

5.2.71

PROCEDURE FOR INVESTIGATION INTO FEASIBILITY OF A PROPOSED  
RAILWAY STATION AT WOOLLOOMOOLOO

Describe Woolloomooloo Plan

Define Catchment area of Kings Cross Station.

Define catchment area of William Street

Define catchment area of E. S. Railway station.

Compare this with that of other existing railway stations.

Define railway operation.

ACCESS TO THE WOOLLOOMOOLOO :BASIN.

THE WOOLLOOMOOLOO PLAN

The Woolloomooloo Plan as developed by the State Planning Authority provides for a mixture of commercial residential and entertainment development. The principal individual areas are:-

Between Victoria and Brougham Street - Residential

Between William and Cathedral Streets

(Part office.

East of Riley Street

- Part Residential, part hotel-motel)

West of Riley Street

- Residential

Between Cathedral and Plunkett Streets

East of Crown Street

- Office

West of Crown Street

- Residential

North of Plunkett Street

- Mainly Tourist accommodation and  
conventional oriented.

The plan provides for an estimated work force of 35,000 and a resident population of 10,000 when the area is fully developed.

THE KINGS CROSS RAILWAY STATION

This is a key element in providing access to the Woolloomooloo basin as approximately 50 percent of the potential area for redevelopment between Plunkett Street and William Street is within walking distance ( $\frac{1}{4}$  mile) of the Kings Cross Railway station.

Provided that satisfactory pedestrian access to the concourse of the station is provided most of the area bounded by the Eastern Distributor, the Plunkett Street diaduct, Victoria Street and William Street is within satisfactory walking distance of the station. The north-western

corner, that is, the area bounded by the distributor, Plunkett Street, Forbes Street and Cathedral Street is beyond the  $\frac{1}{4}$  mile limit.

### William Street

The Eastern Suburbs Railway will not completely obviate the need for buses on William Street. In the strategic plan for Sydney an east-west shuttle bus service along William, Park and Druitt Streets and thence across the railway marshalling yards into Ultimo-Pyrmont is envisaged. This service would cater for persons with origins or destinations outside the catchment areas of the Eastern Suburbs Railway stations at Kings Cross or the Town Hall. The catchment area for this bus route would be the area between Cathedral and Stanley Streets.

### CATCHMENT AREA OF A RAILWAY STATION STRADDLING THE EASTERN DISTRIBUTOR

A railway station on the crossing of the Eastern Suburbs Railway and the Eastern Distributor would be in the most centrally located position to provide access to the Woolloomooloo Basin. All areas except the north-east corner would be within walking distance of the station. However, as a station in this location would be only  $\frac{1}{4}$  miles from the Kings Cross station, there is considerable overlaps between the potential catchment areas of this and the Kings Cross Station. In addition there is also considerable overlap between the catchment areas of this station and the bus service operating along William Street.

Two areas would be served exclusively by this railway station via

- a) The area bounded by Plunkett Street, Forbes Street, Cathedral Street and Sir John Young Crescent.
- b) The area between Plunkett Street and the southern end of Woolloomooloo Bay.

The former area is one which is intended for office development and could be developed to house up to 18,000 office employees provided that all the available plot ratio incentives were fully utilised. The latter area is intended for development as an accommodation, convention and tourist centre which would be predominantly auto oriented.

### ACCESS TO WOOLLOOMOOLOO BASIN

#### Road - Auto

The principle road access will be from the Eastern Distributor and Cahill Expressway. Other accesses will be from William Street and the Plunkett Street viaduct. Parking provision is planned for 7000 cars. Consequently the road system should be capable of absorbing 3500 vehicles per hour entering the area.

Analysis of a parking survey conducted at the Domain Parking Station in 1965 indicates the following potential origins of traffic assuming no change in the distribution of origins:

Sydney Harbour Bridge and Cahill Expressway	- 1,200 veh/hour
Park Street - William Street.	- 900 veh/hour
Kings Cross Tunnels - William Street.	- 350 veh/hour
Eastern Distributor	- 1,050 veh/hour.