

**WEST OXFORD STREET
DESIGN CHARETTE
SUMMARY REPORT AND
RECOMMENDATIONS**



Prepared for Waverley Council
11.02.15

WEST OXFORD STREET DESIGN CHARETTE SUMMARY REPORT AND RECOMMENDATIONS

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These charette teams included:

Orange Team: Hill Thalys (architecture and urban projects, Jane Irwin Landscape Architect and Macgregor Westlake (public artists/ architects).

Blue Team: Simpson + Wilson (architecture and urban design) and The Lot (public artists).

Green Team: Archrival, JMD Design (landscape architecture), John O'Callaghan (place maker, planner).

Local council and State government agencies provided feedback:

- Centennial Parklands and Moore Park Trust
- NSW Department of Planning and Environment
- NSW Roads and Maritime Services
- Randwick City Council
- State Transit Authority
- Sydney Water
- Transport for NSW
- Woollahra Municipal Council
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EXECUTIVE SUMMARY

The West Oxford Street Design Charette is an ideas-driven investigation focusing on the Western end of Oxford Street, Bondi Junction. The project have been undertaken within the suite of projects occurring as part of Bondi junction 2030.

Aim/ Purpose

The aim of the Design Charette is to generate ideas for the longer term redevelopment of the area into a precinct that provides a fitting threshold to Bondi Junction, with better connections to adjacent areas, and a better place for the community to live, work, shop and enjoy.

Method

Using the design charette process, concepts for the area were developed by three multi-disciplinary design teams to enable Council and the community to visualise ideas and opportunities for the precinct. The teams, led by Hill Thalys, Simpson Wilson and Archrival, comprised architects, urban designers, landscape architects and public artists. The NSW Government Architect's Office (GAO) was engaged by Waverley Council to facilitate the design charette process, evaluate the proposals and make recommendations to Council for the purpose of public exhibition and community consultation.

Results

The three teams each developed a range of opportunities and ideas that would improve the character, operation, identity and urban amenity of this high profile location. As expected, the process has also produced unexpected insights that have enhanced the thinking about this area.

While there were common themes across all three proposals, particularly in relation to the public domain, there were key areas where the teams' thinking diverged - most notably in terms of street network, built form and proposals for the bus depot. To guide the assessment of these alternatives into a clear urban strategy, a series of principles were developed. These were broadly grouped into:

- An improved public domain: expansion, improved amenity, managed conflict of uses, permeability and connectivity and

opportunities for innovative uses

- simple and rational circulation: reduced road area, improved road character, improved operation and well managed interface arterial / local interface
- a memorable identity and image that amplifies a 'sense of place' and community spirit, clear threshold to BJ and Waverley, historic character
- implementable: practical and feasible, immediate improvement, potential to leverage benefits for study area, minimal disruption.

An urban vision for the precinct

The heart of the precinct is Oxford St - transformed to a widened, tree-lined boulevard, and restored to its original length so that it connects directly to a new Centennial Parklands entry.

The boulevard will be characterised by active, mixed use frontages and continuous sheltered footpaths. It will be connected to surrounding neighbourhoods by an extended network of laneways and pedestrian links.

The edges of Oxford St will be low to medium scale, with medium rise development setback from the street and concentrated along the Syd Einfeld frontage, which will be articulated to create a distinctive profile and approach to Bondi Junction.

Oxford St will be distinguished by its iconic western 'threshold', framed by the Woollahra Reservoir in a newly landscaped setting and, on the former traffic island, a mixed use development that incorporates and showcases local art at an urban scale.

Recommendations

Key ideas have been ranked into short medium and long term strategies which are summarised below, together with supporting actions to facilitate their implementation.

Note that the recommendations are generally confined to land within the Waverley Council LGA. Where proposals are on land held by other state and local government agencies, these are noted.

SHORT TERM: recommendations which should be undertaken within the next 10 years.

1. Public domain recommendations:

- Upgrades and street tree planting to Oxford St footpaths
- Create Nelson St shared zone (in conjunction with new roundabout)
- Supporting actions: site investigations such as surveys and underground services.
- In consultation with RMS, prepare a tree planting strategy for the edges and median of Syd Einfeld Dr.

2. Traffic investigations: in consultation with RMS test the feasibility of:

- A new roundabout to link Syd Einfeld Dr and Grafton St
- Extending Oxford St to a single 4-way intersection with Ocean St and Syd Einfeld Drive.
- Changes to bus depot access

3. Traffic changes: in consultation with RMS and, subject to above investigations, create a new roundabout to link Syd Einfeld Dr and Grafton St.

4. Bus Depot: in consultation with Sydney Buses and TfNSW investigate feasibility of:

- Relocating some or all bus movements to / from the depot via York Rd.
- Improving the presentation of the depot's Oxford St frontage for bus depot operation and administration or alternative community uses.

5. Woollahra Reservoir: in consultation with Sydney Water and CPMP investigate:

- Opportunities to setback brick wall on northern edge of reservoir for footpath widening.
- Interim opportunities for public art on northern frontage of reservoir.

EXECUTIVE SUMMARY - CONTINUED

6. RMS Land: in consultation with RMS, investigate feasibility of:

- Combining the traffic island and part of York Rd (between Oxford and Syd Einfeld) into a single site.
- Consolidating residual land at edge of Syd Einfeld with adjacent sites.
- Test feasibility of the new site for alternative uses including community, residential, commercial and public open space.

7. Adjustments to development controls to provide for:

- a continuous 6 storey edge along Oxford St with small footprint development up to 9 stories along the Syd Einfeld frontage to a maximum depth of 30m.
- 4 storey Oxford St edge east of St James Rd to the South side of Mill Hill Road.
- Development up to 4 stories over bus depot, with bus access beneath, for a maximum depth of 20m along Oxford Street frontage (subject to discussions with TfNSW and Sydney Buses).
- Varied FSR's to modulate built form along Oxford St
- Boundary setback to Oxford St and various through site links and connections
- The block bounded by Nelson, Oxford and Syd Einfeld to be designated Key Sites.
- Design Excellence provisions for Key sites.
- Development and frontages to laneways / through site links

8. Develop policies and pilot projects for public and community art initiatives.

9. Develop policies and incentives to promote retail and local business diversity.

MEDIUM TERM: actions which could be undertaken within next 10 to 20yrs

1. Public domain works including:

- In consultation with RMS, reposition and widen the Syd Einfeld footbridge to improve pedestrian connections to Woollahra
- In conjunction with redevelopment along northern side of Oxford St provide for setbacks and through site links and include under-awning lighting to Oxford St
- Tree planting to Syd Einfeld Dr (subject to discussions with RMS)

2. Centennial Parklands

- In consultation with CPMPT, provide new entry to Centennial Parklands at corner of York Rd and Oxford Street.

3. Traffic changes: subject to earlier investigations, progress the following infrastructure changes:

- Closure of York Rd between Oxford St and Syd Einfeld Dr
- Extend Oxford St to create a single 4 way intersection with Syd Einfeld Dr and Ocean St.
- Increase width of Oxford St corridor by 3-4m.

4. RMS Land - in consultation with RMS, and subject to the outcomes of earlier investigations, progress the following:

- Consolidate the former traffic island and York Rd into a single development site.
- Prepare develop controls for the site.

5. Public and community art: formulate development incentives to offset provision of cultural assets.

6. Bus Depot, in consultation with Sydney Buses and TfNSW and subject to the outcomes of earlier investigations, progress the following:

- Relocate bus entry/exit from Oxford St to York Rd and relocate depot administration facilities to Oxford St frontage
- Improving the presentation of the depot's Oxford Street frontage for bus depot operation and administration or alternative community uses.

LONG TERM – actions which could be undertaken within next 20 to 50yrs

1. In the event that the reservoir becomes redundant and subject to the outcomes of consultation with SW and CMMPT Investigate adaptive reuse of Woollahra Reservoir

2. Public domain works including:

- Upgrade the pedestrian and cyclist access at each end of the Syd Einfeld footbridge and upgrade the landing areas into pocket parks.

Following the Executive Summary this report is structured into:

PART ONE: INTRODUCTION

PART TWO: WEST OXFORD STREET PRECINCT PLAN

APPENDIX

The report is issued as a summary of the design charette process, outcomes and recommendations for the purpose of Waverley Council endorsement and community feedback.

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Figure 1 Study Area  Waverley LGA boundary
 Study area boundary

PART ONE: INTRODUCTION



Figure 2

PART 1 INTRODUCTION

This section is divided into two sections providing an introduction to the West Oxford Street Precinct study.

Section 1.1 Purpose and Background includes the aims and objectives of the study and key assumptions and the relationship of the study to other policies for the precinct, site identification and land ownership.

Section 1.2 Methodology & Study Process includes a description of the community consultation process, a summary of the community engagement feedback, a summary of government agency feedback and a summary of the design charrette and study timeline.

1.1 PURPOSE & BACKGROUND

The purpose of the report is to document the charrette process, evaluate findings and make recommendations to Council for future development of the study area. The NSW Government considers Bondi Junction to be a significant urban renewal opportunity and has identified Bondi Junction as one of the key sub-regional centres across Sydney.

OBJECTIVES

The key objectives of the study are to:

- Celebrate the western entry to Bondi Junction
- Consider the existing and future character of the precinct
- Consider the existing and future character of the adjacent areas within Woollahra and Centennial Park when formulating the desired character of the area
- Better connect West Oxford Street with Centennial Park and Woollahra and the Bondi Junction town centre
- Test current LEP and DCP controls in this part of Bondi Junction
- Achieve and reinforce a sense of place
- Integrate the various transport modes
- Reinforce the importance of the public domain and
- Improve the quality of the public domain
- Engage government agencies and the community in a conversation about the future of this part of Bondi Junction.

It is intended that the ideas resulting from the design charrette are:

- guided by professional expertise in urban renewal and public place enhancement;
- benefit the West Oxford Street area and Waverley in general with no adverse impact on the surrounding existing heritage conservation areas;
- based on an understanding that the existing Local Environment Plan (WLEP2012) and Development Control Plan (WDCP 2012) controls will be used as a test case for the evaluation of the appropriateness of each concept.

RELATIONSHIP TO KEY POLICY DIRECTIONS

This is an opportune time to commence the West Oxford Street Design Charette as it will align with a suite of other Council and State Government initiatives for Bondi Junction.

These projects include:

- Bondi Junction Complete Streets Project,
- Bondi Junction Urban Design Review,
- Waverley Bike Plan,
- Centennial Park Master Plan,
- Investigations into possible future light rail connections.
- Bondi Junction Green Infrastructure Masterplan

The site is well serviced by public transport and offers the opportunity to deliver the objectives of Sustainable Sydney 2036, the Metropolitan Strategy Sydney 2031 and the Draft Sydney City Sub Regional Strategy relating to housing, open space, transport and sustainability.

This study considers and addresses previous consultant studies and community consultation undertaken in the form of community reference group meetings, community drop in sessions, business and intercept surveys and submissions to Council.



Figure 3 Key policy documents

STUDY AREA

The West Oxford Street Precinct Plan study area is over **4.4HA** and is approximately 6km East of Sydney CBD. The site extends along Oxford Street from Denison Street, Bondi Junction to the Ocean Street/ Oxford Street intersection and incorporates the 2 blocks north of Oxford Street between Leswell and York Road. Refer Figure 19 for study area boundary and LGA boundary and local context.

The precinct is currently occupied by a mix of commercial, residential, transport and infrastructure uses with varying levels of amenity and building typologies.

SITE ANALYSIS

SHOP FRONTS

Oxford Street is predominantly a mix of fine grain 1- 3 storey buildings with retail and commercial shop fronts including: cafes, small businesses, specialty/ alternative lifestyle stores (for example bike stores and organic foods).

The smaller, fine grain building types and shopfronts are discontinuous with interruptions to pedestrian connections and experience.



key map
views



Figure 4 Fine grain shop fronts



Figure 6 Timber and tyre yard between Denison Street and Mill Hill Road



Figure 5 Fine grain shop fronts on the corner of Nelson Street



Figure 7 Hire car yard Oxford Street between Nelson Street and York Road

view to Syd Einfeld intersection

Nelson Street Nelson Hotel



Figure 8 Photographic north elevation - Oxford Street

STREET ACTIVATION

There is limited street activation with only a few active shop frontages.



Figure 10 Limited street activation



Figure 11 Existing active street frontage between Mill Hill Road and Ruthven Street

STREET CHARACTER

The fine grain heritage building character is punctuated by a number of larger heritage buildings including the Nelson Hotel and smaller residential terraces (between Ruthven Street and St James Road). There are no existing street trees along this western end of Oxford Street. Significant canopy trees within Westgate House on the corner of St James Road lend some respite to Oxford Street



Figure 12 The Nelson Hotel on the corner of Oxford Street Nelson



Figure 13 Freestanding 2 storey heritage building on the corner of St Johns Road and Oxford Street

PEDESTRIAN & CYCLE AMENITY

Pedestrian and cycle amenity along Oxford Street is poor with narrow footpaths, no separation between pedestrians and cyclists and inconsistent pavement treatments and conditions towards the western end. A number of neighbouring cross streets on the northern and southern sides of Oxford Street are without pedestrian crossings.



Figure 14 Existing view East along Oxford Street near the corner of Ruthven



Figure 9 Photographic south elevation - Oxford Street

BUS DEPOT

The Oxford Street frontage at the bus depot and bus entry/ exit gates create a narrow and unsafe passage for pedestrians and cyclists. Bus stop amenity is poor and conflicts with passing pedestrians and cyclists.



Figure 15 Narrow passage for pedestrians and cyclists



Figure 16 Existing bus depot frontage

ROAD CONFIGURATION

The intersection of Oxford Street and Syd Einfeld Drive creates a bottle neck and urban 'wasteland' between Oxford Street and Syd Einfeld Drive. There is a lack of pedestrian and cycle crossing points and footpaths making the area unsafe and difficult to navigate on foot.



Figure 17 View west along Oxford Street near intersection with Syd Einfeld Drive and York Road



Figure 18 View along northern perimeter of Centennial Park with narrow footpath and lack of connection with the park and reservoir.

KEY ISSUES

KEY ISSUES IN THE STUDY AREA INCLUDE:

- SAFETY: CONFLICTS WITH PEDESTRIANS, CYCLISTS, TRAFFIC AND BUSES.
- LACK OF CONNECTIVITY BOTH PHYSICALLY AND VISUALLY WITH CENTENNIAL PARK.
- TRAFFIC CONGESTION
- POOR PRESENTATION AND IDENTITY OF THE STUDY AREA
- LACK OF PEDESTRIAN AMENITY INCLUDING SAFE AND CONNECTED FOOTPATHS, STREET FURNITURE ETC.
- UNDER-DEVELOPED SITES



key map



Figure 19 Local Context (1:2000@A3)

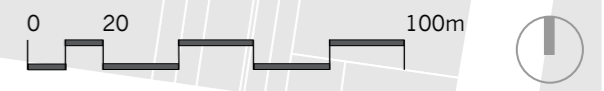
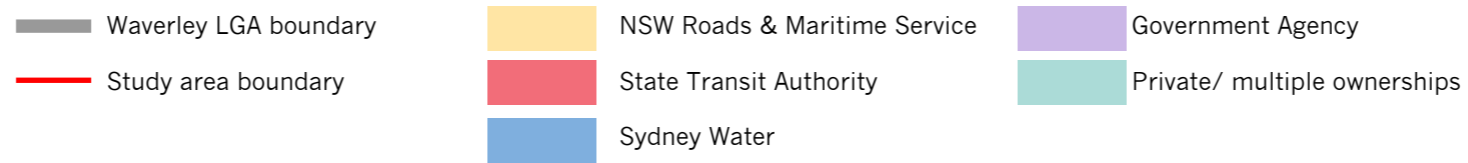
- Waverley LGA boundary
- Study area boundary
- Open space

LAND HOLDINGS

Land holdings within the West Oxford Street Precinct study area include State Transit Authority (STA), Roads and Maritime Services (RMS), government agencies and private/multiple landowners as shown in Figure 20.



Figure 20 Land Holdings (1:2000@A3)



1.2 METHODOLOGY & STUDY PROCESS

The methodology for the project has been a design charette process. The design charettes were held over a 3 week period, preceded, interspersed and followed by a broader program of community engagement, councillor and stakeholder workshops. The NSW Government Architect's Office was engaged by Waverley Council to facilitate and co-ordinate the design charette process and to prepare the draft report for endorsement by Council for public exhibition and community engagement.

COMMUNITY ENGAGEMENT

Engagement with the community formed the structure of the project process. In line with the NSW State Government's planning reform (*A New Planning System for NSW White Paper*) and aims of the *Draft Sydney Metropolitan Strategy for Sydney to 2031*, the community is being involved in the strategic planning of the precinct. This has enabled significant community contribution to establishing a vision for the future of the study area. The community engagement strategy was developed and managed by Elton Consulting. Four Community Reference Group Meetings and three community drop in sessions and a public briefing were held. These meetings were supplemented by online community intercept and business surveys, submissions to Council and petitions. This is to be followed by the public exhibition of the *Draft West Oxford Street Design Charette and Vision Workshop Summary Report and Recommendations*.

A report summarising the consultation outcomes is supplied in Appendix A5 and A6 and/or available on the Waverley Council website.

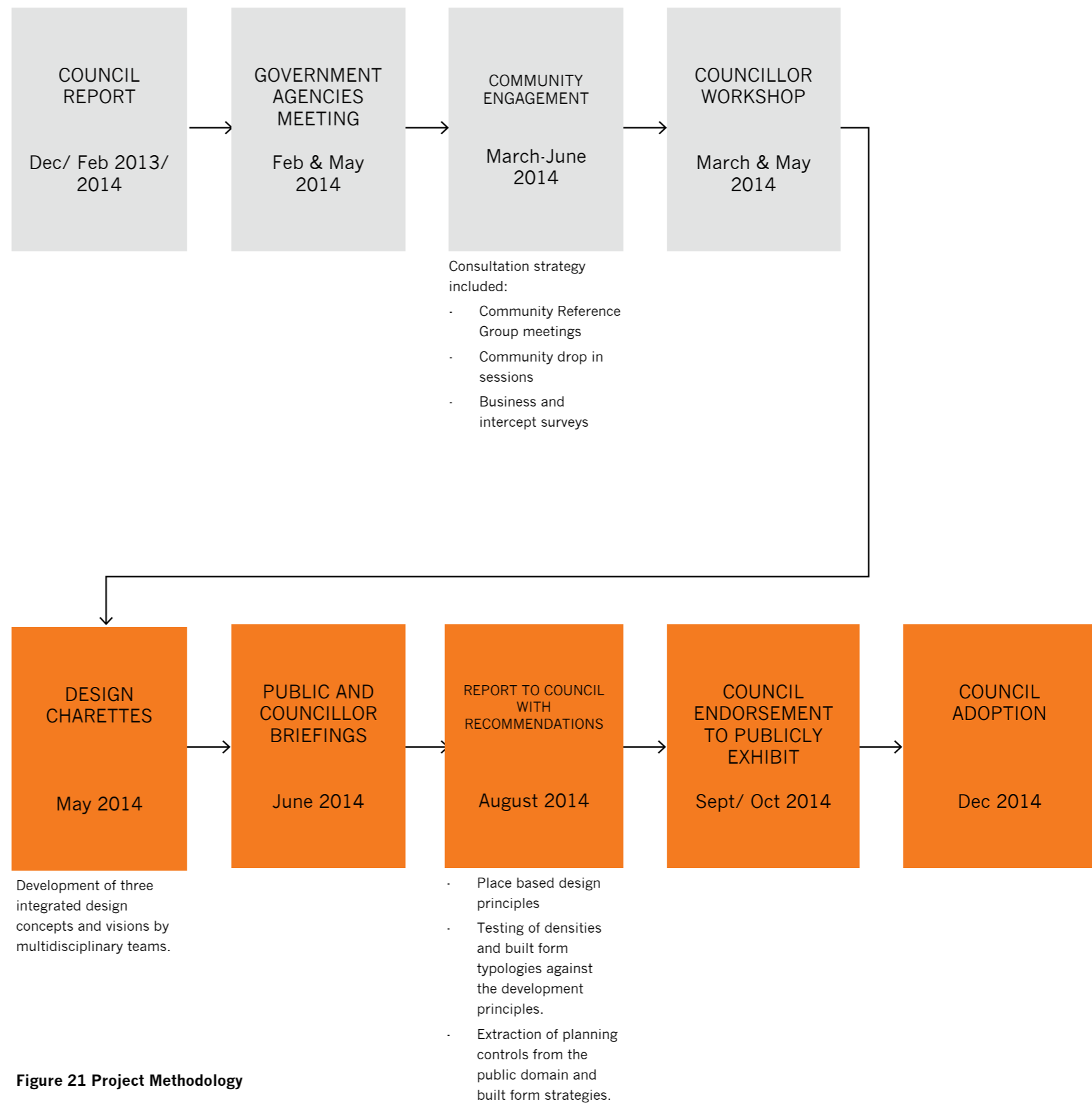


Figure 21 Project Methodology

COMMUNITY ENGAGEMENT FEEDBACK SUMMARY

Feedback on the Draft Concepts presented at the first drop in session indicated that the key issues for the community are:

- Traffic, access and parking
- Preference to any future development to be low rise within the height limits in LEP
- Concern for the development of bus depot site and impact on neighbourhood
- Preserve heritage
- community purpose (eg. sporting, childcare, public space)

GOVERNMENT AGENCIES WORKSHOPS

Two invited government agency workshops supplemented the charette process, providing an overview of the issues and opportunities of government agencies, operational requirements and strategic visions, design review and feedback.

Refer Appendix A7 for government agency feedback summary.

Agencies that participated included:

- Centennial Parklands and Moore Park Trust
- NSW Department of Planning and Environment
- NSW Roads and Maritime Services
- Randwick City Council
- State Transit Authority
- Sydney Buses
- Sydney Water
- Transport for NSW
- Woollahra Municipal Council

IMPORTANT NOTES AND ASSUMPTIONS

1. The concept designs and the design opportunities represented in the matrices in Part 2.3 are a suite of ideas which if realised and funded would occur over a long period of time (up to 50 years +).
2. Design opportunities identified within Centennial Parklands are ideas only. Centennial Parklands and Moore Park Trust (CPMPT) are responsible for the long term strategic planning of the Parklands and not Waverley Council. The design ideas do not propose any private development within Centennial Parklands.
3. Comparative and quantitative analysis of the 3 concept designs has been limited to ideas falling within the Waverley LGA boundary only.



Figures 22, 23 Community Engagement - drop in session



Figure 24 Community Engagement - ideas in the park

DESIGN CHARETTES

The following teams participated in the design charette:

TEAM ORANGE

Hill Thalys Architecture and Urban Projects Pty Ltd, McGregor Westlake Architecture, Jane Irwin Landscape Architecture:

TEAM BLUE

Simpson + Wilson Architecture and Urban Design, The Lot (Public Artists):

TEAM GREEN

James Mather Delaney Design Pty Ltd (Landscape Architects), Archrival (Architecture and Public Art), John O'Callaghan (Urban Design and Place Maker)

The purpose of the charette process is:

- To collectively draw out the compelling narrative that defines West Oxford Street and provide a vision for the future;
- To incorporate the views of the residents and stakeholders in the exploration of ideas for the Precinct;
- To collectively develop up to 3 concept designs to explore

ideas and opportunities for the precincts future which enable connectivity, vitality, activation and amenity.

The objectives of the three charettes were:

Charette 1:

- team briefing
- establish design principles
- define project approach

Charette 2:

- establish a vision and design principles for the precinct
- establish a built form and public domain concept for the precinct

Charette 3:

- presentation of preliminary design response and design review
- final design concepts and articulated vision

The three design concepts resulting from the charette process have been collated, evaluated and summarised through a series of design principles and design matrices in the following section.

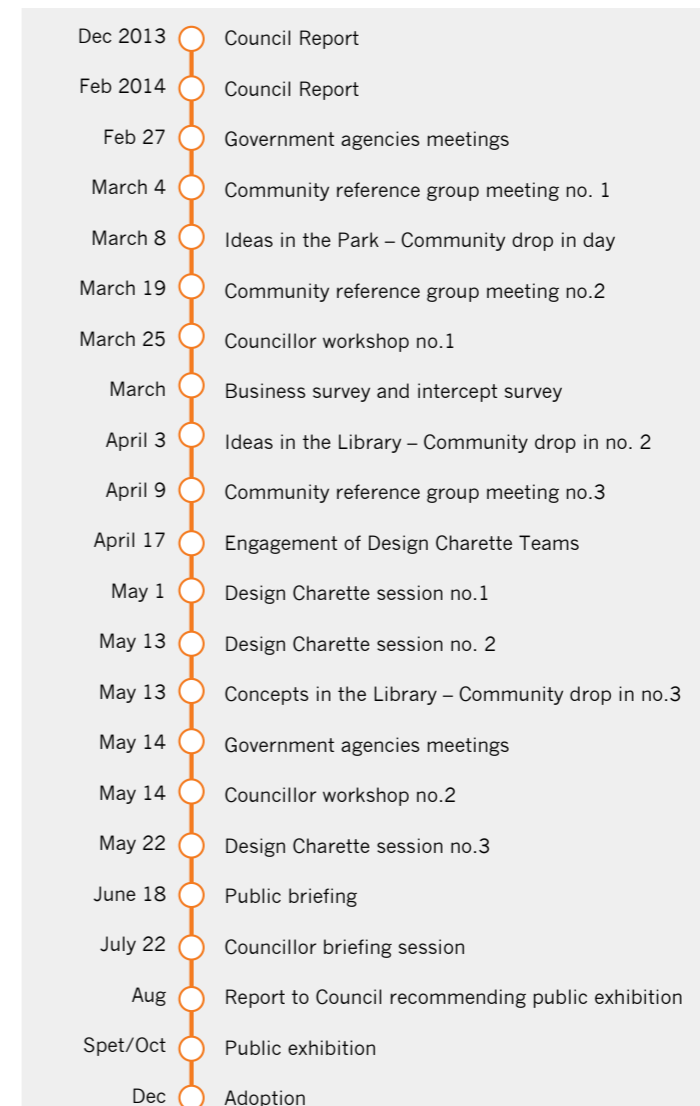


Figure 25 Project Overview



Figures 26, 27, 28 Design charettes

PART TWO: WEST OXFORD STREET DESIGN CHARETTE: SUMMARY AND RECOMMENDATIONS



Figure 29 Aerial photograph showing study area

2.1 CHARETTE DESIGN TEAM SUMMARIES

2.1.1 TEAM ORANGE

Hill Thalys, architecture and urban projects teamed with JILA (Landscape Architect) and McGregor Westlake (public artists/architects).

The Orange Team's design response is strongly embedded in a respect for the historic context of the precinct and the complex interrelationship of its uses. The scheme both reinforces the unique character and vibrancy of the precinct through public domain enhancements, while improving its connection and relationship to adjacent neighbourhoods. Increasing the density of the precinct through proposed development provides greater housing choice in an area of high amenity, close to coast, park and city and public transport infrastructure.

Refer to Appendix A1 for final presentation panels and Appendix A4 for the powerpoint presentation.

KEY DESIGN PRINCIPLES:

- Reconnecting severed neighbourhoods (reduce roads by 30%)
- Transforming Oxford Street and Syd Einfeld Drive into boulevards
- Increasing housing choice in the local area
- Framing the streetscape along Oxford Street
- Providing a gateway to Centennial Park
- Improving pedestrian and cycle movement and amenity
- Resolving traffic
- Safeguarding the bus depot as critical transport infrastructure.

KEY PUBLIC BENEFITS

- Possible resolution of traffic issues and congestion and improved conditions for pedestrians and cyclists.
- Possible resolution of Grafton Street/ Nelson Street rat run in west bound direction.
- New pedestrian square in Nelson Street.
- New pedestrian laneways and connections.
- New pedestrian bridge connecting to Woollahra
- Widened public shared zone on bus depot frontage.
- Street tree planting.
- Activation of Centennial Park frontage and improved entries.
- A wider Oxford Street by 3m along northern side.
- A new urban block creating entry to Bondi Junction.

KEY MOVES (refer Figure 30)

1. Simplify intersection of Oxford Street, Syd Einfeld Drive and Ocean Street
2. Re-imagine Oxford Street
3. Connect Grafton Street to Syd Einfeld Drive (refer inset, page 23)
4. Win a new pedestrian square in Nelson Street
5. New lanes and pedestrian connections
6. New bus administration building
7. Redefine squares and entries at the north-eastern corner of Centennial Park
8. Widen Oxford Street by 3m along its northern side
9. Open new public walkways south of Oxford Street
10. Create, on land currently alienated by traffic, a new lot



Figure 30 CONCEPT PLAN - TEAM ORANGE (1:1000@A3)

NOTE: FOR PLAN SHOWING FULL EXTENT OF STUDY AREA REFER APPENDIX A1

Waverley LGA boundary

1. Key moves (refer page 23)

Study area boundary





Figure 31 SECTION 1 - OXFORD STREET- BUS DEPOT- ORANGE TEAM (1:500@A3)

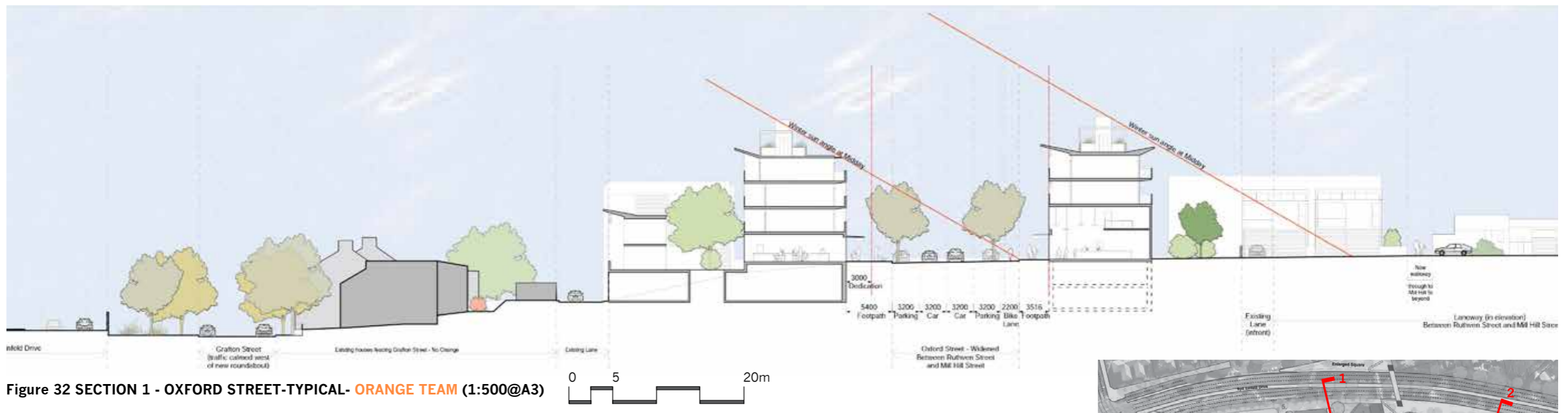
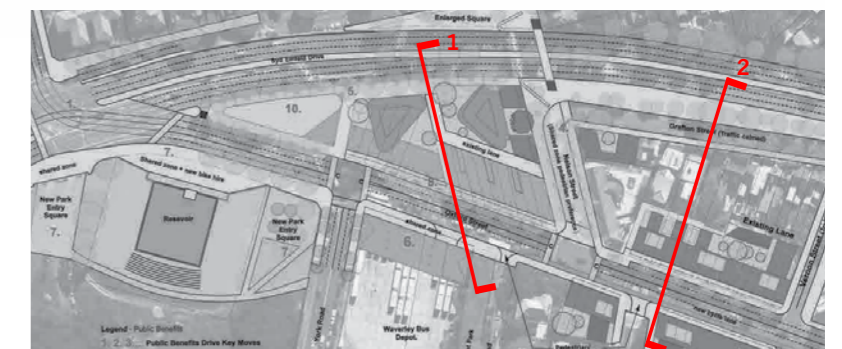


Figure 32 SECTION 1 - OXFORD STREET-TYPICAL- ORANGE TEAM (1:500@A3)



Key plan (Not to scale)

PRECEDENT IMAGES



Figure 33 Photographs showing how the new corner to Bondi Junction could look

ARTIST'S IMPRESSION



Figure 35 Sketch of proposed view down Oxford Street with new bus depot building



Figure 34 Photographs showing connections with new housing



Figure 36 Sketch of Nelson Street as proposed square with traffic calmed, new lowered pedestrian bridge + cafe hub

2.1.2 TEAM BLUE

Simpson + Wilson, architecture and urban design teamed with “The Lot” (public artists).

The Blue Team’s proposal is focused on enhancing the unique character and identity of West Oxford Street Precinct as distinct from the centre of Bondi Junction. Proposed development encourages social inclusion and equity attracting more residents through more housing choice including affordable housing, to an area that becomes a unique destination along the major desire line from the beach to the city. The scheme aims to transform the precinct into a liveable hub of activity through key civic elements, improvements and site consolidations that increase the amount of public domain, enhance connections, walkability and reveal the inherent character, fine grain and ‘health, fitness & food’ culture that embodies the neighbourhood.

Refer to Appendix A2 for final presentation panels and Appendix A4 for the powerpoint presentation.

KEY DESIGN PRINCIPLES:

- Identity
- Habitable infrastructure
- Coordinate
- Social inclusion and equity
- Minimise impacts
- Restructure the city
- Long term future (incorporation of future light rail, relocation of reservoir, residential on bus depot site)

SPECIFIC RESPONSES TO COMMUNITY FEEDBACK

- Reduced height of tower at entrance to Oxford St (on triangular site).
- Widen footpath and pushed back 4 storey retail and live/work units to open up approach and views to Centennial Park on the northern frontage of the bus depot.
- Removed initial proposed development from bus depot except for area immediately adjacent to Oxford Street.
- Removed 2-3 affordable live/work units from St James Road frontage of bus depot

KEY PUBLIC BENEFITS

- New pedestrian square in Nelson Street and Woollahra side of Syd Einfield connected by new pedestrian bridge.
- Revitalised pedestrian laneways and connections.
- Widened public shared zone on bus depot frontage improving pedestrian and cycle connections and amenity.
- Pedestrian/ cycle bus shared zone to north of Centennial Park.
- Activation of Centennial Park frontage and improved entries.
- A new urban block creating entry to Bondi Junction and providing public facilities.
- Adaptive reuse of reservoir for public use.

KEY MOVES (refer Figure 37)

1. Identity - elements
2. Identity - activities
3. Extend park
4. Cyclist +pedestrian amenity
5. Rationalise bus station
6. Improve entry to Oxford St
7. Nelson St is a place
8. More people not cars
9. Reconnect to Woollahra

KEY MOVES LONG TERM:

10. Rationalise the bus depot
11. Activity hub
12. Rationalise entry to Centennial Parklands
13. Adaptive water re-use
14. Supports connection of Grafton Street with Syd Einfield Drive via roundabout (Orange Team - refer Inset 1 page 23)



Figure 37 CONCEPT PLAN - TEAM BLUE (1:1000@A3)

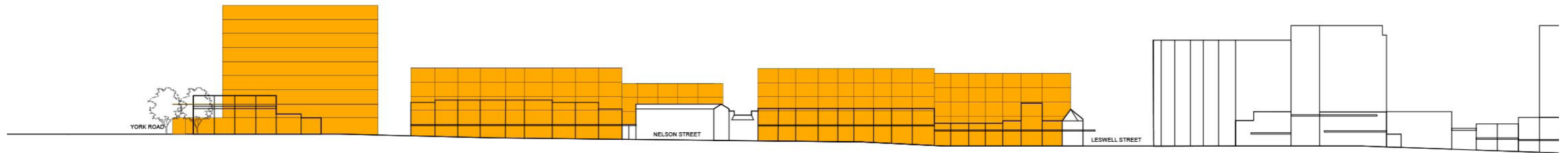
NOTE: FOR PLAN SHOWING FULL EXTENT OF STUDY AREA REFER APPENDIX A2

- Waverley LGA boundary
- Proposed new buildings
- Proposed new public domain
- 01 Key moves (refer page 27)
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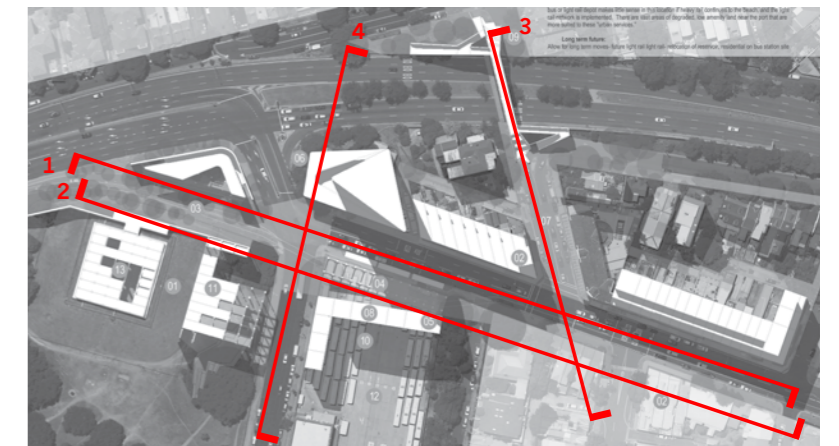
1. East West section along Oxford Street looking South



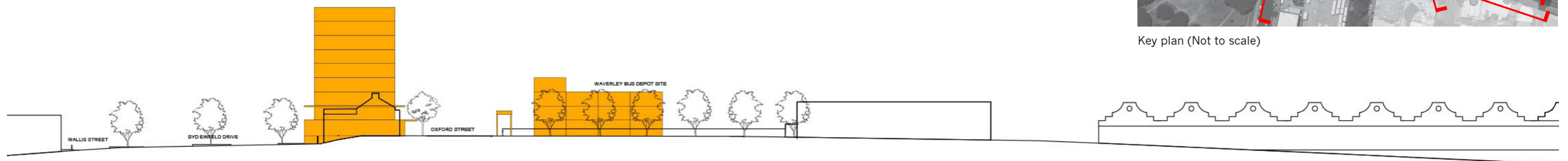
2. East West section along Oxford Street looking North



3. North South section along Nelson Street looking East



Key plan (Not to scale)



4. North South section along York Road looking East

Figure 38 SECTIONS - OXFORD STREET- BLUE TEAM (1:1000@A3)

Proposed new buildings



PRECEDENT IMAGES



Figure 39



Figure 42 Affordable housing



Figure 45 'Budapest Sparty'



Figure 39, 40, 41 Nelson Street shared zone



Figure 43



Figure 45, 46 Adaptive reuse of Woollahra Reservoir



Figure 43, 44 Bicycle hub



Figure 47 Activity hub - gate climb

2.1.3 TEAM GREEN

Archival, architects and public artists teamed with JMD design (Landscape Architects) and John O'Callaghan (place maker, planner).

The Green Team's concept recognises the distinct quality of place of the West Oxford Street Precinct and proposes its rejuvenation into a distinct regional creative hub and cultural centre. Streetscape enhancements, hard infrastructure upgrades and the celebration of the fine grain heritage high street character are co-ordinated with public realm programming and a variety of key public art installations. The concept identifies 4 key sites for cultural interventions: bus depot frontage (new cultural centre, new corner site, Woollahra Reservoir and Nelson Hotel). The scheme suggests development incentives in return for the provision of cultural assets.

Refer to Appendix A3 for final presentation panels and A4 for the powerpoint presentation.

KEY IDEAS AND DESIGN PRINCIPLES:

Identity

Public domain

Solar access and built form

Public art

Urban typologies

Traffic and circulation

Land use planning

SPECIFIC RESPONSES TO COMMUNITY FEEDBACK

- Consideration of Bus Depot activation, looking to activate a small plaza / add cultural programme or undertake a simple artistic treatment to the perimeter frontage, to minimise impact on the operation of the existing depot
- Consideration of corner site with a move to keep proposed developments within the existing LEP controls, in particular in regards to height, the encouragement of single lot development (not lot amalgamation) and a proposal to step down building heights by one story along the Oxford Street frontage to maximize solar access
- Consideration of preserving residential / community character, and the desire to retain the existing heritage terraces and shops, with a move to add fine grain frontages to the ground floor of new developments along Oxford Street
- Consideration of slipway closure and impact on traffic, with move to reinforce the park corner entry as a Bondi Junction park entry with new gates, to strengthen the proposed pedestrian and cycle links to Oxford Street, and the potential reservoir activation (to further justify a closure of the slipway)
- Consideration of planting to the edges of Centennial Park, York Rd / Oxford St corner and along York Road, to create a landscape buffer and tree corridors around the edges of Centennial Park
- Consideration of the need for basic pedestrian upgrades (in line with the Complete Streets program), to add kerb ramps, landscape blisters, street awnings, public art along street, solar access to footpaths etc (revised the initial street works, added blisters to connecting side streets, showed a continuation of fine grain shop fronts along Oxford Street in new developments, and a fine grain Osmund Lane activation)

KEY PUBLIC BENEFITS

- Creation of cultural centre and hub on Oxford Street frontage of bus depot site.
- Iconic public art incorporated into infrastructure (eg bus shelter, sculptural water towers).
- Innovative public art gestures and landscape features (eg short term pop-ups)
- New pedestrian square in Nelson Street
- New wider, lower pedestrian bridge connecting to Woollahra
- Revitalised pedestrian laneways and connections.
- Widened public shared zone on bus depot frontage improving pedestrian and cycle connections and amenity.
- Pedestrian/ cycle shared zone to north of Centennial Park.
- Activation of Centennial Park frontage and improved entries.
- Adaptive reuse of reservoir for public use.
- Street trees
- Public domain amenity (bike racks, lighting, signage, kerb ramps, planting).

KEY MOVES (refer Figure 48)

1. Bring culture to the depot
2. Punctuate Oxford Street (uncover Woollahra Reservoir)
3. Think differently
4. Build with the grain
5. Rejuvenate the street
6. Walk everywhere

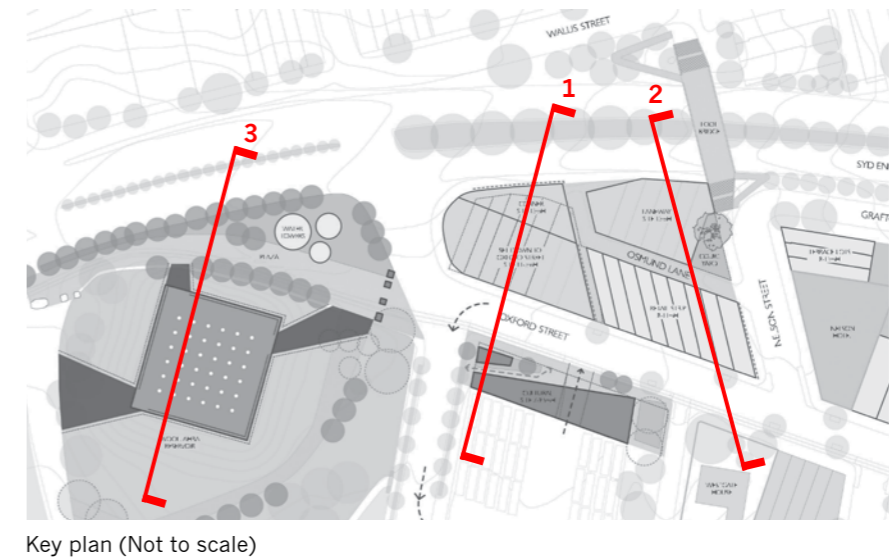
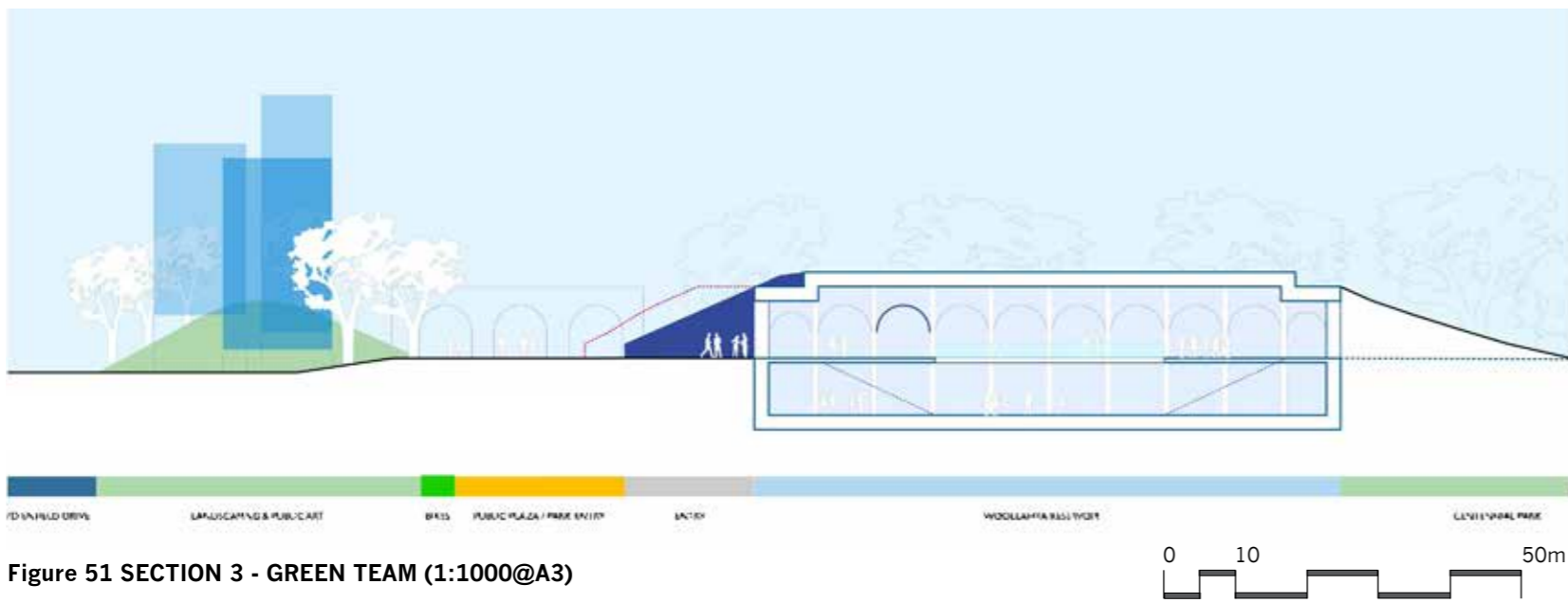
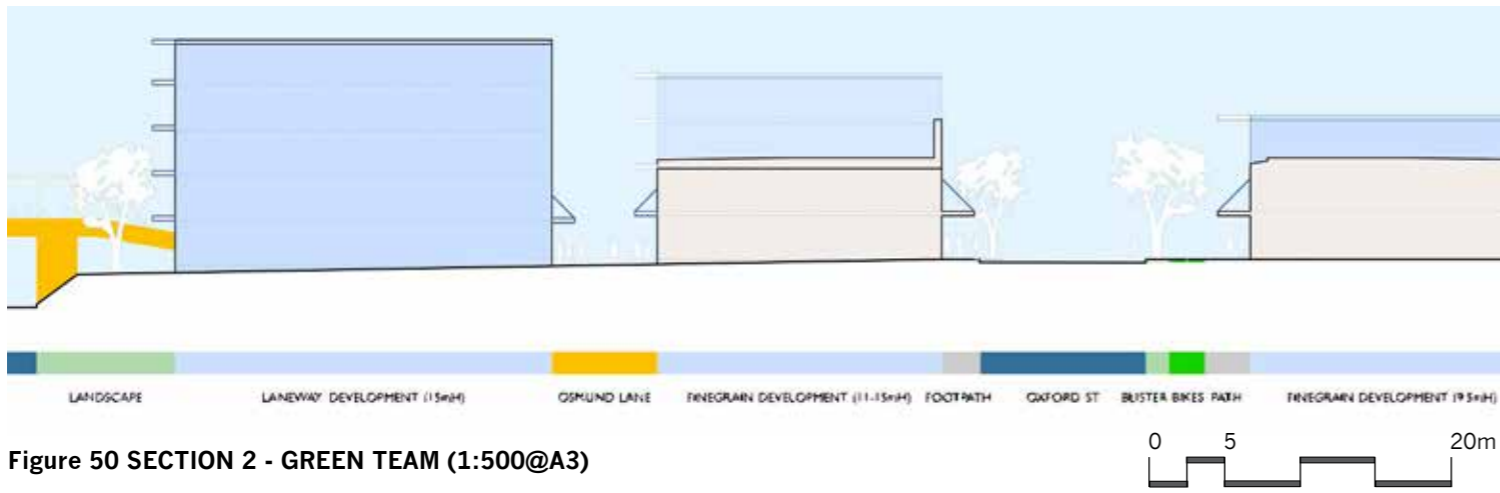
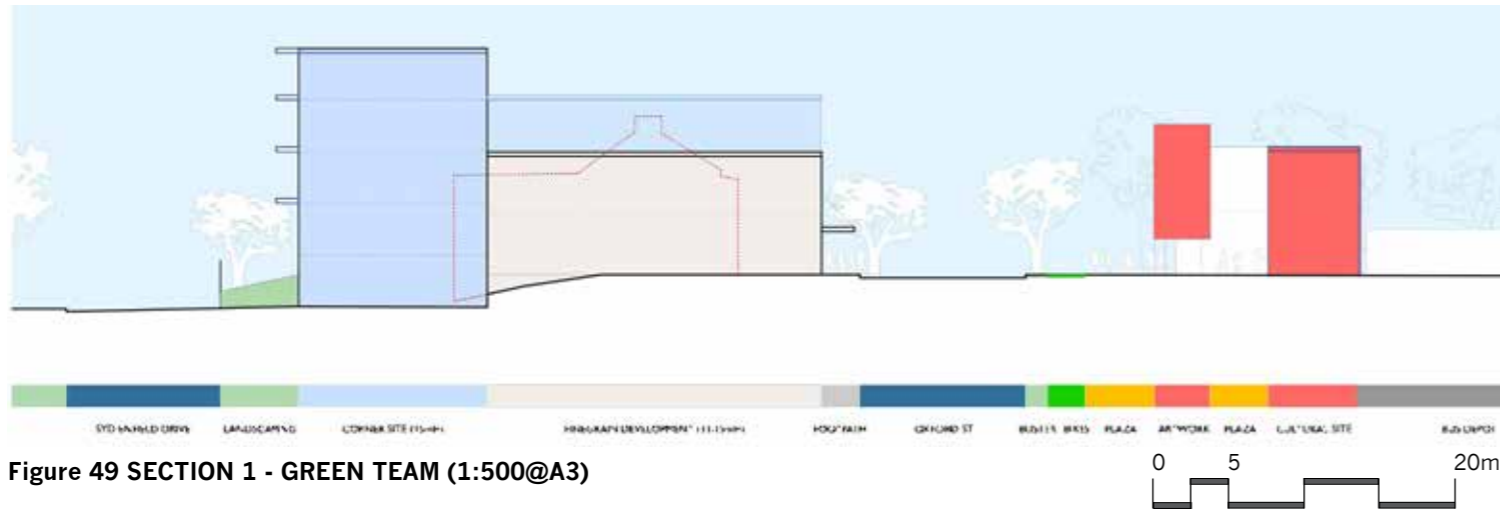


Figure 48 CONCEPT PLAN - TEAM GREEN (1:1000@A3)
 NOTE: FOR PLAN SHOWING FULL EXTENT OF STUDY AREA REFER APPENDIX A3

Waverley LGA boundary
 Study area boundary

1. Key moves (refer page 31)





PRECEDENT IMAGES:



Figure 52 Punctuate with sculptural water towers



Figure 53 Adaptive reuse of the Reservoir



Figure 54 Rejuvenate the street

ARTIST IMPRESSIONS:



Figure 55 Bus depot frontage welcome to Bondi Junction

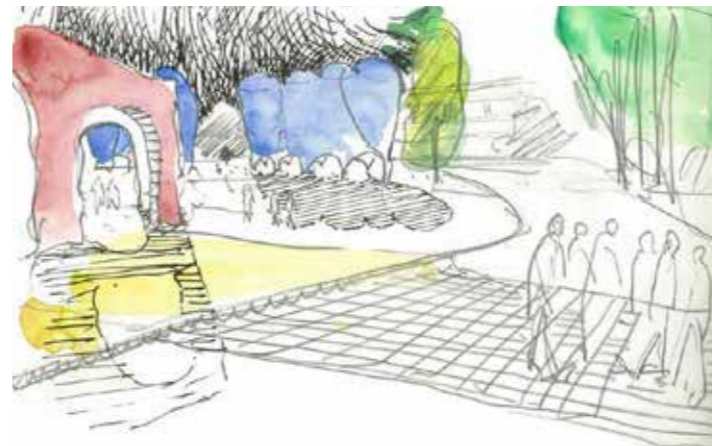


Figure 56 An enhanced public domain



Figure 57 Sketch of revealed reservoir and water towers

2.2 DESIGN OPPORTUNITIES COMPARATIVE MATRIX

The three proposals have each revealed a range of opportunities and ideas that would improve the character, operation, identity and urban amenity of this high profile location. As expected, the process has also produced unexpected insights that have enhanced our thinking about this area.

While there were many clear and common ideas and themes across the 3 proposals, there were some areas where the proposals diverged. To provide a clear direction, the following principles were applied to prioritising the ideas:

Improved public domain:

- Expansion of public space, with an emphasis on pedestrian over vehicle use
- Improved amenity of public space such as solar access,
- Managed conflict of uses,
- Permeability and connectivity
- Opportunities for new and innovative use of the public domain

Simple and rational circulation:

- Reduced road area and improved road character
- Improved operation such as reduced traffic waiting times
- Well managed interface between the arterial and local road systems

A memorable identity and image of the precinct:

- Capture and amplify a 'sense of place' as well as the spirit of the community
- Clearly express this as a threshold to both bondi junction as well as the waverley beachfront municipality
- Built on unique historic character

Implementation

- Practical opportunities for immediate improvement to all of the above
- Feasibility of achieving complex proposals such as land swaps,
- Potential to leverage new development to directly benefit the study area
- Minimal disruption to key urban infrastructure such as depot

The design opportunities have been summarised in a series of matrices. Design interventions are grouped under four themes:

1. TRAFFIC
2. PUBLIC DOMAIN
3. ART, CULTURE & HERITAGE
4. BUILT FORM

The matrices provide a summary of the key moves categorised by priority within each theme. The teams that propose the move is identified to identify the common key moves. It is noted where further studies or consultation with other agencies is required. Diagrams illustrating the key moves are included.

The matrix identifies:

1. Recommendation

The recommendation is the design opportunity or strategy identified by each team as potential projects.

2. Team

Identifies which team recommends the design opportunity/strategy.

3. Comment/ Assessment

An assessment of the recommendation against the design principles.

4. Agency Consultation

Identifies which government agencies will need to be consulted for approval or agreement, before the works are implemented.

5. Exploration

Identifies further studies required to assess feasibility, test designs further or provide additional information.

5. Diagram

Diagrammatically or photographically illustrates the recommendation.

IMPORTANT NOTES AND ASSUMPTIONS:

1. The concept designs and the design opportunities represented in the matrices are a suite of ideas which if realised and funded would occur over a long period of time.
2. Design opportunities identified within Centennial Parklands are ideas only. Centennial Parklands and Moore Park Trust (CPMPT) are responsible for the long term strategic planning of the Parklands and not Waverley Council. The design ideas do not propose any private development within Centennial Parklands.

Figure 58 COMPARATIVE MATRIX - TRAFFIC


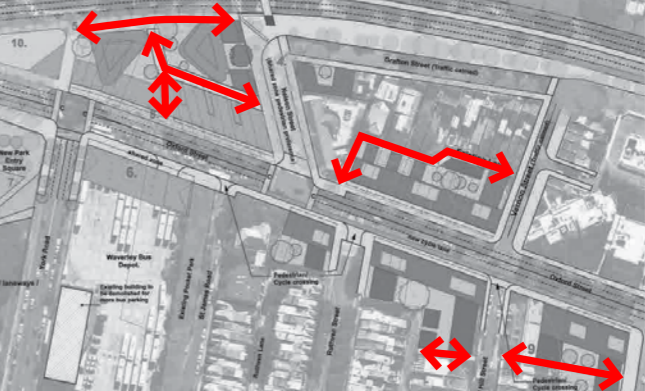

RECOMMENDATION	HILL THALIS, JILA, MCGREGOR WESTLAKE	SIMPSON +WILSON, THE LOT	ARCHRIVAL, JMD DESIGN, JOHN O'CALLAGHAN	ASSESSMENT	AGENCY CONSULTATION	EXPLORATION	DIAGRAM
SHORT TERM							
GRAFTON STREET Connect Grafton Street to Syd Einfeld Drive via slip lanes and new roundabout on Grafton Street	●	●		Relieve traffic congestion through Nelson Street and Oxford Street from west bound traffic associated with Westfield and traffic calm the west end of Grafton Street. this option relies on underutilised capacity on Syd Einfeld Dr being used as slip lanes for the new roundabout. it has strong potential as a short term action.	RMS	Traffic studies	
MEDIUM TERM							
NELSON STREET Nelson Street to become a shared zone with pedestrian preference.	●	●	●	All 3 teams recognised this opportunity to improve pedestrian amenity and safety by slowing and reducing traffic in Nelson St. There were varying degrees of traffic calming proposed but a common theme of encouraging outdoor uses, promoting ground floor retail uses and enhanced connection to the pedestrian bridge over Syd Einfeld Drive. This option relies on the proposed roundabout connecting Grafton St and Syd Einfeld Dr (as described above) to reduce through traffic. It has strong potential as a short term action.	RMS	Traffic studies	
OXFORD STREET Simplify intersection and traffic lane realignment of Oxford Street/Syd Einfeld and Ocean Street to create a new urban block Close Oxford Street west bound slip lane. Widen York Road between Oxford Street and Syd Einfeld Drive to accommodate closure of slip lane.	●	●	●	All 3 teams considered the rationalisation of these critical intersections to minimise pedestrian / traffic conflicts and to identify possible surplus road areas for non-car uses. Hill Thalís/Orange option: <ul style="list-style-type: none"> Reinstates the original Oxford St corridor so that it embraces the NE corner of the Parklands. Extends the northern footpath of Oxford St into a safe pedestrian frontage Possible traffic efficiencies as two existing intersections are combined into a single 4 way intersection at Oxford / Ocean and Syd Einfeld Simpson/Blue option and Archrival/Green option: <ul style="list-style-type: none"> Closure of Oxford St slip lane to create a new shared zone The slip land has more value as an extension to Centennial Parklands. York Rd will continue as a barrier between the Parklands and Oxford St 	RMS CPMPT	Traffic studies and modelling. Feasibility study	

Hill Thalís

Simpson

KEY: RMS - Road Maritime Services CPMPT - Central Park Moore Park Trust

Figure 58 COMPARATIVE MATRIX - TRAFFIC

RECOMMENDATION	HILL THALIS, JILA, MCGREGOR WESTLAKE	SIMPSON +WILSON, THE LOT	ARCHRIVAL, JMD DESIGN, JOHN O'CALLAGHAN	ASSESSMENT	AGENCY CONSULTATION	EXPLORATION	DIAGRAM
<p>BUS DEPOT Relocate bus entry and exit from Oxford Street to York Road</p> <p>Partially relocate bus entry/ exit to York Road from Oxford Street</p>	<p>●</p>	<p>●</p>	<p>●</p>	<p>All 3 teams considered the operation of the bus depot and where this might be modified to improve conditions for pedestrians and cyclists on the southern side of Oxford St Hill Thalís/Orange option:</p> <ul style="list-style-type: none"> Retains current operation of the depot, with minor improvements to entry / exit capacity on York Rd to reduce pressure on the Oxford St frontage. Minor improvements to pedestrian conditions on Oxford St frontage. Most feasible strategy in the short term, but requires ongoing management to balance pedestrian and cyclist safety against bus operations. <p>Simpson/Blue option</p> <ul style="list-style-type: none"> All bus movements relocated to an expanded York Rd entry / exit Loss of some depot capacity due to reduced site area will require depot functions to be relocated. Significantly improved pedestrian and cyclist conditions at Oxford St More feasible as a medium to long-term strategy <p>Archrival/Green option:</p> <ul style="list-style-type: none"> Most bus movements relocated to 2 new entrances at York Rd. Loss of some depot capacity due to reduced site area will require depot functions to be relocated (under Syd Einfeld viaduct). Significantly improved pedestrian and cyclist conditions at Oxford St More feasible as a medium to long-term strategy 	<p>STA RMS</p>	<p>Investigate use of underside of Syd Einfeld Drive for bus parking. Traffic studies</p>	 <p>Simpson</p> <p>Archrival</p>
<p>LANEWAYS Provide a series of new laneways</p>	<p>●</p>	<p>●</p>	<p>●</p>	<p>Improve connectivity and walkability - enhance pedestrian and cycle connections and amenity and provide entries/ exits to proposed developments.</p> <p>Proposed by all teams, this provides key benefits to the public domain by improving pedestrian connectivity, providing service and delivery access to support retail uses.</p>	<p>RMS</p>	<p>Traffic studies Write into DCP/ LEP controls</p>	
<p>SETBACKS Oxford Street widening: Setback buildings along northern side of Oxford Street by 3m-4.2m (between Leswell St and York Rd).</p>	<p>●</p>			<p>Proposed by Orange team only, this setback provides opportunities for expanded footpaths and better sun access to the street in the longer term.</p>			

KEY: RMS - Road Maritime Services STA - State Transit Authority

Figure 59 COMPARATIVE MATRIX - PUBLIC DOMAIN

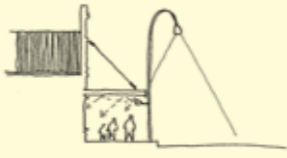
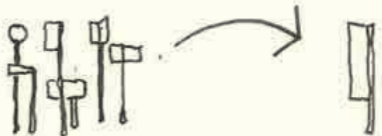

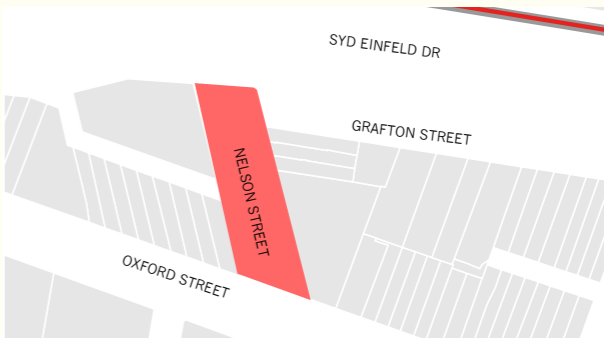
RECOMMENDATION	HILL THALIS, JILA, MCGREGOR WESTLAKE	SIMPSON +WILSON, THE LOT	ARCHRIVAL, JMD DESIGN, JOHN O'CALLAGHAN	ASSESSMENT	AGENCY CONSULTATION	EXPLORATION	DIAGRAM
SHORT TERM							
STREET TREE PLANTING Provide quality vegetation/ planting/ street trees to streetscapes	●	●	●	Enhance streetscapes, stormwater management, improve water quality and urban heat island effect/ climate change mitigation.		Street tree strategy PDTM (Public domain technical manual)	
UNDER AWNING LIGHTING Under awning and feature street lighting to Oxford Street			●	Bring lighting to human scale and reinforce high street character.		Add to DCP/ LEP controls PDTM	
Rationalise street signage			●	Declutter public domain, consolidate signage and improve visual amenity and reinforce Oxford Streets heritage high street character.		Wayfinding / signage strategy (in progress)	
STREET TREE PLANTING Provide deciduous street tree planting to Oxford Street			●	Visual amenity, shade provision, noise amelioration, reduce air pollution and urban heat island effect/ climate change mitigation and reinforce sense of civic place.		Survey underground services Street tree strategy Public domain technical manual (PDTM)	
STREET FURNITURE Provide street furniture - bike racks and seating			●	Enhance streetscapes and amenity, encourage active transport, pedestrian activity and active street life.		Add to DCP/ LEP controls PDTM	
MEDIUM TERM							
NELSON STREET Provide Nelson Street shared zone	●	●	●	Traffic calming and improved pedestrian amenity and activated street frontages.		Traffic studies and modelling Feasibility study	

Figure 59 COMPARATIVE MATRIX - PUBLIC DOMAIN

RECOMMENDATION	HILL THALIS, JILA, MCGREGOR WESTLAKE	SIMPSON +WILSON, THE LOT	ARCHIVAL, JMD DESIGN, JOHN O'CALLAGHAN	ASSESSMENT	AGENCY CONSULTATION	EXPLORATION	DIAGRAM	
<p>BUS DEPOT Create widened shared way and upgrade bus shelter on southern side of Oxford Street in front of bus depot</p> <p>Create new angled setback to frame the future entry to Centennial Parklands, and a public forecourt for the proposed residential development.</p> <p>Create new setback as a public forecourt for the proposed cultural facility.</p>	●	●	●	<p>All 3 teams considered improvements to the depot frontage.</p> <ul style="list-style-type: none"> Maintaining the current alignment best enhances the definition of Oxford Street as a major boulevard A minor widening to the existing frontage is the most feasible strategy in the short term. larger setbacks will require longer term negotiation and forward planning in relation to land transfers and bus operation. 	STA	Traffic studies and modelling Feasibility study		<p>Hill Thaliss</p> <p>Simpson</p> <p>Archival</p>
Enhance boulevard planting along Syd Einfeld Drive/ Oxford Street	●		●	Reinforce/ create urban boulevard	RMS/ WMC/ RC	PDTM Street Tree Masterplan		
Footpath widening along Oxford Street northern side by 3m	●			Improve pedestrian amenity and East-West connection along Oxford Street	RMS	Traffic studies Add to DCP. ELP controls		
Provide new laneways and pedestrian connections north of Oxford Street	●	●	●	Improve connectivity and walkability - enhance pedestrian and cycle connections and amenity	RMS	Add to DCP/ LEP controls		
Provide new laneways and pedestrian connections south of Oxford Street (between existing laneway and Mill Hill Street and Dennison Street).	●			Improve connectivity and walkability - enhance pedestrian and cycle connections and amenity	RMS	Add to DCP/ LEP controls		

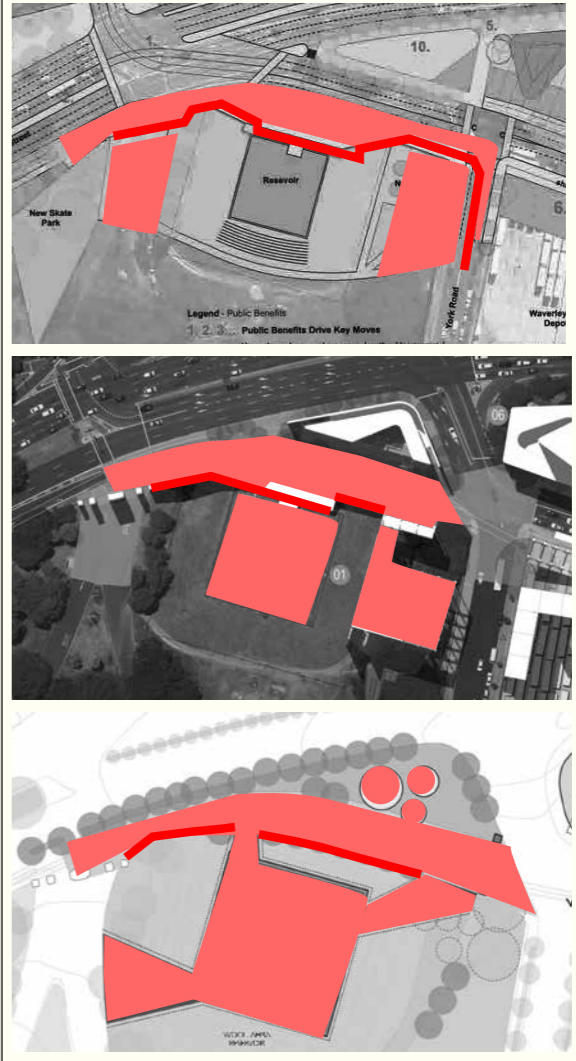
KEY: RMS - Road Maritime Services STA - State Transit Authority WMC - Woollahra Municipal Council RC - Randwick Council

Figure 59 COMPARATIVE MATRIX - PUBLIC DOMAIN

RECOMMENDATION	HILL THALIS, JILA, MCGREGOR WESTLAKE	SIMPSON +WILSON, THE LOT	ARCHRIVAL, JMD DESIGN, JOHN O'CALLAGHAN	ASSESSMENT	AGENCY CONSULTATION	EXPLORATION	DIAGRAM
Provide enlarged public square to northern side of Syd Einfeld Drive	●	●		<p>Two teams proposed similar improvements to the existing pedestrian plaza on the northern side of the footbridge.</p> <ul style="list-style-type: none"> Improved stair and ramp arrangements will promote cyclist and pedestrian use Improves connections to the Woollahra community Benefits for Oxford St retail precinct Good short to medium strategy for public domain improvement. Enlarged public square complements possible uses in the Nelson St area 	WMC		
Upgrade public footpaths and crossings including kerb ramps along southern side of Oxford Street	●	●	●	Improve pedestrian amenity and East-West connection along Oxford Street to/from Ruthven, Mill Hill and Denison Streets.	RMS		
Provide continuous street awnings along Oxford Street			●	Rejuvenate Oxford St streetscape, provide human scale building frontages and reinforce high street character and sense of civic place.		Add to DCP/LEP controls	

KEY: RMS - Road Maritime Services WMC - Woollahra Municipal Council

Figure 59 COMPARATIVE MATRIX - PUBLIC DOMAIN

RECOMMENDATION	HILL THALIS, JILA, MCGREGOR WESTLAKE	SIMPSON +WILSON, THE LOT	ARCHRIVAL, JMD DESIGN, JOHN O'CALLAGHAN	ASSESSMENT	AGENCY CONSULTATION	EXPLORATION	DIAGRAM
LONG TERM							
Redefine squares, shared zones and entries to NE corner of Centennial Park	●	●	●	All 3 teams considered improvements to the reservoir frontage. The Hill Thalís/ Orange team proposed setting back the brick wall to widen the footpath and this is a feasible short term strategy that will improve pedestrian amenity along this frontage and create opportunities for public art as well as improvements to the landscape setting of the reservoir. Proposed connections into and through the reservoir as proposed by the Simpson/ Blue and Archrival/ Green teams are a long term strategy with the potential to create a significant new gateway to the Parklands and a major amenity for the West Oxford St community.	CPMPT RMS SYW RC		





KEY: CPMPT - Centennial Park Moore Park Trust RMS - Road Maritime Authority SYW - Sydney Water RC - Randwick Council

Figure 59 COMPARATIVE MATRIX - PUBLIC DOMAIN

RECOMMENDATION	HILL THALIS, JILA, MCGREGOR WESTLAKE	SIMPSON +WILSON, THE LOT	ARCHIVAL, JMD DESIGN, JOHN O'CALLAGHAN	ASSESSMENT	AGENCY CONSULTATION	EXPLORATION	DIAGRAM
New wider and lower pedestrian bridge over Syd Einfield Drive	●	●	●	<p>Improve pedestrian and cycle connections from Nelson Street to Woollahra.</p> <p>All 3 teams considered widening the footbridge to improve connections with the Woollahra community.</p> <p>The Hill Thalys Orange team also recommended its longer-term relocation and lowering. This reduces the level change between Nelson St and the bridge, and will simplify access to the footbridge from either approach.</p>	RMS/ WMC	Feasibility study	
Adaptive reuse of Woollahra Reservoir for public use	●	●	●	<p>Celebrate the chain of reservoirs along Oxford Street. Reinterpret and celebrate this important cultural/ heritage site and define the entry to Bondi Junction to take the precinct into the future.</p>	CPMPT SYW		
Provide an elevated, planted promenade along the narrowed Syd Einfield Drive frontage	●			<p>Future development is to provide setbacks along the Syd Einfield frontage to improve pedestrian connectivity to Nelson and Grafton St and provide for a landscaped edge to improve the character and amenity of Syd Einfield Drive.</p>		Add to DCP/ LEP controls	




KEY: CPMPT - Centennial Park Moore Park Trust RMS - Road Maritime Authority WMC - Woollahra Municipal Council SYW - Sydney Water

Figure 60 COMPARATIVE MATRIX - ART, CULTURE & HERITAGE

RECOMMENDATION	HILL THALIS, JILA, MCGREGOR WESTLAKE	SIMPSON +WILSON, THE LOT	ARCHIVAL, JMD DESIGN, JOHN O'CALLAGHAN	ASSESSMENT	AGENCY CONSULTATION	EXPLORATION	DIAGRAM
SHORT TERM							
Foster local community input on art projects including short term popups			●				
Provide touchable and playable landscape features			●			Public art strategy. Identify locations for public art in DCP.	
Preserve heritage listed Nelson Hotel and Westgate House on corner of Oxford Street and St James Road and historic Grafton Street terraces	●	●	●			Review heritage listings	 
MEDIUM TERM							
Reestablish and reinterpret urban block once the site of the historic Hoyts cinema and diner with a built form landmark	●	●			RMS		
Create iconic precinct entries through public art infrastructure to share the local story (eg water towers and bus shelter)			●				

KEY: RMS - Road Maritime Authority

Figure 60 COMPARATIVE MATRIX - ART, CULTURE & HERITAGE

RECOMMENDATION	HILL THALIS, JILA, MCGREGOR WESTLAKE	SIMPSON +WILSON, THE LOT	ARCHRIVAL, JMD DESIGN, JOHN O'CALLAGHAN	ASSESSMENT	AGENCY CONSULTATION	EXPLORATION	DIAGRAM
Retain fine grain lots		●	●				
Provide new cultural and community spaces to foster a culture of entrepreneurship, encourage education			●				
Provide public art on street facing facades			●			Public art strategy. Identify in DCP.	
Provide development incentives in return for cultural assets			●			VPA policy	
Encourage/ support local business diversity that embody the place (eg cafes, food, bike hub, healthy lifestyle)		●	●				
LONG TERM							
Reveal and adaptively reuse Woollahra Reservoir	●	●	●		CPMPT SYW		
Provide a gateway to Centennial Park	●	●	●		CPMPT RC		
Reinforce and enhance legacy of Oxford Street as a significant historic avenue/ boulevard	●	●	●		RMS/ WMC/RC		
Provide a new cultural and/ or youth centre on the bus depot frontage to attract local, regional and global artworks			●				

KEY: CPMPT - Centennial Park Moore Park Trust RMS - Road Maritime Authority WMC - Woollahra Municipal Council RC - Randwick Council SYW - Sydney Water

BUILT FORM

HILL THALIS, JILA, MCGREGOR WESTLAKE

Development proposed within the precinct ranges from 3 storeys up to 9 and 10 storeys+ from east to west.

The eastern most sites between Denison Street and Nelson Street (Blocks 5 & 6) are sympathetic to the fine grain context and solar access of the neighbouring sites and step down from 4 to 3 storeys moving away from the Oxford Street frontage. Small sites are intensified with ground floor active commercial uses such as retail and cafes, creating an active, lively and renewed street life.

14m or 4 storey height controls north of the Nelson Hotel (part of Block 5) ensure adequate solar access to Nelson Street.

Development proposed on the northern side of Oxford Street between Nelson Street and York Road (Blocks 2 & 3) is up to 6 storeys and set back from the property boundary, widening the public footpath allowing Winter sun on the southern side of Oxford Street.

The three proposed buildings of 9-10 storeys+ are sited on lower lying areas of land towards Syd Einfeld Drive (Blocks 1 & 2), lessening perceived height or visual impacts and overshadowing to the West Oxford Street precinct. These taller proposed developments are sited at the north-western most areas and reinforce the sense of arrival to Bondi Junction.

SIMPSON + WILSON AND THE LOT

Built form development is confined to the northern side of Oxford Street, the corner of Nelson and Grafton Streets, the Oxford Street frontage and the traffic island site. The scheme does not propose development over LEP controls on the southern side of Oxford Street between St James Road and Denison Street (Block 6).

Proposed development on the northern side of Oxford Street between Nelson and Leswell Streets ranges from 4-5-6 storeys and is stepped back in the upper levels to preserve mid-winter sun to the southern footpath (Block 5).

Higher density up to 9 storeys is proposed for the corner of Oxford Street West and Syd Einfeld Drive, with the upper levels setback back to maintain skyline from West Oxford Street (Block 2).

The traffic island site (Block 1) is proposed to be a single storey unique public building that reinterprets the former historic diner/ cinema building.

Shorter term the scheme proposes up to 4 storey development on the York Road and Oxford Street frontages of the bus depot site (Block 4). The development will house active commercial uses at ground level with residential above. The proposed building is setback and aligned at an angle from Oxford Street to enhance views towards the proposed activity hub on the corner of Centennial Park.

ARCHRIVAL, JMD DESIGN , JOHN O'CALLAGHAN

Proposed built form focuses on the human scale, encouraging fine grain built form that reflects the heritage high street character of Oxford Street within the existing LEP height limits. 1 storey setbacks to new developments to the northern side of Oxford Street are encouraged to maximise solar access to Oxford Street. The scheme discourages site amalgamation and lot consolidation. Proposed building heights range from up to 7m to up to 15m. Proposed indicative building footprints do not align with property boundaries in some instances.

NOTE: For the purpose of the comparison of Team Concept Designs only, the study area has been divided into 6 blocks (as shown in Figure 61).



Figure 61 Study Blocks Plan (1:1000@A3)

- Waverley LGA boundary
- Open space
- Study area boundary
- 1 Block number and extent

Figure 62 SUMMARY OF PROPOSED BUILDING HEIGHTS AND ADDITIONAL PUBLIC DOMAIN - HILL THALIS, JILA, MCGREGOR WESTLAKE TEAM

BLOCK	PROPOSED MAXIMUM BUILDING HEIGHT		EXISTING LEP 2012 HEIGHT CONTROL	PROPOSED FSR	EXISTING LEP 2012 FSR LIMITS	PROPOSED GFA	EXISTING GFA (LEP2012)	PROPOSED DWELLINGS	PROPOSED COMMERCIAL SPACE
	(storeys)	(metres)							
1	6 - 10+	20-30m+	15m	2.8:1	1.5	5692	-	72	618
2	6-9	20 - 28m	15m	3.0:1	1.5	6112	1932	78	615
3	4-9	14-28m	15m	3.1:1	1.5	9115	1425	117	871
4	6	20m	9.5m	1.2:1	0.6	2938	450	31	761
5	3-4 + popup	9.5-17m	15m	0.8:1	1.5	5386	9279	47	2093
6	3-4 + popup	9.5-17m	9.5m-12.5	0.9:1	1.5	5420	5646	50	1890
TOTAL						34663	22782	397	6848
PROPOSED ADDITIONAL PUBLIC DOMAIN (m ²)						TOTAL	2155		

FIGURE 63 SUMMARY OF PROPOSED BUILDING HEIGHTS AND ADDITIONAL PUBLIC DOMAIN - SIMPSON + WILSON AND THE LOT TEAM

BLOCK	PROPOSED MAXIMUM BUILDING HEIGHT		EXISTING LEP 2012 HEIGHT CONTROL	PROPOSED FSR	EXISTING LEP 2012 FSR LIMITS	PROPOSED GFA	EXISTING GFA (LEP2012)	PROPOSED DWELLINGS	PROPOSED COMMERCIAL SPACE
	(storeys)	(metres)							
1	1	3m	15m	0.7:1	1.5	1479	-	12	618
2	9	36m	15m	3.5:1	1.5	7149	1932	93	615
3	5	15m	15m	1.3:1	1.5	3784	1425	41	871
4	4	12m	9.5m	1.4:1	0.6	3618	450	40	761
5	5	15m	15m	1.5:1	1.5	10271	9279	116	2093
6	-	-	9.5m-12.5		1.5	-	5646		
TOTAL						26301	22782	302	4958
PROPOSED ADDITIONAL PUBLIC DOMAIN (m ²)						TOTAL	1912		

Figure 64 SUMMARY OF PROPOSED BUILDING HEIGHTS AND ADDITIONAL PUBLIC DOMAIN - ARCHRIVAL, JMD DESIGN AND JOHN O'CALLAGHAN

BLOCK	PROPOSED MAXIMUM BUILDING HEIGHT		EXISTING LEP 2012 HEIGHT CONTROL	PROPOSED FSR	EXISTING LEP 2012 FSR LIMITS	PROPOSED GFA	EXISTING GFA (LEP2012)	PROPOSED DWELLINGS	PROPOSED COMMERCIAL SPACE
	(storeys)	(metres)							
1	-	-	15m		1.5	-	-		
2	5	15m	15m	1.7:1	1.5	3453	1932	40	615
3	5	15m	15m	2.8:1	1.5	8170	1425	104	871
4	2-3	7 - 9.5m	9.5m	0.5:1	0.6	1326	450	8	761
5	3-5	8 - 15m	15m	0.9:1	1.5	6395	9279	61	2093
6	4	12.5m	9.5m - 12.5	0.2:1	1.5	1428	5646	13	476
TOTAL						20772	22782	226	6230
PROPOSED ADDITIONAL PUBLIC DOMAIN (m ²)						TOTAL	1225		

ASSUMPTIONS:

1. All calculations are approximations & will require verification.
2. Proposed GFA equals eighty five percent of gross building area.
3. Proposed commercial space equals 30 % of site area, unless site area is greater than proposed GFA, then the entire ground floor area is calculated.
4. Proposed dwellings are averaged at 70m² per dwelling.
5. it is assumed that all car parking will be below ground.



Figure 65 Intensify small sites with active frontages

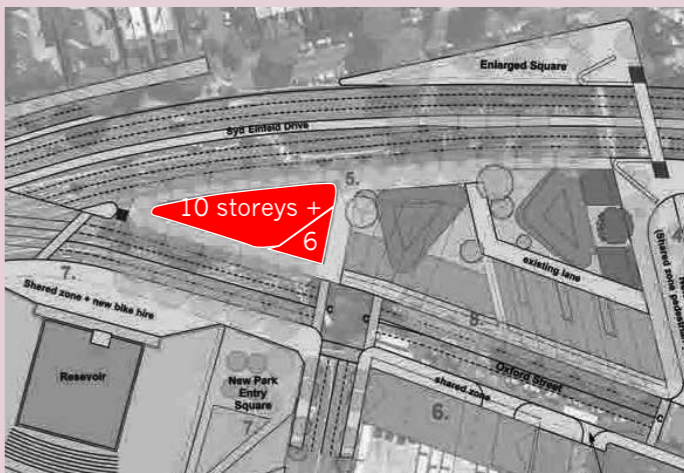



Figure 66 Provide a diversity in local housing choice



Figure 67 Add to older buildings

Figure 68 COMPARATIVE MATRIX - BUILT FORM

RECOMMENDATION	HILL THALIS, JILA, MCGREGOR WESTLAKE	SIMPSON +WILSON, THE LOT	ARCHIVAL, JMD DESIGN, JOHN O'CALLAGHAN	ASSESSMENT	AGENCY CONSULTATION	EXPLORATION	DIAGRAM
New 10 storey+ development site at former traffic island north of reservoir between Syd Einfeld and Oxford Street.	●			<p>Both options transform unattractive urban wasteland into a new threshold to the precinct.</p> <p>Both options require significant advance planning and negotiations.</p> <p>Hill Thalís/Orange option:</p> <ul style="list-style-type: none"> Reinstates the original corner site and frames the Oxford St corridor Better integration with existing street and footpath network, especially northern footpath of Oxford St. Less overshadowing of existing Oxford St frontages, but with longer north facing frontage, will overshadow reservoir area. Scale may affect the visual impact of the Reservoir Potential for a range of commercial, residential, community, retail and recreational uses. Potential to leverage for other improvements The site shape, with narrow west facing corner, has the potential to form a distinctive new entry marker to the precinct. 	Site to be assembled from land in RMS and council ownership.		
1 storey park activity hub at traffic island north of reservoir between Syd Einfeld and Oxford Street.		●		<p>Simpson/Blue option:</p> <ul style="list-style-type: none"> Lower scaled development works together with closure of slip lane to create an extension to Centennial Parklands. Complements longer term potential for reservoir to be converted for park uses. Stronger functional relationship with Parklands than with Oxford St, Is framed within and closes the Oxford St corridor Approximates original corner site Less potential to leverage for other improvement 	Site to be assembled from land in RMS and council ownership		

KEY: RMS - Road Maritime Authority

Figure 68 COMPARATIVE MATRIX - BUILT FORM


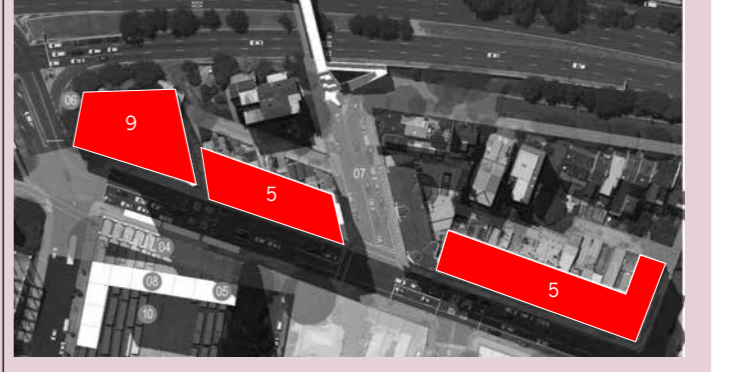

RECOMMENDATION	HILL THALIS, JILA, MCGREGOR WESTLAKE	SIMPSON +WILSON, THE LOT	ARCHRIVAL, JMD DESIGN, JOHN O'CALLAGHAN	ASSESSMENT	AGENCY CONSULTATION	EXPLORATION	DIAGRAM
<p>6 – 9 storey development north and south of Oxford St , between York and Nelson, with 6 storey podium to Oxford and slender 9 storey blocks along Syd Einfeld Dr.</p>	●			<p>Hill Thalys/Orange option</p> <ul style="list-style-type: none"> Utilises part of leftover York Rd corridor (between Oxford and Syd Einfeld) Integrates with corner development outlined above, Incorporates 4m setback to widen street corridor, and provides for new laneway opportunities Creates a consistent, well-defined 4 and 6 storey street frontage to Oxford St. 6 st height causes some overshadowing to the southern footpath, even with the street widening. Requires site amalgamations – ‘fine grain’ may be lost at street edge 9 storey development is suitably scaled for Syd Einfeld frontage, and setback minimises impact on Oxford St 			
<p>5 – 9 storey development north of Oxford St , between York and Leswell</p>	●			<p>Simpson/blue option</p> <ul style="list-style-type: none"> Provides for a combination of development types, ranging from larger footprint for 9 storey development to retained small lots for 5 storey development. Less consistent frontage to Oxford St Small footprint sites have less capacity for U/G parking Suitable for mixed uses, with residential over retail Good northern orientation for residential uses 			
<p>2 – 3 storey development north and south of Oxford St , from York to Leswell and Denison, partial increase to 5 storey</p>		●		<p>Archrival/Green option</p> <ul style="list-style-type: none"> Proposed development footprints extend into RMS land at Oxford / Syd Einfeld corner, better corner definition for this landmark site Varied Oxford street front scale, ranging from 2 to 5 stories retained small lots for 5 storey development. Small footprint sites have less capacity for U/G parking 			

Figure 68 COMPARATIVE MATRIX - BUILT FORM

RECOMMENDATION	HILL THALIS, JILA, MACGREGOR WESTLAKE	SIMPSON +WILSON, THE LOT	ARCHIVAL, JMD DESIGN, JOHN O'CALLAGHAN	ASSESSMENT	AGENCY CONSULTATION	EXPLORATION	DIAGRAM
4 storey development over bus depot frontage, totalling 6 stories in height	●			<ul style="list-style-type: none"> - Creates better street amenity for pedestrians, shelter etc - 6 storey height is balanced with height on northern frontage - Development can be mixed use, combined with Depot administration. - No streetfront activation opportunities, other than entry lobbies for upper levels - Minimal impact on operational capability of the Depot 	TfNSW and Sydney Buses	Analysis of existing depot operation	
Depot frontage to be set back for 3-4 storey residential development along the north and west frontages.		●		<ul style="list-style-type: none"> - Brings more affordable residential uses to the precinct - Setback creates opportunity to open up vista to Centennial Parkland, frames the reservoir - Loss of operational capacity for the Depot 			
Depot frontage to be set back for 2-3 storey development along the north frontage.			●	<ul style="list-style-type: none"> - Unique cultural opportunity could be an anchor for the western end of the Precinct - Scale possibly too low for 9 storey development opposite, new plaza will be overshadowed. 			
Discourage large scale site/ lot amalgamations		●	●				

KEY: TfNSW - Transport for NSW

2.3 EVALUATION AND RECOMMENDATIONS

The three teams have each developed a range of opportunities and ideas that would improve the character, operation, identity and urban amenity of this high profile location. As expected, the process has also produced unexpected insights that have enhanced the thinking about this area. Big ideas about civic identity and lighter observations about fun and play convey the complexity of this place.

While there were common themes across all three proposals, particularly in relation to the public domain, there were key areas where the teams' thinking diverged - most notably in terms of street network, built form and proposals for the bus depot. To guide the assessment of these alternatives into a clear urban strategy, the following principles were applied to prioritising the ideas:

PRINCIPLES

Improved public domain:

- expansion of public space, with an emphasis on pedestrian over vehicle use
- improved amenity of public space such as solar access,
- managed conflict of uses,
- permeability and connectivity
- opportunities for new and innovative use of the public domain

Simple and rational circulation:

- reduced road area and improved road character
- improved operation such as reduced traffic waiting times
- well managed interface between the arterial and local road systems

A memorable identity and image of the precinct:

- capture and amplify a 'sense of place' as well as the spirit of the community
- clearly express this as a threshold to both Bondi Junction as well as the Waverley beachfront municipality
- build on unique historic character

Implementation:

- practical opportunities for immediate improvement to all of the above
- feasibility of achieving complex proposals such as land swaps,
- potential to leverage new development to directly benefit the study area
- minimal disruption to key urban infrastructure such as depot

An urban vision for the precinct:

The heart of the precinct is Oxford St - transformed to a widened, tree-lined boulevard, and restored to its original length so that it connects directly to a new Centennial Parklands entry.

The boulevard will be characterised by active, mixed use frontages and continuous sheltered footpaths. It will be connected to surrounding neighbourhoods by an extended network of laneways and pedestrian links.

The edges of Oxford St will be low to medium scale, with medium rise development setback from the street and concentrated along the Syd Einfeld frontage, which will be articulated to create a distinctive profile and approach to Bondi Junction.

Oxford St will be distinguished by its iconic western 'threshold', framed by the Woollahra Reservoir in a newly landscaped setting and, on the former traffic island, a mixed use development that incorporates and showcases local art at an urban scale.

RECOMMENDATIONS

Key ideas have been ranked into short medium and long term strategies which are summarised below, together with supporting actions to facilitate their implementation.

Note that the recommendations are generally confined to land within the Waverley Council LGA. Where proposals are on land held by other state and local government agencies, these are noted.

SHORT TERM: recommendations which should be undertaken within the next 10 years.

1. Public domain recommendations:

- Upgrades and street tree planting to Oxford St footpaths
- Create Nelson St shared zone (in conjunction with new roundabout)
- Supporting actions: site investigations such as surveys and underground services.
- In consultation with RMS, prepare a tree planting strategy for the edges and median of Syd Einfeld Dr.

2. Traffic investigations: in consultation with RMS test the feasibility of:

- A new roundabout to link Syd Einfeld Dr and Grafton St
- Extending Oxford St to a single 4-way intersection with Ocean St and Syd Einfeld Drive.
- Changes to bus depot access

3. Traffic changes: in consultation with RMS and, subject to above investigations, create a new roundabout to link Syd Einfeld Dr and Grafton St.

4. Bus Depot: in consultation with Sydney Buses and TfNSW investigate feasibility of:

- Relocating some or all bus movements to / from the depot via York Rd
- Improving the presentation of the depot's Oxford St frontage for bus depot operation and administration or alternative community uses.

5. Woollahra Reservoir: in consultation with Sydney Water and CPMPT investigate:

- Opportunities to setback brick wall on northern edge of reservoir for footpath widening.
- Interim opportunities for public art on northern frontage of reservoir.

2.3 EVALUATION AND RECOMMENDATIONS

6. RMS Land: in consultation with RMS, investigate feasibility of:

- Combining the traffic island and part of York Rd (between Oxford and Syd Einfeld) into a single site.
- Consolidating residual land at edge of Syd Einfeld with adjacent sites.
- Test feasibility of the new site for alternative uses including community, residential, commercial and public open space.

7. Adjustments to development controls to provide for:

- a continuous 6 storey edge along Oxford St with small footprint development up to 9 stories along the Syd Einfeld frontage to a maximum depth of 30m.
- 4 storey Oxford St edge east of St James Rd to the South side of Mill Hill Road.
- Development up to 4 stories over bus depot with bus access beneath, for a maximum depth of 20m along Oxford Street frontage (subject to discussions with TfNSW and Sydney Buses).
- Varied FSR's to modulate built form along Oxford St
- Boundary setback to Oxford St and various through site links and connections
- The block bounded by Nelson, Oxford and Syd Einfeld to be designated Key Sites.
- Design Excellence provisions for Key sites.
- Development and frontages to laneways / through site links

8. Develop policies and pilot projects for public and community art initiatives.

9. Develop policies and incentives to promote retail and local business diversity.

MEDIUM TERM: actions which could be undertaken within next 10 to 20yrs

1. Public domain works including:

- In consultation with RMS, reposition and widen the Syd Einfeld footbridge to improve pedestrian connections to Woollahra
- In conjunction with redevelopment along northern side of Oxford St provide for setbacks and through site links and include under-awning lighting to Oxford St
- Tree planting to Syd Einfeld Dr (subject to discussions with RMS)

2. Centennial Parklands

- In consultation with CPMPT, provide new entry to Centennial Parklands at corner of York Rd and Oxford Street.

3. Traffic changes: subject to earlier investigations, progress the following infrastructure changes:

- Closure of York Rd between Oxford St and Syd Einfeld Dr
- Extend Oxford St to create a single 4 way intersection with Syd Einfeld Dr and Ocean St.
- Increase width of Oxford St corridor by 3-4m.

4. RMS Land: in consultation with RMS, and subject to the outcomes of earlier investigations, progress the following:

- Consolidate the former traffic island and York Rd into a single development site.
- Prepare develop controls for the site.

5. Public and community art: formulate development incentives to offset provision of cultural assets.

6. Bus Depot: in consultation with Sydney Buses and TfNSW and subject to the outcomes of earlier investigations, progress the following:

- Relocate bus entry/exit from Oxford St to York Rd and relocate depot administration facilities to Oxford St frontage.
- Improving the presentation of the depot's Oxford Street frontage for bus depot operation and administration or alternative community uses.

LONG TERM – actions which could be undertaken within next 20 to 50yrs

1. In the event that **the reservoir** becomes redundant and subject to the outcomes of consultation with SW and CMMPT Investigate adaptive reuse of Woollahra Reservoir

2. Public domain works including:

- Upgrade the pedestrian and cyclist access at each end of the Syd Einfeld footbridge and upgrade the landing areas into pocket parks.