

ARCHITECTURAL DESIGN REPORT WEST OXFORD STREET - VISION

CLIENT

STARGATE PROPERTY GROUP

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URBAN DESIGN
ARCHITECTURE
PLANNER
HERITAGE
TRAFFIC
CYCLING & PEDESTRIAN

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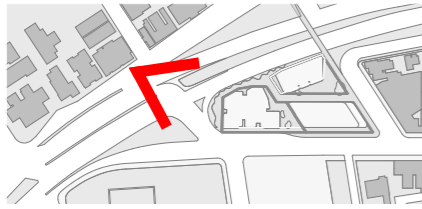
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EXISTING WESTERN ARRIVAL TO WAVERLEY

VIEW FROM SYD EINFELD INTERSECTION

Unwelcoming approach to major centre.





SENSE OF ARRIVAL VISION

VISION OF NEW SYD EIFELD INTERSECTION

A new vision for the western approach to Waverley.

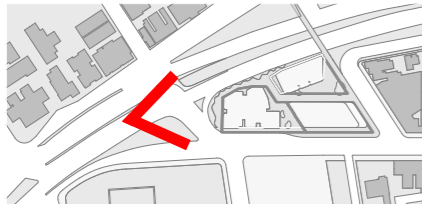


EXISTING POOR SENSE OF IDENTITY

VIEW FROM SYD EINFELD INTERSECTION

Proposed site corner





WESTERN THRESHOLD VISION

VISION OF NEW SYD EIFELD INTERSECTION

New architectural landmark, useable public spaces and public art mark the entry to Waverley.

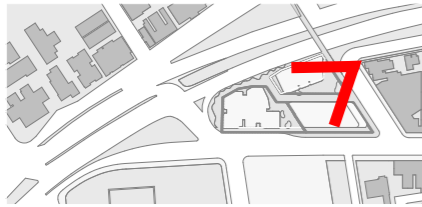


EXISTING STREETS & PUBLIC PLACES

VIEW FROM NELSON STREET

Ageing buildings and lack of urban renewal.





IMPROVED STREETS & PUBLIC PLACES VISION

VISION OF PROPOSED OSMUND PLAZETTA, FROM NELSON STREET

A new vision for a vibrant plaza and shared zone along Osmund Lane and Nelson Street.



EXISTING PEDESTRIAN & CYCLE NETWORKS

VIEW OF SITE, FROM OXFORD ST

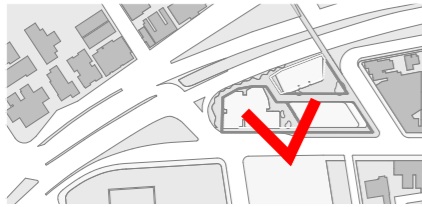
Harsh vehicle dominated environment, with poor pedestrian and cyclist access.



SAFE PEDESTRIAN & CYCLE NETWORKS VISION

VISION OF PROPOSED THROUGH-SITE LINK, FROM OXFORD ST

Improved permeability from Woollahra footbridge, Nelson Street & Osmund Lane through to Centennial Park. Road widening along Oxford Street and new bike lane improves safety and usability.

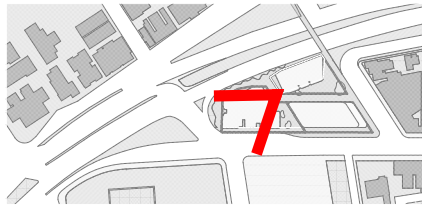


EXISTING POOR PUBLIC AMENITY

OPPORTUNITY FOR DRAMATIC IMPROVEMENT

This western most edge of Bondi Junction is currently isolated, exhibiting poor pedestrian access.

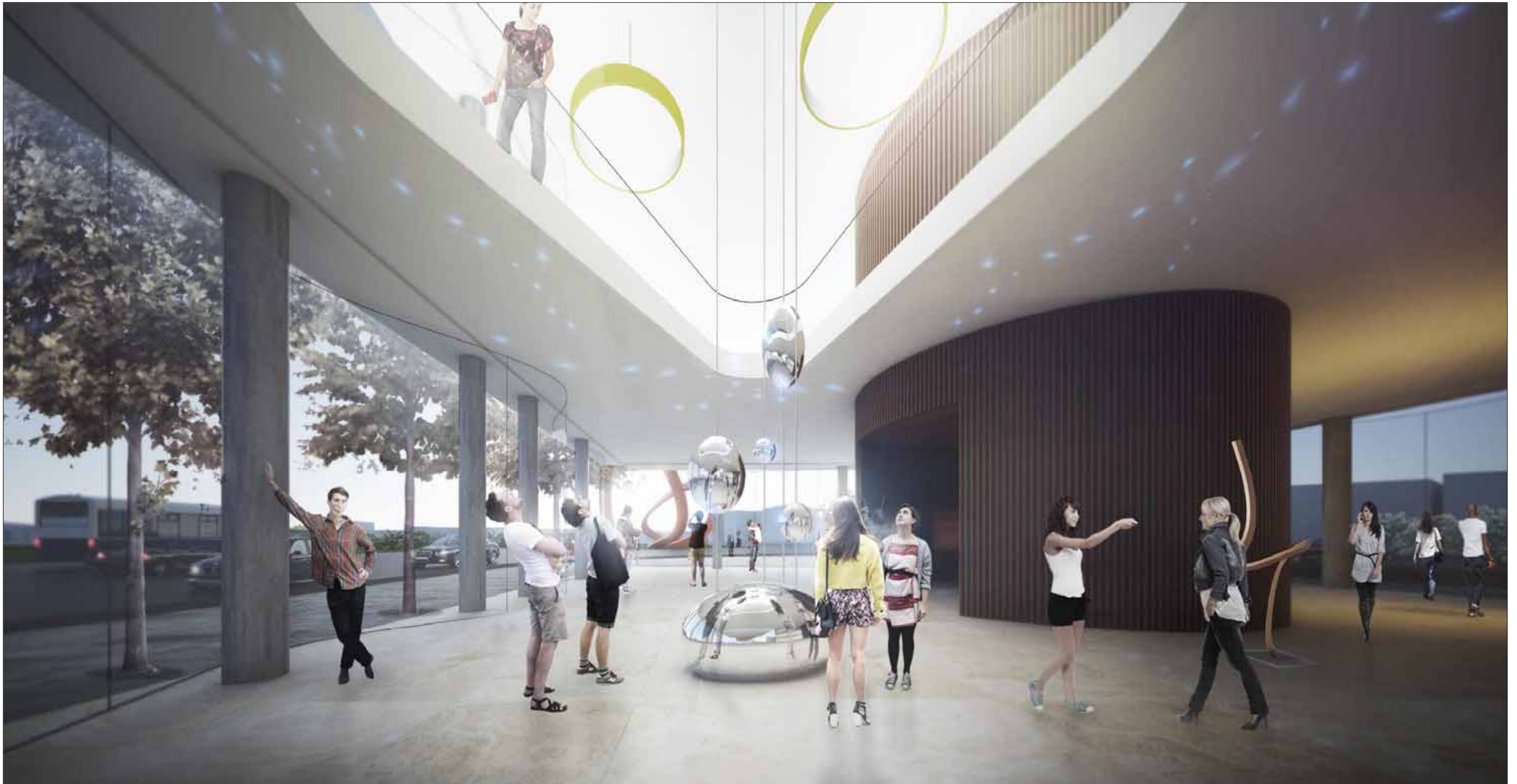




NEW PUBLIC SPACES VISION

VISION OF PROPOSED RETAIL SPACES

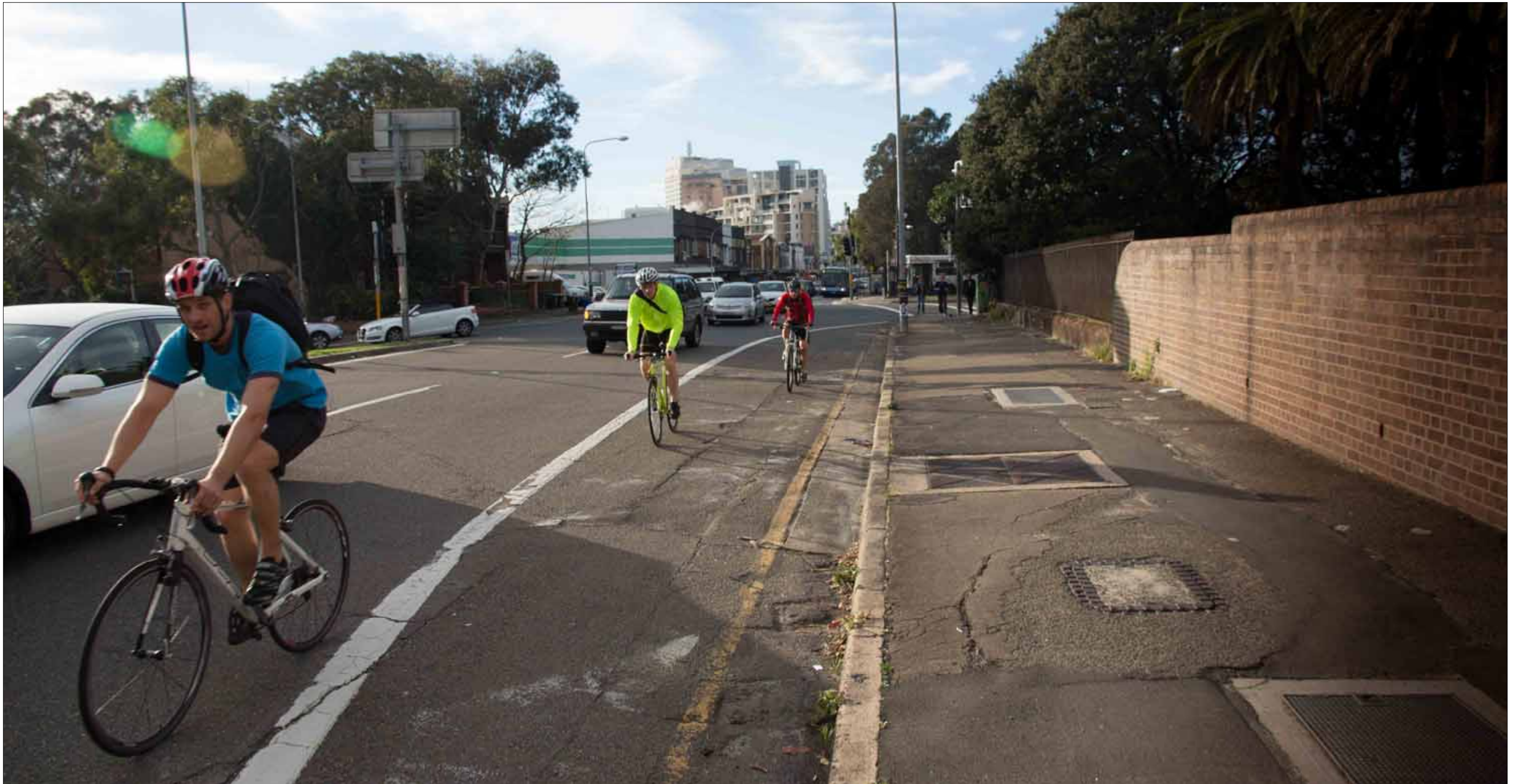
An opportunity to deliver a quality retail & restaurant space to provide a place for socialising and gathering.

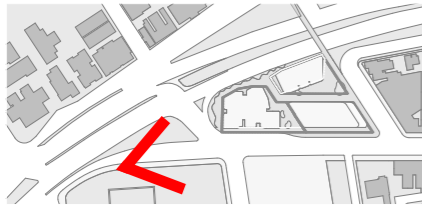


EXISTING GATEWAY MARKER

VIEW FROM WOOLLAHRA GATE OF CENTENNIAL PARK

Currently no landmark to identify the entrance to Bondi Junction and Waverley LGA.





GATEWAY MARKER VISION

VISION OF WOOLLAHRA GATE OF CENTENNIAL PARK

A new 'gateway' tower of excellent architectural design with public spaces and art at street level to mark the arrival to Waverley LGA.



EXISTING ENVIRONMENT

Harsh road & vehicle dominated environment.

Unsafe cycleways.

Difficult pedestrian connections.

Lack of identity or public domain quality in a very prominent intersection.

Gateway to major centre not identifiable.



THE STUDY AREA

Long neglected, the western end of Bondi Junction has never received the same attention as its eastern counterpart. Cut abruptly by the creation of the Syd Einfeld expressway in 1982, the area remains fractured, disjointed and unresolved. Whilst prominent when approaching from the city, the western gateway to Waverley remains dominated by vehicular traffic, hostile to pedestrians and cyclists alike and aesthetically challenged.



1/ BONDI JUNCTION AERIAL PHOTO

SITE AERIAL PHOTO

PUBLIC DOMAIN & STREET CHALLENGES IDENTIFIED

A UNWELCOMING APPROACH



B UNSAFE PATHWAYS



C UNKEMPT TRAFFIC ISLAND



D PEDESTRIAN / CYCLE / TRANSPORT CONFLICTS



E DEAD END LANE



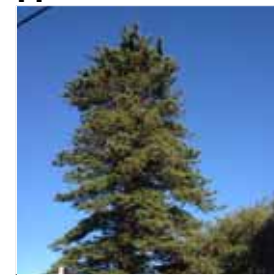
F FOOTBRIDGE OVER FREEWAY



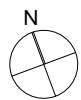
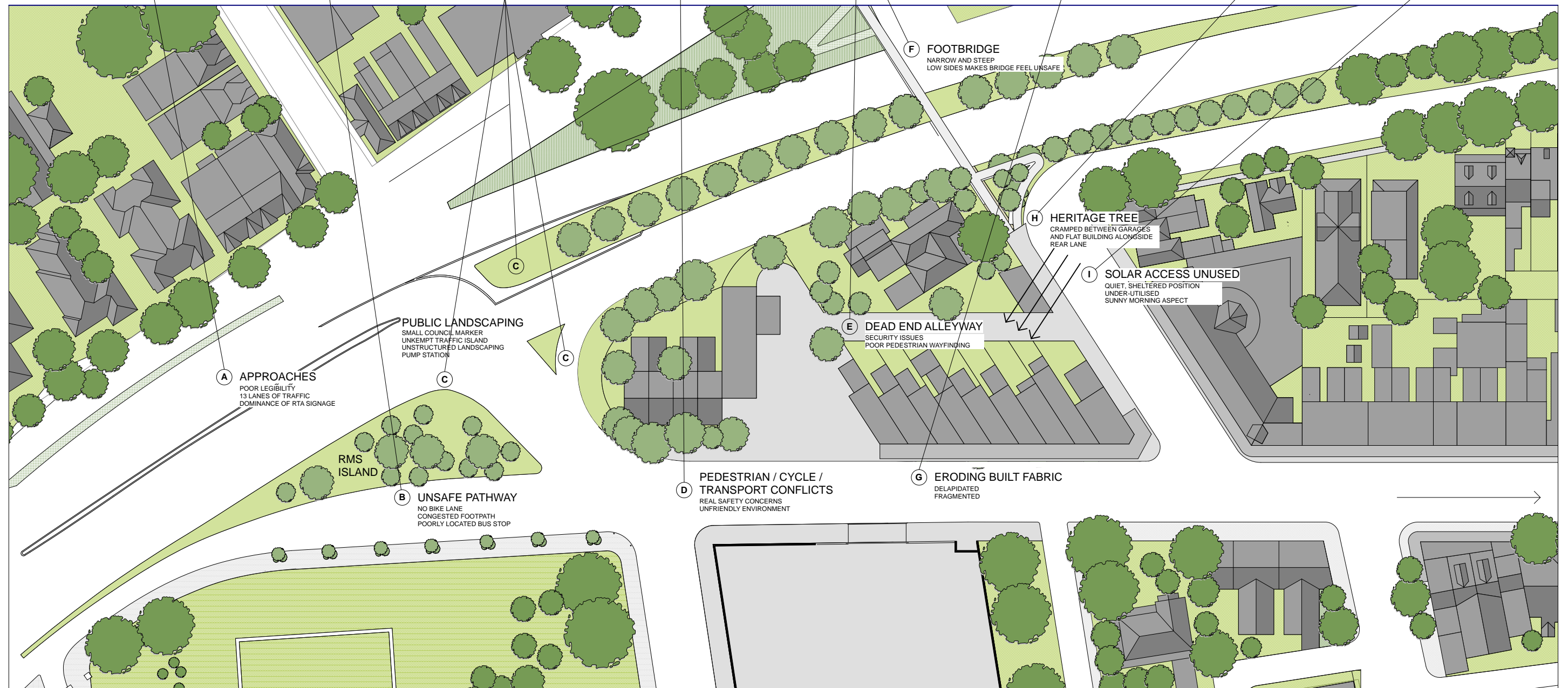
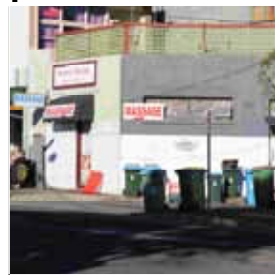
G ERODING BUILT FABRIC



H HERITAGE TREE



I SOLAR ACCESS UNDERUSED



STREET LEVEL AND PUBLIC DOMAIN OPPORTUNITIES

1 MAJOR URBAN ARTWORKS IDENTIFY & BEUTIFY



2 NEW CYCLEWAY TO CENTENNIAL PARK



3 MAJOR URBAN SCALE ART



4 BOULEVARDE PLANTINGS SOFTEN FREEWAY



5 NEW HIGH-QUALITY RETAIL SPACE



6 THROUGH-SITE ACCESS IMPROVES PERMEABILITY



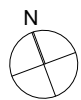
7 SCULPTURAL FOOTBRIDGE UPGRADE & WIDENING



8 OSMUND PLAZETTA CREATES NEW PUBLIC DOMAIN



9 STREETScape IMPROVEMENTS



EXISTING HEIGHTS IN BONDI JUNCTION

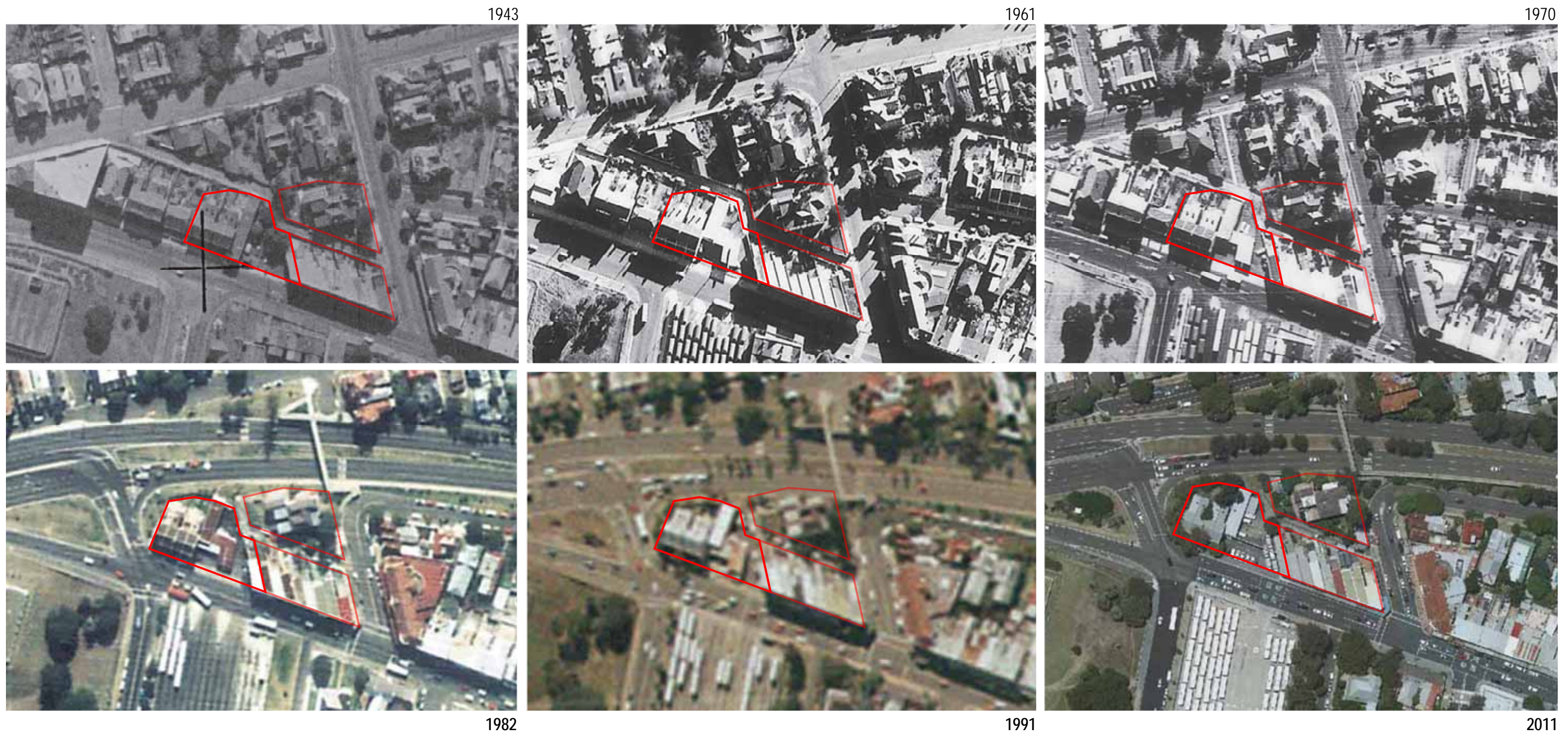
There is no shortage of tower built forms that have shaped east & central Bondi Junction into a substantial commercial & residential centre for the eastern suburbs. A balanced approach would continue this urban pattern towards the west of the suburb to speak to the City, and the broader area. It is not known why the western end has been ignored and permitted to lag behind the rest of Bondi Junction.



HISTORICAL CONTEXT

The study area was originally part of an impressive intersection, abruptly hacked by the introduction of Syd Einfeld drive in the 1980's.

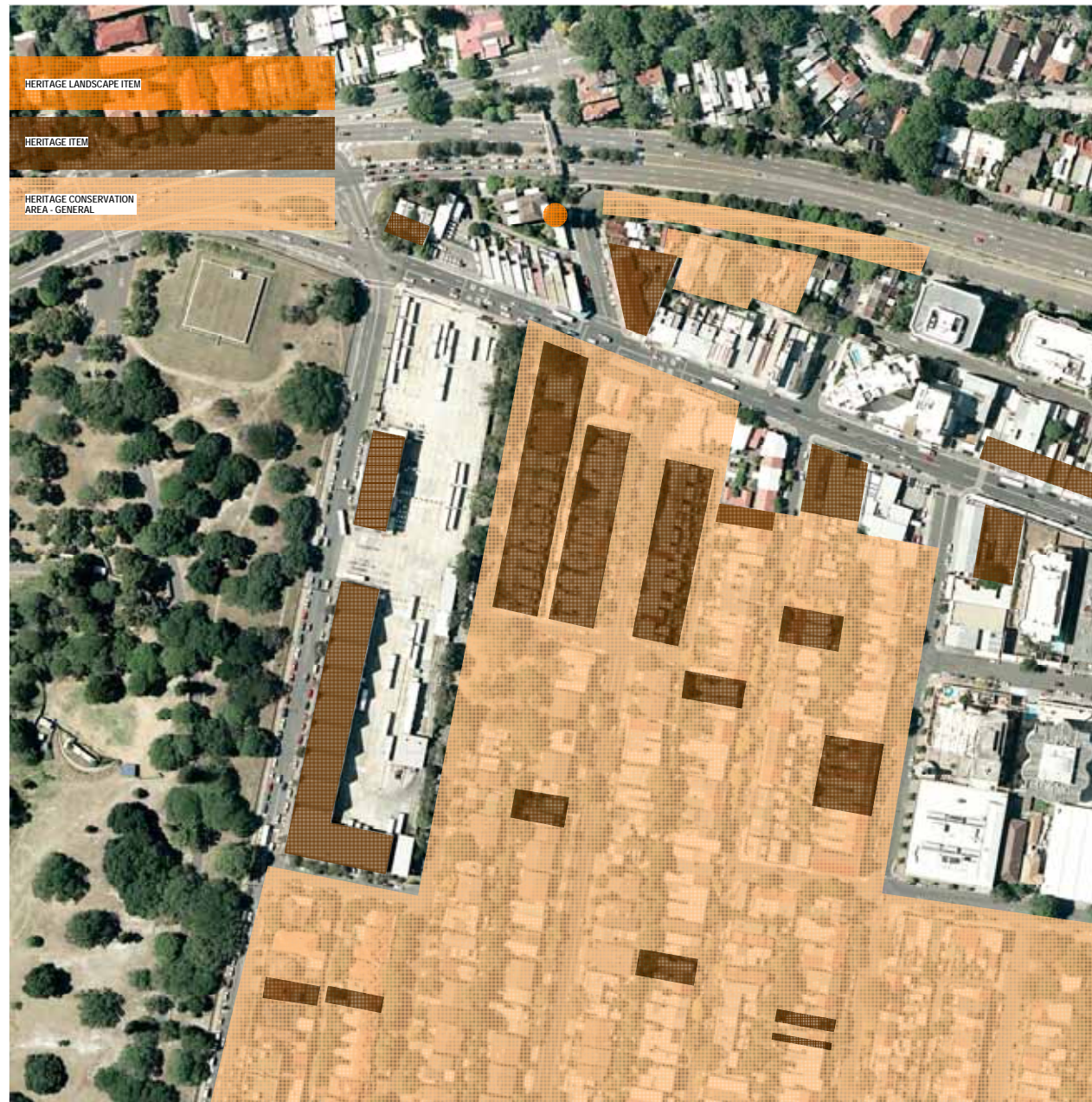
The current study presents an opportunity to address this urban anomaly.



LOCAL HERITAGE

*We have closely examined our study area for its history & conservation needs.
(see Heritage Report and Statement).*

It is proposed that the public domain improvements will enhance the usability and aesthetic enjoyment of the heritage aspects offered by the area.



HERITAGE MAP



NELSON HOTEL

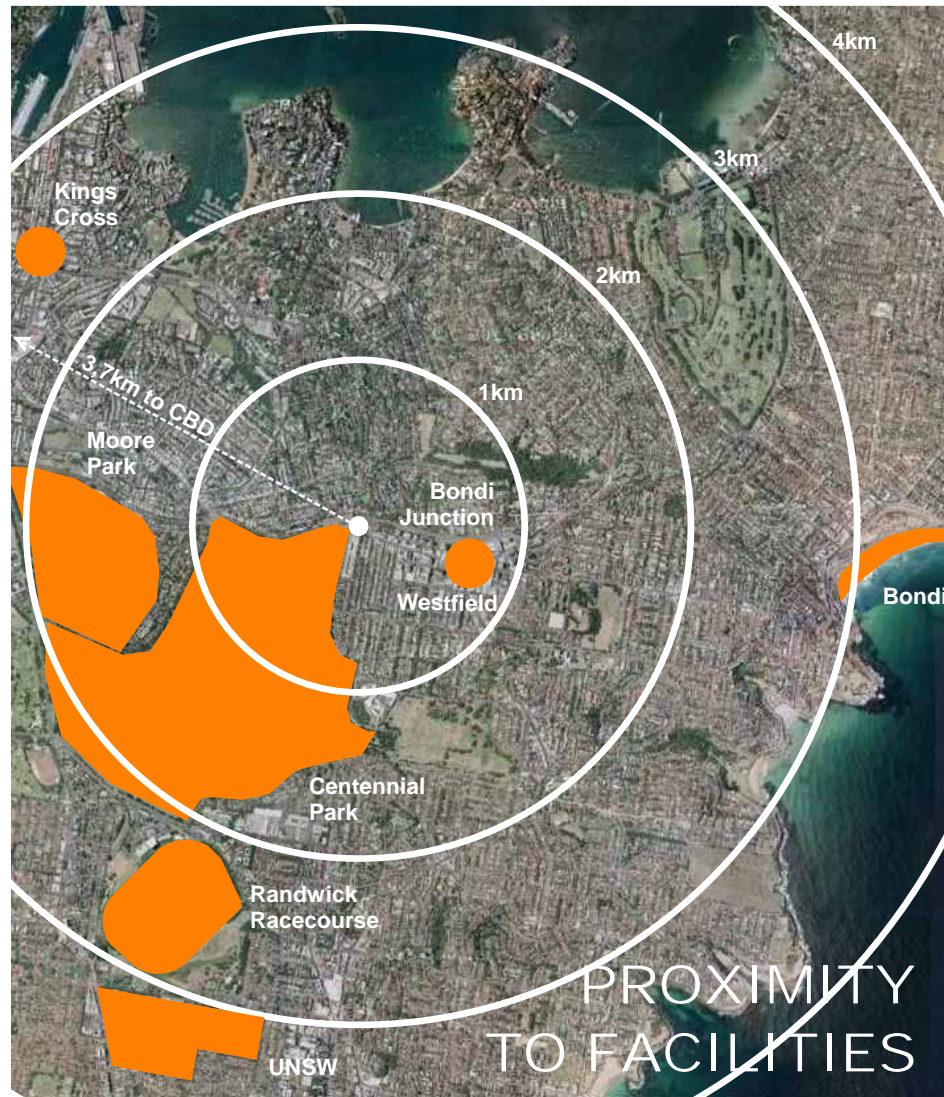


WESTGATE HOUSE

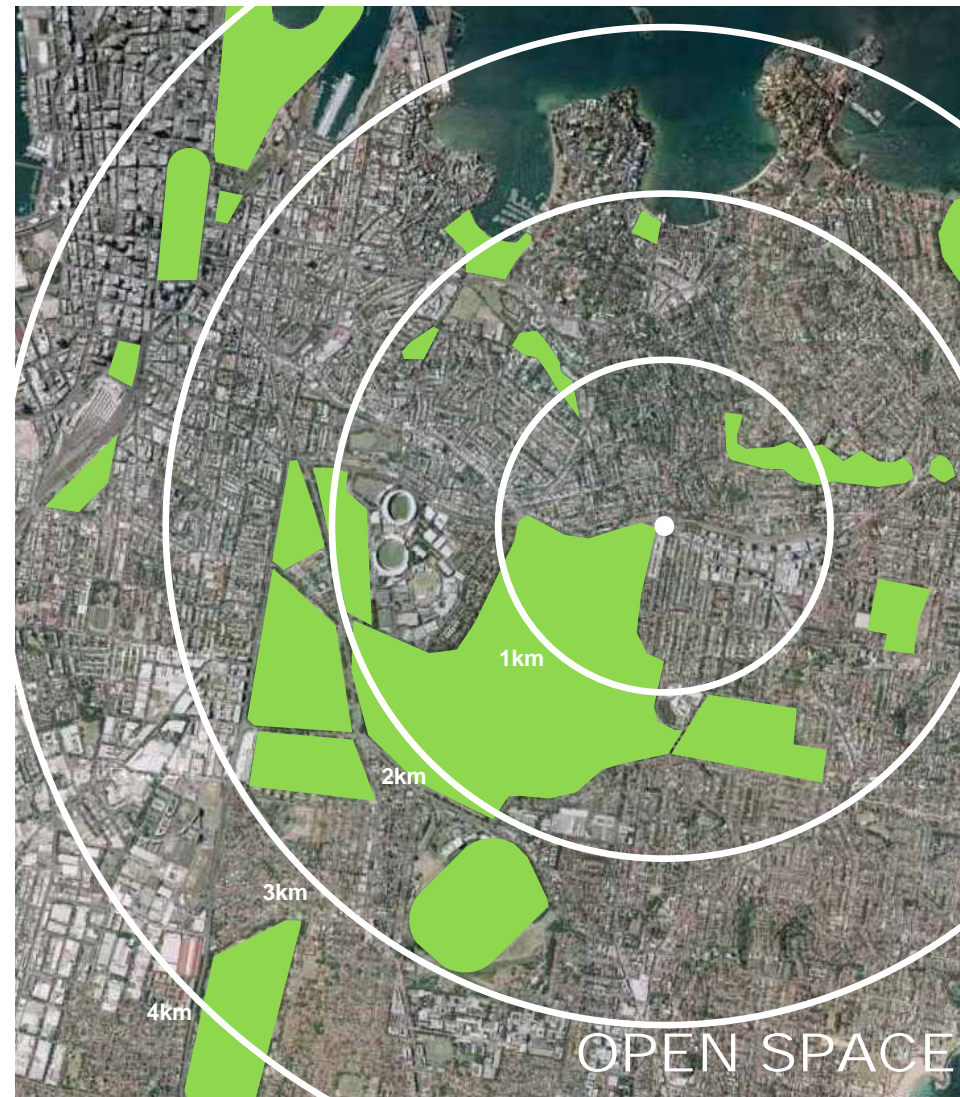


NORFOLK ISLAND PINE

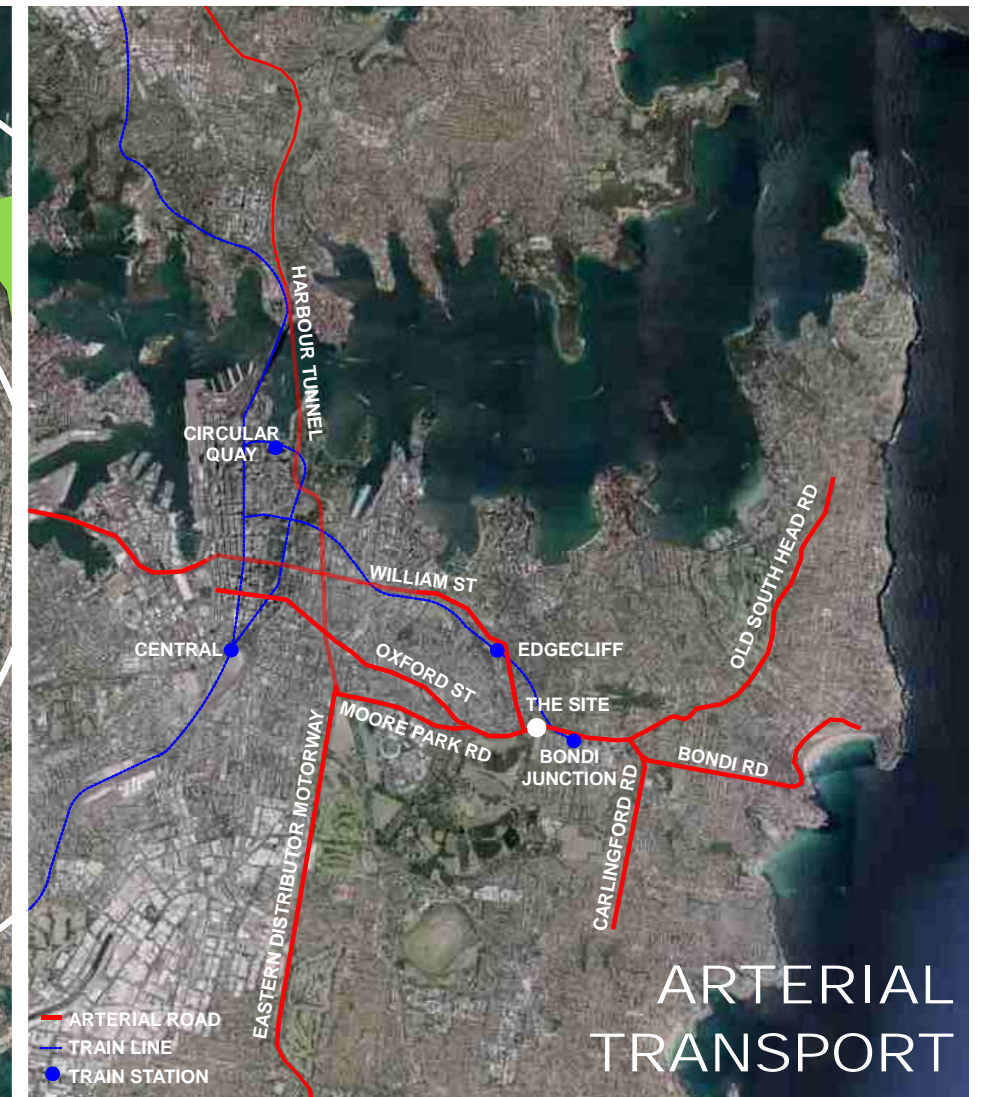
The study area lies in close proximity to a wide variety of public facilities and open spaces and is well serviced by high capacity train, bus & potentially light rail services.



AERIAL PHOTOGRAPH SHOWING DISTANCE BETWEEN THE SITE AND TRANSPORT, RETAIL AND EDUCATIONAL FACILITIES



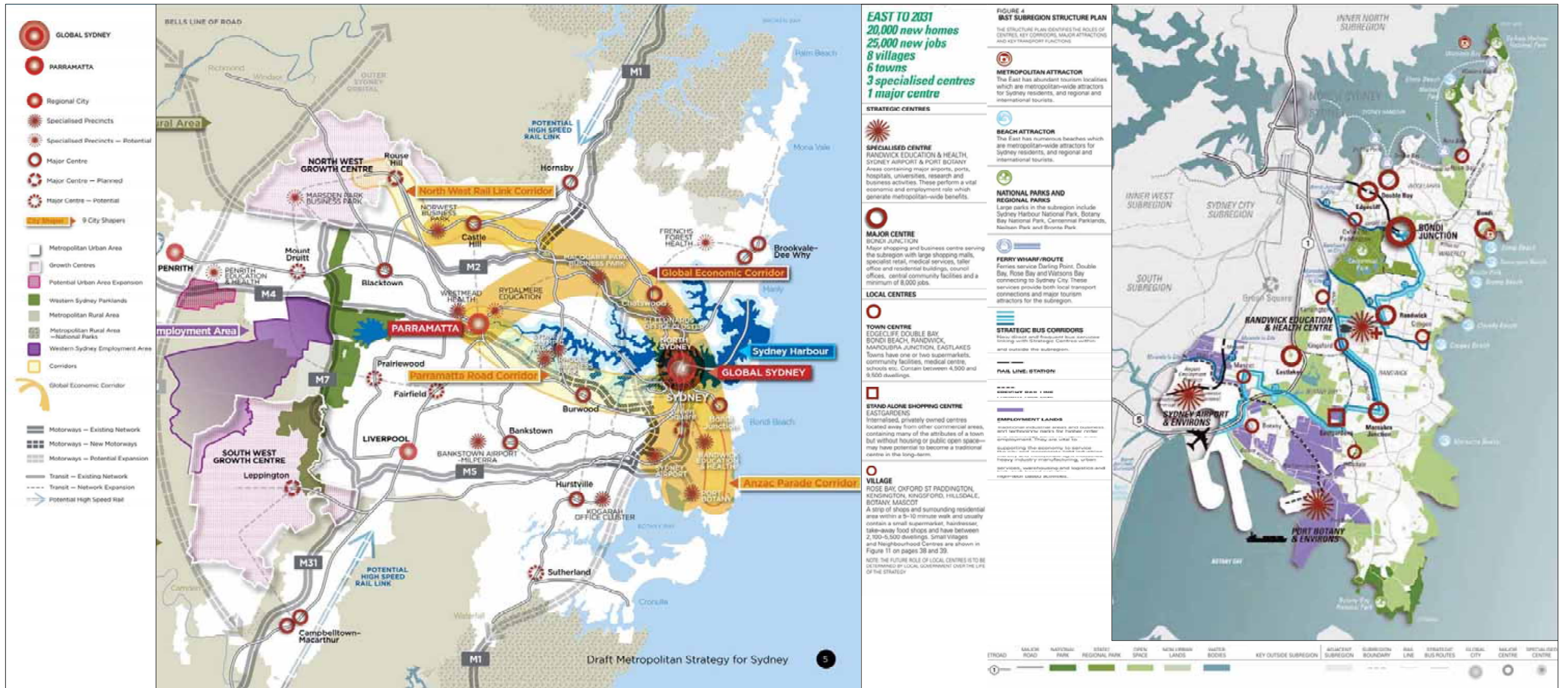
AERIAL PHOTOGRAPH SHOWING EXISTING OPEN SPACES IN RELATION TO THE SITE



AERIAL PHOTOGRAPH SHOWING THE SITE AND MAIN ARTERIAL ROADS & TRAIN LINES

METROPOLITAN STRATEGY

The NSW Government's Metropolitan Strategy for Sydney includes Bondi Junction as part of the global economic corridor. It is also designated as a major urban centre

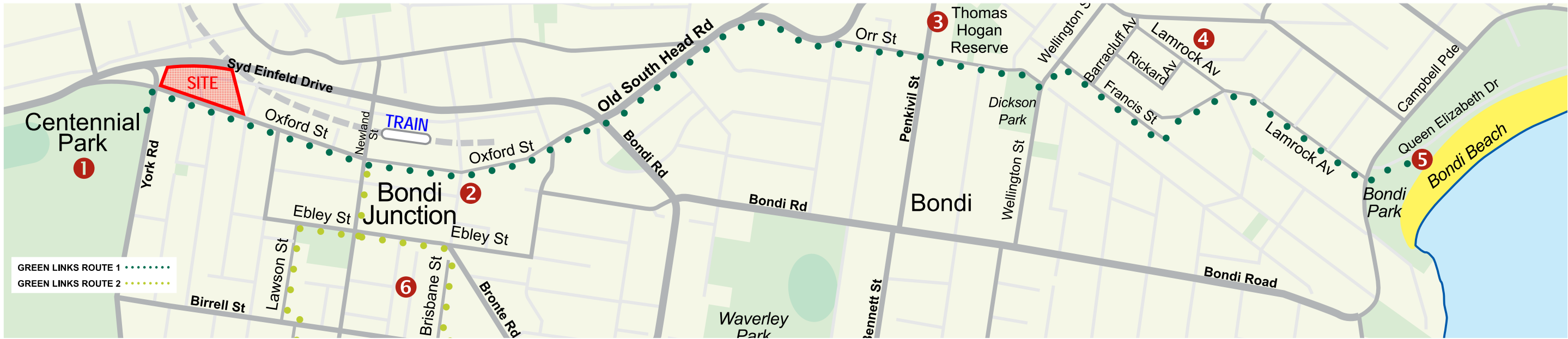


GREEN LINKS STRATEGY

The study area forms a key element in Waverley Council's Green Links Strategy. In effect, the study area forms a critical link between the Paddington Gates of Centennial Park, through Waverley and onto Bondi Beach. However, the dominance of vehicular and bus traffic makes commencing the journey difficult and potentially dangerous in places.

Along with the newly announced northern Centennial Park share-way (cycleway), the West Oxford Street study area could play a key role in promoting bicycle transport within Waverley and the broader eastern suburbs.


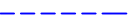


1/ GREEN LINKS STRATEGY

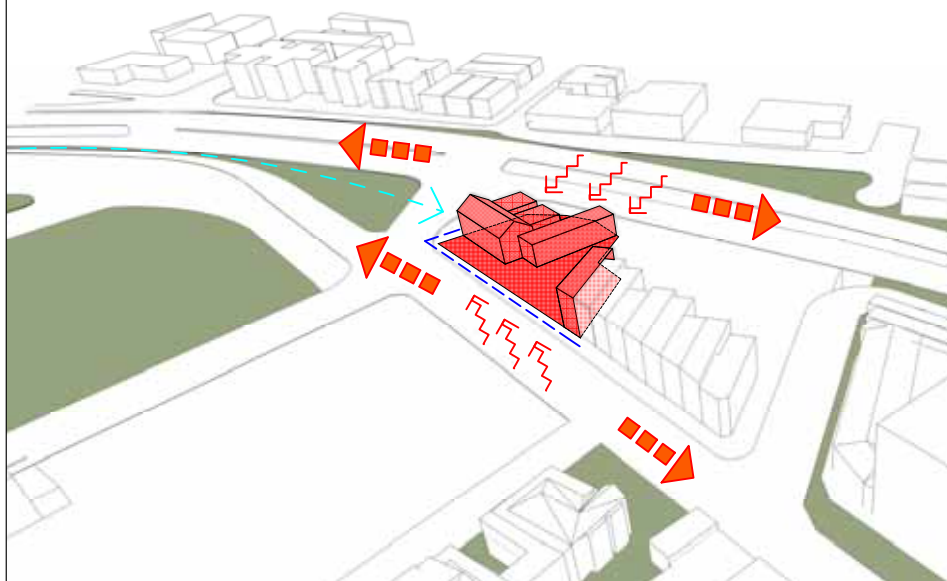


2/ CENTENIAL PARK OXFORD STREET SHAREWAY CONCEPT

PRECINCT ANALYSIS

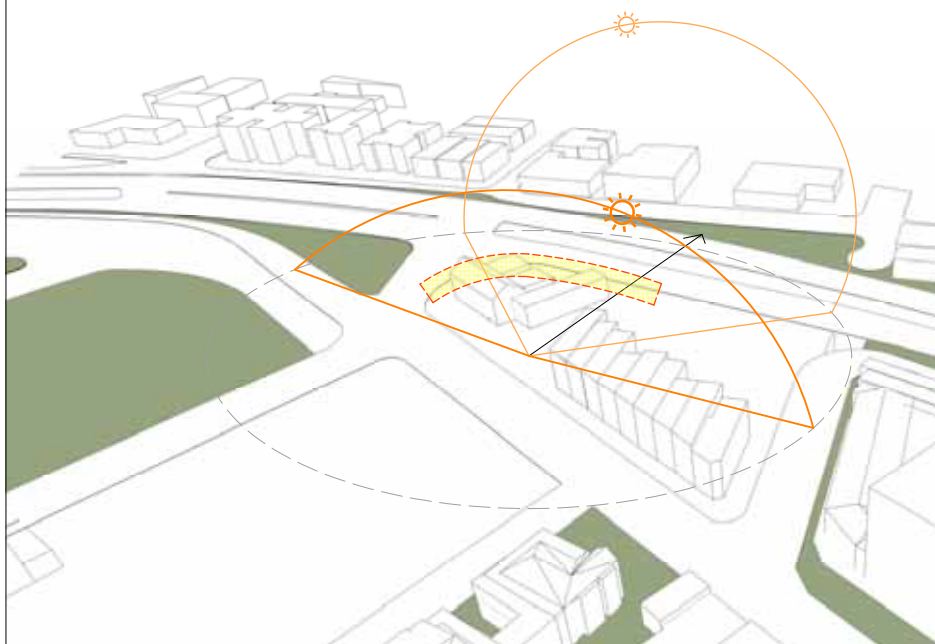
SITE LOCATION

-  **HEAVY TRAFFIC** SITE IS FLANKED ON TWO SIDES BY SIGNIFICANT VEHICULAR ACTIVITY.
-  **FRAGMENTATION** SITE BOUNDARIES ARE POORLY DEFINED BY INCONSISTENT BUILD FORM AND MASSING RESULTING IN URBAN FRAGMENTATION
-  **LACK OF FOCUS** PROBLEM EXACERBATED ESPECIALLY ON ITS WESTERN BOUNDARY - LACK OF FOCUS TO THE PERCEIVED GATEWAY OF BONDI JUNCTION.
-  **NEGATIVE EXTERNALITIES** AS A RESULT CURRENT SITE FAILS TO ESTABLISH ITSELF IN THE URBAN FABRIC AND IS DOMINATED BY NEGATIVE EXTERNALITIES.






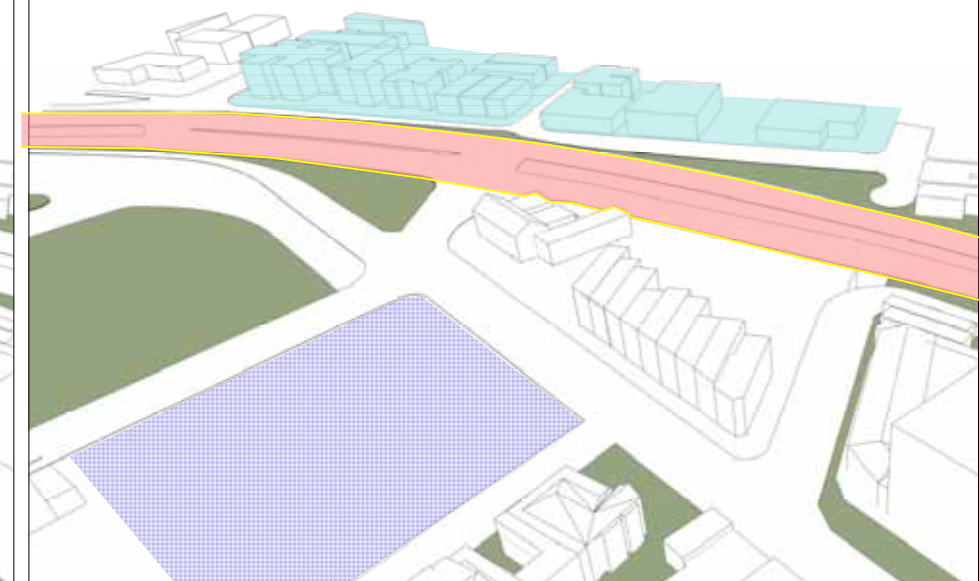
SOLAR ORIENTATION

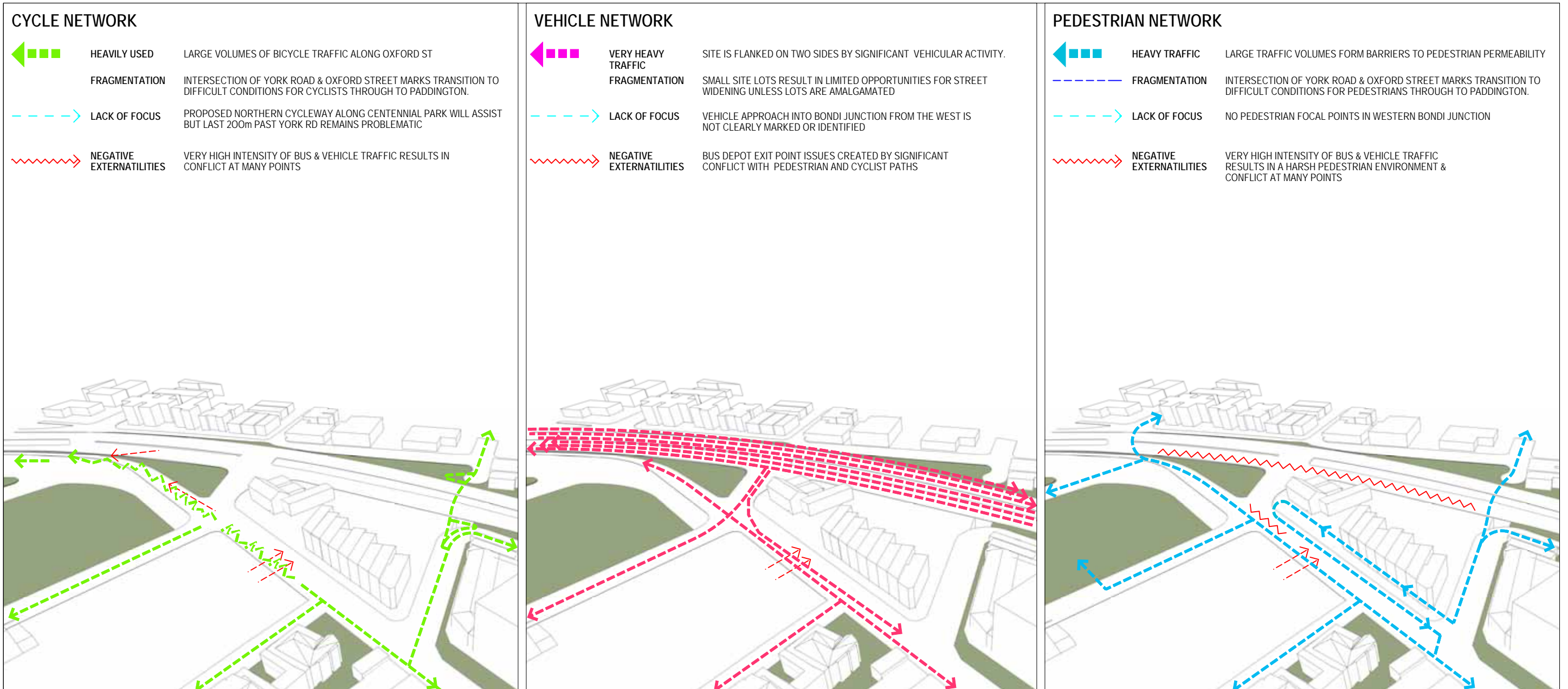
- NORTHERN ASPECT** SITE POSSESSES GOOD NORTHERN ASPECT THAT WOULD HELP FACILITATE POTENTIAL FUTURE RESIDENTIAL DEVELOPMENT



ADJOINING BUILDINGS

-  **SYD EINFELD DRIVE** ELEVATED ARTERIAL ROAD THAT DOMINATES ITS SURROUNDING CONTEXT
-  **LOW SCALE RESIDENTIAL** LOW SCALE RESIDENTIAL DEVELOPMENTS NORTH OF THE SITE DWARFED BY SYD EINFELD DRIVE
-  **BUS DEPOT** EMPTY SITE DIRECTLY OPPOSITE ACCENTUATES THE OVERALL SENSE OF URBAN FRAGMENTATION
- CONCLUSION** THE ADJOINING BUILDINGS FAILS TO CONTRIBUTE ANYTHING OF SIGNIFICANCE TO THE URBAN CONTEXT





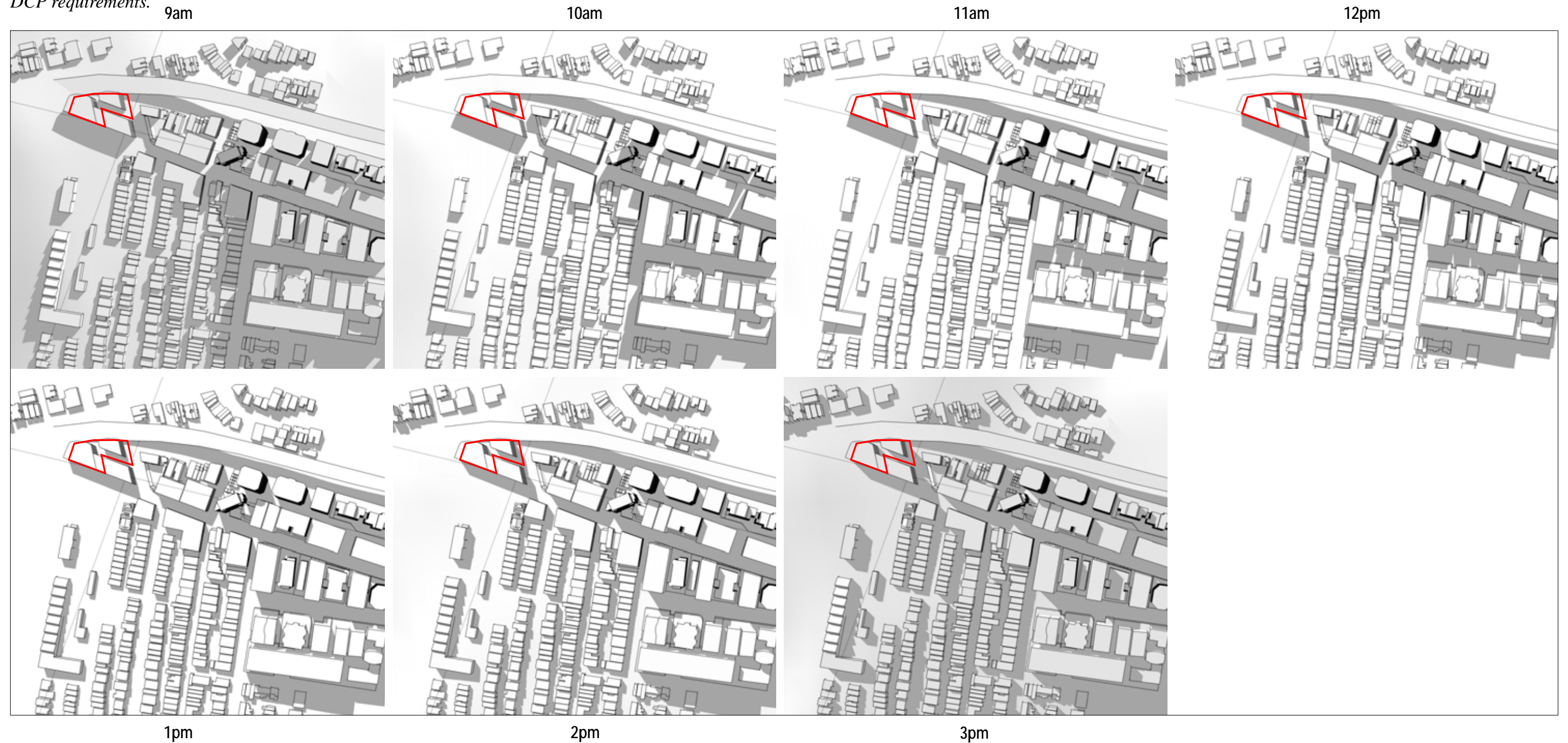
SHADOW IMPACT- 21 JUNE CURRENT LEP CONTROLS

MAX HEIGHT 15m



Diagrams indicating shadow impacts of the 2012 LEP compliant built form (maximum height = 15 metres)
Currently permitted shadows are cast across the roadway and onto the face of commercial tenancies on the south side of Oxford St.

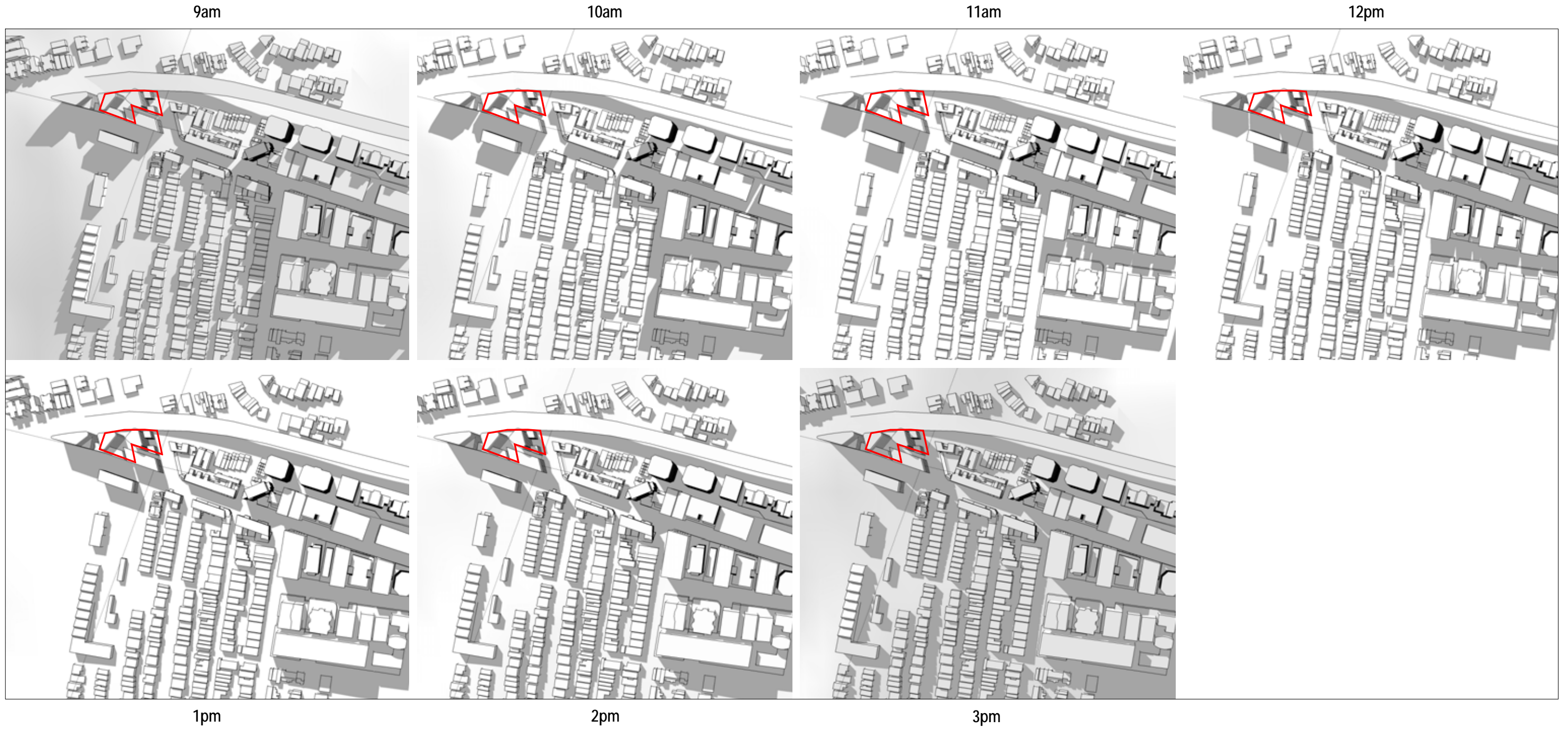
Also, complying redevelopment of the South (opposite) side of Oxford St already casts shadows onto some dwellings further to the South, but all retain greater than three hours of direct sunlight in accordance with DCP requirements.





SHADOW IMPACT- 21 JUNE
COUNCIL CHARETTE - ORANGE TEAM
HILL THALIS, JILA & MCGREGOR WESTLAKE
MAX HEIGHTS 30m+

*Diagrams indicating the shadow impacts of the Orange Team's proposed built form (maximum height = 30+metres)
Additional shadows on neighbouring commercial properties from the heights proposed are negligible.
The majority of shadows fall onto a small front portion of the bus depot and roadway.
Passing midwinter shadow occurring late in the day (2pm+) to a small number of commercial properties.
All residential properties retain at least a minimum 3hrs+, as prescribed by the DCP.*



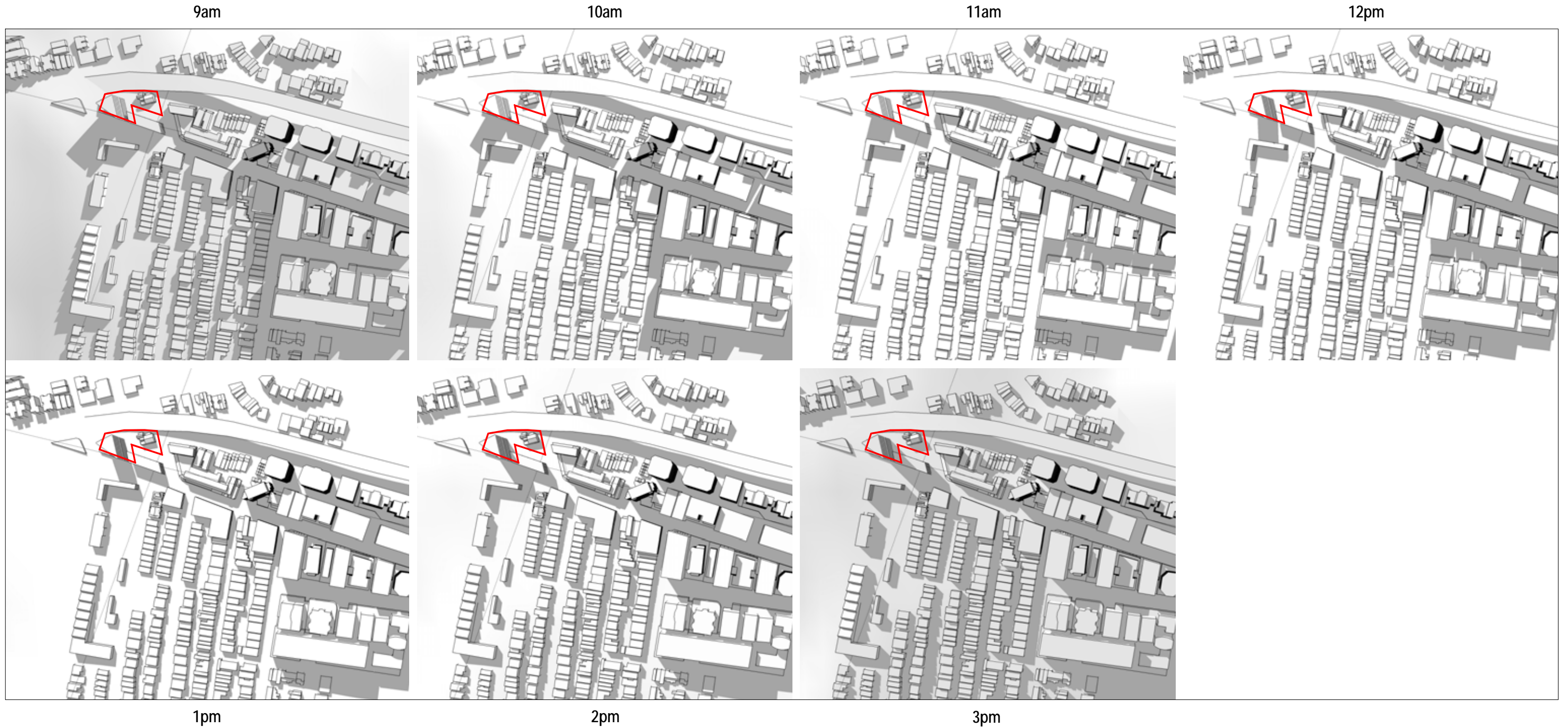
SHADOW IMPACT TESTING

COUNCIL CHARETTE - BLUE TEAM SIMPSON + WILSON & THE LOT

MAX HEIGHTS 36m



*Diagrams indicating shadow impacts of the Blue Team's proposed built form (maximum height = 36 metres)
Additional shadows on neighbouring commercial properties from the heights proposed are negligible.
The majority of shadows fall onto a small front portion of the bus depot and roadway.
Passing midwinter shadow occurring late in the day (2pm+) to a small number of commercial properties.
All residential properties retain at least a minimum 3hrs+, as prescribed by the DCP.*





60 METER TOWER

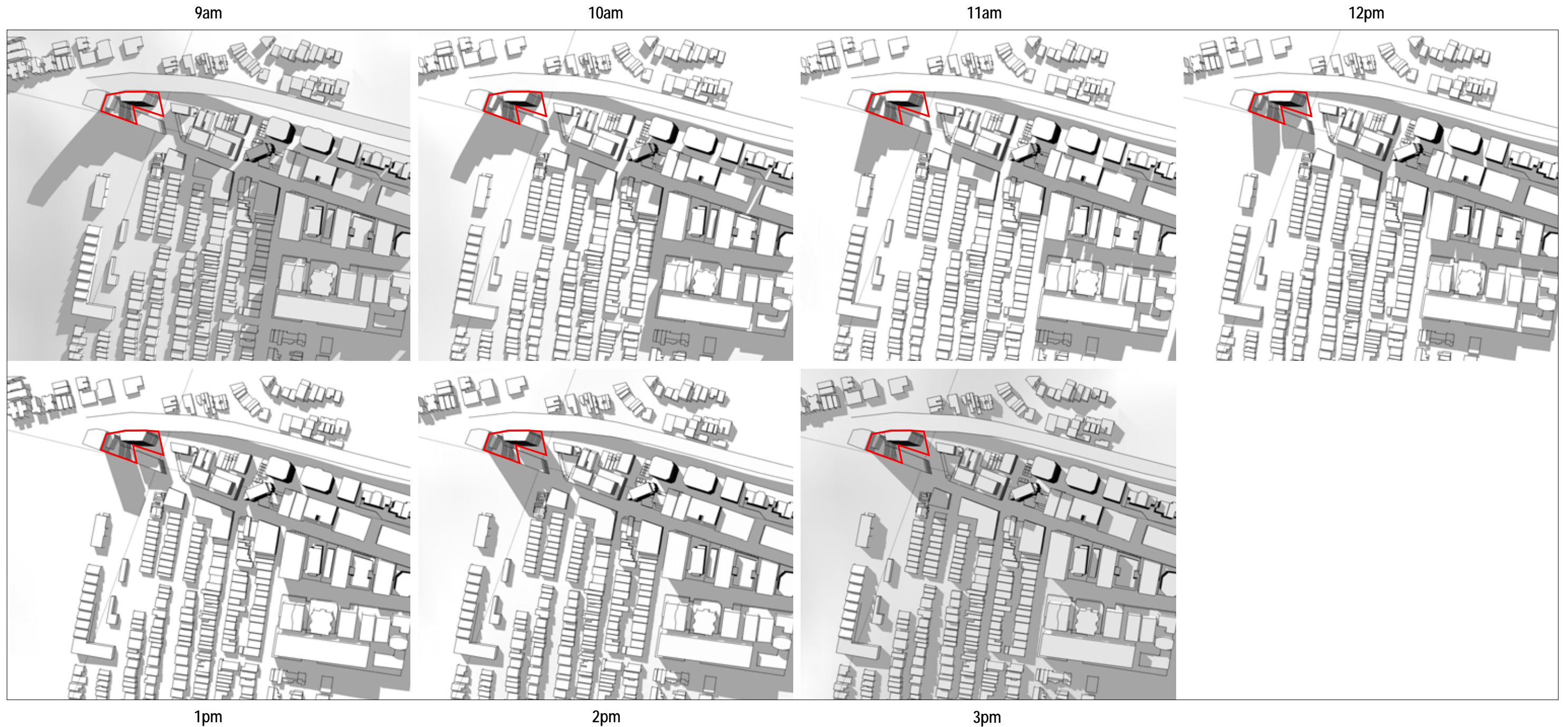
45m/60m

Sensitivity analysis examining the shadow impacts of a 'would be' built form of 45 & 60 metres respectively - heights reflecting the high-rise regime of the eastern bookend of Bondi Junction.

Additional shadows on neighbouring properties from the heights proposed remain negligible.

The majority of shadows fall on the bus depot and the roadway.

Passing midwinter shadow still occurs late in the day (2pm+) to 1 or 2 properties (similar to the other charrette proposals), all of which retain more than 3hours of sun to their effected facades



THE PROPOSAL

38m



*Diagrams indicating the shadow impacts of the proposed medium density built form of a height of 38 metres.
Additional shadows on neighbouring properties from the heights proposed remain negligible.
The majority of shadows in the morning fall on the bus depot and the roadway.*



9am

10am

11am

12pm



SHADOW IMPACT TESTING
**THE
PROPOSAL**
38m

*Diagram indicating the shadow impacts of the proposed built form (building heights = 38 metres)
Additional shadows on neighbouring properties from the heights proposed remain negligible.
The majority of shadows in afternoon fall on the bus depot and the roadway.
All residential properties in the vicinity are unaffected and retain substantially
more than 3 hours of direct sunlight as required by the DCP.
Substantially similar to the Orange and Blue Team charrette recommendations.*



CURRENT LEP CONTROLS

MAX HEIGHT 15m



The current LEP height control sets a maximum height of 15 metres in the study area.

The elevation of Syd Einfeld demonstrates the disparity in built form between the dominant high-rise spine to the east (heights = 45 - 75 metres) and the lower scale of the study area to the west (15 meters).

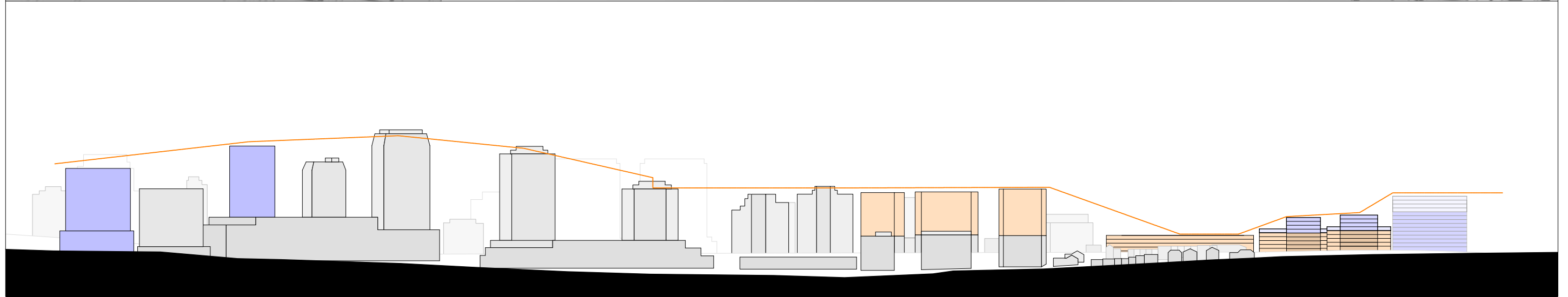




COUNCIL CHARETTE - ORANGE TEAM HILL THALIS, JILA & MCGREGOR WESTLAKE

MAX HEIGHTS 30m+

Increases in heights and FSR are recommended by the Orange Team broadly across the study area, with the highest bulk and scale focused on the western edge at the junction of York Road and Syd Einfeld Drive. The Orange Team proposes maximum heights of up to 30m+, which addresses some of the disparity in built form between the study area and the high-rise spine along Syd Einfeld Drive to the east. The team also focuses on the traffic island site (shown ghosted), which is Roads and Maritime Services (RMS) owned, for the highest gateway marker/presence. This site is outside the study area. It is noted that, given the importance of this asset for future traffic expansion and utilisation, it is unlikely the RMS will dispose or redevelop the property for any use other than traffic control. Also, due to the harshness of the traffic environment on this site, it is difficult to envisage any retail/commercial or residential uses, given the potential access problems to any such re-development. Otherwise, the general ideas proposed by the Orange Team are in agreement with this report.



MASSING ANALYSIS

COUNCIL CHARENTE - BLUE TEAM SIMPSON + WILSON & THE LOT

MAX HEIGHTS 36m



The Blue Team proposed a maximum height of 36 meters at the extreme west end of the study area.

The Blue Team's recommendations are substantially in line with our study in recommending that the most appropriate location for additional bulk and scale is at the junction of Oxford street and Syd Einfeld drive.





MASSING ANALYSIS
**60 METER
TOWER**
45m/60m

Sensitivity Analysis was conducted to determine the appropriateness of 45-60 meter heights, to have greater symmetry with the spine of Oxford Street and Syd Einfeld drive to the East (the respective bookends of Bondi Junction). The analysed additional bulk and scale presented minimal overshadowing of neighbouring properties, and hence could accommodate medium to high-rise.

The elevation of Syd Einfeld drive demonstrates how the uplift in height in the study area completes the skyline to the western end of Bondi Junction, creating a termination to the western Bondi Junction edge, marking the corner gateway to Waverley LGA.



MASSING ANALYSIS
**THE
PROPOSAL**
38m

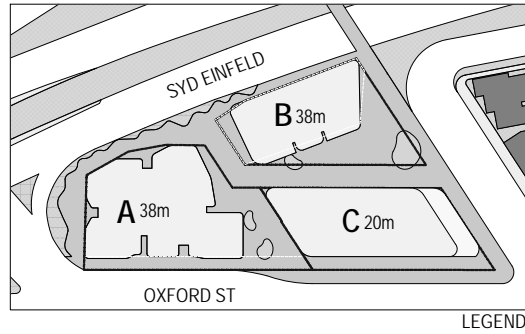


The proposal seeks a conservative approach to redevelopment of Sites A and B (medium-rise) to have greater consistency with the rest of Oxford Street and Syd Einfeld drive to the East. A building height of 38m (Site A & B) is proposed. This building height corresponds to proposed floor space ratios of 5 : 1, as exhibited in the Z1 (FSR) & V2 (Height) maps along Oxford St directly to the East.

The elevation of Syd Einfeld drive demonstrates how the uplift in height in the study area completes the consistent height plane towards the western end of Bondi Junction, creating a much needed termination to the Bondi Junction western-most edge, marking the corner gateway to Waverley LGA, and providing a consistent built form along Oxford Street.



MASSING ANALYSIS SUMMARY OF SCENARIOS & POTENTIAL BENEFITS



CURRENT LEP

POTENTIAL HEIGHTS	SITE A: 15m HEIGHT LIMIT SITE B: 15m HEIGHT LIMIT
POTENTIAL FSR	SITE A: 1.5:1 SITE B: 1.5:1
SHADOW IMPACTS	MINOR
MASSING ANALYSIS	NO SIGNIFICANT RENEWAL EXPECTED UNCHANGED IN 40 YEARS.
TRAFFIC IMPACT- VEHICLES	NO IMPROVEMENT
TRAFFIC - BIKES & PEOPLE	NO IMPROVEMENT
HERITAGE	N/A
POTENTIAL PUBLIC BENEFIT (VPA)	NONE

TEAM ORANGE - HILL THALIS

POTENTIAL HEIGHTS	SITE A: 28m HEIGHT LIMIT SITE B: 28m HEIGHT LIMIT
POTENTIAL FSR	SITE A: 3.6:1 SITE B: 3.8:1
SHADOW IMPACTS	ACCEPTABLE IMPACT
MASSING ANALYSIS	SOME INCREASE IN PARITY BETWEEN EAST & WEST. PROVIDES STREETWALL.
TRAFFIC IMPACT- VEHICLES	SOME IMPROVEMENT
TRAFFIC - BIKES & PEOPLE	SOME IMPROVEMENT
HERITAGE	REMOVAL OF FOUR TERRACES SUGGESTED.
POTENTIAL DELIVERABLE PUBLIC BENEFIT (via VPA)	THROUGH SITE LINK NELSON STREET SHARED ZONE
OTHER BENEFITS LISTED	VIABILITY IS QUESTIONABLE GIVEN THE MODEST UPLIFT.

TEAM BLUE - SIMPSON + WILSON

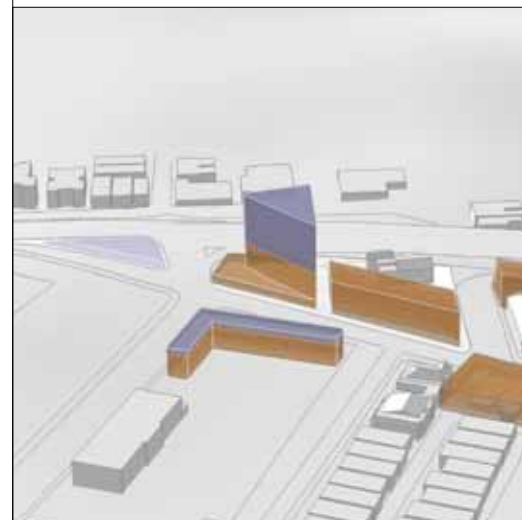
POTENTIAL HEIGHTS	SITE A: 36m HEIGHT LIMIT SITE B: NO DEVELOPMENT
POTENTIAL FSR	SITE A: 2.7:1 SITE B: n/a
SHADOW IMPACTS	ACCEPTABLE IMPACT
MASSING ANALYSIS	INCREASE IN BUILT FORM AT WESTERN EDGE, FROM LEP CONTROLS.
TRAFFIC IMPACT- VEHICLES	SOME IMPROVEMENT
TRAFFIC - BIKES & PEOPLE	SOME IMPROVEMENT
HERITAGE	REMOVAL OF FOUR TERRACES SUGGESTED.
POTENTIAL DELIVERABLE PUBLIC BENEFIT (via VPA)	THROUGH SITE LINK
OTHER BENEFITS LISTED	VIABILITY IS QUESTIONABLE GIVEN THE MODEST UPLIFT.

PROPOSAL

POTENTIAL HEIGHTS	SITE A: 38m HEIGHT LIMIT SITE B: 38m HEIGHT LIMIT
POTENTIAL FSR	SITE A: 5:1 SITE B: 5:1
SHADOW IMPACTS	ACCEPTABLE IMPACT.
MASSING ANALYSIS	CONSISTENT W/ REST OF BONDI JUNCTION. MEDIUM-RISE BUILT FORM. CONTINUING STREETWALL. GATEWAY MARKER.
TRAFFIC IMPACT- VEHICLES	SIGNIFICANT IMPROVEMENT.
TRAFFIC - BIKES & PEOPLE	SIGNIFICANT IMPROVEMENT.
HERITAGE	REMOVAL OF FOUR TERRACES SUGGESTED.
POTENTIAL DELIVERABLE PUBLIC BENEFIT (via VPA)	SITE A: PUBLIC CARPARK, THROUGH SITE LINKS, ROAD WIDENING, PUBLIC DOMAIN UPGRADES SITE B: PUBLIC CARPARK, PLAZETTE, OSMUND LANE UPGRADE INTO SHARED ZONE

60 METER TOWER

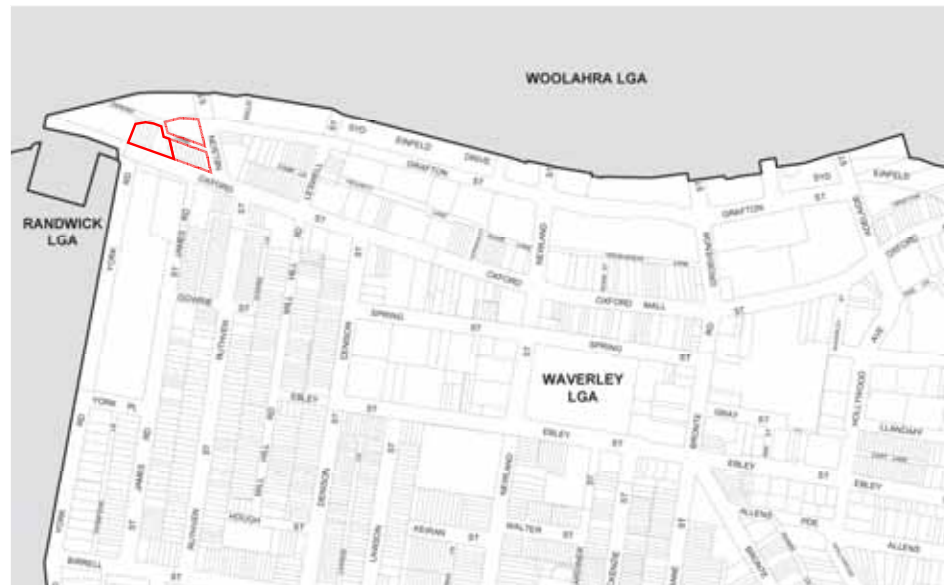
POTENTIAL HEIGHTS	SITE A: 60m HEIGHT LIMIT SITE B: 45m HEIGHT LIMIT
POTENTIAL FSR	SITE A: 6:1 SITE B: 6:1
SHADOW IMPACTS	ACCEPTABLE IMPACT.
MASSING ANALYSIS	SYMMETRY W/ EASTERN END. PROVIDES STREETWALL. GATEWAY MARKER.
TRAFFIC IMPACT- VEHICLES	SIGNIFICANT IMPROVEMENT.
TRAFFIC - BIKES & PEOPLE	SIGNIFICANT IMPROVEMENT.
HERITAGE	REMOVAL OF FOUR TERRACES SUGGESTED.
POTENTIAL DELIVERABLE PUBLIC BENEFIT (via VPA)	SITE A: PUBLIC CARPARK THROUGH SITE LINKS, ROAD WIDENING, PUBLIC DOMAIN UPGRADES SITE B: PLAZETTE, OSMUND LANE UPGRADE INTO SHARED ZONE



CURRENT PLANNING ENVIRONMENT

WAVERLEY LOCAL ENVIRONMENTAL PLAN 2012
CITY PLANNING REFERENCE MAPS

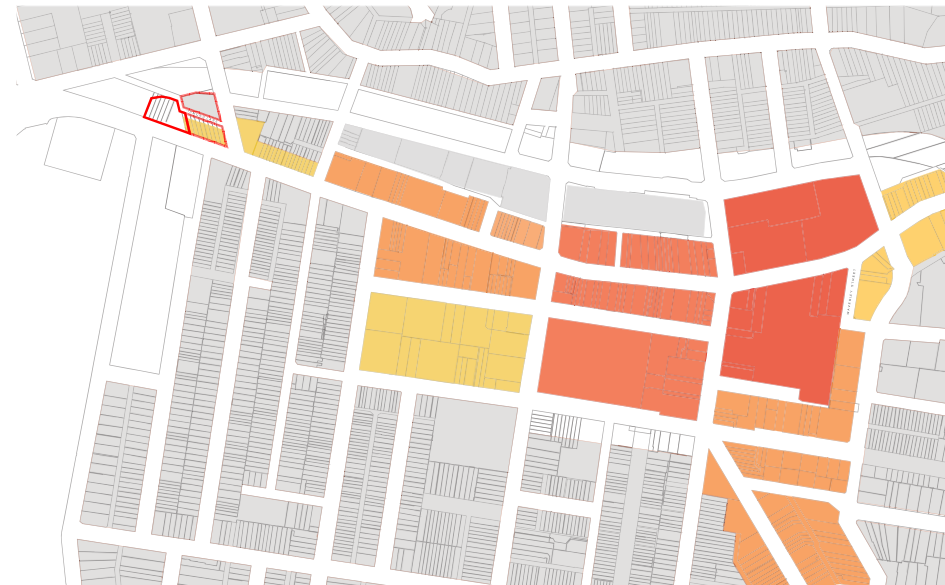
1/ COUNCIL BOUNDARY MAP



SOURCE: WAVERLEY LOCAL ENVIRONMENTAL PLAN 2012

Council Boundaries
 LGA Boundary
 Cadastre 09/02/2012 © Waverley Council

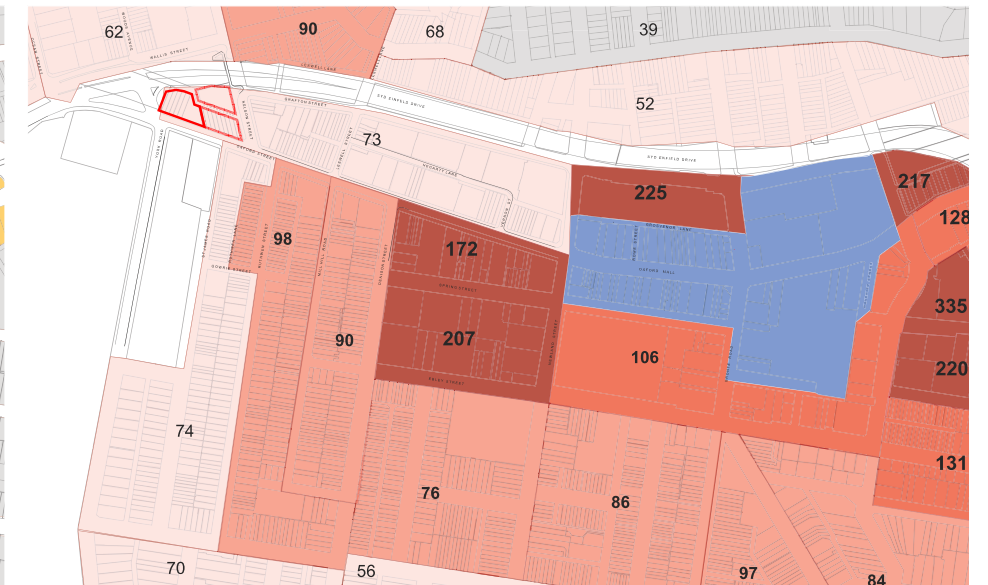
2/ RETAIL & SERVICES INTENSITY MAP



SOURCE: CITY PLAN URBAN DESIGN

Retail and Services Intensity
 High
 Medium
 Low

3/ POPULATION DENSITY MAP



SOURCE: CITY PLAN URBAN DESIGN

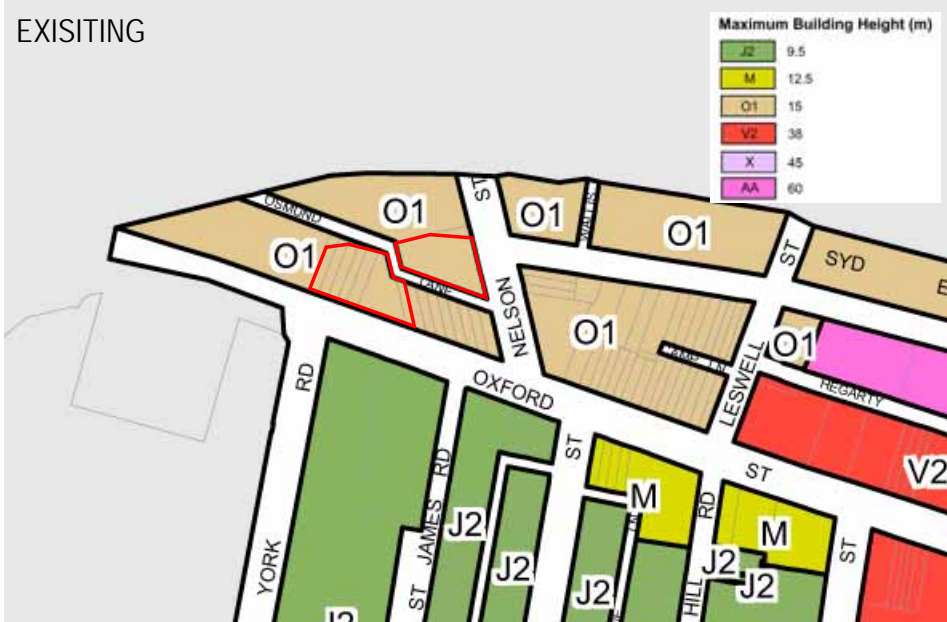
Population Density (persons per hectare)
 High
 Medium
 Low
 B3 Retail Core excluded from study

PROPOSED PLANNING CONTROLS

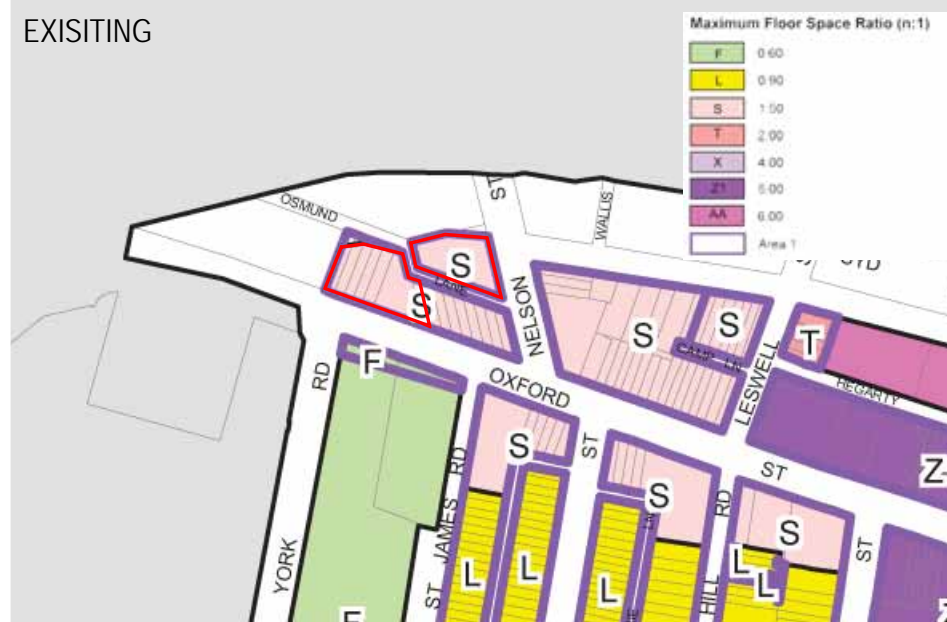
COMPARISON TO WAVERLEY LOCAL ENVIRONMENTAL PLAN 2012

The proposal seeks to revise the height, FSR and heritage planning controls that pertain to sites A and B.

1/ MAXIMUM BUILDING HEIGHT MAP



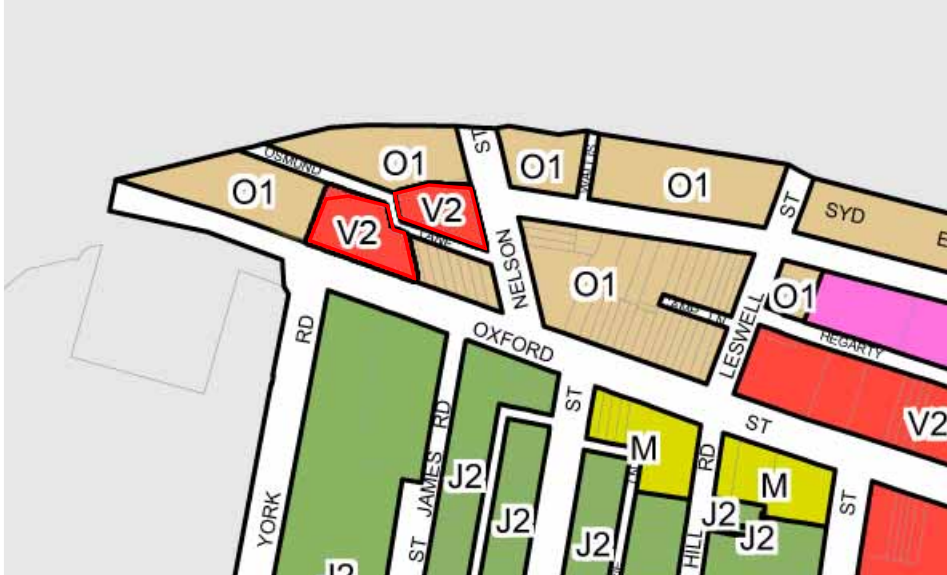
2/ FSR MAP



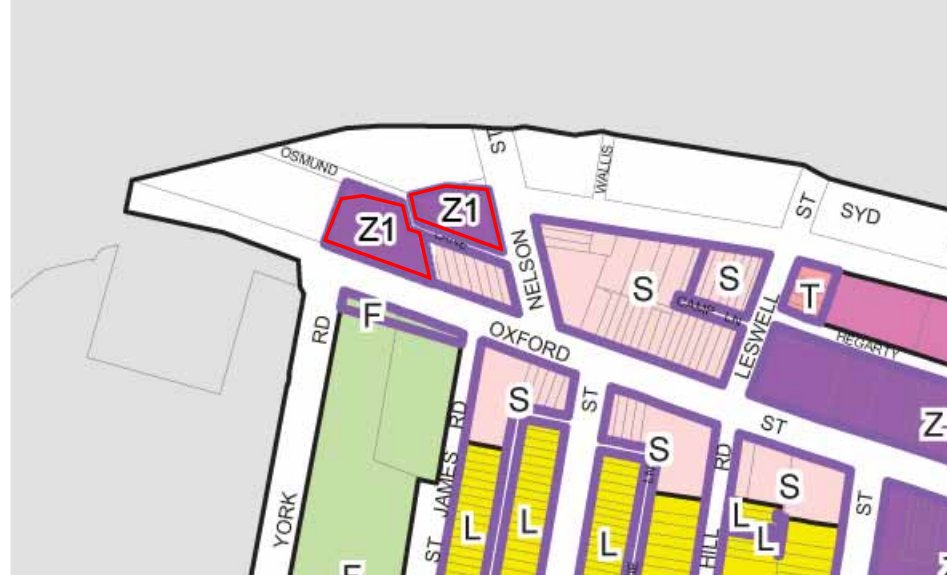
3/ HERITAGE MAP



PROPOSED



PROPOSED



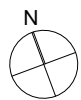
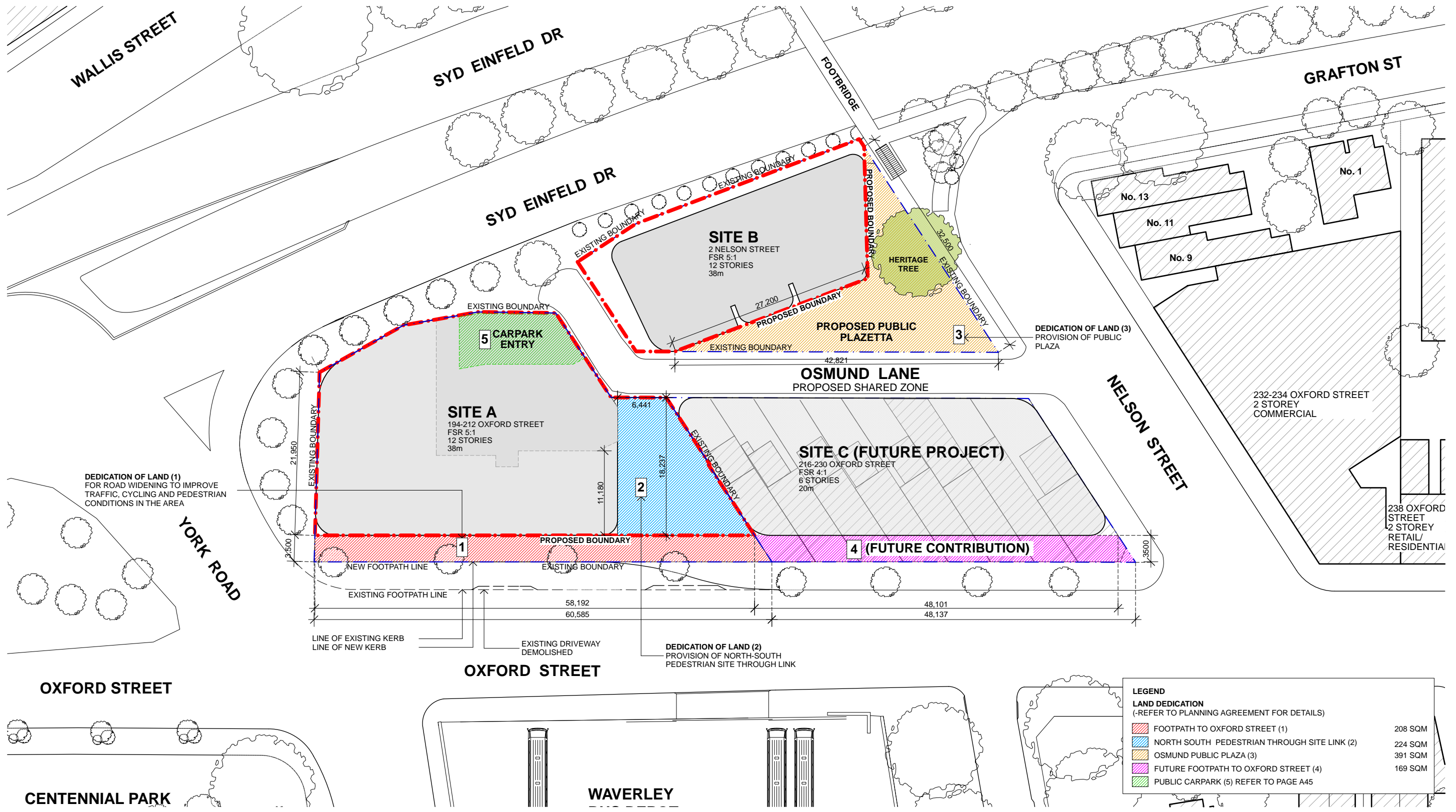
PROPOSED



A series of land dedications/ easements for public access are proposed.

These land dedications / easements for public access are readily achievable through the development of Sites A and B as proposed below.

SCALE 1:500
**LAND DEDICATION
 PLAN**



SCALE 1:500
**PUBLIC WORKS
 PLAN**

The public domain improvements that can be offered for each of the development sites are as follows:

*SITE A: Public Carpark, Through site link,
 Road widening, Public domain works for Site A generally*

SITE B: Plazette, Osmond Lane Shared Zone, Public domain works for Site B generally

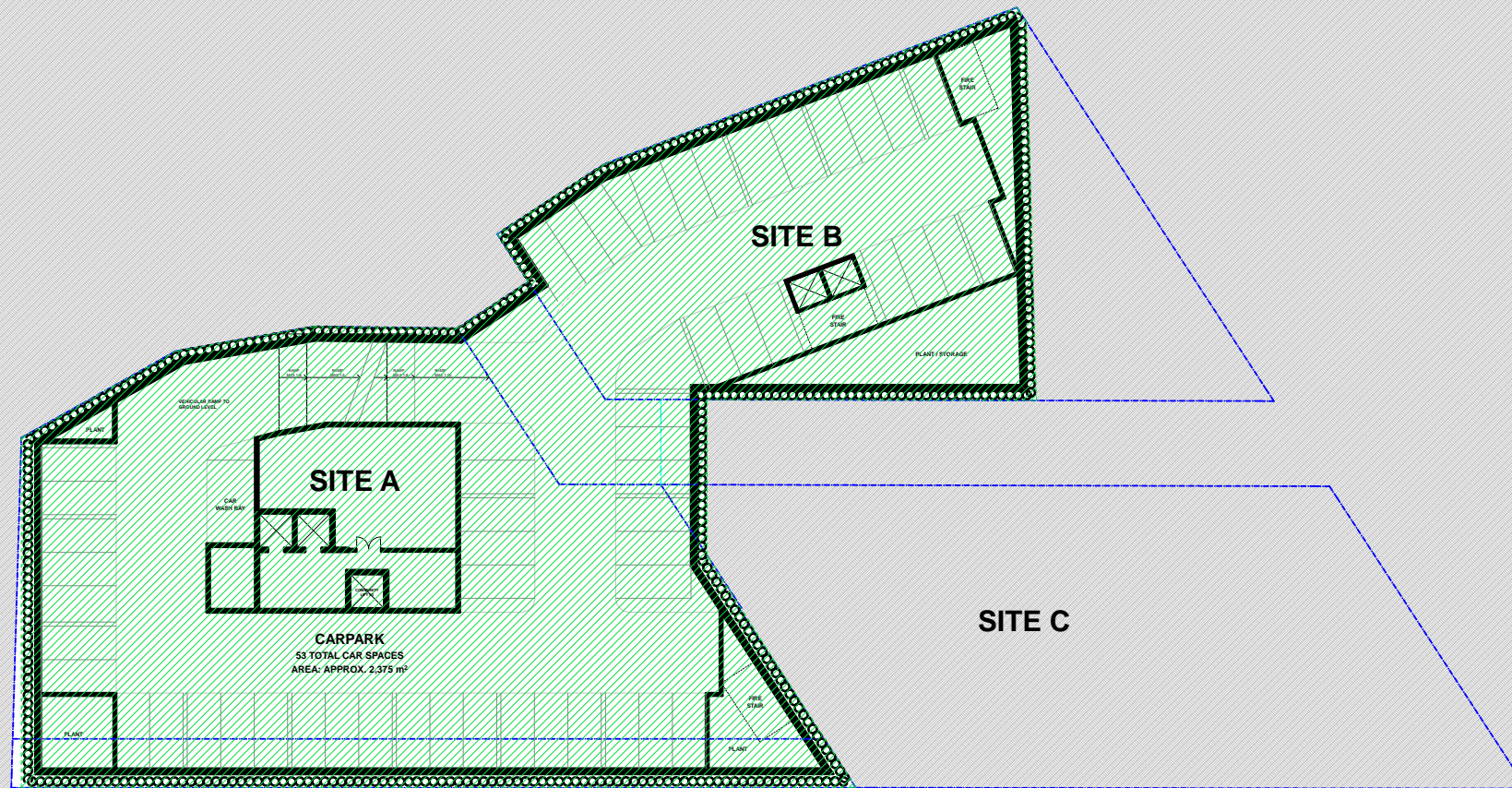


LEGEND

GENERAL: IMPROVE SITE CONNECTIVITY

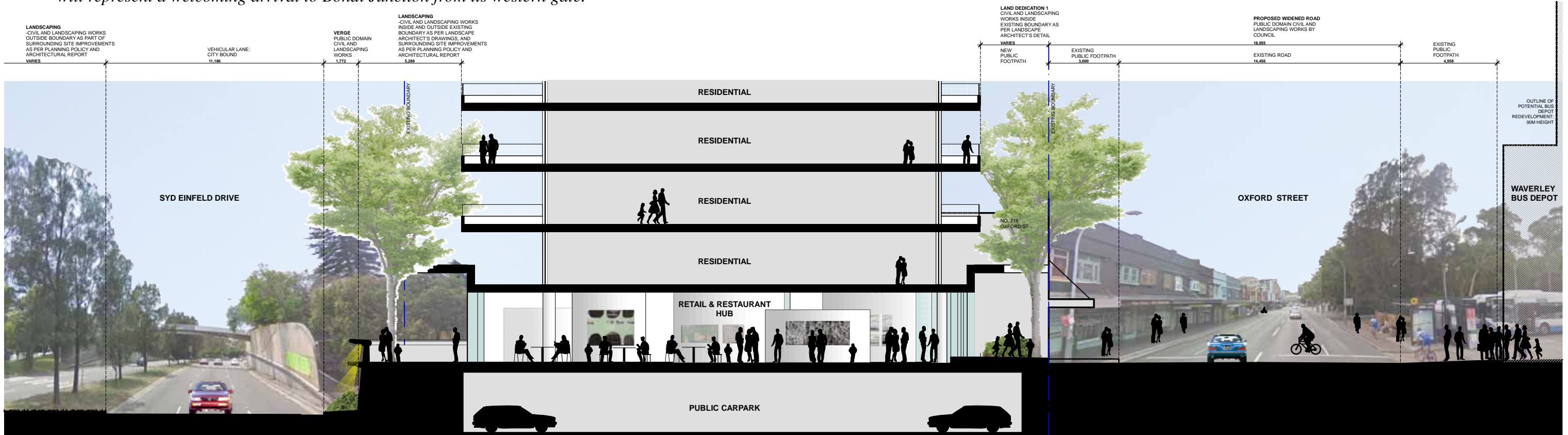
1. STREET TREES
2. PAVING
3. STREET UPGRADE, INCLUDING NEW KERB & GUTTERING
4. PUBLIC SEATING
5. LIGHTING, SECURITY
6. DRAINAGE
7. SIGNAGE
8. NELSON STREET SHARED ZONE
9. PUBLIC ART
10. BICYCLE RACKS
11. SHARED PEDESTRIAN/ CYCLE ZONE
12. MAINTAIN HERITAGE LISTED TREE

SCALE 1:500
PUBLIC CARPARKS
PLAN

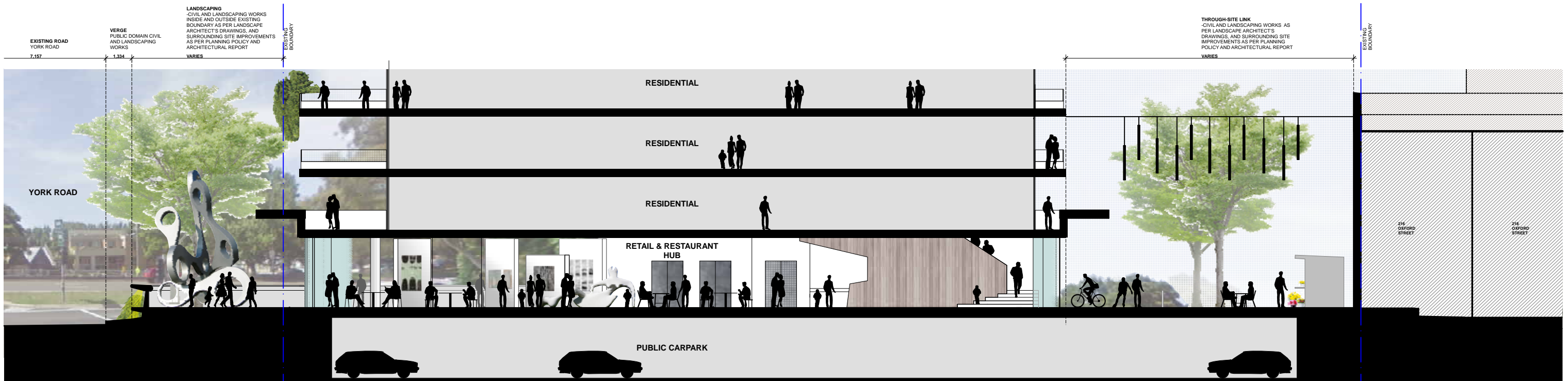


RETAIL SPACE VISION

A vision for a new retail space. This retail space will enhance the existing retail precinct for local residents and visitors, and will represent a welcoming arrival to Bondi Junction from its western gate.



CROSS-SECTION LOOKING EAST








CROSS-SECTION LOOKING NORTH

PUBLIC WORKS VISION

A new vision for West Oxford Street Precinct

A suite of public works improvements are desired for the precinct. Many can be delivered within the scope of this proposal, while others are more long term, and will be realised in the future. The current proposal is considered a catalyst that could enable these additional public domain improvements to be realised through redevelopment of other sites in the precinct. Public works attainable immediately within the scope of the proposal are 'ticked' in green.

	<p>MAJOR URBAN SCALE ART</p> <ul style="list-style-type: none"> - Urban scale public art programme designed to promote a sense of identity particular to Waverley - Works selected/commissioned of highest quality, locally sourced - Work is of sufficient scale to present clearly and legibly in context - Suggested position - The Traffic Island 		<p>LANDSCAPING UPGRADE OXFORD ST & SYD EINFELD DRIVE</p> <ul style="list-style-type: none"> - Street plantings, footpath widening & public domain improvements enliven the western precinct - Significant investment into the public domain promotes increased use & civic pride <p>✔ SITE A</p>		<p>WELCOME TO WAVERLEY SCULPTURAL FOOTBRIDGE</p> <ul style="list-style-type: none"> - Opportunity for major "gateway" urban art installation as part of footbridge upgrade and widening. - Additional width to enable safe passing of bicycle and pedestrian traffic over the expressway
	<p>POTENTIAL STREET WIDENING</p> <ul style="list-style-type: none"> - Land dedication from corner site assists in resolving traffic & pedestrian conflicts - Additional width to allows safe passing of bicycle and pedestrian traffic along Oxford Street and links into Centennial Park cycleway - Dedicated turning lane to shorten queuing along Oxford Street at peak times. <p>✔ SITE A</p>		<p>NEW RETAIL SPACES SHOPS / RESTAURANTS / GALLERIES</p> <ul style="list-style-type: none"> - New high-quality facilities. - Promote community interaction. - Prominent corner position & extension of existing restaurants and retail trade. - View from street level of gateway site. <p>✔ SITE A</p>		<p>PUBLIC CARPARK</p> <ul style="list-style-type: none"> - Additional parking to promote more easily accessible retail & community spaces. - Promote access to existing local businesses via ease of parking. - Facilitate parking for local residence without off-street parking. - Suggested location - Below Ground, On Site A & B. <p>✔ SITE A</p>
	<p>URBAN ARTWORK / SCULPTURE</p> <ul style="list-style-type: none"> - Secondary sculptural artwork, complimentary to the first - Works selected/commissioned of highest quality, locally sourced - Work remains of sufficient scale to present clearly and legibly in context - Suggested position - Corner of Oxford & York St <p>✔ SITE A & SITE B</p>		<p>NEW PEDESTRIAN & CYCLING LINKS</p> <ul style="list-style-type: none"> - New through-site link joins Osmond Lane to Oxford Street, increasing safety and providing permeability. - Safer cycling paths link Bondi Junction and Woollahra (via upgraded footbridge) through to the recently announced Centennial park northern cycleway. <p>✔ SITE A</p>		<p>CREATION OF NEW PLAZETTA</p> <ul style="list-style-type: none"> - Creation of new public space on the northern portion of the study area - Morning solar access and wider footpath & seating zone encourages cafe and informal uses - Employment generating dining venues, arts incubator. - New street furniture & shared zones with high permeability <p>✔ SITE B</p>

SCALE 1:500
**LANDSCAPE
 PLAN**

Design by

Tract

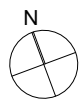


LEGEND

Pre cast concrete honed terrazzo unit pavers to match existing council treatment	Concrete retaining wall/ bulwark stone clad to form terrace	Hardwood timber decking	7m high steel and wire cable structure with green creeper	Address Board Illuminated sign	Proposed Street Trees Mature plane trees to match overall street tree planting	Proposed Tree Planting Medium size tree appropriate to urban environment
Pre cast concrete honed terrazzo unit pavers. Complimentary to public footpath treatment	Grass mound with stone clad concrete retaining wall with recessed lighting 450mm high to allow for seating	Fountain Visual feature to end of lane way	Catenary lights on steel and wire cable structure	'Welcome to Waverley' sign Newly designed and installed suburban marker	Proposed Native Trees Mature trees	Garden Bed Low maintenance, predominantly native planting. Automatically irrigated
	Potential retail kiosk Coffee cart, florist etc.	Bicycle hoops Stainless steel	Public Art	Proposed Feature Tree Installed size 5m+		

SCHEDULE OF PUBLIC DOMAIN IMPROVEMENTS

- | | | | | |
|---|--|---|--|--|
| ① Road widened and associated works (new light poles to RMS standards). New street tree planting, kerb and realignment, drainage and relocation of Telstra pit. | ② Terrace exterior space connected to retail space | ④ Laneway maintained becomes shared pedestrian/ vehicular space | ⑥ New paving to Nelson Street footpath | ⑧ New Acoustic wall installed with green wall treatment to resident's face |
| | ③ Public Plaza. High quality detailing. | ⑤ Heritage tree retained | ⑦ Existing light replaced with new | |



LANDSCAPE VISION

A new vision for Osmund Plazetta
Design by

Tract



LANDSCAPE VISION

A new vision for Osmund Plazetta
Design by

Tract



WISTERIA SP.



LOMANDRA SP.



TRACHELOSPERMUM JASMINOIDES



PLATANUS SP.



TREE WITH WEEPING FORM



PRECAST CONCRETE PAVER WITH GRADATION



ENGRAVED PAVEMENT



PUBLIC SEATING



LIGHTING UNDER SEATING



CAFE SEATING BELOW TREE



RAISED CUSHION LAWN WITH SEATING



LIGHTING COLUMNS



LIGHTING UNDER SEATING

LANDSCAPE VISION

A new vision for Osmund Plazetta
Design by

Tract



CANTENARY PLANTING



FEATURE PLANTING ON CANTENARY



LIVING/GREEN ROOF & STRUCTURE



CANTENARY STRUCTURE



CAFE SEATING



WATER FEATURE



WATER FEATURE



CANTENARY LIGHTING



SPATIAL QUALITY OF OUTDOOR SEATING AREA



CANTENARY LIGHTING

DESIGN REPORT

There is at the present time an opportunity to make real and lasting improvements to Bondi Junction, especially along the Western edge.

The precinct currently exhibits planning controls that do not recognise its important role in the region nor the need to maximise the liveability in the area, as well as to create jobs and opportunities to live and work locally.

There exists a real opportunity for Waverley Council to consider reasonable and appropriate planning uplift to the area, tied to significant improvements in both public facilities and the public domain.

A recent consolidation in ownership, resulting in the creation of Site A and B, provides an opportunity to deliver real and timely benefits to the area.

Through developer funded VPA's there is an opportunity to establish a Public Domain Improvement Programme. This can be commenced immediately on the key sites of the gateway tower and the adjoining Nelson Street Building.

This comprehensive study of the western end of Bondi Junction, conducted in conjunction with Cityplan Urban Design since November 2012, and in consultation with Waverley Council, has assessed potential impacts and identified a number of public domain and planning opportunities for the revitalisation of the Western edge of the Bondi Junction Centre.

It has become apparent from the study that this area of Bondi Junction exhibits substantially lower planning controls compared to the rest of the Centre and therefore lacks a Western anchor. Existing built form and permissible heights (of 15m) and FSR (of 1.5:1) were observed in this precinct as compared to many examples of taller buildings and higher controls (32m/38m/60m and 4:1, 5:1, 6:1 respectively) elsewhere in Bondi Junction, acting as a disincentive for investment to occur in the western end when compared to the rest of the centre. Concurrently, it has been observed that the public domain is much less active by comparison with the rest of the Bondi Junction Centre. Hence, the condition of western Bondi Junction could reasonably be attributed to a lack of development incentive in the area offered by current planning controls.



CONCLUSION

The recommendations contained in this report provide possible solutions to address this deficiency and could lead to a more active and revitalised Western Bondi Junction. The public domain improvements and community spaces are at the forefront of these considerations, along with establishing an iconic gateway/arrival point into Bondi Junction and into Waverley broadly from the west. This would enhance Bondi Junction's deservedly high level of importance amongst other Major Centres such as the CBD, Chatswood and Parramatta, as envisaged by the Metropolitan Strategy, as well as Council's own controls for the future desired character of Bondi Junction.

The suggested public domain improvements may include (but are not limited to):

- New Retail Spaces
- Creation of a new plazetta
- Major Urban Art Programme
- 'Welcome to Waverley' Sculptural Footbridge
- Street widening to assist with future traffic measures
- Through-site links for pedestrians and cyclists
- Upgraded Landscaping to Syd Einfeld Drive & Oxford Street
- Upgrade of Footbridge connection to Woollahra
- Public Carpark.

The capacity to achieve these public works and revitalise the western edge are facilitated by the sites identified in the study through amendments to planning controls. The main sites, Site A and Site B, have been recently consolidated by the stakeholder and is currently ready to deliver the desired outcomes. These sites will act as a springboard, or catalyst, for the area offering community based uses at street level, improved streets and pedestrian access, public carpark for accessibility, landscaping and artworks, creation of employment opportunities, and residential development above.

Through vigorous scenario testing, the study has proven to provide realistic recommendations to effect change for the western precinct of the Bondi Junction Centre and encourage local landowners to promote redevelopment which will result in tangible public benefits with minimal environmental impact. Notwithstanding that the testing concluded that the western edge can accommodate high-rise of 60 meters, similar to the eastern book-end of Bondi Junction, a conservative approach has been taken, proposing a 38 meter (medium-rise) height for greater sustainability and urban renewal.

Based on this comprehensive study, together with the support of Cityplan Urban Design, MHN Design Union recommends that Council consider the amendments of its controls applying to the Western Bondi Junction Precinct via the Planning Proposal process & associated VPA's.

