West Oxford Street Precinct Plan – Consultation Outcomes Report: Phase 1

Consultation Outcomes Report: Phase 1

Client:
Waverley Council

Date:
24 April 2014
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1 Executive summary

This document has been prepared for Waverley Council by Elton Consulting. It provides an overview of the first phase of the consultation process for the West Oxford Street Precinct Plan study. The phase one consultation activities were conducted in March and April 2014.

1.1 Consultation methods

The consultation methods used in the first phase of the West Oxford Street Precinct Plan study are summarised in Table 1.

<table>
<thead>
<tr>
<th>Activity</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>“Ideas in the Park” Community Drop-In Session No. 1</td>
<td>St James Reserve, Saturday 8 March 2014, 11am-1pm</td>
</tr>
<tr>
<td>Approximate no. of participants:</td>
<td>200</td>
</tr>
<tr>
<td>Comments received at session:</td>
<td>177</td>
</tr>
<tr>
<td>“Ideas in the Library” Community Drop-In Session No. 2</td>
<td>Waverley Library, Thursday 3 April 2014, 5.30pm-7.30pm</td>
</tr>
<tr>
<td>Approximate no. of participants:</td>
<td>60</td>
</tr>
<tr>
<td>Comments received at session:</td>
<td>79</td>
</tr>
<tr>
<td>Community surveys</td>
<td></td>
</tr>
<tr>
<td>No. survey forms completed in hard copy:</td>
<td>63</td>
</tr>
<tr>
<td>No. survey forms completed online:</td>
<td>25</td>
</tr>
<tr>
<td>Total</td>
<td>88</td>
</tr>
<tr>
<td>Intercept survey (face to face)</td>
<td></td>
</tr>
<tr>
<td>No. survey forms completed:</td>
<td>58</td>
</tr>
<tr>
<td>Business survey (paper and online)</td>
<td></td>
</tr>
<tr>
<td>No. survey forms completed:</td>
<td>29/46 (63% response rate)</td>
</tr>
<tr>
<td>Submissions to Council</td>
<td></td>
</tr>
<tr>
<td>Email / letter submissions</td>
<td>15 (including a petition signed by 119 residents and accompanying letters from 21 residents)</td>
</tr>
</tbody>
</table>

1.2 Consultation outcomes

1.2.1 What people value about the precinct now

Respondents value numerous aspects of the West Oxford Street precinct. This includes:

» Access to shops cafes and amenities
» Proximity to Centennial Park and other open spaces
» The low rise ‘human scale’ and heritage character of the area
» Open and sunny feel
» Strong sense of community
» Street life and local retail offering
» Proximity to public transport.

1.2.2 Key issues for the future

Traffic and access

Improvements to address traffic and parking were frequently raised in feedback. Key issues raised by the community included:

» Traffic congestion in Oxford Street
» Functioning of the intersection of Oxford Street, York Road and Syd Einfield Drive
» Impacts of buses on traffic flow and amenity along Oxford Street
» Poor pedestrian and cycle links, particularly to Centennial Park but also in the wider area – with a need for wider footpaths, a new cycle lane and improved sharing
  > Pedestrian safety – conflicts with cyclists along footpaths along Oxford Street, particularly around the bus depot
  > Cyclist safety along Oxford Street, particularly with buses and vehicles at the York Road intersection
» Lack of on street parking, with particular impacts for businesses and residents
» Speeding vehicles along Grafton Street
» Rat-running and congestion in residential streets.

Potential development

Scale of future development

Just over half of all residents who responded to the Community Survey (53%, 47), 31% of respondents who took part in the Intercept Survey (18), and 17% of those who participated in the Business Survey (5) expressed the view that any future development on key sites in the study area should be low rise or consistent with the height limits in the current LEP.

Many people stated that they did not want “high rise” development on these sites. Definitions of high rise ranged from anything higher than two storeys to anything above eight storeys.

Further feedback on built form included:

» Participants did not want to see a “canyon effect” of buildings continued down the length of Oxford St
» Higher buildings were seen as not compatible with the village /neighbourhood feel of this end of Oxford Street
» Concerns about the impacts of taller buildings on the amenity and character of the surrounding low rise heritage buildings were frequently noted

Concerns about future redevelopment of Waverley bus depot

The majority of comments about future built form focused on the bus depot site. Key issues raised in feedback included:

» Concern about mixed messages regarding the future of the bus depot
» Existing impacts of light spill noise and the barbed wire fence
» Many participants would like the site to retain its transport function
» If the bus depot was to be redeveloped suggested uses included:
> enhanced through site connections for pedestrians and bike riders – between the western end of Oxford Street and Centennial Park and between St James Park and Centennial Park

> community purposes such as a primary school or childcare

> sporting facilities i.e. an aquatic centre

> public spaces such as piazza, park or community garden

> Where residential development was suggested as a potential use, this was generally qualified as needing to be of a scale compatible with buildings in St James Road and the heritage façade of the sheds along York Road.

> Potential impacts such as overshadowing, loss of visual amenity (from Bondi Junction and Centennial Park), and loss of views

> Potential conflict between uses in the north east corner of Centennial Park and any future residential use on the bus depot site

**Streetscapes and amenity**

Many participants in Phase 1 identified streetscapes and amenity as important elements of a precinct plan for West Oxford Street. Key issues included:

> Heritage buildings are a defining element of the area’s character

> Support and foster the outdoor cafes and independent retail in the western end of Oxford Street as these have a distinctive local feel that is quite different to other parts of the Junction

> Promote the area’s focus on health and lifestyle (including health foods, organic produce, cycle and sustainability businesses / and close proximity to Centennial Park)

> Maintain sunlight to streets and public spaces

> Any new development should provide for a range of uses at ground level not just more shops

> Any new development should contribute to the streetscape through quality design

> Poor appearance of the eastern entry point to Oxford Street near the bus depot and hire car yard

> Landscaping of triangle of land near Syd Einfield Drive and Woollahra Gates

> Noise from buses is not compatible with cafés and outdoor dining.

**Process**

Many respondents expressed concern about the study and related consultation process. Key issues included:

> Concerns about the drivers behind the precinct plan given the LEP and DCP were only recently adopted (2012)

> Concern that members of the community should be able to participate in the design charette.
2 Introduction

2.1 This document

This document has been prepared for Waverley Council by Elton Consulting. It provides an overview of the first phase of the consultation process for the West Oxford Street Precinct Plan study. The phase one consultation activities were conducted in March and April 2014.

This report documents feedback obtained from members of the community who participated in the consultation activities. It will be provided to Council for use in the next phase of the study. Specifically, this document will be used as an input to the design charrette process that will be conducted in May / June by Council, the NSW Government Architect’s Office and design teams.

Further community consultation will be undertaken as part of the next phase of the study around the design charrette. This will include a third Community Drop-In Session where members of the community will have an opportunity to review and comment on the draft concepts prepared by the design teams, and a Public Briefing Session. The outcomes of the next phase of engagement will be reported separately.
3  Consultation methods

3.1  Snapshot

The consultation methods used in the first phase of the West Oxford Street Precinct Plan study are summarised in Table 2.

<table>
<thead>
<tr>
<th>Activity</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>&quot;Ideas in the Park&quot; Community Drop-In Session No. 1</td>
<td>St James Reserve, Saturday 8 March 2014, 11am-1pm</td>
</tr>
<tr>
<td>Approximate no. of participants:</td>
<td>200</td>
</tr>
<tr>
<td>No. of participants who signed register:</td>
<td>80 (including 75 who said ‘yes’ to receiving future information updates)</td>
</tr>
<tr>
<td>No. survey forms distributed:</td>
<td>141</td>
</tr>
<tr>
<td>No. post-it note comments:</td>
<td>42</td>
</tr>
<tr>
<td>No. comments on flags:</td>
<td>135 (including 66 green and 69 red flags)</td>
</tr>
<tr>
<td>&quot;Ideas in the Library&quot; Community Drop-In Session No. 2</td>
<td>Waverley Library, Thursday 3 April 2014, 5.30pm-7.30pm</td>
</tr>
<tr>
<td>Approximate no. of participants:</td>
<td>60</td>
</tr>
<tr>
<td>No. of participants who signed register:</td>
<td>53 (including 34 who said ‘yes’ to receiving future information updates)</td>
</tr>
<tr>
<td>No. survey forms distributed:</td>
<td>46</td>
</tr>
<tr>
<td>No. post-it note comments:</td>
<td>33</td>
</tr>
<tr>
<td>No. comments on flags:</td>
<td>46 (including 19 green and 27 red flags)</td>
</tr>
<tr>
<td>Community survey</td>
<td></td>
</tr>
<tr>
<td>No. survey forms completed in hard copy:</td>
<td>63</td>
</tr>
<tr>
<td>No. survey forms completed online:</td>
<td>25</td>
</tr>
<tr>
<td>Total</td>
<td>88</td>
</tr>
<tr>
<td>Intercept survey (face to face)</td>
<td></td>
</tr>
<tr>
<td>No. survey forms completed:</td>
<td>58</td>
</tr>
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<td>Submissions to Council</td>
<td></td>
</tr>
<tr>
<td>Email / letter submissions</td>
<td>15 (including a petition signed by 119 residents and accompanying letters from 21 residents)</td>
</tr>
</tbody>
</table>
3.2  Process and collateral

The consultation process for the West Oxford Street precinct plan was designed to provide numerous opportunities for participation by members of the community. The consultation process was supported by the following collateral:

» Information about the project on Council’s website
» Display materials at the two Community Drop-In Sessions
» Information sheet distributed to local residents via letterbox drop and at the second Community Drop-In Session.

It should be noted that the project website and materials were updated during the first phase of the study, to support informed participation within the community. This included:

» Updating the display boards for use in the second Community Drop In Session
  > to clearly state that the outcomes of the study could possibly result in changes to the current planning controls, depending on the results of the study and nature of the draft concept/s
  > to include images of higher density buildings on the visual survey
  > to include space for participants to add explanatory comments on the visual survey
» Updating the survey tools
  > to clearly state that the outcomes of the study could possibly result in changes to the current planning controls, depending on the results of the study and nature of the draft concept/s.

3.3  Participation

The consultation process demonstrated a high level of interest and participation in the West Oxford Street study from within the local community. It involved a wide range of people from within the local community including residents of Bondi Junction and Woollahra, local business owners and employees, and visitors to the precinct.

Information sessions and community survey

The Community Drop-In Sessions were attended by a total of approximately 260 people. The Community Survey was distributed at these sessions and was also available on Council’s website. A total of 63 people took part in the paper survey and another 25 completed the survey online (n=88). A profile of survey respondents is provided here.

Which of the following best describes you?

The majority of respondents who completed the Community Survey were residents of Bondi Junction (79). Other respondents were:

» Residents of Woollahra (1) and Queens Park (1)
» Worker from business in Bondi Junction (1)
» Owner/operator from business in Bondi Junction (2).
**What is your age group?**

Most respondents (52%, 45) were aged 36-55 years.

![Age distribution graph](image)

**Gender**

Responses to the Community Survey were received from a balance of men (38) and women (45).

**Intercept survey**

The intercept survey was completed by a total of 58 respondents. Respondents included a mix of local residents and visitors to the West Oxford Street area. A profile of survey respondents is provided here.

**Which of the following best describes you?**

Most respondents who took part in the intercept / visitor survey were residents of Bondi Junction (22) or Woollahra (18). Others included residents of the wider local area, workers and business owners and others.
What is your age group?
As in the Community Survey, most respondents were aged 36-55 years.

Gender
Participants comprised a mix of men (24) and women (34).

Business survey
A total of 29 respondents completed the Business Survey, from a total of approximately 46 businesses within the study area – a response rate of 63%.

Submissions
A total of 15 submissions were received by Waverley Council in relation to the West Oxford Street study. Two of these submissions were made by groups or organisations and the remainder were made by individual members of the community.
4 **Consultation outcomes – Community survey**

The results of the **Community Survey** are presented in this section of the report. A total of 88 respondents completed the Community Survey – including 63 hard copies of the survey and 25 responses that were completed online. The survey results are outlined here.

Where relevant, **participant comments** made during the two Community Drop-In Sessions are also discussed (and an overall record of these is provided in Appendix A).

### 4.1.1 West Oxford Street as a Place

**What do you like most about the West Oxford Street precinct as a place to live, work or visit?**

![Bar chart showing responses to the question](chart)

Responses to this open-ended question are shown above. Commonly identified aspects of the West Oxford Street precinct that respondents ‘like most’ were:

- **Access to shops, cafes and amenities within easy walking distance** (53)
- **Proximity to Centennial Park and other open spaces in the local area** (49)
- **The low rise nature and heritage character of the area** (47)
- The strong sense of community (38)
- Access to public transport (22)
- Other factors, such as peace and quiet, street lighting, homes with trees and gardens, safe feel at night (20)
- Proximity to the city, beaches and other infrastructure such as schools and hospitals (17).
**What do you see as the most important aspects of the 'character and identity' of the West Oxford Street area?**

<table>
<thead>
<tr>
<th>Aspect</th>
<th>Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Low rise development / heritage buildings / limited modern buildings</td>
<td>56</td>
</tr>
<tr>
<td>Walkable neighbourhood / village feel (e.g., cafes, strip shopping, unique mix of small businesses)</td>
<td>30</td>
</tr>
<tr>
<td>Parks, green spaces and tree lined streets</td>
<td>20</td>
</tr>
<tr>
<td>Community feel (e.g., places to meet, safe environment for families and children)</td>
<td>15</td>
</tr>
<tr>
<td>Distinct from the eastern end of Oxford Street (e.g., good access, but not as busy, more character/ambience)</td>
<td>11</td>
</tr>
<tr>
<td>Pleasant, quiet atmosphere, views</td>
<td>8</td>
</tr>
<tr>
<td>Other</td>
<td>8</td>
</tr>
</tbody>
</table>

Please note, online survey responses not included for this question.

Responses to this open-ended question are shown above. **Respondents highly value the low rise / heritage character of the West Oxford Street precinct** (56).

Other aspects of the area’s character and identity that are valued by respondents include:

- **The walkability of the neighbourhood / its village feel** (30)
- **The parks, gardens and trees in the area** (20)
- The area’s community feel (15)
- The proximity to Bondi Junction (centre), yet distinct character and feel of West Oxford Street (11)
- The area’s amenity (e.g., its pleasant feel, quiet atmosphere and views) (8).

A selection of comments from survey respondents is provided below.

> Listen to and work with the locals who have preserved and cared for this historic area, and kept it a safe area to live – a family area. East Bondi Junction is now high-rise. Do not let it happen in West Oxford Street.

> Establishing Bondi Junction as a clean, healthy, heritage focused area is key...
How do you like to spend time in the West Oxford Street area (aside from when you’re at home or work)?

Respondents like to spend time in the West Oxford Street area doing a wide range of activities. Aside from being at home or work, people like to:

- **Enjoy the outdoors** (75)
- **Go walking** (75)
- **Go to cafes and restaurants** (65)
- Go shopping (41)
- Go bike riding (34)
- Do a range of other activities (21).

During the Community Drop-In Sessions, participants discussed what it is they value about the West Oxford Street area, what they see as its character and identity, and how they like to use the area. The study area was described by many as being distinct from the eastern end of Oxford Street, with key attributes including its greenery and parks (including nearby Centennial Park) and low scale heritage character. The strong sense of community, strip shopping, sunny aspect and easy access to transport and Bondi Junction centre were also valued by many.
4.1.2 Opportunities for the Future

What are some of the opportunities for improvement that you’d like to see realised in the West Oxford Street area?

Please note, online survey responses not included for this question.

Respondents were invited to provide feedback on the precinct plan as an opportunity to think strategically about the future of the West Oxford Street precinct – over the next 5, 10 and 20 years.

Responses to this closed-ended (tick a box) question are shown above. Improvements to the public domain (such as upgrading footpaths, lighting, public seating, plantings, trees, public art) was the most common response to this question (51).

Each of the other response options presented in the survey attracted numerous responses, as shown above.

The next most popular opportunities for improvement were:

» Improved traffic arrangements / flow (33)

» Improved entry point to Bondi Junction from the West (32)

» Improved pedestrian access between Oxford Street Bondi Junction and Centennial Park (31).
Which of the above are **most** important to you?

### Which of the following are the most important improvements? (n=81)

<table>
<thead>
<tr>
<th>Improvement</th>
<th>No. of people who selected as their highest priority</th>
</tr>
</thead>
<tbody>
<tr>
<td>Improvements to the public domain including local streets, laneways and parks</td>
<td>12</td>
</tr>
<tr>
<td>Improved traffic arrangements/flow</td>
<td>7</td>
</tr>
<tr>
<td>Improved access for bike riders between Oxford Street Bondi Junction and Centennial Park</td>
<td>6</td>
</tr>
<tr>
<td>Other</td>
<td>4</td>
</tr>
<tr>
<td>Improved parking arrangements</td>
<td>3</td>
</tr>
<tr>
<td>Reduced impacts of traffic on amenity</td>
<td>3</td>
</tr>
<tr>
<td>Improved entry point to Oxford Street Bondi Junction from the West</td>
<td>3</td>
</tr>
<tr>
<td>Improved pedestrian access between Oxford Street Bondi Junction and Centennial Park</td>
<td>1</td>
</tr>
<tr>
<td>Improved access for bike riders between Oxford Street Bondi Junction and Woollahra</td>
<td>1</td>
</tr>
<tr>
<td>Improved pedestrian access between Oxford Street Bondi Junction and Woollahra</td>
<td>1</td>
</tr>
</tbody>
</table>

When asked to nominate their three most important improvements, the most commonly identified **first preference** was **improvements to the public domain** (12).

This was followed by improved traffic arrangements / flow (7) and improved access for bike riders between Oxford Street and Centennial Park (6). Other first preferences are shown above.

Many participants at the Community Drop-In Sessions commented on the need for improvements to address traffic and access issues in and around the study area. Key issues included the need to address existing traffic congestion and speeding, to improve pedestrian and cycle connections and safety, and to improve access to parking in the precinct. Many participants expressed concern about increased traffic and parking impacts relating to any future development within the study area.

A number of participants also identified opportunities to improve the public domain – through both small and larger scale changes. Suggestions included providing more garbage bins, seating and public art, improving signage and wayfinding, supporting revitalisation of local shops and businesses, and providing more public space areas within the study area. Several participants commented that additional facilities and services would be required to meet the needs of the local community if future development takes place within the study area.
A selection of comments from survey respondents is provided below.

Leaving it alone would be preferable but if development does occur, keeping it within planning controls would be optimal, as it will retain some character as opposed to east Oxford Street, which has been and is still being brutalised by high-rise development beyond controls due in part to VPAs.

I think there is a real opportunity to open this up as the green/healthy precinct of Bondi Junction, by diverting traffic and building the development underground, and opening up the current depot as a park that links Bondi to Centennial Park.

It [West Oxford Street] does NOT need a grand entrance, its needs more greening and less traffic.

The intersection of York Road, Oxford Street and Ocean Street needs to be more functional. Perhaps more of a tunnel and bridge arrangement [should be established] rather than traffic lights.

A cul-de-sac at the junction of Grafton and Leswell Streets is a small change that would make a huge difference to the residents living between Nelson Street and Leswell Street.

This is an opportunity for Council to create an iconic entry into Bondi Junction from the West.
Over time, there is likely to be interest from landowners in upgrading or developing sites in the West Oxford Street precinct. If this occurs, what type of land uses (eg mix of retail, commercial, residential, other uses) and built form would be appropriate for future development on these sites?

Table 2  Survey responses (n=81)

<table>
<thead>
<tr>
<th>Types of use</th>
<th>No. responses (multiple responses possible)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Uses - Residential</td>
<td>17</td>
</tr>
<tr>
<td>Uses - Cafes / restaurants / retail</td>
<td>19</td>
</tr>
<tr>
<td>Uses - Commercial / office space</td>
<td>12</td>
</tr>
<tr>
<td>Uses - Mix of uses (eg as at present)</td>
<td>12</td>
</tr>
<tr>
<td>Uses - Parks and open space areas</td>
<td>5</td>
</tr>
<tr>
<td>Uses - Increased activation at different times of day / night</td>
<td>1</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td><strong>60</strong></td>
</tr>
<tr>
<td>Types of built form</td>
<td></td>
</tr>
<tr>
<td>Built form - Height limits - Development within current LEP height limits (ie 9.5m or up to approx. 3 storeys on the bus depot site) / &quot;No high rise&quot; development / Low rise development</td>
<td>47</td>
</tr>
<tr>
<td>Built form - Heritage - Development to respect heritage character of local area</td>
<td>9</td>
</tr>
<tr>
<td>Built form - Amenity - Development to: maximise solar access, privacy, etc (eg through stepped design); minimise impacts</td>
<td>6</td>
</tr>
<tr>
<td>Built form - Other provisions (eg new development to: provide onsite parking, use appropriate materials/finishes, contribute to streetscape through quality design, etc)</td>
<td>3</td>
</tr>
<tr>
<td>Built form - Height limits - Development may be slightly higher than existing LEP height limits</td>
<td>1</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td><strong>66</strong></td>
</tr>
<tr>
<td>Other factors</td>
<td></td>
</tr>
<tr>
<td>Traffic and parking improvements</td>
<td>3</td>
</tr>
<tr>
<td>Public domain improvements (eg upgrade local streets, improve access for pedestrians, etc)</td>
<td>3</td>
</tr>
<tr>
<td>Other</td>
<td>5</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td><strong>11</strong></td>
</tr>
</tbody>
</table>

Some responses to this question focused on **either** the appropriate future land uses or **built form** for the West Oxford Street area. Other responses discussed **both** land uses and built form. A small number of respondents also discussed **other factors** to be considered in relation to appropriate future development within the precinct.

Responses about **future land uses** (60) varied – with some respondents expressing a preference for any future development within the precinct to be residential, while others had a preference for retail / cafes (19), mixed use (12), or commercial / office uses (6). A small number responded that more parks and open space areas would be appropriate (5).

In comments about **future built form** (47), most focused on building heights. Appropriate future development in the study area was generally described as being within the current LEP height limits (ie 9.5m or up to approximately 3 storeys on the bus depot site). Comments included "No high rise" and "No towers". Some respondents commented that any future development should be low rise, but did not make reference to specific maximum building heights.
The nature of appropriate and inappropriate built form for the study area was explored in discussions with a number of participants during the Community Drop-In Sessions. Many commented that any future development within the study area should be consistent with the existing LEP and DCP and there was strong opposition to ‘high rise’ development within the precinct.

There were a range of perspectives on what constituted ‘high rise’ development. This was described by some participants as anything higher than two storeys, by others as anything higher than the maximum heights identified in the LEP (eg up to three storeys on the bus depot site), and by a smaller number of participants - as anything over five, six, seven or eight storeys.

Many participants also commented on the importance of quality design that is sympathetic to the local context and heritage character of the area. Maintaining the amenity of nearby residential areas, parks and cafes (ie maintaining views and solar access, and providing for any additional traffic and parking needs) was raised as an important consideration for any future development within the precinct.

**Do you have any other ideas or suggestions for improving the West Oxford Street precinct?**

Other ideas and suggestions for improving the precinct focused on **limiting the scale of future development** (24 responses), **improving traffic and parking** (17 responses), preserving the heritage character of the local area (9), and other responses as shown above.
Are there any particular issues you think Council needs to consider in planning for the future of this area?

Particular issues to be considered by Council in planning for the future of the area were:

» **Limit the scale of future development / ensure building heights are sensitive to the character of the surrounding area** (18)

» **Improve traffic and parking management** (15)

» **Preserve the heritage character of the area** (12)

» Minimise potential impacts on the existing community (eg maintain solar access, views, privacy) (9)

» Continue to consult with the local community in planning for this area (8)

» Other issues (7)

» Preserve / increase parks and open space and improve links between West Oxford Street and Centennial Park for pedestrians and bike riders (7)

» Consider new community facilities (eg childcare centre, school, recreational facilities) (6).
A selection of comments from survey respondents is provided below.

```
Development needs to be in keeping with the heritage character of the area and should not overshadow neighbouring properties. Development also needs to link Centennial Park to the Oxford Street area.

Low rise development no more than three storeys. Residential development only. There is no parking available for commercial/retail development.

I think it is important the current plan is followed. High rise development will damage the current sense of village that is developing around this area and create another impersonal environment overwhelmed with too many residents and traffic.

The height profile should slope down from a peak at Westfield to no more than the height of the bus depot buildings adjacent to Centennial Park. Along Oxford Street low key commercial is appropriate but not commercial that will bring a dramatic increase in traffic to the area.

I think creating more of a village vibe would be great, LANDSCAPE, encourage restaurants/mix of retail and fix up the traffic issues. Improve the [bus depot] facade, and allow for some redevelopment but within limitations. Respect the people and owners already living in the area. Also, I think the residents in the area need to be better protected from the business of the bus depot, a higher dividing wall, protection from noise and light pollution. The flow of traffic in and around the depot should also be considered.

Encourage improvement in area but it must blend with the neighbourhood and not impact on the environment and families. Also study traffic on Oxford St. It is very difficult for children to cross the roads to school and dangerous for pedestrians and bike riders to navigate down Oxford St. ie improve Oxford Street for walking traffic and bike riders.

The bus depot could be a wonderful community with enough underground parking, gardens and buildings of four to five storeys. The development of the bus depot should include shops and cafes as well as buildings of interest.

We absolutely adore living here. This is an opportunity for Council to link Centennial Park to the West Oxford Street Precinct. This is not occurring now because the bus depot is in the way. Please don’t waste this fantastic opportunity by exclusively appealing to property developers.

Every effort should be made to stop the State Government from selling off the bus depot to the highest bidder. It would inevitably lead to high rise developments. The risk is real and the Barangaroo Casino, Bronte RSL and Merton apartments over Bondi Junction train stations are recent, regrettable examples.

The streets of Bondi Junction are over capacity for traffic. Any development must be residential, low rise and in keeping with the heritage conservation area adjacent. No overshadowing which will reduce the amenity of people’s homes and facilitate mould and damp.

Don’t submit changes or applications to change the family / residential nature of the area.

Development must be well balanced and only occur where needed.
```
What’s the main reason for your visit to Bondi Junction today?

Most respondents who took part in the intercept survey were visiting Bondi Junction to go shopping (18), to visit a café or restaurant (15), or to do other activities such as walk the dog, catch the bus, visit family, drop the kids off at school (15).

Are there any other reasons for your visit to Bondi Junction today?

When considering both the primary and secondary reasons for visiting the study area, most respondents were visiting Bondi Junction to go shopping (38), to visit a café or restaurant (30), or to do other activities. Others had come to use local services, to go to work, home, enjoy the outdoors, or were just passing through.
Approximately how long will you spend in this part of Bondi Junction today?

There was a fairly even split between respondents who intended to spend under 30 minutes in the West Oxford Street area, and those who planned to spend one or more hours. This suggests that survey respondents included a mix of people who use the precinct for different purposes.

In the last month how often have you visited Bondi Junction?

The majority of respondents had visited Bondi Junction on a daily basis (30) or several times a week (16), suggesting that they have a good understanding of the area.
5.1.1 West Oxford Street as a Place

What do you like most about the study area as a place to live, work or visit?

Responses to this open-ended question are shown above. Commonly identified aspects of the West Oxford Street precinct that respondents 'like most' were:

- **Access to shops, cafes and amenities within easy walking distance** (28)
- **Proximity to the city, beaches and other infrastructure such as schools and hospitals** (16 responses)
- **Proximity to Centennial Park and other open spaces in the local area** (14 responses)
- The strong sense of community (9)
- The low rise nature and heritage character of the area (8)
- Other factors, such as peace and quiet, street lighting, homes with trees and gardens, safe feel at night (7)
- Access to public transport (5).
What are the most important aspects of the ‘character and identity’ of the study area to you?

Responses to this open-ended question are shown above.

Aspects of the area’s character and identity that are valued by respondents include:

» **The walkability of the neighbourhood / its village feel** (17)

» **Other aspects** (14)

» **The area’s community feel** (13)

» **The low rise / heritage character of the precinct** (13)

» The parks, gardens and trees in the area (6)

» The proximity to Bondi Junction (centre), yet distinct character and feel of West Oxford Street (4)

» The area’s amenity (eg its pleasant feel, quiet atmosphere and views) (3).
5.1.2 Opportunities for the Future

What are some of the opportunities for improvement that you’d like to see realised in the study area?

Responses to this closed-ended (tick a box) question are shown above. **Other improvements** (such as improving community safety on weekend evenings, improve train and bus services, address homelessness, improve safety for bike riders, improve maintenance of public domain) was the most common response to this question (26 responses). This was followed by improved traffic arrangements/flow (25 responses) and improvements to the public domain including local streets, laneways and parks (20 responses). Each of the other response options presented in the survey attracted numerous responses, as shown above.

**Which of the above are most important to you?**
When asked to nominate their three most important improvements, the most commonly identified first preference was **improvements to the public domain** (12). This was followed by improved traffic arrangements / flow (7), and improved access for bike riders between Oxford Street and Centennial Park (6).

**Over time, there is likely to be interest from landowners in upgrading or developing sites in the study area. If this occurs, what type of land uses (eg mix of retail, commercial, residential, other uses) and buildings would be appropriate for future development on these sites?**

**Table 2** Survey responses (n=58)

<table>
<thead>
<tr>
<th>Response</th>
<th>No. responses (multiple responses possible)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Types of use</strong></td>
<td></td>
</tr>
<tr>
<td>Uses - Residential</td>
<td>8</td>
</tr>
<tr>
<td>Uses - Cafes / restaurants / retail</td>
<td>17</td>
</tr>
<tr>
<td>Uses - Mix of uses (eg as at present)</td>
<td>6</td>
</tr>
<tr>
<td>Uses - Parks and open space areas</td>
<td>1</td>
</tr>
<tr>
<td>Uses - Increased activation at different times of day / night</td>
<td>1</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td><strong>33</strong></td>
</tr>
<tr>
<td><strong>Types of built form</strong></td>
<td></td>
</tr>
<tr>
<td>Built form - Height limits - Development within current LEP height limits (ie 9.5m or up to approx. 3 storeys on bus depot site) / &quot;No high rise&quot; development / Low rise development</td>
<td>18</td>
</tr>
<tr>
<td>Built form - Heritage - Development to respect heritage character of local area</td>
<td>2</td>
</tr>
<tr>
<td>Built form - Amenity - Development to: maximise solar access, privacy, etc (eg through stepped design); minimise impacts</td>
<td>2</td>
</tr>
<tr>
<td>Built form - Other provisions (eg new development to: provide onsite parking, use appropriate materials/finishes, contribute to streetscape through quality design, etc)</td>
<td>1</td>
</tr>
<tr>
<td>Built form - Height limits - Development may be slightly higher than existing LEP height limits</td>
<td>0</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td><strong>23</strong></td>
</tr>
<tr>
<td><strong>Other factors</strong></td>
<td></td>
</tr>
<tr>
<td>Traffic and parking improvements</td>
<td>0</td>
</tr>
<tr>
<td>Public domain improvements (eg upgrade local streets, improve access for pedestrians, etc)</td>
<td>2</td>
</tr>
<tr>
<td>Other</td>
<td>4</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td><strong>6</strong></td>
</tr>
</tbody>
</table>

As in the Community Survey, some responses to this question focused on either the appropriate future land uses or built form for the West Oxford Street area. Other responses discussed both land uses and built form. A small number of respondents also discussed other factors to be considered in relation to appropriate future development within the precinct.

Responses about **future land uses** (33) varied – with some respondents expressing a preference for any future development within the precinct to be residential (8), with others had a preference for cafes / restaurants / retail (17), and others were supportive of a mix of uses (6).

In comments about **future built form** (23), most focused on building heights (18). Appropriate future development was generally described as being “low rise” or “low density” with “no towers”.

Public domain improvements and other factors were also thought to be important considerations for any future development within the precinct.
Do you have any other ideas or suggestions for improving the study area?

Other ideas and suggestions for improving the precinct focused on **improving traffic and parking** (10), supporting local shops and cafes / activating the study area (8), improving access for pedestrians and bike riders (8), and a range of other responses as shown above.

A selection of comments is provided below.

“The West Oxford Street precinct needs more public spaces for people to enjoy their lunch and to socialise.

Improve way-finding in the area – people struggle to orient themselves.

Bondi Junction has a history of ongoing development with local studies including: Hope Farm, Last Windmill and the Boot Factory. Reference the area’s history in future developments.

Make West Oxford Street more visually appealing.

Wider footpaths, more outdoor seating for cafes, no fines for garage sales.

No advertising at bus stops - this creates dangerous blind corners. Don't develop the Bus Depot.

Parking is dangerous on St. James Road.

The West Oxford Street precinct needs improvement. [Address] safety in Oxford Street mall.
6 Consultation outcomes – Business Survey

6.1.1 West Oxford Street as a Place

What do you like most about doing business in the study area?

Responses to this open-ended question are shown above. Commonly identified aspects of the West Oxford Street precinct that respondents ‘like most’ about doing business in the area were:

» **The strong sense of community** (18)

» **Access to shops, cafes and amenities within easy walking distance** (13)

» **Favourable traffic flow within the local area** (10)

» Proximity to the city, beaches and other infrastructure such as schools and hospitals (9)

» **Specialist stores / health and lifestyle focus within the precinct** (6)

» **Other** (3)

» **Access to public transport** (2).
What are the most important aspects of the ‘character and identity’ of the study area to you?

Responses to this open-ended question are shown above. **Respondents highly value the community feel of the West Oxford Street precinct as an important aspect of its character and identity (5).**

Other aspects of the area’s character and identity that are valued by respondents include:

» **The availability of parking** (4)

» **Other** (4)

» **The walkability of the neighbourhood / its village feel** (4)

» **Specialist stores / health and lifestyle focus of the precinct** (3)

» **Accessibility** (3)

» **Cleanliness** (3)

» **The low rise nature and heritage character of the area** (3)

» **Proximity to amenities, the city, public transport** (3)

» **The parks, gardens and trees in the area** (1).

A selection of comments from survey respondents is provided below.

> Change Bondi Junction from soulless shopping to something that has a permanent cultural voice.

> Organic, eco-friendly, health focus.
What are the main factors that attract people to this area?

Businesses identified the main factors that attract people to the West Oxford Street area as:

» **It's walkability** (19)

» **Shopping** (17)

» **Cafes and restaurants** (15)

» **Enjoyment of the outdoors** (11)

» **Pleasant environment** (10)

» **Accessibility for bike riders** (9)

» **Other factors** (5).
6.1.2 Opportunities for the Future

What are some of the opportunities for improvement that you’d like to see realised in the study area?

![Bar chart showing opportunities for improvement](chart)

Opportunities for improvement identified by businesses include:

- **Improved parking arrangements** (20)
- **Improvements to the entry point to Bondi Junction from the west** (16)
- **Improved pedestrian access between the precinct and: Woollahra (15) / Centennial Park (14)**
- **Improvements to the public domain including local streets, laneways and parks** (15)
- **Other responses as identified above.**
Which of the above are most important to you?

When asked to nominate their three most important improvements, the most commonly identified first preference was improved parking arrangements (8 respondents). This was followed by improvements to the public domain (2), improved entry point to Oxford Street Bondi Junction from the west (1) and less impact of traffic on people using streets / cafes (1).

Over time, there is likely to be interest from landowners in upgrading or developing sites in the study area. If this occurs, what type of land uses (eg mix of retail, commercial, residential, other uses) and buildings would be appropriate for future development on these sites?

Table 2  Survey responses (n=22)

<table>
<thead>
<tr>
<th>Response</th>
<th>No. responses (multiple responses possible)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Types of use</td>
<td></td>
</tr>
<tr>
<td>Uses - Cafes / restaurants / retail</td>
<td>7</td>
</tr>
<tr>
<td>Uses - Mix of uses (eg as at present)</td>
<td>11</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td><strong>18</strong></td>
</tr>
<tr>
<td>Types of built form</td>
<td></td>
</tr>
<tr>
<td>Built form - Height limits - Development within current LEP height limits (ie 9.5m or up to approx. 3 storeys on bus depot site) / &quot;No high rise&quot; development / Low rise development</td>
<td>5</td>
</tr>
<tr>
<td>Built form - Height limits - Development may be slightly higher than existing LEP height limits</td>
<td>2</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td><strong>7</strong></td>
</tr>
<tr>
<td>Other factors</td>
<td></td>
</tr>
<tr>
<td>Other</td>
<td>1</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td><strong>1</strong></td>
</tr>
</tbody>
</table>

As in the Community and Intercept surveys, some responses to this question focused on either the appropriate future land uses or built form for the West Oxford Street area. Other responses discussed both land uses and built form.

In responses about future land uses (18) respondents expressed a preference for any future development within the precinct to be mixed use (11) or cafes / restaurants / retail (7).
In comments about **future built form** (7), most focused on building heights (5). Appropriate future development was generally described as being "low rise" or within current LEP height limits. However a couple of participants (2) commented that future development in the precinct could be slightly higher than the current maximum building heights.

**Do you have any other ideas or suggestions for improving the study area — to cater for the needs of businesses?**

<table>
<thead>
<tr>
<th>Do you have any other ideas or suggestions for improving the study area— to cater for the needs of businesses? (n=17)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Improve access for pedestrians and bike riders (eg provide a dedicated bike lane)</td>
</tr>
<tr>
<td>2. Improve traffic and parking</td>
</tr>
<tr>
<td>3. Provide new facilities (eg aquatic centre, childcare centre, school)</td>
</tr>
<tr>
<td>4. Preserve / Increase open space (including green space)</td>
</tr>
<tr>
<td>5. Undertake minor upgrade of the West Oxford Street (eg paint)</td>
</tr>
<tr>
<td>6. Public domain improvements</td>
</tr>
<tr>
<td>7. Local business initiatives (eg place activation, new shops, better offering)</td>
</tr>
</tbody>
</table>

Other ideas and suggestions for improving the area to cater for the needs of businesses focused on:

- **Improvements to traffic and parking** (5)
- **Local business initiatives** — such as place activation strategies, new shops, an improved offering by existing businesses (3)
- **A range of other suggestions as shown above.**

A selection of comments from survey respondents is provided below.

> My business does not rely on walk ins...I do know businesses suffer ups and downs along Oxford Street. The gateway entry to Bondi Junction...I believe this needs to be addressed and improved with support from the community and business working together....It is worn down, old looking with no excitement...

> Short term parking for delivery and pickup vans like Spring Street near Easts Leagues Club.
**Are there any particular issues you think Council needs to consider in planning for the future of this area?**

<table>
<thead>
<tr>
<th>Issue</th>
<th>N</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Parking / traffic</td>
<td>12</td>
</tr>
<tr>
<td>2. Street Amenity (cleaning, lighting, drainage)</td>
<td>3</td>
</tr>
<tr>
<td>3. Bus Depot redevelopment</td>
<td>1</td>
</tr>
<tr>
<td>4. Scale of the built environment</td>
<td>4</td>
</tr>
<tr>
<td>5. Specialist shops / health foods stores / small independent retailers</td>
<td>2</td>
</tr>
<tr>
<td>6. Other</td>
<td>2</td>
</tr>
</tbody>
</table>

Particular issues that businesses identified for consideration by Council in planning for the future of the area were:

- **Traffic and parking** (12)
- **Scale of the built environment** (4)
- **Streetscapes and amenity** (3)
- A range of other issues as shown above.

A selection of comments from survey respondents is provided below.

- Replace bus depot with a museum or school...swimming pool or sports centre...cultural centre or open air sculpture park.
- Maintain ease of traffic flow and parking.
- Improve access for retail deliveries.
7 Consultation outcomes – Submissions

A total of 15 submissions were received by Waverley Council in relation to the West Oxford Street study. Two of these submissions were made by groups or organisations and the remainder were made by individual members of the community.

The group submissions were:

» A petition signed by 119 members of the local community and copies of an accompanying letter signed by 21 members of the community

» A submission from Centennial Parklands.

Submission No.1 – Local residents

» Signed petition from 119 residents from the study area and surrounds expressing opposition to development in the West Oxford Street Precinct that does not:
  > comply with the existing LEP
  > retain existing homes including some heritage homes along Grafton Street
  > involve residents in the design charrette process.

» Accompanying letter from 21 members of the community seeking:
  > for the design charrette process to work within the existing 2012 LEP
  > preservation of historic homes and amenity, including terraces in Leswell Street, historic homes in Grafton Street and the Mill Hill heritage area
  > resident participation in the design charrette process.

Submission No.2 – Centennial Parklands

» Letter from Centennial Parklands noting that it has no in principle objection to the West Oxford Street Precinct Plan and supports the study’s general objectives to strengthen and enliven the western end of Bondi Junction.

» Should there be any proposal to significantly increase residential density on the Waverley Bus Depot site, Centennial Parklands would be very concerned. That is, high rise buildings on this part of the Park would diminish its amenity and enjoyment by park users.

» The introduction of a large number of new residents adjacent to the northeast corner of the Park would potentially raise some difficult management issues for Centennial Parklands. The Trust has recently upgraded the Belvedere Amphitheatre to enhance its capacity to cater for additional, larger and more diverse events. A skate facility is recommended for the Park’s northeast corner as identified in the recently completed Centennial Park Master Plan. These activities are expected to produce some amenity impacts such as noise, light, traffic and parking, but were considered suitable uses for this section of the Park as there are limited residential areas nearby.
Centennial Parklands seeks:
> That Council brings to the attention of any prospective developer the broader context of the site, particularly potential future impacts from park activities on new residents.
> That any subsequent planning approval for such a development should contain conditions on the design of buildings so as to mitigate these impacts.

Submission No.3

» Seeks more inclusive process of community consultation – through community involvement in all discussions and meetings.

Submission No.4

» Opposed to any change in the 2012 WLEP and high rise development in the study area
» Seeks full involvement by residents in the planning process and all meetings.

Submission No.5

» Concerned about changing 2012 WLEP, on the grounds that it provides a recent ‘well thought out’ long term strategy for the development of the area
» Concerned about further commercialisation outside of Bondi Junction commercial centre
» Seeks full involvement of residents in all meetings and design charette.

Submission No.6

» Concerned about potential for development in the western end of Bondi Junction above existing height limits
» Opposed to Waverley Bus Depot and ‘Pillars of Hercules’ high rise buildings
» Feels the study process is being rushed.

Submission No.7

» Concerned that increased development will have a negative impact on existing traffic congestion
» Opposed to high rise residential and more office space
» Supports more day care and a new primary school.

Submission No.8

» Highlights lack of night life in Bondi Junction
» Would like any future development in the study area to be ‘pretty’ and not an eyesore
» Suggests restaurants and markets are appropriate uses.
Submission No. 9
- Concerned about high rise development
- Seeks for the inclusion of open space and recreational space
- Concerned about parking and traffic congestion
- Supports preservation of heritage items such as old tram sheds

Submission No. 10
- Makes suggestions about how the local road network could be changed to improve access for motorists and cyclists
- Makes suggestions about potential future development on the bus depot site
- Opposed to high rise buildings in the study area
- Supports preservation of heritage and character of neighbourhood

Submission No. 11
- Seeks for residents to be involved in all three of the design charette sessions
- Questions about the planning process and consultation

Submission No. 12
- Opposed to any change to 2012 LEP
- Requests that the Design Charette is conducted within the current LEP provisions for height and bulk.

Submission No. 13
- Questions and concerns about the planning process and how these relate to the 2012 WLEP
- Concerned about “investigations into possible future light rail connections” and concern that the planning team does not include suitably qualified personnel
- Questions and concerns about the inclusion of Waverley Bus Depot in the study area
- Concerned about lack of recognition of heritage buildings in the area (eg no heritage architect on the project team).

Submission No. 14
- Concerned about pressure on capacity of critical services in the area, particularly public schools.

Submission No. 15
- Concerned that bus stop adjacent to Waverley Bus Depot does not have see-through windows on each side, potentially causing a safety hazard for pedestrians with passing cyclists. See images opposite.
8 Interactive exercises

The Community Drop-In Sessions incorporated a series of interactive exercises in order to provide participants with a range of opportunities to have their say as part of the Phase 1 consultation process. These activities provide an alternative for way of providing input to the planning process for members of the community who may not wish to complete a survey, make a submission or share their views with the project team (or can be used to capture additional input from survey respondents etc).

Participant feedback in response to the interactive exercises – visual survey, map and flags, post-it note comments – is discussed in this section of the report.

8.1 Enjoying your neighbourhood – Exercise 1 (Map and flags)

People who took part in the Community Drop-In Sessions were invited to mark the places and activities that they enjoy most / don’t enjoy in their neighbourhood.

Feedback during Community Drop-In Session 1:
Feedback from both sessions

Green flags: Describe the places and activities you enjoy spending time in your neighbourhood and tell us why

A total of 85 green flags were added to the map by participants in Sessions 1 (66) and 2 (19). Commonly raised topics on green flags included:

» Preserve and respect the heritage character of the area
» Support and enhance the existing community feel
» Make the most of the pleasant environment / sunny aspect
» Improve connections to Centennial Park, retain and enhance local green spaces.

Red flags: Are there aspects of the West Oxford Street area that you'd like to see improved? Please tell us how / why.

A total of 96 red flags were added to the map by participants in Sessions 1 (69) and 2 (27). Commonly raised topics on red flags included:

» Existing traffic and parking issues within the precinct, and concern for increased impacts relating to future development
» The need for improved access for pedestrians and bike riders within / through the precinct
» Some concerns about impacts (such as light and noise) relating to the existing bus depot site
» A preference for any future development within the precinct to be low rise / consistent with the existing planning controls, and to minimise impacts on the surrounding community and park

Comments made on red and green flags have been documented and shown on a map of the study area. Click here to view detailed comments on the map.

https://mapsengine.google.com/map/edit?hl=en&authuser=0&mid=z1SWGAuf8MfU.kKmMaWI3FDmo

Given the large volume of comments made in relation to traffic and access issues in and around the study area, these comments have also presented in summary form on a map of the study area (see over page).
1. Direct "greenlind" traffic down Sydney Road One round Blue Ball Road and connect to Gilmore Avenue
2. Barrow "greenfield" link to Georges Street
3. Address functional dual carriageway by widening of Sydney Road, York Road and Oxford Street (over-under) by undertaking a series of road improvements and realignments along the existing route
4. Address traffic congestion along Oxford Street (over-under) by widening of right hand turn from Oxford Street to Northam Street and related safety upgrades
5. Address speeding on Georges Street by traffic calming measures, extension of curbs and speed cushions
6. Direct heavy vehicles to Syd Einfeld Drive to bypass other than residential streets such as Eddy and Derrius streets
7. Address rollover risk and congestion in residential streets
8. Improve pedestrian/cyclist safety around bus stop, bus shelter and intersection of York Road and Oxford Street (over-under - St Johns Bridge, rear crossing lights)
9. Improve pedestrian safety for school children on Oxford Road near Victoria College
10. Allow right hand turn from St. James Road into Oxford Street
11. Allow right hand turn from York Road into Oxford Street
12. Improve pedestrian/cyclist safety at intersection of Oxford Street and Georges Street to reduce number of accidents and enhance safety
13. Mark out parking spaces to maximise on street parking in Futherson Street and Wil

42 West Oxford Street Precinct Plan – Consultation Outcomes Report: Phase 1 Elton Consulting
8.2 What sort of place do you want your neighbourhood to be? - Exercise 2 (Visual survey)

People who took part in the Community Drop-In Sessions were invited to consider and comment on a series of images showing different aspects of the West Oxford Street precinct and surrounds. Green dots were used to identify aspects of the area that people value most and would like to see retained into the future. Red dots were used to show aspects of the area that people do not like and or that could be improved.

The visual survey display board was updated ahead of Session No. 2 in response to community feedback in Session No. 1 – to incorporate two new images (of existing medium and higher density buildings in Bondi Junction) and to provide space for participant comments.

Feedback from Community Drop-In Sessions 1 and 2 is provided over the page.
A Plan for the West Oxford Street Precinct

What sort of place do you want your neighbourhood to be?

These photos show different aspects of the West Oxford Street Precinct.

1. What do you like most about the area?
2. What aspects of the area would you like to see retained?
3. Please use a green dot to mark the images that show aspects you like.
4. Please use a red dot to mark the images that show aspects you don’t like.
5. What aspects of the area could be improved?

Session 1
<table>
<thead>
<tr>
<th>Feedback Item</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Many participants like the open space areas and street trees in the study area.</td>
</tr>
<tr>
<td>2</td>
<td>Some participants like bike riding / bike connections to Centennial Park, but poor connections / road safety may be an issue for others.</td>
</tr>
<tr>
<td>3</td>
<td>Feedback on the ‘surfboards’ entry point to Bondi Junction was mixed. Some like this installation, whereas others do not.</td>
</tr>
<tr>
<td>4</td>
<td>Many participants like local cafes and places to sit and enjoy the outdoors. High rise development as in Bondi Junction Centre was not seen as appropriate for the study area.</td>
</tr>
<tr>
<td>5</td>
<td>Many participants like the low rise, heritage character of the study area.</td>
</tr>
<tr>
<td>6</td>
<td>Participants may not like the physical barrier created by the expressway, although one valued access to buses.</td>
</tr>
<tr>
<td>7</td>
<td>Many participants like existing pedestrian and cycle connections that link the study area to Centennial Park, Paddington and Wolliara. However, some do not like the links between the study area and park – perhaps due to the narrow width and or potential for conflicts / safety issues between pedestrians and bike riders along this route.</td>
</tr>
<tr>
<td>8</td>
<td>Feedback on the shops fronting Oxford Street was mixed. Some like the local shops and heritage shop fronts. Whereas others may not like vacant shops; believe there is a need to encourage revitalisation.</td>
</tr>
<tr>
<td>9</td>
<td>Many participants like local cafes and places to sit and enjoy the outdoors.</td>
</tr>
<tr>
<td>10</td>
<td>Many participants like the low rise, heritage character of the study area.</td>
</tr>
</tbody>
</table>
A Plan for the West Oxford Street Precinct

What sort of place do you want your neighbourhood to be?

These photos show different aspects of the West Oxford Street Precinct. Your feedback will help us understand what you value about your local area as it is now, and any aspects of the area you would like to see improved.
Further detailed comments from Session No. 2 are shown here.

Comments:
» Green is good
» Keep the trees and park as they contribute to the streetscape
» Some participants sought benches, more lighting and BBQs. Whereas others thought these amenities were already provided in nearby St James Reserve.
» Many commented that this photo was taken on a good day, and that this space is poorly maintained and under utilised.
» Need to keep the park clean.
» The bus depot wall is ugly. Better noise/visual protection from the depot is required.

Comments*:
» This crossing is bad, unreliable and you have to wait a long time for the green light as a pedestrian
» The footpath is narrow and dangerous
» The road is dangerous, which forces cyclists onto the pedestrian paths
» Bikes need to share the road on Oxford Street better
» Want bike lanes through to the end of Centennial Park
» Need a strategy for shared bike/pedestrian/car use throughout area
» Against bikes riding on pavement
» You should be able to turn right onto Oxford Street from York Road
» The sign directing people to Westfield down Grafton Street needs to change – these houses are already between two major roads, which makes it worse for residents
» This specific bus stop needs to go, as it is located in a dangerous spot
Participants do not like the ‘surfboards’ entry point to Bondi Junction.

Comments:
» Surf boards need to go – the whole entrance is ugly

As in Session 1, participants generally like local cafes and places to sit and enjoy the outdoors.

Comments:
» Like cafes, need more of this type of business

As in Session 1, a number of participants liked the low rise, heritage character of the study area.

Comments:
» Like “cottage” style heritage homes as they reflect the history and character of the area

Some participants like the convenience of the study area and location to public transport. There were no specific comments made in relation to this image.

Many participants do not like the links between the study area and Centennial Park – due to the narrow width and potential for conflicts / safety issues between traffic, bike riders and pedestrians along this route.

See also comments above*.

One participant liked Centennial Park, but commented on the need to improve pedestrian access to the park.

There were no specific comments made in relation to this image.

As in Session 1, feedback on the shops fronting Oxford Street was mixed. Some like the local shops and heritage shop fronts. Whereas others believe there is a need to encourage revitalisation of this area – including more businesses and cafes. Participants did not like traffic impacts in this area.

Comments:
» Like the heritage shop fronts and want to see them retained
» Need to encourage more revitalisation of the shops
» Need to discourage people from setting up business types that “would never succeed”
» Want more cafes
» Keep heritage buildings on Grafton Street
» Road quality is poor at this end of Oxford Street
Right turns into St James Road and other streets nearby should not be allowed

Comments:
» Like retention of the heritage façade
» Like low rise development (up to 3 storeys) as it retains the character of the local community
» Like vertical gardens
» Dislike the street frontage of contemporary building / does not blend with surroundings
» Some described this building as “cheap and nasty”
» Some commented that the “style” of this building makes it a poor development, rather than the building height
8.3 Opportunities for the future - Exercise 3 (Post-it note comments)

People who took part in the Community Drop-In Sessions were invited to provide feedback on what they see as some of the **opportunities that could be realised in the study area** – either in response to the questions shown on the display board – or in relation to their particular area/s of interest. A total of 42 post-it note comments were made in Session 1 and another 33 were made in Session 2.

**Feedback from Community Drop-In Session 1:**

[Image of post-it notes on a display board]
Feedback from both sessions

A summary of responses is shown here. Responses have been grouped under each of the questions shown on this display board.

1. What makes West Oxford Street a special place? How would you describe the vibe or identity of the neighbourhood?

Session 1:
» Human scale, sunny village area
» A good balance of open space, high rise, low rise, shops, restaurants and services respectful
» Pedestrian access is excellent

Session 2:
» Human scale.

2. Are there any small changes that could make a big difference to the area?

Session 1:
» Upgrade footpaths
» Increase occupancy of empty shops, more restaurants for evening use
» More trees
» More bins in parks
» Increased occupancy of empty retail sites
» Sensor lighting

**Session 2:**

» Too much traffic congestion on West Grafton Street between Nelson Street and Leswell.

» Have a cul-de-sac at corner of Grafton and Leswell to stop traffic.

» Move Westfield sign out of Nelson Street to Leswell Street.

» Parking for residents is always difficult in Ruthven Street. Helpful to mark off spaces to maximise spots. Congestion increases monthly. Mill Hill Road also hard to park.

» Place a hump on Leswell Street to slow down traffic.

» High rise buildings create a wind tunnel. Cities should be more ‘human’. Human scale. Irregular development to provide opportunity for public space.

» Opportunity to extend mixed use zone east side of subject area to the commercial pocket of Grafton Street.

» Preserve terrace houses in quiet streets. Maintain facades of buildings if redeveloping on Oxford Street.

3. **Are there any activities you’d like to be able to do in the future, that you can’t do now?**

**Session 1:**

» Increase the amount of retail in the West Oxford Street Precinct.

» Increase the occupancy of empty shops on Oxford Street.

» Reserve Oxford Street exclusively for commercial use/ensure that commercial land use does not encroach on residential areas.

» I want to ride my bicycle to work and safely in the area to the beach

» Would like more cycle paths and access

» Light rail

» Lighting so walking through the mall late is safe

» All resident representatives should be involved in all design charrettes and the formulation of design concepts

**Session 2:**

» How about more visual beauty and activities that aren’t just more retail / residential!

» Expand scope of map and integrate with bordering Councils. Plan to look at long term vision over 30 years with migration process to realise 5-10 year phases.
4. Over time, there is likely to be interest from landowners in upgrading or developing sites in the West Oxford Street Precinct. What type of land uses (eg mix of retail, commercial, residential, other uses) and built form would be appropriate for future development on these sites?

Session 1:

Building heights (19 responses – as summarised below):
» No high rise development in the West Oxford Street Precinct.
» No changes to the Floor Space Ratio (FSR) as established in the Waverley LEP 2012.
» Development of the West Oxford Street Precinct should occur on a human scale.
» Concerns regarding overshadowing of the West Oxford Street Precinct, particularly in winter where the sun is low in the sky.
» High rise development raises privacy concerns where overlooking may become an issue.
» Objection to development that overlooks Centennial Park.

Urban design considerations (15 responses – as summarised below):
» Further development must be sensitive to the heritage of the West Oxford Street Precinct.
» Increase the number of street trees within the West Oxford Street Precinct.
» Upgrade/improve the footpaths within the West Oxford Street Precinct.
» Provide a greater number of rubbish bins in the West Oxford Street Precinct.
» Improve street lighting within the West Oxford Street Precinct.
» Explore moving the bus depot to another location.

Population density/overcrowding concerns (8 responses – as summarised below):
» Increased residential zoning will further exacerbate issues arising from a high population density.
» An increasing population density in the West Oxford Street precinct is making parking increasingly difficult/ parking provision is undersupplied/parking must be considered as a part of any future developments.
» The increasing population of the West Oxford Street Precinct is increasing traffic volumes.
» The West Oxford Street Precinct requires an increased provision of amenities, such as public schools, to service its growing population.

Session 2:

» Build a better retaining wall between bus depot and St James Road. Noise and light pollution.
» Add a cultural focal point, eg a theatre on the bus depot. Get a world class architect to design.
» No high rise!
» More heritage looking terraces to blend into community.
» Higher density and urban renewal revitalises a neighbourhood and cycling paths and public transport becomes viable.
5. Are there traffic hotspots? Is parking difficult in particular areas or at particular times?

Session 1:

» We do not want quiet residential streets as ‘traffic routes’ to over developed dwelling sites. Keep it quiet eg. Ruthven Street.

» Parking and traffic is difficult everywhere. Too much. People frequently do not notice the lights at corner of Oxford with Grafton and so run the red light. Near misses are frequent with pedestrians.

» Reduce vehicle traffic in the locality.

» Keep all development low, people equals cars equals traffic. It’s already congested as one lane access.

» Address increasing traffic volumes and issues.

Session 2:

» Most visitors to Bondi Junction want to go to Westfield. They need to be directed down Syd Einfeld and not turn right at York Road.

» Often very difficult / dangerous to make right hand turn from Ruthwen into Oxford. Same with Mill Hill.

» Oxford Street chicane is too congested (turn off from Syd Einfeld Drive to Oxford).

» Be able to turn right at York Road to Oxford Street.

» Bus drivers overload street parking at peak hours. Little room for further residents cars if the bus depot remains.

» York Road now so congested in peak hour, many cars now using Ruthven to get to Oxford. Speed humps required!!

» Mark parking spaces for cars. This will increase the number of cars that can park. NOT parking metres!!

6. How can West Oxford Street provide a stronger sense of arrival to Bondi Junction?

Session 1:

» The entrance to the West Oxford Street Precinct could be more pedestrian friendly.

Session 2:

» Consider an alternate entrance into Bondi Junction so traffic flow is under Syd Einfeld (as heading east down Wallis Street under Syd Einfeld onto Hegarty) to the back car park of Westfield.

» Slow traffic down on York Road.

» Gateway building to emphasise entry to Bondi Junction.
7. How can access be improved to Woollahra for pedestrians and bike riders?

Session 2:
» Walk along footpath without terror of being hit by aggressive cyclist – need a safe path.

8. If there was one thing that you could improve in the public domain (including local streets, laneways and parks), what would it be? (eg upgrading footpaths, lighting, public seating, plantings, trees, public art)?

Session 1:
Parks and open space (9 responses – as summarised below):
» Explore linking St James Reserve with Centennial Park.
» Ensure the preservation and upkeep of parks in and around the West Oxford Street Precinct.
» Protect wildlife within the West Oxford Street Precinct and its surrounding parklands.
» Establish wildlife corridors and improve mobility of wildlife in and around the West Oxford Street Precinct.

Session 2:
» Turn York Road and York Place into a cul-de-sac.
» West Oxford Street has become popular – beyond local residents – as a gathering point for organic food. Great alternative to Westfield and Queen Street. Don't destroy this please.

9. How can access between Oxford Street Bondi Junction and Centennial Park be improved, for pedestrians and bike riders?

Session 1:
Cycling infrastructure (7 responses – as summarised below):
» Install dedicated cycle paths within the West Oxford Street Precinct.
» Improve cycling safety within the West Oxford Street Precinct.
» Improve cycling connectivity between the West Oxford Street Precinct and the surrounding area (eg Woollahra, Centennial Park the beaches).
» Improve the connectivity between the West Oxford Street Precinct and Centennial Park.

10. How could potential conflicts between pedestrians, bike riders and vehicles be resolved?

Session 1:
» Need for cycle paths linking Centennial Park and Bondi Junction – rather than the footpath as at present. Removal of bus stop just east of Woollahra Gate and relocation to the rest of the Gate (where it used to be!)
» More bike lanes
» Bike tracks, tracks, bike paths, bike space on roads
» Greater connectivity to Centennial park, upgrade footpaths
Pedestrians/bike link between St James Park and Centennial Park through the bus depot would be good.

**Session 2:**

- Entry and exit to St James Road from Oxford Street is problematic and dangerous. Buses park across the street entrance.
- Ruthven Street needs chicanes / speed bumps to slow traffic. As well as make Ruthven Street not accessible from city end, ie cars can’t turn right from Oxford Street.
- Preserve and extend St James Park! Important community space.
- Get cyclists off the footpath.

Given the large volume of comments made in relation to **traffic and access issues** in and around the study area, these comments have are also presented in summary form on a map of the study area (see Section 8.1 of this report).