

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 environment for people, and a strengthening of Sydney's status as an international business, tourist and convention centre. The basic objectives of the planning proposals are—

area of the City. The proposals are a carefully planned mixture of commercial, residential, and entertainment (tourism) uses relating to a redeveloped passenger port as a new 'front door' to Sydney.

# PEOPLE


# CONSERVATION

# THE FUTURE

# PARKING

The growing role of Sydney as a world tourist and convention centre emphasises the need to Sydney, a new and attractive front door to Sydney.

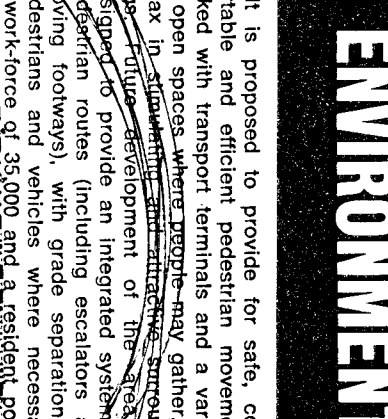
The proposals therefore, envisage that Woolloomooloo Bay will be eventually redeveloped into a complex combining maritime facilities with commercial activities associated with the tourist industry.



# WOOLLOOMOOLOO PASSENGER PORT

It is important that the future redevelopment is adjacent to Kings Cross is such as to enhance the special character of the area, and that the new development therefore envisaged which would extend the existing kinds of commercial activity in Kings Cross, and fully integrate the proposed Kings Cross railway station with pedestrian movement above.

area Outer City. The proposals are a carefully planned mixture of commercial, residential, and entertainment (tourism) uses relating to a redeveloped passenger port as a new "front door" to Sydney.



It is proposed to provide for safe, comfortable and convenient travel, linked with transport terminals and a variety of open space, where people may gather or relax in a pleasant and safe environment. The plan also provides for the development of the main arterial routes, including the proposed pedestrian routes (including escalators and footways), with grade separation of pedestrians and vehicles where necessary. The work covers a total of 15,000 sq. m. and a budget of £5,000,000. The project is being funded by the Department of the Environment, Transport and the Regions.

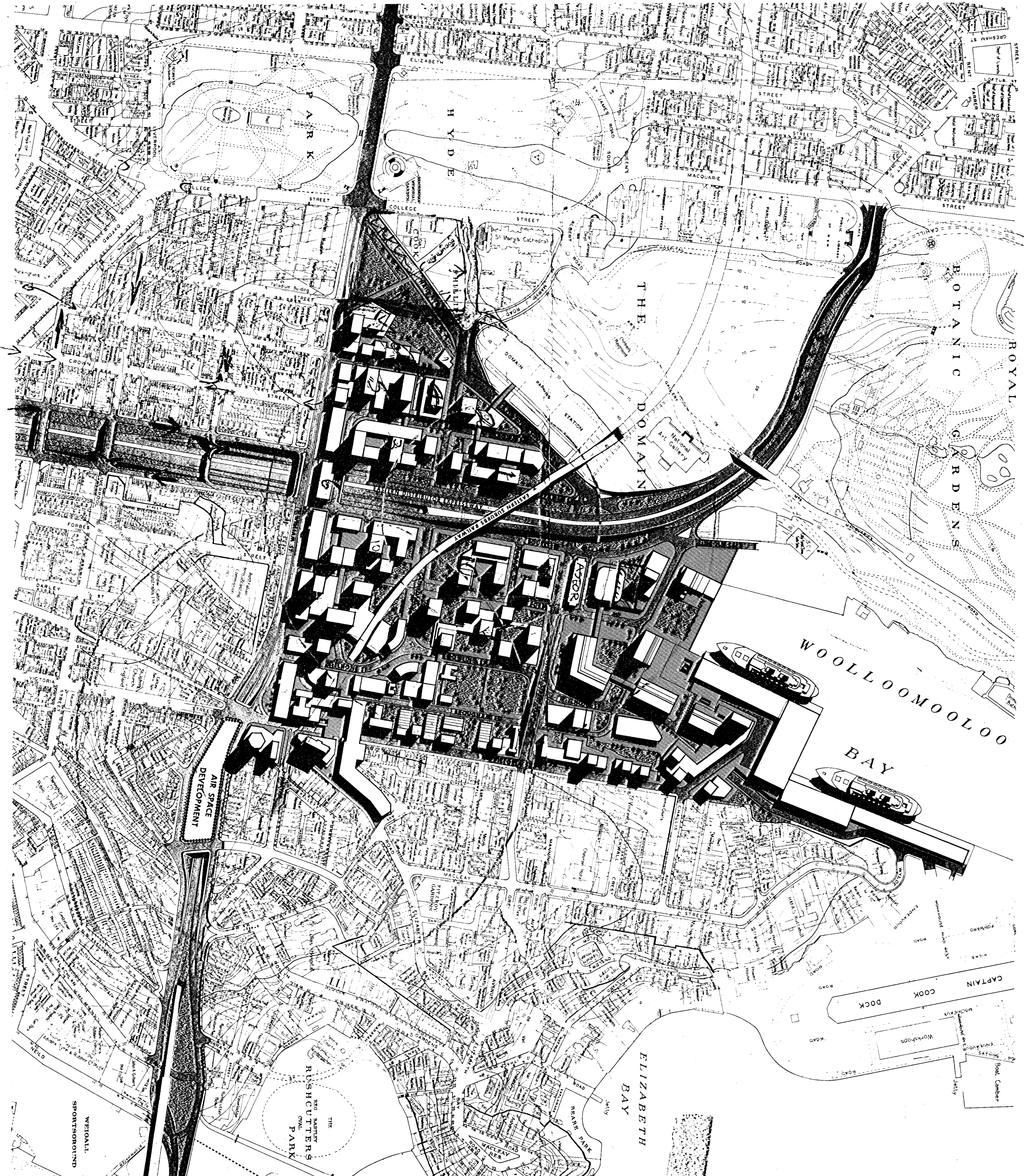
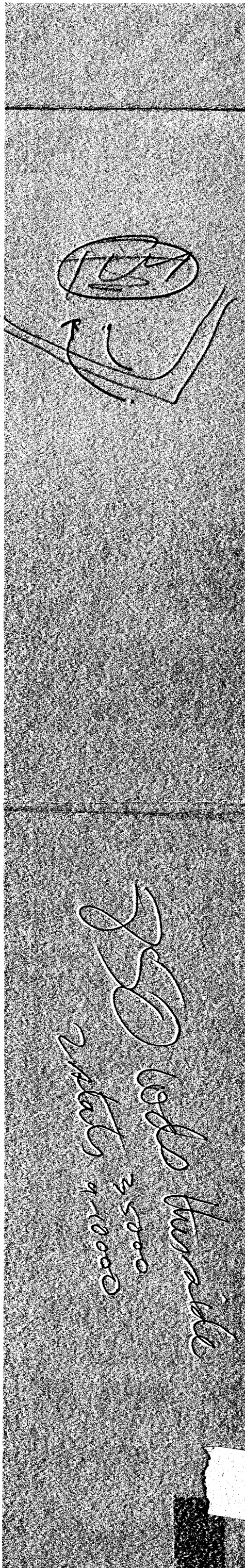
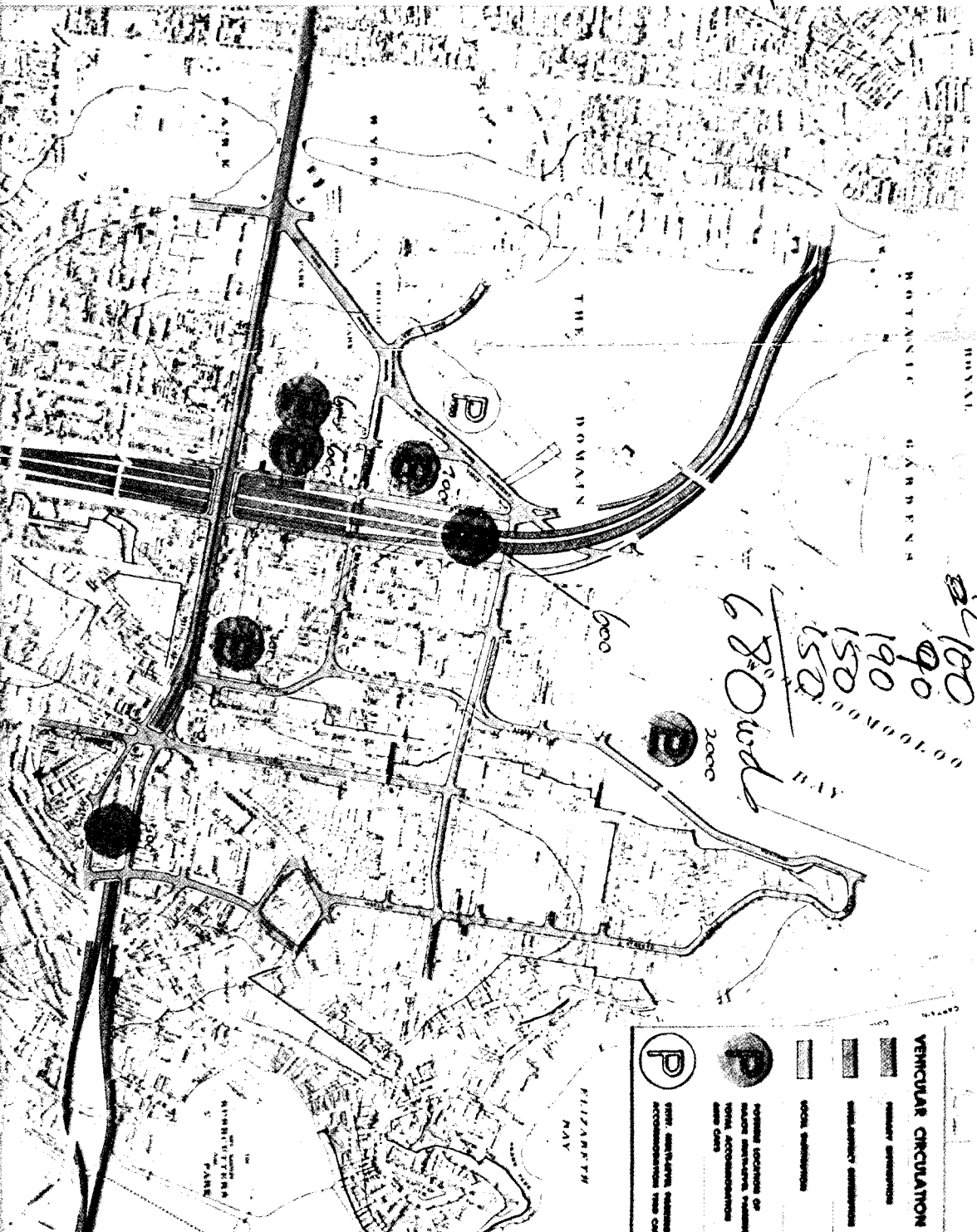
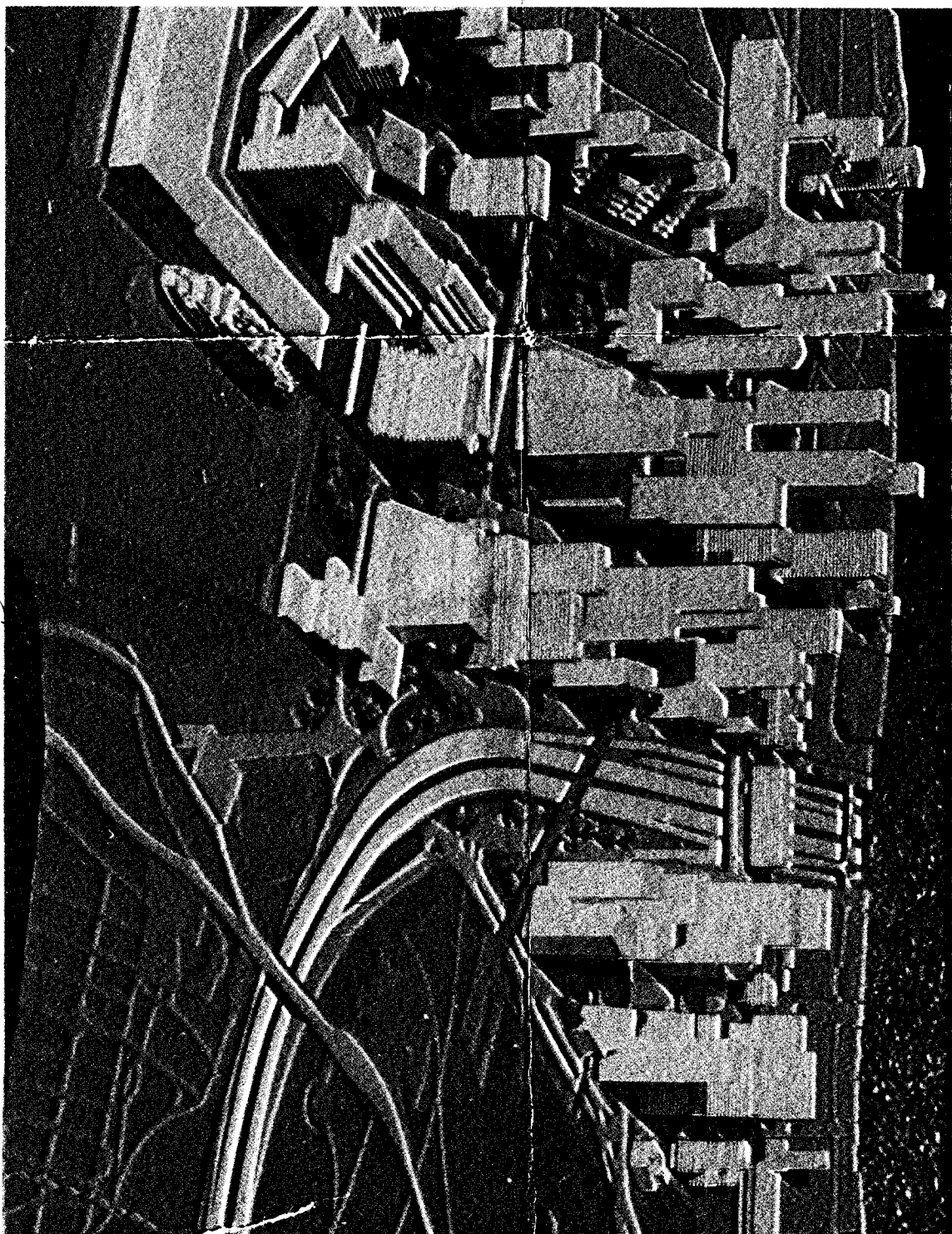
# ENVIRONMENT

- remove the conflicts between through traffic and local activities.
- improve access to Kings Cross from the main business centre, by a new direct road link from Plunkett Street to Victoria Street.
- provide a more rational local street system.

The opportunity can be taken to provide substantial parking facilities which can serve not only the needs of the area itself, but also the needs of the main business centre (linked by improved moving footway systems to St. James' Station) and the Kings Cross entertainment and tourist area. Multi-level public car parks for an additional 6,000 vehicles are proposed. These are additional to such essential operational private car parking as may be needed in individual developments.

It is important that the future redevelopment adjacent to Kings Cross is such as to enhance the special character of the area. A "focal point" traffic free plaza is therefore envisaged which would extend the existing kinds of commercial activity in Kings Cross, and fully integrate the proposed Kings Cross railway station with pedestrian movement above.

30  
WILLIAM STREET  
BOULEVARD



# IMPLEMENTATION

It has been assumed that private enterprise will bring about the degree of site consolidation necessary for the implementation of many of the principles envisaged because of the economic advantages to be obtained by doing so. Involvement by public authorities has been assumed to be minimal although in certain areas problems of implementation may arise depending on the circumstances at the time, and calling for limited action by the City Council to facilitate site consolidation.

In general a good deal of flexibility exists in the actual form of the total concept. Certain elements of the proposals, however, are fundamental and cannot be subject to substantial change. These elements are—the new pattern of streets providing the main local distribution of traffic throughout the area; the principle of the pedestrian movement network; the general disposition of major parking areas; proposals for the Kings Cross area, Wooltoncroft Bay area, and William Street; and density and environmental standards throughout the area.

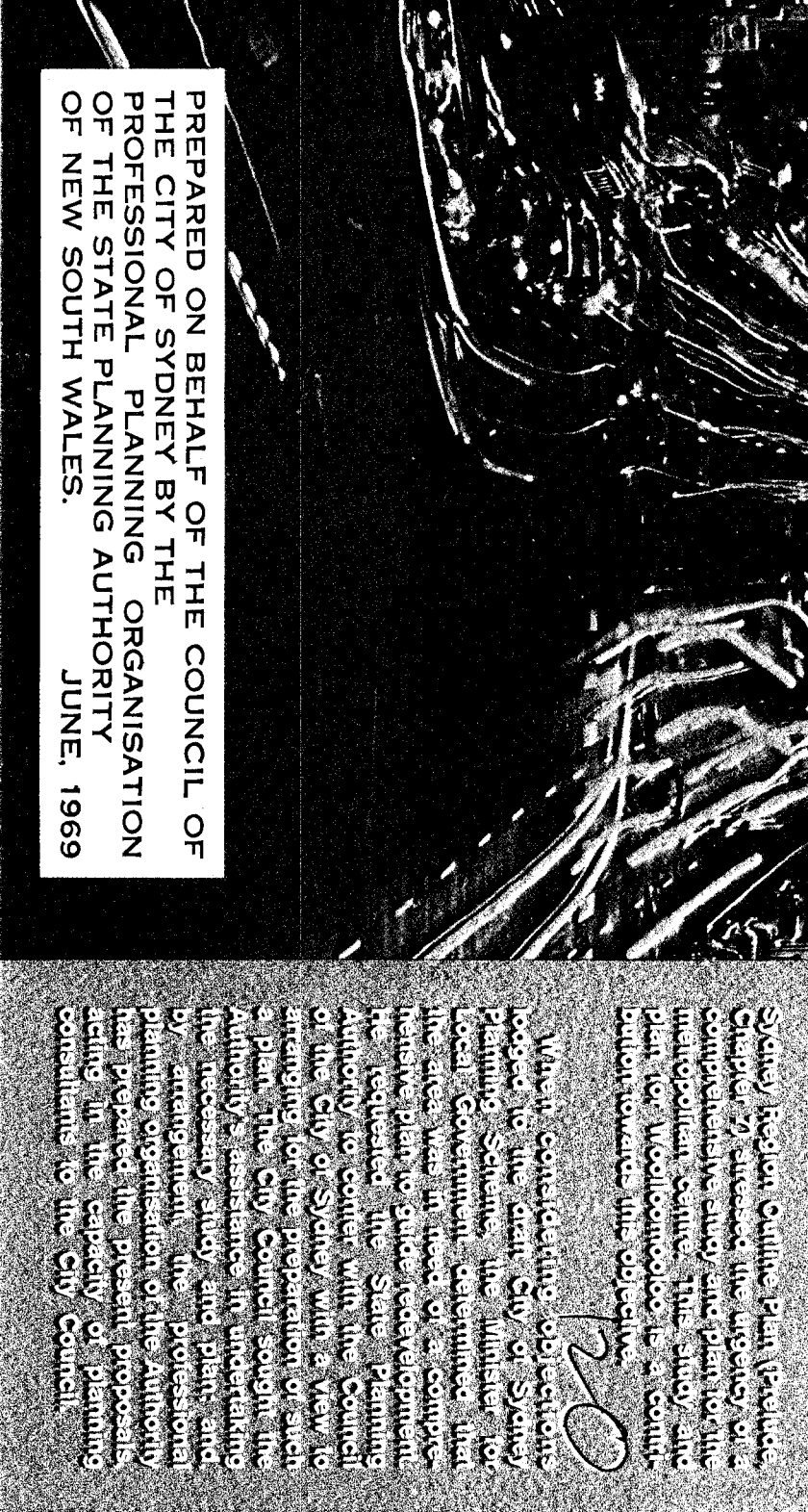
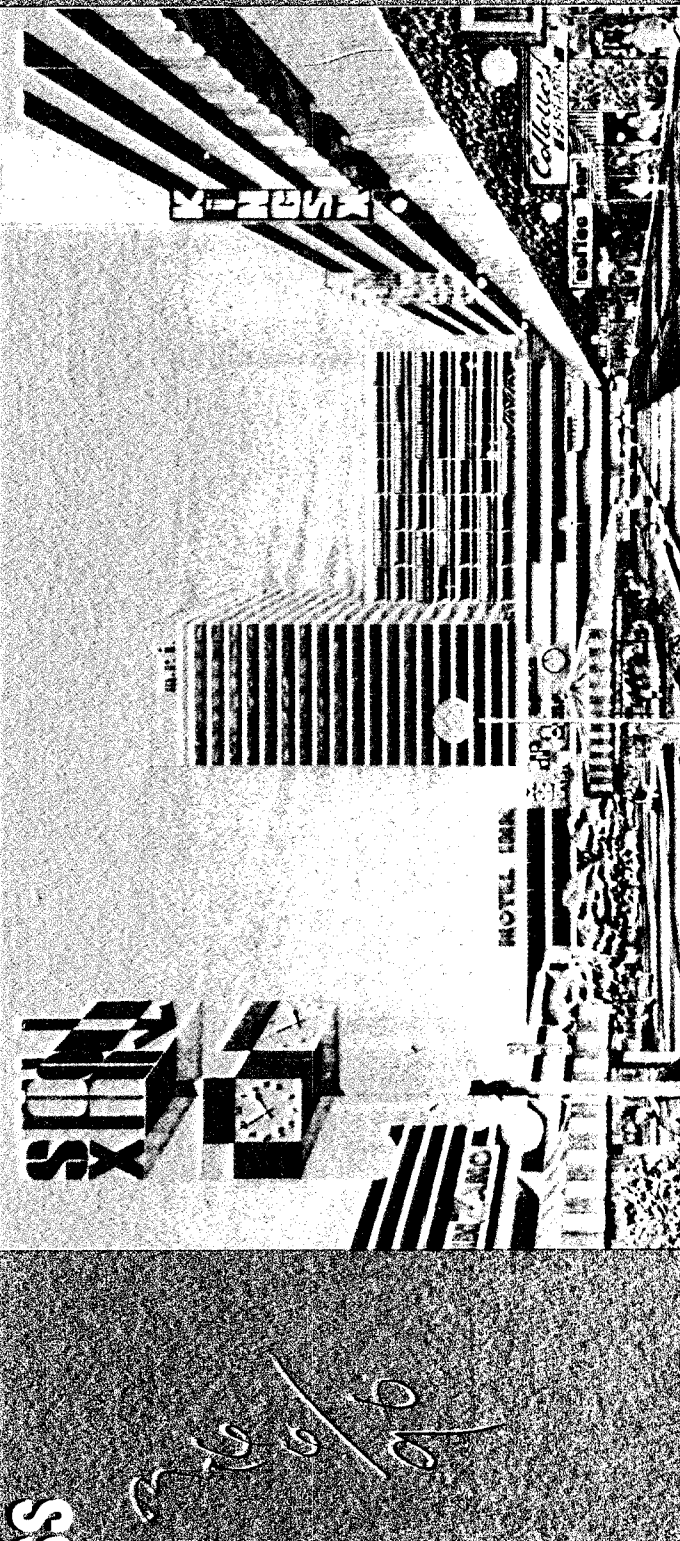
*Wooltoncroft*

# 3

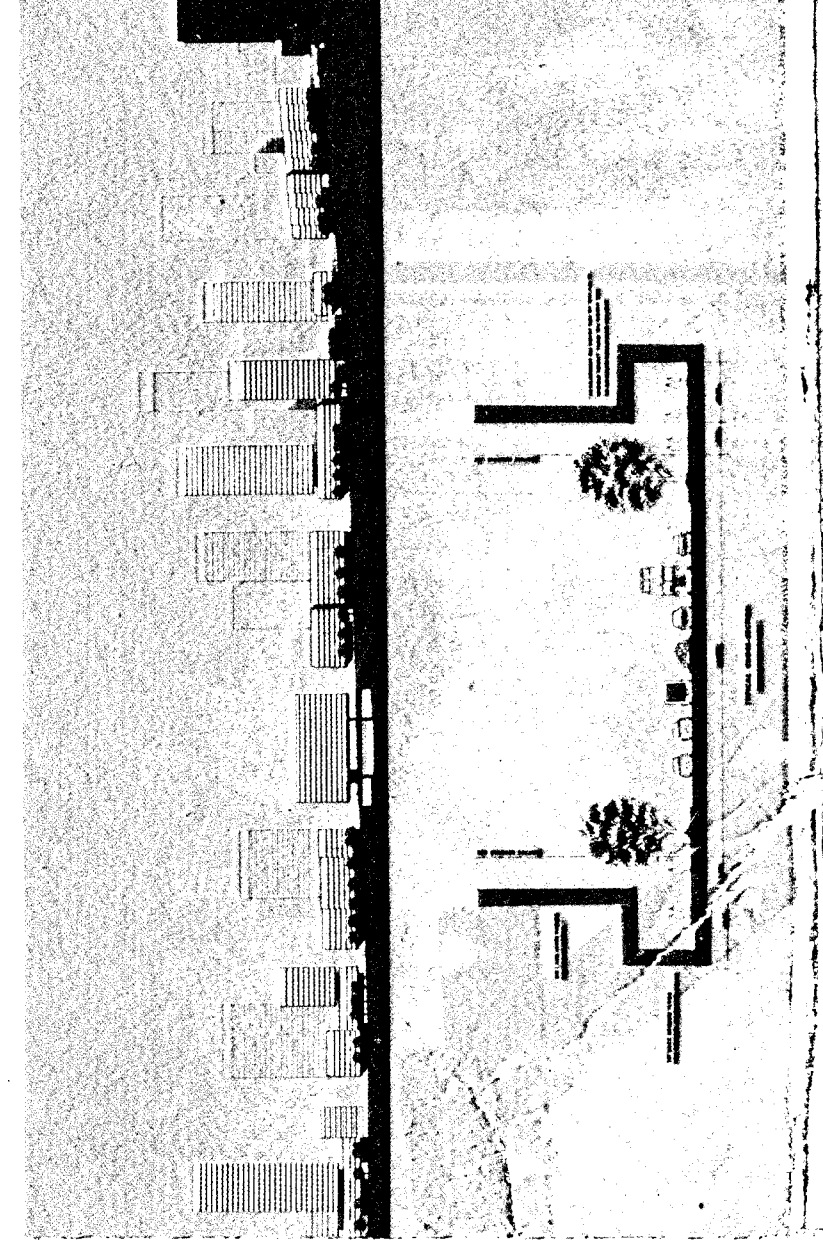




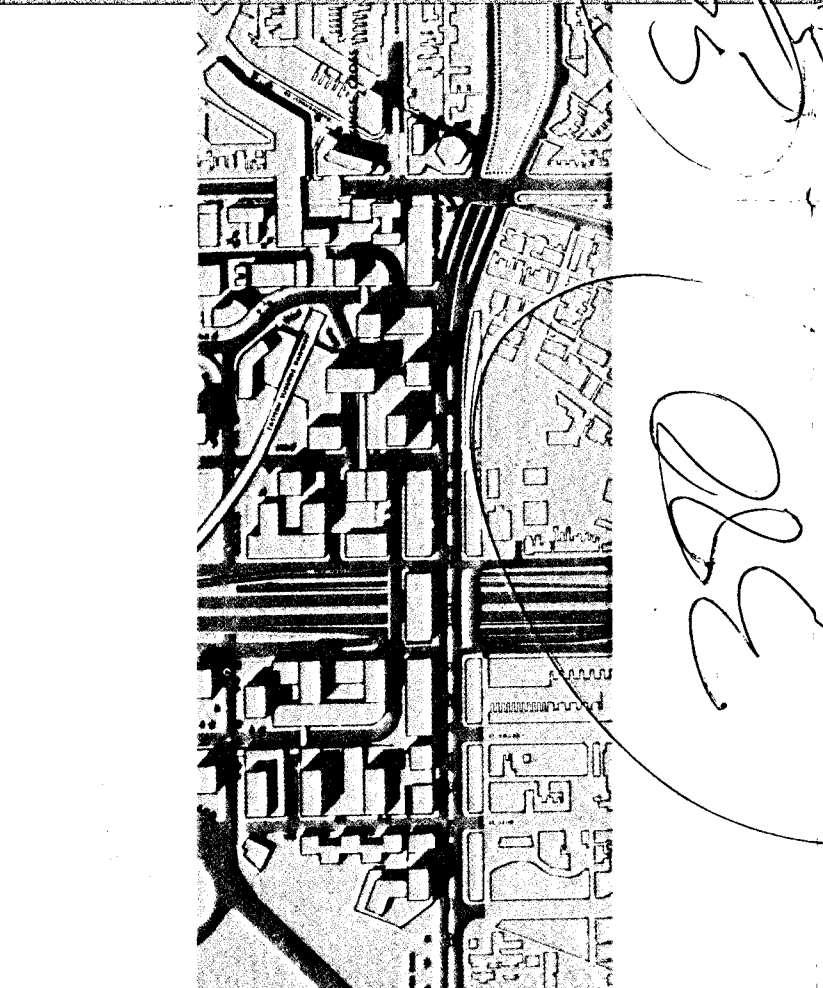
- ### KINGS CROSS
- Creation of a large "traffic-free" plaza as a "local point" above the proposed Kings Cross rail way station.
  - Complete integration of the railway station with pedestrian activities above and within Kings Cross generally.
  - Outstanding views of city skyline to be optimised in the "local point" plaza design.
  - Access from the railway station directly into Woolloomooloo on a grade separated pedestrian concourse.
  - Incorporation of imaginative landscaping signs positively integrated with the design of buildings.



PREPARED ON BEHALF OF THE COUNCIL OF THE CITY OF SYDNEY BY THE PROFESSIONAL PLANNING ORGANISATION OF NEW SOUTH WALES. JUNE, 1969

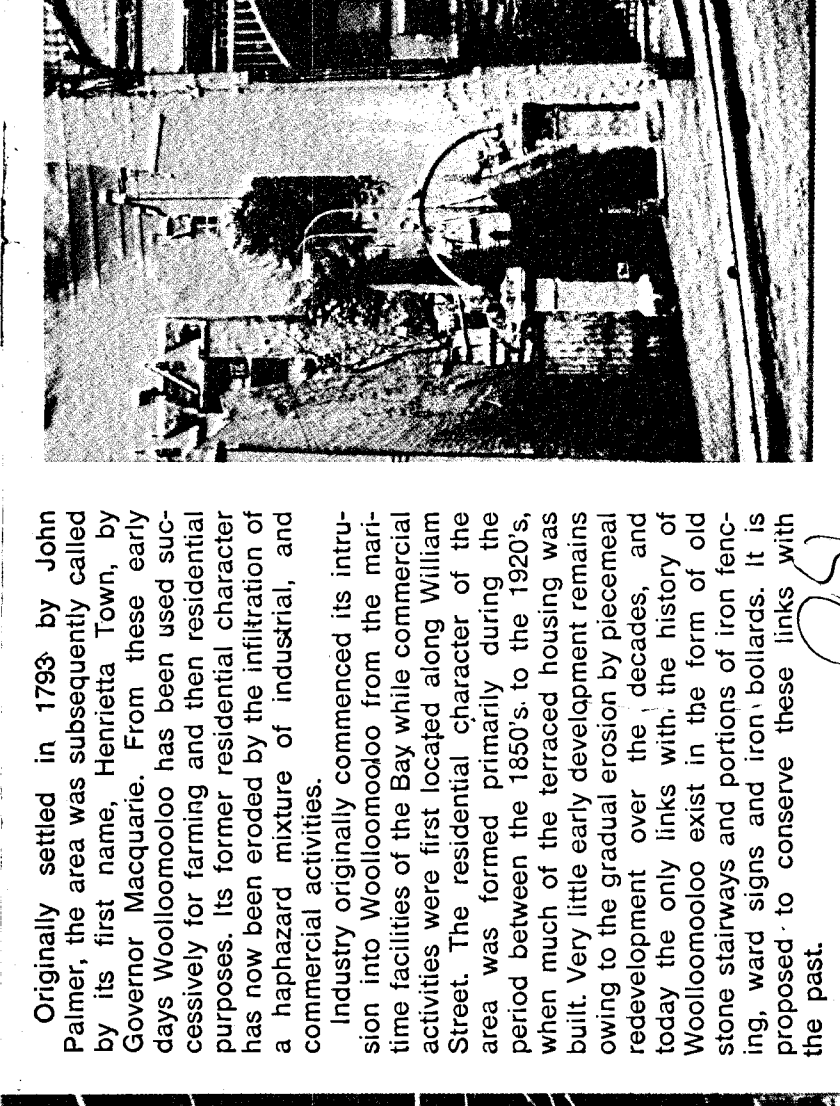


- ### WILLIAM STREET
- Building line set back to accommodate two planning along the length of the street.
  - Uncluttered and landscaped central pedestrian strip.
  - Ground floor set back where applicable to provide a wide continuous covered pedestrian walk.
  - Development control aimed at achieving a balanced concept in architectural and civic design terms.

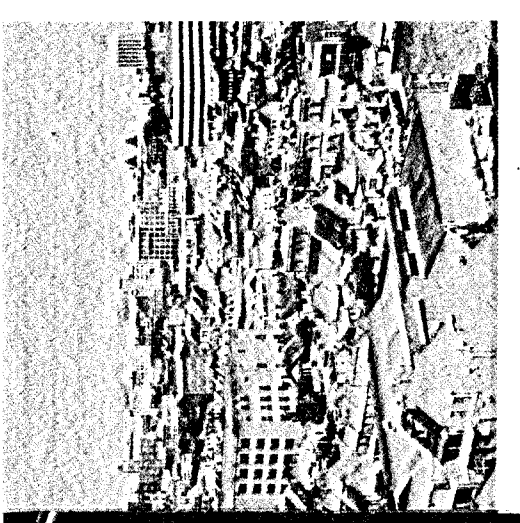


# WOOLLOOMOOLOO REDEVELOPMENT

Study 2) showed the existing area contained a large area of land which was in need of a comprehensive plan for its redevelopment. The study also indicated that the area was in need of a comprehensive plan for its redevelopment.



# THE PAST



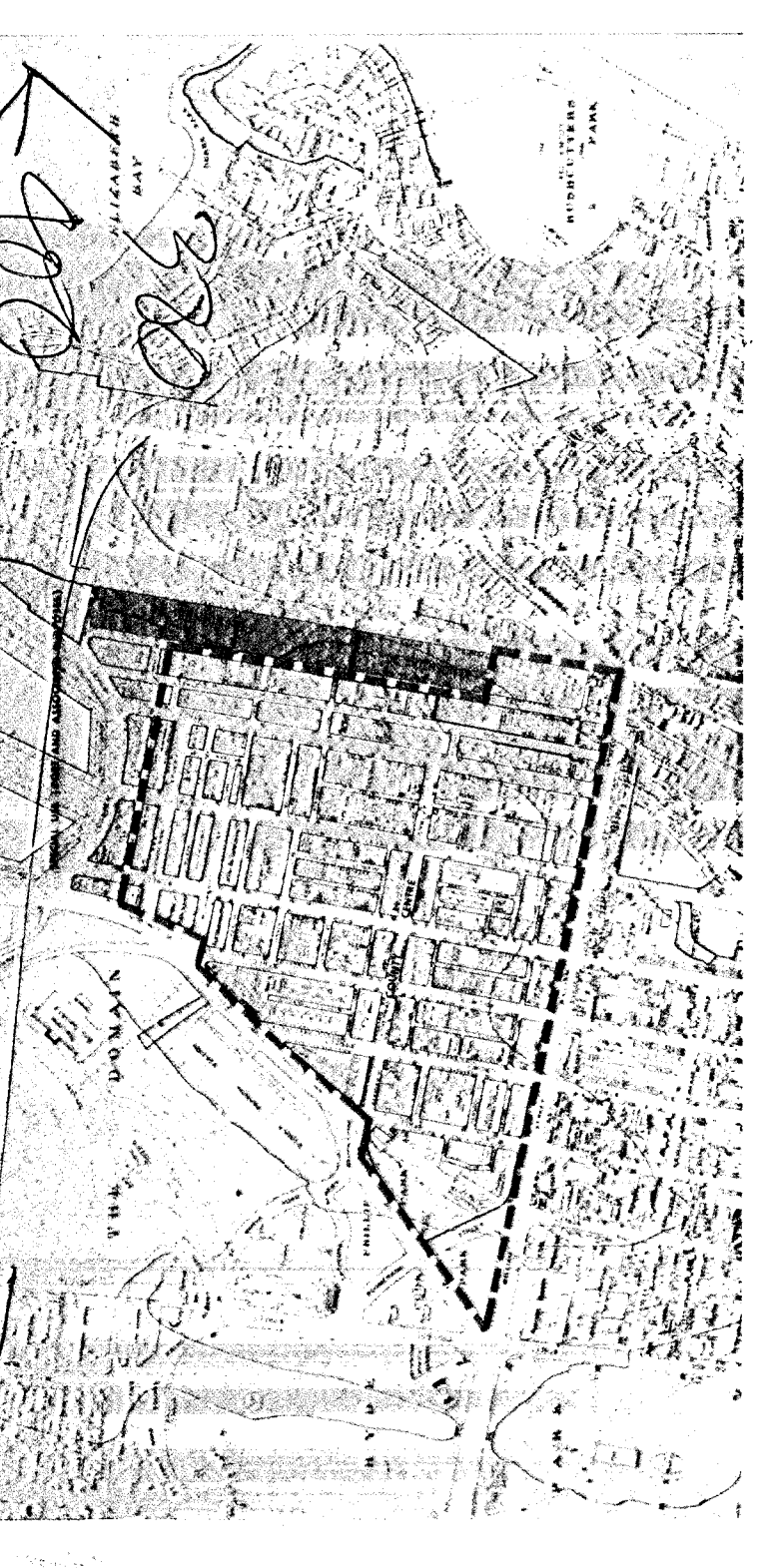
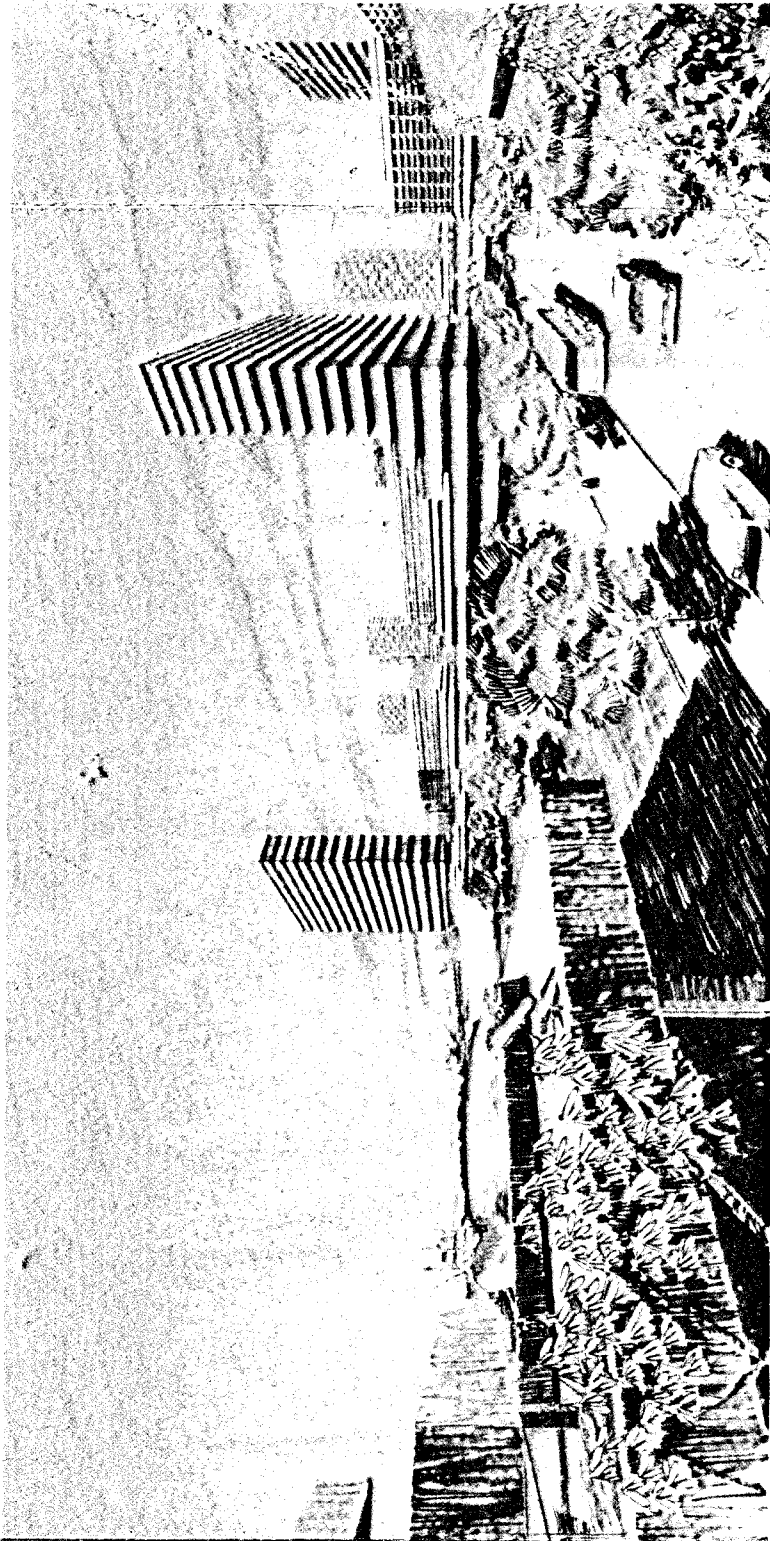
Much of the Woolloomooloo study area lies in a basin of land not more than 25 ft. above sea level, surrounded by steeply rising ground including some particularly dominating cliffs to the east. It is however, situated in a key strategic position in relation to the City as a whole. The entertainment area of Kings Cross lying to the south-east of the study area; the commercial heart of Sydney in the Central Business District to the west; and the port of Woolloomooloo Bay, are large and important influences.



The Woolloomooloo study area itself contains approximately 91 acres of extremely mixed uses, much of it ripe for redevelopment. It was, however, necessary to extend the study over a somewhat wider area of 120 acres to ensure integration with the surrounding area.

The overall redevelopment of the Woolloomooloo area is envisaged as a comprehensive plan for its redevelopment. The study also indicated that the area was in need of a comprehensive plan for its redevelopment.

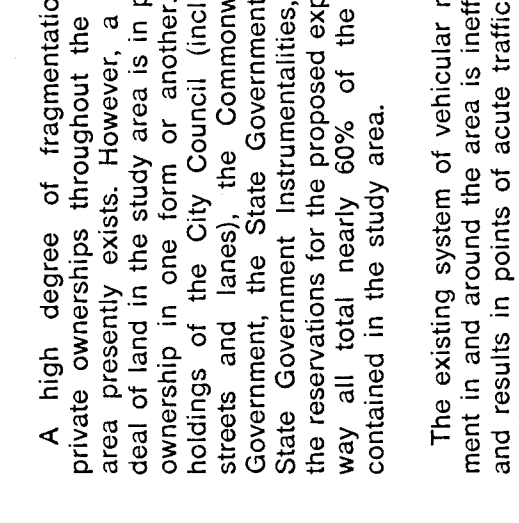
- ### WOOLLOOMOOLOO BAY
- Two large passenger ship berths and associated customs and maritime facilities.
  - Extensive tourist-oriented shopping, services and commercial facilities.
  - Multi-storey office accommodation.
  - Multi-level parking accommodation for approximately 2,000 cars.
  - Multi-storey apartment buildings with associated shopping facilities.
  - Motels and Hotels with convention facilities.
  - Place of indoor public assembly such as a stadium, convention or exhibition building.
  - Large areas of paved and landscaped open space.



FOR DETAILS OF ZONING, DENSITY STANDARDS, VISUAL AND ARCHITECTURAL CONSIDERATIONS, REFER TO SUPPLEMENTARY INFORMATION PAMPHLET 'WOOLLOOMOOLOO REDEVELOPMENT PROPOSALS'.

# KEY AREAS

# THE PRESENT



A high degree of fragmentation of private ownerships throughout the study area presently exists. However, a great deal of land in the study area is in public ownership in one form or another. The holdings of the City Council (including streets and lanes), the Commonwealth Government, the State Government and State Government instrumentalities, and the reservations for the proposed expressway all total nearly 60% of the land contained in the study area.

The existing system of vehicular movement in and around the area is inefficient and results in points of acute traffic congestion. The existing street system will need to be substantially remodelled partly because the system of roads and lanes which will intersect the area, and partly because the system of roads and lanes designed for residential use is no longer adequate to serve the existing and future patterns of landuse.

Large portions of the study area contain properties which are in either very poor condition and unfit for their existing use, or in need of extensive repairs and the addition of amenities. The greater part of the area could be considered as being ready for redevelopment immediately or at least within the next five to ten years.

