITY CONTAINING BOTH THE COMMERCIAL AND CULTURAL CORES AND ALSO A RING OF HIGH-DENSITY ~~RESIDENTIAL~~ RESIDENTIAL DISTRICTS AROUND THOSE CORES. FOR BOTH ~~COMMERCIAL AND CULTURAL~~ COMMERCIAL AND CULTURAL ACTIVITIES TO FLOURISH WITHIN A METROPOLITAN MILIEU, ALL THOSE WHO CONTRIBUTE TO THEM SHOULD BE WITHIN A RANGE OF EASY FACE-TO-FACE CONTACT WITH ONE ANOTHER FOR AT LEAST ~~24~~ 16 HOURS A DAY. WITHIN THAT TIME, ONE CAN GET THROUGH SOME DESK WORK, FULFILL SEVERAL APPOINTMENTS KEYED TO A FUTURE CONTRACT OR PROJECT, EITHER IN OFFICE, RESTAURANT OR BAR. IT SHOULD THEN BE POSSIBLE FOR ONE TO RELAX, TO DINE EITHER "OUT" OR AT HOME, AND THEN TO HAVE THE WIDEST POSSIBLE CHOICE OF SOCIETY, DIVERSION OR RECREATION. THIS EASE OF ACCESSIBILITY TO A LARGE NUMBER OF OTHER PEOPLE AND A GREAT VARIETY OF EXTRA-ORDINARY OR SPECIALISED FACILITIES AND ACTIVITIES IS A MEASURE OF THE "GREAT" CITY/ IN SUCH PLACES, INNOVATION FLOURISHES IN BUSINESS, IN THE THEATRE AND SO ON. A RICHNESS AND A COMPLEXITY OF HUMAN RELATIONSHIPS IS POSSIBLE.

WHEN WE SPEAK OF EASY ACCESSIBILITY, WE MUST SPEAK NOT OF TIME OR OF DISTANCE SEPARATELY, BUT OF TIME AND DISTANCE TAKEN TOGETHER. ~~THE MOTHER CITY~~ GIVEN OUR PRESENT METHODS OF TRANSPORT, THE MOTHER CITY CANNOT ~~BE~~ HAVE A RADIUS ~~LONGER~~ LONGER THAN ABOUT ~~FOUR~~ FOUR MILES, AND IT SHOULD NOT TAKE LONGER THAN TEN OR 15 MINUTES TO MOVE FROM ANY POINT ON THE PERIMETER TO THE CORE.

~~THE~~

WITHIN THAT RADIUS, IT IS ESSENTIAL TO HAVE COMFORTABLE ~~FACIL~~
FACILITIES FOR FAMILY LIVING AND THE RAISING OF CHILDREN,
FOR WE CANNOT EXCLUDE FAMILY LIFE FROM THE MOTHER CITY.

WE WILL NEED TALL TOWER BLOCKS OF APARTMENTS, BUT WE WILL
ALSO NEED A WIDE DIVERSITY OF OTHER COMPACT DWELLING TYPES.
WE WILL, ABOVE ALL ELSE, NEED TERRACE OR ROW HOUSES.

THE ~~TERRACEZHOUSEZXSZTHE~~ ROW HOUSE IS THE BEST ~~HOUSE~~

URBAN DWELLING THAT HAS EVER BEEN DEvised BY MAN. IT IS
ECONOMICAL OF LAND, OF CONSTRUCTION COST, OF SERVICING AND
MAINTENANCE COST, BECAUSE IT IS SIMPLE AND COMPACT.

IT PROVIDES A PRIVATE COURTYARD FOR CHILDREN AND FOR FAMILY
LIFE. ~~XXGXXESXZMSXZTHEZREXREXZXXKXKXZBETWEEN~~ WHEN

PROPERLY DESIGNED, IT PROVIDES JUST THE RIGHT BALANCE
BETWEEN SOCIAL AND PRIVATE NEEDS WITHOUT INJURY TO EITHER/

WE IN SYDNEY ~~TE~~ AT PRESENT HAVE A PREJUDICE AGAINST

~~ROWZHOUSESEXBECAUSEXTHOXEX~~ TERRACE HOUSES BECAUSE THOSE WE
HAVE ARE OLD, DIRTY AND ~~BECK~~ CRAMPED INSIDE, AND ALSO

BECAUSE ~~WEXXSECIATEXTMENZWLTXXEXXEX~~ THEY HAVE ~~KZXKX~~

HAD A LOW SOCIAL STATUS. THIS IS A PREJUDICE WE ~~MUST~~ **SHOULD**

COMPLETELY REVERSE. WE MUST ELIMINATE FROM OUR LOCAL

GOVERNMENT ACTS AND ORDINANCES ALL THOSE RESTRICTIONS WHICH
PROHIBIT OR RESTRICT THE CONSTRUCTION OF NEW, WELL DESIGNED

TERRACE HOUSES. ~~WE MUST ~~TERRACEZMOYEXXZTHEZREXREX~~~~

~~EXREXZXONZEXXEMENDXEX~~ INSTEAD OF ~~REXREX~~ RESTRICTING, WE

SHOULD ENCOURAGE ROW OR TERRACE HOUSING.

WITH A COMPACT DWELLING AND RAPID TRANSPORT, A MAN IS
ABLE TO MOVE BETWEEN HOME AND THE CITY CORE SEVERAL TIMES
DURING THE DAY AND EVENING, WHILE HIS WIFE IS NEITHER ISOLATED,
NOR, UNLESS OUR ARCHITECTS AND PLANNERS STUMBLE, FORCED TO
COPE WITH THE DISMAYING INCONVENIENCES AND DIRT, FORMERLY
ASSOCIATED WITH LIFE CLOSE TO TOWN.

VARIETY AND SPECIALISATION BEING CHARACTERISTIC OF THE GREAT CITY, THE ~~RESIDENTS WITHIN THE~~ RESIDENTS WITHIN THE TEN MINUTE RADIUS OF THE CORE WILL NATURALLY BE OF A GREAT VARIETY OF SOCIAL AND ECONOMIC GROUPS, FOR IT TAKES ALL TYPES TO RUN THE CITY. ~~SOME DEGREE OF SEGREGATION BY NEIGHBORHOODS WILL BE BOTH NATURAL AND DESIRABLE, ALTHOUGH IT WOULD NOT BE THE WIDE AND STRAIGHTFORWARD SEGREGATION WHICH ISOLATES GROUP FROM GROUP IN SO MANY COUNTRIES.~~

MOST OF THE CHARACTERISTICS OF THE MOTHER CITY WHICH I HAVE BEEN DESCRIBING ARE ALREADY TO BE FOUND IN THE HEART OF LONDON, BETWEEN REGENTS PARK AND WESTMINSTER, KENSINGTON AND THE CITY OF LONDON. THEY ARE FOUND IN THE HEART OF PARIS, BETWEEN MONTMARTRE AND MONTPARNASSE, AND IN THE HEART OF NEW YORK, FROM THE NINETIES TO THE BATTERY. WHAT COULD IT BE IN SYDNEY? FROM EDGECLIFFE TO LEICHHARDT?

14 mins
NORTH SYD TO NEWTOWN

IF WE ARE TO FACE UP TO THE JOB OF GRADUALLY RESHAPING THE INNER AREAS OF SYDNEY TO FIT THIS CONCEPTION OF A GREAT METRO-POLIS, WE MUST ADAPT OURSELVES TO NEW WAYS OF THINKING ABOUT CITY-PLANNING, URBAN DESIGN and THE ORGANISATION AND FINANCING OF CITY DEVELOPMENT.

THE OLD WAY OF BUILDING ONE SMALL SINGLE STRUCTURE, EVEN A CONVENTIONAL LIMIT-HEIGHT OFFICE BLOCK OR A TALL BLOCK OF HOME-UNITS, ON A RELATIVELY TINY LOT, WEDGED IN BETWEEN TWO OTHER SMALL STRUCTURES, ALL FACING ONTO A HOPELESSLY OUTMODED STREET, IS AS OBSOLETE AS THE HANSOM CAB.

THE MOTOR CAR- --- AMONG OTHER THINGS -- HAS COME TO STAY. WE HAVE TO PROVIDE PROPERLY FOR IT WITH ~~XX~~ RING AND RADIAL EXPRESSWAYS AND WITH ~~XX~~ LARGE PARKING STATIONS. HAVING PROVIDED PROPERLY FOR ~~IT~~ THE MOTOR CAR, WE MUST THEN KEEP IT FIRMLY IN ITS PLACE, BY SETTING ASIDE SPECIAL NETWORKS OF SPACES PURELY FOR THE USE OF PEDESTRIANS. WE CAN ONLY DO all these things properly by ~~can~~ designing large pieces of the city to a co-ordinated plan.

A twenty year period of this kind
of imaginative

This then is the opportunity +
the challenge we face in
~~what we face~~ an evolving Sydney.

A twenty year period of imaginative and carefully considered urban renewal, in and around the City of Sydney, could transform this city into as great and as fine a place as could be found anywhere in the world. But a haphazard, unplanned rebuilding process could very easily make it one of the worst.

This, then, is the opportunity and the challenge before us.

The rate of progress and innovation in our manner of planning and building cities has been allowed to lag behind progress and change in the production of consumer goods and in the organisation of our industrial and business affairs. While business, industry, transport and communications have moved beyond anything which could reasonably have been predicted 30 or 40 years ago, our cities have not changed nearly so much. They have certainly grown in size, but have not yet been basically transformed in response to the revolutionary changes so obvious elsewhere in our way of life. Our cities are still arranged as they were in the horse-and-buggy days.

If therefore we are to face up to the job of gradually reshaping the inner areas of Sydney, we must adapt ourselves to new ways of thinking about city planning, urban design and about the organisation and financing of city development.

The old way of building one small, single structure, even a conventional limit-height office block or a tall block of home-units, on a relatively tiny lot, wedged in between two other small structures, all facing onto a hopelessly outmoded street, is as obsolete as the hansom cab. The motor-car has come to stay. We have to provide properly for it with ring and radial expressways such as are planned for Sydney, with a ring of major parking stations around the city core such as are now beginning to be provided by the City Council. Having provided properly for the motor car we must then keep it firmly in its place, by setting aside special networks of spaces purely for the use of pedestrians. We can only do all these things properly by designing large pieces of a city to a co-ordinated plan.

Regardless of who ultimately builds a particular building, regardless of how or in what stages we finance and construct these large comprehensive developments, we must plan and design them as a whole. We face the same necessity for large scale design and comprehensive planning in both our commercial centre and in our adjacent living areas.

So far, town planning in N.S.W. has not been pushed past the stage of two-dimensional zoning. This type of coloured paperwork is too simple to have any real relevance to the problems which

arise in a metropolitan centre like the City of Sydney. The only element in the present City of Sydney Planning Scheme which has positive significance is the network of expressways which are now being analysed and designed in detail. Why should not our housing problem receive the same comprehensive and detailed analysis and overall design as is given to our expressways system?

The simple, two-dimensional zoning technique may work in less complicated suburban areas, but it breaks down badly in a metropolitan centre.

In the centre of a big city, rigid separation of land-uses in different zones is often undesirable as well as impracticable. The Astor home-unit block on Macquarie Street is not less desirable because it stands between a government block and a row of professional offices, facing the Conservatorium of Music. Similarly, the State Government will allow a mixture of residential, commercial, warehouse, retail, hotel and cultural uses to be included in any redevelopment scheme for the Rocks area, provided that the area is "predominantly" residential and that all the buildings are built according to a single comprehensive design.

To take another example of mixed uses, Woolloomooloo could be redeveloped as a whole by terracing out from the high land along William and Victoria Streets. Concrete platforms could be built which would create a new ground level at a height making it possible for anyone to walk easily from flats on Woolloomooloo to the shopping centre at King's Cross. This new raised ground level could carry a mixture of tall and low residential flats and row houses, set among pedestrian spaces and gardens.

Underneath the platform, all vehicular service and parking facilities could be located, together with a large number of commercial and light industrial businesses, and perhaps also stores, even Naval Stores. Such a scheme would fit neither pure residential zoning nor purely commercial or industrial zoning; yet if it were designed well, it could satisfy all the practical, financial and aesthetic requirements of city development. Such a scheme would represent a series of land-use zones stacked on top of each other. It could save an enormous amount of resumption expense if many existing commercial and light-industrial businesses could be relocated inside Woolloomooloo without hurting the amenity of the new residential area.

There are many other districts around the Sydney city core where a comprehensively designed redevelopment scheme could reap benefits and savings which could never be achieved through

the old-fashioned, haphazard way of allowing bits and pieces of isolated building on individual lots. These districts of the City include Paddington, Darlinghurst, Surrey Hills, Redfern, Waterloo, Darlington, Camperdown, Newtown, Forest Lodge, The Glebe and other special areas such as The Rocks, the Haymarket, the University, the Technical College, the State Government block between Macquarie Street and the Domain, and the Civic Centre area around the Town Hall and the Queen Victoria Building.

Areas such as these form natural districts, often separated from one another by expressways. Each can only be treated effectively as a whole, as the natural land-development unit that it is. Each requires intelligent and detailed survey and analysis to determine which buildings should be demolished, which ones can be renovated, how many people would need rehousing, what kind of new housing they would prefer and where they would like to have it, what rents they could afford to pay, how many extra residents could be brought into the area, what sort of extra community facilities would be required and many other items of information which must be made available before any kind of intelligent decision can be made about what to build and where to build it.

The next step is the replanning and redesign of the district as a whole, in outline fashion, marking the major traffic routes to be improved, the minor streets to be closed, setting out a network of pedestrian ways and spaces, and showing the location, spacing, shape and approximate size of major buildings to be built for different purposes.

Such a neighborhood rehabilitation and redevelopment scheme would cover a large area. In Woolloomooloo, for example, it would cover about 30 or more acres. Actual implementation of such a large scheme would be divided into stages so that the rehousing of existing residents and businesses, the demolition and reconstruction works and so on, can proceed in orderly stages, with separate sections being financed and managed under different sponsors. This kind of dividing up of a neighborhood project into different sections and stages would normally be a division into separate superblocks, separated from each other by important roads. But in the case of the scheme for Woolloomooloo which I described to you, where different things were planned for different levels, the construction and financing of the whole project could first be divided into two parts, one being the commercial part below the new ground level platform, the other part being the residential structures and gardens above the platform. In that case, the lower part might be done by private enterprise, and the upper part by, say, co-operative societies, the City Council, an insurance company or a private developer.

But notwithstanding the gradual nature of actual rebuilding and notwithstanding the participation of several different sponsors and developers, (some governmental, some institutional, some private) each neighbourhood should be planned as a whole from the beginning. Only this kind of overall thinking and organising from the beginning can produce an efficient and economical development. Only in this way can we stretch our slender resources to cover the large area involved. Only in this way can we achieve finally a truly "model" neighbourhood which will be worth boasting about, worth looking at and worth living in. Only by careful planning can we ensure that we don't make the existing residents of these inner suburbs more unhappy than they ever were before.

Land-uses in the new projects must be properly related to each other; opportunities for good views must be created and protected; traffic and parking facilities must be co-ordinated and residential groupings must be insulated from heavy traffic flows. The ultimate loadings on underground public utilities must be forecast in advance of land clearance so that proper adjustments can be made to them early and at the least cost.

Existing tenants and owners will need to be consulted on problems regarding their relocation. Some will want to find a permanent new location somewhere else, others will want temporary accommodation until they can move back into the redeveloped area. Before any demolitions can take place, it may be necessary to find or to build a housing project specially to accommodate those people who are temporarily displaced by a redevelopment project. This special accommodation would then house a new batch of tenants each year, as block by block demolition and redevelopment took place. The whole problem of rehousing could be overcome early in the process if a big enough surplus of new dwelling units could be provided in the first project ... sufficient to rehouse all those displaced from the original substandard houses and also sufficient to rehouse permanently those displaced from the next project as well. Then each new project should provide sufficient housing to accommodate those displaced by demolitions preparatory to the construction of the next one.

Great care will have to be taken to satisfy diverse groups of people of diverse income levels, by providing different types of row houses, low and high flats, small and large dwellings, so that the varied and interesting character of the inner city areas will be preserved. Above all, we must avoid the kind of dreary layout and dreary design which the Housing Commission has perpetrated in Redfern, for there the variety, stimulus and interest of the old area has been lost.

This brief run-through of some of the factors to be watched in

redevelopment planning is sufficient to show that there is a big and complex job ahead. Reshaping a city is not an enterprise to be entered into lightly or carelessly, because there are plenty of traps lying about for beginners. But fortunately for us here in Sydney, just about every mistake which can possibly be made in this sort of operation has already been made in Europe and the U.S.A. over the past 15 years. All we have to do is to learn from the record of experience, of success and failure, which has been laboriously compiled overseas. In this talk, the recommendations I am making are based on a study of similar operations in many parts of the world.

So far I have tried to indicate what needs to be done, to set a standard of achievement at which I feel we should aim. Now we must move on to discuss the political and financial ways and means of reaching those high objectives.

The job before us is a big one. The only way we can tackle it, with any expectation of reasonable success, is to mobilise all the resources of power, ability and money that we can find in our community, putting them to work in an orderly and imaginative fashion, in pursuit of a common goal. The job of planning and designing, followed by the job of programming, financing and building, are both of a larger scale than any single authority or private developer can do, or can be trusted to do, alone.

The Americans call this job "Urban Renewal" and they define it as "the systematic application of all the powers of government, in partnership with private enterprise, to the reshaping of the urban environment to better meet the needs of modern society, with special reference to the obsolete and decaying areas of cities, where the immediate need and opportunity is greatest."

I now propose to give you some actual examples of what this definition means in practice. I would like to tell you briefly what has happened in two U. S. cities where private business leaders have gone into partnership with local government in sponsoring and organising urban redevelopment.

One, in New Haven, is an example of urban renewal where the leadership came from and remains with the Mayor of the city. The other, in Baltimore, is one where the initial leadership and the real work have both been given by private citizens and businesses. These two cases are typical of others throughout the country.

Mayor Richard Lee of New Haven was the first U. S. city mayor to make urban renewal the cornerstone of his career. In the early fifties he decided that here was an issue capable of winning elections and building a reputation. He proved the first point in

1953 by winning election as Democratic mayor of New Haven, the first Democrat to win for many, many years.

He then set up a Citizen's Action Commission, which has a small executive committee and six sub-committees. The sub-committees deal with:

(1) Metropolitan planning, (2) Human values - - health welfare, recreation and social problems, (3) Industrial and Harbor development, (4) Housing, (5) Education and (6) The Central Business District, traffic and parking.

Members of the professions, union representatives, clergy, managers and executives, newspaper men, and minority groups are on these committees, each of which has a membership of about 100 people!

The central committee comprises nine presidents of banking, insurance and business corporations, the President of Yale University, the Dean of the Yale Law School, district leaders of the A.F.L. and of the C.I.O. labor organisations, two civil servants, three lawyers, and a high school headmaster. Each of the sub-committees is represented on the central committee.

The central committee functions as a Mayor's 'Citizen Cabinet' on the City's Development Program. It meets monthly in the Mayor's office, where plans are presented and given detailed consideration. This committee is made up of influential citizens. They are non-partisan in party politics. They are accustomed, however, to large operations and quick decisions and are invaluable to the city government in assessing and promoting the various projects. Their prestige gives impressive support to urban renewal.

These men represent the real 'power structure' of New Haven. Nothing really big could get done anyway without the joint support of both the financial institutions and the labour organisations. So it's really the most practical thing to get these people into the planning process right from the start.

The Federal Administrator of the U.S. Urban Renewal Authority has described the urban renewal program being carried out by New Haven as "spectacular, imaginative, exciting and comprehensive - a model for urban renewal in the cities of America".

In Baltimore in 1954, the city's merchants realised that suburban shopping centres were draining away their trade. Downtown retail trade had dropped by 19 per cent in seven years, in the same way that Sydney's city retail trade had been dropping. A merchants' committee was formed but the head of this committee soon discovered, as he said, that "downtown decay is

not just a retailer's problem". A new organisation, the Committee for Downtown, was set up with a levy against the members of one-tenth of one per cent of the assessed value of their property. About the same time, the Greater Baltimore Committee, a group widely representative of business, commerce and industry, was being set up to advance the fortunes of Baltimore and the metropolitan area that surrounds it. The population of the Baltimore metropolitan region is about 1,700,000, only slightly smaller than Sydney.

These two organisations, one for the central city, one for the metropolitan area, got together and financed a joint Planning Council, which hired a staff of city planners. The planners set about a two year study of the central business district, and came up with a Master Plan, all for the expenditure of only \$150,000. The plan was prepared in close collaboration with the City's official City Planning Department, and other government agencies.

The Planning staff then went on to work out details of a commercial project covering nine blocks in the centre of the city, which has come to be called "Charles Center".

Charles Center covers 22 acres right in the middle of downtown, where the financial center and the shopping center overlap. Baltimore's about the same size of Sydney, so that's the equivalent of a 22 acre site here somewhere around Hunter Street or King Street.

Only 5 existing buildings are to be kept, the remainder will be replaced with eight new office buildings, an 800 bedroom hotel, a television centre, and an underground parking station for 4,000 cars.

Most of the existing streets will be closed and discarded. The area will be divided into several pedestrian precincts, with parks and malls.

The total cost of Charles Centre was estimated at \$127 million, of which \$35 or \$40 million were to be in necessary public works which would have to be done by the City of Baltimore. The remaining \$80 million is to come from private investment. Now this is commercial redevelopment, which is rather difficult, although not impossible, to have subsidised by the Federal Government. So the Baltimore people decided that they didn't want to even try for Federal help; they would rather do the job entirely themselves.

The plan and the proposal for Charles Center were presented to the public at a City Council meeting on March 8th, 1958. The Council soon agreed to back the plan and do its share of the necessary public works. The City went to the voters to gain approval of a \$35 million bond issue to finance the city's share. In November,

1958, the bond issue was passed at the polls by a resounding majority. The Council and the Committee for Downtown are now working on the details of implementing and building Charles Center.

Charles Center is a good example of the only proper way to build cities in this second half of the twentieth century. The old way of building one small structure on a tiny lot wedged in between two other small structures, all facing onto a hopelessly outmoded street, is as obsolete as the hansom cab. The motor car has come to stay. We have to provide properly for it, and then to keep it in its place. We can only provide properly for it by comprehensively designing large pieces of a city to a co-ordinated plan. And we face the same necessity for large-scale design and comprehensive planning in trying to deal with our inner-area housing and slum-clearance problems.

The planning and design know-how is there if we choose to take advantage of it. But we don't yet have in Sydney the new type of civic organisation which is necessary to sponsor, promote and then to implement and build the plans and designs. This lack of organisation is now the major blockage to the proper renewal of our city.

Let us therefore give very serious thought to that definition of Urban Renewal: "the systematic application of all the powers of government, in partnership with private enterprise, to the reshaping of the urban environment to better meet the needs of modern society, with special reference to the obsolete and decaying areas of cities, where the immediate need and opportunity is greatest."

* * * * *