

1078/COOP

file '000 Work file

THE CIVIC DESIGN SOCIETY

OF THE UNIVERSITY OF NEW SOUTH WALES

P.O. BOX 1 KENSINGTON N.S.W.

W42

Submissions in regard to the WOOLLOOMOOLOO REDEVELOPMENT

Redevelopment
Proposals:
three suggestions
submitted

The Society would like to commend the high quality achieved in the presentation of the proposals, and also the aims expressed concerning visual and architectural considerations. The Society however believes that certain improvements in the design are possible and desirable and in this regard respectfully submits the following three suggestions:

General massing
of buildings in
relation to
valley form

1. General massing of the buildings: height zoning

The main feature of the topography of Woolloomooloo is a valley effect, as the planning survey clearly recognizes. In a comprehensive redevelopment it should be possible to create a general massing of buildings that is in sympathy with this topographic feature.

The design shown in the present proposals fills the valley with a somewhat haphazard assortment of tall buildings. This tends to destroy the valley form and instead suggests the same unco-ordinated effect as piecemeal development. Insufficient consideration seems to have been given to the overall three-dimensional massing. Yet this massing (which in fact is at present well expressed by the old development with its existing low buildings in the valley) is of great importance, since the area can be seen and appreciated as a whole from the high ground on either side and from the harbour. Some visual control of the mass considered as a whole is essential.

Height zoning

A desirable massing can be achieved by having a strict height zoning which would ordain the lowest buildings to be near the water and increasingly higher ones on surrounding ground rising towards Victoria Street and William Street. For this purpose, some adjustment may have to be made to the plot ratio proposals, but these need not necessarily be varied very much. Instead the site coverage could vary.

For example, the same floor area could be provided with a four-storey building having 100% site coverage as with a sixteen-storey building having 25% site coverage. In the lower zones the buildings would be encouraged to cover the entire site; and open space could be provided on their roofs turned into gardens. In the higher zones there would be more open space at existing ground level - as the present proposals already indicate. In this way a positive visual statement can be made in sympathy with the valley form.

2. Multi-level circulation: pedestrian streets in the air

Pedestrian
bridges linking
roof gardens

The opportunity presented by comprehensive development can be used to create still more multi-level circulation than is shown in the proposals. The tops of certain buildings, landscaped as roof gardens, could be linked with pedestrian bridges - streets in the air. Woolloomooloo in a valley is ideally suited for this treatment because the streets in the air could link up with the high ground on either side, providing convenient level pedestrian routes crossing over motor roads.

I believe
we should
incorporate
this in the
Strategic
Plan.

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A grand
promenade

Good idea!

Is it still
possible to
go for it?

As this competition
is for William St
Boulevard???

Bridges of
buildings over
expressway

Summary

In particular, a main pedestrian way could be created along the line of Plunkett Street starting from Victoria Street, then crossing at a high level above the proposed Eastern Distributor Expressway, and finally striking the Domain near the Art Gallery. It could be in the form of a promenade about twenty or thirty feet wide, with benches and kiosks on it and some greenery. It could link up the roof gardens of some buildings and have other buildings at the back growing up over it. It would provide a busy and direct and safe pedestrian route between the Kings Cross - Potts Point residential areas and the city office and shopping areas. From it would be view of the harbour. It could be a wonderful asset to the whole city.

There are other locations where other similar streets in the air could be considered.

3. Use of air space over the expressway.

Use could be made of the airspace over the proposed Eastern Distributor Expressway in other locations besides the one at William Street shown in the proposals. (These bridges made of buildings could be spaced well apart to allow for ventilation of the expressway, and they do not necessarily have to spring at the ground level of adjoining streets.) The greater use of this air space could lead to extra financial returns, visually it could look effective, and functionally it could provide pedestrian routes over the expressway.

The Woolloomooloo Redevelopment project, both because of its comprehensive nature and because of the topography, presents a tremendous opportunity for broad new ideas to be carried out in a positive and practical way. The project calls for a high density of development, but multi-storey buildings developed in the usual piecemeal manner create problems of congestion and would be visually disturbing in the valley. We believe that the three suggestions made above indicate how this high density may be achieved in a way which can be satisfactory both visually and functionally and which at the same time can without too much difficulty be accommodated within the general framework of the present proposals.

Elias Duek-Cohen
President

On behalf of the Committee,
The Civic Design Society

of the University of New South Wales.

September, 1969.



① Parking Stations / 10 DIV 1800
→ (1) Parking policy 1000
→ (2) location, size, planning 500

② Plot ratios

③ 1

①

Parking

- a) Overall Policy
- b) Western Dist
- c) Eastern Dist.
- d)

②

Railway Stations

- a) Wynyard
- b) Townhall
- c) Kings Cross
- d) Circular Quay
- e)

③

Transportation Interchanges - Feasibility Studies

- (a) Central
- ~~(b) Campbell~~
- (b) Campbell St
- (c) Woolloomooloo

④