

CITY OF SYDNEY STRATEGIC PLAN

Special Interim Report

prepared by the Consultant Policy Group for submission to an ad hoc Committee convened by the Ministry of Transport to discuss representations requesting a Woolloomooloo Railway Station.

CONTROL OF DEVELOPMENT IN WOOLLOOMOOLOO

11. 2. 71

Thurs.

Presented at
Policy Group
Meeting
attended

by AB & L.P.

before
Railway Meeting.

1. Since 1788, the development of Sydney has tended to assume a linear form extending in a southerly direction along well defined topographical features from port facilities established on the Harbour foreshores. Over the past 183 years, there has been very substantial public investment in arterial roads, local and trunk railways and major public utilities located generally along the north-south axis, on which are located also large tertiary education complexes and the Sydney airport. Bounded on the east by extensive open space and constrained on the west by the harbour foreshores, the business district has developed as a strong central linear spine.
2. The vast public investment in transport systems has produced a high level of accessibility along the central spine which is not at present fully utilised. It is essential in the interests of the community, for economic reasons, that existing assets be fully exploited before additional major public investment is undertaken.
3. For some years, there has been a strong demand for office space in the city, a demand which is likely to continue. Examination of the distribution of existing office space within the CBD (generally bounded by Circular Quay, Hyde Park, Central Railway and Darling Harbour) and of areas available for redevelopment, after allowing for the preservation of a number of existing buildings, indicates that this area can accommodate a workforce of more than 400,000 at an average gross plot ratio of 10 : 1. The present workforce estimated at 213,000.
4. Because of the high level of accessibility into and within the city, resulting from this public investment, it is logical to continue to provide office accommodation along the spine and to develop adjacent areas as support precincts.
5. Such precincts should be developed for predominantly residential, tourist accommodation, entertainment, sporting, cultural, service businesses, trades and industries supporting and supplying the

shipping and port complex, the CBD and Kings Cross activity centres, salesrooms and showrooms for major products such as cars, furniture and other non-office uses. Woolloomooloo is an adjacent support precinct, similar to Darlinghurst, Surry Hills, Pyrmont, Kings Cross and the West Rocks areas.

6. The State Planning Authority, when it produced its plan for the redevelopment of Woolloomooloo, stated that : -

"The principles on which the proposals are based seek to achieve an effective, integrated system of movement for both pedestrians and vehicles; a high quality of environment for people; and a strengthening of Sydney's roles as an international business tourist and convention centre".

The Authority postulated that -

"A workforce of 35,000 and a resident population of 9 - 10,000 is envisaged when the area is fully developed".

7. We agree with the ~~SPA concept & conclude~~ *SPA in so much concept & conclude* that Woolloomooloo should be essentially a support precinct with a good mix of land uses that should provide for a workforce of not more than 35,000 and a permanent resident population of a minimum of 10,000. We consider that in the interests of the city as a whole, development in Woolloomooloo must be controlled so that the workforce cannot exceed a total of 35,000 on ultimate development.

8. We support the principle of relatively intense mixed commercial development along the William Street Boulevard; for residential uses along Victoria Street and the area West of the Expressway, and for maximising non-office type development over the rest of the area. In particular, we consider offices should be discouraged in the valley behind the William Street frontage.

9. We consider that there is a very real danger of the objectives of the SPA plan not being achieved and of an office jungle developing in the valley area behind the William Street frontage if the proportion of floor space ratios which may be used for "commercial premises" are not rigorously restricted.

As a further positive method of control we consider a railway station should not now be promised, but that the matter should

the SPA concept & conclude that

11.2.71

be referred, together with the whole system of recommendations currently being compiled for the full report on the City Strategic Plan, to the Sydney Area Transportation Study now established by the Government to devise a balanced transportation system for the City and the Region.

Without ^{a station, the market demand for office} ~~A, the return from investment in~~ purely office accommodation would not warrant major developments. A workforce of 35,000 as envisaged by the SPA would not warrant a railway station as it could be handled by the Kings Cross Station and by ~~other~~ ^{other modes of transport,} ^{in the valley behind Wilham St.} ^{necessitate}

- a second*
10. Any office space in Woolloomooloo which may be promoted on the market over the next ten years, would be competitive with the Rocks and Uptown and could seriously delay redevelopment in these areas and be contrary to the Strategic Plan, which requires office accommodation to be concentrated in the central spine area.
 11. The projected modal split of transport into Woolloomooloo gives a figure of 15% - 25% travelling by private car. This figure will prevail, whether a railway station is provided or not. In the SPA plan, only 3,500 additional car spaces have been allowed which is likely to be inadequate even if the workforce remains at 35,000. If the workforce rises to 80,000 - 90,000, as is currently being promoted, traffic and parking problems will become very acute. Not only will the CBD lose the use of the Domain Parking Station, blockages on the Chishill Expressway and Park Street will become an embarrassment to the Government and to all Authorities concerned.
 12. The draft Strategic Plan currently envisages increasing the resident population of the city from its present 68,000 to 100,000 over the next 20 years. To achieve this, more people will need to be accommodated in Woolloomooloo than the 10,000 proposed by the SPA plan and land and floor space needed for residential purposes should not be used for offices.
 13. So that the strategic plan for the City of Sydney will not be jeopardised and that the SPA plan for Woolloomooloo may achieve its stated objectives, we recommend that planning controls be introduced to ensure that : -
 - (a) the SPA proposed plot ratio allowances of 5 : 1 with open space and amalgamation bonuses totalling an additional 5 : 1 be permitted to remain in view of the wide publicity already given them;

these not essential changes

but

quickly

- (b) that excepting only within an approximately 150 ft deep strip along the William Street Boulevard, and also abutting the Kings Cross Railway Station (see plan attached), the proportion of floor space ratio which may be used for "commercial premises" i.e. offices, be limited to 20 per cent of the total permissible floor plan area.

FARM
COVE

DOMAIN

WOOLLOOMOOLOO BA

GARDE

THE CAPTAIN COOK DOCK

GARDENS

THE

POTTS POINT

ELIZABET
BAY

DOMAIN

PERMISSIBLE

WOOLLOOMOOLOO

KINGS

BAYSWATER

ELIZABETH

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ST.

KING

ROAD

TUNNEL

CRAIGEND

ROYSTON

ST.

OSWALD

HAZELTON

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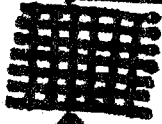
HAZELTON

ST.

HAZELTON

ST.

HAZELTON



Health Offices



at least - a plan.

Westfield 12000 wf.

15,000
12,000
27000

\$70+
psft.

much bought at \$
per sq ft. 20 + 30

original
notes by

GC

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London 60,000
within a $\frac{1}{4}$ mile radius
of poss Station site.

HA HA

More than North Syd

!!

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London 7m sq ft of
office space
75% offices !P

J.D.

King: 60 chains
between Loo & Kings X.

got to stop trains
within 30 chains.

Always will lose money.

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Wickham
what incentive is sufficient?

SPA

CBD - thought of as
5:1 bonuses to 12.

SPA - thought 'loo should
be similar in
incentive.

thought that av.
would be 6:1

now av. looks
like wanting to
be 10:1.

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✓ What features of land
ecs. can be ignored?

- prices 20/30 p.s.ft.
actually paid.
- original w^f thought
of as 35,000.
- Londish the biggest
area in control.
- Londish's investment
in slugs essential
if he is to get
any real dev.?

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Wanderer
Parkes
Summit
Home Units
Tedderman
Mainline
Westfields.

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SPA now believes
wf could be
between 50-90000.

Westfield - how limited
is their office op?
how limited will it
be in the end?

King: gradient in 'hoo
not excessive.

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Proposed Station 550'
Distance from end of
hoo to start of
Kings X - 600'
if station located
at corner of
Bourke + Cathedral

King: total cost
\$ 1½ m to 2¼ m

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Preferred location
emerging from tunnel
crossing Sir J Young
Crescent to Palmer St.

Bugier will call meeting
of devs.

Wickham is willing
to listen to devs
too — as part of
C'tee.

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now w/ today
in NS? or in 1966

TOTAL CITY
CENTRE 213,000

'Loo 40 to 50% St.
of this?

LM to write to Min
of Transport on Monday

don't want public debate
- no press.



Campbell St.

Make submission
to King re Campbell St.

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