
WESTERN GATEWAY PRECINCT, BONDI JUNCTION

URBAN DESIGN STUDY of the

REVITALISATION OF WESTERN OXFORD STREET, BONDI JUNCTION



- JULY 2013 -

Western Gateway Precinct, Oxford St Bondi Junction Urban Design Report, July 2013

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Figure 1: Aerial view

1 INTRODUCTION

This report has been commissioned by the landowners of 194-214 Oxford Street (the site). After a number of meetings with Waverley Council, the Director of Planning requested an urban design study be conducted, reviewing the existing controls in the western part of Bondi Junction with a focus on the area between Oxford Street and Syd Einfeld Drive to the west of Leswell Street. This is with a view to identifying opportunities to revitalisation of the precinct through an uplift of density and height controls, public domain improvements, review of heritage items and conservation area, traffic analysis and review of pedestrian and cycle access; as well as providing a gateway building to strengthen the sense of arrival into the Waverley Municipal Area.

1.1 Overview

The redevelopment of the precinct at the western end of Bondi Junction provides a unique opportunity for the centre and its surroundings. This area has not undergone redevelopment since the construction of Syd Einfeld Drive (1979). This project left broken and unresolved urban blocks in a traffic afflicted setting, although the area lies along Oxford Street and is very close to Centennial Park.

Redevelopment of the area presents the opportunity to address the weakness of the western entry to Bondi Junction by establishing a distinct gateway at this location. It also presents the opportunity for architectural resolution of these sites to their setting, with buildings that address the corners. Buildings can be developed that are scaled appropriately to respond to the large open expanse of roadway and the proximity to the great resource of Centennial Park.

The vision for this precinct is for a much-improved public domain, with good physical connections through the area for pedestrians and cyclists, and active uses and spaces configured to create a desirable setting at street-level. This will have the added benefit of re-populating this part of Bondi Junction (see fig. 31) with a growing residential community who will activate and become stewards for this re-invigorated setting.

1.2 Purpose of this Report

City Plan Urban Design has been engaged by key stakeholders in this precinct, to prepare an Urban Design Report considering:-

1. The existing and likely future opportunities for development at the western end of Oxford Street, Bondi Junction
2. Establishing whether the site and the wider precinct has capacity for increased height and development yield.

The Urban Design Report reviews the Local Environment Plan controls applicable in the precinct, with in particular regard to height and density and associated public domain impacts. This assessment, along with a detailed analysis of the site, results in a Vision for the precinct. This vision is supported by a series of identified urban design opportunities which improve the area and the public realm. These opportunities suggest principles for height and density, with variation to the current controls for the precinct.

The Urban Design team on this project has worked closely with the architectural team to understand the issues surrounding the precinct, and develop solutions which bring the best overall outcomes for the precinct.

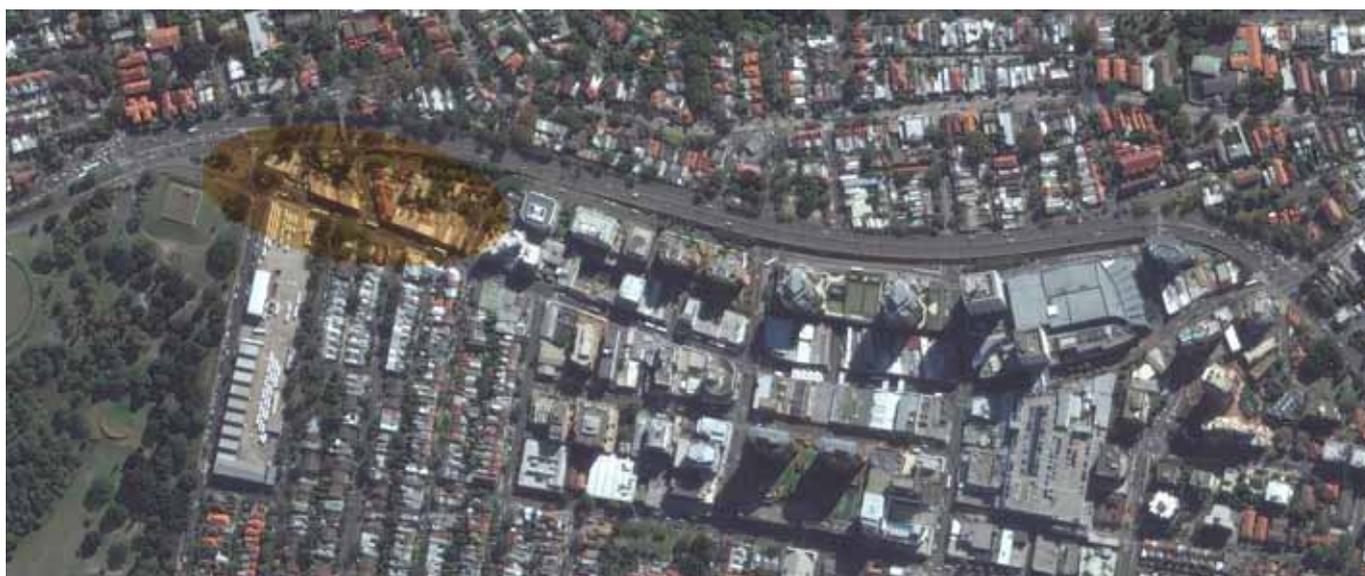


Figure 2 : Study area in the context of Bondi Junction Centre

2 PLANNING POLICY ANALYSIS

In 2012, City Plan Urban Design was commissioned by Waverley Council to review LEP and DCP controls of the Bondi Junction Centre, to assess the best approach for new development going forward. Our findings and recommendations of that study were recently formally adopted by Waverley Council. That study did not include a review of the controls in the western Bondi Junction precinct, which is the focus of this current report. One of the key recommendations in that study was, due to the pattern of development in Bondi Junction over the decades, it is clear that a strategic understanding of the Centre can only be assessed on a precinct by precinct basis to determine what constitutes appropriate levels of development for sites in any given precinct.

This current study area of the western precinct is no exception and the purpose of this report is to analyse and understand the current planning controls for this precinct, assess their appropriateness, and make recommendations for appropriate amendments which will allow for development to meet the overall vision for the Bondi Junction centre as well as benefit the precinct.

Waverley LEP (Bondi Junction Centre) 2010 has the following controls in place applicable to the site.

Zoning- B4 Mixed Use

Height- 15 metres

FSR- 1.5:1

The diagrams on the following page are from the Waverley LEP (2010).

A preliminary analysis of the maps identifies the heights and FSR in this precinct to be substantially lower than in other areas of the Bondi Junction Centre, thereby lacking in incentive for future development. Hence, a more detailed analysis of the study area follows.

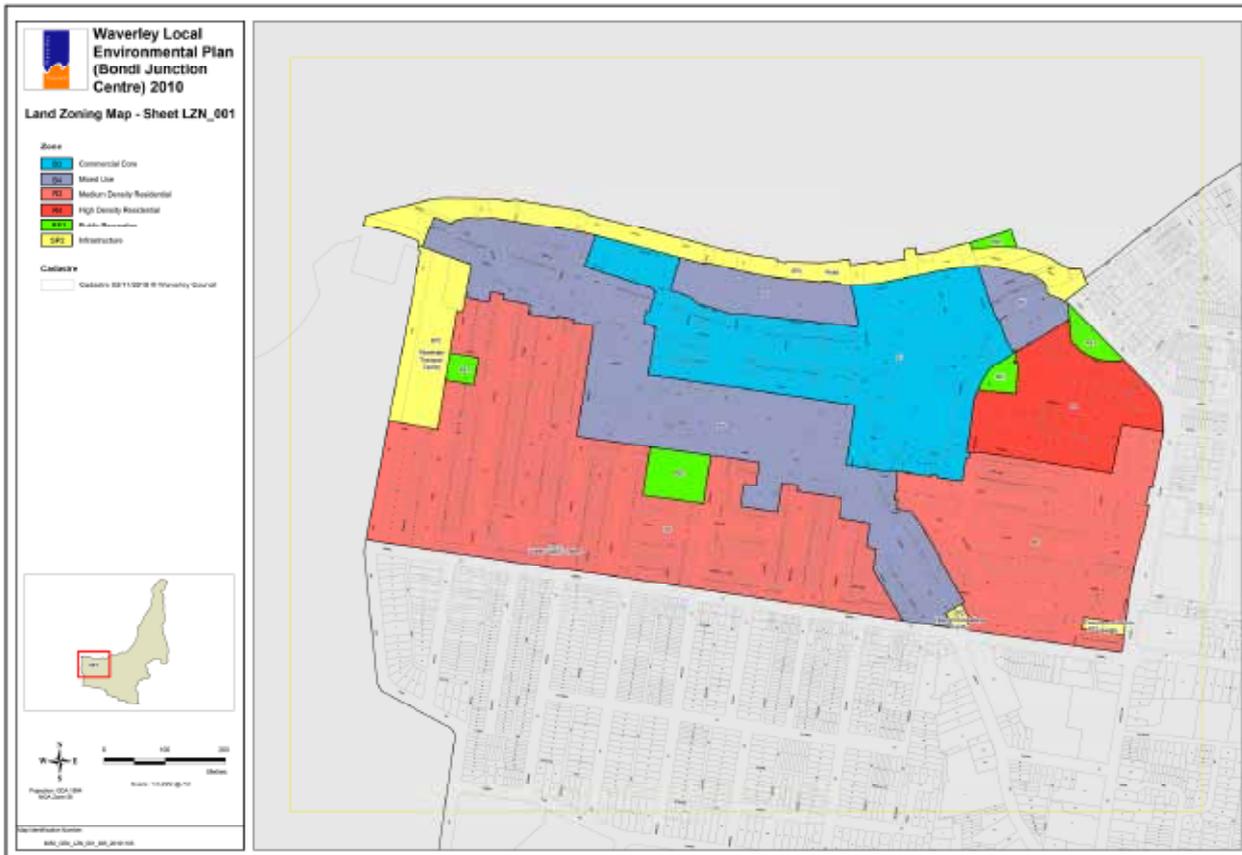


Figure 3 : Waverley LEP Land Zoning

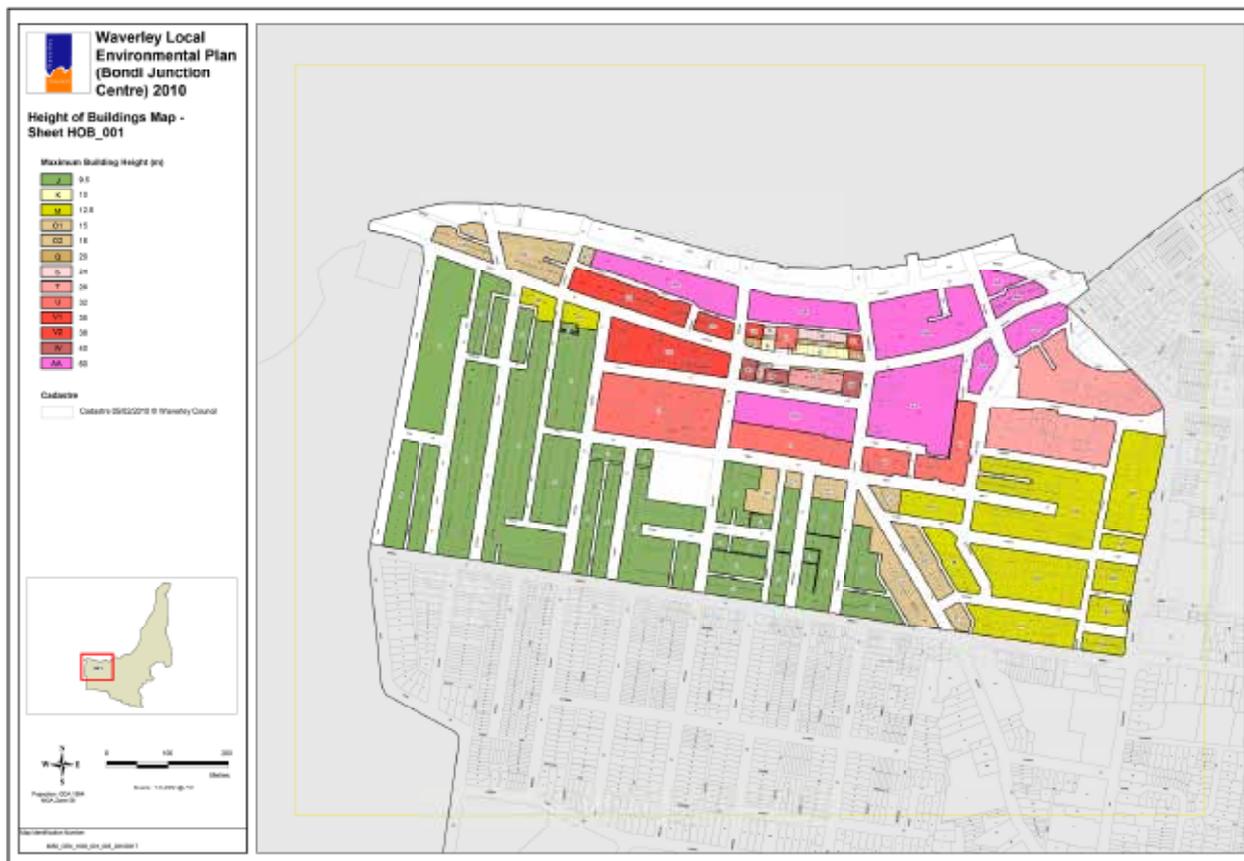


Figure 4 : Waverley LEP Height of Building

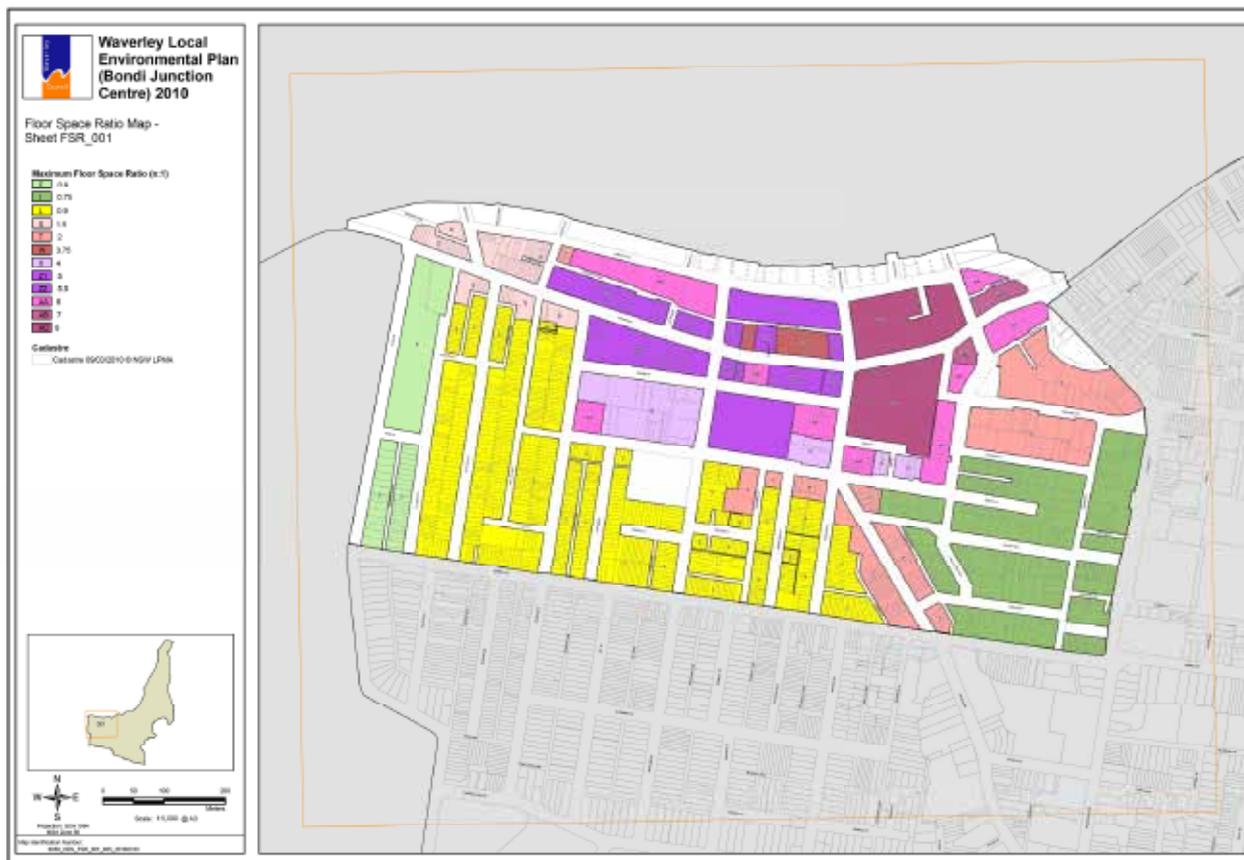


Figure 5 : Waverley LEP FSR

2.0 PLANNING POLICY ANALYSIS

3 STUDY AREA CONTEXT ANALYSIS

3.1 Study Area Location

The study area has a prime strategic location within the western most end of the Bondi Junction Centre. It lies across Oxford Street and is bounded by York Road and Centennial Park to the west, Syd Einfield Drive to the north and, Leswell Street to the east.

The precinct is very well placed amongst a range of attractions and Bondi Junction. Figure 8 illustrates this relationship. Key characteristics of the area can be summarised as follows:-

- Gateway location to Waverley, Randwick, Woollahra.
- Close proximity to Centennial Park
- Close proximity to all amenities and transport
- Easy access to city and beaches
- Good north/west aspect with good sunlight orientation
- Large street frontages and separation from other developments in the area
- Good retail exposure in a prominent location

3.2 Heritage Items and Conservation Area

Waverley LEP 2010 identifies several heritage items and a conservation area within the study area. A separate report has been prepared by City Plan Heritage on behalf of the stakeholders, to assesses these items in detail.

Overall, this report concludes that none of the items within the study area should prevent development to proceed, as

suggested in the Opportunities section.

3.3 Traffic

Assessment of the existing traffic volume and conditions in this part of Bondi Junction has been undertaken by GTA Consultants to review the current situation in relation to vehicular and cycle traffic and to establish the future capacity of the area. The report makes recommendations for both vehicular and cycle movement. These recommendations will require further consultation with Waverley Council, to allow coordination with other stakeholders.

3.4 Cycling/Pedestrian Network

Numerous investigations have been conducted by specialist consultants. All acknowledge the need for an improved cycle/pedestrian network within the area. These are at varying stages and require integration with a number of different stakeholders to be properly facilitated.

As part of this study, the team engaged Warren Salomon of Sustainable Transport Consultants to provide initial advice into solutions to an improved cycle network at the western end of Oxford Street. Paramount to this study was understanding how the network would connect to Centennial Park and the west, and Bondi Junction to the east. (See fig. 6)



Figure 6 : Proposed Bicycle Rider and Pedestrian Improvements to Intersections and Streets (source : Warren Salomon, Sustainable Transport)

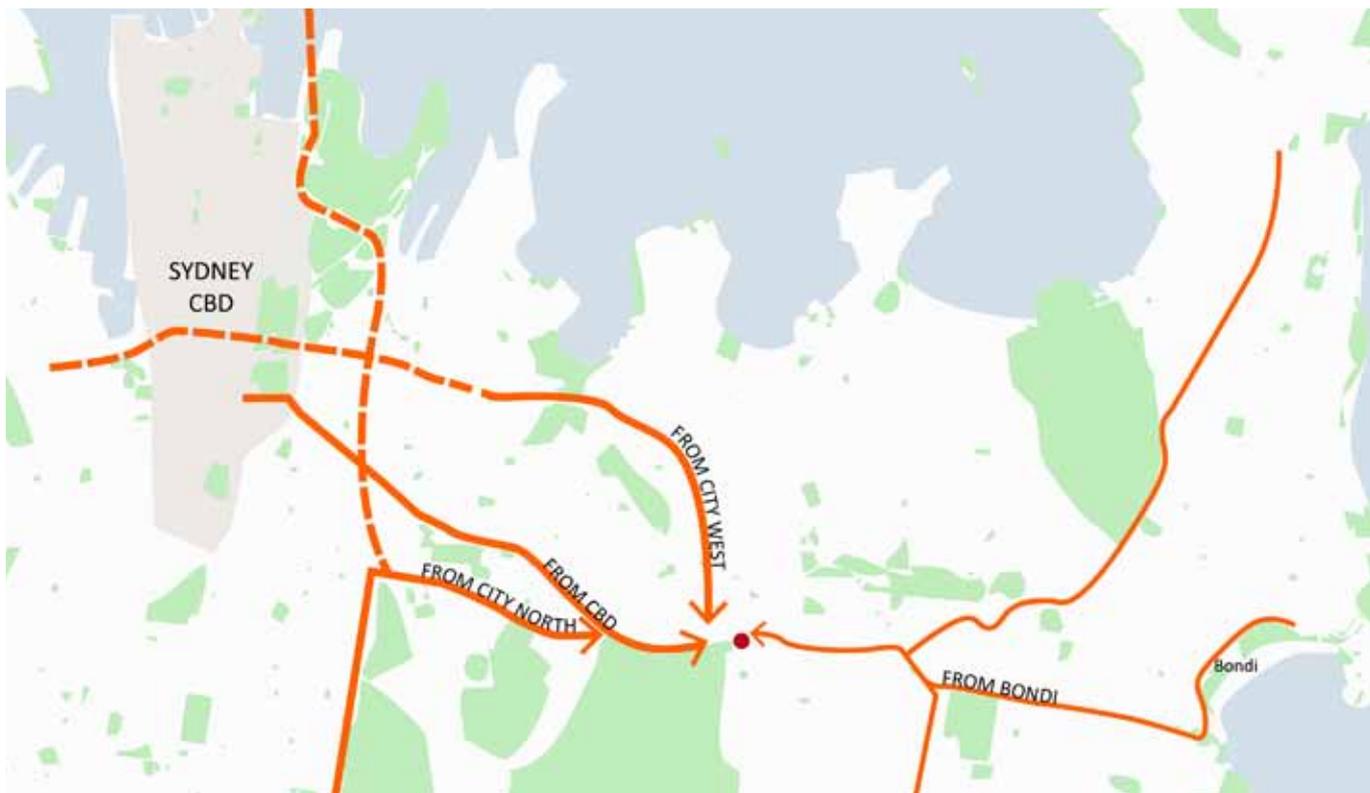


Figure 7: Numerous routes converge on this prominent location



Figure 8 : West Bondi Junction points of interest

3.0 STUDY AREA ANALYSIS



Figure 9 : Bondi Junction 1943



Figure 10 : Bondi Junction 1961



Figure 11 : Bondi Junction 1970



Figure 12 : Bondi Junction 1980



Figure 13 : Bondi Junction 1991



Figure 14 : Bondi Junction 2011

3.5 History of the Study Area

The study area has seen significant transformation over the past 70 years, and it is this transformation which is responsible for a number of the constraints which it experiences today.

The sequence of aerial photographs (Fig. 9- 14) on the adjacent page illustrate the site and its original setting in 1943, through to 2011.

In 1943, a clearly defined triangular block existed , which was bounded by Wallis Street to the north, Nelson Street to the east and Oxford Street to the south/west.

Much of this block was demolished to make way for Syd Einfeld Drive. The site of 194 Oxford Street once occupied the middle of this block. This fragment now occupies the gateway to Bondi Junction.

It clearly illustrates that in 1943, the precinct:-

- sits on Oxford Street as the primary route
- was part of a consistent urban fabric
- had a clear and significant street address-terminating the end of York Road.
- was part of a clear and well connected street network, with Wallis Street, Oxford Street and Nelson Street connect the site with surrounding suburbs of Woolhara and Paddington.

This street and block form is evident through to 1970.

By 1982, Syd Einfeld Drive was introduced to provide a by-pass to Bondi Junction, which disrupted and fragmented the urban blocks north of Oxford Street.

The aerial photograph of 1982, and those through to 2011, clearly illustrate:-

- Oxford Street is no longer the primary route
- a severed, broken and inconsistent fabric, with a number of pieces of land being 'left-over' as a result (4 terrace houses).

The western most buildings on Oxford Street occupy a very prominent corner however they were built as mid-block terrace houses.

Figure 15 and 16 below illustrate the comments as described above.

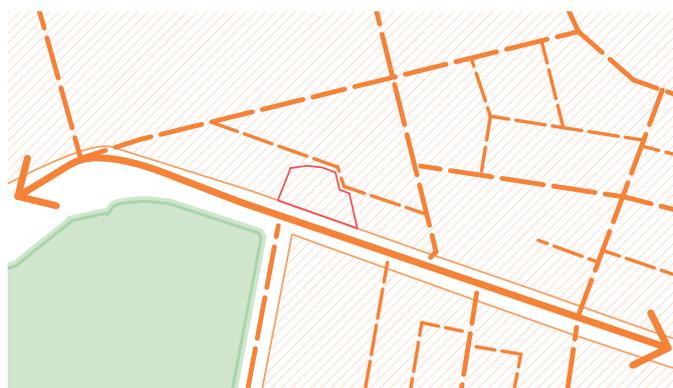


Figure 15 : Bondi Junction 1943 street network



Figure 16 : Bondi Junction 2011 street network

3.6 Study Area Photographs

The following photos provide a visual survey and illustrates the main characteristics of the area. The key attributes are:-

- Car dominated environment with vast expanses of tarmac and high speed lanes.
- Dangerous cycling and poor pedestrian conditions.
- Retail and business uses fronting Oxford Street.
- Minimal landscaping to the street to provide a buffer.
- Narrow pedestrian bridge connecting to the north.
- Heritage item (Nelson Hotel) requires special consideration.
- Lack of identity and a sense of arrival to Bondi Junction.



Figure 17 : Syd Einfeld Drive looking east towards site



Figure 18 : Syd Einfeld Drive looking east towards study area



Figure 19 : Heritage terraces



Figure 20 : Syd Einfeld Drive looking north-west



Figure 21 : Looking east towards the study area



Figure 22 : The Nelson Hotel



Figure 23: Nelson Street towards Syd Einfeld Drive



Figure 24: Pedestrian and cycle bridge over Syd Einfeld Drive



Figure 25: Osmund Lane is a dead end



Figure 26: Oxford Street looking west



Figure 27: Looking east along Oxford Street

3.0 STUDY AREA ANALYSIS

4 URBAN DESIGN ANALYSIS

This section presents analysis of some key characteristics of the area and explains how it currently functions from an urban design perspective. The section which follows identifies the opportunities to improve that urban context.

4.1 Periphery location

The study area is located within Waverley Council's municipal boundary, but is at the border of two other Council areas - being that of Woollahra and Randwick Councils. Sites located on the edge of jurisdictional boundaries are often forgotten. This is such an example. (Fig. 28)

4.2 Pedestrian Network

The pedestrian network is currently disconnected and not friendly for pedestrians walking at this end of Oxford Street. This is partly a result of the introduction of Syd Einfield Drive which has cut previous direct pedestrian connections to surrounding areas. Footpaths are generally narrow, some end abruptly. There is a lack of a connection along the north side of Oxford Street, and consequently it is difficult to gain access across Syd Einfield Drive to Woollahra and Centennial Park. (Fig. 29)

4.3 Built Frontage and Street Address

In the Early 20th century the built frontage in the precinct was

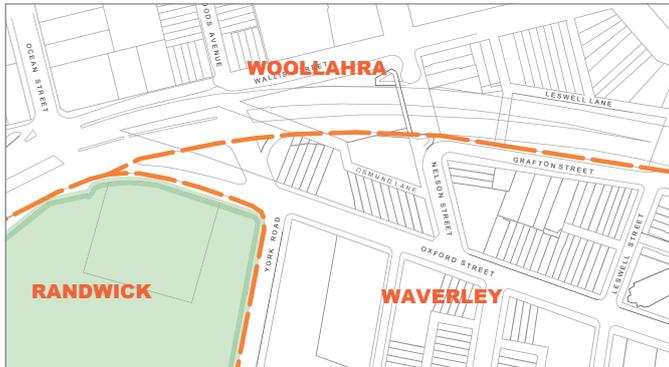


Figure 28 : Positioned at junction of Council boundaries

of well-defined street-fronting buildings. This has broken down with the advent of the bus depot and the motorway. To the west of St James Road, Oxford Street breaks down into a single-sided street with the depot on the south, on the north is a run of nine somewhat run-down shop fronts. Moving westward the frontage is interrupted by the car yard. The terrace houses to the west re-establish the street wall before it ceases as a street at the junction with York Road. This block offers no address to the west (blind wall) or the north (rear-of properties and noise wall). (Fig. 30)

4.4 Cycle Network

The cycle network is currently unclear and unsafe for cyclists. Lack of a designated cycle route along Oxford Street results in cyclists either competing with traffic and buses along narrow lanes of Oxford Street or using the footpath. (Fig. 31)

4.5 Population Density

Figure 32 illustrates relative population density. There is low density in the study area, which contributes to the relatively low-activation of this part of Oxford Street, and leaves this area unbalanced with the population of eastern Bondi Junction. Note also the lack of people in close walking distance to the resource of Centennial Park.

4.6 Retail and Services Intensity

Figure 33 identifies the intensity of retail and services across



Figure 29 : Limited pedestrian network



Figure 30 : Poor street address

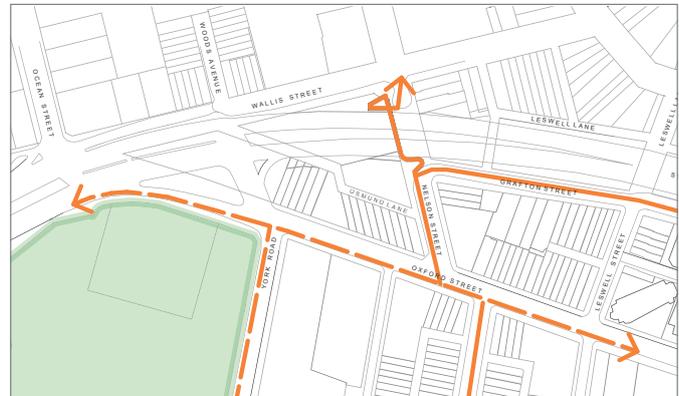


Figure 31 : Limited cycle network

the centre, and highlights the decrease in intensity of retail offerings at the western end of Oxford Street, opposed to the eastern end of the junction. This is exacerbated by low population growth discussed in the previous section as well as the absence of a landing area in the western precinct.

4.7 Public Domain/Streetscape

The extent of public domain of the area is fairly limited and in a diminished condition. This includes limited area of public open amenity areas, a poor streetscape in part and generally a poor attention to the public realm. A reason for this probably follows on from section 4.5 and 4.6 where due to the lack of population and retail intensity there is little incentive and funding for any public area upgrade. This by comparison is not the case in East Bondi Junction where Westfield has a prominent presence.

4.8 Lack of Identity

There are numerous disparate uses located within the study area, and none of which act as a 'magnet' to provide a clear identity to the area. This is exacerbated by a diminished population living in this area of the centre to give it an identity.

4.9 Traffic

A number of traffic routes converge at the intersection of Oxford Street and Syd Einfeld Drive. These include: the Bondi Junction bypass route along Ward Avenue; the Ebley-Dennison Street route; as well as the traffic on Oxford Street and Syd Einfeld Drive. The large intersection also includes and awkward weave to Ocean Street. At the intersection the roadway grows to a maximum of thirteen lanes and around one hundred metres in width.

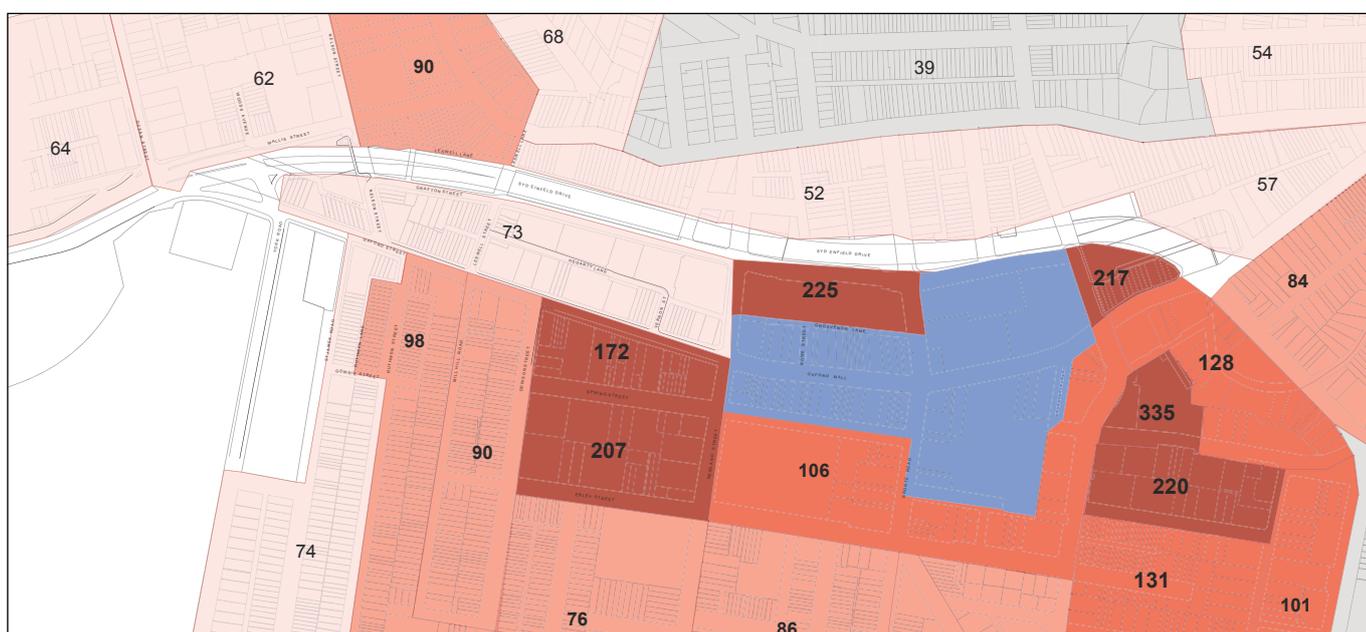


Figure 32 : Population Density: People Per Hectare (Source: ABS 2011 Census)

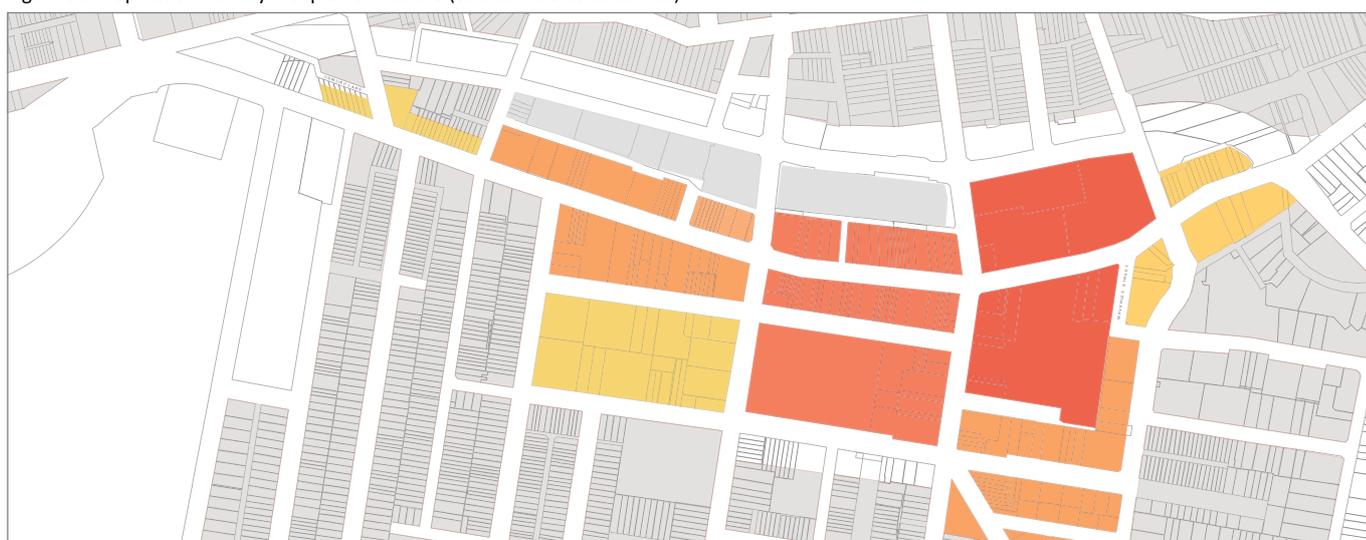


Figure 33 : Retail and services intensity

4.0 URBAN DESIGN ANALYSIS



Figure 34 : Laneways with cafe activity



Figure 35 : Existing cafe on Nelson Street suggests uses to be promoted



Figure 36 : Integrating bike use with cafes



Figure 37 : Small intimate European squares to define a new precinct



Figure 38 : Small urban squares activated by cafes



Figure 39 : Clearly defined pedestrian connections through former lane



Figure 40 : High quality public realm



Figure 41 : High quality public realm



Figure 42 : High quality public realm

5 OPPORTUNITIES

The study area presents great opportunities to improve the built environment, and take advantage of its prime location adjacent to Centennial Park and the amenities of Bondi Junction and Woollahra.

In addition to this, its location and site characteristics, which are not clearly defined, have the potential with its prominent position to act as the key gateway and landing into Bondi Junction Centre from the west.

This study presents a vision for the precinct which will allow long-term activity to be sustained within the area, and provide Bondi Junction with a well-designed gateway to improve the centre as a whole and give a better sense of identity.

5.1 A Vision for the Precinct

We believe there is a unique opportunity to create an attractive, vibrant mixed use precinct forming a gateway to the western end of Bondi Junction Centre, which will provide:-

- New public realm opportunities such as a small, active and intimate village style piazza.
- Improved pedestrian connections throughout the precinct to surrounding areas.
- Improved cycle network throughout the precinct to surrounding areas.
- A diverse mix of uses which allows a unique precinct to form, and does not compete with other existing uses in Bondi Junction.
- A environment of tower buildings of high quality design which provides a distinct positive identity to mark the entry into Bondi Junction.

This Vision would be developed with the following principles of good urban design practice and high quality architecture. This includes:-

- High quality public domain with attractive, durable materials and high quality street furniture.
- Upgrade of public streets and street landscaping.
- Well designed buildings which meet the public realm in a positive manner, maximise active frontages, sit comfortably within their context, and stimulate opportunities on surrounding sites.

The implementation of this vision would allow for substantial public benefits as well as to local businesses. Benefits would include :-

1. Population growth through an increase in residential and employment uses in the area.
2. Improve the cycle network.
3. Provide a gateway/entry landmark.
4. Improve pedestrian connections and environment.
5. Improve connections to Centennial Park, a substantial public amenity on the edge of the centre.
6. Improve traffic conditions within the area.
7. Balance the approach with East Bondi Junction, which currently dominates in population and retail activity causing pressures on surrounding infrastructure.



Figure 43 : Creation of a gateway site with a tall building to 'book-end' east and west of the centre

5.2 Development Opportunities

The study area has been analysed to understand the conditions which currently affect the potential of particular sites within the precinct and an appropriate development response.

This analysis considers development potential based on proximity to other developments, relative site size, access, proximity to heritage items, sunlight access, privacy, and building separation.

Sites have been numbered 1-6, which have been identified as those which also have potential to be developed in the near future.

Each of the sites display varying levels of characteristics in relation to access, possible plate depth and the relationship

to surrounding buildings. The sites are however relatively unconstrained in terms of possible overshadowing impact, as they are located to the edge of large areas of non-residential uses, such as Centennial Park and Syd Einfield Drive. Each of the sites is considered and recommendations made for their redevelopment. In each case recommendations consider: identity; heritage; overshadowing; block position and land use.

Site 1

This is the principal gateway site. A landmark should be established to create identity and orientation. The heritage fragment (row houses) that were formerly mid-block, are now block-end, presenting a blind wall to the intersection. Design options should consider both keeping terraces as well as demolition. Southward across Oxford Street is a non-residential use (bus Depot) so the site is relatively unconstrained for overshadowing impacts if a tall building is developed. The

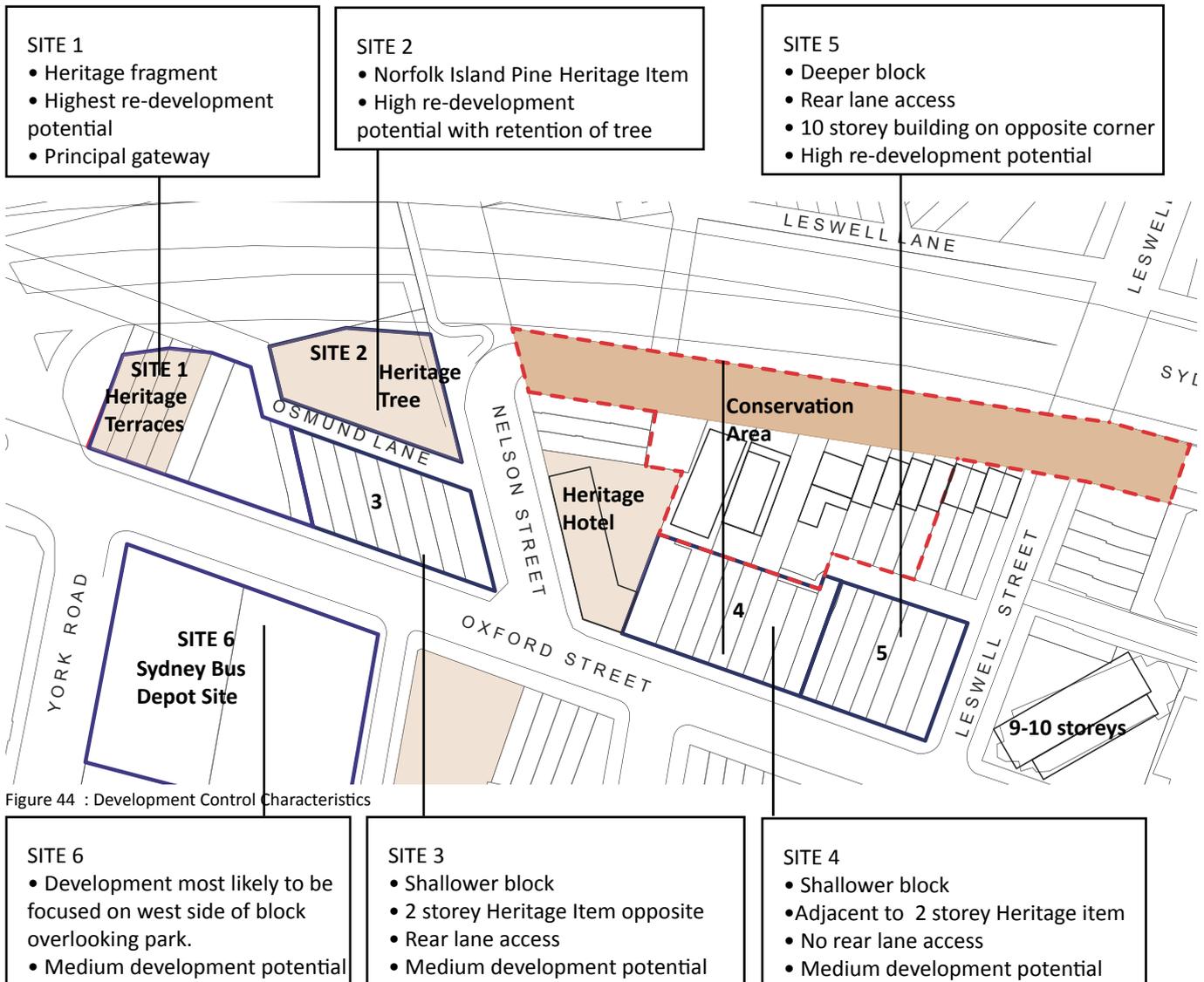


Figure 44 : Development Control Characteristics

position in the block with roads on three sides means the site is unconstrained for building separation.

Land use may include a high profile show room or gallery space at street level to take advantage of high visibility. The site is appropriate for a residential or mixed use incorporating a tower. High density residential development on the site would give a significant boost to the population in this part of Bondi Junction.

Site 2

This site is relatively remote having no frontage to Oxford Street. It has a short frontage to Nelson Street and longer frontages to Osmund Lane and the motorway. It lies on the axis of Grafton Street, and its appearance from the motorway and along Grafton Streets are significant considerations. A heritage tree exists near Nelson Street, this large tree may be seen as an asset to the site if it is retained, although its retention will reduce the potential footprint, therefore greater height may be appropriate. The position and height of massing on site two will impact upon solar access to site three. Figure 50 illustrates a concept for a plan to create a public plaza that incorporates the tree and concentrates building mass on the north of the site.

Site 3

Although a shallower site (20m deep), consisting of a number of smaller lots, it has a long frontage to Oxford Street, Nelson Street and Osmund Lane. This site would help complete the precinct concept proposed in this report.

When it is considered for re-development, the following factors must be considered:-

- Its corner relationship to the 2 storey heritage listed Nelson Hotel across the road.
- Its impact on Oxford Street and Westgate House,

the substantial National Trust listed house at 17-19 Oxford Street.

- It building separation from sites 1 and 2.

Site 4

Site 4 is fully developed along Oxford Street, with limited access to the rear via Camp Lane. The site sits adjacent to the Nelson Hotel and within the vicinity of the conservation area on Grafton Street. These considerations suggest a medium-rise height on this site, possibly including height-transition to the Nelson Hotel.

Site 5

Site 5 is fully developed along Oxford Street and has the benefit of continuous rear access from Camp Lane. It also has the benefit of being located opposite an existing 9-10 storey residential building on Leswell Street, which gives it the opportunity for greater height on the corner.

Site 6

The Sydney Bus Depot Site is unlikely to redevelop in the short term given its strategic transport function. In the longer term it may redevelop. Any master plan for this site will have a wide range of possibilities given its large size. The main considerations in the design response are to establish a landmark at the Oxford Street gateway, establish a high-quality street frontage on Oxford Street, and resolution of the intersection function with additional space for wider footpaths or lanes if required. The scale relationship to the low-scale heritage context to the east of the site should be resolved as well as potential overshadowing impacts to residents along St James Road and Gowrie Street Park. Orientation of views would be most advantageous towards Centennial Park. High density residential development on the site would give a significant boost to the population in this part of Bondi Junction.

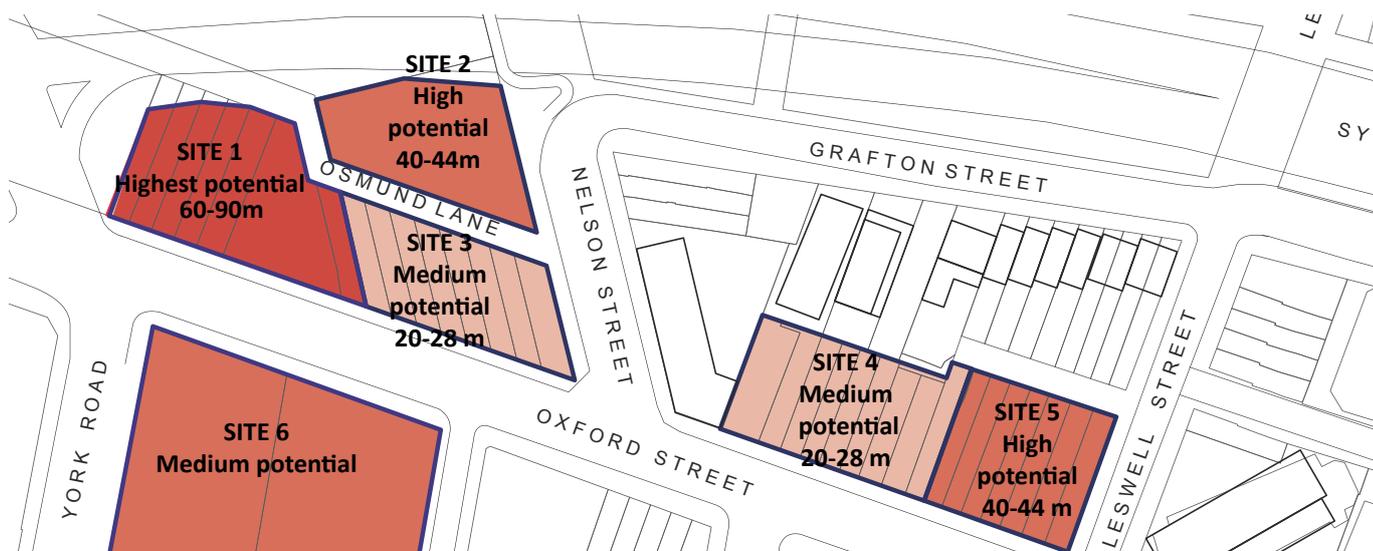


Figure 45 : Development Potential Opportunities

5.0 OPPORTUNITIES

5.3 Urban Design Opportunities

The key strategic moves which Sites 1, 2 and 3 focus on include the following:-

5.3.1 New Public Space

Creation of a small urban square or piazza on the corner of Nelson Street and Osmund Lane which would have the benefit of :-

- Positively activating Osmund Lane, through mixed-use north-facing frontages and informal seating;
- Being an appropriate positive setting for the heritage listed Norfolk Island pine tree
- Acting as a stepping stone to allow pedestrian and cycle connections from the pedestrian bridge over Syd Einfeld Drive, along the laneway through to Oxford Street.
- Creating a distinct quarter in this area of Nelson Street, growing the current activity from cafes and unique retail offerings which already exist.
- Ground floor function centre with large floor plate.

5.3.2 Improved Pedestrian Network

A new square will, in turn, improve the pedestrian network- with



Figure 46: New public space



Figure 48 : Improved street address

the route along Osmund Lane developed into an attractive, accessible route This would provide easier connections from Woollahra/Paddington/Edgecliff through to Nelson Street, and through to Oxford Street. A pedestrian crossing point directly in front of 194-214 Oxford Street would provide a connection to Centennial Park.

5.3.3 Improved Street Address

The creation of a new building on Site 1 at the western most point of Bondi Junction will provide an anchor to the street. Additionally, future development of sites 2 and 3, will add to the improved street address. A new building on Site 2, will address the end of Nelson Street (whilst retaining the tree). Site 3 will provide a building which reflects the existing street wall.

5.3.4 Improved Cycle Network

Cycle improvements can be made in a number of ways and could incorporate a dedicated cycle lane to Oxford Street. The site has the opportunity to provide space in front of the site to allow this to be incorporated.

The creation of the square would additionally provide a more pleasant 'landing point' to the existing bridge over Syd Einfeld Drive.



Figure 47 : Improved pedestrian network

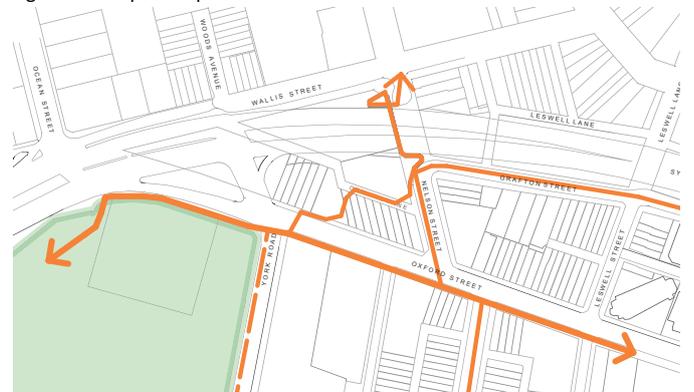


Figure 49 : Improved cycle network

5.4 Public Domain Opportunities (Illustrative)

The study area has considered the development potential of six sites to this western end of Oxford Street. This illustrative sketch presents initial ideas for public realm opportunities to Sites 1, 2 and 3 only, with the view that these three sites together present the initial catalyst for redevelopment of this precinct.

The architecture report which accompanies this study illustrates the ideas of the public realm opportunities presented here in more detail.

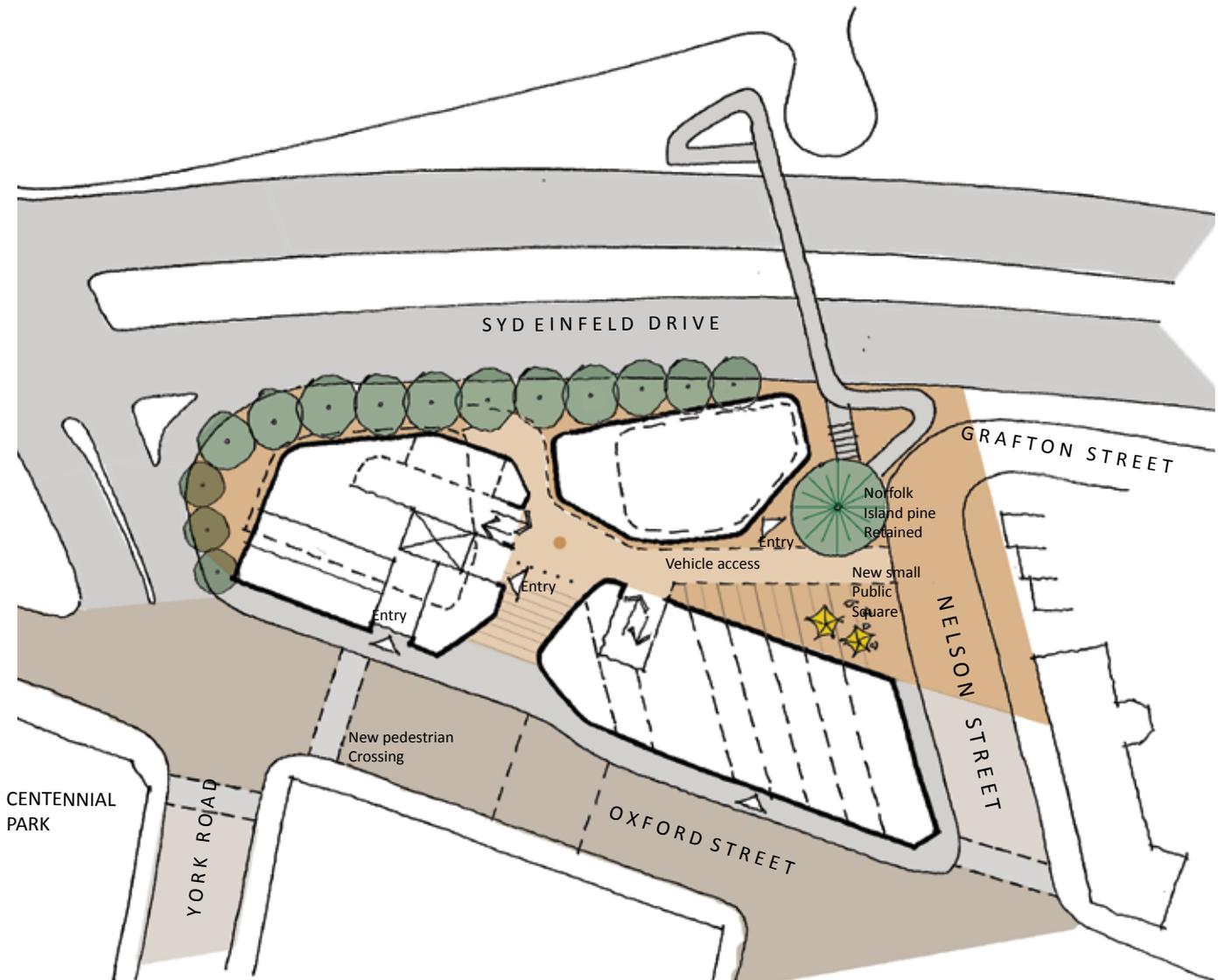


Figure 50 : Illustrative Public Realm Opportunities

5.5 Development design principles

The following section describes the development control principles, such as height, setback and separation which would be appropriate for new buildings on Sites 1, 2 and 3 of the study area.

Tower buildings

Tower buildings are a highly effective way to establish a landmark in a location. Bondi Junction and the surrounding ridges and valleys have a well-established pattern of tower buildings. A tower form is appropriate to mark the edge of this precinct. The large scale of the roadway spaces and the lack of residential buildings that might be overshadowed to the south make this an appropriate and desirable building form for the western edge of the precinct.

Tower buildings are incorporated to :-

- Provide a gateway marker to Bondi Junction
- Reinforce the urban centre of Bondi Junction
- Define the edge of the precinct at the western end of Bondi Junction.
- Provide an increase in population density and retail activation.
- Balance streetscape with Eastern end of Bondi Junction.

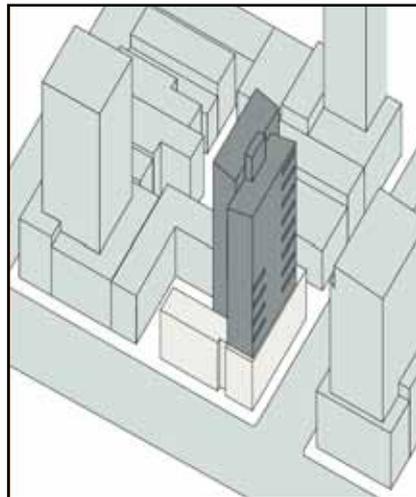


Figure 53 : Vertical proportion of towers (from Residential Flat Design Code)

Height

The principle for height is to adopt a ratio of relative height. From the analysis undertaken in Section 5.2, this relative height is identified as follows:

- Site 1- 60-90 m
- Site 2- 40-44m

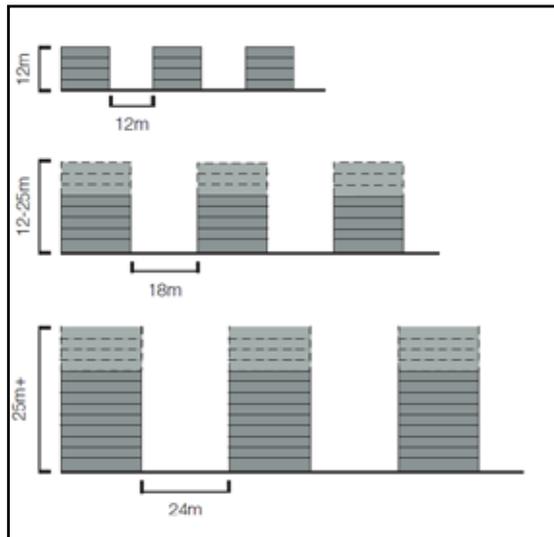


Figure 54 : Building separation (from Residential Flat Design Code)

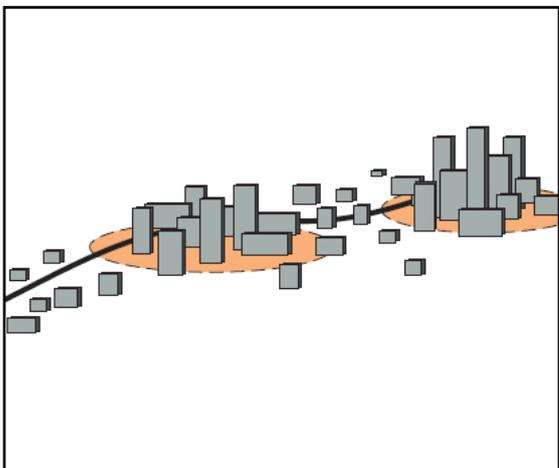


Figure 51 : Towers to reinforce urban centres (from Residential Flat Design Code)

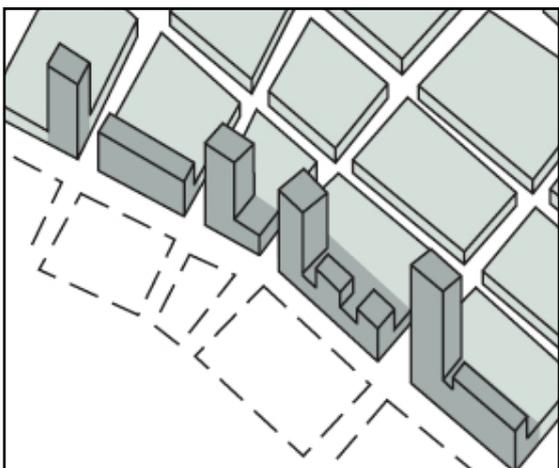


Figure 52 : Towers to edge of precinct (from Residential Flat Design Code)

Site 3- 20-28m

Site 4- 20-28m

Site 5- 40-44m

Tower Separation

All separation distances must meet the Residential Flat Design Code. Tower separation allows for one building to be identified as the gateway element.

Street Wall

A street wall which follows the existing pattern of Oxford Street is to be adopted. To the western end of the junction, this is a two storey equivalent wall on the boundary. The height of this street wall, or podium level is to be reviewed on a site by site basis for other sites which do not front Oxford Street.

Setbacks

Key principles for setback to each of the sites is described below.

Site 1 (194-214 Oxford Street)

- Gateway, in the round site
- Tallest element
- 10 metre podium then 6 metre setback (which can vary as gateway element and not along main street)

Site 2 (facing Syd Einfeld Drive)

- 10 metre podium then 6 metre setback (which can vary as main street location and street wall condition).

Site 3 (along Oxford Street)

- Street wall condition along Oxford Street
- 6 metre street wall (in essence 2 storeys equivalent to match with existing historic street) then 6 metre setback.
-

Site 4 (along Oxford Street)

- Street wall condition along Oxford Street
- 6 metre street wall (in essence 2 storeys equivalent to match with existing historic street) then 6 metre setback.
-

Site 5 (along Oxford Street)

- Street wall condition along Oxford Street
- 6 metre street wall (in essence 2 storeys equivalent to match with existing historic street) then 6 metre setback.

5.5 Development design principles

Any tower element to be incorporated as a gateway should demonstrate the following design principles:-

- Slim in form
- Creates an identifiable positive land-Mark/gateway.
- Interacts positively at the ground level
To form useable, attractive public space.
- Appropriate articulation of form.
- Appropriate high quality materials.



Figure 55: Dock 5, Melbourne



Figure 56: Flat Iron Building, NY



Figure 57: Distillery Hill, Pyrmont



Figure 58: St Margaret's, Sydney



Figure 59: St Margaret's, Sydney

6 CONCLUSION

The analysis of this study area identifies how the precinct could be developed to achieve a desirable built form outcome which would deliver increased yield to the western end of the junction whilst also allowing for improved public domain.

The benefits of this will include:-

- Establish western gateway to create a distinct identity and to balance with the eastern gateway of Bondi Junction.
- Improve the desirability and spread the residential population toward the western end of Bondi Junction.
- Improve the public domain environment and connectivity at the western end of Bondi Junction.

It is envisaged that the delivery of this strategy will be through developer initiated Planning Proposal (PP) for individual or amalgamated sites.

Specifically it is recommended that the built form concepts for the precinct be implemented through developer initiated changes to the local planning provisions. In order to satisfy Council's desires for the precinct and the outcomes of this study, the specific Planning Proposals should:

- Relate to a parcel of land that does not isolate, sterilize or unreasonably restrict development potential of adjacent parcels of land;
- Propose an amendment of the LEP height controls consistent with the Built form in the study;
- Propose mechanisms that ensure tower forms which will retain views as much as possible and minimize overshadowing to existing residents;
- Provide some satisfactory and agreed 'public benefit' as part of the development proposal
- Include satisfactory arrangements for the provision of improved public domain within in the precinct;
- It would also be desirable for a PP to be accompanied by a Concept DA for the proposed works thus utilising the provisions of Division 4B of the Act

It is considered that any Planning Proposal accompanied by a proposed voluntary Planning Agreement (VPA) may constitute

satisfactory arrangements for the provision of improved public domain and provision of 'public benefit' if the VPA;

1. Contributes to the costs associated with land acquisition required to achieve the public domain improvements identified in the study; or
2. Contributes to the facilitation of the construction, financing and/or gifting to Council of works so identified.

It is considered only reasonable and appropriate that development of sites which benefit from the increases in height identified by this study should contribute to the cost of realizing the public benefits as articulated in the study.

Any such proposed VPA should be discussed with Council prior to submission of the PP.

The report identifies that density and heights in the western precinct of Bondi Junction are substantially lower than the rest of Bondi Junction Centre.

This, along with the construction of Syd Einfeld Drive, has resulted in very little focus and development in this western precinct since the 1980s, and is in need of incentive for revitalisation.

The urban design analysis and recommendations of this report provide a sound basis for the transformation of the precinct into vibrant high-density mixed-use precinct which becomes a landmark in Sydney and is a very desirable setting to visit or in which to live.