

The result of all the work is a tidier street unified by consistent paving materials and street furniture. Cluttered areas were de-cluttered to give an air of roominess, wider sidewalks were provided and street furniture was made simpler and modern. The changes have not, however, made George Street a great street. Its cross section is given and in the absence of an autocratic power advocating change it will remain much as it is. The George Street upgrading remains a highly competent award-winning landscape architecture project.

The refurbishment of George Street has had a catalytic effect leading to the upgrading of a number of shopfronts along it and, particularly, around Railway Square. In combination with other similar projects and the increase in the number of apartment units in Sydney's central business district (CBD) it has enabled more sidewalk cafés to be located on the city's streets and thus initiated a chain reaction of events that have added to the precinct's vitality. It has also led to the redesign of other city streets. A precedent has been set.

The goal for George Street in the present Central City Development Control Plan is to maintain:

- 1 the street line and the current building-street relationship;
- 2 the height of buildings as they abut the street, and to create;
- 3 continuous colonnading along it.

Doors and entranceways should, according to the plan, be 'emphasized' in any new buildings. In combination the development control plan and the landscaping work on George Street are certainly urban design. One without the other is hardly so.

### Major references

- Department of Public Works and Services and the Council of the City of Sydney (1997). *George Street and Railway Square Redevelopment: Statement of Environmental Effects*. Sydney: The authors.
- Lochhead, Helen (1999). Sydney afresh. *Architecture Australia* 88 (September/October): 68–75.
- Urban Projects Unit (1993). *George Street Urban Design and Transport Study – A Draft for discussion with the Sydney City Council*. Sydney: The authors. <http://www.statetrail.nsw.gov.au/Railestate/VOLUME1/NUMBER4/5a57f74.htm>

## Parks

Park design has been an aspect of the work of landscape architects that often merges with urban design. Frederick Law Olmsted's work during the late nineteenth century included the design of the Columbian Exposition of 1893 in Chicago and a number of suburbs. He is, however, probably best known for the design of New York's Central Park. It is one of the most urban of parks in the world. Parks may form parts of urban design schemes but they themselves are products of landscape architecture.

Parks are designed and redesigned as fashion changes. Many new parks are also being built. They vary considerably in size and the roles they play in the city. The redevelopment of the proposed Shanghai waterfront is an example of an almost seamless melding of buildings and landscape architecture. It has hardly got off the ground. The design of the waterfront in Kuching is one that is very much related to its context – environmentally and socially. In contrast, Parc de la