

ARCHITECTURAL DESIGN REPORT WEST OXFORD STREET - PLANNING PROPOSAL

CLIENT

STARGATE PROPERTY GROUP

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EXISTING OXFORD STREET

VIEW FROM WOOLLAHRA GATE OF CENTENNIAL PARK

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





INDICATIVE OXFORD STREET **PLANNING PROPOSAL**

VISION OF WOOLLAHRA GATE OF CENTENNIAL PARK
SUBJECT TO DESIGN EXCELLENCE COMPETITION

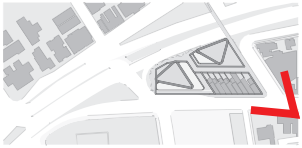
A new 'gateway' tower of excellent architectural design with public spaces and art at street level to mark the arrival to Waverley LGA.



EXISTING NELSON STREET

VIEW OF SITE, FROM CORNER OF OXFORD AND NELSON STREET





INDICATIVE NELSON STREET **PLANNING PROPOSAL**

VISION OF PROPOSAL FROM CORNER OF OXFORD & NELSON STREET
SUBJECT TO DESIGN EXCELLENCE COMPETITION



EXISTING ENVIRONMENT

Harsh road & vehicle dominated environment.

Unsafe cycleways.

Difficult pedestrian connections.

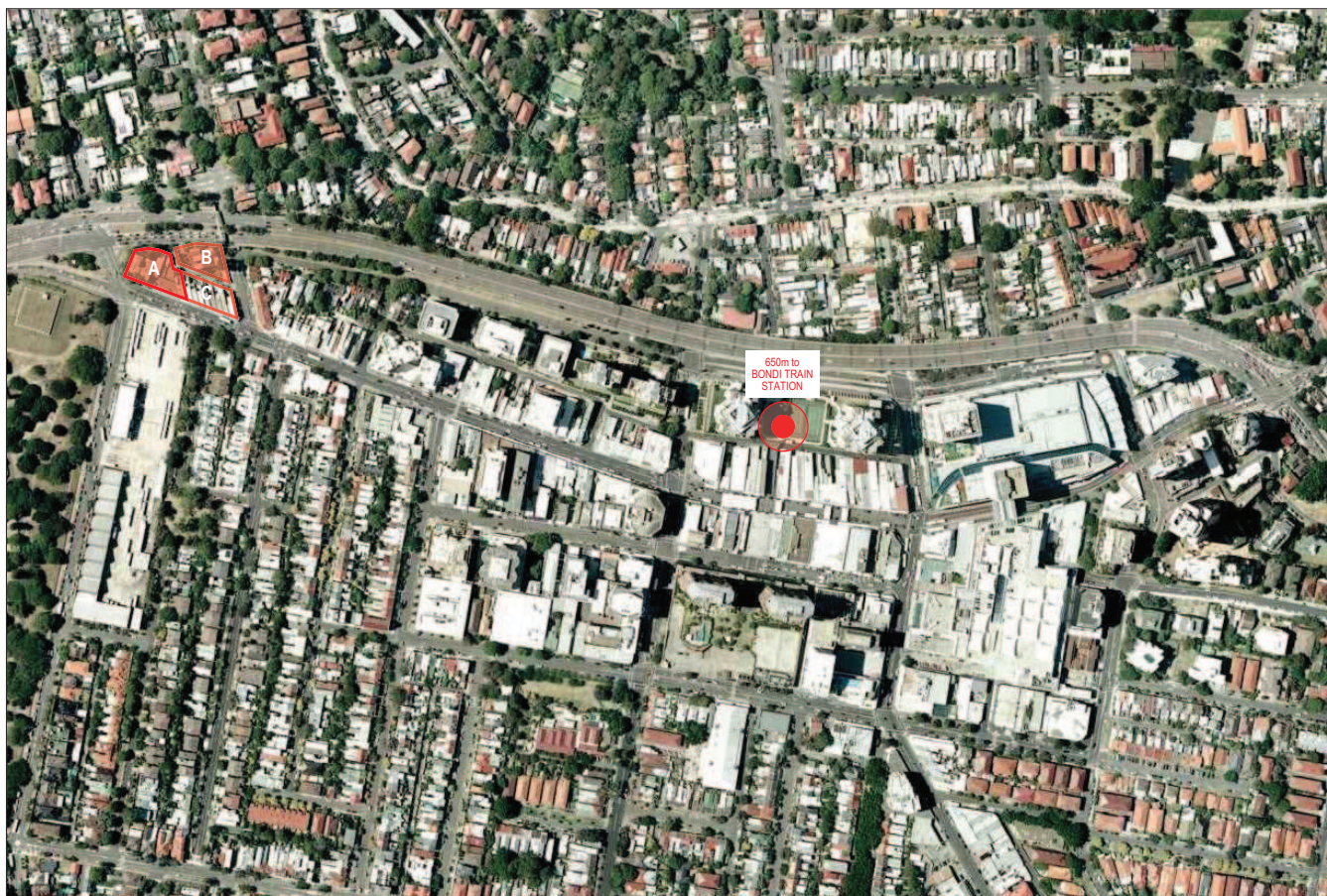
Lack of identity or public domain quality in a very prominent intersection.

Gateway to major centre not identifiable.



THE SITES

Long neglected, the western end of Bondi Junction has never received the same attention as it's 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



STREET LEVEL AND PUBLIC DOMAIN OPPORTUNITIES

**1 URBAN ARTWORKS
IDENTIFY & BEUTIFY**



**2 CYCLEWAY
TO CENTENNIAL PARK**



**3 URBAN
SCALE ART**



**4 BOULEVARDE PLANTINGS
SOFTEN FREEWAY**



**5 NEW HIGH-QUALITY
RETAIL SPACE**



**6 THROUGH-SITE ACCESS
IMPROVES PERMEABILITY**



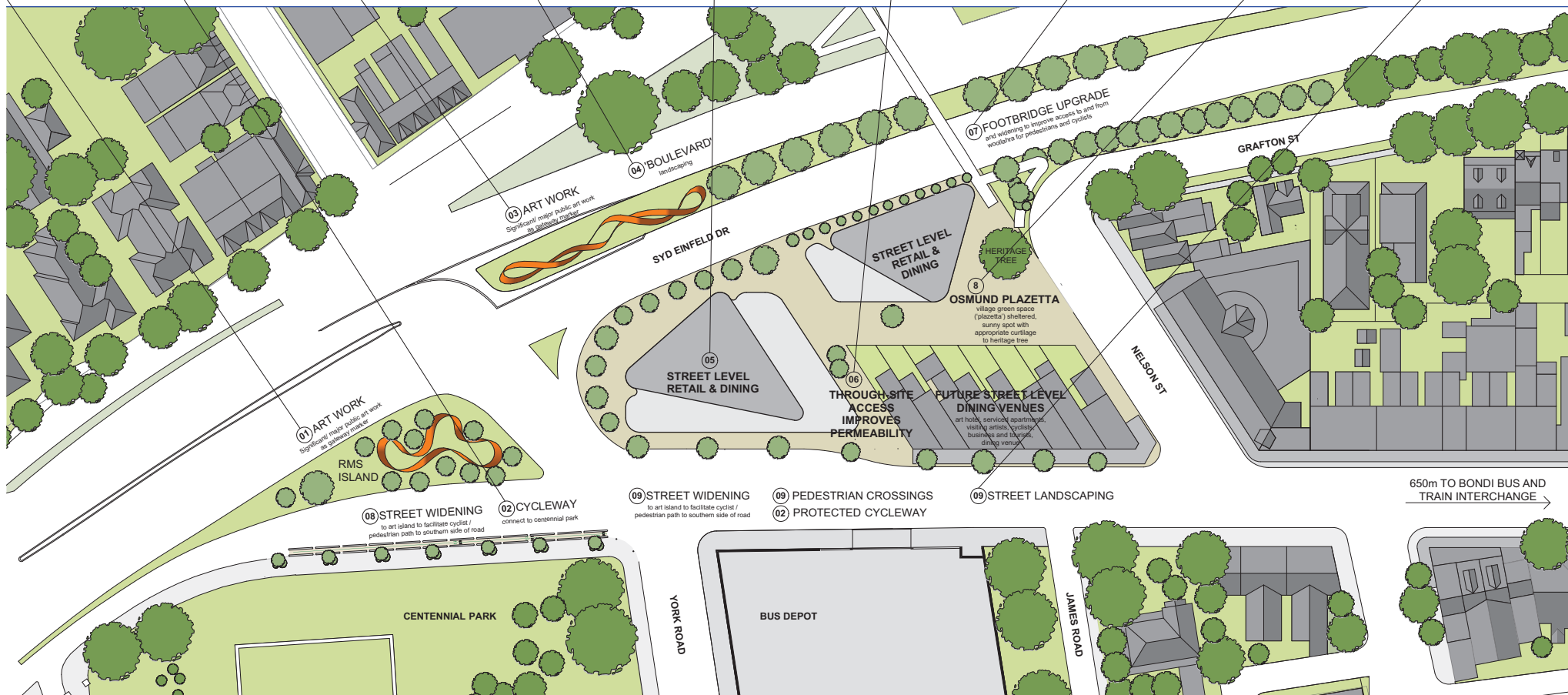
**7 SCULPTURAL FOOTBRIDGE
UPGRADE & WIDENING**



**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.

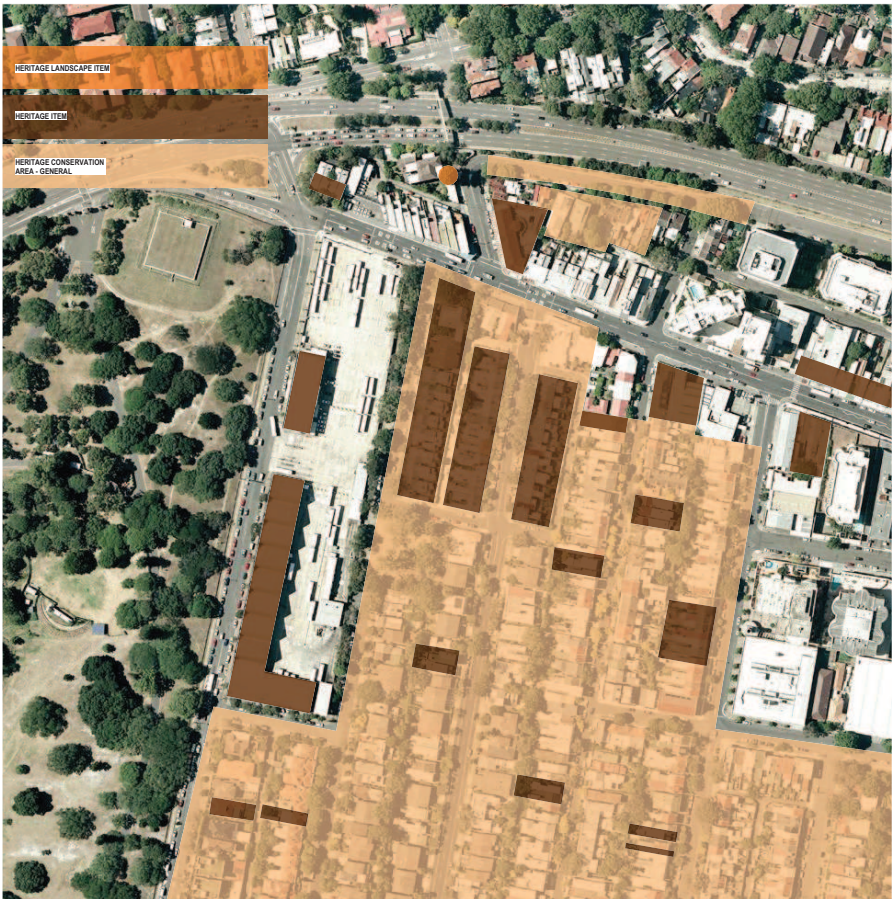
The current study presents an opportunity to address this urban anomaly.



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



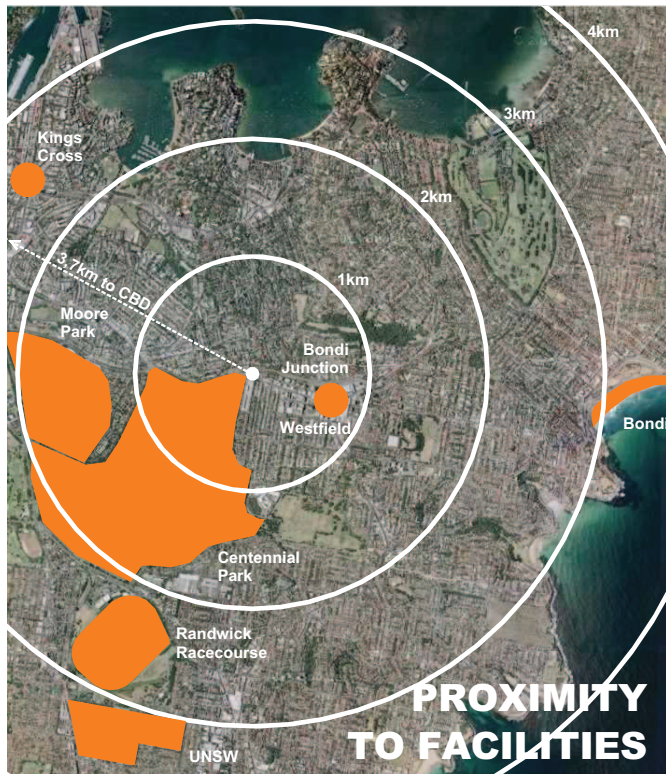
WESTGATE HOUSE



NORFOLK ISLAND PINE

REGIONAL THE CONTEXT

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

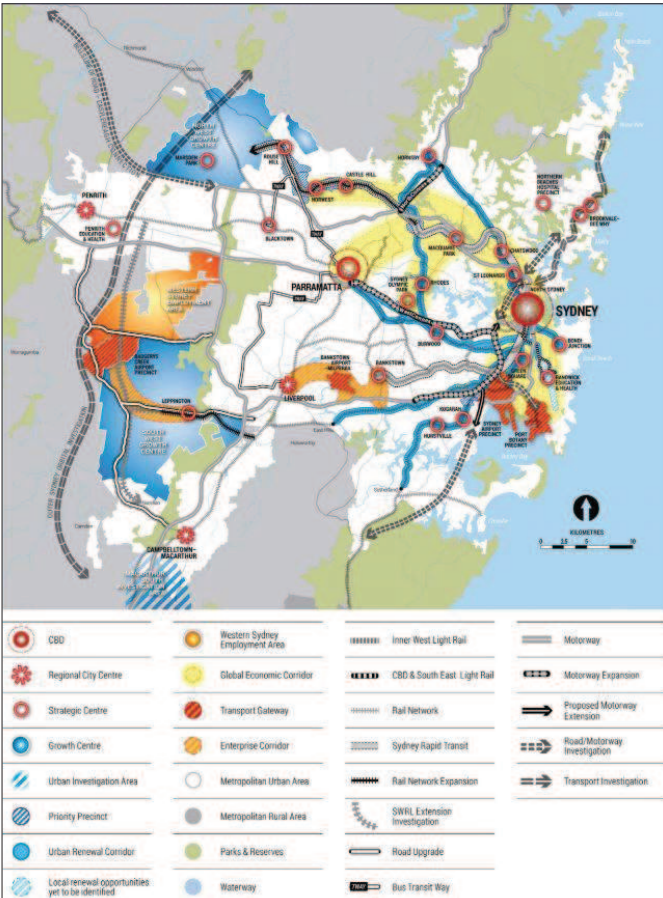


AERIAL PHOTOGRAPH SHOWING THE SITE AND MAIN ARTERIAL ROADS & TRAIN LINES

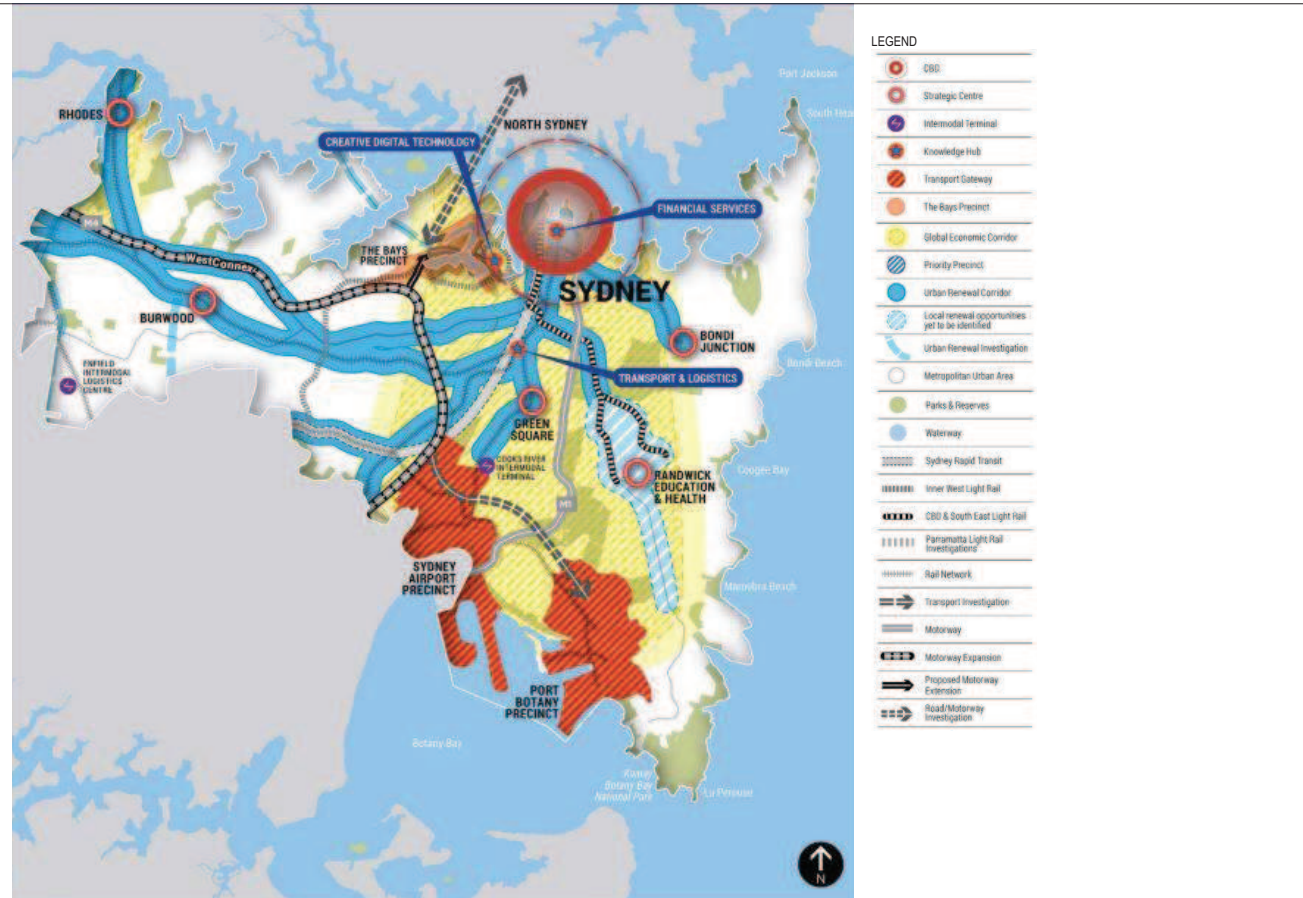
METROPOLITAN STRATEGY

The NSW Government's strategy for Sydney includes Bondi Junction as an integral part of a Urban Renewal Corridor. In the plan "A Plan For Growing Sydney", Bondi Junction is highlighted as a Strategic Centre, and is described as a priority location for mixed-use activity of an amount, density and diversity that is of metropolitan significance.

1/ A PLAN FOR GROWING SYDNEY, CONNECTING JOBS AND HOMES - SOURCE: FIG. 4 "A PLAN FOR GROWING SYDNEY"



2/ CENTRAL SUBREGION - SOURCE: FIG. 27 "A PLAN FOR GROWING SYDNEY"



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.

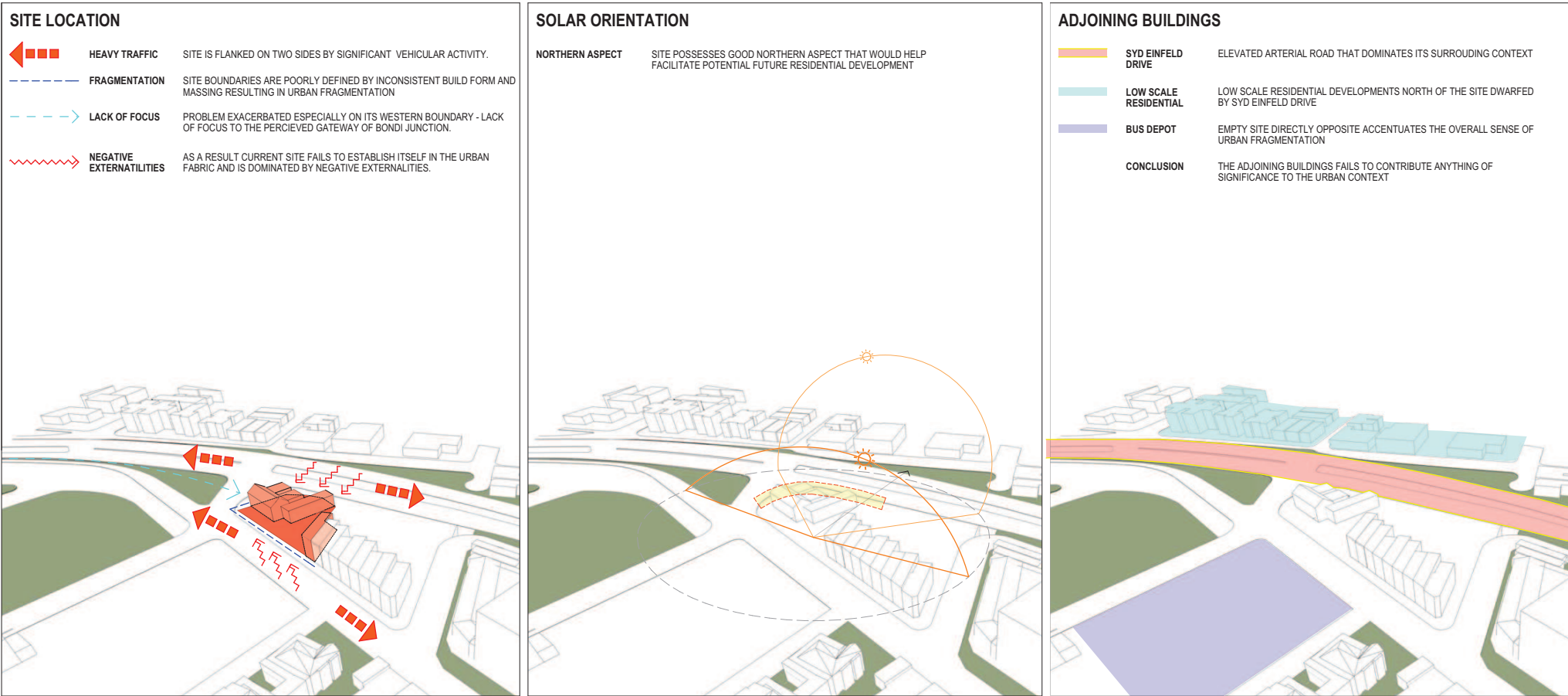
Along with the newly constructed northern Centennial Park share-way (cycleway), the West Oxford Street study area could play a key role in promoting bicycle transport within Waverley and the broader eastern suburbs.

1/ GREEN LINKS STRATEGY



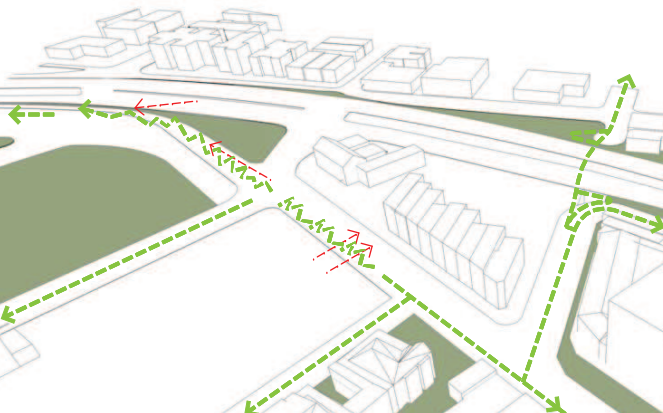
2/ CENTENIAL PARK OXFORD STREET SHAREWAY - ALREADY CONSTRUCTED

PRECINCT ANALYSIS



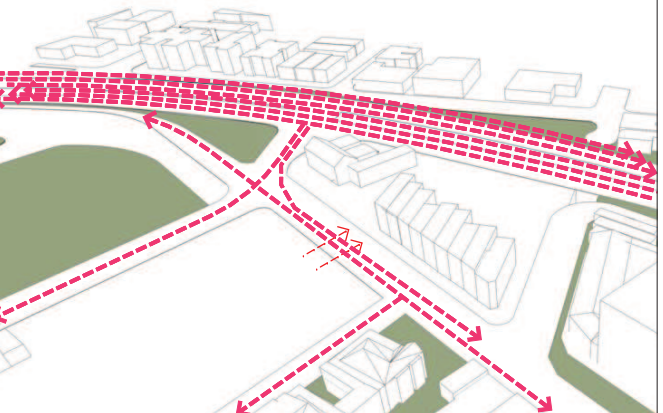
CYCLE NETWORK

-  **HEAVILY USED** LARGE VOLUMES OF BICYCLE TRAFFIC ALONG OXFORD ST
-  **FRAGMENTATION** INTERSECTION OF YORK ROAD & OXFORD STREET MARKS TRANSITION TO DIFFICULT CONDITIONS FOR CYCLISTS THROUGH TO PADDINGTON.
-  **LACK OF FOCUS** PROPOSED NORTHERN CYCLEWAY ALONG CENTENNIAL PARK WILL ASSIST BUT LAST 200m PAST YORK RD REMAINS PROBLEMATIC
-  **NEGATIVE EXTERNATILITIES** VERY HIGH INTENSITY OF BUS & VEHICLE TRAFFIC RESULTS IN CONFLICT AT MANY POINTS



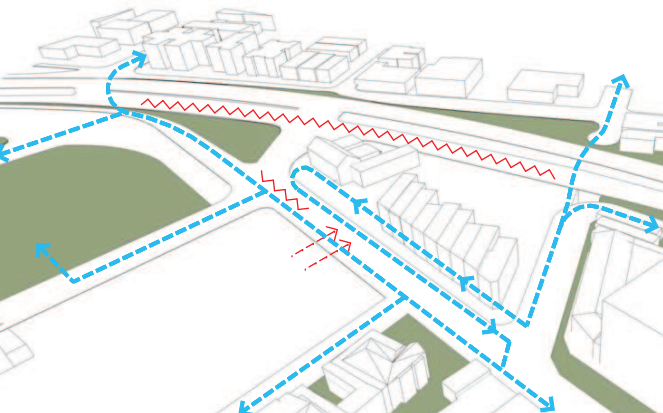
VEHICLE NETWORK

-  **VERY HEAVY TRAFFIC** SITE IS FLANKED ON TWO SIDES BY SIGNIFICANT VEHICULAR ACTIVITY.
-  **FRAGMENTATION** SMALL SITE LOTS RESULT IN LIMITED OPPORTUNITIES FOR STREET WIDENING UNLESS LOTS ARE AMALGAMATED
-  **LACK OF FOCUS** VEHICLE APPROACH INTO BONDI JUNCTION FROM THE WEST IS NOT CLEARLY MARKED OR IDENTIFIED
-  **NEGATIVE EXTERNATILITIES** BUS DEPOT EXIT POINT ISSUES CREATED BY SIGNIFICANT CONFLICT WITH PEDESTRIAN AND CYCLIST PATHS



PEDESTRIAN NETWORK

-  **HEAVY TRAFFIC** LARGE TRAFFIC VOLUMES FORM BARRIERS TO PEDESTRIAN PERMEABILITY
-  **FRAGMENTATION** INTERSECTION OF YORK ROAD & OXFORD STREET MARKS TRANSITION TO DIFFICULT CONDITIONS FOR PEDESTRIANS THROUGH TO PADDINGTON.
-  **LACK OF FOCUS** NO PEDESTRIAN FOCAL POINTS IN WESTERN BONDI JUNCTION
-  **NEGATIVE EXTERNATILITIES** VERY HIGH INTENSITY OF BUS & VEHICLE TRAFFIC RESULTS IN A HARSH PEDESTRIAN ENVIRONMENT & CONFLICT AT MANY POINTS



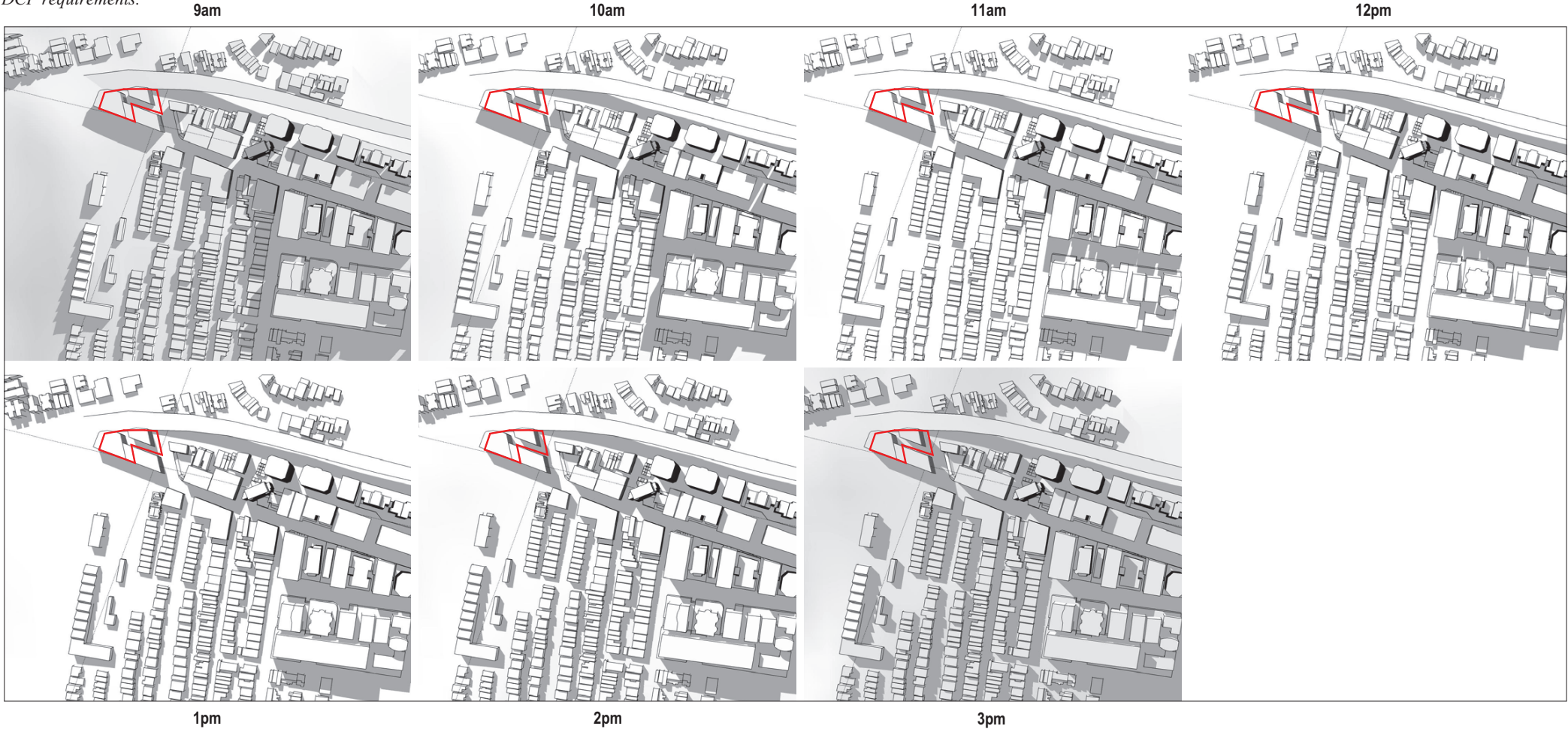
SHADOW IMPACT- 21 JUNE

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.





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

MAX HEIGHTS 30m+

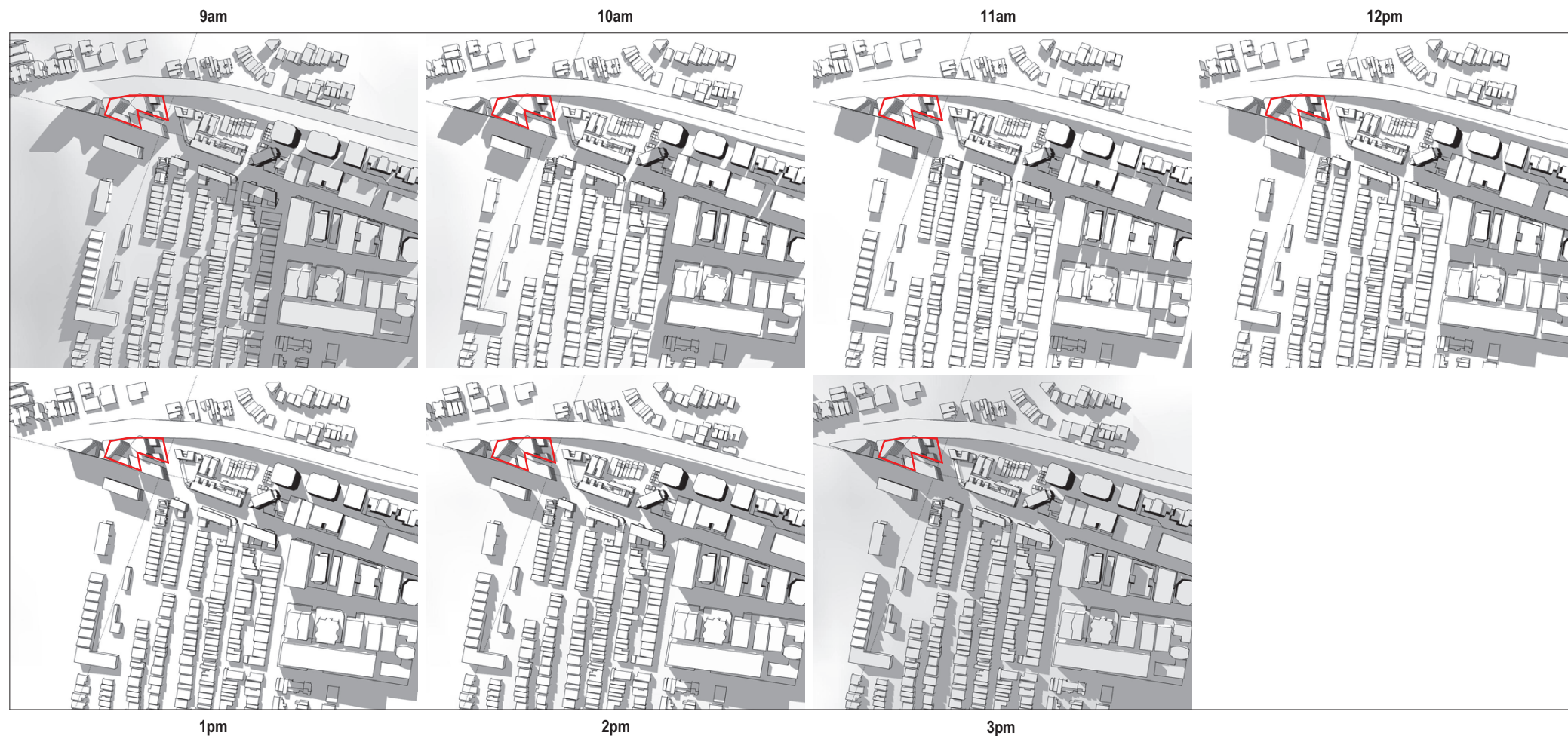
Diagrams indicating the shadow impacts of the Orange Team's proposed built form (maximum height = 30+metres)

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.

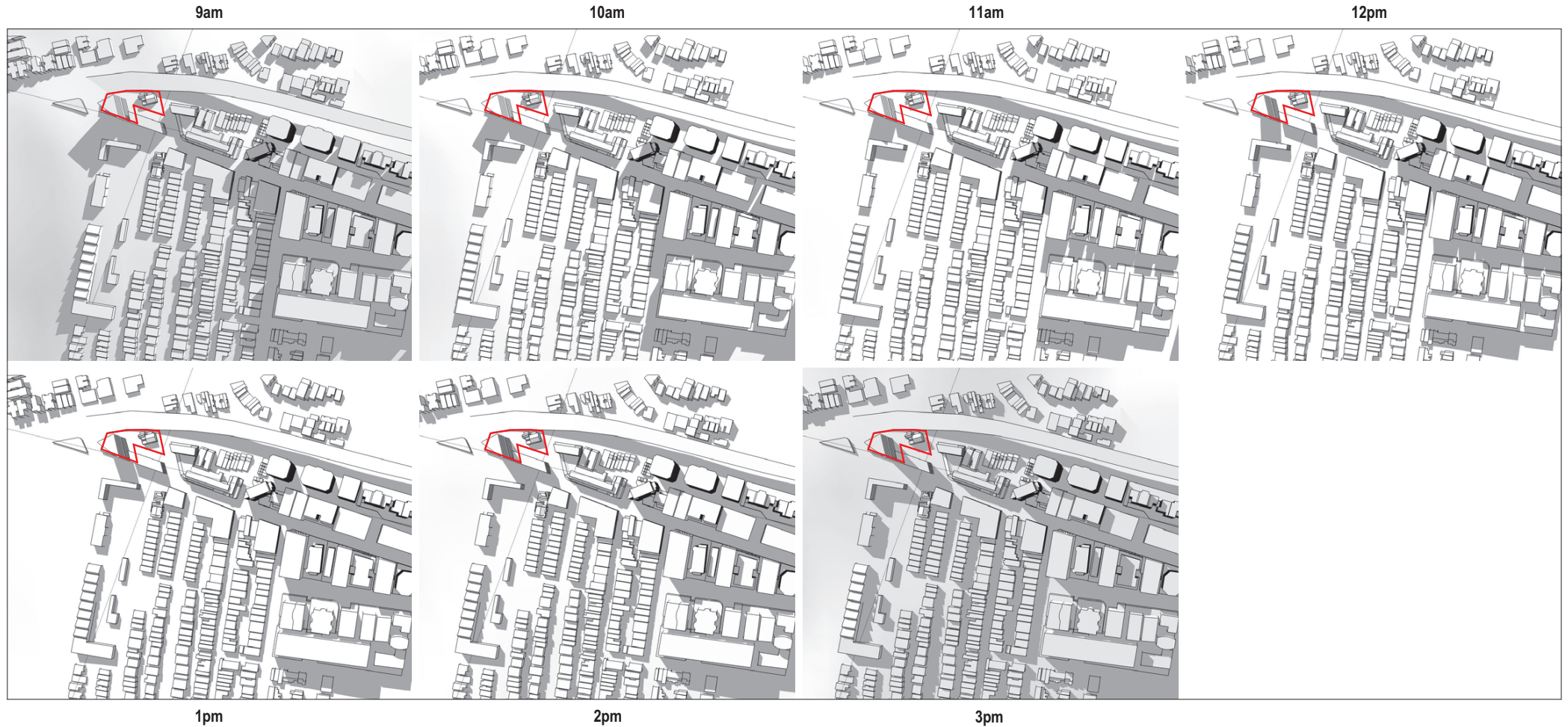


COUNCIL CHARETTE - BLUE TEAM SIMPSON + WILSON & THE LOT

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

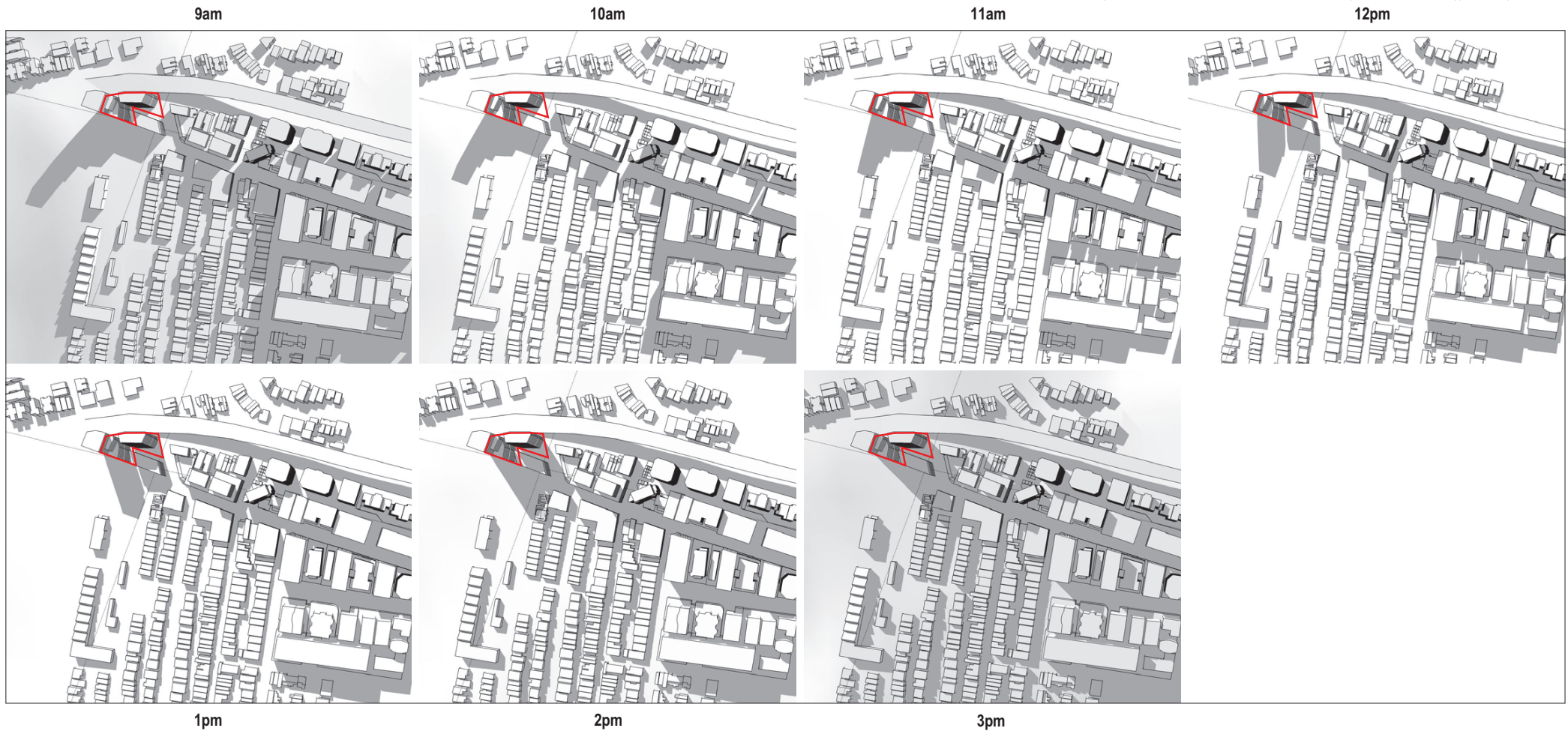
45m/60m

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 3 hours of sun to their effected facades



THE PROPOSAL

36m



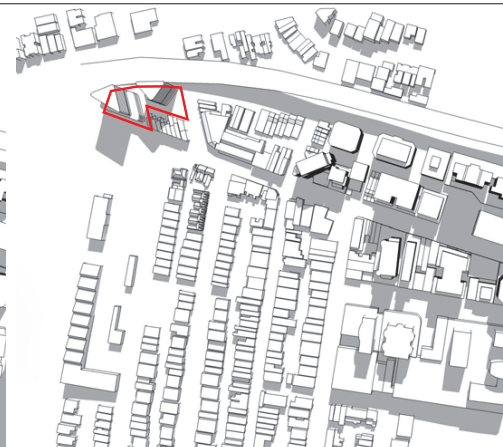
*Diagrams indicating the shadow impacts of the proposed medium density built form of a height of 36 metres.
Shadows on neighbouring properties from the heights proposed remain negligible.
The majority of shadows in the morning mainly fall on the bus depot and the roadway.*



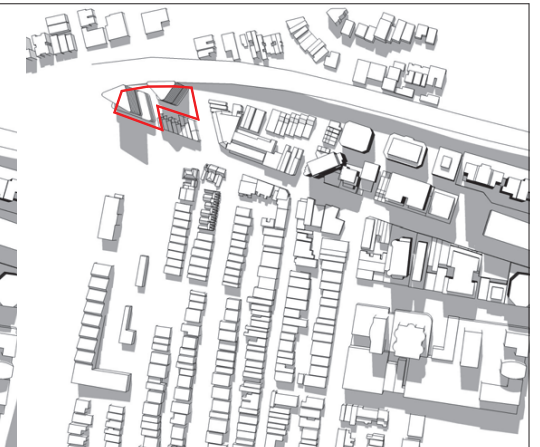
9am



10am



11am



12pm



*Diagram indicating the shadow impacts of the proposed built form (building heights = 36 metres)
 Shadows on neighbouring properties from the heights proposed remain negligible.
 The majority of shadows in afternoon fall mainly 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.*

