

MASSING ANALYSIS
**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).





MASSING ANALYSIS

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.



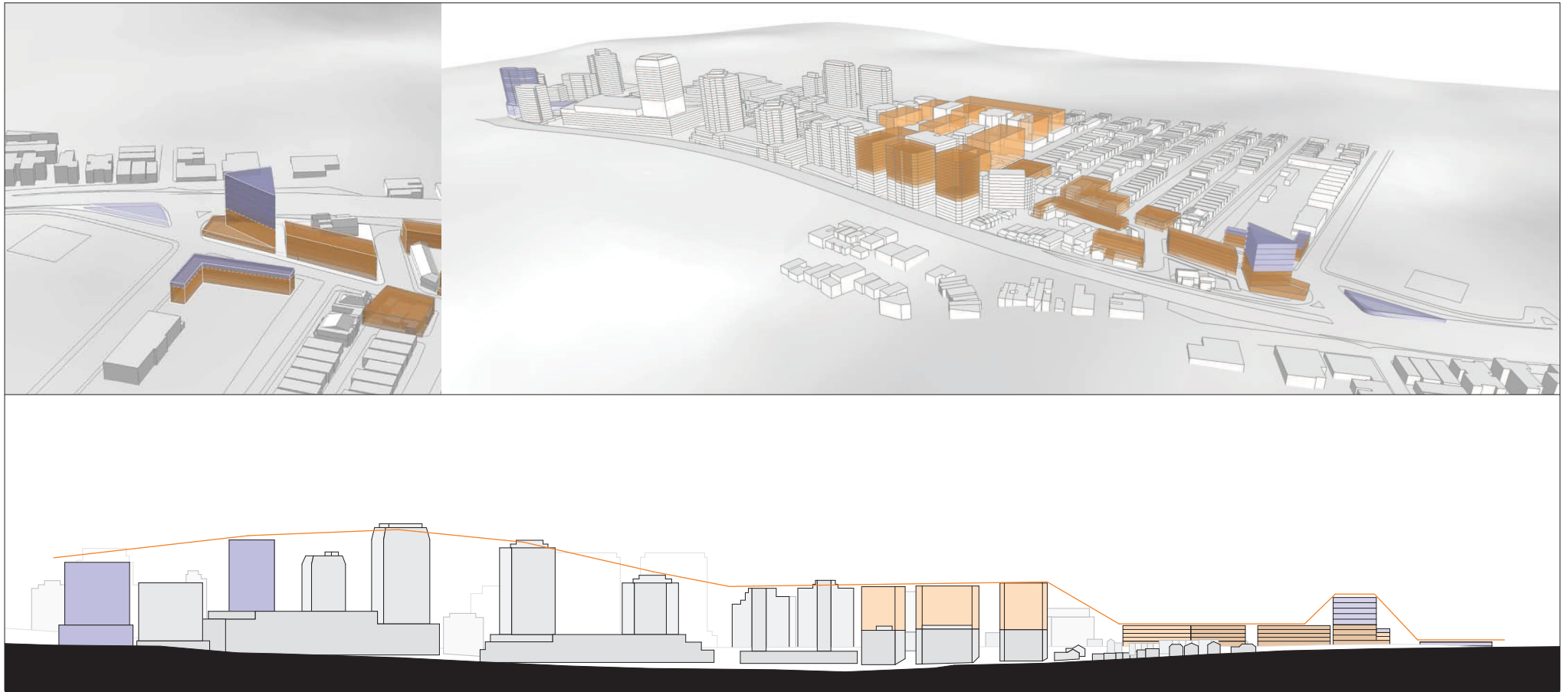
COUNCIL CHARETTE - BLUE TEAM SIMPSON + WILSON & THE LOT

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.



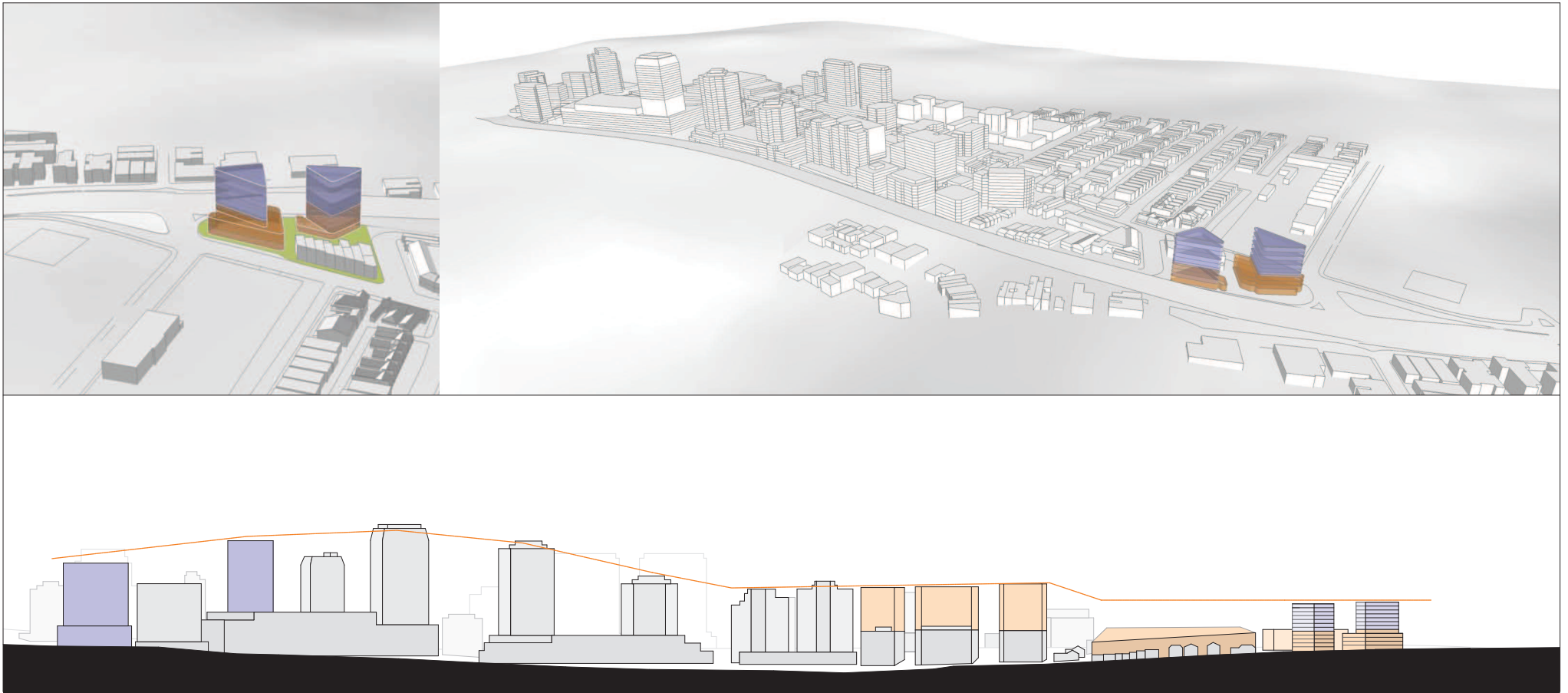
THE PROPOSAL

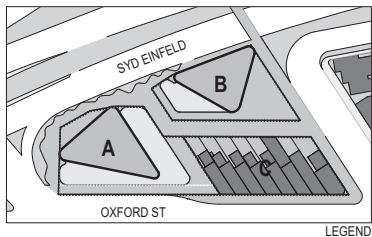
36m



Compared to the existing zoning further to the east, the proposal seeks a conservative approach for redevelopment of Sites A and B (medium-rise), having a greater consistency with the rest of Oxford Street and Syd Einfeld Drive to the East.

The elevation of Syd Einfeld Drive demonstrates how the uplift in height in the study area creates 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.



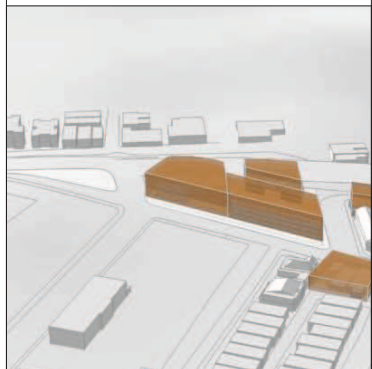


MASSING ANALYSIS SUMMARY OF SCENARIOS & POTENTIAL BENEFITS



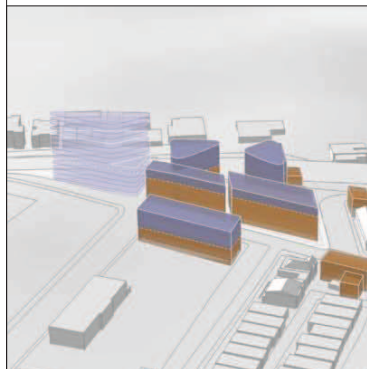
CURRENT LEP

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



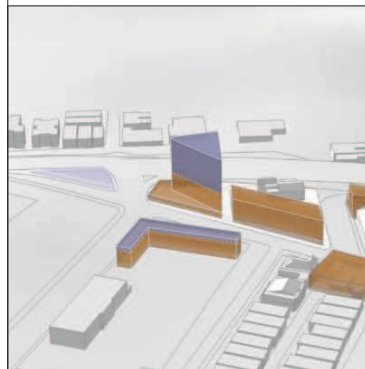
TEAM ORANGE - HILL THALYS

POTENTIAL HEIGHTS	SITE A: 28m HEIGHT LIMIT SITE B: 28m HEIGHT LIMIT
POTENTIAL FSR	SITE A: 3.5:1 SITE B: 3.1:1
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 BENIFITS 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: 3.5:1 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: 36m HEIGHT LIMIT SITE B: 36m HEIGHT LIMIT
POTENTIAL FSR	SITE A: 3.5:1 SITE B: 3.5:1
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.
POTENTIAL DELIVERABLE PUBLIC BENEFIT (via VPA)	SITE A: THROUGH SITE LINKS, ROAD WIDENING, PUBLIC DOMAIN UPGRADES SITE B: PLAZETTE, OSMUND LANE UPGRADE INTO SHARED ZONE



60 METER TOWER

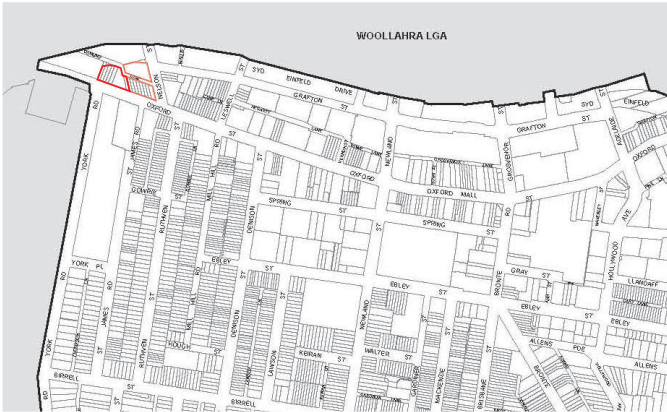
POTENTIAL HEIGHTS	SITE A: 60m HEIGHT LIMIT SITE B: 45m HEIGHT LIMIT
POTENTIAL FSR	SITE A: 6:1 SITE B: 6:1
SHADOW IMPACTS	ACCEPTABLE IMPACT.
MASSING ANALYSIS	SYMMETRY W/ EASTERN END. PROVIDES STREETWALL. GATEWAY MARKER.
TRAFFIC IMPACT- VEHICLES	SIGNIFICANT IMPROVEMENT.
TRAFFIC - BIKES & PEOPLE	SIGNIFICANT 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

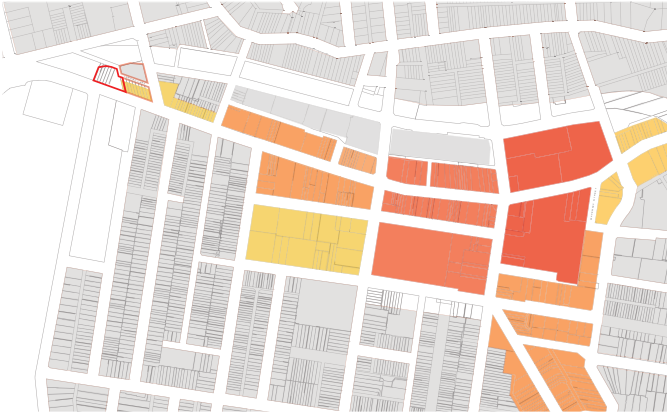
1/ COUNCIL BOUNDARY MAP



SOURCE: WAVERLEY LOCAL ENVIRONMENTAL PLAN 2012

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

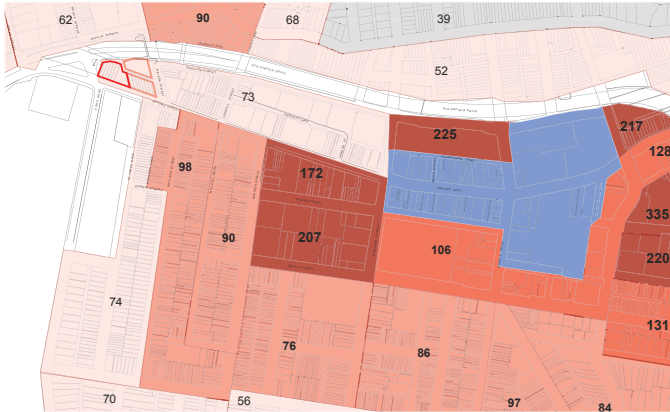
2/ RETAIL & SERVICES INTENSITY MAP



SOURCE: CITY PLAN URBAN DESIGN

Retail and Services Intensity
High
Medium
Low

3/ POPULATION DENSITY MAP



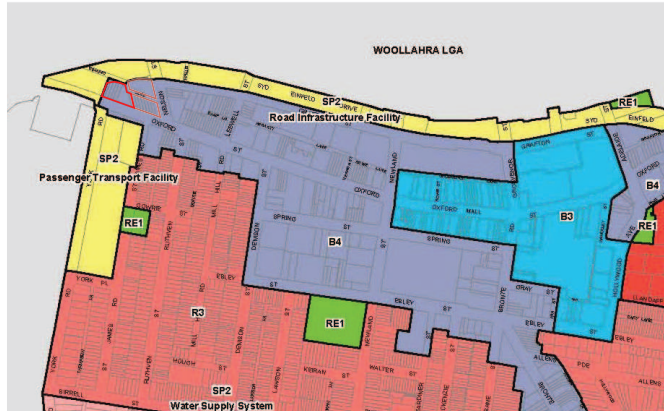
SOURCE: CITY PLAN URBAN DESIGN

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

CURRENT PLANNING CONTROLS

WAVERLEY LOCAL ENVIRONMENTAL PLAN 2012

4/ ZONING MAP

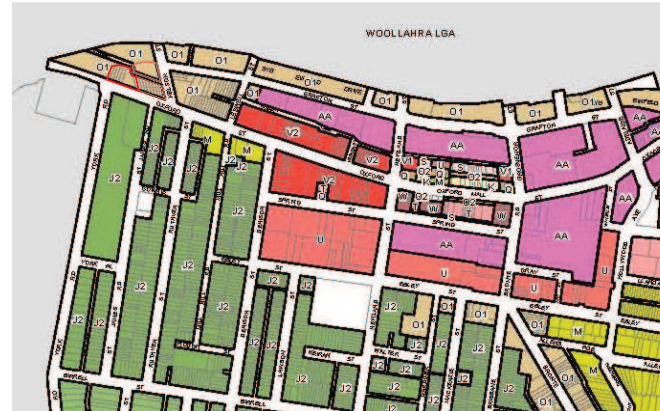


SOURCE: WAVERLEY LOCAL ENVIRONMENTAL PLAN 2012

Zone	
B1	Neighbourhood Centre
B3	Commercial Core
B4	Mixed Use
E2	Environmental Conservation
R2	Low Density Residential
R3	Medium Density Residential
R4	High Density Residential
RE1	Public Recreation
RE2	Private Recreation
SP2	Infrastructure

Cadastral	
	Cadastral 29/07/2013 © Waverley Council

5/ MAXIMUM BUILDING HEIGHT MAP

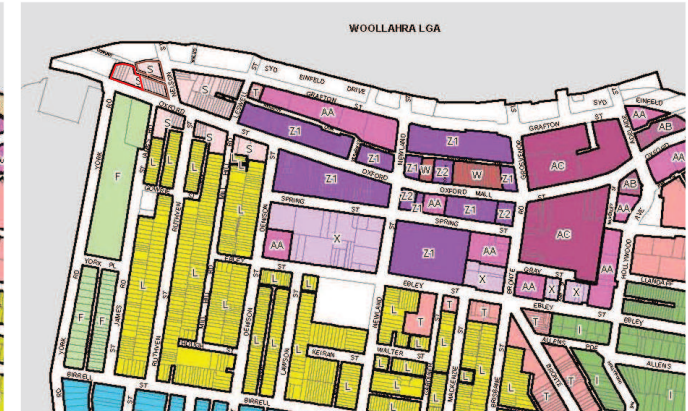


SOURCE: WAVERLEY LOCAL ENVIRONMENTAL PLAN 2012

Maximum Building Height (m)	
6.5	
9	
9.5	
10	
12.5	
13	
15	
16	
20	
24	
28	
32	
35	
38	
40	
60	

Cadastral	
	Cadastral 05/05/2015 © Waverley Council

6/ FLOOR SPACE RATIO MAP



SOURCE: WAVERLEY LOCAL ENVIRONMENTAL PLAN 2012

Maximum Floor Space Ratio (n:1)	
0.50	
0.60	
0.75	
0.90	
1.00	
1.50	
2.00	
3.00	
3.75	
4.00	
5.00	
5.50	
6.00	
7.00	
8.00	

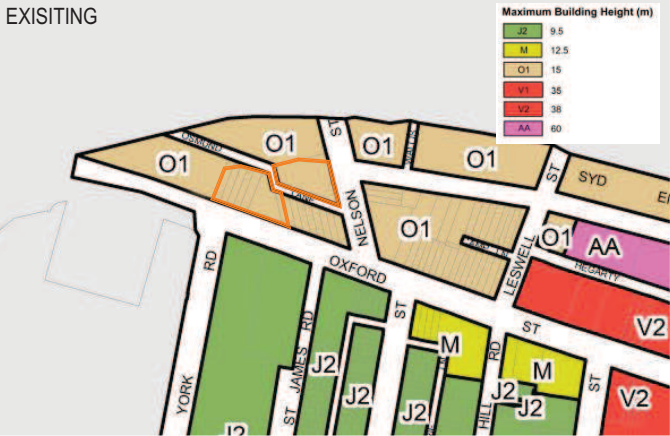
Cadastral	
	Cadastral 01/03/2014 © Waverley Council

PROPOSED PLANNING CONTROLS

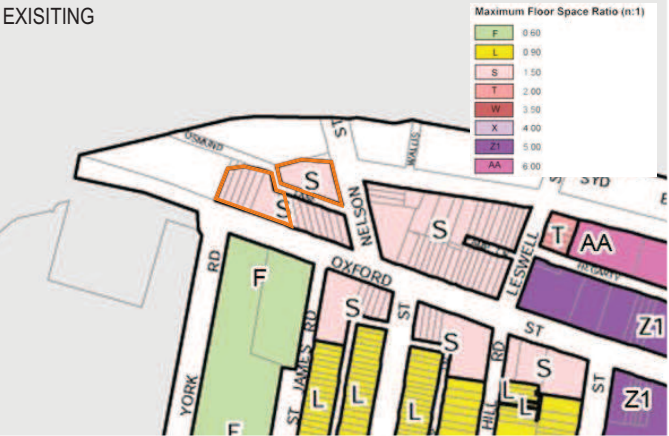
COMPARISON TO WAVERLEY LOCAL ENVIRONMENTAL PLAN 2012

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



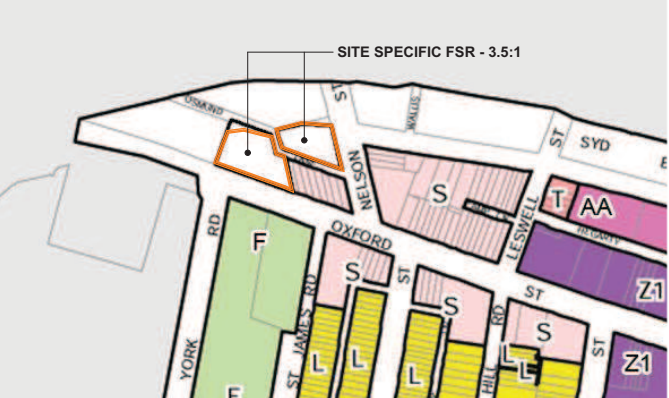
3/ HERITAGE MAP



PROPOSED



PROPOSED



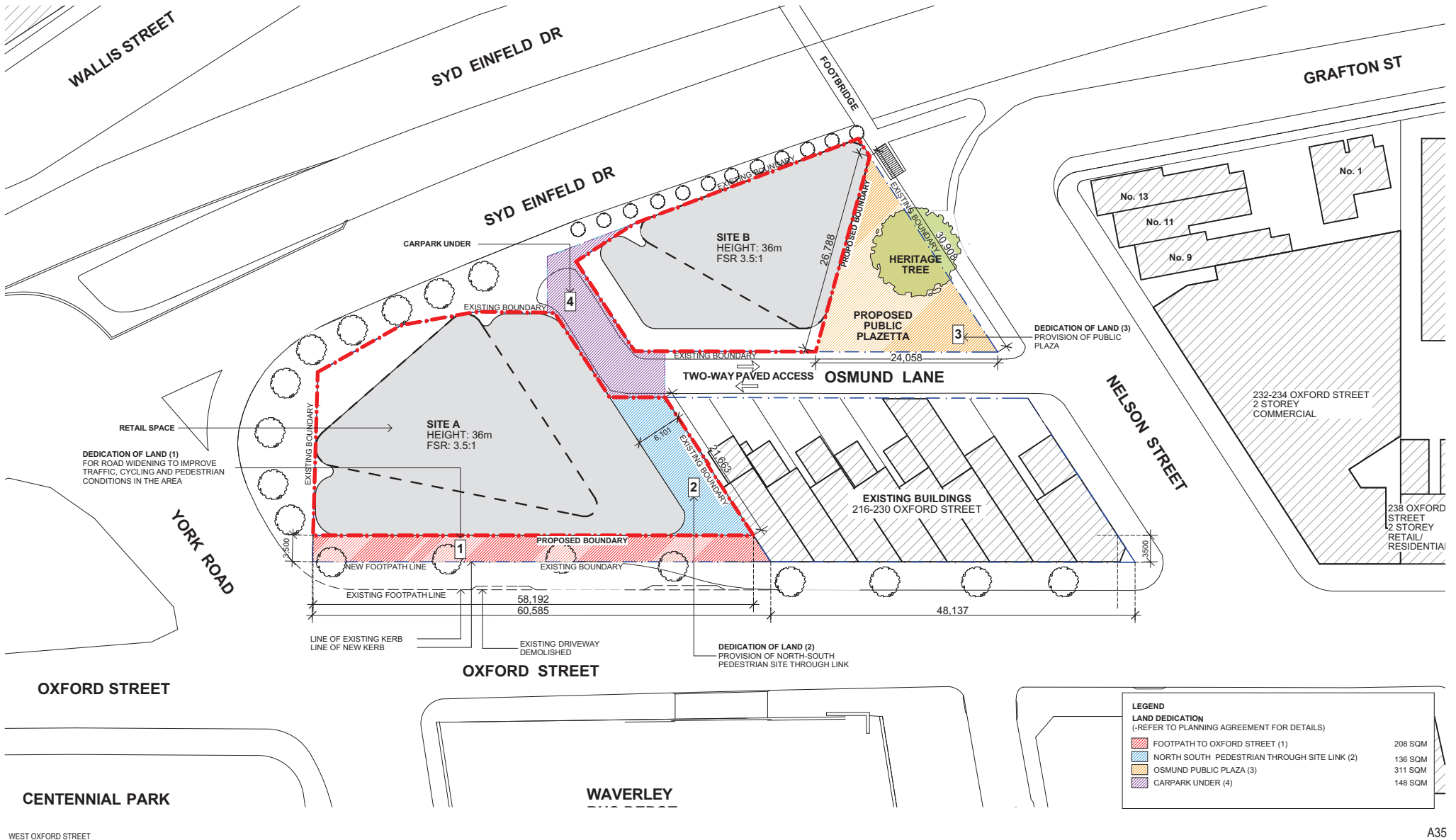
PROPOSED



A series of spaces and links for public access are proposed.

These public areas are benefits of the development of Sites A and B as proposed below.

SCALE 1:500
PUBLIC DOMAIN PLAN

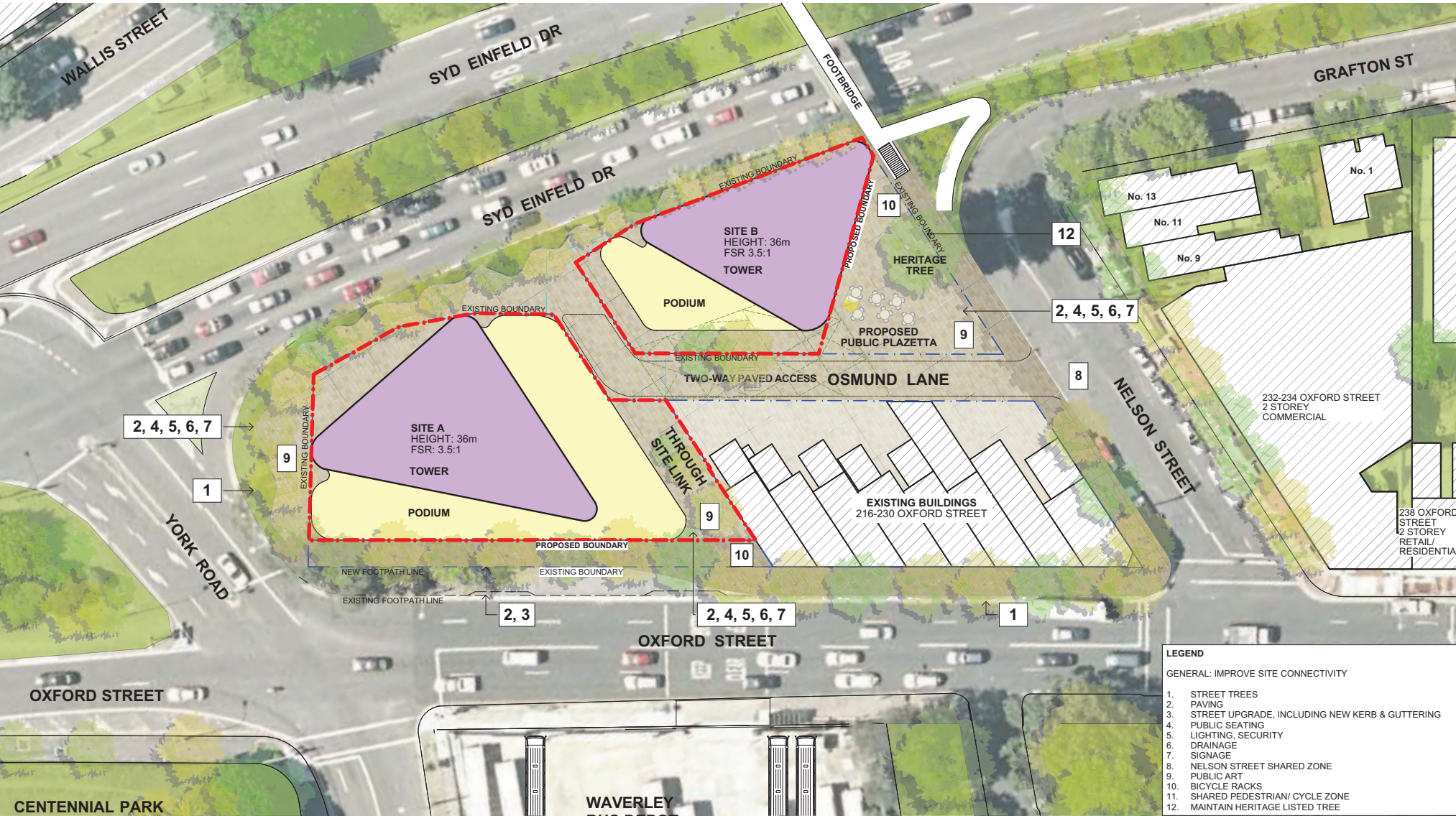


SCALE 1:500

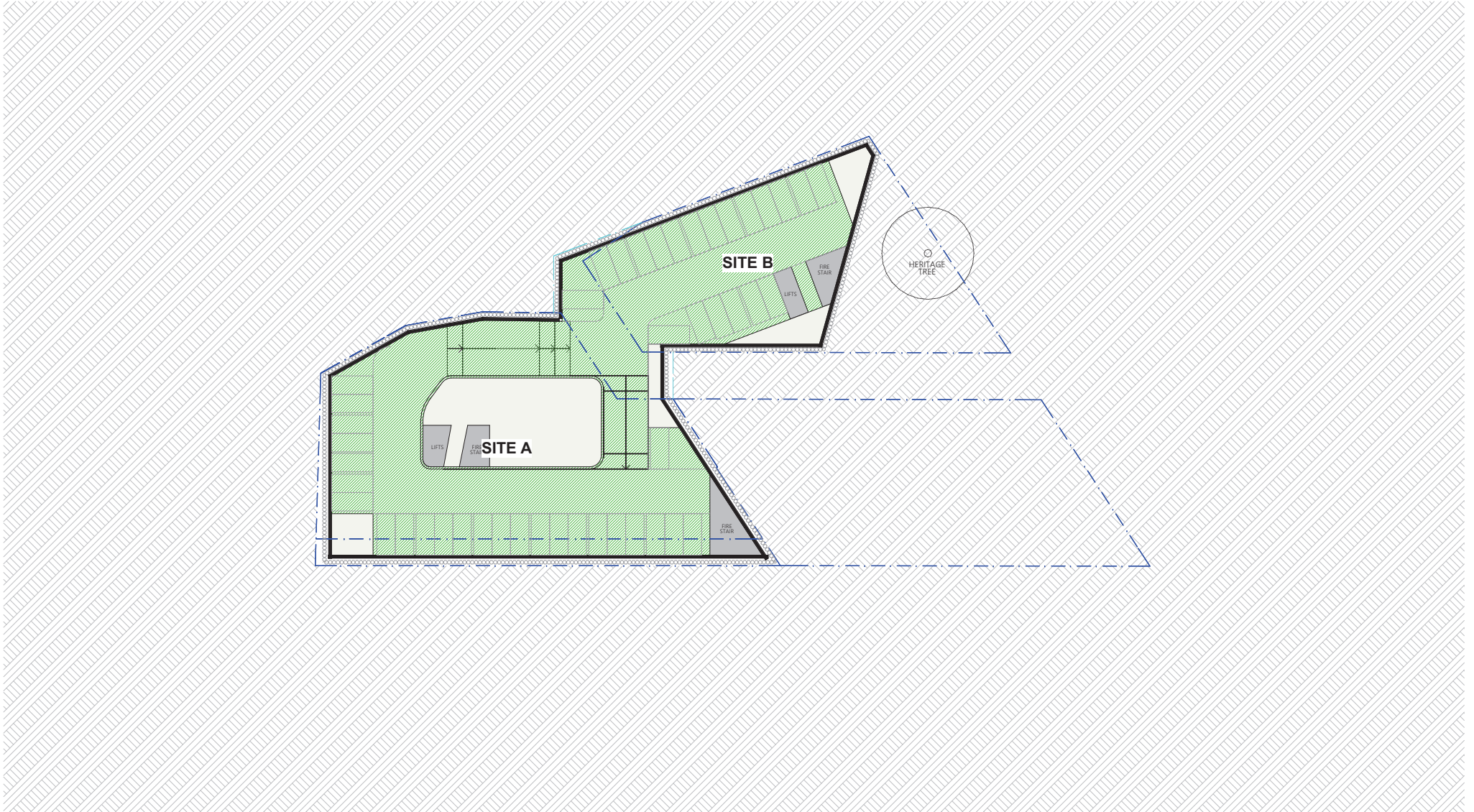
INDICATIVE PUBLIC WORKS PLAN

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

SITE A: 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.



SCALE 1:500
INDICATIVE
CARPARK PLAN



SCALE 1:500

INDICATIVE GROUND FLOOR RETAIL PLAN

(ACTIVE STREET FRONTAGES)



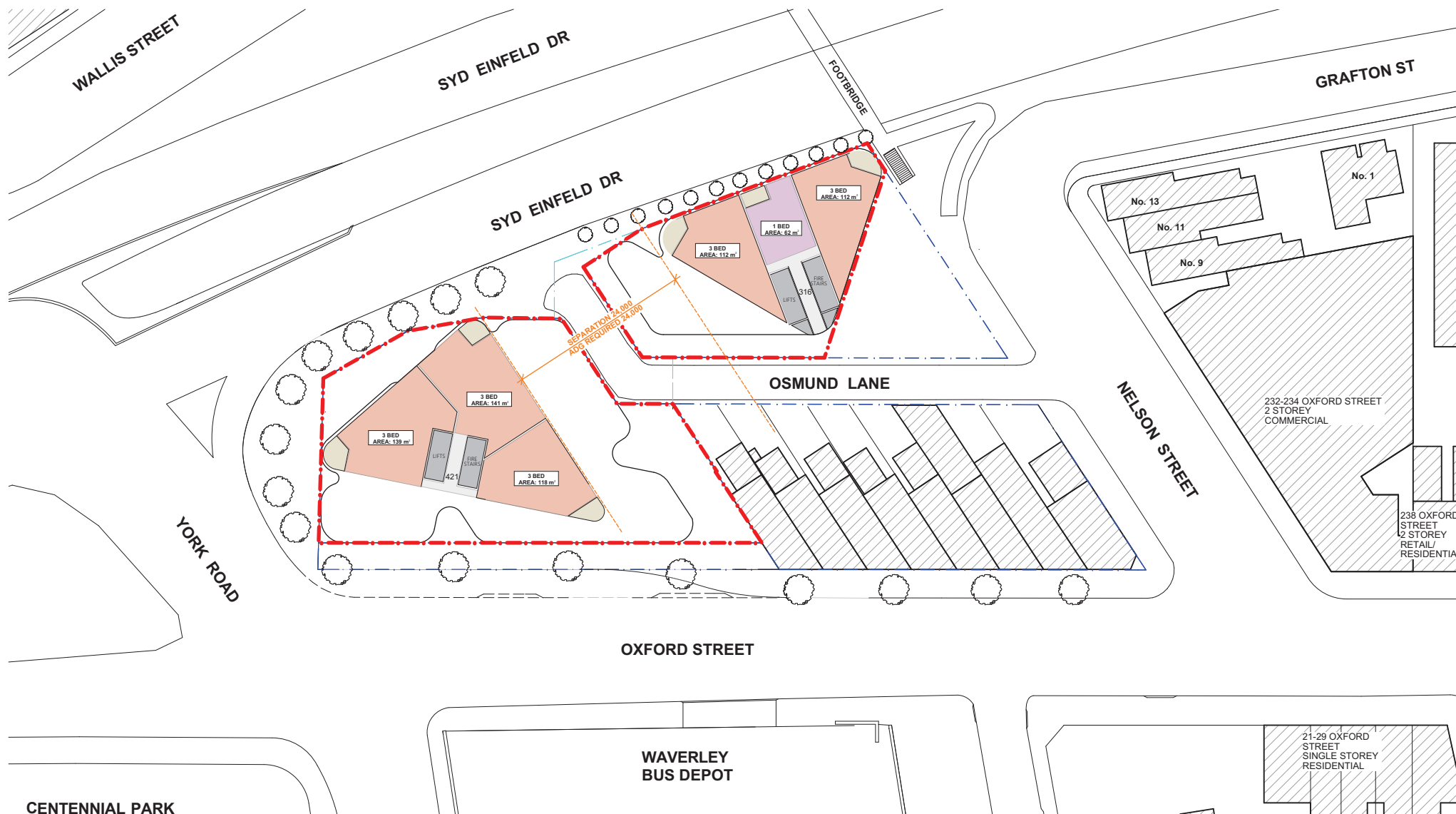


INDICATIVE LOWER TOWER PLAN



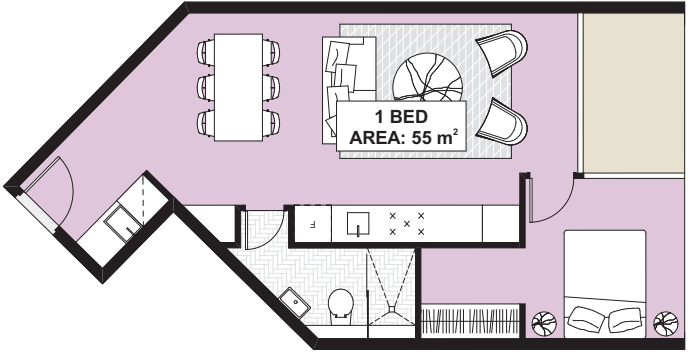
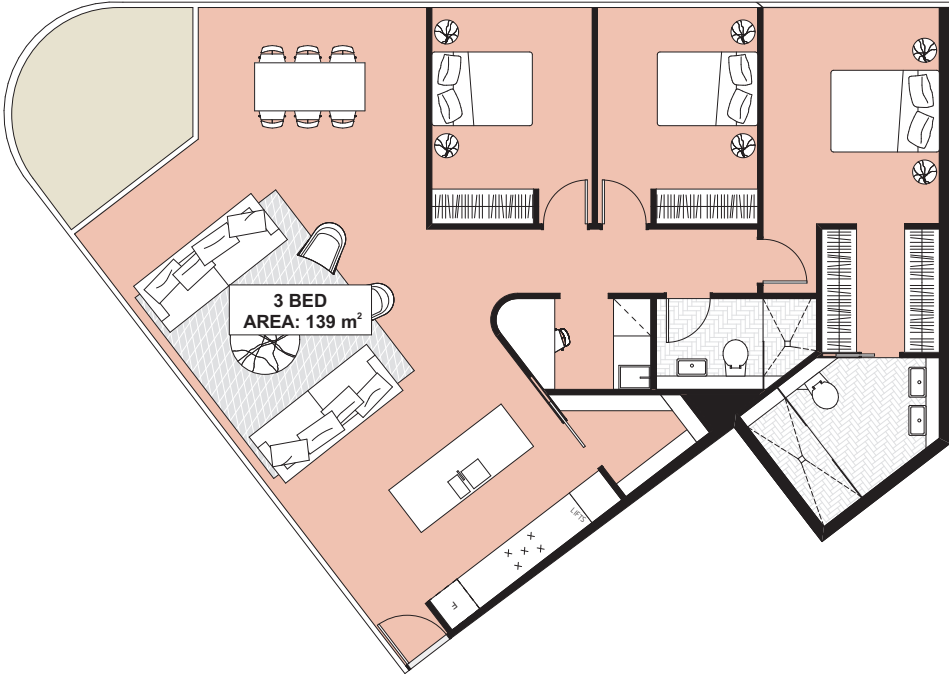
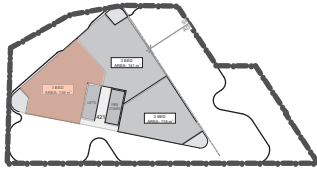
WEST OXFORD STREET

SCALE 1:500
**INDICATIVE
UPPER TOWER PLAN**



SCALE 1:500

INDICATIVE APARTMENT LAYOUT PLANS SITE A



SITE A				
Floor to floor		# of st.	LEVEL	GFA
4300	PODIUM	1	GROUND FLOOR	587
3100		2	LEVEL 01	714
3100		3	LEVEL 02	714
3100	TOWER	4	LEVEL 03	400
3100		5	LEVEL 04	400
3100		6	LEVEL 05	400
3100		7	LEVEL 06	400
3100		8	LEVEL 07	400
3100		9	LEVEL 08	400
3100		10	LEVEL 09	400
3100		11	LEVEL 10	400
700		12	LEVEL 11 - PLANT	
36000	TOTAL			5215 sqm
SITE AREA				1490 sqm
FSR				3.50 :1

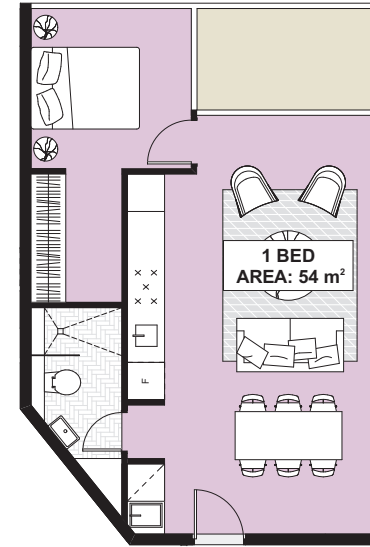
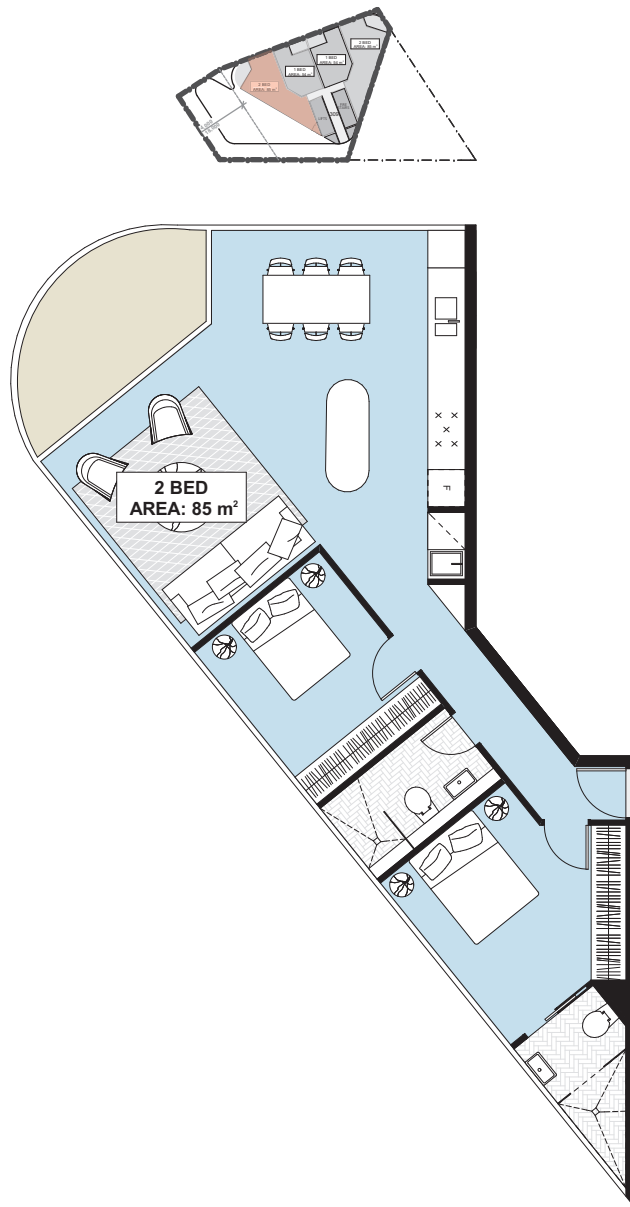
APARTMENTS					
ST	1 BED	2 BED	3 BED	XV	SOLAR
4	4	3	0	7	6
4	4	3	0	7	6
0	4	2	0	3	5
0	4	2	0	3	5
0	4	2	0	3	5
0	4	2	0	3	5
0	4	2	0	3	5
0	0	0	3	3	3
0	0	0	3	3	3
0	0	0	3	3	3
8	28	16	9	38	46
13%	46%	26%	15%	62%	75%

Total Apartments 61
Total Cross Ventilation 62%
Total 2 hrs Solar 75%



SCALE 1:500

INDICATIVE APARTMENT LAYOUT PLANS SITE B



SITE B					
Floor to floor	# of st.	LEVEL	GFA		
4300	TOWER	1 GROUND FLOOR	343		
3100		2 LEVEL 01	309		
3100		3 LEVEL 02	309		
3100		4 LEVEL 03	309		
3100		5 LEVEL 04	309		
3100		6 LEVEL 05	309		
3100		7 LEVEL 06	316		
3100		8 LEVEL 07	316		
3100		9 LEVEL 08	316		
3100		10 LEVEL 09	316		
3100		11 LEVEL 10	316		
700		12 LEVEL 11 - PLANT	0		
36000	TOTAL		3468 sqm		
SITE AREA			991 sqm		
FSR			3.50 :1		

APARTMENTS					
ST	1 BED	2 BED	3 BED	XV	SOLAR
0	2	2	0	2	4
0	2	2	0	2	4
0	2	2	0	2	4
0	1	0	2	2	3
0	1	0	2	2	3
0	1	0	2	2	3
0	1	0	2	2	3
0	1	0	2	2	3
0	1	0	2	2	3
0	1	0	2	2	3
0	1	0	2	2	3
0	1	0	2	2	3
0	13	6	14	20	33
0%	40%	18%	42%	62%	100%

Total Apartments 33
Total Cross Ventilation 60%
Total 2 hrs Solar 100%



PUBLIC WORKS PROPOSED

A new vision for West Oxford Street Precinct

A suite of public works improvements are desired for the precinct.

The current proposal is considered a catalyst that could also 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 below.

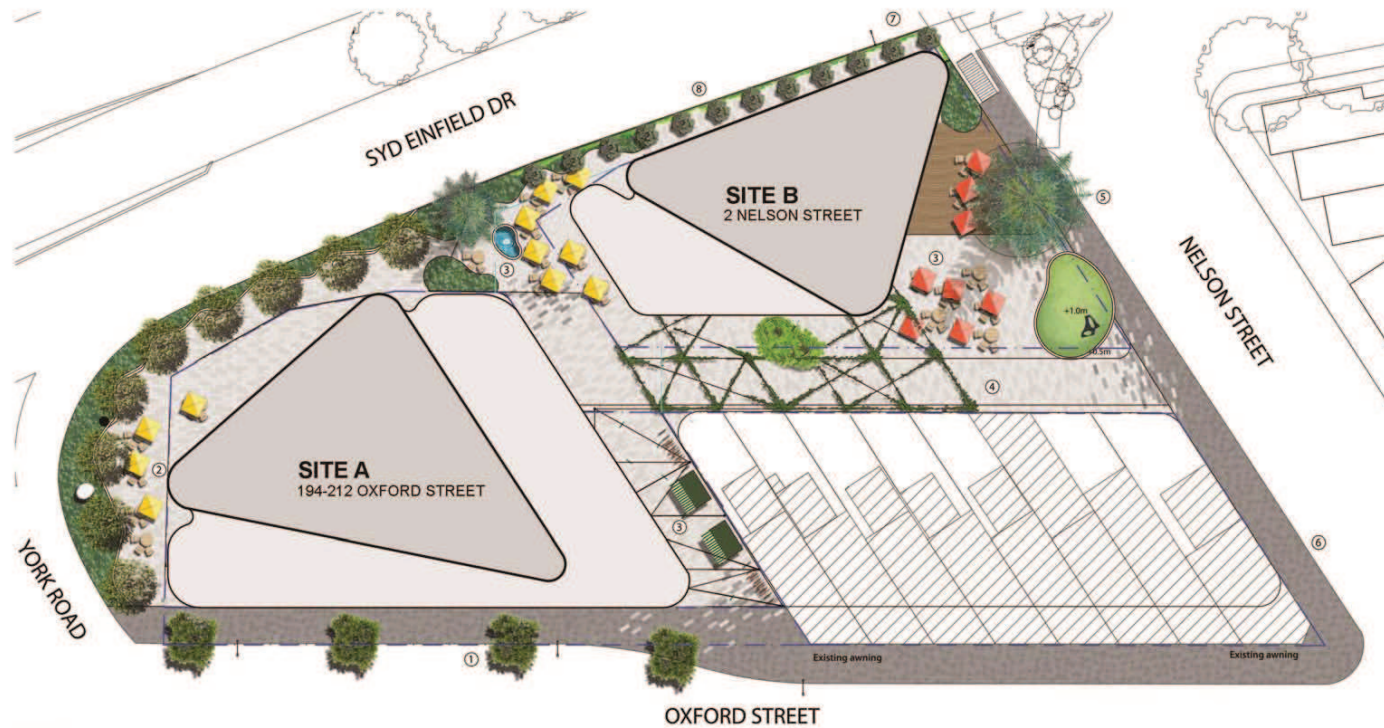
	POTENTIAL STREET WIDENING - Widening of Osmund Lane - Land dedication from corner site assists in resolving traffic & pedestrian conflicts - Additional width to allows safe passing of bicycle and pedestrian traffic along Oxford Street and links into Centennial Park cycleway - Dedicated turning lane to shorten queuing along Oxford Street at peak times. ✔ SITE A & SITE B		LANDSCAPING UPGRADE OXFORD ST & SYD EINFELD DRIVE - Street plantings, footpath widening & public domain improvements enliven the western precinct - Significant investment into the public domain promotes increased use & civic pride ✔ SITE A		NEW PEDESTRIAN & CYCLING LINKS - New through-site link joins Osmund 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. ✔ SITE A & SITE B
	URBAN ARTWORK - Selected public area artwork - Locally sourced, subject to Design Excellence Competition - Work remains of sufficient scale to present clearly and legibly in context - Suggested position - Corner of Oxford & York St ✔ SITE A & SITE B		NEW RETAIL SPACES SHOPS / RESTAURANTS /GALLERIES - New high-quality facilities. - Promote community interaction. - Prominent corner position & extension of existing restaurants and retail trade. - View from street level of gateway site. ✔ SITE A		CREATION OF NEW PLAZETTA - 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 ✔ SITE B

SCALE 1:500

INDICATIVE LANDSCAPE PLAN

Initial design by

Tract



LEGEND

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 Plazas. High quality detailing. | ⑤ Heritage tree retained | ⑦ Existing light replaced with new | |



LANDSCAPE VISION

A new vision for Osmund Plazetta
Design by



WISTERIA SP.



LOMANDRA SP.



TRACHELOSPERMUM JASMINOIDES



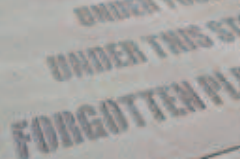
PLATANUS SP.



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 strategic 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 are anticipated to include (but are not limited to):

- New Retail Spaces
- Creation of a new plazetta
- Urban Art Programme
- Street widening to assist with future traffic measures
- Through-site links for pedestrians and cyclists
- Upgraded Landscaping to Syd Einfeld Drive & Oxford Street

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 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, improved accessibility, landscaping and artworks, creation of employment opportunities, and residential housing 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 36 meter (medium-rise) height for greater sustainability and urban renewal.

Based on this comprehensive study, together with the support of City Plan Strategy and Development, 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.

