

Attachment 1



West Oxford Street Precinct Plan

Community Engagement Report

A summary of community feedback prepared by Waverley Council

December 2014

CONTENTS

1. **Background: Engagement Process**
2. **Executive Summary**
3. **Exhibition / Community Engagement Process**
4. **Feedback Summary: Themes**

Appendix Part 1 – Community Engagement Materials

- A – West Oxford Street Design Charette Summary Report and Recommendations as prepared by the Government Architects Office
- B – West Oxford Street Fact Sheet
- C – A3 size summary report information leaflet
- D – A0 sized Design Charette panels

Appendix Part 2 - Community Engagement Submissions

- A – Google Analytical data
- B – Summary report information leaflet
- C – Emailed submissions
- D – Have Your Say survey questions
- E – Written submissions

1. Background: Engagement Process

The West Oxford Street Design Charette Summary Report and Recommendations prepared by the Government Architects Office (GAO) was released for public engagement on Wednesday 20 August 2015.

The report was downloadable from Council's dedicated West Oxford Street webpage. Hard copy could be viewed at the Customer Service Centre on Spring Street. Submissions were received via Council's dedicated West Oxford Street email address, *Have Your Say* web page, via post or submitted in the feedback submission box located at Council's Customer Service Centre.

On Friday 24 and Saturday 25 September Council distributed via letter box drop an A3 sized Summary Report Information Leaflet with 51 consolidated ideas to residents in Bondi Junction, parts of Queens Park, Waverley and Woollahra (6,750 households in total). The summary report information leaflet could also be downloaded online.

The community were invited to attend two drop in sessions; held on Wednesday 15 October between 5:00 -7:00pm (8 attendees) and Thursday 16 October 11:00am -1:00pm (6 attendees). The drop in sessions provided the opportunity for the community to view the A0 sized Design charette panels and hard copy of the Design Charette Summary Report and Recommendations. Council Staff were on hand to address questions.

The two month exhibition period is just one part of a much broader community engagement process. This report refers to the comments received from the community relating only to the exhibition of the Design Charette Summary Report and Recommendations.

2. Executive Summary

The community including residents, property and business owners as well as government agencies were invited to provide their feedback on the Design Charette Summary Report and Recommendations. Submissions were received via the following;

- email to Council's dedicated email address (87 respondents) (westoxford@waverley.nsw.gov.au),
- *Have Your Say* web page (44 respondents)
- returned A3 sized Summary Report Information Leaflet received at the community drop in sessions, Council Chambers or via the submission box at the Customer Service Centre (28 respondents)
- written (10)

Council received 183 submissions however 14 of these were duplicates with respondents submitting multiple times using a variety of the methods above. Submissions from the same respondent have been tabulated as one with a total of 169 submissions counted. Many respondents provided their suburb of residence from which 129 stated that they live in Bondi Junction, parts of Queens Park, Waverley and Woollahra.

With just under one third of respondents filling out the *Have Your Say* webpage, the percentage breakdowns of the non-open ended answers provide useful statistical information.

A summary of the breakdowns follow:

- Age: 23% of respondents were 26-35 and 56-65, 18% were 46-55 and over 65
- 82% of respondents were males
- The majority of respondents reside in Bondi Junction

Comments contained in the overall feedback were collated into themes. The top 5 reoccurring themes (in descending order) are:

1. 60% - Any development should be kept within the existing Local Environment Plan (LEP)
2. 51% - Protect and retain the heritage character, low scale and village atmosphere and sense of local community
3. 47% - Development will reduce sunlight from overshadowing including creating a wind tunnel effect
4. 45% - Development and increased density in West Oxford Street will increase traffic, noise and pollution
5. 42% - Support: Upgrades to the public domain and pedestrian amenity including better lighting, access, footpaths, and more street planting and street trees, bike racks, seating, walkable and safe

Council received two petitions; one from retailers on Oxford Street containing 12 signatures and another from residents containing 22 signatures and these have been tabulated and included in the key themes above.

The *Have your Say* web page and the Summary Report Information Leaflet contained specific questions pertaining to what ideas from the Summary and Recommendations Report the community likes or are concerned about. A portion of respondents were specific with their responses and their feedback is itemised below as per the ideas numbering from the Summary Report Information Leaflet. The top 5 reoccurring themes (in descending order) are:

1. 7 respondents - Idea No.31 Preserve heritage listed Nelson Hotel and Westgate House on corner of Oxford Street and St James Road and historic Grafton Street terraces
2. 6 respondents - Idea No. 3 Simplify and realign intersection at Oxford Street /Syd Einfeld Drive and Ocean Street to create a new urban block.
3. 5 respondents - Idea No. 1 Connect Grafton St to Syd Einfeld Dr via slip lanes and new roundabout on Grafton Street.
4. 4 respondents - Idea No. 12 Plant deciduous street trees along Oxford Street
5. 4 respondents - Idea No.15 Create widened shared way and upgrade bus shelter on southern side of Oxford Street in front of bus depot

Overall the comments highlight aspiration to uphold the existing LEP for the West Oxford Street area, provide good public amenity such as solar access, reduce traffic congestion, air pollution and noise, and improve footpaths with more bike parking and street trees. Retaining the low

rise village atmosphere and sense of community whilst protecting Centennial Parklands is also considered as significant.

3. Community Engagement Process

The exhibition period of two months allowed the community and government agencies to view the Design Charette Summary Report and Recommendations and provide feedback to specific questions via the *Have Your Say* webpage and Summary Report Information Leaflet, or in writing by email and post. The following is a description of the methods used to collect feedback:

3.1 Council's dedicated West Oxford Street Webpage

A dedicated web page was set up to provide access to the community to view information online about the project. A link to the webpage is as follows:

http://www.waverley.nsw.gov.au/building/current_projects/bondi_jefferson_projects/west_oxford_street_precinct_plan

The website provides access to the Design Charette Summary Report and Recommendations and its Appendix, A0 Design Charette panels and Powerpoint presentations, the project Fact Sheet, built form shadow images and precinct analysis, *Have Your Say* survey, the Summary Report Information Leaflet and more.

During the two month consultation period the West Oxford Street webpage received 272 page views (this data includes returning visitors). See *Appendix A* for Google analytical data.

3.2 Have Your Say webpage

The total number of submissions counted via the *Have Your Say* webpage is 44. Council sought responses to three questions pertaining what ideas the community like, ideas that are concerning and to offer any other feedback or suggestions. Some respondents answered in direct relation to the Design Charette Summary Report and Recommendations and others were more general with their responses. Below is the top 10 reoccurring issues collated from the general comments.

1. (29) - Support: Upgrades to the public domain including general reinvigoration to the area to improve access, safety, a new bike path and more street trees.
2. (20) - Any development should be kept within the existing LEP
3. (14) - Development and increased density will increase traffic, noise and pollution
4. (10) - Protect and retain the heritage character, low scale village atmosphere and local community feel
5. (9) - Development and increased density may compromise the existing village feel with subsequent negative impact on the small businesses
6. (8) - Retain and protect Centennial Parklands
7. (8) - No development on the bus depot
8. (7) - Development will reduce sunlight from overshadowing and create a wind tunnel effect

9. (6) - The West Oxford Street Precinct Plan project is a ploy for developers to get what they want
10. (5) - No street widening on Oxford Street

The following are the top 8 responses itemised below as per the ideas numbering from the Summary Report Information Leaflet:

1. (4) - Idea No.15 Create widened shared way and upgrade bus shelter on southern side of Oxford Street in front of bus depot
2. (4) - Idea No.31 Preserve heritage listed Nelson Hotel and Westgate House on corner of Oxford Street and St James Road and historic Grafton Street terraces
3. (4) - Idea No.39 Reveal and adaptively reuse Woollahra Reservoir
4. (4) - Idea No. 3 Simplify and realign intersection at Oxford Street / Syd Einfeld Drive and Ocean Street to create a new urban block
5. (3) - Idea No. 11 Consolidate street signage to de-clutter public domain
6. (3) - Idea No.13 Install new street furniture, including bike racks and public seating
7. (3) - Idea No. 38 Encourage/ support local business diversity that embody the place (e.g. Cafes, food, bike hub, healthy lifestyle)
8. (3) - Idea No.41 Reinforce and enhance legacy of Oxford Street as a significant historic avenue/boulevard

3.3 Summary Report Information Leaflet

Twenty eight submissions were received via the Summary Report Information Leaflet. Council sought responses to three questions pertaining to what ideas the community like, ideas that are concerning and to offer any other feedback or suggestions. Below are the top 7 reoccurring issues collated from the general comments.

1. (14) - Council must protect and retain the heritage character, village atmosphere and local community feel, including the preservation of the Nelson Hotel and Westgate House
2. (12) - Support: Upgrades to the public domain including better lighting, access, footpaths, and more street planting
3. (10) - Development in West Oxford Street will increase traffic, noise and pollution
4. (7) - Opposed to any development on the bus depot site
5. (7) - Any development should be kept within the existing LEP
6. (6) - Opposed to street widening on Oxford Street
7. (6) - Development will reduce sunlight from overshadowing and create a wind tunnel effect.

The following are the top 9 responses itemised below as per the ideas numbering from the Summary Report Information Leaflet:

1. (5) - Idea No. 1 Connect Grafton St to Syd Einfeld Drive via slip lanes and new roundabout on Grafton Street
2. (4) - Idea No. 12 Plant deciduous street trees along Oxford Street
3. (4) - Idea No. 3 Simplifying and realign intersection at Oxford Street / Syd Einfeld Drive and Ocean Street to create a new urban block

4. (3) - Idea No. 8 Oxford Street widening: set back buildings along northern side of Oxford St by 3m - 4.2m (between Leswell Street and York Road)
5. (3) - Idea No. 23 Upgrade public footpaths and crossings, including kerb ramps along southern side of Oxford Street
6. (3) - Idea No. 24 Continuous street awnings along Oxford Street to reinforce high street character
7. (3) - Idea No. 31 Preserve heritage-listed Nelson Hotel and Westgate House on corner of Oxford Street and St James Road and historic Grafton Street terraces
8. (3) Idea No. 35 Provide new cultural and community spaces to foster entrepreneurship and encourage education

3.4 Emailed Submissions

The total number of emailed submissions counted is 87. Respondents provided written feedback covering a range of issues which are summarised below:

1. (75) - Any development should be kept within the existing LEP
2. (68) - Protect and retain the heritage character, low scale village atmosphere and local community feel
3. (66) - Development will reduce sunlight from overshadowing and create a wind tunnel effect.
4. (52) – Development and increased density in West Oxford Street will increase traffic, noise and pollution
5. (36) - Centennial Parklands must be protected and retained as a park only, including retaining exiting vistas of the skyline from inside the park, prevent overshadowing into the park and retain encroaching of the built form on its edges
6. (34) - Development will increase rental prices and hinder local business, it will put pressure on existing infrastructure, compromise safety for children, introduce a transient population and potentially create social problems
7. (30) - It is perceived that development would replicate the look and feel of Bondi Junction or Chatswood with unattractive ‘soulless’ architecturally designed buildings
8. (30) - Support: Upgrades to the public domain and public amenity including better lighting, access, footpaths, and more street planting, bike racks, seats, walkable and safe
9. (29) - The West Oxford Street Precinct Plan project will benefit developers only and they will potentially receive more height than 9 storeys if the LEP is changed
10. (24) - Opposed to street widening on Oxford Street

3.5 Submissions received from Retailers

Council received a letter and petition with 12 signatures from retailers on Oxford Street highlighting concern for potential changes to the existing LEP and potential disruption to business relating to parking and customer access during any construction period. See *Appendix D*.

3.6 Submissions received from Community groups

The Queens Park Precinct Committee made a submission highlighting a desire to retain the existing LEP controls. The Queens Park Precinct generally does not support drastic change to the area. The committee values the current character and low rise buildings along with retention of the existing entrance points to Centennial Parklands. Minimising traffic congestion and preserving the bus depot capable of accommodating future transport needs such as light rail is also addressed. *See Appendix D*

3.7 Submissions from commercial property owners

One submission was made from combined commercial property owners and two more from consultants representing their client interests. Submissions have been summarised below:

Comments from submission one: Commercial property owners (identity removed) express support for the Design Charette Summary Report and Recommendations in particular changes to the existing LEP to increase heights in the area. *See Appendix D*

Consultant submission one:

Comments suggest that the proposal for 9 storeys is considered insufficient and disproportionate to achieving public domain improvements. *See Appendix D*

3.8 Submissions from government agencies

Council received two submissions from government agencies, one from Sydney Water and the other from The Greens political party.

Sydney Water outline that;

“the reservoir is in use as an active Sydney water asset so no works would be allowed to the structure in the foreseeable future. If the reservoir was taken out of use in the future, a thorough understanding of its heritage values and heritage significance would need to be undertaken to guide any future works to it. At this stage, Sydney Water cannot agree to the proposals presented but do support Council in exploring possible, albeit not profitable, adaptive re-use of the reservoir and surround land.” See Appendix D.

The submission from the Greens Party welcome Council’s commitment to invest in art, culture and heritage, however explain concern that the Design Charette built form proposals may have a negative impact on the character and public amenity of the Mill Hill conservation area. The submission opposes any change to the current LEP, reduction of solar access, and increase in population to the area that puts pressure on local services, traffic flow and the availability of parking. *See Appendix D.*

3.9 Community drop in sessions

The community were invited to attend two drop in sessions; held on Wednesday 15 October between 5:00 -7:00pm (8 attendees) and Thursday 16 October 11:00am -1:00pm (6 attendees).

The A0 sized Design Charette panels and hard copy of the Design Charette Summary Report and Recommendations could be reviewed and Council Staff were on hand to address questions.

3.10 Miscellaneous / meetings at Council chambers

During the two month engagement period several community members requested that Council staff meet with them to talk through the Design Charette Summary and Recommendation Report as well as the A0 sized Design Charette panels to help formulate an informed submission.

4. Feedback Summary Key Themes

During the two month exhibition period a total of 169 submissions were counted. A large portion of respondents identified united views on key themes related to the Design Charette Summary Report and Recommendations and how they would like to see West Oxford Street look and feel in the future.

This section describes the most prominent reoccurring key themes arising from the consultation feedback.

4.1 Waverley Local Environment Plan (LEP)/ building heights – 60%

Over half of submissions included comments relating to the Waverley LEP. Many stated they do not want to see high rise buildings in the area. Some were specific about what they consider to be high rise; 5-9 storey and others were explicit in saying any development should be kept within the existing LEP. Additionally some considered the proposal for a 9 storey building envelope on the north side of Oxford Street to be inappropriate for the site.

Some comments relating to this category include:

“please no height changes allowed in the area... no changes to the LEP of 2012”

“residents would not be able to enjoy balconies due to the horrendous freeway [Syd Einfeld Drive] and street noise”.

“I do not believe that this is a suitable development for the western end of Bondi Junction because its scale is significantly taller than any other buildings in the area and because of its proximity to Centennial Park”.

“Use the land available when intersection is realigned (and York Road extension closed) to build 2 storey youth club, cultural centre, skate ramp, bicycle hub”.

4.2 Heritage character / community – 51%

Comments in this category relate to the preservation of heritage items such as the Nelson Hotel and Westgate House, as well as protection to the heritage listed residences and conservation areas. Respondents view the low scale built form and assorted local businesses to contribute to the village atmosphere and sense of local community.

“What makes West Oxford Street Bondi Junction so special today is the sunny, low-rise village streetscape, heritage buildings, parks and thriving specialists shops and venues leading to Centennial Park and neighbouring Woollahra”.

“I am not opposed to well designed and sensitive urban density / development where it is appropriate – but I see no evidence that convinces me that proposed high rise built forms as proposed in these plans are necessary or will compliment the nearby heritage area”.

4.3 Public Amenity- 47%

Comments emphasised opposition to development on West Oxford Street that would overshadow Oxford Street restricting solar access to the footpath, residential areas or Centennial Parklands as well as the creation of windy streets from tall buildings.

Some comments relating to public amenity include:

“ [my concerns] any buildings being developed, that may create a wind tunnel, or loss of sunshine to the area”

“Bondi Junction is already home to an ever growing number of high rise towers making many areas cold, dark and windy”

“any increase in building heights should be disregarded if it causes lack of light or loss of solar access”.

4.4 Traffic and parking - 45%

Comments in this category relate to concerns that development in the area would result in more traffic in particular at pinch points to entrances to underground car parks for the proposed 9 storey block. Respondents said that more traffic will create air pollution and noise as well as take away from already limited residential parking. Many requested that Council have a traffic study done for the area.

Some comments relating to traffic include:

“Increasing residential and commercial density in the West oxford Street are will significantly add to the already congested traffic situation”.

“traffic lights at Nelson Street should be changed to an automatic walk signal for pedestrians crossing Oxford Street”

“calm traffic along Oxford Street by introducing bus bays, cafe bays and street planting”

4.5 Public Domain - 42%

Comments reflected a strong desire to make improvements to the general appearance of the public domain including better and wider footpaths, more street trees, bike parking, seating and

lighting as well as aesthetic improvements to shop fronts and creating a safer place for children and pedestrians.

Some comments relating to public domain include:

“what I would like to see in the area is a great use of the space for the public that might invite more visitors and boost local business.....through the activation of local public spaces... new ideas for space, place and community: using art to motivate people to provide immediate feedback and re-imagine the places they live”.

“I support considerations of better ‘connections’ with and between this and neighbouring LGAs, and hope that the focus will always be on public transport, pedestrians and cyclists”.

“more park area with outdoor dining and dog areas with a fountain surrounded by plenty of trees to cut passing traffic noise”

“incentives to owners to spruce up their existing shops, terraces and premises “

4.6 Developers - 27%

Comments in this category relate to expressions of a lack of faith in the planning process and the opportunity that the site presents for good development. Many respondents are suspicious that the precinct plan will only benefit developers and the project is a ploy for developers to receive more height than 9 storey if the LEP height limits are lifted.

Some comments relating to developers include:

“I would like the council to maintain the low rise guidelines for West Oxford Street and not change the LEP for the benefit of Developers only”

“I feel that the LEP and heritage provisions for the West Bondi Junction area in danger of being violated for the almighty dollar”.

4.7 Centennial Parklands - 26%

Comments in this category highlight the desire to ensure that Centennial Parklands is protected and maintained as a park only. Some respondents are reluctant to see changes to the entrance and connections into the park and others welcome the idea. The retention of exiting vistas of blue skyline from inside the park, to ensure no overshadowing into the park and to prevent encroaching of the built form on its edges were all pressing issues included in this category.

Some comments relating to Centennial Parklands include:

“Centennial park is an oasis for stressed out Sydney siders, we do not need any more public amenities there, just green space”.

"I [also] oppose any development that will have a negative impact on the amenity and natural beauty of Centennial Park".

4.8 Development / increased density - 24%

Comments pertaining to development and increased density centred on the opinion that development will increase rental prices subsequently hindering local business. It will put pressure on existing infrastructure such as the neighbouring primary schools already at capacity, compromise safety for children, introduce a transient population and potentially create unwanted social problems.

Some comments relating to development include:

"high rise development will create more economic and social problems than any perceived benefits... amenities and infrastructure are strained for the present resident population... the scale of any development anywhere must fit the capacity to provide all services without increasing unhealthy, stressful environments for residents and visitors".

"blue sky, sunlight and starry starry nights to be replaced by concrete, steel, glass and electric lights".

"Woollahra Public School is at capacity. It can accommodate an increase in numbers that high rises will bring to the catchment".

4.9 Street Widening – 20%

Comments noted opposition to any street widening for Oxford Street. Only some were specific by referencing the 3-4.2 metre set back proposed on the north side of Oxford Street.

Some comments relating to street widening include:

"I also oppose any increase in car traffic or road widening for West Oxford Street"

"...the shops at the western end of the street are thriving – but would be demolished or adversely impacted if the proposal to widen Oxford Street by 3-4 metres..."

4.10 Built Form – 18%

Comments in this category speak about an association with new development and unappealing architecture. It is perceived that development would replicate the look and feel of Bondi Junction or Chatswood with oversized and bland buildings.

Some comments relating to built form include:

"We currently enjoy a sunny, relaxed village lifestyle and would hate to see it transformed into a shadowy, soulless, 'Chatswood by the Sea'".

"use a design panel to assess development proposals"

“West Oxford should continue to have a more upmarket offering, we should be creating a new Paddington as we have the character and the soul”

4.11 Waverley Bus Depot- 15%

Comments in this category relate primarily to retaining the bus depot as it is. Some commented that the facade could be improved. Others do not want to see any changes and a large proportion believe relocating the entrance and exit from Oxford Street to York Road will create more congestion.

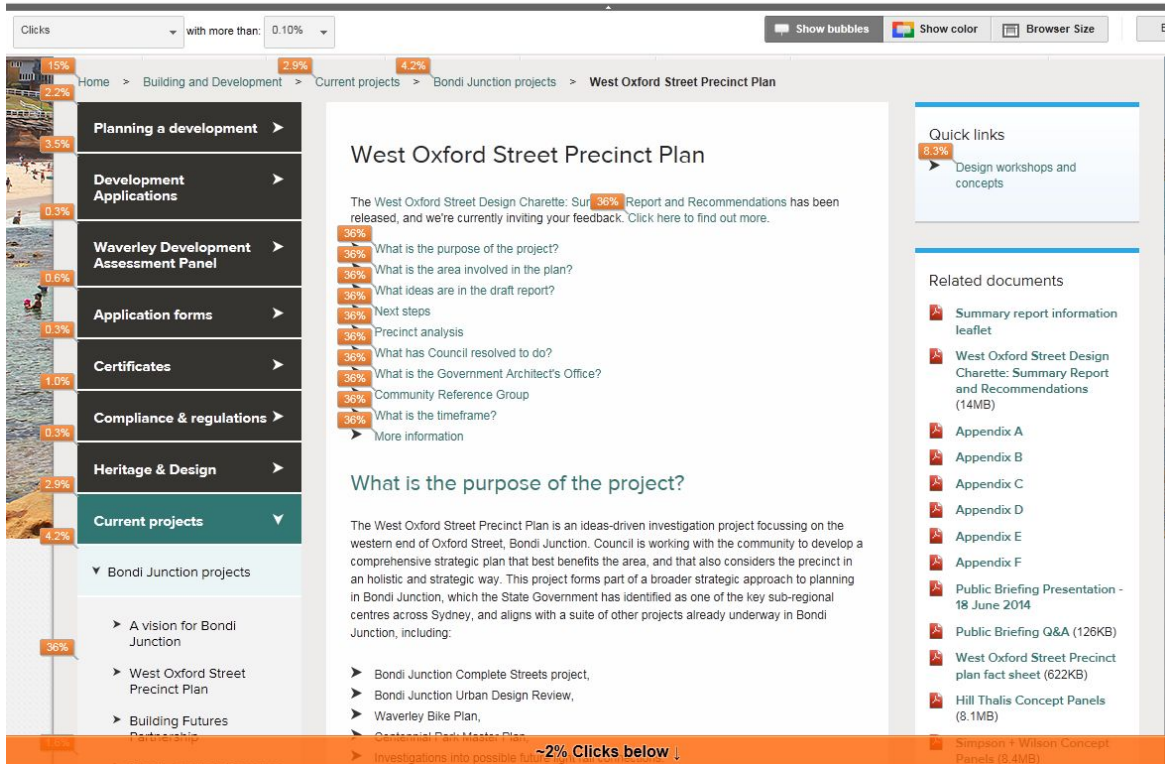
“opposed to development on the bus depot site as it will set a precedent for the whole site.”

“the bus depot provides breathing space between Centennial Park and the built environment.”

Attachment A: Google Analytics Data

Google Analytics

Pageviews 272 % of Total: 0.18% (152,174)	Unique Pageviews 218 % of Total: 0.19% (116,572)	Avg. Time on Page 00:06:09 Site Avg: 00:01:55 (220.77%)	Avg. Page Load Time (sec) 3.70 Site Avg: 4.85 (-23.77%)	Bounce Rate 82.76% Site Avg: 51.98% (59.20%)	% Exit 69.85% Site Avg: 40.33% (73.19%)
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Attachment B: Summary report information leaflet

Front

West Oxford Street Precinct Plan - Have your say!

Have your say on over 50 ideas for the future of the West Oxford Street Precinct. With a little over a month left to give us your feedback, we're encouraging you to check out the ideas listed in the latest report and tell us what you think.

What's in the report?
The report brings together all of the ideas developed by the three design charrette teams involved in the West Oxford Street Precinct Plan project. It outlines over 50 ideas for the future of the area, which have been pulled together into broad themes of traffic, public domain, art, culture and heritage, and built form. The ideas are listed inside this flyer.

Have your say
We want your feedback on the ideas in the report, and to know which ideas you think we should explore further. Tell us:

- what do you like about the ideas?
- what ideas concern you?
- any other comments or suggestions you might have about the report.

You can submit your feedback online at haveyoursaywaverley.com.au/westoxford, by completing the submission form on the back of this leaflet, via email to westoxford@waverley.nsw.gov.au or in writing to the General Manager, PO Box 9, Bondi Junction NSW 1555.

Council staff will be at Waverley Library Theatre to answer your questions and help you prepare a submission on the following dates:

- Wednesday 13 October, 5-7pm
- Thursday 16 October, 11am-1pm

Submissions close at 5pm on Friday 24 October 2018.

For more information, please visit haveyoursaywaverley.com.au/westoxford or call our Customer Service Centre on 0169 8006.

View the report online at haveyoursaywaverley.com.au/westoxford or in hand copy at our Customer Service Centre or Waverley Library.

Back

Your feedback on the ideas for the West Oxford Street Precinct

Tell us what you think of the ideas for the West Oxford Street Precinct by completing the survey below.

1. Your suburb.....

2. What ideas do you like for West Oxford Street?
.....
.....
.....

3. What ideas for West Oxford Street concern you?
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.....
.....

4. Do you have any other feedback or suggestions?
.....
.....
.....

5. If you have not yet given us your email details and would like to receive regular updates on the progress of the West Oxford Street Precinct Plan, please provide your details below.

Name:.....
Email address:.....

Please return this form to Council's Customer Service centre, 55 Spring St, Bondi Junction, and place it in the box provided. Alternatively, you can post it to the General Manager, PO Box 9, Bondi Junction NSW 1555.

Have your say! You can also complete this survey online at haveyoursaywaverley.com.au/westoxford

Inside

Ideas
Listed here are all of the ideas in the report. These ideas have been developed by the three design teams that participated in the design charrettes.

You can view the full list of ideas on pages 36 to 49 of the report. This list includes ideas for the Waverley Bus Depot and Centennial Park, but Council has resolved not to pursue any of the ideas for these sites other than those that could help to improve the external appearance of the depot. Any comments on these ideas will be collated and used for advocacy purposes only.

The ideas have been categorised into four broad themes:

- TRAFFIC
- PUBLIC DOMAIN
- ART, CULTURE, HERITAGE
- BUILT FORM



PLEASE NOTE: some of the ideas listed do not have a relevant marker on the map because they relate to various sections of the study area. For more information about these ideas, view pages 36 to 49 of the report.

- TRAFFIC**
- 1 Connect Grafton St to Syd Einfield Dr via slip lanes and new roundabout on Grafton St.
 - 2 Nelson St to become a shared zone with pedestrian preference.
 - 3 Simplify and realign intersection at Oxford St/Syd Einfield Dr and Ocean St to create a new urban block.
 - 4 Close Oxford St westbound slip lane, and widen York Rd between Oxford St and Syd Einfield Dr.
 - 5 Relocate bus entry and exit from Oxford St to York Rd.
 - 6 Partially relocate bus entry/exit to York Rd from Oxford St.
 - 7 Provide a new series of laneways for connectivity and walkability.
 - 8 Oxford St widening: set back buildings along northern side of Oxford St by 3m-4.2m (between Leswell St and York Rd).
- PUBLIC DOMAIN**
- 9 Quality plantings and street trees to improve streetscape.
 - 10 Under awning lighting and feature street lighting for Oxford St to reinforce high street character.
 - 11 Consolidate street signage to declutter public domain.
 - 12 Plant deciduous street trees along Oxford St.
 - 13 Install new street furniture, including bike racks and public seating.
 - 14 Make Nelson St a shared zone for pedestrian amenity and traffic calming.
 - 15 Create widened shared way and upgrade bus shelter on southern side of Oxford St in front of bus depot.
 - 16 Create new angled setback to frame the future entry to Centennial Parklands, and a public forecourt.
 - 17 Create new setback as public forecourt for proposed cultural facility.
 - 18 Improve planting along Syd Einfield Dr/Oxford St to reinforce/create urban boulevard.
 - 19 Widen footpath along northern side of Oxford St by 3m.
 - 20 Provide new laneways and pedestrian connections north of Oxford St.
 - 21 Provide new laneways and pedestrian connections south of Oxford St (between existing laneway and Mill Hill St and Denison St).
 - 22 Provide bigger public square to northern side of Syd Einfield Dr.
 - 23 Upgrade public footpaths and crossings, including kerb ramps along southern side of Oxford St.
 - 24 Continuous street awnings along Oxford St to reinforce high street character.
 - 25 Redefine squares, shared zones and entries to north eastern corner of Centennial Park.
- ART, CULTURE, HERITAGE**
- 26 Install new wider and lower pedestrian bridge over Syd Einfield Dr for pedestrians and cyclists, and to improve connections with the Woolahra community.
 - 27 Adaptive reuse of Woolahra Reservoir for public use.
 - 28 Provide an elevated, planted promenade along the narrowed section of Syd Einfield Dr.
 - 29 Foster local community input on art projects, including short term popups.
 - 30 Provide touchable and playable landscape features.
 - 31 Preserve heritage-listed Nelson Hotel and Westgate House on corner of Oxford St and St James Rd and historic Grafton St terrace.
 - 32 Re-establish urban block once the site of the historic Hoyts cinema and diner with a built form landmark.
 - 33 Create iconic precinct entries through public art infrastructure (eg. water towers and bus shelter).
- BUILT FORM**
- 34 Retain fine grain lots.
 - 35 Provide new cultural and community spaces to foster entrepreneurship and encourage education.
 - 36 Provide public art on street facing facades.
 - 37 Provide development incentives in return for cultural assets.
 - 38 Encourage/support local business diversity that embody the place (eg. cafes, food, bike hub, healthy lifestyle).
 - 39 Reveal and adaptively reuse Woolahra Reservoir.
 - 40 Provide a gateway to Centennial Park.
 - 41 Reinforce and enhance legacy of Oxford St as a significant historic avenue/boulevard.
 - 42 Provide a new cultural and/or youth centre on the bus depot frontage to attract local, regional and global artworks.
 - 43 1-storey park activity hub at traffic island between Syd Einfield Dr and Oxford St.
 - 44 New 10-storey development site at former traffic island between Syd Einfield Dr and Oxford St.
 - 45 2-3-storey development north and south of Oxford St, from York Rd to Leswell and Denison Sts, with partial increase to 5-storey.
 - 46 5-9-storey development north of Oxford St, between York Rd and Leswell St.
 - 47 6-9-storey development north and south of Oxford St, between York Rd and Nelson St, with 6-storey podium to Oxford St and slender 3-storey blocks along Syd Einfield Dr.
 - 48 Discourage large scale site/lot amalgamations.
 - 49 Different options for development on the bus depot frontage, including:
 - a 4-storey development over bus depot frontage, tallening 5 stories in height.
 - b Depot frontage to be set back for 3-4-storey residential development along the north and west frontages.
 - c Depot frontage to be set back for 2-3-storey development along the north frontage.

Attachment C: Emailed Submissions

Note: submissions have been edited by removing names to protect people's identity.

My family lives in queens park and are very concerned with elements of the three teams precinct plans. while there are positives such as expansion of public space, with an emphasis on pedestrian over vehicle use, reduced road area and improved road character, build on unique historic character and tree planting on oxford street, we are very unhappy with the idea to adjust developmental controls to provide for a continuous 6 storey edge along oxford street and up to 9 stories along the Syd Einfeld frontage to a depth of 30m. while we understand development is inevitable and could really improve the area, it should be in keeping with Waverley council's 2012 LEP, no building over 9.5 metres or 3 stories, east of the bus depot. any process of developing the area should involve meaningful, ongoing engagement with the local residents and the wider community. There is a huge amount of traffic in the area already, York road turns into a major thoroughfare in peak hours, as does Birrell St , Darley Rd, Oxford St and Syd Einfeld's constant 24hr hum. we are literally surrounded in this very small residential area, by major arteries, any large residential development will push the area into even more traffic chaos. not to mention any tall street frontages creating a dense, shadow on the area. Bondi Junction is a very built up, unfriendly place please don't help to create another area people can't wait to get out of.....centennial park is an oasis for stressed out Sydney siders, we do not need any more public amenities there, just green space to have somewhere left to go to relax. putting a large street frontage on the corner of York, oxford and even bigger on Syd Einfeld is not the answer to enhance the area. please help better Bondi junction west and not destroy it!

I opposed the council's recommendations for any high rise buildings in the West Oxford Street Precinct I oppose any increase in traffic or cars or road widening for West Oxford street Council must maintain the low rise, local community feel and character of our heritage area

To all our elected representatives. STOP any type of high-rise constructions at West Bondi Junction NSW!! Adhere to LEP Plan 2012

I write to out my views on the document outlining possible development and related traffic changes at the western end of Oxford Street. Let me say at the outset that many of the concepts and proposals are poorly defined and thus hard to comment on as the outcome could be within a wide range. For example what attributes cause somewhere to be defined as a key site and what could happen there that would be different to somewhere that was not a key site. Suffice it to say that if any resultant development is with the current LEP it is likely to have my support. The northern side of Oxford Street between Leswell Street and York Road should retain the existing shop frontages as far as Nelson street and be limited to a height of fifteen metres. From Nelson Street to York Road could be tastefully redeveloped, incorporating the terraces and staying with the current LEP height limit. On the south side of Oxford St no change to the current LEP heights should be allowed and the community housing should not be placed in jeopardy.

The green triangle should be retained and incorporated into the park entrance with motorised traffic coming west or north being required to go past the triangle to turn left onto Oxford street. There can be a tree-based green 'statement' as an entry to Bondi Junction - far more attractive and forward thinking than a high rise welcome. Traffic coming up York Rd should not be able to turn right into Oxford St but the junction with the Syd Einfeld expressway should be reconfigured to allow a right hand turn, thus getting traffic east along to the next set of lights rather than using Oxford Street. Any change to the bus depot frontage that the NSW government chooses to make must be for community and commuter benefits not commercial development. The grass buffer along the bus depot fence must be retained with additional tree planting to reduce noise and improve the visual impact. I like the idea of creating a community space in Nelson Street with better options for crossing the expressway but I fear that would send Grafton Street traffic up Leswell Street. It is no clear how this would be handled nor what would actually be done in Nelson Street. Before proceeding to the next stage it behoves Council to clarify and publish what could actually be built under the recommendations. I reserve the right to make additional comments when improved and detailed descriptions of the options become available.

I have lived in Bondi Junction my entire 44 years, in that time I have witnessed an enormous amount of change. When I was young the only towers in Bondi junction were the David Jones tower and the Easts Leagues tower. It is now a very different place. I am fortunate enough to have grown up here and now raise my own children here. I am not opposed to change and development, in fact I would say I m in favour of growth when managed properly. I do however strongly object to the current proposal for the west oxford Street area. My concerns are the addition of high rise towers to this area that greatly surpass the L.E.P, and the increased congestion that such a development would bring. The current congestion of traffic in and around Bondi Junction is ridiculous and any further development that would add to this would diminish the amenity further. Bondi junction has more than its fare share of



<p>high rise towers and the west oxford Street current low rise is a welcome change from all of the larger developments.</p> <p>I would like to see the west oxford Street area developed within the current L.E.P guidelines and the proposed, community green space for the nelson Street area would be a wonderful addition.</p>
<p>As a long-term Waverley resident, parent and homeowner I am writing to you to register my objections to the proposed development guidelines for West Oxford Street.</p> <p>I oppose the planned increase in building height limits for West Oxford Street which, if allowed, would dramatically alter the character of this neighbourhood forever. I particularly object to any changes to building heights on Oxford Street between York and Nelson street. There is no justification for the spread of high-rise development through this corridor, which would produce a significant reduction in sunlight and open space and create additional traffic congestion. As a parent of two primary school age children, I oppose the widening of West Oxford Street, and any development that would result in an increase in motor vehicle traffic in the area. I also oppose any development that will have a negative impact on the amenity and natural beauty of Centennial Park. The existing 2012 LEP must be respected and retained. Sensitive development is possible without destroying the area's unique heritage values. I implore Council to maintain the low rise, community feel and character of this heritage precinct, and respectfully ask that you honour the express wishes of local residents that development should take place within existing development guidelines.</p>
<p>I'm a resident of the West Bondi Junction area and I'm writing to voice my opinion in regards to the current proposals of upgrades. I'd like to start by saying that I do believe there are improvements that need to be made to area. The improvements I most agree with involve making the walk ways safer and adjusting the road configuration to reduce the congestion of the area. I do not like the proposals of building higher than allowed buildings in the area. The height allowance of the area in question is currently fifteen metres and two of the charettes are calling for buildings that exceed thirty metres. The LEP was only adjusted two years ago and I'm a bit confused. I would assume that these allowances are put into place to protect the area from becoming overly congested and shadowed. I also do not like that the heritage aspect of the area is also being compromised in the proposed charettes. West Bondi Junction has a lovely heritage feel that the locals, such as myself, have tried to protect and promote. Yes, I believe the area needs to be tidied up. But, the area needing to be tidied is council responsibility and I promote this. As I have pointed out above, I believe the council should be responsible for walk ways and road conditions. I do not see how council is responsible for the areas that are being proposed to have higher than allowed buildings. Does council own this land? Wouldn't the land owner be responsible? Shouldn't the landowner go through the same DA process to build that all the other landowners have to go through? Did council or the landowner pay the bill of the proposed charettes and the amount of time lodged by the various council members on the project? I'm sorry if this letter seems cynical, but the council has heard the local residents say time and time again that we do not want high rise buildings and yet council continues to push for these plans to go ahead. Please do the right thing by the residents who choose to make West Bondi Junction their home.</p>
<p>I'm a resident of the West Bondi Junction area. I'm writing in regards to my concerns about the development that is being proposed to the area. I have attended the majority of the community engagements that the council has hosted.</p> <p>I'd like to start by saying that I do agree that there needs to be changes made to West Bondi Junction that will create a safer, greener and less congested area. There have been some great ideas put forward such as reconfiguring the traffic flow and the overall safety of foot traffic as well.</p> <p>I am concerned about the proposals of allowing the construction of buildings that exceed the current height restrictions. Two of the charrettes call for heights in excess of 30 metres in areas that are currently allowed 15 metres. Is the current LEP height allowances a binding rule that all must follow or a set of guidelines that can be adjusted for the party that wants to develop? I'm also very disenchanted by this statement, 'Test current LEP and DCP controls in this part of Bondi Junction' that is written on the Summary Report and Recommendations.</p> <p>Please see below the key issues set out in the 'West Oxford Street Design Charette: Summary Report and Recommendations' in red and my following comments in black:</p> <ul style="list-style-type: none">-Safety: Conflicts with pedestrians, cyclists, traffic and buses is a road safety issue that must be sorted out between council and the RTA. A beautiful example of the possibilities can be seen in the new walking and cycling path created on Oxford Street running along Centennial Park.-lack of connectivity both physically and visually with Centennial Park, yes I believe the proposed ideas have addressed this quite well-traffic congestion, I believe this will only become more of an issue with the erection of large buildings. Large buildings will bring more people and cars to the area permanently. Let's not forget the issue we will encounter if the building works go ahead. The amount of workers that will start coming to the area and trying to find parking, road closures due to heavy machinery operation and so on.-poor presentation and identity of the study area, yes we can definitely improve the presentation with

landscaping and walk path improvements. I believe the proposals have addressed this well. I don't think the demolition of heritage buildings and building of modern faceless towers will help the presentation, which some of the proposals suggest.

-lack of pedestrian amenity including safe and connected footpaths, street furniture etc. , see above under safety, same issue really.

-under-developed sites, yes the proposals definitely address this. I also believe this is an issue that must be addressed by the land owner. I believe that the owner of such under-developed sites has the right to do what they want with it as long as it meets council regulations. If it's under-developed and they want to keep it that way, so be it. If they want to develop, fine, but they must go through the same DA process that myself and my neighbours went through when we made changes to our properties. We had to adhere to the LEP and heritage provisions. Why are these provisions in danger of being violated?

I don't want to beat around the bush too much here. The West Bondi Junction proposals are mainly focused on making changes to the current height restrictions that exist in the area. Council admittedly states that this process was launched after being approached by a developer. The wording of the key issues set out in the summary report and recommendations point at creating a safer and more beautiful West Bondi Junction, but the actual drawings point at building taller than allowed buildings and the defacement of a heritage area. And in my opinion, the buildings proposed in the drawings are typical, easy to construct buildings that have no character and will be considered out of date designs within 20 years (not very sympathetic to the heritage of the area). I feel that the LEP and heritage provisions for the West Bondi Junction area in danger of being violated for the almighty dollar. Council needs to start responding to the concerns of the local residents who are most directly affected by the changes and not to the developers who are looking to turn a profit.

I am writing to object to this project. While I agree that the street should be updated, some of the proposals favour developers and not the current residents, and certainly not the atmosphere of the area.

HIGH RISE BUILDINGS AND TRAFFIC CHAOS

As the owner of a terrace house in the area near to Oxford Street I am horrified at the proposal to build multi-story units facing St James Street and Oxford Street. This has occurred in other areas, and once the precedent has been set, the gate is then opened for more high rise buildings to be built. The 2012 LEP limits should be adhered to, or this end of Oxford Street will develop into another Westfield area, and goodness me, we DON'T need another shopping centre, nothing beautiful about that on entry to Bondi Junction.

This end of Oxford Street should be kept for its heritage value and not for greedy developers. At present a village atmosphere prevails, surely desirable to keep as a pleasant residential area adjacent to Centennial Park. The projected traffic movement would be a nightmare and totally unacceptable. Has a traffic study been carried out?

Our forefathers had the vision to create Centennial Park for recreation for the public and what a wonderful parks it is. We need to look after this asset.

The proposed development of the present car yard on Oxford Street is horrendous – who would want to live here in the middle of huge traffic area. And where are all the cars going to park???

BUS TERMINAL ENTRY/EXIT

Your proposition for the bus entry/exit to be off York Road is good; this alone would help the traffic in Oxford Street and enhance the entrance to the area.

I hope you will read and digest my objections related here, and note that the residents of the area do not want high rise.

Thank you for the opportunity to present my thoughts on the subject.

I write to indicate to you my strong objection to the proposed development plans for the precinct! My objections are threefold:

1. The proposed development fails to maintain the heritage value of the precinct. Sensitive development is possible without destroying existing heritage.
2. The existing 2012 LEP should remain to ensure no further ugly sun-blocking developments within the Bondi Junction area occur;
3. The proposed multistorey developments along Oxford Street will block the winter sun from the North East aspect of Centennial Park – this should NOT happen. Much of Bondi Junction is dominated by high rise buildings which create wind tunnels which spoil the amenity of the district – we don't want more of these spoiling the amenity of pedestrian travel.

If Council wishes to have an iconic structure in the west end precinct of Oxford Street. it could do many other much more attractive things than build a high rise building!!

I am writing to express my opposition to the council recommendations for the area designated the West Oxford Street Precinct as detailed in the report Draft West Oxford Street Design Charette Summary Report and recommendations. Specifically I would to oppose the following aspects of the



report: I am opposed to any high rise development, tower blocks or other buildings that exceed the current LEP I am opposed to any widening of Oxford street for motorised vehicles at all. I am opposed to any increase in cars or traffic resulting from increased density of habitation in the West Oxford street area

I am concerned and angry about the negative impact any development will have on parking for local residents. I am very concerned about the threat to the safety of my children and the many children from the inevitable increase in traffic that a four lane wide road and increased traffic from high rises will create. I am concerned about overshadowing from high rise buildings. I am concerned about the likely wind tunnel effect of the development. I am angry that there is no traffic analysis (and the community is very concerned about the impact of more cars more vehicles and more traffic). I am very very worried about the safety of my children and I will not tolerate councils total disregard of the safety of the local children in this process – where is the traffic analysis? Where is the RMS opinion? I am angry that Centennial Park will be blighted by the overshadowing high rise towers being proposed. I am concerned that the local community will lose loved and well frequented local shops and services for ever when new buildings with faceless concrete fronts and exorbitant rents replace the thriving community. With regard to the behaviour and attitude of council so far I would like to state: I consider the behaviour of council to be grossly negligent and condescending with regard to listening to the requests of the local community. In particular our local liberal ward councillors have so far demonstrated contempt and arrogance in dealing with the local community they purport to represent. We did not elect them to represent a property developer. I am disgusted that the mayor and liberal councillors voted down a motion for a 3D diagram of the proposed recommendations. It is what the local community wants. It will make the recommendations clear. It is clear that council serves another master and is ignoring the local community.

I am disgusted about the 'rush' - there is no need to rush this process unless a developer is pushing for it and state government wants a building boom. Slow down. Come and speak to the community, explain your plans and motives and sell it to us. Stop railroading and bulldozing it through. The engagement process has been rushed and incompetent. It has been riddled with mistakes, missed letterbox drops, changes and last minute cancellations. You have lost the faith of the local community. With regard to the detailed recommendations themselves I would like specifically criticise council for the following obvious and embarrassing inconsistencies and lack of evidence presented to support the recommendations: On page 36 under 'Short term' Grafton Street the recommendation states: "relieve traffic congestion through Nelson street and oxford street...". As the elected traffic representative for the local precinct I am in possession of a copy of all traffic count data for Waverley council and I cannot see any evidence to support the claim about traffic congestion as stated. I would like to formally request that council provides the evidential basis for this claim or else publicly deletes this reference as it appears to be false and erroneous.

I would also like to note that the Mayor has publicly demonstrated incompetence in begin able to explain important elements of her own sanctioned recommendations, specifically her inability to explain to a gathering of dozens of residents what a "Key site" was. If the mayor herself was witnessed to be ignorant of what this recommendation is, how can she expect the local community to pass judgement on it?

There is no recognition of historical precedent with regard to the 'Right hand turn' from York Road also beloved by the mayor. This has already been dismissed by the RMS on safety grounds before. This is on record at the council. Why did the mayor choose not to state this to the community? Or was this yet further incompetence – the mayor did not know about this 'key fact'?

And further to this – there is no traffic data suggesting congestion to support a right hand turn at York Road. Modelling of council traffic data does not support the need for a right hand turn. Why is the mayor pushing so hard for a right hand turn? Has a developer requested this in order to allow access to the tower blocks – or "key site" development?

The entire document is difficult to read, in small text, written in complex language and so unclear and confusing as to render it next to useless. The recommendations are not SMART, are open to interpretation and are vague. It is either incompetently put together or else deliberately misleading. I would like to note that I have some experience in these matters having conducted similar community consultations for developments such as Barangaroo. I would be embarrassed if I was the author of such a woeful report but I thank council for the great delight it is causing amongst the many clients I am showing it to as an example of local government incompetence and waste. (I thought this government was going to stop the waste...).

I would like to recommend that council considers the following design elements: The installation of a bike lane More trees and open spaces, improved recreational spaces A better pedestrian bridge linking Nelson street to Woollahra Finally, I am not opposed to development per se or high rise development where the current LEP considers it appropriate - i.e. In the centre of Bondi Junction. I am not opposed to high density urban living above key transport hubs (again in the centre of Bondi Junction). I am



opposed to destroying healthy, functioning communities in heritage areas purely in the pursuit of developer dollars and greed.

In a nutshell: Don't be a bulldozer Betts, we don't want your high rise 'key site' (if that's what it actually is...)

My position on WOSP is submitted in the following format: Likes, Dislikes, Built Form Analysis, Charrette Team Most Liked, Short, Mid, Long Term Solutions I liked and disliked, and Final Comments.

What I don't like:

- Any changes to 2012 LEP that will increase heights and FSR in the WOSP.
Reason: The 2102 LEP more than meets the state requirements for growth targets. Any amplification is therefore unnecessary and benefits only the developers, not the community.
- The RMS traffic triangle being sold.
Reason: We need to find ways to expand biodiversity, a concept often overlooked in planning laws. Amalgamating this tract of land with other lots will extend the development footprint along the WOSP corridor, creating development that is not legislatively necessary. I don't agree that it is unsightly. There is currently no access to the site but perhaps it could be consolidated with adjoining closed roadway to create a small urban sanctuary, or left as it is.
From the National Parks Association NSW on biodiversity, I quote:
"Maintaining a healthy biodiversity is very important in making Australia's ecosystems resilient to the many threats they face. Compared to areas with low biodiversity, diverse environments are genetically healthier, which prevents inbreeding and population declines. The greater the diversity of species and genetic material within an ecosystem, the better it can withstand and recover from damage. Conversely, because species and ecosystems are closely interconnected through nutrient cycles, food webs and across vast landscapes, even small interruptions can have a dramatic ripple effect".
- Roundabouts in Nelson Street/Grafton
Reason: Roundabouts are not pedestrian-friendly and the concept is counterintuitive to many of the statements made about making the streets more accessible.
- Changes that decrease Centennial Parklands footprint.
Reason: Our parklands need to be continually protected and increased to accommodate the ever-expanding human footprint, and not exploited by an over-indulgent planning system. In the words of Malcolm Turnbull, "Centennial Park is almost loved to death." We must ensure its conservation.
- Waverley Bus Depot redevelopment
Reason: State government has guaranteed that there will be no redevelopment of the depot, as it is a necessary piece of infrastructure for public transport. If light rail is introduced into Waverley then the land could become even more useful for housing trains. Furthermore, any redevelopment on this site would have serious amenity impacts on adjoining heritage neighbourhoods and Centennial Parklands.
Current congestion associated with public transport, cars and pedestrian activity around this site clearly indicates that additional residential/ mixed use development on the depot site cannot exist harmoniously within its surroundings. If, in the future, the depot is declared underutilised, then I suggest it become incorporated into Centennial Park, as with the tremendous influx of people from development in Bondi Junction that has yet to be realised, more green space needs to be provided. When increasing population, the provision of additional green space is fundamental to the health and well being of a community.
- Four lane highway on Oxford Street
Reason: a proposed four lane street along a small section of Oxford Street only serves to accommodate high density built-form and will lead to major congestion when cars are forced from four to two lane streets along Oxford Street. I have concerns for emergency vehicle access also. There is no community benefit.

Charette team I most appreciate: Archrival (soft option) Reason: Their drawings are more pedestrian friendly, they take into account that there is already a thriving little community in WOSP and understand that the residents are not supportive of changes to the 2012 LEP.

Built form analysis I most appreciate: Archrival
"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 set downs 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." Comments that I liked:

- Walk everywhere
- Build with the grain
- Bring culture to the depot
- An enhanced public domain



Recommendations that have appeal:

"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." (I agree with this recommendation if the widened Oxford Street is for wider footpaths and tree planting, not more traffic lanes).

Site Analysis that I disagreed with: "There is limited street activation with only a few active shop frontages". My comment: There are many and varied activated shops along WOSP.

SOLUTIONS

Short-term solutions that I like:

- Upgrades and street tree planting to Oxford St footpaths
- In consultation with RMS, prepare a tree planting strategy for the edges and median of Syd Einfeld Dr.
- Enhance streetscapes, stormwater management, improve water quality and urban heat island effect/ climate change mitigation.
- Declutter public domain, consolidate signage and improve visual amenity and reinforce Oxford Streets heritage high street character.
- Visual amenity, shade provision, noise amelioration, reduce air pollution and urban heat island effect/ climate change mitigation and reinforce sense of civic place.
- Enhance streetscapes and amenity, encourage active transport and pedestrian activity
- Traffic calming and improved pedestrian amenity and activated street frontages.
- Reinforce/ create urban boulevard
- Rejuvenate Oxford St streetscape, provide human scale building frontages and reinforce high street character and sense of civic place.

Solutions that I don't like:

- 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.
- 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.
- 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
- Provide development incentives in return for cultural assets
- New 10-storey development site at former traffic island north of reservoir between Syd Einfeld and Oxford Street.
- 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.
- 5 – 9 storey development north of Oxford St, between York and Leswell

Medium Term Solutions that I like:

- In consultation with RMS, reposition and widen the Syd Einfeld footbridge to improve pedestrian connections to Woollahra
- Tree planting to Syd Einfeld Dr (subject to discussions with RMS)
- Extend Oxford St to create a single 4-way intersection with Syd Einfeld Dr and Ocean St.

Medium Term Solutions that I dislike:

- Consolidate the former traffic island and York Rd into a single development site.

Long-term Solutions that I like:

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

Final Comments on Charrette Process

- Idea behind Charrette: "Guidance by professional expertise in urban renewal and public place enhancement". My response: WOSP has been gradually renewing itself harmoniously into its own special place without artificial or imposed interference. I was never convinced that the charrette process was necessary.
 - Intention of Charrette: "Benefit the West Oxford Street area and Waverley in general with no adverse impact on the surrounding existing heritage conservation areas". My response: This can only be accomplished if residents' concerns are incorporated into the vision, i.e., no changes to 2012 LEP, no four-lane highway on Oxford Street, no development on bus depot site or Centennial Park.
- "The long fight to save wild beauty represents democracy at its best. It requires citizens to practice the hardest of virtues--self-restraint. Why cannot I take as many trout as I want from a stream? Why cannot I bring home from the woods a rare wildflower? Because if I do, everybody in this democracy should be



<p>able to do the same. My act will be multiplied endlessly. To provide protection for wildlife and wild beauty, everyone has to deny himself proportionately. Special privilege and conservation are ever at odds." — Edwin Way Teale, <i>Circle of the Seasons: The Journal of a Naturalist's Year</i></p>
<p>I am a local resident writing to express my deep concern for the proposed development of the West Oxford Street Area.</p> <p>I am strongly opposed to development or any development over the current LEP restrictions. I believe this will destroy what character and historical heritage that remains in the area and will consequently result in Bondi Junction becoming built out with high rise buildings. This proposed development will also add to the current traffic congestion lowering the standard of living for all in the area.</p> <p>What I would like to see in the area is a great use of the space for the public, a space that might invite more visitors and boost local business. I encourage you to look at artist Candy Chang who recently spoke at the Vivid festival she is "an artist and urban designer from New Orleans, renowned for creating artworks that bring together communities on a neighbourhood level, with a resonance that achieves a global impact. Through the activation of local public spaces, she inspires new ideas for space, place and community; using art to motivate people to provide immediate feedback and re-imagine the places they live."</p> <p>I would love to see this area developed in a way that would bring our community together and be a place for others to visit . It would be great to empower our community with ideas and tools to transform the area, and not just erect yet again another high rise building. Deeply concerned</p>
<p>Just like you to know,</p> <ul style="list-style-type: none">• I oppose the council's recommendations for any high rise buildings in the West Oxford Street Precinct. Keep any future development within 2012 LEP limits• I oppose any increase in traffic or cars or road widening for West Oxford street• Council must maintain the low rise, local community feel and character of our heritage area <p>I love the area the way it is. Why take the pleasure and enjoyment we already have away from us?</p>
<p>I am a resident of Mill Hill Rd, Bondi Junction and support the concept of improving West Oxford St for preserving the heritage and improving pedestrian access. However, I am concerned about some of the proposals made in the West Oxford Design Charette. It seems that the proposals are more likely to benefit developers as opposed to the needs of the local community. My concerns are:</p> <ol style="list-style-type: none">1. The widened public shared zone of the bus depot on oxford Street – If the only entry and exit point becomes York Rd this will have further impact on an already busy road. Cars will remain idle and build up the congestion waiting for buses to enter and exit. I am also concerned about the proposed removal of parking on York Rd This will only cause motorists to park in other surrounding streets and possibly Centennial Park. The surrounding streets already do not cope with resident parking. This then leads to the issue of the increase of height on buildings to increase dwelling and commercial zones. My concerns relating to this are that it will remove the leafy and village atmosphere by:<ol style="list-style-type: none">1. Heights limiting sunlight2. Impact on the existing shops that service the area – further along Oxford St many shops are vacant for extended periods of time. This includes new developments in which multi story apartments have shops that are yet to be leased at the bottom of the development. This shows that more residents do not mean more shops are needed. It is the quality of the shops hence the success that the current businesses along west oxford are experiencing as they provide quality services to their local community.3. Traffic impact – there should have been a review on the impact of traffic when these proposals were being drawn up to determine how viable the proposals really are. Congestion is more likely to be the result than a reduction in traffic flow. <p>I ask that these concerns be addressed given that the short term plan will impact on a very eclectic and family orientated area that is actively involved and concerned about its community. The proposed short term plan changes may negatively impact the objective.</p>
<p>I am writing in with feedback on the proposed plans for West Oxford Street. Some of my feedback is positive, the majority not so supportive. I welcome council's invitation to provide feedback as a resident who lives close to the study area. • I am concerned that the proposed area to be revamped and developed seems to ignore the heritage significance of the nearby residential area and homes. I firmly believe that urban growth and built form development can be more sensitive to surrounding areas such as the Mill Hill Conservation area and this will depend on the attitude of planners and decision makers.</p> <ul style="list-style-type: none">• I agree that the area needs cosmetic enhancement but not to the detriment of the existing small businesses that are thriving in the shopping area.• I am concerned that substantial increases in height for the built forms will bring with it loss of natural sunlight, higher density of population, more traffic, and nasty wind tunnels as evident in other parts of the junction and the erosion of a unique heritage pocket close to a commercial district.• I thought the options provided by the Archival team best complemented the area – more pedestrian



<p>friendly as well as adopting the communities concern against excessive high rise, changes to the LEP and consolidation of sites.</p> <ul style="list-style-type: none">• I believe there is benefit in cycleway but as long as adequate traffic studies are conducted• The proposal to develop Oxford St into 4 lanes I believe is not viable as it still needs to merge in to 2 lanes – congestion will not be eased. What real traffic studies have been done as part of this whole process?• Changing the entry & exit points for the Bus Depot I cannot see as possible – buses need a wide turning circle and currently on the plans we have the buses solely using the York Rd entrance/exit. Where will they turn? Already they are parked tightly to conserve space.• A short-term goal is to alleviate traffic congestion through Nelson & Oxford St. I cannot see how this is possible with what is being proposed for Grafton St. & the roundabout?• I am concerned that traffic flow in Leswell St will get congested from cars coming up from Grafton St wanting to access Oxford. Already this street is well used and tight to navigate. How is this going to be solved especially if cars want to turn right onto Oxford St?• I am concerned about the impact over development will have on the homes & little remaining green space on Grafton St• High rise bordering on the vistas of Centennial Park should not be allowed.• I like the idea of upgrades to footpaths and tree planting but not sure if this will be possible if there are proposals to change footpaths to accommodate cycle routes?• I support any initiative that helps with noise pollution and traffic calming but am not convinced by these plans that this will be the case.• The built forms ranging from 6-9 storeys plus are a concern. The visuals themselves will be ugly – wall-to-wall high-rise and with VPAs I know that developers can purchase more height with the endorsement of council.• I like the idea of improving the walkway/footbridge connection to Woollahra.• I totally disagree with comments in the report that the WOSP area needs more activation and revitalisation. The small businesses are servicing their locals extremely well and the general feeling is that most of these business, if the new development comes through, will mean new sho fronts and subsequently increased rents. Many of these businesses would not be able to afford to stay – council should be supporting these businesses now.• Waverley has already accommodated its 2036 population targets as per state requirements under the current LEP 2012. There is no need to pursue further growth targets so any increase of high-rise dwellings is unnecessary and will only be of benefit to developers who want to pursue bigger buildings to the detriment of the local community.• I am not opposed to well designed & sensitive urban density / development where it is appropriate – but I see no evidence that convinces me that the proposed high rise built forms as proposed in these plans are necessary or will complement the nearby heritage area. The aim is to keep these high rise apartment blocks 'close to transport hubs', where they belong...not impeding on quiet, residential areas like Mill Hill, which will happen in this process. <p>GENERAL: I read a lot of reports and must say the WOSP summary & brochures were confusing and misleading, including material that should not have been mentioned as part of the study area. I feel council should be called up on that.</p> <p>Council have asked for my feedback and I have taken the time to contribute to the conversation. A lot of ideas in the recommendations I didn't bother to comment on because I genuinely feel that will never be enacted upon and were included merely as a fluffy diversion to the real goal of the whole charette process – so council could find a reason to exceed the current LEP 2012 and accommodate the desires of a developer who has acquired land/property in the proposed key site.</p>
<p>I strongly protest the proposed 'design charrettes' indicating high rise development and inappropriate building such as the suggested water tower, and the high rise building over the bus depot.</p> <p>Traffic has increased over the last few years, adding to already congested roads - the proposed increase in building - with or without adequate car spaces will add considerably to this problem.</p> <p>High rise buildings will overshadow many of the neighbouring living areas, and further reduce the general attractiveness of the area - particularly as they encroach on aspects towards Centennial Park.</p> <p>This is already a densely populated area - proposed developments will further add to the congestion both for pedestrians and traffic and have a major impact on Bondi Junction.</p>
<p>I am writing to as third generation Bondi resident and am alarmed and most worried about the proposed development of West Bondi Junction.</p> <p>I have been to most meetings and canvassed the local area (I am in Ruthen St) - the majority of residents do not want this to go ahead!</p> <p>My major concerns are</p> <ul style="list-style-type: none">- exceeding existing LEPs- overshadowing



-traffic and parking congestion
-pedestrian safety particularly children walking to/from school
-breakdown of existing vibrant community neighbourhood 'feel'
Please heed our message WE DO NOT WANT HIGHRISE in this heritage special part of the Junction.
Please listen to your local citizens not developers - we vote!

I write as a resident of Mill Hill Rd in Bondi Junction and hence someone who will be directly affected by future development in the West Oxford St Precinct. I strongly support appropriate development of this area which is, frankly, a bit of a mess. However, I feel that the existing LEP provides an entirely reasonable basis for guiding such development and am very concerned about the potential for high rise beyond what already falls within this LEP. Furthermore, road widening of West Oxford St and some other proposals being put forward clearly risk trashing the special character of our wonderful heritage area, and Centennial Park as well.

I would be very happy to discuss my concerns further with any of you, and ask that you put the best interests of the community first – our wonderful suburb deserves better than the special developer deals which have blighted so much of the Eastern Suburbs already.

I am writing to SUPPORT new development in the West Bondi Junction area. I realise growth is good however I do not want to see the below because as a resident parking is already a massive problem to our area.

High rise (outside existing LEP) building in the West Oxford Street Precinct.

Increased traffic or road widening for West Oxford Street.

Loss of the character of our heritage area.

Increase of traffic so residents can't park in their street – we should be reducing parking in Mill Hill to half an hour so we have parking available to residents who are paying the local taxes.

Perhaps this email would more appropriately named Save Centennial Park. No-one enjoying the peace and tranquillity of Centennial Park will appreciate being encroached upon/looked down upon, by residents in any new development in West Bondi Junction. Additionally, we have ample access to gross commercialisation (e.g. chain-stores) and high-rise accommodation if desired, in the Junction itself. West Bondi Junction has and should continue to have a different, more upmarket offering we should be creating a new Paddington as we have the character and the soul. Look at what Clovelly has created a busy vibrant hub that everyone enjoys.

Please don't sell West BJ's soul to the highest bidder. Please do what you have been elected to do, and accurately and honestly represent the Residents.

I am writing to SUPPORT new development in the West Bondi Junction area. But, as a resident in Mill Hill Road, I do NOT want to see:

High rise (outside existing LEP) building in the West Oxford Street Precinct.

Increased traffic or road widening for West Oxford Street.

Loss of the character of our heritage area.

Perhaps this email would more appropriately named Save Centennial Park. No-one enjoying the peace and tranquillity of Centennial Park will appreciate being encroached upon/looked down upon, by residents in any new development in West Bondi Junction. Additionally, we have ample access to gross commercialisation (e.g. chain-stores) and high-rise accommodation if desired, in the Junction itself. West Bondi Junction has and should continue to have a different, more upmarket offering.

Please don't sell West BJ's soul to the highest bidder. Please do what you have been elected to do, and accurately and honestly represent the Residents.

I am writing to voice my opposition to the proposed developments in the West Bondi Junction. I am a resident living in Ruthven St and I am deeply concerned with the plans to build high rise buildings in the West Oxford St Precinct.

I am unsure if all of you aware of the community that resides in the area of West Oxford St and that you are threatening with this development. I must admit that until I moved to the area around 3 years ago I also did not know of it. I was amazed to find a very family friendly, safe and close-knit community. I was particularly impressed that Waverley Council has allowed this heritage pocket survive between Centennial Park and the high rise development of Bondi Junction.

The proposed development of high rise will destroy this community. I have major concerns with the shadowing and wind tunnel issues that high-rise buildings create. It will dramatically increase the traffic and congestion in the area. Most of all I am concerned with the affects that it will have on the local community and the kids and families who live in the area.

I draw your attention to the stretch of Oxford St between the mall and Denison St. It is cold, dark, windy and soul less. Many of the shopfronts remain un-leased and the high-rise developments block the sun and have destroyed the community. In the surrounding streets many terrace houses been turned in commercial use rather than residential dwellings as the local community has been strangled by the high-rise developments.



I realise there is a lot of money to be made on this development but I ask that you please consider this and the community that you will ruin if the current proposal proceeds. I ask that you maintain the low rise, community feel and character of the West Oxford St precinct.

We don't want another Chatswood in the Waverley.

I am a resident of St James Road, Bondi Junction and have lived here for nearly 30 years. Whilst I am supportive of upgrades to the area that benefit the local residents, I have concerns regarding potential development. I am opposed to the Council's recommendation for any high rise buildings in the precinct as I believe this will compromise the local community feel and character of this heritage area. I also have concerns regarding the impact of road widening, increased traffic and further congestions that will compromise safety and noise levels. Finally, I oppose any rezoning or development of the Bus Terminal.

I believe there are options to improve the area, without the need to change existing height, FSR or add hundreds of additional vehicles to our relatively quiet, heritage area.

IDEAS I LIKE

low rise

York Street entrance for buses

more street trees on oxford Street.

making use of the front of the bus depot for cafe's and culture

better connectivity to the centennial park

simplifying the road intersections and relieving traffic congestion in the area

stepped back buildings from main road.

nelson Street shared zone

new laneways and setbacks from oxford Street (3m to 4.2m) but only combined with low rise buildings - lack of solar access will ensure the area is dead and worthless.

street furniture

cultural facility

IDEAS THAT CONCERN ME

Any loss of LIGHT - any increase in building heights should be disregarded if it causes lack of light or loss of solar access.

The plans included 9 storey and 15 storey buildings but not one of them mentioned underground parking. Any increased residential or shopping must be accompanied by lots of PARKING. I live in Mill Hill Rd and I often have to park blocks from my home already due to lack of parking space. The CHARACTER of the area revolves around heritage delicately designed terrace houses. This character must form part of the submissions and be part of the approval process for any DA's in the area. Large black dark glass buildings as have been built in Oxford St (see the new development above the new Paleo Cafe) are completely out of character of the area and will only bring values down and destroy the atmosphere of the area. would prefer to preserve heritage buildings and find a way to beautify the existing heritage buildings we do not need more affordable housing in Bondi junction - the area is already high density enough and especially we do not need low budget accommodation that dates and ages quickly. We are looking for long term solutions. Any new buildings should be pretty buildings in keeping with the heritage values of the area. The shopfronts on oxford Street should be more homogenous.

SUGGESTION

In Europe they manage to keep the character and aesthetics consistent. How are they able to do it in heritage areas in Europe and Europe is much older than Australia? Quite frankly I can't see any reason why there can't be the same focus here. Council should have Creative Directors / Town Planners who are charged with keeping the focus on the character and overall look and feel of the area to everyone's benefit.

I write as an owner/resident to submit several thoughts regarding development plans in West Oxford Street Precinct, namely:

1. Vision - the vision seems to be short on future of time (up to 10, 25, 50 and 100 years+) and scope (neighbouring councils+ and best practice global city/councils) participation and penetration.
2. Culture - keeping / preserving a balance of integrity of the "Old, New & Blue"
3. Traffic - speed limit to 40 km/h on all "White & Yellow" defined suburban roads (e.g. York Road). Enforce speeding attitudes and behaviours with clear signage, speed humps and "speed cameras" (e.g. York Road)
4. Parking - maintain the parking lanes currently in place in particular for Centennial Park / Queens Park and consistent with other Councils e.g. York, Birrell, Ebley, Newland, Bronte, Hollywood, etc, (as well as Lang Road and Darley Road)
5. Height & Density & Composition of Developments - clearly this is where the word "Culture" must be seen as a critical success factor for DA decision making, inclusive of both substance and form in a



<p>defined critical selection criteria (CSC). CSC is currently seen as narrow and all but void on the cultural intangible components. The Council has a opportunity to be a thought leader in taking a proactive position in the World here!</p> <p>6. Competiveness : Transparency and Accountability - The current process with Waverly Council has demonstrated a positive start to "participative collaboration with the community. Congratulations on this. I see this as a beginning of a new era to mitigating old communication performance gaps, irrespective of political party alliance styles e.g. clarity of developer options and bands of extending a DA before the fact. I would be happy to participate on current and future collaborative initiatives.</p>
<p>I'm writing to indicate my objections to the proposed development changes to the precinct WLEP. My key concerns are set out below:</p> <ol style="list-style-type: none">1. I strongly believe we should retain the existing 2012 WLEP=2C most importantly as it relates to existing building height restrictions along Oxford =Street=2C West Bondi Junction. Retaining the WLEP building height restrictions is critical to ensuring that winter sun is not blocked from the North East aspect. =202. Specifically2C my objections include: (a) the 9 Story building proposed between York and Nelson Streets. The justification for the height of this development appears very weak to me (to 93reinforce the sense of arrival at Bondi Junction=94). We do not require a high-rise at the entrance of Bondi Junction to announce our arrival. This could be better achieved by a low-rise development which also protects the skyline and the historic Centennial Park entrance. 20 (b) any development/relaxing of height restrictions on the 'About Life' retail site (cnr of Oxford and Ruthven Streets)=2C which would shadow Ruthven street. <p>I note I have attended several council consultations for residents on the proposed WLEP/charette. On each occasion the residents views have been overwhelmingly against changes to the WLEP that increase building heights along West Bondi Junction.</p> <p>In conclusion we love the historic low-rise and community feel of West Bondi Junction which in many ways is similar to the Paddington area. The council should preserve this in any decisions it makes.</p>
<p>I write to express my strong objection to the proposed development plans for west Bondi Junction. I would like to make the following points:</p> <ol style="list-style-type: none">1. The proposed development is not sympathetic to the heritage values of the precinct. Sensitive development is possible without destroying existing heritage.2. The existing 2012 LEP should remain to ensure no more ugly, sun-blocking high rise buildings in Bondi Junction.3. The proposed multi-storey developments along Oxford St will block the winter sun from the north east aspect of Centennial Park ' this should not be allowed to happen.4. The plan to relocate the bus entry and exit points from Oxford St to York Rd will cause severe traffic congestion. York Rd is packed during peak times as it is. How much worse will it be once commuters are competing with buses entering and exiting the depot via York Rd?5. The plan to close the roadway between York Rd and Syd Einfeld Drive (to give the land to a developer) will also cause major traffic delays for people travelling east along York Rd. Most of Bondi Junction is dominated by high rise buildings which create wind tunnels and spoil the amenity of the district we don't want more of this. If Council wants an iconic structure at the western end of Oxford St, it could do far better than a hideous 10-storey residential high rise.
<p>I am a resident of Grafton Street, Bondi Junction and would like to provide feedback on the West Oxford Street Precinct Plan, as invited. Overall, I do not see any benefits of the plan for local residents. My primary concern relates to the proposed slip way between Syd Einfeld Drive and Grafton Street (Traffic suggestion #1). In all the preparatory discussions to date, the slip way has been proposed as potentially occurring between Leswell Street and Westfield, i.e. in the business section of Grafton Street, However, the latest report seems to suggest (by the placement of the marker on the map) a slip way to Grafton Street between Nelson Street and Leswell Street, i.e. in them heritage residential section of Grafton Street. The newly suggested location would (1) Not directly service business needs and (2) Significantly disrupt the amenity residents of Grafton Street with excessive through traffic. My suggestion is to revert to the original plan of creating the slip way east of Leswell Street.</p> <p>I also have a question regarding Public Domain suggestion # 20. What exactly is meant by: "Provide new laneways and pedestrian connections north of Oxford Street"? Also, why is the marker for this suggestion placed on Camp Lane?</p>



TO MY ELECTED REPRESENTATIVES:

As a resident of Ruthven Street for the past 6 years, I am horrified at council plans to change the whole environment. The charm of west Oxford Street, as compared to the ugliness of the high rise commercial hub, is that it is a family oriented, heritage preserved, character-filled neighbourhood. This is precisely what has attracted me and many of my neighbours, and the daily visitors who come here to enjoy the village atmosphere that still exists. In the name of progress or perhaps more correctly, for the profiteering of some developer, you are planning multistorey buildings - what for - so that we can look just like Westfield. Wind tunnels, shadow, congestion, noise, pollution. Ooops, there goes the neighbourhood. I love Centennial Park, and I cannot believe you have the audacity to threaten its integrity. If you want to create a grand entrance to Bondi Junction, what about a beautiful fountain in the triangle at Syd Enfield? How nice would that be. I suppose it depends on whether you are looking to beautify or not. I saw nothing in council plans to encourage beautification. I only saw greed, short-sightedness and disrespect. I also believe there has been no traffic study done to assess the impact of greater density. I can't begin to imagine what even more traffic would do for the neighbourhood. I want to register very loudly my total opposition to the recommendations in the West Oxford Street Design Charette. I've had a good look at the plans, listened to the explanations, and can see only smoke and mirrors. I'm not impressed. The charette is a charade and does not pass for community involvement. What you propose is dishonest and does not represent the interests of residents. I thought that was your role as a Waverley Councillor. I hope you will take note of my view, as one of your constituents.

I have resided [at], Bondi Junction for the past 11 years. I am writing to express my strong objection to any change to the height limits and development controls contained within the 2012 LEP that covers West Oxford Street, Bondi Junction.

My husband and I spent more than 3 years waiting for a suitable property to purchase in Bondi Junction. We chose our property in St James Road, Bondi Junction principally because there is no high rise in the street, it is in the Mill Hill Heritage Conservation Area which provides protection to maintain the heritage character of the dwellings in our street and the surrounding area, there was no high rise at the western end of Bondi Junction which maintained sunlight throughout the Mill Hill area and on Oxford Street, there was a sense of space and no wind tunnels (unlike central Bondi Junction) and there was a fantastic mix of shops with a village-like atmosphere along West Oxford Street.

In other words, the Mill Hill area and the western end of Oxford Street had a distinctly different nature and character to central Bondi Junction (by that I mean Oxford Street from Denison Street to Bondi Road) and the eastern end of Bondi Junction (Oxford Street from Bondi Road east).

The West Oxford Street Design Charette Summary Report recommends increasing the height limits on both sides of Oxford Street at the western end of Bondi Junction. I am strongly opposed to any increase in the height limits as it will destroy the amenity of the residents of the Mill Hill area and also visitors to the shops in that precinct. First, it will remove most, if not all, of the sunlight in Oxford Street and for residents at the northern end of York Road, St James Road and Mill Hill Road, bearing in mind that any buildings built in excess of the current height limits will be north of those areas. Second, it will be out of character with the Heritage Conservation Area that exists in the Mill Hill Precinct. This will remove the village-like atmosphere of the shopping strip forever. Third, it will create a wind tunnel such that it will no longer be a pleasant experience to stroll along west Oxford Street or spend any length of time around the shops there. Fourth, it will create a traffic and parking nightmare. Oxford Street is already at peak capacity in terms of traffic. The western end of Oxford Street is already difficult to access (in particular with Syd Enfield Drive at the rear, the buses entering and exiting the bus depot and the volume of traffic entering the area to get to Westfield and the other shops). Building additional residential/commercial towers will dramatically increase traffic congestion. St James Road is already parked out most of the time as are the other streets in the Mill Hill area. There is simply no surplus on-street parking. Fifth, it will affect the privacy of other residents as there will be overlooking.

Another point to recognise is that Bondi Junction has the highest population of any suburb in the Waverley area -10,800/km² - and one of the highest in Australia. It is already at peak capacity and yet a number of residential towers are currently being built around the Waverley Mall area. Bondi Junction simply cannot take any more residents or vehicles.

I am a strong advocate of public transport and hence a strong supporter of maintaining the existing Waverley bus depot site and in particular the access to the depot from both York Road and Oxford Street. I strongly oppose any change to the existing bus depot and access to the depot.

I also understand that a large tower type building is proposed to be built opposite Centennial Park gates. Surely this cannot be seriously proposed as an option. Any such tower is simply out of character with the area, is totally incongruent with Centennial Park and I cannot imagine how vehicular and pedestrian access to the building will be reasonably feasible.

In summary, I oppose any change to the height limits and development controls in the existing 2012 LEP for west Oxford Street, Bondi Junction.

As a resident of St James Road, Bondi Junction and a person who catches a bus from outside Waverley Bus Depot towards the city at least 5 days a week, and who otherwise catches buses 7 days a week around the eastern suburbs and occasionally further afield, I wish to express my strong objection to any reduction in the size of the bus depot (for the storage of buses) and any change to buses being able to exit the bus depot from both Oxford Street and York Road. Public transport must be supported in the eastern suburbs and the entirety of the bus depot must continue to be used to ensure the maximum number of buses are stored in the Waverley area. There should also be scope for light rail carriages to be stored should that come to fruition in the future. As for access to the bus depot, York Road is already at capacity and it is very difficult for the buses, particularly the articulated buses to access it. The Oxford Street access must be maintained. I also strongly object to any proposal to allow a right hand turn from York Road to Oxford Street. This will only create additional traffic congestion and encourage more traffic to use York Road. In addition, I object to any change to traffic on Oxford Street heading west if it means that the traffic no longer continues straight past the intersection with York Road and then past the Centennial Park gates. This traffic lane must be maintained.

The only changes I wish to see to this part of west Bondi Junction so far as traffic is concerned is first to stop bicycle riders riding on the footpath, particularly along Oxford Street past the bus depot as this is extremely hazardous for pedestrians. Second, the traffic lights at Nelson Street should be changed to an automatic walk signal for pedestrians crossing Oxford Street each time the traffic lights turn red. At present, they are manually operated and the timing of the lights at the Syd Enfield intersection means that bus passengers who alight buses on the northern side of Oxford Street almost invariably miss the chance to press the walk button before the lights turn red. Not only is this very frustrating it also means that pedestrians are more likely to run across the road.

I oppose the development of any high-rise building in the area of west Bondi Junction. The area needs to keep its charm. The area is already tight for parking and traffic. Any increase would be hazardous to the area and to the population of whom many are children. As a heritage area I believe it is councils responsibility to maintain the low rise, community feel, character of the area. Any high-rise development would see demographic and environmental negative impacts on the area. The area would increase in wind flow, already at a maximum for the area. I look forward to your actions in helping prevent this.

Please reconsider and please consult the neighbourhood community, and the wider community for creative and viable options for this amazing site. High rise development will create more economic and social problems than any perceived benefits. Amenities and infrastructure are strained for the present resident population...the scale of any development anywhere must fit the capacity to provide all services without increasing unhealthy, stressful environments for residents and visitors. Councils need to represent the electorate's interests - not developers.

This is a letter to ask you to please reconsider the development of West Bondi Junction.

We love our area – it is a place full of families and an amazing community spirit. What you are proposing will tear this apart. I'm writing this letter to ask that you please consult the neighbourhood community and the wider community for creative and viable options for this incredible site that we love so very much. The community believes that this high rise development will create many economic and social problems. Amenities and infrastructure are already strained with the present resident population...the scale of any development anywhere must fit the capacity to provide all services without increasing unhealthy, stressful environments for residents and visitors. Councils need to represent the electorate's interests - not developers. Thank you – we trust you will make the right decision.

I write to express my strident opposition to the proposed increase in height allowance to buildings of the West Oxford Street Precinct, as outlined in your Recommendations to the Design Charente. Presently, the height restriction in this area is three stories. You are now proposing nine stories (and if past experience with this Council teaches us anything- we know that this will be substantially increased in the completed buildings.)An ugly phalanx of high-rise is no " Gateway to Bondi Junction" as you so poetically describe it in your Charette documents. Firstly, it will impact irrevocably on the magnificent Centennial Park. It flies in the face of the stated guidelines of the Centennial Parklands Trust, whose Development Guidelines specifically state-"Centennial Parklands needs a physical and



visual cartilage including its skyline. It is important that new structures and landscape elements erected in the vicinity of Centennial Parklands do not negatively impact on the historic precinct, the nearby heritage streetscape/areas, the setting of Centennial Parklands and views from Centennial Parklands. "As a long time ratepayer and resident of West Bondi Junction I value highly, the strong sense of neighbourhood we enjoy. We chose to live here, because we appreciated its history, character, and heritage, which is especially embodied the low rise charm of the terraces and cottages. This, together with the colonial grandeur of Centennial Park, makes it a unique "time capsule" of a bygone era. To encase all this in soulless, over arching, high-rise, with the consequent overcrowding and traffic problems this would bring, would be a travesty. Council frequently "spruiks" of wanting improve the people friendly aspects of our Waverley neighborhood. What hollow words these are in the light of your Recommendations. I am totally opposed to any change to the current height restrictions in West Oxford Street.

I write to register my total opposition to the Recommendations submitted in the West Oxford Street Design Charette. I have been a property owner in the Waverley area since 1988, and chose to live here, for the open spaces, parklands, amenities, and the low key, people friendly, street scape which it provided. Our streets have a real sense of neighborhood and connection between residents. The charming architectural features of the cottages and terrace houses of the area, create a unique and historic, atmosphere in which to live. Of course, our magnificent Centennial Park, is the jewel in the crown of our neighborhood. What glorious vision our forebears demonstrated, in its conception and delivery, to the people of Waverley, and indeed Sydney. What a dearth of vision we now see, in those who seek to encroach on its boundaries and crowd it out, with gloomy, uninspiring, high rise! The thought of soulless, bulky, high rise buildings, looming over us, edging us out, depriving us of our sunlight, open space, and sense of neighbourhood, fills me with dread. We, the residents and ratepayers, feel ambushed, by a Council which pays lip service only, to working with and for the Community, whilst, in reality, caving in to those who would destroy our very environment. Open space, once lost, will never be replaced. We, the residents, demand quality not quantity.

The time is approaching when the Council will decide on the fate of West Bondi Junction. This is a onetime opportunity for us create something special, rather than just another high rise extension to fit more people into Bondi Junction. My previous communications have set out the idea of creating and agreeing a clear vision for WBJ- I think that we see the one time opportunity to create a village environment that the people of Waverley and visitors will want to use- a village that acts as a transition point to Centennial Park and its users(this is a high priority))

The preparation and agreement of a vision statement will lead to a holistic view plan and outcome that we want and agree to, rather than trying to argue on the various parts e.g. traffic, population densities, building height etc This is a one-time opportunity, I hope that your reign can be remembered for creating something of lasting value to the people of Waverley

I live in Queens Park, close to Birrell St. I oppose the planned increase in height limits in West Bondi Junction. The can be no possible justification (besides profits for developers) to change to the height limits in this area.

Bondi Junction has an ugly and inhospitable town centre surrounded by much more attractive areas along Oxford St leading to Centennial Park. The beautification and improvement of Bondi Junction should start by taking advantage of those areas (like West Bondi Junction along Oxford St) where street life and village atmosphere has established itself, and extending that into the heart of the junction.

This proposal, if it goes ahead, will do just the opposite. It will extend the ugliness and urban blight of the heart of Bondi Junction out along Oxford St and choke off the renewal of the Junction which is starting there.

I particularly oppose the 9 Story building being proposed between York and Nelson. This looks to all appearances like a classic, tawdry example of a developer capturing the council. The justification for the height of this development is very lame ("reinforcing the sense of arrival at Bondi Junction". As if we need more ugly high rise further out from the Junction to announce our upcoming arrival to the ugly urban blight in the heart of Bondi Junction?). We all know that the real justification is to allow the developer to make a bigger profit. What is the benefit of this to residents of Bondi Junction?

I have taken a look at the report on West Oxford St. What is most striking is that despite acknowledging residents have expressed their wish that development should take place within existing height limits, the report then goes on to recommend changing these height limits. No justification or argument is provided. The arrogance is remarkable. It is as if the consultation process was just a tiresome formality, the results of which

could be ignored once it was complete.

We understand that developers in Bondi Junction are well practised in gaming the development approval process and obtaining further height increases post approval. Given that council is also bending over backward to accommodate this developer (and apparently has also done so in the past in regards to the Forum development) we can only expect this to happen again.

I'm writing in response to the West Oxford Street Design Charette: Summary Report and Recommendations on Waverley Council's website. I am a resident of Bondi Junction and frequent both St James Rd Park and Centennial Park as well as walk along West Oxford St daily on the way to and from Bondi Junction Train Station.

I wish to register my objection to many of the proposals in the Charette and complain that proposed 9 story development between Sid Einfeld Drive and Oxford St as well as the proposed development above the Bus Depot are gross deviations from the LEP and furthermore a significant deviation from Waverley Council's Voluntary Planning Agreement Policy (which allows for the Council to consider "applications for development up to an additional area of 15% of maximum gross floor area permitted under clause 4.4 of WLEP 2012."

The impost of these developments will detract from my=2C and many resident's amenity as well as detract from the amenity currently available via the iconic Centennial Park. The deciding factor in moving to West Bondi Junction was driven by the low density nature of this part of Bondi Junction availability of on-street parking tranquil surroundings abundance of sunlight and a good mix of small shops and cafes. This would be greatly diminished by high rise along this section - particularly with regard to sunlight wind noise and density.

I respectfully request that you abide by the community's wishes on development height as expressed in the existing LEP which appears not to have been taken into consideration in the current Charette and respond to my complaint in relation to how it was possible that the external consultants engaged were able to deviate so significantly from the council's Voluntary Planning Agreement Policy.

Separate to this matter but inexorably linked I would also like to note that I believe the developer compensation mechanism under the Voluntary Planning Agreement to be fraught with conflict and has the potential to constitute codified corruption. This seems to be allowed to persist in the area of Bondi Beach and Bondi Junction in the name of subsidising council infrastructure works at the expense of resident amenity.

I'm writing in response to the plans for the development of West Oxford Street as set out in the document West Oxford Street Design Charette: Summary Report and Recommendations on Waverley Council's website.

As a resident of St James Road=2C and a frequent visitor to Centennial Park and the relevant strip of West Oxford St I am thoroughly opposed to any high rise development along this section of the street - in particular the proposed 9 story development opposite the entrance to Centennial Park. Part of the street's charm (as opposed to the end closer to Westfield) is the relatively quiet sunny community feel to the area with a good mix of small shops and cafes. This would be greatly diminished by high rise along this section - particularly with regard to sunlight wind noise and density.

I respectfully request that you abide by the community's wishes on development height as expressed in the existing LEP which appears not to have been taken into consideration in the current plans.

information should be spelled out in the WOSP Summary Report as it is important.

The wording in the GAO Recommendations on pages 51 and 52 of the WOSP document should be changed as it does not entirely correlate with, or clearly reflect what is being proposed in the design charrettes:

- The description of sites bordering Syd Einfeld, Oxford and Nelson Streets is vague and leaves itself open to misinterpretation in the future as it can relate to sites WEST or EAST of Nelson or both.
- Similarly, the RMS land around Syd Einfeld Drive to be negotiated needs to be clearly defined WEST or EAST of Nelson Street.

I hope that you agree that this needs attention. ALSO NOTED: That Fig 61 shows 5 keys sites in this WOSP Plan;

I am a member of the Coogee State electorate and am writing in regard to proposed plans by Waverley Council to make major changes to the Western End of Bondi Junction as outlined in the West Oxford Street Precinct Plan. In an effort to claim every scrap of spare land in the area for development, little



consideration seems to have been paid to the severe impact this plan will have on Roads and Traffic. Firstly, there is a plan to shunt traffic from Grafton Street onto Syd Einfeld Drive (supposedly a by-pass) by way of a roundabout between 35 and 55 Grafton Street – this extra traffic will then bottleneck at a new intersection at Ocean Street and opposite the gates to Centennial Park.

Secondly, the plan supports the removal of the staggered crossing from York Road to Ocean Street and proposes that Oxford Street be extended to the gates of Centennial Park so that a left hand turn into Oxford Street from York Road will be required followed by a right hand turn to Ocean Street. This is a major intersection which currently is overloaded at peak times and by eliminating the staggered turn across Syd Einfeld will surely result in further banking up of traffic in York Road.

Thirdly, traffic driving in an easterly direction will be even more congested when having to turn right directly into Oxford Street before being able to turn right again into York Road again removing the staggered turn which allows a smoother flow of traffic.

Fourthly, in addition to this it is proposed that several new pedestrian crossings be installed along Oxford Street near to the gates of Centennial Park along with a multitude of ugly residential towers all creating their own additional traffic to and from the precinct. All these pedestrian crossings, lack of staggered turn, additional vehicles in the precinct can surely only cause greater congestion and a far more dangerous environment.

I am old enough to remember that one of the prime reasons that there are no pedestrian crossings other than the one from Ocean Street to Centennial Park is because safety was considered a major concern when Syd Einfeld Drive was built and an effort was made to slow the traffic down near the entrance to the Park and have pedestrians cross the road in a safer part of Oxford Street. I also drove from Randwick to Edgecliff every day for 15 years up until 2005 and am very aware of how heavy the traffic is to and from York Road, part of which was a result from when the Eastern Distributor was built and traffic moved over through Randwick in an effort to avoid having to pay tolls.

It seems that the main object of the WOSPP is to shunt as much traffic out of Bondi Junction and out of the Waverley Council area, but at the same time pushing for intense overdevelopment which will bring with it a massive increase in residents and motor vehicles which the area cannot support.

I hope that some action can be taken by yourself by communicating with RMS and State Government to prevent this problem.

Please delete previous submission due to error METRES should read STOREYS

Have your Say Corrected Version

1. Proposed Buildings

Oppose any building exceeding the zoning height/FSR adopted in the LEP date December 2012 for the Western End of Oxford Street. It is not necessary to exceed these heights just to satisfy the desires of a single developer. Reason: Loss of sunlight and wind tunnels in Oxford Street, unsympathetic developments that do not reflect the general character of this part of Bondi Junction. Loss of existing bubbling community shops along Oxford Street. Loss of privacy caused by the threat of 5-9+ storey towers all around my home. Blue sky, sunlight and stary stary nights to be replaced by concrete, steel, glass and electric lights.

2. Traffic Oppose bringing Grafton Street traffic onto Syd Einfeld Drive (supposed to be a By-pass) by way of a round-about together with the extension of Oxford Street to Ocean Street which will cause a traffic bottleneck worse than we already have. Traffic travelling towards York Road and East from Oxford Street will be further impacted by the loss of the staggered crossing. In peak travel times traffic travelling from the City and Edgecliff will be banked back in Oxford Street and Ocean Street to get across into York Road as well as Oxford Street and traffic from York Road to Ocean Street will be banked back to Randwick. Cars will be diving into every street to try to avoid the jam. Additional pedestrian crossings will add to the congestion.

Reason: Grafton Street is not a busy road out of peak times. Diverting traffic from Grafton Street will allow for huge further future development. Traffic congestion around Ocean Street.

3. Historical Having read the Heritage Report 2004 some time ago I have noted that the Section recommending "the preservation of the facades to all historical shopfronts along Oxford Street be retained" has mysteriously disappeared from the report currently displayed on Council's website. I am in favour of retaining Heritage shopfronts and 4 Heritage Houses opposite York Road and oppose widening of footpaths in these areas. The Government Architects Office recommendations do not include preservation of historical homes in Grafton and Leswell Streets. West Oxford Street Plan proposes to widen footpaths by 3 meters along Oxford Street thus enabling Council to disregard the previous Heritage Preservation over the shopfronts along Oxford Street and the 4 Heritage Houses opposite York Road.

Reason: Loss of small business shops with affordable rent. Changes not necessary and just plain sad.

4. General The report is vague and ambiguous and the final recommendations by the GAO fail to state exactly where the proposed 5-9+ storey towers are to be placed and therefore make it uncertain what is to be commented on. The flyer we received avoided giving any details of where the proposed



buildings were to be situated. Whilst having collected mountains of Community Feedback it would appear that the opposition to high rise and density issues have not been taken into account.

5. Suggestions A bus bay outside the current bus depot would take the buses out of the main lanes and stop them from blocking the traffic flow.
Over/under bridge for pedestrian and bikes to Centennial Park.
Incentives to owners to spruce up their existing shops, terraces and premises amongst new developments to heights within 2012 LEP.

6. Conclusion There is nothing in the WOSPP that will be of any benefit to me - a plan that incorporates and surrounds my home with alley ways and 9+ storey high buildings can only be described as rude.

I am currently a Waverley Resident I was formerly for 9 years a resident of 90 St James Road, Bondi Junction.

I have heard of the recent proposals under consideration for West BJ precinct, and am appalled. I wish to remind you of the attempts in 1999 to do similar works where the proposal then was to demolish the Bus Depot and build STA offices and units above this. Thankfully Paul Pearce and others on both sides of politics fought and won that battle. But now here we go again.

Yes, I understand your obligation to consider and hear proposals from developers. Unfortunately, the community does not exactly trust the parties to genuinely reach a wise decision. Hence, it triggers quite a rush of worries when such out-of-proportion plans are tabled.

Let me state my objections to this:

1. The suggestion to raise the height limits is not right it will dwarf all others around it, and will lead to in-fill ~~to Newland Street~~ ~~closer to 13 meters, 2-3 stories is more appropriate.~~
2. This change will result in dramatic rises in car and business activity, not in proportion to the mixed use of residential and business that exists now. Amenity and community residents will have serious quality of life impacts.
3. Over time, this will crowd out the la around the Bus depot.

It is in everyone's collective interests to maintain balance between residential and business uses. The Westfield mall in BJ in one fell swoop tripled the amount of commercial space in the junction. Ten years later, we are still to recover from this explosion.

Change needs to be much more gradual. We need to reflect the competing uses for our little community hubs, like BJ. Else we will end up like Chatswood! Is that really your vision for our community, 10 years from now? Please consider a much reduced scale development" heights more like 13 meters (2-3 stories), and limited obstructions of other properties sunlight and uses. So many others have invested their life savings in their homes, and to demolish these values in one swoop of your pen, is not right.

I am a long standing resident living in Newland Street who spends considerable time in West Bondi Junction.

I have a number of concerns about the proposed redevelopment: The report recommends "adjustment to development controls to provide for

- continuous 6 storey edge along Oxford St. with a development up to 9 stories along Syd Einfeld frontage
- 4 storey Oxford St edge west of St James Rd to the south side of Mill Hill Rd."

I oppose the above proposals. They are too high compared with the existing buildings in the area. The height of the proposed buildings should not exceed the current height levels to keep with the village atmosphere. If the proposals go ahead this would significantly disadvantage the current residents who would lose the light in their dwellings and sun (especially in winter) on their streets.

I am also against the proposed 10 storey development at former traffic island north of reservoir between Syd Einfeld and Oxford St. I do not want west Bondi Junction to progressively become another massive concrete jungle as it is now north Bondi Junction.

Furthermore, I am against the proposed development of up to 4 stories over bus depot along Oxford Street. The bus depot should not be redeveloped into a residential area.

I am writing in response to West Oxford St :Street Design Charette firstly as a local resident and secondly as an urban geographer.

I have followed the process from the start and particularly attended the meeting where the 3 charettes



were presented.

The very western end of Oxford Street opposite the bus depot offers an amazing opportunity for council to introduce a land mark and human face for Waverley. Any development must be stepped to meet the current high rise further to the east. I am opposed to any high rise here and believe that the current height limits must be maintained.

During winter I have observed the wind tunnel created by the new high rise to the east and the fact that the sun now does not meet the street for most of the day . During winter it has been dark, windy ,alien and unpleasant.

If there is to be change then it should be low rise within the current limits. The local community is very upset by the possibility of high rise with little or no architectural merit simply for the sake of development.

This is an opportunity through low rise to build a community that is liveable, has a human scale linked to the surrounding heritage area, sustainable, connected and a landmark for Waverley. The development should not create darkness nor wind tunnels . Thank you for the opportunity to contribute to a process that I hope reaps benefits for all and not end in a tower.

I received the Waverley in focus newsletter and wanted to say thanks for what you're doing in the area. I love the complete streets pop ups and I hope they come back to stay.

I live in BJ and often ride my bike to work so I am very excited about the new bike and pedestrian path along Oxford Street. I hope it opens soon. It is very much needed. Thank you!

I just have a comment about the first bus stop at the top of Oxford Street opposite the Light Brigade hotel/ Marilyn's Pizza and next to the church. The closest cross street is Queen Street, Woollahra/Lang Road.

I think this bus stop is in such a terrible and dangerous place. Both sides of the road are bad but the city bound stop in front of the church is just after major traffic lights so what happens is that we have 3 lanes - the bus lane with buses and bikes and 2 lanes for cars and due to the placement of the bus stop, 3 lanes essentially filter into 1 lane, right after the lights. The road narrows in the worst spot and I really think the bus stop needs to move/merge with the bus stop further down, outside Max Brenner chocolate shop meaning that at least 2 lanes can keep moving through the lights and keep traffic flowing. Alternatively I think the road needs to be widened to accommodate the bus lane and bus stop. You have the lights going green and then the bus pulls out and stops at the bus stop and everything comes to a standstill behind the bus because there's no room for more than 1 car to pass. It really is crazy and I hope someone factors this into your urban planning for the area.

I am writing to you to express my concern about the proposed development of West Oxford Street. We currently enjoy a sunny=2C relaxed village lifestyle and would hate to see it transformed into a shadowy soulless Chatswood by the Sea. I live in the Palisades and it is already the windiest point in the Eastern Suburbs and as you know Oxford Street is choked with traffic. We have already experienced hi-rise growing floors higher than originally approved and if the proposed tower opposite Centennial Park gates goes through it will be a blue-print for opportunistic developers to add to their already bulging pockets and we'll see rampant towers springing up all the way back to Leswell Street. Think about the residents Mayor they don't want this. I lived in Paddington for 30 years and it wouldn't happen there. It shouldn't happen here. I hope you consider the future for all our sakes.

My wife and I live at The Palisades in Bondi Junction. We love where we live. There's a great meat store, the popular bakery, long-time mini mart, music shop, organic veggies and many others who give a friendly wave as you pass by.

Its a welcoming village atmosphere and the residents are happy. I am worried that extreme high rise, high density development will put rent out of reach for these hard-working small business people who are the backbone of

our community. It will exacerbate parking problems and affect customers who park briefly to pop into the shop. High rents at Westfield have forced some retailers to move elsewhere and one would be naive to think it won't happen at

this end of The Junction. I realise that development must take place but let's abide by the current height limitations and maintain some heart and soul in this friendly neighbourhood. We don't need more traffic, we don't need more wind tunnels, and we don't need more shadow. What we do need is a comprehensive study on the impact of

increased traffic and population density before proceeding with roundabouts, Street changes and rampant high rise. You must ask yourself: Will this benefit the long-time residents and ratepayers or pander to the ambitions of uncaring, developers?

I will endeavour to provide feedback although it is quite difficult to do this comprehensively because I



<p>found the Charette very difficult to follow= I am concerned that a high rise tower is being proposed at this end of Oxford street. Community consultation appeared to be overwhelmingly against such a high rise. I do not believe there should be high rise buildings directly opposite Centennial park. The park is such an important Sydney site and this council should not risk negatively impacting on the park. The reason that we live in this area is that we enjoy being close to the amenities of Bondi Junction whilst enjoying the village atmosphere of this end of Oxford Street. It is not appropriate to change the height limits that have been previously set for no apparent benefit.</p>
<p>I am writing to voice my concerns over the proposed changes to West Oxford St in particular the changes to the 2012 WLEP. In particular I am concerned about: 1. The VISUAL POLLUTION with having high rise towers at the centennial park end of Bondi Junction. If you would like to have a landmark entrance to Bondi Junction why not commission a beautiful sculpture? 2. The LOSS OF SUNLIGHT and the wind tunnels that you experience at the eastern end of Bondi Junction =96 loss of sunlight to our local playground centennial park cafes on Oxford St. 3. TRAFFIC IMPACT with high density developments traffic flows really nicely now pretty slow at times but it flows. 4. SAFTEY IMPACT with the increase traffic. Kids cross Oxford St at the corner of Nelson St to go to the local school. 5. SCHOOL IMPACT Woollahra Public School is at capacity. It cannot accommodate an increase in numbers that high rises will bring to the catchment. Thank-you for reading this email. I love living in this area and being an active member of our local community. I think the bike/pedestrian paths next to centennial are fabulous and would like to see more in the area.</p>
<p>I write to indicate to you my opinion that the 2012 LEP should remain in place, unchanged. I object to the proposed development plans for the precinct for the following reasons: 1. The proposed development fails to maintain the heritage value of the precinct. Sensitive development is possible without destroying existing heritage. 2. The existing 2012 LEP should remain A to ensure no further ugly sun blocking developments within the Bondi Junction area occur; 3. The proposed multistorey developments along Oxford St will undoubtedly cause traffic congestion and a traffic management plan outlining the impact of the proposed developments should be provided to the community before any decisions are made. Bondi Junction has a reputation for being a cold, over shadowed wind tunnel. The amenity of Bondi Junction has already been spoilt by inappropriate high rise buildings. I am not anti progress but I am against more of this type of development spoiling the amenity of life in our community.</p>
<p>I would love to see more palm trees and better footpaths around shops. I also think that golf course can be less in North Bondi and indeed be used as a much needed huge carpark with trams running down from this area to beach to save traffic congestion. A tram line straight from the Bondi Junction train station to the beach would also be ideal and as its one line direct traffic wouldn't interfere with this so on time and frequent. Toilets at pavilion are terrible and need a modern approach indeed. BBQ's more of them. I find this complex old and tired to look at many tourist also say this-we need something wonderful, modern fun and clean. Best to check out other world areas. I also think the beach should have shaded domes (Like they do in Israel) great shaded areas on the sand. I find Tel Aviv's board walk ideal for BONDI-it looks amazing- it's all wood right on the front-instead of concrete. It needs to appeal to the senses. Aesthetic to look at -its iconic Bondi Beach.</p>
<p>I am writing to express my dismay at the size and scope of buildings in the draft plan. Council should stick to the height limits of the current plan for this end of Oxford street which are entirely appropriate for the adjoining urban area and the gateway to Centennial Park. I am particularly opposed to the height proposed for site opposite the bus depot as it will set the standard for eventual development across the bus depot - maybe not next year but certainly in over the medium term. Recent experience tells us that if the starting point is 30 metres the developer will eventually get 40 or 50 or more metres as happened very recently at the Forum. West Oxford street is not the place for high rise development. I accept high rise is appropriate for the commercial centre of Bondi Junction and support infill in that area. However it is appropriate that the towers over the commercial centre should taper down as they approach urban areas and the gateway to Centennial Park. A maximum of four or five stories should be allowed at the gateway to the park. West Oxford street sits atop a hill and any high rise would overlook and be visible from much of Centennial Park and would set an ugly precedent for its surrounds. Also given that the site sits at the</p>



intersection of three busy streets including the Sid Enfield freeway it is unlikely to be an attractive place for residential apartments and is likely to become degraded overtime as potential residents shun its location. It would effectively be living in and over a freeway. Harbour and park views would be possible for top floors but residents would not be able to enjoy balconies due to the horrendous freeway and street noise.

While much could be done to improve the streetscape of West Oxford street high rise towers is not among the initiatives that would increase its amenity. High rise on the northern side of the street take winter sunlight and have turned the part of the street closest to the mall into a winter wind tunnel. Several years ago it was possible to walk to the mall from west Oxford street in winter sun and eat in upstairs of Ototo in the winter sun. That part of the street is now cold and unwelcoming in winter and since the construction of the forum I have not eaten in Ototo in winter. When I pass it see it always empty now. About Life today is a vibrant street cafe. People go there for the sun. Council would kill another vibrant business if it allowed high rise development opposite. And as we know vibrant businesses are few and far between in west oxford street. New businesses under the forum are struggling - and it is the lack of winter sun that make that so.

I also want to raise my concern at how complicated Council has made this process. It is unreasonable to expect residents to wade through pages of technical documents and comments on tens of recommendations. The process appears designed to overwhelm the community and silence their views. From what I have seen the community has made it clear. We do not want any change from the current LEP height limits in West Oxford Street. Please respect our wishes. That is the role of local government. That is why we have elected you.

Thanks for engaging. It would be worth either giving residents free parking in the metres areas, or allowing a short term with no charge like in Paddington. As a resident I like to stop and support the local shops on my way home. Having to pay parking makes it easier to do this elsewhere.

I am responding to the latest proposed West Oxford Street Precinct Plans to which written submissions are invited. Having viewed the plans, I would like to make the following points.

1. I note that Council's key objective in planning for Bondi Junction is to "reinforce a sense of place and liveability so that it is a vibrant and sustainable urban precinct. As a resident, the key word for me is 'liveability'. Hence, this underpins some serious objections I have to the current plan.

2. Changing the existing LEP to allow current height restrictions in the area of west oxford street to be abandoned, seems to serve the interests of the developer, Elia Leis, rather than the interests of the residents. I have done some research and note that this is the same developer who built The Forum which was proposed at 5 stories to accommodate 66 units and ended up at 9 stories with 126 units, resulting in increased congestion and decreased natural light to any residents south of this development. I fear that this will also be the case if council support the 'overdevelopment' in the land that forms a triangle where the existing car and truck rental business is run. I have no faith that council will support the residents in west oxford street who are against plans to allow a great wall of undistinguished high rise buildings along this section of Oxford street. I therefore strongly object to the plan to allow height restrictions to be lifted in this general area to accommodate buildings over 3 storeys high.

3. The concept of democracy 1 (wo)man 1 vote comes under real scrutiny if council is prepared to listen to the priorities of a developer rather than the needs of the community who vote them in. In a true democracy the common people are the primary source of political voice and power. We elected you, our councillors, to be our voice, to represent US, the citizens of Waverley. We gave you power to make decisions on our behalf. There is overwhelming support against this proposal to develop West Oxford Street so you therefore have an obligation to the residents to listen to their views.

4. I would like to point out that I purchased in Ruthven Street in 2004 for the simple reason that it provided me with a liveable amenity, CLOSE to the shopping centre at the Junction but not too close. I deliberately sought to purchase a house that was not surrounded by units or high rise. It was a high priority for me. I do not want Bondi Junction to become another Chatswood, whose beautiful region of post federation houses were demolished to make way for a giant shopping mecca.

Your design workshops involved experts in architecture, urban design, landscape architecture and public art. The residents views on what they want their suburb to evolve into need to be given equal weighting.

I STRONGLY oppose the development and beseech you to give priority to the views of your residents over the views of a developer, so we can once again extol the virtues of our politicians who have disappointed the citizenry repeatedly in state and federal politics. Consider why you were elected and restore our faith in politics.



I am writing in response to the current plans on exhibition for the West Oxford Street Precinct, specifically the recommendations that have been made on the ideas and designs. welcome the opportunity to comment and have formed my views on Council proposed improvements & development from the perspective of both a RESIDENT and an INDEPENDENTLY OWNED SMALL BUSINESS IN THIS AREA. As a result, I would want council to accept my views as viable and on an equal footing with those made by other residents in the area. And I would also hope Council give strong consideration to the negative impact this development would have on my small business and the pressures I have been under to date. own the shopfront & business currently located at 216 Oxford St Bondi Junction. I established my Antique & Restoration Services years ago and since then have managed to build a thriving & successful retail operation. My business attracts both locals in the area and others who come from all over the state to utilise my repair services. It is a unique and valuable service to many. My residence is above my shop. I am very happy with my business and home on Oxford Street and want to state emphatically that I DO NOT WISH TO RELOCATE EITHER MY HOME OR BUSINESS. I would not know what to do or where to go and I am not Already to retire. I would probably lose many of my customers and my income would suffer. The pressure I have been under these past 2 years from developers pushing me to sell has been terrible. My location is excellent as I often get visitors going to Centennial Park dropping by on their way back to the bus or train station Some things I WOULD LIKE TO SEE within the WOSP proposals: 9improving pedestrian pathways but not at the expense of cutting back on car parking spaces. My business relies on both foot traffic and also visitors from nearby suburbs such as Woollahra where parking is a necessity for my customers on Oxford Street the area is currently a thriving little village with a good mix of shops which complement my business. Cafes nearby bring people in to my shop on a regular basis so anything that improves this community Atmosphere has my support enhancing the facade of the bus depot would be a positive move as it is unattractive some nicer trees lining the main street would be of benefit and maybe benches I also think a SCULPTURE PARK on the bus depot site would be A wonderful attraction for the area and be an added bonus for people A visiting centennial park and also complement the nearby Mill Hill Conservation & Heritage area. What I DO NOT like the idea of: being pushed out of my property & my successful business because it will assist a big, pushy developer expand his footprint in the area. There is already little sunlight in the area, especially in winter, and high rise buildings would only take more of it away. Council should only permit buildings that stay within the LEP 2012. For them to ignore this constant request from residents and businesses would be highly negligent. Oxford St becoming 4 lanes of traffic this would impact on my business as I believe parking near shops like mine is important for ease of access Any increase in building heights nearby I believe this is only for the benefit of a developer and there is nothing to gain for the small independent businesses & community. We can already see how developers can buy more height from Council by using Voluntary Planning Agreements Heritage not being protected or preserved in the nearby Mill Hill There is already severe traffic congestion on Oxford St & I do not believe council have made an effort to curb that problem which should be a priority before anything else. It affects the whole area. Has it ever occurred to Council that maybe I also like living next door to Centennial Park? That I do not want to be pushed out of my home & business for the sake of MORE big buildings in Bondi Junction? Council have plenty of high rise in the commercial centre of Bondi Junction and that is where these buildings should stay. Our elected councillors should be listening to residents and small business owners like me, not listening to the demands of a developer who just wants to build more & more ghettos without any real concern to those who already live here and enjoy the village atmosphere and a less bustling lifestyle. I sincerely hope our councillors will think carefully about what they approve for the area and take my concerns into consideration.

When NSW Premier Mike Baird is trying to pass 300m limit and lifting Sydney's skyline, 10km away from CBD, the nearest local council, Waverley is trying to ease some people's fear that 30m high building "will tower over residents."

When the rest of the world including Melbourne and Brisbane can easily handle 90 and even 100 storeys, in Bondi Junction its funny that someone still mark 10 storeys as "high rise" and try to pull it down. In fact 10 storeys is something that can only be judged as "low high."

Please read the enclosed report = Sydney needs to soar to new heights. "When we talk about tall buildings, lets extend our scope beyond Sydney CBD". Parramatta, 40km away from CBD is trying to catch up, though they bowed to aviation authority rules to reduce the proposed 306m aspire/tower. They still stick it to a maximum of 243m high. Epping, Hurstville, Eastwood, Randwick, many traffic hubs are breaking those self disciplined cut of date height controls, trying to build as high as possible. It's a competition for capital and talent in the round of precinct plan. We urge our council can lead us to win this battle.

West Oxford Street Bondi Junction develops is a good opportunity. The land is very precious, make full use of land is the key factor for the plan. Take the example of forum, It was originally granted 10 storeys and 66 apartments in 2009, but last year, after council gave a fair go, it increased to 126 units



<p>and 14 storeys. On the same land, with only a bit of policy change, 60 families (nearly double the original) happily moved in their dream homes. The facts show those later extra 4 storeys do not bring any inconvenient to the public, but the precious land gets its full potential.</p> <p>This is a "win win" excellent decision our council has made! We wish council can move on and lift Bondi Junction's skyline a little bit higher, because the sky is blue too in Waverley.</p>
<p>This is the main business area with most shops and service facilities in the west of Oxford St. Most buildings here are over 100 years old and need urgent re build and face lifting. That is why all support councils effort to redevelop this area, but newly published precinct plan draft make us very upset with the outcome of the drafts that have been presented.</p> <p>The Proposed maximum building height (3-5 storeys, 8-15metres FSR 0.9:1) and (3-4 storeys, 9.5-17 metres FSR 0.8:1) which this makes it very difficult to develop because:</p> <ul style="list-style-type: none">- The average house in Bondi Junction is already near 2million mark, with one or two storeys more it makes it very difficult for a developer to make profit at this price.- Most owners will not sell their properties in a golden area and position at a low price. <p>This is why only with policy incentive can solve the difficulty, though we are owners in the traditionally and currently busiest area of the west Oxford Street we just need a fair go policy and be equally treated as (BLOCK 1), (BLOCK 2), (BLOCK 3).</p> <p>With the proposed maximum building height of 6-10 storeys, 20-30+metres and FSR of 3.5:1 the width of (BLOCK 1,2,3 & 5 is just around 300-400 metres, this is not long enough to make the height difference. With similar height all these blocks will look more cosmopolitan and bring more business and residents. Will it be too high?</p> <p>No, as population grows "high rising" is a MUST and trendy. Compare with city's plan to build 70 storeys block, 10 storeys is just meeting the medium to low level and expectations to make west Oxford Street as a cosmopolitan look. Will (BLOCK 5) commercial area up to 10 storeys block the sun light of residents in Grafton Street? We know some residents are worrying about this, but sun rises from the east and reach them first. Also if the height control goes to 30 metres this will mean their property value will go up.</p> <p>Dear policy makers, you have a good chance to change the face of (BLOCK 5). Should you hesitate to make a tough decision the problem will still be there. Maybe wait 10 years to review the policy, but by that time the property price will go even much higher and the old faced (BLOCK 5) will become a hotter potato</p>
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<p>I am a qualified architect who has grown up in the local area and thus witnessed a lot of change to the Bondi Junction precinct. I think many planning mistakes have been made in the past and I am strongly opposed any high rise in West Oxford Street.</p> <p>In recent years this area has become a 'hub' and developed a genuine community feel which is sorely</p>



lacking in any other part of Bondi Junction. I urge council to maintain the low rise, community feel and heritage character of the area for future generations.

I am a long term resident of Bondi (over 12 years). I love this suburb and all its surrounding areas and I am a frequent shopper in the West Oxford St precinct.

I have seen you plan and I am pleased and happy that you are applying thought as to how to make that area more user friendly and consumer appealing however please do not forget the history of the past and the residents and shop owners who have served Waverley thus far.

Your plan to widen the footpath along the northern side of Oxford Street by 3m concerns me greatly. There are shops along that strip who have been surviving the grand development of Westfield's, battling along, serving the community for years/decades and you will be robbing them of a future whilst also robbing their faithful customers of a valued service.

For example between York Street and Nelson St on the northern side there is a fantastic antique business which has been in its premises for an incredibly long time. Maya Michael antiques, they offer a complete restoration service of antique jewellery and are truly a diamond in the rough in terms of quality products and service. In a world that is become far too consumerist and fast paced for my liking, I believe that we must celebrate diversity and history and be grateful for those who have served us so far. I for one would have no idea where to go for this kind of service if this business become obsolete.

I DO NOT WANT Bondi and the precedent of Waverley to become a cookie cutter version of modernity like Bondi Junction Westfield's and it's flashy stores and glamour brands. Not all residents want these types of opulent, sterile stores.

Please re consider your decision to widen the footpaths along the Northern Strip of Oxford street as truly valued and loved businesses will lose their premises and their place in our district.

I have lived in the Bondi Junction area for over 30 Years . I love the conveniences ,and atmosphere of the area. Families of all ages and generations live here.

To still have such an area , with the old homes and Heritage buildings , Village shopping ,and near to Centennial Park Lands , is very rare , and I feel we must be very careful with future changes and plans, or we will lose this very unique community area of Queens Park , Mill Hill , West Bondi Junction .

I have attended your meetings, and studied the proposals that have been suggested ,for this West End of Bondi Junction. I like the idea of improved footpaths, for pedestrians and cycling safety. More tree plantings ,as long as they are not under power lines. To achieve these plans ,and not overdevelop this area / I am concerned that Council is being rushed into approving development plans . I ask Council to listen to what the Residents enjoy, and appreciate now , and what the Residents want to be achieved here in the future.

I LIKE WHAT IS HERE NOW . Families of different ages ,living in new / heritage homes , These homes are loved and cared for, and some have been updated . Various specialist small businesses, services , which are easily accessible , and thriving in the Village atmosphere. ,because they are supported by all who live nearby

Good access to the bus and train services. Safe , quiet streets to walk along , even alone ,day or evening. Car parking and street access. Low rise buildings . The Sunshine / Open Spaces. Wind tunnel is minimal, compared with other areas of Bondi Junction . MY CONCERNS / AND WHAT I AM NOT IN SUPPORT OF / Allowing an increase of Residents in the area , that will occur if the LEP of 2012 is allowed to be changed

PLEASE NO HEIGHT CHANGES ALLOWED IN THE AREA .. NO CHANGES TO THE LEP of 2012 . I am against the development of apartments etc on the R M S Land . / and the land in OXFORD STREET that adjoins this area . Any buildings being developed , that may create a WIND TUNNELL , or LOSS OF SUNSHINE ,to the area. NO DEVELOPMENT of 6/9 STORY BUILDINGS TO BE ALLOWED near the existing HERITAGE HOMES and SHOPS.. I am against increasing OXFORD STREET to 4 Lanes of TRAFFIC , and traffic changes to SYD EINFELD DRIVE / GRAFTON STREET / LESWELL STREET . I request a PROPER TRAFFIC STUDY be conducted for the area. More residents here , will lead to more outside Visitors, which will then encourage thugs to the area , and the safety of the locals, young and old, will be at a much higher risk than it is now !!! I feel a HIGH RISE JUNGLE is being created in East Bondi Junction // PLEASE DO NOT LET IT CREEP ALONG OXFORD STREET , TO WEST BONDI JUNCTION !!!!! The Forum development is far enough . This has not created an atmosphere we want ./ so many apartments still for sale , and 4 Empty Shops still untidy and unfinished ..

I want to keep the appealing Village atmosphere , we have here now , that Families live in , and enjoy , and we can create improvements for FUTURE GENERATIONS TO ENJOY HERE !! PLEASE DO NOT ALLOW THIS UNIQUE VILLAGE AREA TO BE OVERDEVELOPED .. THE LOCAL RESIDENTS and BUSINESSES DO NOT WANT THIS DEVELOPMENT . THE DEVELOPERS DO NOT LIVE HERE and THEIR AIMS are NOT WHAT WE WANT TO GET !!! PLEASE LISTEN " LESS IS BEST . "



This is a letter of objection to any proposed development outside of the local LEP guidelines in the West Bondi Junction Area. The proposed changes to height limits the council is proposing in the document titled " West Oxford Street Design Charette: Summary Report and Recommendations" are not acceptable. Of particular concern is the proposal to have high rise development opposite Centennial Park gates. I am objecting to the proposals regarding changes to heights and building density on Oxford Street before council because they will lead to wind tunnels, loss of solar access in the area, increased traffic flow and increased density in the area. Even if limited or no parking is proposed with high rise development there will be an direct impact on resident parking. And where are the schools to support proposed increases to the population in the area? Residents have not been supportive of development outside of LEP guidelines so it begs the question why is council so intent on supporting developers in this area? Council have not be forthcoming or transparent on why development and developers are supported in the area. It leads to the question what are the benefits for particular members in Council? Council are supposed to represent the constituency they represent yet engagement to date has been superficial. If this is about money from developers then perhaps the residents should decide what the annual council budget is not spent on in order to avoid developers influencing local development?

I am writing as a resident of Bondi Junction to share my concern with potential developments that may arise from the " West Oxford Street Design Charette: Summary Report and Recommendations"

The principle reason for my concern is the recommendation from the report that states;

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.

The current LEP for this area has a height limit of 15 meters and by any reasonable estimate a building of 9 stories would be at least double this height. I do not believe that this is a suitable development for the western end of Bondi Junction because its scale is significantly taller than any other buildings in the area and because of its proximity to Centennial Park.

A building of this height would have a negative effect on the amenity of the suburb, causing significant shading throughout the day, complication of vehicle and pedestrian traffic and a precedent that would no doubt see a raft of similar development applications to capitalise on the exiting low-level holdings of the area.

The proximity of such a building to Centennial Park would be detrimental to all visitors to the park, not just to local residents. The taller buildings on the eastern side of Mill Hill Rd and further east are currently visible from most areas within Centennial Park, despite being hundreds of metres from the parks eastern boundary. A building of such height built tens of metres from the Woollahra gates would appear as if a part of the park, ruining the beauty of this public reservation.

In simple terms I object to the current recommendation to change the existing LEP to increase height restrictions for West Oxford Street Bondi Junction and implore you to put aside this recommendation. I do support your quest to improve the area and enjoyed many of the ideas proposed as part of the design charette process, but please contain the enthusiasm of developers to maximise the vertical potential of their land holding - as an error of judgement now will be irreversible.

I have lived in Bondi Junction for many years and are concerned about the proposed development plans for the West Bondi Junction Area. I hope that council takes these concerns seriously because at the end of the day you are elected members of the community and should represent the views of your local electorate. If our concerns are disregarded I do not like your chances of being re-elected. My concerns are as follows:

- The changes to height limits proposed in the document titled " West Oxford Street Design Charette: Summary Report and Recommendations" are too high;
- The impact on sunlight and shadows from the proposed high rise buildings;
- High rise developments will lead to more wind tunnels in Bondi Junction;
- The impact from increased traffic in the area;
- More apartments will lead to more cars parking on the street. In modern apartment buildings the number of resident cars far outnumber allocated carspaces. Note a lot of terrace homes in the area do not have a garage and will be competing for local carparking space on the street. Finding a parking spot on the street is already a serious issue for the local area;
- Increased noise impacting what is currently a village type atmosphere;
- A bigger concern and focus for council should be cleaning up the ugly/dirty streetscape of Spring Street!

As a resident I write with concern regarding the 'West Oxford Street Design Charette Summary Report and Recommendations'.

It is clear from this document that strong concerns raised by the community around complying with the existing LEP, particularly with regard to building heights, density and traffic volumes, have been largely disregarded What makes West Oxford Street Bondi Junction so special today is the sunny, low-rise



<p>village streetscape, heritage buildings, parks and thriving specialist shops and venues leading to Centennial Park and neighbouring Woollahra.</p> <p>The stretch of Oxford Street east of Denison Street is cold and windy at most times. West of Denison Street, Oxford Street is for the most part sunny and light. This is thanks to the drop down in building heights that the existing LEP enforces. Changing this LEP to allow for buildings of six to nine storeys as recommended in the document will create one long CBD / George Street-style wind tunnel right alongside a heritage residential area and Centennial Park. Centennial Park should remain the true 'icon' not a new incongruous high rise tower deemed to be 'iconic' to allow extra height and density for the benefit of a developer.</p> <p>Increasing residential and commercial density in the West Oxford Street area will significantly add to the already congested traffic situation. The recommendation to close York Street and create an access point / roundabout at Syd Einfield Drive and Grafton Street will make Grafton Street and my street Leswell Street even more of rat run. Increased density will also put significant pressure on local amenities, in particular local schools, which are already stretched to breaking point.</p> <p>I agree that there are definite opportunities to improve traffic and access in the precinct but I don't agree that adding height is a necessary corollary to this. Bondi Junction is already home to an ever-growing number of high-rise towers making many areas cold, dark and windy. In the interests of giving our suburb some texture and variety, particularly in the context of Centennial Park would it not be wise to keep West Bondi Junction as an area distinguished by low-rise, heritage, light filled and tree-lined spaces and specialist retail offerings?</p>
<p>I have studied council plans for this area. I am concerned that this area will become a developers treasure trove.</p> <p>The area is slowly evolving into a village like atmosphere akin to Queen Street Mall and Double Bay. The shops are doing well and some cosmetic improvements, planting trees, footpath improvements etc. will be welcome. This will not be achieved by high rise on Oxford Street and Grafton Street, especially near existing heritage sites and icons like the Nelson Hotel. We will strongly oppose 6 - 9 storey developments and widening of Oxford Street to accommodate such developments. Traffic is already chaotic.</p> <p>Further high rise with diminished sunlight, wind tunnel, noise etc. will be the order of the day. Council certainly should not change the 2012 LEP.</p> <p>I live at 268 Oxford Street Bondi Junction and developments on Oxford Street and or Grafton Street will impact severely on the quality of life of myself and my neighbours and reflect badly on council.</p> <p>Centennial Park will certainly not benefit from a high rise on the bus depot site. Council must not permit itself to adopt proposals that will benefit only developers as is occurring at the eastern end of Oxford Street.</p> <p>Why is council rushing WOSP recommendations when not even presented to council?</p> <p>I have lived and worked in Bondi Junction for 14 years and do not wish to live in concrete canyons. Residents must be given breathing space and opportunity to see the sky.</p> <p>Accordingly I am now proceeding to employ a planning consultant to fully set out our strong objection to proposed developments and applications here to.</p>
<p>I am very enthusiastic towards development in the West Bondi Junction area. But, as a resident in Mill Hill Road, I do NOT understand why:</p> <p>High rise (outside existing LEP) building in the West Oxford Street Precinct is being controlled not by Council who have already carefully considered appropriate LEP for the area but by a property developer who by definition only wants to make money.</p> <p>We can't promote West Oxford Street to be a shopping precinct similar to the Newton area – lots of life, colour and interest with limited street high rise. We are sacrificing heritage area for commercial gain. Increasing traffic in an overly trafficked area will be seen as a good outcome. Encroaching Centennial Park with high rise will be seen as a good outcome from anybody apart from the developer.</p> <p>West Bondi Junction can be a really special commercial area with lots of character and appeal and should continue to have a different, more interesting offering than what is available at Westfield. Let's engage the residents of the area to contribute to the shopping precinct and get a unique Bondi Junction outcome. Please ensure that the existing LEP which was carefully reviewed and put in place by Council is honoured and not contorted because of a development application.</p> <p>Please do what you have been elected to do, and accurately and honestly represent the Residents because otherwise Councillors will be seen as having sold our soul for '30 pieces of silver' (and there is enough of that in NSW already).</p>
<p>While we support more medium density residential development in the area of west Bondi Junction, we have some objections to the proposed plans. We would support any density to the level described in the LEP, but strongly object to high-rises in west Oxford Street. There are significant environmental and social reasons why high-rise development as described in the proposals is not acceptable in this</p>



<p>area.</p> <p>I have lived in the area for a number of years and believe the council and its representatives do an extremely good job.</p> <p>However, I wanted to raise my objections to the planning process and any recommendation from Council to allow high rise development in the West Oxford Street Precinct. This part of Bondi Junction has its own heritage and local feeling which will be decimated by raising the development allowances beyond the 2012 LEP limits.</p> <p>I am hesitant for number of reasons:</p> <ul style="list-style-type: none">· I believe there will be an adverse effect on the local community· Increased pressure on local infrastructure· Potential widening of streets and increased traffic in a very family orientated area· Loss of community feel and character <p>I hope you are able to listen to the community on this issue versus the developers.</p>
<p>I write to express my deep concern with the proposed development of the Waverley bus terminal - the 'West Oxford St Precinct'.</p> <p>In particular I strongly oppose any high-rise development. Building a massive development there would be an act of heritage vandalism, akin to installing high rise in the middle of Paddington. The Mill Hill area is of vital heritage value. It is imperative that any development be restricted to the 2012 LEP limits.</p>
<p>I oppose your recommendation for High Rise development along West Oxford street for the following reasons:</p> <ul style="list-style-type: none">- Increase in traffic and cars in an area already congested and no improvement in road infrastructure - widening the road is not going to help as will push the cars parked on Oxford street onto our streets to make it impossible for us to park on our own street- Safety of children in the area with increase in traffic- Change the 2012 LEP for the benefits of Developers rather than the community - the LEP guidelines do not need to change- No improvement in the community feel within this heritage area by building a modern high rise- The local primary schools are already over-capacity therefore adding a high rise will put more pressure on these facilities with no plans for new schools and services <p>I would like the council to maintain the low rise guidelines for West Oxford Street and not change the LEP for the benefit of Developers only. The community do not want high rises in this areas as this is a family orientated community and heritage area.</p>
<p>I am a twenty plus year resident of Bondi Junction.</p> <p>My wife and three children reside in the Mill Hill precinct, specifically in Denison Street.</p> <p>I oppose the council's recommendations for any high rise buildings in the West Oxford Street Precinct. Keep any future development within 2012 LEP limits</p> <p>I oppose any increase in traffic or cars or road widening for West Oxford street</p> <p>Council must maintain the low rise, local community feel and character of our heritage area</p>
<p>I am a resident in the area which you plan to as far as I'm concern destroy. I have three things to say:</p> <p>I oppose the council's recommendations for any high rise buildings in the West Oxford Street Precinct. Keep any future development within 2012 LEP limits</p> <p>I oppose any increase in traffic or cars or road widening for West Oxford street</p> <p>Council must maintain the low rise, local community feel and character of our heritage area</p> <p>Also leave Centennial Park alone</p>
<p>I live in Mill Hill Road and want to voice my concerns and fears at the proposed high rise development at the end of our street. I am going to ask you to consider the impact of the development on the long term residents in the locale...</p> <p>Mill Hill is recognised for its charm, its character and an awful lack of parking.</p> <p>The proposed high rise precinct will damage the area and worsen the parking...!</p> <p>I therefore vehemently oppose:</p> <p>Any proposal outside the 2012 LEP limits (and we know they often get bastardised anyway by developers)</p> <p>More traffic and less parking in the area and the proposal will bring more traffic, noise, pollution and exacerbate the parking problems Anything that endangers the low rise, local community feel and character of Mill Hill.</p> <p>If you don't believe that sense of community exists in Mill Hill then come and have a neighbourly chat or glass of wine as the weather improves on a Friday evening when we neighbours gather informally for a chat, a catch up, a breather after a long week and the kids play together. Come and talk to the residents and see how there is a community here who look out for each other.</p>



<p>In fact, just come and knock on a few doors in the street and in Ebley and Hough and around us and I am sure you will find many residents moved here and reside here because of the community feel and heritage character it offers. Please DO NOT do anything that will affect our sense of community - if there must be high-rise then NIMBY! The money from rates and etc can't be so important to Waverley that you wreck one of the few real communities.</p>
<p>I would like express my strong objection to the proposed development plans and highlight the following: I oppose the council's recommendations for any high rise buildings in the West Oxford Street Precinct. Keep any future development within 2012 LEP limits I oppose any increase in traffic or cars or road widening for West Oxford street Council must maintain the low rise, local community feel and character of our heritage area I also have concerns and oppose the following: The plan to relocate the bus entry and exit points from Oxford St to York Rd will cause severe traffic congestion. York Rd is packed during peak times as it is. How much worse will it be once commuters are competing with buses entering and exiting the depot via York Rd? The plan to close the roadway between York Rd and Syd Einfeld Drive (to give the land to a developer) will also cause major traffic delays for people travelling north and south along York Rd.</p>
<p>I oppose any high rise buildings in West Oxford Street Bondi Junction</p>
<p>I am writing to oppose Council's recommendations for any high rise development/changes to the 2012 LEP limits in the West Oxford Street Precinct. The thought of allowing increase to building height limit horrifies me as once the developers get the green light to go over the existing height limit we will see West Oxford Street be totally transformed over time (starting opposite the Bus depot) to resemble what is now happening in Chatswood - a high rise jungle! Down the track can see developers will have open slather to develop all the way along on both sides of West Oxford Street - high rise buildings will take the place of local shops/cafes and walking along this part of West Oxford Street in the sun will be replaced by a dark, long cold wind tunnel - this will eventually have small businesses leaving our area which in turn will ruin our beautiful village/community atmosphere. Gone from the existing quaint cottages, cafes and shops will be our much needed light/sunshine which will be replaced by overshadowing - just look at The Forum building on Oxford Street (they built up another 4 floors from the original plans that were submitted to Council). Developers when given an inch will take a mile - they want to get every last cent from their development site and really don't care about anyone or anything else in the neighbourhood i.e. our heritage area, the importance that light and space has on every person who lives, works and socialises in this area - this will be taken away from us. Also, the planned increase in height limit should not and must not be allowed to occur so close to our beautiful Centennial Parklands. Can you imagine going to the park and looking up to see tall buildings towering over and being very (highly) visible - an ugly thought. I also oppose any increase in car traffic or road widening for West Oxford Street - we have enough traffic congestion/pollution already and we don't need it to be made worse by putting in a dual carriageway - not needed in this area! Council MUST maintain the low rise, local community feel and character of our heritage area. Council MUST keep any future development for West Oxford Street Precinct within 2012 LEP limits, thank you.</p>
<p>The proposals for drastic change to this section of Bondi Junction will dramatically change the current character and low-rise buildings will be lost. The Waverley LEP that covers this area was only recently developed in good faith by Council in consultation with the community and does not need revision at this stage. Why the Council is seeking proposals to develop the area, seemingly against community wishes.? Plans for fourteen story towers will cast large shadows, and the developers will undoubtedly pay a levy and add extra floors. This additional accommodation will create a large increase in the traffic in an already bad area, with York Road the major North South access at capacity in peak periods. This proposed development only seems to satisfy developers and not the local residents. Who are our elected representatives on council representing, the community who elected them or the developers?</p>
<p>I urge all council members to take a walk westbound from Oxford St mall to York Rd. Please notice how it changes from a cold, shady and soulless to a vibrant and sunny the further westbound you travel. Yes, a direct correlation to the reduced building height heading west along Oxford St.</p>



I am totally against any more high density along Oxford Street. The council should use the current LEP just completed and not bow the developers rubbing their hands.

With increase in density, most current infrastructure is struggling to cope with demand. This includes roads, public transport and Schools. Where is the next public high school going to be built with all primary schools bursting at the seams?

Building a block of units at the western end of Oxford St in the traffic island is also utterly ludicrous. This should be left alone to allow for future road and traffic adjustments. The mayor and councillors keep on talking about light rail for Bondi (heavy rail is really the one solution). If the push for light rail goes ahead, then the bus terminal might be needed to house and service trams. Perhaps it will have trams on ground floor and buses on a second level. If you develop the bus terminal you will lose that kind of flexibility.

I believe ratepayers should have been given option 4 during the Design Charette phase. That being, "Leave as is".

I am writing to express my support for the 2012 LEP and for some of the measures included in the West Oxford Street Design Charette Summary Report and Recommendations.

I support measures to improve pedestrian and cyclist safety – particularly at the Grafton Street crossing where my young children and I have experienced too many near misses, two of which came close to ending tragically. Increased pedestrian safety would also be welcome around the bus depot entrance on Oxford Street, and the north east perimeter of Centennial Park.

I also support measures to calm traffic along Grafton Street, and would welcome consideration being given to traffic calming in Mill Hill Road. Mill Hill Road is very narrow and many children live on the street. Unfortunately, it is also used by people to dodge traffic on Denison Street, particularly the intersection with Oxford St. I request that council please consider installing 40km speed limits in Mill Hill Road and 'local traffic only' signs. (The proposals in the report will likely significantly worsen current problems – see further below.)

I also support consideration of better 'connections' within and between this and neighbouring LGAs, and hope that the focus will always be on public transport, pedestrians and cycling. Measures that favour reliance on cars and could induce more traffic should be avoided wherever possible. I also support proposals in the report for more tree planting. However, I wish to express my deep concern and strong opposition to several of the proposals contained in the Report – outlined below.

Height limits and FSRs

I am particularly concerned by the proposals to increase height limits and FSRs, to widen Oxford St, and to allow tall buildings to be built including on the perimeter of Centennial Park. The report refers to 'testing' current LEP and DCP controls, but the design proposals involve substantial changes to them – in two cases doubling the height limits in the 2012 LEP and doubling many of the FSRs. This information is shown at the end of the report on page 47 when it should be a feature of the executive summary. Shadow diagrams should also have been included to make the impacts clear.

No solid justification is provided for doubling the current height limits - set in the very recently developed and adopted 2012 LEP. There are vague statements about creating a 'fitting threshold to Bondi Junction' and 'celebrating the western entry to Bondi Junction'. (Agree with this point - I think that the existing, low-rise, sunny, village feeling in western Oxford St should be celebrated and preserved.) There are also vague references to government policies such as the Metro Strategy though these do not appear to have prompted the design charrette process. The real reason for the process seems to be to allow significant new development on the proposed 'key site' – which features a tall new building in two of the design reports. The western end of Oxford Street has a unique village feel and strong sense of community. The lack of overshadowing by buildings on the north side of Oxford Street plays a key part in this. This village feel is not present at the eastern end of Bondi Junction, where tall buildings dominate, creating shadow and wind tunnels. Businesses in those areas are struggling. Several shops are vacant and/or have rapid turnover. By contrast, the shops at the western end of the street are thriving – but would be demolished or adversely impacted if the proposal to widen Oxford Street by 3-4 metres proceeds and height limits on the northern side are increased/doubled. Trying to re-create such a vibrant retail and café strip following redevelopment could be difficult if businesses/cafes are to look on to a four lane road, overshadowed by high rise on the northern side. The repeated references to creating a 'tree lined boulevard' do not change the fact that the proposed widening would mean more cars, taller buildings, and more overshadowing and wind.

Traffic and parking The proposal to increase height limits along the western end of Oxford Street and to allow a tall residential/mixed use building on the proposed 'key site' (located on an already busy intersection) will significantly add to traffic and parking problems. Where is the traffic and parking impact analysis? Such analyses should have preceded and informed this report, rather than being a next step. Traffic analysis should certainly precede any other actions – such as site surveys and underground services – and must occur before any changes are made to the LEP or DCP.



While the report recommends a number of specific traffic investigations (e.g. in relation to the proposed Grafton street roundabout and changes to the bus depot), there is no proposal to undertake traffic impact analysis prior to making changes to the LEP height limits and FSRs. This must happen. No changes to the LEP should be made absent robust traffic and parking analysis (including consultation with residents and local stakeholders).

The assumptions on p47 include that all parking for the new buildings will be underground – but what impact will additional cars, and multiple entry and exit points, have on local traffic? And what additional parking burden will be placed on local streets, noting that the number of parking spaces provided underground is very unlikely to meet all resident and visitor needs? In relation to the key site, recommendation 6 suggests that the site should be consolidated and then the feasibility of its use should be tested. Surely this is the wrong way around? Our crowded streets are already at capacity in terms of traffic and parking. Changes are required now to address this (even without any new development). A rethink of council parking policy is long overdue: e.g. we need stronger incentives to discourage dual car ownership. Current parking permit prices are way too low for second cars. We simply cannot fit two cars per house.

New residential development in this tightly packed area will further exacerbate this issue. Before the process goes any further, detailed traffic analysis should be undertaken to test which proposals are feasible. This should precede and inform any further consultation and decision making.

Heritage- It does not seem possible to achieve the proposed level of development while also achieving the stated objective of not creating adverse impacts on surrounding heritage conservation areas.

Waverley Together 3 and Delivery Program 2013-17 have many laudable objectives – e.g. respecting the sense of identity of Waverley's villages, recognising respecting and protecting heritage values, and prioritising the pedestrian experience. Many of the report's recommendations seem to be at odds with these strategies.

Efforts at the Forum development to retain heritage features have not been successful – lip service only has been paid to heritage values with the partial retention of facades. This makes a mockery of heritage protection. There is a concerning reference on p44 of the report to providing (through the VPA policy) 'development incentives in return for cultural assets'. I strongly oppose investment in public art as an 'offset' for tall new buildings on the perimeter of Centennial Park. Such decisions should be made on the merits – not 'offset' (in reality bought) by developer contributions. Also of concern is the reference on page 43 to reviewing heritage listings (this is the action shown against the recommendation of preserving heritage). Such listings should be honoured and strengthened if need be, not watered down.

Centennial Park

Our forebears showed such foresight in dedicating Centennial Park and protecting it from encroachment by tall buildings. I am very concerned about the impact on Centennial Park of the proposed development on the Key Site. What precedent will this set for other development on the perimeter of the Park? Any further consultation with the community should be upfront in providing shadow diagrams and illustrations of how new development will impact amenity within the Park. Genuine consultation?

I am also concerned by statements in the report that seem to suggest that the council has already decided, to a large degree, what the next steps will be. The 'urban vision' on page 51 reads as though decisions are largely locked in:

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....

What if this vision is not what the residents and local business owners want? Nowhere does the report contemplate that the process could be fundamentally rethought, if that is what stakeholder feedback or traffic analysis indicates. Instead, the next steps are to revise the report in light of the consultation process and then to adopt it.

I do not oppose all development and recognise the benefit of infill development close to public transport hubs. However I think the community deserves evidence-based analysis of the options and transparent decision-making processes that put residents' interests ahead of developers' desires.

Please adhere to the existing planning controls – rather than just using them to 'test the appropriateness of each concept' in the report, as is suggested on p11. The controls are recent, appropriate, comply with the planning legislation, and accommodate existing population growth targets. They should be adhered to unless there are compelling reasons to alter them - more compelling than the reasons outlined in the report.

I wish you well in your deliberations and hope that you will act in the best interests of the people who



live and work in the area.

I am a long-term owner and resident in the Southern end of Mill Hill Road, Bondi Junction, along with my wife and 2 children. I write to pass on my objection to the proposed development plans for the precinct.

I oppose the council's recommendations for any high rise buildings in the West Oxford Street Precinct. Keep any future development within 2012 LEP limits

I oppose any increase in traffic or cars or road widening for West Oxford street

Council must maintain the low rise, local community feel and character of our heritage area

A couple of local observations:

I find it hard to believe any of you have wandered the streets of Oxford, Ebley, Spring or Denison in even a minor southerly (or indeed breeze from any point of the compass) without getting either:

blown off your feet,

copping an icy blast of horizontal rain

an icy chill,

your skirt blown up around your head,

your shopping getting blown from pillar to post

your umbrella turned inside out; or

your dry cleaning strewn about, tearing your fingers to pieces?

And you want the same phenomenon to occur even further West?

Forget about obtaining a car spot now, let alone with one thousand more residents.

Don't get me started on the shade, the moss, the damp, the lingering wet that occurs as a product of NO SUN ON ACCOUNT OF HIGHRISE BUILDINGS. Don't get me started on the empty coconut shells discarded by the dozen either, but that is for another day...

Oh, and of course, the traffic – you cannot tell me that more multiple stories of local residents will IMPROVE IT? Give me a break.

As an aside, I'd love to meet any potential resident of the proposed building on the nature strip adjacent to Ocean Street and Syd Einfeld Drive. What are they, avid peak-hour car spotters????

I'd also hazard a guess those Woollahra residents on the Northern side of Syd Einfeld drive won't be too happy when they realize their privacy is eroded by many sets of eyes looking into their yards.

Bondi Junction has an ugly town centre surrounded by far more attractive areas along Oxford St leading to Centennial Park. The beautification and improvement of Bondi Junction should start by taking advantage of those areas (like West Bondi Junction along Oxford St) where street life and village atmosphere has established itself, and extending that into the heart of the Junction.

High rise construction, if it goes ahead, will do just the opposite. It will extend the ugliness and urban blight of the heart of Bondi Junction West along Oxford St and destroy the green shoots of renewal which are already visible.

I moved into the neighbourhood in 2008. I am writing to strongly object to the recommendations submitted in the West Oxford Street Design Charette. The proposed changes to the West Bondi Junction precinct are alarming, unsympathetic to the area and short sighted.

I love my neighbourhood. We have great neighbours, architectural interest, wonderful cafes & businesses and a friendly atmosphere. On a beautiful sunny day, the sense of community is out in full force. The defining characteristic is an old school neighbourhood feel. This can't be manufactured.

The Charette wants to install a high rise building to take advantage of the Centennial Park views. That only addresses one aspect - money. Short term developer money. Short term financial gain during development but the area is unable to support the traffic, extra vehicle parking & basic infrastructure.

What about the permanent impact on the local surrounds?

Alarming is the prospect of:

no sunlight;

wind tunnel effect;

poor visual appeal;

devoid of atmosphere & character;

no significant landmark other than another soulless high rise;

loss of visitors;

closure of small businesses.

How is a high rise considered a better introduction to Bondi Junction? Right now, West Bondi Junction is a destination. People (and their money) tend to stop if there is something interesting. If it changes to a corridor of high rises, why would anyone want to stop there? Or loiter? The friendly atmosphere would be gone. Passing traffic will have no incentive to stop. "Please drive on thru, do not stop, there's no reason to stop, wait till you get to the next suburb." Please leave the current LEP alone. Developers should not have such sway with Council.

Another factor is the impact of such a development on Centennial Park. Living in a high density area, I consider Centennial Park as my backyard. It is a beautiful escape. Seeing a high rise building on the



<p>landscape will destroy the whole ethos of the Parklands - a sanctuary. Council is supposed to protect the parklands now and for future generations.</p> <p>A side issue: trash bins! Between the Paddo gate of Centennial Park & corner of Denison & Oxford, there is not a single bin on the south side of Oxford Street. On the north side there is a bin on the corner of Nelson & Oxford but a very long stretch to the next bin in Oxford street mall area . Considering the thriving businesses within these few blocks, not a bin to help dispose of trash thoughtfully. I live just off Oxford Street, it is disgraceful how much trash is thrown in the "green" strips for a lack of a bin! Then when council sweepers come through, only the paved areas are cleaned and not the actual grass areas.</p> <p>The Paddington Reservoir Gardens, corner of Oxford & Oatley Streets, Paddington is a lovely example of beautifying & enhancing the existing architecture. It has now become a signature plot in the landscape that people remember.</p> <p>Also, The Grounds in Alexandria. People flock here for the atmosphere - a sympathetic capitalisation on the existing architecture & new business. They have a beautiful balance of the old and new. We've all heard the advice for people who are thinking of renovating, "live in it for a year and then renovate". Please listen to the residents! We live here! Thanks for listening!</p>
<p>I am a homeowner at.... and directly impacted by council's plans for west oxford street. I have spent time reviewing the design charette and wish to provide the following feedback :</p> <p>I oppose the council's recommendations for any high rise buildings in the West Oxford Street Precinct. I believe any future development should be kept within the 2012 LEP limits</p> <p>I oppose any increase in traffic or cars or road widening for West Oxford street. Traffic in the Bondi junction area is already intense and the answer is not further development and road widening but seeking to limit exactly that to protect the existing amenity of the west oxford street area.</p> <p>Council must maintain the low rise, local community feel and character of our heritage area. The 2012 LEP provides for plenty of development centred further east and focused there. Council should be protecting this plan not increasing the spread of high rise that dramatically impacts the local community.</p>
<p>As residents (owner/occupiers) of Bondi Junction since January 2001 we have followed the recent West Oxford Street design process with great interest.</p> <p>Whilst we are not against improvements to the Waverley local government area, Bondi Junction in general, and West Oxford Street in particular, we do feel strongly that Council must maintain the low-rise, local community feel and character of our heritage area, and keep any future development within the 2012 LEP limits.</p> <p>Specifically we are strongly opposed to recommendations for the development of high-rise buildings in the West Oxford Street precinct, and in particular on the Waverley Bus Depot site.</p> <p>We also oppose proposals for road widening of West Oxford Street and any other developments that would increase traffic or cars in this area.</p> <p>We hope that our feedback is taken into consideration as the next steps unfold.</p>
<p>I would like to express my strong opposition to any plans to build high rise buildings in the West Oxford Street Precinct.</p> <p>My family, including our two small children, are one of the few remaining residents of this part of Oxford Street.</p> <p>We are concerned that any road widening or high rise residential development would affect us greatly on many levels. It's not just the increase in traffic and noise pollution that this would bring that is my primary concern. I cross the Oxford Street/Nelson Street lights daily to take my child to school, as do many people in this area, and I have already seen too many near misses on this intersection. A significant increase in traffic here would be positively frightening.</p> <p>I understand that some development of this area is inevitable but please keep any buildings within the 2012 LEP limits or our north facing sunlight would almost certainly be affected, if not disappear altogether.</p> <p>We live in this area as it has a lovely village feel to it. If this was taken away I fear the family friendly environment would be too.</p> <p>To any outsider, the West Oxford Street Precinct one of the few parts of Bondi Junction that is worth saving, please do not destroy it.</p>
<p>As a new owner and resident of, I am writing to make you aware of my strong objection to the proposed plans for West Bondi Junction. Having lived here for some months now, I am impressed with the village atmosphere walking down to and along Oxford Street. The low-rise sunny streets are a sharp contrast to the melee of high rise at the eastern end of Bondi Junction, which have provided nothing aesthetically, but produced over-shadowing and wind tunnels. I believe we should retain and improve the existing streetscape of West Bondi Junction and my reasoning is detailed below:-</p>



1. Height Levels

I oppose any increase to the zoning height/FSR adopted in the LEP dated December 2012 for the western end of Oxford Street . Such increases will result in loss of sunlight and wind tunnels: they will give free rein to developers to erect 9+ storey towers and other constructions unsympathetic with the village ambience of West Bondi Junction .

2. Traffic

The plan recommends the removal of the staggered crossing from York Road to Ocean Street and proposes Oxford Street be extended to the gates of Centennial Park: it will then be necessary to turn left into Oxford from York and then right into Ocean. This is a major intersection and, by eliminating the staggered turn, further banking up of traffic in York Road will ensue. In addition, when travelling east, there will be more congestion, when having to turn right into Oxford before being able to turn right again into York, if the staggered crossing is removed.

There is a further proposal for several pedestrian crossings to be installed along Oxford Street near the Centennial Park gates, which would create a dangerous environment for pedestrians, given the heavy volume of traffic, which would be further exacerbated by the proposed series of ugly residential towers all creating their own additional traffic. I oppose these changes, as they would produce increased traffic congestion.

3. Heritage

The proposed development fails to maintain the heritage value of the precinct. The Heritage Report 2004 recommends the preservation of the facades to all historical shopfronts along Oxford Street be retained. I support the retaining of Heritage shopfronts and the 4 Heritage Houses opposite York Road and oppose the widening of footpaths in these areas. The proposed changes would result in the loss of small businesses. There is no need to destroy existing heritage in order to produce sensitive development.

In summary, I oppose these recommendations, which will see West Bondi Junction become a mirror image of the eastern end. I object to high rise development, which will overshadow our streets, create wind tunnels and destroy the village atmosphere we presently enjoy.

I would like to express my strong opposition to any plans to build high rise buildings in the West Oxford Street Precinct.

My family, including our two small children, are one of the few remaining residents of this part of Oxford Street.

We are concerned that any road widening or high rise residential development would affect us greatly on many levels. It's not just the increase in traffic and noise pollution that this would bring that is my primary concern. I cross the Oxford Street/Nelson Street lights daily to take my child to school, as do many people in this area, and I have already seen too many near misses on this intersection. A significant increase in traffic here would be positively frightening.

I understand that some development of this area is inevitable but please keep any buildings within the 2012 LEP limits or our north facing sunlight would almost certainly be affected, if not disappear altogether.

We live in this area as it has a lovely village feel to it. If this was taken away I fear the family friendly environment would be too.

To any outsider, the West Oxford Street Precinct one of the few parts of Bondi Junction that is worth saving, please do not destroy it.

I agree that action needs to be taken to address safety issues concerning the interaction of pedestrians, cyclists, cars and buses near the bus depot.

I also agree that widening the pedestrian bridge across Syd Einfield drive would be great for reasons of safety and amenity.

I am very concerned, however, about many aspects of the West Oxford Street Precinct Plan. The construction of new residential towers will obviously create an influx of residents and associated noise, traffic and overcrowding issues.

I understand that the plan proposes to widen and redevelop the northern side of Oxford Street, which would effectively mean demolishing the existing retail precinct. I believe this is a mistake. I speak from the perspective of someone who lives in St James Road and regularly buys her family's eggs, fruit and veg from Just Organics, meat from the Meat Store, bread from the Baker from Jaffa, pastries from The Cook and the Baker etc. I also regularly use the picture farmers, the drycleaners and convenience store.

It is one thing to write about street 'activation' and 'fine grain' in planning proposals, another to realise it. We are fortunate that the current mix of retail in West Oxford Street has organically developed to meet the needs of locals and visitors. This is not the case in other parts of Oxford Street, which have never recovered from council footpath-widening programs and the opening of Westfield Bondi Junction many years ago. This excerpt from a recent article in The Australian (5 October 2014, p8) is instructive on this point:



'Retail consultant Gilbert Rochecouste, who used to head up Chadstone Shopping Centre and now rescues struggling high streets, says shoppers want more than fashion boutiques. "Food is central to the reactivation of these streets," Mr Rochecouste told The Australian. "It is not about fashion anymore, it's about lifestyle. Food is becoming more critical ... It's the whole slow food, slow cities, slow concepts, it's built handmade, hand-curated."

Mr Rochecouste, who was commissioned by Woollahra Council in Sydney to come up with a plan to save Oxford Street, believes getting the locals back on the streets by introducing good bakers, butchers and fruit and vegetable shops is key to bringing them back to life .'

This is precisely the mix of retail we currently enjoy at West Oxford Street, despite the proximity of large shopping malls. Please don't demolish it to build a bigger road! The reality is that what makes this part of Oxford Street successful is that its low-rise heritage character provides a different experience to the Westfield mall experience offered at the eastern end of Bondi Junction. This low-rise heritage character is also in harmony with Centennial Park.

The proposed new developments, towers up to ten storeys, are inconsistent with the local streetscape and the scale, density and impacts on adjacent residents are unacceptable.

Obviously a developer with deep pockets is hard to resist, but what must be remembered is the enormous cost of recreating a community after it's been demolished.

Could you please ensure these concerns are addressed, apply planning controls and protect our community?

I enjoy living in Bondi Junction. I particularly like the west end of Oxford Street, with its vibrant streetscape and diversity of retail options - so different to some other parts of Oxford street and a welcome contrast to the Mall end of Oxford Street (which I also like). I live on St James Road and regularly shop locally and commute to work in the CBD by bicycle.

I welcome the plans to improve pedestrian and bicycle access to Centennial Park and along West Oxford Street. A gate at that end of centennial park and the closing of the slip road to open up the triangle of currently ignored land for a cafe perhaps and a community centre would be excellent. I like the idea of a skate park or rock climbing wall - that would add to the interesting character of the area and the options offered by Centennial Park.

I do not support changing the current LEP. I don't think it is necessary to have a tall tower or towers at the end of Oxford street for it to be an 'iconic' development. The other end of Oxford street, where it meets Syd Enfield drive, is an excellent illustration of how large buildings can be the antithesis of iconic and welcoming. I don't think it is worth risking boring-looking buildings built by developers whose main concern is maximising profits rather than leaving a legacy for the residents and visitors - and much as I appreciate the efforts of the Council I don't think they have enough influence to make a tall building at that location 'iconic'. Why not concentrate on trying to have the developer build something interesting and profitable within the current height limits? I particularly think any possible VPA process at that site (the northern side of west oxford street) should not result in a disproportionately taller building than is currently allowed in the LEP, no matter how tempting the extra money is! I'd rather have less street improvements than a massive tower which is unlikely to improve amenity.

Thanks for the opportunity to contribute to this planning process.

I live in..... with my wife and children.

I am writing to object to the recommendations submitted in the West Oxford Street Design Charette. In particular the planned increase in height limits in West Bondi Junction and the 9 storey building being proposed between York and Nelson.

I cannot believe these recommendations are even being considered given the devastating impact they will have on the area. More overshadowing, more traffic, more noise, more low cost accommodation, more transient population and with this all the social problems that come with high density urban sprawl.

None of this contributes to building a community, quite the opposite. This will force residents out leaving a soulless concrete jungle with no character, no appeal and no future.

I am disappointed with the complete lack of consideration for the residents and community of this heritage area. This arrogance re-enforces the sentiment that councils only objective is to accommodate the wishes of the developer.

I implore you, stand your ground against the developer and do the right thing for the residents and community of Bondi Junction.

I am writing in with feedback on the proposed plans for West Oxford Street. Some of my feedback is positive, the majority not so supportive. I welcome council's invitation to provide feedback as a resident who lives close to the study area.

- I am concerned that the proposed area to be revamped and developed seems to ignore the heritage significance of the nearby residential area and homes. I firmly believe that urban growth and built form development can be more sensitive to surrounding areas such as the Mill Hill Conservation area and



this will depend on the attitude of planners and decision makers.

- I agree that the area needs cosmetic enhancement but not to the detriment of the existing small businesses that are thriving in the shopping area.
 - I am concerned that substantial increases in height for the built forms will bring with it loss of natural sunlight, higher density of population, more traffic, and nasty wind tunnels as evident in other parts of the junction and the erosion of a unique heritage pocket close to a commercial district.
 - I thought the options provided by the Archival team best complemented the area – more pedestrian friendly as well as adopting the communities concern against excessive high rise, changes to the LEP and consolidation of sites.
 - I believe there is benefit in cycleway but as long as adequate traffic studies are conducted
 - The proposal to develop Oxford St into 4 lanes I believe is not viable as it still needs to merge in to 2 lanes – congestion will not be eased. What real traffic studies have been done as part of this whole process?
 - Changing the entry & exit points for the Bus Depot I cannot see as possible – buses need a wide turning circle and currently on the plans we have the buses solely using the York Rd entrance/exit. Where will they turn? Already they are parked tightly to conserve space.
 - A short-term goal is to alleviate traffic congestion through Nelson & Oxford St. I cannot see how this is possible with what is being proposed for Grafton St. & the roundabout?
 - I am concerned that traffic flow in Leswell St will get congested from cars coming up from Grafton St wanting to access Oxford. Already this street is well used and tight to navigate. How is this going to be solved especially if cars want to turn right onto Oxford St?
 - I am concerned about the impact over development will have on the homes & little remaining green space on Grafton St
 - High rise bordering on the vistas of Centennial Park should not be allowed.
 - I like the idea of upgrades to footpaths and tree planting but not sure if this will be possible if there are proposals to change footpaths to accommodate cycle routes?
 - I support any initiative that helps with noise pollution and traffic calming but am not convinced by these plans that this will be the case.
 - The built forms ranging from 6-9 storeys plus are a concern. The visuals themselves will be ugly – wall-to-wall high-rise and with VPAs I know that developers can purchase more height with the endorsement of council.
 - I like the idea of improving the walkway/footbridge connection to Woollahra.
 - I totally disagree with comments in the report that the WOSP area needs more activation and revitalisation. The small businesses are servicing their locals extremely well and the general feeling is that most of these business, if the new development comes through, will mean new sho fronts and subsequently increased rents. Many of these businesses would not be able to afford to stay – council should be supporting these businesses now.
 - Waverley has already accommodated its 2036 population targets as per state requirements under the current LEP 2012. There is no need to pursue further growth targets so any increase of high-rise dwellings is unnecessary and will only be of benefit to developers who want to pursue bigger buildings to the detriment of the local community.
 - I am not opposed to well designed & sensitive urban density / development where it is appropriate – but I see no evidence that convinces me that the proposed high rise built forms as proposed in these plans are necessary or will complement the nearby heritage area. The aim is to keep these high rise apartment blocks 'close to transport hubs', where they belong...not impeding on quiet, residential areas like Mill Hill, which will happen in this process.
- GENERAL: I read a lot of reports and must say the WOSP summary & brochures were confusing and misleading, including material that should not have been mentioned as part of the study area. I feel council should be called up on that. Council have asked for my feedback and I have taken the time to contribute to the conversation. A lot of ideas in the recommendations I didn't bother to comment on because I genuinely feel that will never be enacted upon and were included merely as a fluffy diversion to the real goal of the whole charette process – so council could find a reason to exceed the current LEP 2012 and accommodate the desires of a developer who has acquired land/property in the proposed key site.

We have lived in the Queens Park are for almost forty years and in the wider eastern suburbs for many years before that. We are therefore well aware of the changes to Bondi Junction over the years and their impacts.

We have considered the proposals that Council has accepted for West Oxford St and have a number of comments.

What is the need for these proposals?

• Why has Council sought these proposals? The Waverley LEP covers this area.

• On ABC 702 on Monday 13 October, the Mayor indicated that the LEP should stand in relation to the



Bronte RSL site. Why not here?

- We've read reports of a developer buying up a number of sites in this area. Is Council being influenced by this developer?

- The Mayor also said that Waverley has met its quota for additional dwellings.

This largely unspoiled area should be preserved

- We really like this area that is still an original part of the old Bondi Junction. It contains a number of heritage sites and adjoins heritage areas.

- It has a community feel and is open, sunny and appealing, unlike the area further east that is now a concrete high-rise lifeless wasteland. We do not want more of this.

Proposals lack coherence with surrounding areas

- We are very concerned at the piecemeal approach of the proposals and their lack of consideration to any impacts on neighbouring areas, especially in relation to proposed changes to roads and traffic flows. We could be dramatically affected here in the Queens Park area.

- For example, moving all bus movements to York Rd would impede the traffic flow of this only south-north sub-arterial road in the area, especially at peak hour. This traffic would likely move to local streets in our area.

- Also, proposed changes to the York Rd/Oxford St intersection would impede the traffic flow to Ocean St, the main south-north route through the area.

- If Nelson St is closed, eastbound traffic to Westfield would have to remain on Oxford St instead of accessing Grafton St.

Saving the bus depot from major development

- We do not support major development of the bus depot site, especially if it forces buses towards the southern section of the site close to residential areas.

- The site should be preserved for any future public transport needs.

Historic Centennial Park must be preserved

- We are alarmed at proposals to tinker with Centennial Park, one of the most historic sites in Sydney. It must not be commercialised or have changes to historic gates etc.

We urge the Council to preserve West Oxford St instead of pursuing major commercial and residential development that would ruin the appeal of this area. It would not be an enhancement to Bondi Junction.

I have followed the West Oxford Street Design Charette process with great interest and note that the opportunity to submit comments on the exhibited documents closes at 5pm today. My comments in brief are contained below.

Overview

-The process was in my view contaminated because of the secretive nature of its initiation. A costly community process was begun at ratepayer expense following an approach from a developer with a history of development in Bondi Junction. The name of the developer was initially hidden from residents but it gradually emerged. It was also clear to residents that from the outset, the goal was high rise in west Oxford Street and the only difficulty seemed to be how to achieve that with some legitimacy. From the outset and throughout the process, many residents felt, myself included, that little attention would be paid to their views unless they could be used to justify the end game.

-It was clear from day one that resident involvement would be minimal. It was only as the result of an outcry from a minority of residents that council was forced to backtrack and allow earlier some form of consultation in the development of proposals. This was forced on Liberal councillors. It was not their intention from the outset. Accordingly, there was little trust in the process from the outset.

Height Limits

-The ideas on display allow high rise from the beginning of West Oxford Street. I am opposed to this. There is already high rise east of Denison Street and further into Bondi Junction. I am opposed to high rise from the west of Oxford Street. I believe that the height should start low as it does now and it should only gradually grow as you move east along Oxford Street.

-Accordingly, I would prefer heights of buildings in West Oxford Street lower than the existing 2012 LEP to achieve the gradation described above. However, the 2012 LEP is in place and I will accept those height limits. But I am opposed to any deviation from the existing LEP to allow heights greater than the LEP.

-I am also opposed generally to VIP being used to increase height limits over what is permissible.

-There is already an extensive amount of high rise in Bondi Junction which is creating wind tunnels, overshadowing and traffic congestion. To extend such development further along west Oxford Street will harm the residential amenity currently enjoyed and will destroy the village atmosphere which currently exists.

Traffic

-I am see some merit proposals regarding traffic rearrangement at the corner of Oxford St and York Rd. However, I am opposed to closing off the feeder road between Centennial Park and the island.



Oxford Street already carries a lot of traffic onto Syd Enfield Drive and Ocean St. If the feeder strip is closed off for bikes, it will create traffic congestion for people trying to exit Bondi Junction.

-I am also opposed to moving traffic off Oxford Street and Spring Street and putting it onto Ebley Street. Ebley Street is the border between the commercial and residential. Putting more traffic onto Ebley Street will have a detrimental effect on residents living in the Mill Hill Conservation area and beyond.

Traffic Island

-I am opposed to the traffic island bounded by Oxford St, York Rd and Syd Enfield Drive being turned over to high rise development. This is very close to Centennial Park and should become high rise. Why not turn this into an attractive native garden to promote biodiversity or something similar.

Waverley Bus Depot

-State government has guaranteed that there will be no redevelopment of the bus depot, as it is a necessary piece of infrastructure for public transport. I support this fully. Also, if light rail is introduced into Waverley then the land could become even more important for accommodating trams.

-Any redevelopment on this site would have serious amenity impacts on adjoining heritage neighbourhoods and Centennial Parklands.

-I agree that the bus depot is not attractive. However, I am not sure about building the administrative centre on Oxford Street as I prefer the existing low rise as you enter Bondi Junction. I fear that entering high rise as you enter Bondi Junction from the west will make it dark and may create a canyon effect. That would destroy opportunities for outdoor living as now exists in this community.

Ideas I like

-Walk everywhere

-Build with the grain

-Bring culture to the depot

-An enhanced public domain

-A comment which particularly appealed to me was: "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 set downs 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."

(Archival)

Solutions which appealed to me

SHORT TERM

-Upgrades and street tree planting to Oxford St footpaths

-In consultation with RMS, prepare a tree planting strategy for the edges and median of Syd Einfeld Drive

-Enhance streetscapes, stormwater management, improve water quality and urban heat island effect/ climate change mitigation

-Declutter public domain, consolidate signage and improve visual amenity and reinforce Oxford Streets heritage high street character

-Visual amenity, shade provision, noise amelioration, reduce air pollution and urban heat island effect/ climate change mitigation and reinforce sense of civic place

-Enhance streetscapes and amenity, encourage active transport and pedestrian activity

-Traffic calming and improved pedestrian amenity and activated street frontages

-Reinforce/ create urban boulevard

-Rejuvenate Oxford St streetscape, provide human scale building frontages and reinforce high street character and sense of civic place

MEDIUM TERM-

In consultation with RMS, reposition and widen the Syd Einfeld footbridge to improve pedestrian connections to Woollahra

-Tree planting to Syd Einfeld Dr (subject to discussions with RMS)

-Extend Oxford St to create a single 4-way intersection with Syd Einfeld Dr and Ocean St.

LONG TERM

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

Solutions which did NOT appeal to me

SHORT TERM

-A new roundabout to link Syd Einfeld Dr and Grafton Street

-Extending Oxford St to a single 4-way intersection with Ocean St and Syd Einfeld Drive

-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

-A continuous 6-storey edge along Oxford St with small footprint development up to 9 stories along the



Syd Einfield 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
- Provide development incentives in return for cultural assets
- New 10-storey development site at former traffic island north of reservoir between Syd Einfield and Oxford Street.
- 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 Einfield Dr.
- 5 – 9 storey development north of Oxford St, between York and Leswell

MEDIUM TERM

- Consolidate the former traffic island and York Rd into a single development site

LONG TERM

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

Conclusion

This charette process did not have my confidence from the start. I lack trust in the current council from personal experience and because of the relationship between local government and councillors which emerged through ICAC. The process was initially secretive and for residents, getting a say was like extracting teeth. I have no doubt council will do just what it wants to do, regardless of the views of residents, and will pick out of the submissions to justification to achieve just that. Hopefully, my cynicism will be shown to be misplaced.

My apologies also that this was a rushed submission because of other commitments and the sheer task of going through everything on the website. It is really only a partial response which I considered not sending. But I decided this was better than nothing at all.

The following comments are made on the three design options

1. Team Orange

DO NOT AGREE WITH: new gateway entry square/s to Centennial Park; proposed skate park location: high rise building at '10' (i.e. no new urban block); buildings on bus depot site, northern boundary to create "edge" (there are other ways to sort this out) awkward junction of Oxford St & Syd Einfield Drive;

AGREE WITH: Nelson Street shared zone; avenue trees (native specimens) in Oxford St where in parking lane (may not be possible along full length of the street from Oxford Mall to York Road)

2. Team Blue

DO NOT AGREE WITH: any highrise above LEP 2012; bus depot site northern boundary buildings to create unnecessary "edge" at Oxford Street: buildings in Centennial Park or any of the proposed building in the park,

AGREE: extensions of park over Oxford St between York Road and main gates (commonly known as Ocean St gates) to link into existing green triangle; reconnect with Woollahra over Nelson St pedestrian bridge, park at northern end

3. Team Green

GENERALLY AGREE:

If any changes to the reservoir's future are contemplated this structure could become either

- skate park and/or youth centre including skate park – access directly off Oxford St midway between York Road & Centennial Park main gates through brick retaining wall at location of former bus shelter recess and/or through existing main gates or pedestrian gate on York Road, or
- viewing area – high point of Centennial Parklands – could incorporate an elegant lookout (see Treillage Tower, Bicentennial Park / Sydney Olympic Park Homebush Bay)

OTHER COMMENTS:

1. Centennial Park NE corner: strongly disagree with any change/s to Centennial Park's physical boundary (i.e. no "squares" or other tampering with the fence/s and gates or their alignment) with the exception of possibly punching a hole through the brick retaining wall at the former recessed bus shelter (between York Rd intersection and main gates) as an entry to the reservoir space which could become an underground youth centre (with skylights), or with the roof removed, a skate park; Note difficulty of finding long term use for Paddington Reservoir;

2. Nelson Street: ideal as a shared zone but must not be overshadowed by highrise buildings to its north and northeast; could benefit from a large tree and threshold treatment and better pedestrian/cycling surfaces – this is a very special winter spot, especially at the cafe opposite the Nelson Hotel which is a winter morning 'hang' for cyclists and other morning people who have been exercising in Centennial Park: pedestrian overbridge ramp very difficult to negotiate tight corners on bikes – needs much better approaches both ends and wider deck; note also that the Nelson Hotel is



highly valued by the local community both for its history and scale; this should not be compromised or its form changed.

3. Grafton Street: any slip road off Syd Einfeld Drive should not meet the ground at a roundabout – very poor for pedestrians; intersections should be signalled, and as close to 90 deg as possible; a slip road further east, leading directly into Westfield's underground carpark would be better, as considered at the time of the Westfield approval in 2003;

4. Bus depot, Oxford Street (and York Road) boundaries: these do not need a defining building "edge"; much better to recommend a quality fence and some architecturally designed gates and/or columns to turn corners and mark entries; NOT the hideous and prison quality black steel tubular industrial style barricade fence currently surrounding the site. This replaced the former chain mesh fence, and it is robust, but it is a factory product, not a fence of design quality which is needed on this corner. A modern version of the Centennial Park fence (see Redfern Oval for a robust, designed, quality modern fence) with gates for the bus entry/exists set on the boundary – or possibly a setback boundary – but it should be a straight alignment! The suggestion of buses entering / leaving through tunnels under a new building is not a design solution! And we are hardly likely to get a grand archway for them, with delightful gatehouses to match the original Federation building near the entry to the site. Operationally, Sydney buses are likely to need their Oxford Street and York Road entry/exits into the future, particularly if light rail infrastructure is to be accommodated on the site as well.

5. Syd Einfeld Drive pedestrian overpass - needs much more user friendly bridge with broad deck (too narrow for bikes & pedestrians to pass) and much better ramps without tight switchbacks which are very difficult for bikes; lots of models worldwide, such as circular spirals where there is space - see photos of Praterbruecke in Vienna at

http://commons.wikimedia.org/wiki/Category:Praterbr%C3%BCcke#mediaviewer/File:GuentherZ_2013-07-12_0291_Wien02_Praterbruecke_Wegenetz_oberstromig_Radwandel_bei_S1.JPG–

a major engineering structure, but the idea of a cycleway suspended to the side (and below) the road deck works well (and could be applied along the length of Syd Einfeld Drive), and the circular on & off ramps for bikes are great! (the engineering in Vienna is heavy as it has to cope with flooding of the Danube, lighter construction would be possible in BJ); there is another great cycle roundabout, Hovenring, in the Netherlands: see <http://bicycledutch.wordpress.com/2012/08/23/spectacular-new-floating-cycle-roundabout/>. It's time to think boldly about active travel and opening up opportunities for everyone, including the mobility challenged and frail aged with wheelchairs & motorised scooters, so we can all get out and about safely and comfortably, and wherever possible, shaded by trees;

6. Street trees: avenue planting where possible in the parking lane to avoid cluttering up the footpaths; native specimens preferred for biodiversity reasons; may not have space for continuous avenue planting;

7. Osmond Lane could be taken through to Syd Einfeld Drive to link with a (new) footpath along the southern side of the expressway from the overbridge to York Road

8. York Road/Oxford Street intersection: on balance, the opportunities are better to close Oxford Street from York Road to Centennial Park gates and maintain York Road north of Oxford Street as the vehicle traffic route:

the closed part of Oxford Street could remain as a bike and pedestrian throughway, and become a forecourt area between the Centennial Park northern boundary and the green triangle: this is a much more realistic approach for gaining public space than taking "squares" from the park. Oxford Street's avenue trees could be continued, at least on the northern alignment, to maintain the historic street pattern, while the area could act as

- an entry forecourt to the reservoir complex (via the disused bus shelter niche) or

- a forecourt for a community building located on the green triangle facing south back towards the Park with an interesting rear/northern elevation to the freeway (art deco Hoyts lookalike?) and public toilets;

or

- a paved forecourt facing out to a beautifully planted triangle, possibly with levels adjusted with retaining walls to create some green open space at the high (Oxford St) level;

9. Don't set back buildings along Oxford Street, north side, from Leswell St to York Road as this would jeopardise the line of small subdivision, existing heritage shops, particularly those immediately west of Nelson St, which are some of the best and most interesting and attractive in Bondi Junction. These should be kept at all costs, and not redeveloped. They allow sunlight into this western end of Oxford St, an increasingly rare urban pattern and are an important and intact remnant of low rise Bondi Junction, and they provide lower rental shops for interesting smaller businesses;

10. Continuous street awnings are not possible at the historic Westgate House

11. Please do not promote development incentives! unless Council is very clear about its public benefit wishes – wishy washy requirements for "art" don't work!

12. Also do not provide incentives for site amalgamation; show preference for existing small subdivisions and of course, high green star rating for any new buildings;



Comment is not made about all of the 50 ideas listed in the flyer; some ideas are obviously good, such as improving and rationalising signage and street furniture (including lighting), removing ugly infrastructure such as individual meter boxes on the footpaths outside shops, making much better provision for active travel and encouragement of small businesses; any new building heights really need to take care not to darken this part of Oxford Street into a cavern similar to all the rest of this east west street as it makes its way into the Junction

Thank you for the invitation to comment by close of business today on the proposals that were developed during the Council's design charrette process.

The community has been disappointed by the council's apparent desire to bulldoze this process through, and the fact that community consultation was clearly forgotten in an initial "oversight", and that the following expensive consultation process appears to have been designed to obfuscate the community's objection to these proposals. It is unclear whether any community consultation would have been undertaken at all had a couple of councillors not alerted the community to the proposals. The refusal to allow community participation in the design charrette sessions (other than allowing one plea of a few minutes at the start of the first session), is an example of the council's lack of interest in the community's wishes. At a preceding precinct committee meeting an undertaking was given by Mr Peter Monks that community representatives would be allowed to participate in stakeholder meetings and the design charrettes. However this was withdrawn within the week when the community had organised community representatives who had made themselves available for these processes. The failure to allow community representatives to participate in the design charrettes appears to be unique to Waverley Council. Other local councils which have conducted design charrettes have always included attendance by resident representatives in their design charrettes. Their design concepts were based on residents' proposals, not based on developers' projects as is the case in Waverley. For instance, Wollongong City Council's design charrette process included invitations to the residents to assist with the designs:

Second design charrette Bald Hill Print Page
8/06/2012

Wollongong City Council and its consultants, ARUP, invite the community to attend a second design workshop or charrette on Friday 22 June to develop planning for the future of Bald Hill. The second session will focus on design principles and reviewing potential layouts for the site. Cr Leigh Colacino is keen to see more involvement from the local community in the second round of community engagement for this important project.

"After the first round of engagement in May, it was clear that people wanted changes to protect the views, be visually low key, to recognise the aviation history of the site and the beach below, to resolve parking and access, and provide clean accessible toilets," Cr Colacino said.

"Since May the consultants have taken this information, developed a set of draft design principles and held discussions with a number of third parties, including Roads and Maritime Services.

"They are currently in the process of developing draft site layout options for discussion at a three-hour design workshop on 22 June. For people who can't attend the design session, they can drop in on the team outside Bi-Lo on Saturday 23 June between 10am – 12 noon to see the options and give feedback. Alternatively, the draft design concepts will be available online from 25 June for two weeks for feedback.

"If you've got something to say about Bald Hill please register to attend the design session. You don't need to have attended the first session," Cr Colacino said.

"Following the feedback from these sessions we'll also be putting updated draft design online from 25 June."

To register your attendance at the 22 June design workshop or to find out more about the project phone 1800 657 248 or email ARUP.

In fact the dictionary meaning of charrette is:

Charrette - A public meeting or workshop devoted to a concerted effort to solve a problem or plan the design of something.

Waverley Council's design charrette has not been a public workshop...residents were expressly excluded from the design charrette workshops. In the current climate of questions raised in the ICAC proceedings of relationships between public officials and developers this process does not engender community confidence in Waverley's councillors. This "community consultation" has been a deeply flawed process which appears designed to tick a box but to obfuscate and discount the community's input.

The charade of community consultation was emphasised when the community was told that the designers would be chosen from nominations by the community, council and state government, and that all nominees would be contacted to gauge the nominee's interest and for the nominees to have the opportunity to pitch to be part of the design charrette process. The community's nominees were never contacted, so this does not appear to have been a genuine offer to allow the community to make



nominations. Again, obviously just smoke and mirrors.

The designs

It is worrying that during this process the area in the north east corner of Centennial Park was referred to by Thalys representatives as a "wasteland". That north east corner of Centennial Park is a quiet corner of native grasses and some fine ancient Ficus Obliqua (Sydney Small Leafed Fig), and other species of ancient fig trees, each of which is more than a century old.

Trees of this age are rare and are valued by our community. The fact that the corner is remote from the busiest public areas of the park makes it more valuable to us as an area for quiet contemplation, a quality which is rare in a public open space in the eastern suburbs. The suggestion that this quiet corner should be "enlivened" by privatising it to something like a "luxury spa" or perhaps a "nightlife disco" is appalling and demonstrates a lack of appreciation of the wise and generous provision of this public area by our forebears. Leave it alone.

The Mayor has stated that Bondi Junction needs a statement entrance. At present we have such an entrance. Sitting at the lights on Syd Einfeld Drive waiting to turn the corner to Oxford St, the view is of the park and trees, and on the right the little traffic island which has some fine examples of young Ficus Obliqua trees and some hakeas, then ahead are some good young eucalypts and bottlebrushes and the Waverley Council surfboard statue. The eye then travels to the line of now quite mature Casuarina trees along Syd Einfeld Drive and to the left are the trees in Wallis St area of Woollahra.

The view is of an almost unbroken line of maturing trees which is a suitable entrance for a suburb which is lucky enough to border our unique Centennial Park. It reflects Bondi Junction's hallowed context as the only mixed residential and commercial centre on the edge of Sydney's most beautiful park, It echoes the park and allows the park to appear to bestow natural beauty from itself across the surrounding areas. This will increase as the trees grow older.

[PHOTO REMOVED] Trees provide a buffer for the park and sense of extension of the park into surrounding areas. Trees provide an apt and beautiful entrance to our unique and lucky suburb adjoining Centennial Park. To suggest that an entrance to such a unique area should consist of high rise development shows a lack of understanding and appreciation of the context in which our suburb has grown. Any development should be low rise and be obscured from view by trees at the entrance to continue this sense of the park reaching out into its surroundings, and to maintain the buffer zone for our unique park. What is needed is just strategies to tame of the traffic chaos at the entrance.

To allow high rise development in the West Oxford St area will have dire impacts on Centennial Park because it will be used for parking by residents and their visitors. There is no spare parking in the surrounding streets. Any developments adjacent to the park should incorporate parking for the occupants because they will have cars even if the development is near transport hubs. And if they do not have parking they will use the park or do a deal with the park to pay for a concession for parking there. The park is cash strapped so would might allow this, to its detriment.

High rise on the boundary of the park will also create eyesores from the park. Currently the view from within the park is of trees and sky, with no buildings on the skyline. That makes it unique...I know of no other park in the inner city in which that is true. Development should continue to be gradually stepped down from the centre of Bondi Junction to the western end near the park.

If further shopping and commercial development is incorporated into the western end of Oxford St then we will have empty shops as our Bondi Junction entrance statement. You are no doubt aware that the Forum development further along Oxford St still has not managed to find tenants for all of its shopfronts despite years of advertising them.

I am alarmed by the council's failure to learn from its mistakes in the development of the area of Bondi Junction further east. It is a dog's breakfast of high rise development, concrete and struggling saplings which are replaced every few years because, like everything else in that area, they fail to thrive. It is a wasteland of concrete, wind tunnels and cold shadow. I understand that the regulatory provisions for that area which aimed at limiting overshadowing have recently been removed. That is short sighted, because it needs more sunshine not less. To further block sunshine access will make the area adjacent to the Westfield complex decline further

The West Oxford St area is thriving mainly because it has a human scale and sunshine. The government of Canberra and the ACT does not allow developments to take sunshine from neighbours and adjoining properties. All developments there have to be designed around mid-winter sun-lines to the adjoining properties. It has been recognised as the most liveable city in Australia. It is time that our council recognised the importance of access to sunshine in its decision making.

The only design produced in the design charrette which appears to understand the value of the west Oxford St area is the version of the Archrival teams' design option which is designed within the height and floor space ratios of our current 2012 LEP. (Archrival said they have two versions, one within the LEP and one without). It is therefore the only design which I endorse.

I have no faith that the council understands the essence of the current and growing success of the West Oxford St commercial area. So I ask you to please leave it alone. Do not try to please



developers...you are representatives of us, the people.

Do not change the current 2012 LEP.

There is no need to change the 2012 LEP. Mayor Betts continues to repeat a falsehood that to meet 2036 targets we need to change the 2012 LEP. If the councillors wish to see why this is a falsehood, look at the document at:

file:///C:/Users/Owner/Downloads/PlanningProposal%20(2).pdf

which gives the council's own analysis of the (then proposed) 2012 LEP. The LEP not only meets but exceeds the Sydney 2036 targets for our area. It states at Page 5:

SUBMISSION REQUESTING GATEWAY DETERMINATION

241-245 OXFORD STREET & 4-12 WAVERLEY STREET

BONDI JUNCTION

...3 - Is there a net community benefit?

The Planning Proposal has been prepared in accordance with the Department of Planning and Infrastructure's 'A guide to preparing a planning proposal' (July 2009) which provides the basis for the net community benefit test.

As this is a rezoning to permit a use otherwise prohibited within the zone, the Net Community Benefit Test is considered appropriate and was undertaken by the applicant as indicated by the first two columns in Table 1 below. Council officers have provided comment as indicated in the third column....

...KEY CRITERIA ASSESSMENT COUNCIL OFFICER'S

COMMENTS

Will the LEP be compatible with agreed State and regional strategic direction ' for development in the area (e.g. land release, strategic corridors, development within 800 metres of a transit node)?

The proposed LEP will contribute to meeting residential dwelling targets as established by the Metropolitan Plan for Sydney 2036. Council' analysis of dwelling provision in the LGA indicates that a total of 2,728 dwellings can be provided in response to a target of 2,200 dwellings. This is 24% over the target.

In terms of the loss of potential employment generation in the Centre, reporting undertaken for the Bondi Junction Centre LEP 2010 indicates projected Bondi Junction job generation at 9,551 jobs to 2031, representing some 43% over the 2,000 Jobs set in the Metropolitan Plan 2036. This proposal will possibly reduce the target by approximately 2.8% (269 jobs). In the context of the significant existing capacity within the centre to easily exceed its employment target, the impact of the rezoning will be negligible (sic) Agreed. Council officer's analysis indicates that the Comprehensive LEP has the capacity to deliver both the residential and employment targets. The rezoning of this site will have negligible impact on the employment numbers I and will slightly improve the residential numbers. Rezoning the "Stanford" residential apartment block site, should it also be included, will have no impact on employment or residential generation numbers as this is a substantial, strata titled development and unlikely to redevelop in the foreseeable future.

Waverley is already the most densely populated area in Australia and our current LEP already meets and exceeds our contribution to the Sydney 2036 targets for residential and commercial development. In summary the area needs traffic taming, more trees, and only the Archival's "soft option" design within the 2012 LEP guidelines is an acceptable design option for the development of the area. It does not need high rise development.

Please do not change the 2012 LEP. Please safeguard Centennial Park. Please allow our western part of Oxford St to continue to flourish as it is.

When asked to comment or review something, I always like to start with something positive. I have struggled, really struggled to find anything good to write about in your "West Oxford Street Precinct Plan".

I do like the ideas to plant more trees and increase pedestrian and cycle access in the area. I like the idea of increased laneways between main streets – but suggest the community would be better served with laneways that run from Oxford Street, to Spring Street to Ebley Street. I know this is outside the scope of this plan but thought I'd take this opportunity to sew that seed.

The rest of the plan is just awful! Truly AWFUL. Every time I come back to it I notice more terrible things. I am not going to list everything that I have seen that is awful with it, but I will give you enough, I hope, to see that this is really a very poorly conceived plan.

Of significant concern is the plan – intended to bring cohesion to the hodgepodge of styles in West Oxford Street - extends into areas over which Waverly Council has no control or influence. The plan touches on areas within the control of Woollahra Municipal Council, City of Sydney, Centennial Parklands and various State Government Departments or instrumentalities (Sydney Water, State Transit Authority, Roads and Maritime etc). When the purported aim of this plan was to bring together a cohesive view of West Oxford Street, by setting the context of that view on the basis of changes Waverly Council has no prospect of bringing about, you have set the project up to fail. There was an important opportunity to do something meaningful here – and you missed it by overreaching.



A cynic may suggest that the Council is in fact intentionally overreaching with these obviously awful and conflicting ideas to confuse residents making them miss the main game which is increasing the height restrictions in the area. Of all the terrible ideas in the draft plan this is the only one Council can actually deliver on. So let me be clear: increasing the WLEP 2012 height restrictions in West Oxford Street is a disaster of monumental proportions irretrievably blighting the last pretty corner of Bondi Junction. There are 51 ideas proposed and the 3 offending ideas which you know the entire Mill Hill Conservation area is against – appear as items 45 to 47. There are no corresponding numbers dots on the plan to show where these proposed changes are to occur. I can't think this is an accident (and yes I did see the note about no corresponding numbers where they relate to "various sections" but we can all see through that).

I have heard developer friends and colleagues tell me that "it will be developed" and "you need to understand the money there" and all that. I understand that but you are Councillors because you are meant to be able to step back from that and to see the value in preserving beauty, community and the environment and to take a moment and not be ruled by the mighty dollar. You are meant to be able to make these big decisions for the betterment of all and for the future. Money, jobs, the economy are important; but if you ruin this corner of the Junction so families no longer want to live in it – what are you left with? The Junction already struggles in terms of its "visual amenity" and constructing over-scale buildings in the area will irretrievably damage this.

I grew up in Europe and I can't help but marvel at what would have happened to cities like London, Paris, Rome, Barcelona... if local councils had simply been swayed by rapacious developers telling them "it will be developed" and "think of the jobs"... The guardians of these cities have restricted heights, kept developments in keeping with local environments and insisted on strict planning controls. Guess what development hasn't stopped, property prices haven't tanked and the areas have remained vibrant with strong communities.

I spent time in Bristol, a city badly bombed during WWII the city centre was flattened but buildings on the hills survived. Developers in the 1960s rebuilt Bristol city centre and it died. Ugly constructions, poor planning and awful infrastructure killed it. The nearby village of Clifton, however, remained strong and well used by locals. It was attractive, well served by public transport and easy to walk around. Buildings in the centre were huge concrete monoliths. Clifton retained its pretty village atmosphere. Developers told Bristol Councillors "think of the jobs and the money" and left the residents with a ghost town no one wanted to go to. There was plenty of "culture", "public art" and "public spaces" in the 60s plan, but no "soul" reflecting the local community. It was imported fakery and it showed. It took 30 to 40 years to remodel the city centre into something vibrant, attractive and used by the local people and reflecting the wishes of the locals. I think West Oxford Street is at that "turning point" and if Councillors allow themselves to be swayed by developers and not the Community they serve, they will end up leaving a disastrous legacy which will survive long after those Councillors have been voted out of power.

Don't miss this opportunity to do something really great – and that may be saying "You know what, the best thing for this community, for this area, is just to do very little, change only what must be changed – and plant some trees". Remember you represent this community and not the developers.

With that said, I am going to step through some of the really awful ideas in your proposed precinct plan. To help us all I am going to use the numbers on your precinct plan to guide you through my comments. I have not included them in any particular order – although I did want to contrast my actions to those of Councils and be up front about the increased height proposal.

Ideas 43 to 51 – the "Built Form" ideas are awful but especially ideas 45 to 47!

Again, let me be unambiguous about this: there is no NEED to change the 2012 WLEP.

I can't understand how the "podiums" discussed will work with the statement that "discourage large scale lot amalgamations". The only way to reconcile these two statements is either it's a crap shoot as to whether your lot is one with a 9 storey or the 6 storey height restriction, or the statement is another "motherhood" statement that will be thrown out when someone comes along with a proposal to build a block of flats that needs to consolidate 3 lots to get in the 6 and 9 storeys you have promised them. There is no place for 9 storey buildings between York St and Nelson Street. Especially not on the Southern Side of Oxford Street. Nine and six storey buildings would cast a ghastly shadow over the houses built to the south of them and as the hill drops away from these buildings to the north, the shadow effect will be accentuated.

3 Situated to the North, over-scale buildings will take much of the light the neighbourhood enjoys especially in winter. You will discourage the installation of much needed solar power and for those who have already installed it, you will reduce its effectiveness. The environmental degradation from this proposed over-development of West Oxford Street will be huge being, doubtless, constructed from concrete and blocking the natural light to the houses behind. No person involved in a decision like this could sleep easy knowing their personal legacy your carbon footprint will be visible from space!

The streets surrounding the Mill Hill Area are already congested with parking difficult, were you to layer



on top of that 100s of new residents, new residents cars, this end of Bondi Junction will grind to a halt. Apartments built in this Mill Hill Area would be in Woollahra Public School's catchment area. This school is already bursting at the seams. From my recollections the school should have around 600 students but I believe is currently at 710. Storage rooms are being converted to class rooms, and children are banned from playing running games at lunch as the playground is too small. The school could not cope with any more students. I suspect this would cause the school's catchment area to be redrawn directing those of us who are now a short walk to school to have to take to our cars to get to Waverly / or Bellevue Hill Public Schools adding more congestion to the area. Given the proposed development of units all over Bondi Junction, I wonder if council has ever considered the impact they are having on local schools. Bondi Junction is already at its 2036 population density targets and so there will be no resourcing for additional schools in the area by this cash-strapped State Government. Population plans aim to allocate scarce resources appropriately so we don't end up with areas poorly serviced by State Government Services. By ignoring this planning Waverly is leaving its residents worse off.

Idea 1 is inconsistent with idea 2 and 14 (Nelson St pedestrianisation) and 31 (preserving Grafton Street Terraces)

Connecting Syd Einfeld Drive to Grafton Street is a terrible idea.

First it would be at the loss of much needed greenery in the area. That strip of grass and trees on Grafton Street that would need to be sacrificed is used by numerous residents for dog walking and just a bit of relief from the "built environment". This changed would be hugely detrimental to the Grafton Street terraces you say you are seeking to preserve.

Secondly cars seeking to access the Western end of Oxford Street would now exit at Grafton Street accessing West Oxford Street via Leswell Street or Nelson Street.

Your plan to make Nelson Street more pedestrian friendly is a good one – but not when teamed with increasing the traffic flow to this area by creating the Grafton Street slip road. You can't increase the traffic to an area and increase its appeal to pedestrians; cars and pedestrians have never mixed well. Also, if cars don't join Oxford Street from Nelson Street, their only other access point is Leswell Street. This Street is already congested enough and this increased traffic flow would be a disaster for local residents.

Some ideas to think about: make it no right turn out of Leswell Street on to Oxford Street. Cars seeking to make this right hand turn during peak-hour can snarl up Leswell Street and the surrounding areas.

4 Finally, there seems very little point in preserving the Grafton Street Terraces if you are going to sit them on a slip road to a 6 lane road. At present these houses benefit from the sound insulation panels erected behind the trees. In order to install a slip road here, the panels and trees would likely have to come down removing the context of the houses and reducing their liveability considerably.

Ideas 3, 32, 43 and 44 – creating an urban block with a 10 storey development

This is a simply dreadful idea! I can only think this is a joke – so I am not going to comment on it further. If you need people to tell you why creating a 10 storey building on the northern corner of Centennial Park is a terrible idea, I can only think you have lost your collective minds. It would kill a good proportion of the trees on that northern corner of the park taking all their sunlight – especially in winter.

The fact that this site once was an urban block that was converted to trees, should tell you how good an idea it was / is.

Idea 4 – closing the westbound slip way

Presumably this is to allow the above urban block to be more substantial.

Putting the terrible idea of the Urban Block to one side, this is an equally awful idea requiring the oversized bendy busses 333 and M40 to turn right then left at this juncture to make their way to the city.

These are tight turns and mean that in order to navigate them these double busses would likely have to turn from the middle lane taking up two lanes of traffic. These busses form a vital part of our public transport plan for the future and redesigning this corner as you have, taking away a straight line access to the city replacing it with an impossible to navigate two-turn access is a non-starter. This decision is one for the Roads and Maritime Authority and I can't see it being made.

Ideas 5 and 6 seem very similar – perhaps they are "in the alternative"

The idea of closing the exit on Oxford Street and making all entry and exit on York Road is poorly conceived as, if you look at your own photograph, all the parked busses face north. This is because, in the main, the busses enter from the southern end of the depot on York Street and exit from the northern end into Oxford Street. There is no room for a turning circle in the depot. If your idea was to make one entrance and exit on the same side of the bus depot, the depot would lose several parking slots for the busses as they would be forced to allow for more open spaces for busses to manoeuvre in.

Again this depot has been identified by the State as a crucial piece in our transport infrastructure and council making plans that work contrary to what the State Government will be able to agree to is short-



sighted and unhelpful.

Ideas 15 to 17 – Creating new entrances etc for Centennial Parklands

The future of Centennial Park is not within Waverley Council's control. The City of Sydney and Centennial Parklands will determine what happens there. Again Waverley Council determining that it's built space at this end of Oxford Street can be bigger and more intrusive because the character of Centennial Park will change is as misleading as it is deceptive. Centennial Park has just restored the gates at this end of the park at vast expense to them. If they were really planning on a development the size and scale planned by Waverley for the park, this would be wasted money.

There does not need to be a public forecourt or angled entry or anything else into Centennial Park! It is fine just as it is. The park is well used. If you look most of the houses in the Mill Hill Conservation 5 area have little if any outdoor space, yet all of them seem to contain families with children. So where do we go to let our kids run off steam, walk or dogs.. get some much needed space? Centennial Parklands.

We do not need a cultural centre in Centennial Park!! That is not what this area is about?? Centennial Park is the exact opposite of "culture" and man-made environments. It is an open space preserved to give people a release from what is man-made right in the heart of the City. The fact that Waverley Council doesn't get that underlines why it should have no say in this vital part of our City's future.

Ideas 8 and 19 – Widening Oxford Street between Leswell Street and York Road and conflicting with idea 31

This idea has me totally confused. On the one hand we are widening Oxford Street and on the other we are making the footpath wider by 3m but in each case we are preserving the Nelson Hotel and Westgate House?

For Oxford Street to become wider by 3m, all the surrounding buildings would have to be knocked down and re-built 3m back? If people's land is to be redeployed in this way would normally require some form of compulsory acquisition process and the people whose land you are taking would need to be compensated in some way? Perhaps this is where the Council's brain wave of allowing them an additional 3m of vertical space stems from?

Alternatively if it is the footpath that is widening by 3m, this could be achieved by losing one lane from Oxford Street – perhaps all the parking on the Northern side of the road? As has been witnessed in the Paddington end of Oxford Street, the fastest way to kill off a vibrant strip of shops is to remove parking. The shops on the Northern side of Oxford Street would suffer if the parking outside their shops were removed.

Only where the footpath is widened and the parking lost can the Nelson Hotel and Westgate House be preserved. If you are increasing the building set back then doesn't the Hotel and Westgate House each have to be knocked down and rebuilt 3 metres shorter? Or are you imagining an ugly dogleg round the heritage hotel and the loss of Westgate House's front garden?

Motherhood statements generally – for example idea 33

There are a lot of motherhood statements that are rather meaningless and impossible to deliver on. I am not sure this area needs (or wants) "culture". For the most part this area is populated by families with children, especially young children (it is not called "nappy valley" for no good reason). This is a family oriented area and mostly the community wants quality of life, healthy living and access to outside sunny spaces. We want small scale growth – not to be the hub of mass-scale development. I really hope in the near future we will not discover that this council, like all political parties of late, has been receiving bag-loads of illegal funding and that this community is being saddled with over-development to feed the power-hungry dreams of a few (none of whom I note will be blighted by these proposals).

What I find ironic is the space that is crying out for Council to fix is the existing Pedestrian Mall on Oxford Street. That is a horror. It is ugly and under-utilised. It also doesn't have a developer breathing down council's neck offering cash and seeking approval to develop. There is no developer being giving encouraging signs by Council –encouraging enough to take out options over buildings in 6 the area (very Eddie Obeid!) – and so it wallows as a wasteland of cheap shops where people shoot through.

I am not against development – our city is growing and we need to allow for more residents. But this can and must be done sensitively and sensibly. Development objectives can be met with smaller buildings sensitively constructed, sited and scaled. Developers will not make as much money but everyone else will be better off. Developers never live in their legacy. The worst sort of developer comes, destroys all for the sake of a dollar and leaves with their pockets bulging. Councils are our elected guardians to only allow those developers who wish to enhance an area the possibility to do so. Don't let the irreversible blighting of West Oxford Street and the Mill Hill area be your legacy.

WHAT IDEAS DO WE SUPPORT FOR WEST OXFORD STREET PRECINCT:

- a) The inclusion of more trees, preferably saving the greenery along Grafton St
- b) A safe and user friendly pedestrian bridge linking Nelson St to Woollahra – one to accommodate



pedestrians and cyclists

c) Nelson Street does have the potential to be a shared space & we support this but sadly, if the proposals are anything to go by the area will be over-shadowed by high rise built form either side, thus no sunlight and possibly the creation of a wind tunnel

d) Cosmetic improvements to the street face/façade of the bus depot

e) Cycling pathways & access is a good idea as long as traffic reports have been completed

f) The Precinct supports the more pedestrian friendly Archival team options – they adapted their ideas around the existing shops & and village atmosphere and acknowledged objections to changes in the LEP.

g) Decluttering of the public domain, enhance the character of the area, include noise ameliorations, reduction in air pollution, promote traffic calming

WHAT IDEAS FOR WEST OXFORD STREET PRECINCT CONCERN US:a) What is being proposed indicates transformation of the area – one that does very little to enhance or complement the nearby Mill Hill Heritage & conservation area and homes and could impact negatively on what is currently a vibrant little shopping village.

b) Council is still claiming that we need to develop West Bondi Junction to meet our 2036-population target. How can council do that when we have proof that the 2012 LEP was designed to meet, and in fact exceeds, that target?

c) Centennial Park will have its views impeded with proposed high rise

d) With increased living density comes an increase in cars & traffic despite WOS being near a bus/train hub. People will still want their cars.

e) With increased high-rise buildings come additional wind tunnels, which will have a negative impact on the natural amenities of the area as well as affect pedestrian travel just as it does in Newland & Spring Sts.

f) Loss of a vibrant shopping village - with new development come new shops, which result in higher rents. Many of the small businesses will not be able to compete or afford to stay in the area. All their good will & trade will be lost.

g) Whilst working on the appearance of the Bus Depot fronting Oxford St is a positive move, there is concern that a new administration building could just make the area even busier & such a building could also be re-adapted for other business use down the track.

h) With increased density & accommodation come increased parking issues. The surrounding residential pocket included in the study area is already at its capacity with residential parking – to assume that “new residents” will not have cars or drive or bring their friends & family to the area is naïve & unrealistic. Waverley LGA already has serious parking problems.

i) The Roundabout on Grafton St whilst it could alleviate traffic flowing down from Westfield’s and getting onto the expressway could cause congestion if cars use Leswell St to access Oxford St. This street is very narrow as it is with residents homes/driveway entrances, 2 laneways and possibly much needed street parking could be taken away of this road becomes more used. Will cars be able to turn right on to Oxford St from Leswell St? We believe more traffic information is required before further progression of this idea.

j) The plans also indicate making Nelson St a ‘shared space’ but with more traffic coming down Grafton St from Westfield’s we do not understand how this idea could be safely implemented.

k) The proposed change to the bus depot requiring all buses to arrive & enter via the York Road entrance. We do not understand how this could successfully be implemented without a major overhaul to the depot. Buses need wide turning circles – there is no turning circle on the site and the system currently in place enables the buses to be closely parked together to conserve space and then exit on to Oxford St. They need to have an alternative exit to York Road and we certainly do not want to see York Rd which has lovely homes further down from the depot be impacted with additional traffic congestion. This option is difficult to understand.

l) Loss of Sunlight – based on the plans provided, high rise of 9storeys + will take away what little sun already available in the area. It will be non-existent in winter. The Mall & Spring St is a good example of how dark & damp & lifeless an area can become without sunlight.

m) Consolidating the former traffic island and York Rd into a single development.

WHAT IDEAS/RECOMMENDATIONS ARE WE OPPOSED TO

a) The precinct is opposed to any changes to the LEP 2012, which will affect the height of the proposed buildings in the area.

b) There is unanimous agreement across the community of opposition to high-rise or tower blocks that exceed the current height limit. Whilst the proposals indicate 6-9+ storey blocks it has been proven that developers can use Voluntary Planning Agreements to secure additional height with the endorsement & encouragement of council. VPAs will be blatantly exploited by the developers

c) The continuous 6 storey edge along Oxford St going up to 9 stories along Syd Einfeld, any development above the bus depot, varied FSRs to modulate built form along Oxford St, new 10 storey



site on the former traffic island.

d) The WOS community is desperate for natural light and sun. These proposed building structures will eliminate an enormous amount of sunlight in the designated area, especially winter sun

e) Development so close to St James Road

f) We do not think any ideas or recommendations should be covering Centennial Park, which is not part of Waverley Council.

g) The increasing of Oxford St to 4 lanes without proper traffic studies to gauge the benefit. The only conclusion that this would be done is to accommodate high-density built-form and would of NO benefit to the local community. Oxford St would still move from 4 – 2 lanes creating MORE traffic congestion when cars are forced to merge.

h) It appears that very little has been done by the design teams to protect this unique heritage area and its homes in a very busy, commercial suburb. There is already enough commercialization and high-rise in the centre of the Junction where it belongs. The community is opposed 6-9+ storey developments near existing heritage.

i) The consolidation of the residual land at the edge of Syd Einfeld & adjacent sites

j) The provision of development incentives in return for cultural assets

KEY RESPONSE: The community in the surrounding area of West Oxford Street is not against development and we have stated this on many occasions. However, the community is firmly opposed to any changes or deviations to the current 2012 LEP. This has been made clear from the very start of the WOSP process and consultation. This has been made clear to Councils planning personnel. This has been made clear to all councillors, especially our Lawson Ward reps. This was made very clear to the Elton's consulting group. This was made clear to the design teams. This has also been made clear to media.

Excessive building height as being proposed is not sympathetic to the nearby Mill Hill heritage / conservation area

Excessive building height as being proposed will cause enormous loss of sunlight

Excessive building height as being proposed will bring additional cars

Excessive building height as being proposed will accommodate more people with vital services such as schools not matching this increase

Tall buildings will create wind tunnels – we do not need any more of these in BJ

Excessive building height & dense formation will look cramped in such small demographic area and the entry to the suburb will look like one long brick wall.

Excessive height will impact negatively on the vistas & views from Centennial Park

Excessive height will look unbalanced and in opposition to the existing 2 storey, 19th century style dwellings and character of the nearby residential area

Excessive height & built form in the WOSP will take away any remaining open & green space that is much needed and which Council should be preserving

Large buildings do not automatically mean more desirable community living

The 2012 LEP was designed to meet, and has met, Waverley's 2036 population target. Waverley Council should cease using this as an excuse to approve more high-rise. Any increase will be unnecessary and would only benefit developers, not the community or the existing small businesses.

GENERAL COMMENTS AND OBSERVATIONS

a) It is wrong that Council still included on their plans/summary brochure design options re the Bus Depot & Centennial Park. It was clearly outside the study area. This caused continued confusion within the community when council know full well they had no jurisdiction over these areas. It was careless and reckless.

b) The original findings from the consulting group clearly indicated that the community wanted the heritage value of the precinct maintained and respected. There is little if none of these recommendations evident in the summary report which is a glaring omission. More direct concern should be given to sympathetically molding heritage with urban development in this area and currently we do not feel this has been presented

c) There are several ideas and solutions proposed which we would like to see pursued - including planting of trees along parts of the footpath (but if council change the width of the paths then this become obsolete), improvements to footpaths, improved access to parts of the existing shopping area, aims to ease traffic congestion on Oxford Street, better safety provisions for pedestrians.

d) Council should be making an effort to support and enhance the existing local small businesses in the west oxford street area. There is concern many of these small businesses could not survive if new shop fronts are erected with increased rents.

e) We do not agree with comments in the report that there is limited shop activity in the WOS area – this is incorrect and misleading. The businesses are vibrant & busy with customers and have been growing steadily these past few years with an eclectic mix of offerings.

We hope when decisions are made council will consider the impact excessive over development in the



West Oxford Street area will have on all the residents. It is a quiet part of the suburb and contrary to what council think, residents do not feel it needs a total overhaul - the shops are busy & successful and the community enjoy being part of a village like lifestyle alongside the bustling growth of Bondi Junction.

The BJ Precinct in conjunction with the Save West Bondi Junction group have worked tirelessly for the best part of year to assist and advise & support the community on these proposed WOSP changes and to try and minimize the negative impact it will have on their homes and amenities. Both groups have also made an enormous effort to work closely in conjunction with Council and staff to achieve the best outcomes for residents & local businesses. Council can rightly claim they have 'consulted with the community'....so please do not ask for community feedback and then not listen to what we want or would like to see happen. Do not spoil what residential amenities that currently exist and which are being enjoyed in order to keep developers happy & profitable.

I write as a concerned local citizen who has, and continues to contribute to Waverley Council as both a rate payer and owner in the area. On this occasion my concern relates to the blatant disregard of the community in the West Oxford Street Precinct Plan and the active charade that has been conducted by your council in terms of what was first included and now is to be not included as part of the "design charette" process.

I actively sought out to contribute to the so called "Design Charade" on the understanding that this was a cooperative process involving State (NSW Transport, Centennial Park and RTA) and council to come up with a positive plan for the area. Indeed the very concept of departments working together, rather than in silos (as is currently the case) was a further reason to agree that perhaps finally council had learnt from its errors in terms development decisions in isolation.

I participated in and attended numerous "community consultations" and council chamber discussions - whereby the community was told by your representatives that this process was for the improvement of the entire area and the council was wanting to include areas governed by these agencies to ensure that the best long term plan for the precinct was being designed and agreed. I appreciated that such processes enabled independence in thought, and perhaps enabled an open discussion on key concerns. Based on the information provided by your council, I supported the concept in principle. Indeed, whilst attending several meetings, I purposely steered clear of several cynical proponents in the community (who clearly have worked with your council before) who suggested that this was just a process for council to raise the height of the current agreed LEP, as they had been approached by developers with regards to land available on North Oxford Street. I wanted to believe in the process. So it is that you can appreciate why today I write to you as a despondent citizen that has lost all faith in this council and in particular your ability to serve on behalf of the people that you represent. Specifically my concerns relate to your statements at the recent council meeting that reversed your prior statements, by carving out the RTA, NSW Transport and also Centennial Parklands as part of the "charade", as council has no jurisdiction on this.

Your councils tokenistic effort as part of the Precinct Plan to work with them in the future (i.e. over the next 10,20,30 years) only further emphasises the charade that was put in place to justify a short term change in the LEP for height restrictions to be considered and met over the next 3-5 years.

Compounding my concern is that it was local rate payers money that you spent on participating in this charade to justify your actions. Indeed minutes from meetings on the issue prior to the start of the "charade" will prove that your community questioned the costs, however council proceeded anyway.

So it is I find myself needing to write this letter to specifically object to the Council Plan, the next step in the "community consultation" process a summary of these concerns I provide below:

- The recommendation regarding height changes to the LEP are inconsistent with the consolidated ideas as proposed by the architects and that of the community. These should not be changed from current LEP which was only recently agreed (as recent as 2012).
- The recommendation to increase heights on both sides of Oxford Street has been done in the absence of any research and up to date studies of shadows at different sunlight hours. This should be standard practice to ensure West Oxford Street is not completely covered by shadows as is currently the case for North Oxford street where several high rise residential apartments are now under construction.
- The increase of height to Nine Levels along Grafton Street and along Syd Einfeld Drive will further encroach on the historic buildings in that area. Not one consideration with respect to the history of the area was included in the final recommendation of the plans.

I appreciate issues involving developments are complex and there will always be those who are not happy with any change, but I honestly went into this process with a positive feeling that yes there can be improvements made in the area. In particular I was keen to see further integration with reference to pedestrian and cycleway access to Centennial Park, as well as traffic controls into the area - all whilst working with the idea of preserving the historic transport link nature of the area. Indeed several of the



designs in terms of the reservoir, light rail and Syd Einfeld drive access to Bondi Junction were both innovative and refreshing.

Unfortunately however, I now have to agree with the local residents who knew from the start that this was all to aid a local developer in increasing the height restriction in the current agreed LEP.

I think my biggest disappointment is that you use your knowledge of the systems and processes with respect to development regulations to record that you have performed consultation with the community. This is inclusive of my need to write this very letter (which I am sure will be filed as a response for statistical purposes in the name of engagement).

It is with this thought that I look forward to one day a council that does not consider participation by residents a duty of statistical significance to prove that a legislative process has been conducted. Indeed, I look forward to the day that council starts respecting the community that it serves and the contribution it makes (and provides) in matters related to the built environment they live and breathe. It will only be then that we may be re-incentivised to be proactive in contributing further to the area, rather than shaking our heads in shame at the so called leadership that is currently being shown by you and the council employees that you instruct and govern.

I am writing to you on behalf of a group of Small Business Owners located in the West Oxford Street Precinct. We are very concerned about significant development plans for this area including high rise development right on Centennial Park.

We are concerned about the potential for major disruption to our businesses during the construction phase, and about the potential of overdevelopment of the area, without a coherent plan for infrastructure.

All of our businesses rely on our customers being able to access us. Already the traffic in this area is congested and the parking is extremely limited, and the plan in its current form does not give us comfort that our

businesses will not be severely impacted, and may in fact result in some closures. [ATTACHED LETTER WITH CONCERNS]

We the undersigned are a group of small business owners with premises on Oxford Street, Bondi Junction, near Centennial Park.

We are concerned about a proposal from the Government Architects Office before Waverley Council to change the Local Environment Plan 2012 to allow the development of the Bondi Junction bus terminal and surrounds, and to allow high rise buildings to be constructed in the area.

We believe it is imperative that before this project is allowed to proceed, consultation with ourselves as business owners, as well as residents needs to take place. We are troubled by the potential for disruption to our businesses during construction, and by the potential for material change to the character of the area upon completion.

This strip of Oxford Street from Centennial Park to Mill Hill Road has evolved from a commercial backwater to a vibrant collection of independent traders and a genuine destination for the local community. This has only been achieved through the hard work and vision of the local business community.

We boast two organic grocers, an in-demand caterer, a wholesale/retail onsite baker, a music shop (complete with children's school), an independent butcher, an ecofriendly drycleaner, a green walls designer, a stylish fashion boutique and Sydney's leading dog boutique, just to name a few.

It now delivers everything we want from a high street shopping precinct: employment, liveability and variety. It is a highly successful hub with rich retail choice and good public transport and pedestrian access, along with a streetscape that is not imposed upon by excessive high rise development.

We have a genuinely symbiotic relationship with our customers and local residents. They support our businesses and we support them with high quality service, products and local produce.

Our gravest concerns are for the potential disruption to business especially to parking and customer access during the development, and that the character of the area is maintained.

We urge you to make representations on our behalf to Council to preserve the current controls and ensure further development occurs in a way that supports commerce, both current and future businesses. There needs to be a comprehensive and coherent plan enacted to ensure that traffic is managed both during construction, and after completion when the population of the area will rise significantly. Our customers require vehicular access to our businesses at all times during business hours.

Specifically, part 7 of the executive summary of West Oxford Street Design Charette Summary Report and Recommendations lays out potential adjustments to development controls that are both out of character with the existing streetscape and in our view constitute over-development. We could not support the recommendations as they stand.

Finally, we note that on page 52 of the proposal that development controls are adjusted to "Develop policies and incentives to promote retail and local business diversity". We believe that as local business owners this is exactly what we have achieved through hard work and vision. We have a



WAVERLEY
COUNCIL

popular and vibrant neighbourhood that is sought after by Eastern suburb's residents who are increasingly in search of an alternative to mall shopping.
We look forward to working with all relevant bodies so that the area can be enhanced for residents and businesses alike. [12 SIGNATURES]

Attachment D – Have Your Say Submissions

Note: submissions have been edited by removing names to protect people's identity.

Q2. What ideas do you like for West Oxford Street?
The idea of attempting to create a village environment where pedestrians take precedence over traffic and buildings.
bike lanes trees pedestrianised nelson street better bridge to Woollahra
Though there are good points, e.g. new car parking, building statement for entry to Bondi Junction, -the consideration of blending heritage -with new building design needs to be considered- the worst consideration -TAKING any part of centennial park for ANY development is appalling!-this area is not to be a yuppie precinct- but ALL.
it will improve the use of the sites and improve the major intersection. it will improve its accessibility. it will increase housing. council has undertaken a comprehensive design consideration study for the precinct
Consideration for cyclists. The idea of markets and more pedestrian activity - especially the use of Nelson Street.
* bike lanes down oxford Street connecting the junction to Centennial Park * improvements to the "dead" frontages at the bus depot and along the front of the water reservoir * Transforming the bus depot frontage and water reservoir into community assets * Incorporating the traffic island into centennial park * Retaining the atmosphere of West Oxford St with maximum building heights as proposed by the green design team
Increased development: high-rise over the bus depot, street level retail facilitation, street path dining car parking close to the park
Further pedestrian connections to the north side of Oxford Street.
I have already written an email to Waverley Council
Supportive of Short Term recommendations with the exception of (7) Supportive of Medium and Long Term recommendations My particular favourites relate to organising the traffic (including buses), connecting Grafton with Syd Einfield, getting rid of the York/Oxford/Syd Einfield nightmare. Also the trees, landscaping and general reinvigoration of the area.
No high rise, lots of trees, old terrace houses, community 'feel', families, cafes
Public domain 8, 9-15 art etc 29-31, 33-39, 41, built 46, 48 15 needs to address the currently dangerous mix of pedestrians waiting for buses and cyclists riding east.
A covered pedestrian access from the bus/rail interchange through to the taxi rank, Westfield, Oxford Street and the mall should have been incorporated into the original plans. Pedestrians have to struggle with luggage, shopping, prams etc across roads where they're subject to the elements with no respite, including waiting at traffic lights to cross the road. This is a mandatory improvement to be incorporated into your new plans.
the idea of re using the bus depot in general is a good concept, the improvements to foot path infrastructure as proposed in the plan is also wanted and warranted
* Overall, the development is likely to add vibrancy to the area
Better pedestrian and cycling access to Centennial Park
The proposal actually looks great except for the size of the proposed buildings. As long as the rest of the development actually happens.
Sympathetic development with the consent of residents and long term business owners.
Public Domain 12) Plant trees along oxford street - although I like they should be native trees
The opportunity to update and modernise the area, offering great foot and cycle access.
I like the ramp onto Syd Einfield Drive, All plans for Nelson St are attractive as are all plans for the Bus Depot.
NOTHING. It is ugly and unimaginative.
By all means develop the northern side of Oxford Street between York Road and Leswell Street but leave the rest of the proposals for the southern side in the waste bin where they belong.



The slip lane for traffic from Grafton Street to Syd Einfeld Drive is long overdue and will reduce the current problems on Oxford Street.
I generally support Council initiatives. Traffic 1. it is a good idea to connect Syd Einfeld Drive and Grafton Street. 3,4 5 6 are good proposals. Art Culture, Heritage 31. of course. a no brainer. 32. Yes definitely. 41. Yes and continue as a street and get rid of the mall. 39. Perhaps a performing Arts space like Chatswood.
Sculpture Park in place of Bus Depot
expansion of public space, with an emphasis on pedestrian over vehicle use, reduced road area and improved road character, build on unique historic character and tree planting on oxford Street.
Improving the streetscape and easier access for pedestrians along oxford street.
Trees along the street
I agree that the area should be reinvigorated, however I strongly disagree with the proposals currently being put forward
Improved public transport through the area. More cafes and restaurants especially if open at night to bring more people into the area making it safer.
*Nelson St shared zone but not if it's turned into a dark wind tunnel by high rise. *relocating bus entry as well as widening shared way in front of bus depot and upgrading bus shelter *improve planting along Syd Einfeld Dr/ Oxford St
the area is long overdue for development and attention. New and modern infrastructure, better entry and exit for the junction. Linkages to Centennial Park. Something inventive with the areas under the expressway. The first of the design charettes is the most professional and realistic.
low rise York Street entrance for buses more street trees on oxford Street. making use of the front of the bus depot for cafe's and culture better connectivity to the centennial park simplifying the road intersections and relieving traffic congestion in the area stepped back buildings from main road. nelson Street shared zone new laneways and setbacks from oxford Street (3m to 4.2m) but only combined with low rise buildings - lack of solar access will ensure the area is dead and worthless. street furniture cultural facility
I like the expansion of public space with a emphasis on pedestrian over vehicle use, tree a planting to oxford Street footpaths, capture and amplify a "sense of place" as well as the spirit of the community.
The changes to walkways, bikeways and road configurations. These ideas are geared towards providing a safer, less congested and beautified West Bondi Junction.
I support simplifying and realigning the intersection at Oxford St / York Rd / Ocean St. I support 'activating' the street front at the bus depot and closing the bus entrance and exit at Oxford St.
All three schemes have merit. I am hopeful that we might maintain a two storey commercial street front here, consistent with the Oxford Street Mall, with taller buildings having broken silhouettes beyond. I think that making better use of the traffic island between the Reservoir and Syd Enfield Drive is worth investigating.
Leave West Oxford Street alone, otherwise Bondi Junction will end up like Chatswood ? a crass, ugly urban blight. It's already well and truly headed in that direction.
- providing a new gateway to Centennial Park - revealing and adapting Woollahra reservoir - improvement of footpaths and street planting on Oxford St - new street furniture & public art on street facades
Greening is good, there should be more trees, more potted plants on pathways like Double Bay and Paddington. More public art. Cycleways in theory are good but not if it justifies taking footpath and then changing the LEP.
Centennial Park surrounds more pedestrian friendly
Bike racks are OK.



<p>I like the idea of the re routing of York and the decreasing the area of roads (taking out the switchback) The concept of the roundabout in Grafton Street on to Syd Enfield Drive.</p>
<p>Retaining the fine grain lots. Encourage and support local business diversity which has been growing in that part of Oxford St. Reinforce and enhance the legacy of Oxford St as a significant historic avenue by respecting the current buildings.</p>
<p>Tree planting Adaptive reuse of Woollahra Reservoir for public use Preserving the Nelson Hotel, Watergate House, Grafton Street terraces Public art Encouraging local business diversity Creating widened share way on southern side of Oxford Street in front of bus dept</p>
<p>Traffic A. No 3 (although I'm unsure what 'urban block' means); B. No 5, C. No 8, I would extend this set back to 6 metres; Public Domain No 9. Large evergreen trees that look elegant should be planted. Not the dreadful plantings in Ebley Street which look terrible. Sophisticated sculptures. No 11. No 13. Please make the street furniture elegant and not "cheap and nasty" looking. Better to have less of better quality and design, than a large number of tacky seating. get a highly regarded architect. No 15. Yes update the bus shelter. It should be one that accommodates min. 20 people undercover. The bus stop on Oxford Street on Northern side should also be updated and made to accommodate 20 people undercover. (plan for the future). Additional bus stops on Oxford Street on North and South side should be put in at Denison Street and the ones there upgraded to provide shelter for min 15 people. No 19 by more than 3 metres. No 27. Yes reuse it. Put in a children's playground with a skate park. No 31 No 38 No 39. (see below) NO 40. No 41. But this is incompatible with high-rise development over three storeys!!</p>
<p>#11 Consolidate street signage to declutter public signage. #18 Improve planting along Syd Enfield Drive & Oxford Street. #24 Continuous street awnings along Oxford Street, though to reinforce the existing character buildings. #29 Foster local community input on art projects, including short term pop ups. #31 preserve heritage-listed Nelson Hotel and Westgate House and historic terraces along both Grafton, Nelson and Oxford Street and surrounding Mill Hill precinct. #38 Encourage local business that embody the existing vibrant and eclectic stores. #40 Enhance existing legacy of Oxford Street. NOT build medium to high rise buildings which are the opposite ambience to the existing neighbourhood. #39 Reveal and adaptively reuse Woollahra Reservoir in a similar form as the Oxford Street Reservoir in Paddington.</p>
<p>I do like that something should be done to make the area west of Mill Hill Hotel a better looking area of Bondi Junction. I believe that the daggy streetscape is due to with the large area opposite the bus depot that is owned by a developer and it is in his interest to keep it looking AWFUL so that council feels some sort of need to make this a STRANGE GATEWAY to Bondi Junction. It's not up to the Council to make the bus depot improve their entrance, and the natural gentrification along the strip of west Oxford is making the shops along there diverse and vibrant. Adding more traffic will make this horrific, Why not let people park for 15 minutes outside the shops and not have to pay for parking. I love this strip of shops with a beautiful 2 bakers, a REAL butcher, services like dry cleaning, vertical gardens, a hairdresser etc. WE love this living here and by our continued usage will encourage more. The Bike shop is wonderful.. DO NOT CHANGE THIS MIX. Please let's not have a plastic UNRENTABLE area like near Paleo Café done by the developer who I understand owns many of these building. I do like the idea of making a turn off the Sid Enfield drive onto Grafton and similarly from Oxford down to Sid Enfield. This seems very logical and easy, and I have no idea about traffic created but would seem to ease the traffic coming up towards York Road. Making Nelson St a nice slow street with more room for outside cafes and as suggested a place for markets and stalls is wonderful. I am not against development just against OVER DEVELOPMENT</p>



<p>Q3. What ideas for West Oxford Street concern you?</p> <p>The possibility that high-rise or even medium-rise buildings will inhibit a conducive village pedestrian cultural precinct that is user friendly and attractive to visitors Also that this difficult traffic channel will prevent the vision of a village from being realised</p>
<p>All of the buildings that exceed the LEP the overdevelopment the 'key sites' that are unexplained and appear to be a way to simply let developers access land in return for large cash donations to council the mayors inability to explain what a key site is when asked at the local percent committee meeting and on repeated questioning could only respond with an open mouthed puckered expression. if our mayor doesn't know what the 'key site' is and the recommendations don't explain what a 'key site' I recommend that the ICAC is invited to find out what a 'key site' really is.</p>
<p>Heritage--there are 5 heritage buildings of great value, Parking, a below ground tunnel by pass -IS a good consideration, less advertising signage plastered everywhere.</p>
<p>it doesn't suggest enough redevelopment potential for the bus depot site. what's the point of undertaking this major study if you are not considering the bus depot in its entirety.</p>
<p>Congestion and access for local residents - especially short term parking on Oxford street (for example picking up milk on the way home, with children in the car).</p>
<p>* Developing a 10 story building on the traffic island</p>
<p>that the relatively wealthy single dwelling voters have a greater say in shouting down development near their homes by virtue of organisation and influence, compared to voters in the higher density areas who have no one listening or acting for them. Clearly, there are a large number of high rise developments near Oxford & the expressway, with none allowed past the mill hill hotel. This NIMBYism must stop to properly grow BJ into a major city hub.</p>
<p>1) Their seems to have been no consideration for parking to facilitate Cultural additions and increases density to the area. There is no mention of parking in the A4 Leaflet. This is a primary concern of current residents. 2) Development proposals on the Bus Depot and north of Oxford St are well outside of the Waverley Local Environmental Plan 2012 and well in excess of Waverley Council's Voluntary Planning Agreement Policy (which allows for the Council to consider "applications for development up to an additional area of 15% of maximum gross floor area permitted under clause 4.4 of WLEP 2012."</p>
<p>I have already written an email to Waverley Council</p>
<p>Adjustments to the development controls concern me. Particularly the recommendations to create a Key Site at the Nelson/Oxford/SydEinfeld - I couldn't find any place on your website that explained what that means in terms of development. I am still against a large scale high rise on this site.</p>
<p>Realigning the Oxford St/Ocean St intersection with 'urban block' - a very sneaky phrase if in fact you mean tower blocks. it is green - keep it green with the welcoming entry to BJ being lots of trees. the community does not want the ugliness and shadowing of a 10 story block. What is a "1 storey park activity hub"? this is not transparent community consultation. The bus depot is none of your business. leave it out of plans. Slipway to expressway will make Leswell St a very busy road. This will ruin residents' amenity and must not happen. Set back building on Oxford St between Leswell and York is doublespeak for demolition. This is not wanted and must not happen - keep the old shops and keep within the LEP heights. 9 storey will destroy the neighbourhood. The South side of oxford Street should stay in current LEP height and the café and public/community housing should not be destroyed. there is no justification for going ever upwards Allowing traffic to turn right from York to Oxford Street will send traffic unnecessarily into Oxford St which is already busy. It should not happen. Get Westfield and Eastgate delivery traffic OFF Oxford Street. NB no. 7 does not appear on the map - what is it all about?</p>
<p>4 closing slipway would delay buses as they are now in the easterly trip. 5 Increased use of York Rd by buses would worsen morning traffic jams and lead to more bus traffic on Birrell St where there is no bus service. what is needed is a solution to regular traffic jams and dangerous driving at the right turn from S Einfeld drive to Oxford St and the small space for buses when the Oxford St light is red. If you could combine 44 to fund a flyover, bus traffic would be much improved. 16 we have a splendid historic gate entry. No more needed.8 & 19 seem to clash: street widening needed near the depot for driver changeovers 26 seems a waste of money considering current use of this bridge.</p>



<p>42 wrong place so far west of the central area for these activities and I oppose any intrusion on the bus depot. 43, 45, 47, 49-51</p>
<p>PAMP most important issue</p>
<p>the idea of high rises in this area is not needed or wanted, the whole area west of Waverley library is predominantly residential with a maximum height of two storeys, by putting high rises on the bus depot the area is subject to shadow at some stage of the day, we are currently hemmed in by the high rises along Oxford street don make the same mistake in the depot. If the plan is build residential no matter what then keep the height to within the current specs of two storeys maximum</p>
<p>* Reduced Road area - the area struggles under the weight of traffic at the moment, with more residential land use traffic flow may be a major issue * Parking - as a part owner of a small business in the area we have grave concerns about the parking situation for our customers during the building phase</p> <p>* Noise and General Disruption - for a certain period there is likely to be a lessening of the attractiveness of the area as a shopping destination. * There is likely to be an impact on foot traffic and therefore customer flow in the area</p>
<p>High rise developments beyond that specified in the 2012 LEP Oxford street widening adverse impacts on the amenity of Centennial Park</p>
<p>The size of the high rise buildings proposed. It will bring many more people to an already overcrowded area. Complete disregard for local resident concerns.</p>
<p>The enormous conflict of interest the Council is permitting by allowing planning codes to be circumvented by developer payments.</p>
<p>The heights that West Oxford Street can go up to, overlooking Grafton Street terraces, when we cannot even extend heights enough to look at the view!</p>
<p>The potential to change the LEP and increase the current building heights. The increased population associated with this will make the poor traffic conditions even worse. It will also increase shadowing. I am for development at low levels. I am against an development of the bus depot beyond its existing area and height. I do not think we require an "entrance" to Bondi Junction.</p>
<p>Team Blue Suggests a maximum height for block 5 of 5 stories at 15m. Team Green proposes between 8m and 15m for the same. Neither proposal takes into consideration the elevated position of block 5 on the oxford Street frontage. This would dwarf and box in the terrace houses on Grafton St below it (sandwiched between block 5 and the sound barrier for Syd Einfeld Drive.</p>
<p>The whole thing looks hideous. It is just an excuse for developers to make money at the expense of what is left of the natural environment, traffic and the residents. How much money has the Council spent on these horrible "designs"? I object to paying for them.</p>
<p>Traffic proposals 4, 5 and 6 if implemented will guarantee traffic congestion along York Road extending to Birrell Street and Darley Road. Currently traffic is bad enough during peak travel times. York Road cannot cope. More buses along York Road will result in intractable congestion. If council's proposals are implemented it will completely destroy the amenity of the Queens Park area.</p>
<p>8.Traffic.How is the widening of Oxford Street to be achieved without affecting existing buildings? The "have your say document should have indicated the sites that already have "options to buy" over them. 28. What does this involve? 14.not sure if street closures are a good idea. I believe Oxford street Mall should be removed as I causes more problems than it solves and kills the activity at night. Traffic can be managed in a better way 12. Deciduous trees not a good idea. 29. Community art projects bound to produce mediocrity. 21. What would new laneways achieve? 45,46 47.needs to be clarified as they seem to be contradictory.</p>
<p>Widening Oxford street by 4 m will take up half of my property. It will destroy both my bedrooms and half of my shop space, so not only I will have nowhere to sleep but lose my means of livelihood as well.</p>
<p>very unhappy with the idea to adjust developmental controls to provide for a continuous 6 storey edge along oxford Street and up to 9 stories along the Syd Einfeld frontage to a depth of 30m. it should be in keeping with Waverley council's 2012 LEP, no building over 9.5 metres or 3 stories, east of the bus depot. any process of developing the area should involve meaningful, ongoing engagement with the local residents and the wider community.</p>
<p>A major concern is parking. Currently parking on oxford street and the surrounding streets is extremely</p>



<p>difficult, these developments are only going to make the area more busy and crowded and therefore make parking nearly impossible for residents, small business owners and their customers. Traffic is another major concern, with the increase in workers while the area is being developed + the increase in people coming to the area after the development is only going to make traffic more congested and disrupt the enjoyable atmosphere on oxford street. A huge concern is the Oxford Street widening, will there be enough room to allow parking on the north side? If not, this goes back to the concern of parking. Many small businesses rely on this parking to visit stores along oxford street. If there is no parking, there is grave concern that small businesses will lose these vital customers.</p>
<p>Extending the walkway on oxford Street to take away parking</p>
<p>I am concerned at the proposed height of the buildings proposed and strongly feel that the current height restrictions be continued. I am concerned at the loss of traffic island and the redirection of the traffic around the Oxford Street / York Road intersection. I am concerned about the proposed widening of Oxford Street, particularly as the section in front of the Hotel cannot be incorporated due to heritage listing, thus creating a bottleneck. I am also concerned at the potential for highrise development in and around the bus depot area in the future.</p>
<p>The height of the buildings. Even if they say they will be 4 to 6 floors, they end up much higher and there is already a precedent for 14 floors nearby, so they will want to go higher than that. Also they will spread into neighbouring streets once these have been built. Not sure how the roads will cope with extra traffic the units will generate or where visitors to the shops below will park. There are already enough new high-rise developments in and going up in east Oxford Street, so there really is no need for more at the western end.</p>
<p>*loss of heritage/ village feel of area *high rise creating even more problems parking/traffic *realize some development inevitable but have to keep to minimum</p>
<p>Doing nothing of significance.</p>
<p>Any loss of LIGHT - any increase in building heights should be disregarded if it causes lack of light or loss of solar access. The plans included 9 storey and 15 storey buildings but not one of them mentioned underground parking. Any increased residential or shopping must be accompanied by lots of PARKING. I live in Mill Hill Rd and I often have to park blocks from my home already due to lack of parking space. The CHARACTER of the area revolves around heritage delicately designed terrace houses. This character must form part of the submissions and be part of the approval process for any DA's in the area. Large black dark glass buildings as have been built in Oxford St (see the new development above the new Paleo Cafe) are completely out of character of the area and will only bring values down and destroy the atmosphere of the area. would prefer to preserve heritage buildings and find a way to beautify the existing heritage buildings we do not need more affordable housing in Bondi junction - the area is already high density enough and especially we do not need low budget accommodation that dates and ages quickly. We are looking for long term solutions. Any new buildings should be pretty buildings in keeping with the heritage values of the area. The shopfronts on oxford Street should be more homogenous.</p>
<p>The existing 2012 LEP should remain to ensure no further ugly sun-blocking developments within the Bondi Junction area occur. Much of Bondi Junction is dominated by high rise buildings which create wind tunnels which spoil the amenity of the district ? we don't want more of these spoiling the amenity of pedestrian travel. The proposed development fails to maintain the heritage value of the precinct. Sensitive development is possible without destroying existing heritage.</p>
<p>The ideas of erecting taller than allowed buildings. The current high limitation is set to 15 metres in the area and two of the charettes are calling for buildings that exceed 30 metres. The allowance of 30 metre high buildings will create a more congested and shadowed West Bondi Junction.</p>
<p>I don't support creating additional private space. That is, the apartment block near to the existing traffic island.</p>
<p>Any added traffic difficulty for south bound traffic in accessing Bondi Junction commercial area from its southern perimeter would be a significant disadvantage. Any changes to the accessibility of York Road from south bound traffic, should consider this. If not there may be added congestion at the eastern end of Syd Enfield Drive and in the north eastern corner of Bondi Junction, which does not have the capacity to act as the only entry to Bondi Junction. I am also concerned at the loss of the parapet line on the existing two storey shops in this area. Upper level additions may be best set back somewhat to preserve this visual reminder of our heritage. A wall of high level development, even if set back would still be detrimental to the character of the area. Any areas of high development might be best if they had some separation. I am not</p>



<p>confident that a mall in Nelson Street would be commercially viable, given the separation from the main Oxford Street mall, which itself has taken many years to recover from the commercial effects of the Westfield redevelopment.</p>
<p>Under NO circumstances should there be any development whatsoever on Oxford Street west of Leswell Street (on the north side), west of Denison Street (on the south side) or on the bus depot site. As for any development on the traffic island between Syd Einfeld Drive and Oxford Street: in the words of John McEnroe, "You cannot be serious!" Moreover, there should be no development which even begins to encroach on Centennial Park.</p>
<ul style="list-style-type: none"> - the proposed 6-9 storey development north & south of Oxford St - too high! - 5-9 storey development between York Rd & Leswell St - too high - 10 storey development site at former traffic island at Syd Einfeld Drive - too high - any development over the
<p>NONE of it should be changing the existing 2012 LEP...yes the buildings may need a paint, but there is already a THRIVING CULTURE there which should not be changed. It is the ONLY vibrant part of Oxford street in BJ. The development of 310-330 Oxford Street, I would classify as a failure, two years on there is still commercial space for lease.</p> <p>Excising land (green space) from the RMS for the developer is inexcusable and unconscionable, I do not know how Council can act with a clear conscience on this, given that no one except the Liberals know whether the developer donated to the Millennium Forum which is not transparent. On balance the ideas should not be supported, no higher scale, or intensity of development should be supported along Oxford Street at the western end.</p>
<p>Roundabout on Grafton St and Sydney Einfeld drive Lowering bridge over Sydney Einfeld Drive Some Street art at ocean St end of Sydney Einfeld Drive</p>
<p>I strongly oppose any high rise buildings which may cause overshadowing (and thereby threaten their future viability) of terraces or single dwelling and any high-rise which may overshadow parts of Centennial Park (whether now or on alteration of plans to allow greater heights which seems to be in the DNA of the Liberal Party - Barangaroo - need I say more?) I also do not want any streets widened to allow access for more traffic. This is already one of the most unattractive parts of Bondi Junction. The last thing we need is more traffic! Bondi Junction is already an overbuilt, traffic-jammed concrete mess. Let's not make it worse.</p>
<p>If the brief for the ideas charette was to create great liveable concepts for the continuation of the great community spirit that exists in the western end of Bondi Junction they have failed. There appears to be a presumption of further higher and bigger built form to the area as the expense of the character of the area. The characteristic of the area is of a mixture of landscape, trees and open space that links in with Centennial Park. The dominant characteristic of the built form of Bondi Junction (much of it quite dysfunctional in its form and outcomes) is relieved in this area by the fine grain nature of the built form, this supplemented by large volume trees and vegetation that make the place a joy to live and work in. Just look at the view from the Oxford Street Mall looking west and see how important the existing trees are providing the entry to Bondi Junction West.</p>
<p>Consolidation of the sites along Oxford St and increase in height of buildings. This would ruin the graduated natural gateway to Bondi Junction from Centennial Park which encompasses the openness along Oxford St going towards the mall and through to the large block of buildings and highrise around Westfield and Eastgate and the residential towers. Consolidated 10 storey buildings along this section of Oxford St would look like Chatswood and disconnect the surrounding one and two storey residential homes from Oxford Street. It would also be a blight on the ridge visually to the surrounding areas. It would look ridiculous.</p> <p>Also the suggestion that there should be a 10 storey development (44 red) adjacent to Centennial Park on the former traffic island would ruin the approach to the park. The park speaks for itself it does not need highrise or other buildings to improve it or the approach to it.</p>
<p>Increasing building heights / contravening existing LEP - this is a huge concern to me Connecting Grafton Street to Sid Einfeld / roundabout on Grafton St Increasing residential density to an already highly dense area where there is existing pressure on local amenities such as such and traffic Changing bridge to Woollahra seems unnecessary - I have always found it very functional Impact of street widening between Leswell Street and York road on amenity of footpath and on outdoor seating etc for cafe's etc which adds to the ambience of the streetscape / community</p>
<p>Traffic; A, No 1. Grafton street is not wide enough and I think this connection is unnecessary if No 3 is being done B. NO 2. Nelson Street takes a lot of traffic. If it is a shared zone where will the traffic go? Mill Hill Road</p>



between Oxford and Grafton Street is a bottle neck as the road is too narrow and often cars have to wait to get through. It is a bottle neck during peak hours and is dangerous for pedestrians.
C. No 4. I would not close the Westbound lane. I do support widening of York Road. I would put in a Pedestrian Overpass with Disabled Lift access at York Road/Oxford Streets to access Centennial Park and Woollahra. I would put an Pedestrian Overpass from Mill Hill Road/Grafton Street across to Woollahra (if possible) and leave the Nelson Street Overpass as it is. I would not lower it. (see below)
D. I do not support leaving the entry for some of the buses on Oxford Street. NO 6.
Public Domain.
A. Public Domain No 12. Not deciduous as they look very depressing in winter. Australian evergreen trees. Just copy Woollahra Council.
No 16. Is this necessary?
No 20. I don't know what this means? It sounds like it will cause more traffic jams and congestion.
No 26. It does not need to be lower. Keep what's there to reduce cost. Just add a cycle bridge parallel with the existing overpass. Or employ a world renowned architect and undertake a joint project with Woollahra Council and RTA to put in an architecturally beautiful pedestrian and cycle bridge!

No 28 No narrowing. traffic is already congested.
No 42. Not necessary. Instead of doing this. Establish in the Bus Depot site a Cultural community centre that has Art Galleries and Artist residences.
No 43, 44, 45, 46, 47, 49, 50, 51

- The majority of West Oxford Street plans concern me, in particular the medium to high rise, high density buildings.
- Very concerned having high rise buildings on the southern side of Syd Enfield Drive which would impact on all small residential uni

I cannot understand how council has encouraged the design charettes to embrace HIGH Rise in this area. The existing LEP should be maintained. When surveyed the residents Uniformly said they did not want the LEP to change. I really am concerned about the High rise already suggested of some 9 stories with further heights possible under the Councils contribution by developers to extend their development with some sort of spurious payment, supposedly to benefit the area.
I am very concerned that the shadowing over Oxford Street, with make it a dark lifeless place. We love the sun in our streets. You cannot make the paths much narrower to make extra lanes of traffic, It is already Jam packed, Where will the bicycles go as the bicycle lane ends at the top of Centennial Park from the City There has as yet been no traffic management plan and I don't know how you consider this development without some sort of thought as to the additional traffic that will run around our very dense residential area.

Q4. Do you have any other feedback or suggestions?

It is important to first have an agreement on an overall vision for this area which sets out the big picture of what the final outcome will be including how it will be used, by who, the benefits to users of West Bondi Junction and the key things to be avoided

Agreement of a single clear vision by all key stakeholders should prevent a piecemeal approach while acting as a guide and control to each component of the whole

1. The objectives of entire design charette process are not defined, are vague and are open to abuse and are not aligned with any community concerns or wider council objectives

The aim of the design charettes is stated as to provide a ?fitting threshold? ? which suggests it needs to ?fit? in to the surroundings and also stated as somehow to be ?better? (copied from report below)

Aim/ Purpose

? a memorable identity and image that amplifies a ?sense of place? and community spirit, clear threshold to BJ and Waverley, historic character

? Create Nelson St shared zone (in conjunction with new roundabout)

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.

here is no description of what constitutes a ?fit? or the criteria against which any designs would be judged ?better?.

There are clearly multiple violations of current LEP guidelines which were developed recently, in consultation with the community, to guide development in Bondi Junction.

On this basis alone the recommendations appear to have failed to meet the design charettes own stated objectives and should be rejected.

2. ?Key site? issues

The block bounded by Nelson, Oxford and Syd Einfeld to be designated Key Sites.

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



<p>following:</p> <ul style="list-style-type: none">? Design Excellence provisions for Key sites.? Development and frontages to laneways / through site links <p>There is no definition of what is a ?key site?</p> <p>This looks like a clear attempt to allow a developer access to council at considerable financial benefit to council but in direct contravention of agreed council planning agreements and against the will of the community.</p> <p>This appears to merit further investigation by bodies such as the ICAC on the following basis:</p> <p>This entire process has no basis in any stated community or civic need.</p> <p>This entire process has contravened existing council agreements</p> <p>This entire process has been conducted in the absence of any serious or genuine attempt to engage the local community.</p> <p>There has been consistent pro-development bias by the mayor in public:</p> <ul style="list-style-type: none">? Encouraging aspects of the development which have already been ruled unsafe (right hand turn from York Street ? on the record with council as ruled unsafe by RMS) <p>? Publicly supporting and encouraging developers to apply for VPA in direct contravention of the will of the entire Waverley community (combined precinct committee unanimous vote opposing VPAs in presence of mayor)</p> <p>The ?money trail? is now clear: land will be sold to the developer which along with VPAs will deliver considerable revenue to council who in turn will exceed agreed LEP in the face of community opposition.</p> <p>The result appears to be:</p> <ul style="list-style-type: none">? Overdevelopment? Considerable money to council? An angry community? Busier, more congested roads
<p>Traffic-cars bikes -and light rail!?need to be thrashed-out</p>
<p>the redevelopment potential for the bus depot must be increased</p>
<p>WHAT A MESS, A TOTAL MESS, YOU HAVE MADE OF THE CEMETERY AT VAUCLUSE. I WAS UP THERE THIS WEEK FOR A JOG TO BE CONFRONTED BY THE TOTAL DECIMATION OF TREES ALONG THE BORDER OF THE CEMETERY. WHO REQUESTED THEIR REMOVAL AND WHO AUTHORISED THAT??? WHAT MAKES COUNCILS THINK THAT THEY CAN MAKE DECISIONS WHICH AFFECT THE TOTAL COMMUNITY ON A WHIM. YOU SHOULD HAVE MOVED THE FENCE ALONG THE BOUNDARY FURTHER TOWARDS THE ROAD NOT CHOPPED DOWN TREES 100S OF YEARS OLD!!!! WHAT ROCKS ARE IN YOUR HEAD??? WE HAVE BEEN LEFT WITH A VISUAL OF NOTHING EXCEPT GRAVES BUT I SUPPOSE IT WILL GIVE AN ASPECT WHERE RESIDENTS OF THE NEW RETIREMENT HOME CAN PONDER THEIR DESTINY. WHAT USE ARE THE TREES PLANTED ALONG THE PATHWAY AND WILL YOU BE CUTTING THOSE DOWN SHORTLY CLAIMING THEY ARE HANGING OVER THE ROAD?? DESTRUCTIVE, UNSIGHTLY AND INSENSITIVE ACT BY COUNCIL. SHOULD EXPECT THIS FROM WAVERLEY COUNCIL. WE HAVE SEEN ENOUGH LATELY WITH OVERDEVELOPED SITES AT BONDI AND THE LIKE.</p>
<p>More cafes, pedestrian areas along Oxford Street and precinct. Free parking for residents or free short term parking for pickups and deliveries.</p>
<p>No</p>
<ul style="list-style-type: none">- the term charette as in "West Oxford Street Design Charette" is elitist language. Try a term that is in common usage if you get another chance.- turn on some vision - why not turn the bus depot land into parkland linked to centennial park, and put the b
<p>The West Oxford Street Design Charette seems to completely disregard the will of current residents; viz. compliance with current WLEP 2012 and initial resident concerns around parking, loss of light and amenity. The Charette seems to respond to an implicit request for increased residential density driven by a developer's application via Voluntary Planning Agreements ("VPA"). The ability for a developer to provide monetary contributions to Waverley Council in exchange for a planning approval is by definition a corrupting influence. The consideration of VPAs for Bondi Junction and Bondi Beach can only serve to diminish the amenity of existing residents in these suburbs. The VPA Policy should never have been adopted by Waverley Council and should be abolished by the NSW State Government.</p>
<p>I have already written an email to Waverley Council</p>
<p>Explain what Key Site means in terms of development heights, FSR, , etc.</p>
<p>There is no demand from the community/ and residents to build high rise at this end on Oxford St and indeed there is strong support for the current LEP heights. Councillors need to realise that they work for residents not developers. If a new 'entry' to BJ is thought necessary make it a green and tree filled entry not a tower block.</p> <p>The main issues is for Council to assure residents that they wish to listen and not just have a charade of</p>



consultation so that the Mayor can build her high rise city. Sadly there is no confidence that there is any consideration for residents and many people have given up making comments that are ignored.
As you see from above, the danger and traffic congestion caused by the dogleg route for buses Einfeld drive to Oxford St, the lack of space for bus driver changeovers and the danger to pedestrians waiting for buses at the depot stop because of the inability to view east to identify a bus and at the same time be vigilant west for cyclists, are problems that need attention. A flyover, funded by a 10 storey tower would solve future bus congestion and assist cars travelling to York Rd.
No
Waverley is one of the very few councils that doesn't have a swimming pool complex the opportunity to put one in together with the associated infrastructure would make good business sense, the space is available as is the required parking.
* The issue of compensation for existing businesses in the area will need to be addressed, due to the likely disruption to business. The experience of Oxford St Paddington should not be forgotten, where the road works greatly diminished the attractiveness of the precinct and contributed to multiple business closures.
Avoid the 'deals with developers' blight that has already adversely damaged the character and quality of life in the Eastern Suburbs.
Limit the height of the buildings to 3-4 storey. Stipulate as a condition that all the other aspects must be completed before the high rise buildings are built.
Read the media regarding conflict of interest caused by vested interests, including but not limited to Obeid et.al. Attend to the most basic ethical tenets and provide universal representation to those who have chosen to live in the precinct.
I'm concerned where the 1) Slip lanes to the new round about on Grafton Street might be? As an owner of one of the terraces, it is good that the traffic may be reduced, but NOT if the roundabout is positioned in front of the terrace houses, like it is on the plan. It would be good to get some exact conformation back on that.
All for improving the area, within the existing height and FSR guidelines
If the oxford street side is allowed to 5 stories, the terraces on Grafton Street must be allowed to do the same, removing the heritage restrictions
LEAVE CENTENNIAL PARK ALONE. NO DEVELOPMENT ON OR NEAR CENTENNIAL PARK
Narrow the median strip on Syd Einfeld Drive (between Ocean Street and York Road) to provide for 1 proper full width lanes and facilitate the movement of east bound traffic, thus avoiding congestion for traffic approaching the traffic lights and intersection.
The location of the proposed developments should be indicated. Before and Proposed plans should be shown. Leswell Street should be indicated. Calm traffic along Oxford Street by introducing Bus bays, Cafe bays and street planting. Use a design panel to assess development proposals.
Moving my business that has 26 years of goodwill is not an option. I don't have savings or superannuation , the business is my only means of support.
there is a huge amount of traffic in the area already, York road turns into a major thoroughfare in peak hours, as does Birrell Street , Darley rd, Oxford Street and Syd Einfeld's constant hum 24hrs. we are literally surrounded in this very small residential area, by major arteries, any large residential development will push the area into even more traffic chaos. not to mention any tall street frontages creating a dense, shadow on the area. Bondi junction is a very built up, unfriendly place please don't help to create another area people can't wait to get out of.....
Please thoroughly consider the residents and small businesses and the major impact this will have on everyone in the vicinity of oxford street.
- Parking during the development - already extremely difficult to get parking and will be impossible for our customers to get to us ? a massive impact to the business (I work at DOGUE)
- General disruption during the development to traffic
Improve access to the railway station from the western end and change the pedestrian call buttons to ones that indicate if the button has been pressed (like in Adelaide) as sometimes on the corner of Oxford and Newland Streets, people assume the button has been pressed and walk out in front of traffic when it would normally be their turn if it hasn't. We need more people walking over to the western end so we don't want to lose any of them to accidents.
*anything to do with Centennial Park is very concerning
No



<p>Creating a brief for the area to keep the character and aesthetics consistent within the area should be mandatory. They do it in heritage areas in Europe and Europe is much older than Australia - there is no reason why there can't be the same focus here. Council should have Creative Directors who are charged with keeping the focus on the overall look and feel of the area to everyone's benefit.</p>
<p>If Council wishes to have an iconic structure in the west end precinct of Oxford Street, it could do many other much more attractive things than build a high rise building!!</p> <p>Bondi Junction has an ugly and inhospitable town centre surrounded by much more attractive areas along Oxford St leading to Centennial Park. The beautification and improvement of Bondi Junction should start by taking advantage of those areas (like West Bondi Junction along Oxford St) where street life and village atmosphere has established itself, and extending that into the heart of the junction.</p>
<p>The night that the three teams proposed their charettes, each team showed an old building that was standing at the corner of York and Oxford St. Each team implied that it was a tragedy to take such a beautiful building away from the area. Then continued to pitch ideas that would further violate the heritage aspect of the area and proposed buildings that are, in my opinion of course, no wear near as impressive as that old building. This part of Bondi Junction is a proud area and shouldn't have its heritage protection standards disregarded for buildings that will be considered out of date in 30-40 years from now. Then we will have another group of architects come through and state that we were in the wrong by removing heritage listed building to make room for modern easy to build structures. I believe the landowners are allowed to make changes to their properties, but must put their plans through the same DA process that myself and my neighbours had to do. The current height limits are in place to protect the area, why is the LEP being revised only 2 years after creation? Please, as our elected members, beautify West Bondi Junction but don't pitch ideas to the residents that compromise the current building restrictions. I do not want a change to the LEP height allowance.</p>
<p>The design of a simplified intersection could be realised if a light rail connection was constructed along Oxford St.</p>
<p>A three dimensional model would greatly assist in understanding the three options presented. The present reliance on sectional elevations is likely to hinder public understanding of the proposals, particularly height, bulk and shading. This can easily be done by computers (CADD). A physical model would not be as easily views as computer flyovers and drive-throughs.</p>
<p>People like Elia Leis have no regard for the local environment or the residents of Denison Street, Mill Hill Road, Ruthven Street and St James Road. All they care about is money (of which they have more than enough to begin with).</p>
<p>Any development along either side of Oxford St needs to be kept at the current height levels - no more than 3 storeys. Local residents to NOT want any more high rise in the area! Overshadowing, wind tunnels, decreased privacy, increased traffic congestion and generally more people living in the area will spoil the unique residential nature of St James Rd, Ruthven St and York Rd and only add to the stress on our already overused facilities and infrastructure.</p>
<p>Yes, drop the whole thing, it has been a charade from the start and Council is doing the bidding of one greedy developer, who is not capable of doing anything world class, one has only to look at the poor standard of The Forum.</p>
<p>Why hasn't Vernon St access to Grafton St Care Park not been included for pedestrian safety. Hegarty lane intersection is dangerous to people entering and exiting the Public car park .</p>
<p>Yes. Stop allowing developments all over the place. We don't need more space to build if you would tell your federal counterparts to stop bringing in 300,000+ new migrants a year.</p>
<p>Leave the LEP as it stands in relation to the scale and form proposed. Provide more care and attention to the trees and vegetation in the area.</p>
<p>Recognise the importance of the significant vegetation (Norfolk Island Pine on Nelson Street that links with the important marker trees to the north of Syd Enfield Drive that form key townscape elements of the area.</p>
<p>Preserve West Oxford Street and the open feel with the current buildings and with enhanced landscape and awnings and allow that area to continue to develop as an attractive and vibrant gateway to Bondi Junction and transition to surrounding residential areas.</p>
<p>Retain the current buildings along Oxford St in this area and the openness of lowrise building which contrasts with the canyon like section of Oxford St at the other end of Bondi Junction</p>
<p>I oppose the council's recommendations for any high rise buildings in the West Oxford Street Precinct. Keep any future development within 2012 LEP limits.</p> <p>I oppose any increase in traffic or cars or road widening for West Oxford street.</p> <p>Council must maintain the low rise, local community feel and character of our heritage area.</p>
<p>York Road footpath should be widened and updated.</p> <p>No 30. Is this needed?</p>



<p>No 31. Terraces on Ruthven St., St James Road and Mill Hill Road should receive a plaque (like in Woollahra) showing that they are heritage.</p> <p>NO 33. Not necessary</p> <p>NO 32. This is very small. I thought this was going to be used to improve the traffic flow. There is enough land in the Bus Depot.</p> <p>No 36. This can look wrong. Not sophisticated enough for the area.</p> <p>Create a community centre at the Bus Depot as follows;</p> <ol style="list-style-type: none">1. Set it back 6 metres from curb2. Build a 50-metre indoor swimming pool with many lanes, plus a children's relaxation pool.3. Squash courts.4 Tennis Courts5. Badminton Courts6. Gym.7. Community Art Gallery, Artists Residences (see Mosman Council, Bradley's Head Road)8. Children's long day care11. Residential Development limited to 4 storey. Behind the sports centre.12. Cricket nets.13 Futsal, Netball courts.14. Indoor cycle tracks.15 Undercover parking- entry from York Road. <p>This is what the community needs! The nearest public 50-metre pool is Cook and Phillip in the City. All school children learn to swim and yet we are not catering for this. Bondi Junction has a large young population. It needs to be catered for!</p> <p>Our society is changing. In my block four people work from home. This will only increase. People need a place to play sport, meet friends and pursue optimum fitness to support a healthy old-age. Give us a multi-disciplinary sports centre! This is what we need!</p>
<p>- Retain the current Local Environment Plan of a maximum of 4-storeys or 15m in height.</p> <p>- Enhance sustainable and existing living conditions rather than promoting high population density with mass consequences not yet considered by Waverley Council.</p>
<p>Yes, Please keep our area as a beautiful local heritage area, the low level shopping strip is beautiful... think of suburbs like Newtown,</p> <p>Do not think or even consider doing a high rise high on the hill overlooking Centennial Park It will be the first high rise overlooking Centennial. I thought that the park was supposed to be protected from a skyline of towers.</p> <p>Where will the residents and their guests park when they visit all these new dwellings?? Maybe in our streets, already overcrowded or even in Centennial Park. JUST wait - the Park will be full and then we will have more meters and more traffic and restrictions. I live in area 20- display my resident parking sticker for....., I parked outside About Live the other day for 5 minutes and got a ticket of \$120 How ridiculous for a local trying to buy a bottle of milk - the worst is yet to come for us living in this heritage precinct. Please help save our West Bondi Junction area as a heritage low rise block.</p>



Appendix E - Written Submissions

Comments
<p>Thank you for the opportunity to respond to the proposed West Oxford Street Precinct Plan that seeks to redevelop the area and make significant changes to the 2012 Waverley Local Environment Plan (LEP). The West Oxford Street Precinct Plan proposes to redevelop the West Oxford Street precinct, an area bound by Syd Einfeld Drive, Leswell Street, Oxford Street, Denison Street including the rear of Oxford Street properties, St James Road, York Place and York Road. The plan includes the development of the air space above the Waverley Bus depot and built form that is up to 10 storeys in height. I note at the outset that I live on Edgecliff Rd in Woollahra, while none of these proposed changes would have any material impact on my own residence, I do have a close personal understanding of the area which assists in informing my response.</p> <p>This submission records my strong concerns and opposition to the planning proposal, in particular noting that the plan would allow for the gross overdevelopment of the area, the destruction of a number of key heritage properties and an unwarranted increase in the floor space ratios and heights of new development. While I welcome Waverley Council's commitment to invest in the future of the area that art, culture and heritage feature in Waverley Council's "Ideas" for the area¹, I am concerned that the proposal would set a precedent that would see the prized heritage of the locality swamped by unsympathetic high rise development. Of serious concern is the impact that the planning proposal would have on the Mill Hill Conservation Area. The Mill Hill Conservation Area is an area of heritage significance to the community with a rich history that needs to be protected and preserved for future generations. Mill Hill, like other heritage areas in Waverley, has a wonderful and much sought after character with its established values often being the reason why people choose to live in the area. The proposed West Oxford Street Precinct Plan seeks to intentionally destroy these heritage values, a decision that would be extremely short-sighted and detrimental to the charming character of the community. I would urge council to ensure that the preservation of the Mill Hill Conservation Area is a fundamental consideration in assessing the proposal.</p> <p>Residents and members of the local community have raised substantive concerns with my office about the planning proposal, in particular noting concerns that it seeks to change the current height limit and allow for greater building heights to occur. The 2012 LEP currently limits building heights to 15 metres, yet the proposal would allow for building heights of 30+ metres that would be out of keeping with the heritage and character of the area.</p> <p>Increasing the height limit would set an unacceptable precedent for the area allowing unsympathetic high-rise development, the overshadowing of residential premises as well as a loss of direct sunlight and general amenity. Waverley Council's own Community Engagement Feedback Summary demonstrated that the majority of the community are strongly opposed to high-rise development in this area, and have indicated "preference to any future development be low rise within the height limits in LEP."²</p> <p>I would urge Council to take this community feedback on board and retain the 2012 LEP height limits. The interests and wishes of the community should never be sacrificed in favour of revenue and profits nor should developer interests be prioritised.</p> <p>Residents have also raised concern that the planning proposal, coupled with an increase in population in the area, would see a strain on local services and amenity. In particular, there would be unacceptable implications on traffic flow and parking availability in the area.</p> <p>We thank you for the opportunity to provide this submission and look forward to positive changes to the strategy as a result of the public consultation.</p>
<p>The Sydney Water owned reservoir (Woollahra Reservoir) is in use and is an active Sydney water asset so no works would be allowed to the structure in the foreseeable future.</p> <p>If the reservoir was taken out of use in the future, a thorough understanding of its heritage values and heritage significance would need to be undertaken to guide any future works to it.</p> <p>At this stage, Sydney Water cannot agree to the proposals presented but do support the Council in exploring possible, albeit not probable, adaptive re-uses of the reservoir and surround land.</p>



We refer to the West Oxford Street Precinct Plan/design charrette report which was recently considered at the Council meeting held on 19 August 2014 and resolved to be placed on public exhibition. This submission is prepared on behalf of the Stargate Property Group, being a stakeholder in a number of key sites within the study area. Namely Nos. 194-214 Oxford Street, Bondi Junction (identified as Site 2 on the plan) and No. 2 Nelson Street, Bondi Junction (identified as part of Site 3 on the plan).

1. BACKGROUND As Council will be aware, in late 2012, our clients had brought to the attention of Council that there was an apparent oversight from their 2012 LEP strategic review process, which omitted to consider the importance of the western gateway to Bondi Junction, in particular the potential of the precinct in its capacity to deliver housing and employment targets along with much needed upgrade and rejuvenation to that area. After a number of meetings with Council's strategic planning staff, our client undertook (at their own cost) an extensive Urban Design Study and a detailed analysis of the constraints, challenges and potential opportunities together with suggested future development control upgrades for the study area which was compiled as an Architectural Design Report and presented to Council for discussion. This Urban Design Study, together with the Architectural Design Report investigated opportunities for public domain improvements, tested the Bondi Junction skyline, examined built forms, conducted extensive analysis of impacts on views and overshadowing, conducted traffic studies, examined the cycle/pedestrian interface and presented a number of possible urban design and public domain outcomes for the precinct. Based on this extensive analysis, our client prepared a Planning Proposal for their site together with a number of suggested public domain improvements in and around their site for Council's consideration.

Following this, Council advised our client that they agreed that there was merit in reviewing the West Oxford Street area further, but had decided to establish an independent design charrette, together with the Government Architect's Office, to conduct their own analysis of the study area which would have to be expanded to include the Bus Depot in consultation with the State Government, as they were a significant stakeholder in the area, along with other relevant public/government authorities.

Council then informed our client that they would not be able to consider their Planning Proposal until their study of the broader area would be completed. Our clients refrained from lodging their Planning Proposal as suggested.

It is therefore of considerable disappointment that our client was not invited to present the many findings and outcomes detailed in their original analysis/study and that these were also not presented to, or made part of, the design charrette process.

We understand that in undertaking this design charrette process, Council acknowledges that the West Oxford precinct is in need of rejuvenation and is suitable for a strategic planning review and for a higher density built form, aligned with public domain improvements, and for this we commend Council, the state agencies and design professionals who have thus far been involved in formulating a vision for the future of west Oxford Street to bring it in line with other major centres in NSW, as has already occurred at the eastern edge of Bondi Junction.

We also acknowledge Council's approach/desire to review West Oxford Street as a component of the greater area encompassed by Bondi Junction, being a Major Centre in accordance with the Metropolitan Strategy located within the Draft East Subregion, with a subsequent view to revise the Waverley Local Environmental Plan (WLEP) 2012 as part of Council's ongoing annual LEP review/update process, also with the view to meeting certain State Government targets by 2031.

However, at this stage, the outcome of this process is only a collection of ideas and suggested opportunities for the area, which is yet to be tested in terms of feasibility and its capability to deliver the desired State planning objectives and desired public domain improvements.

Four of the seven key directions in the Metropolitan Strategy for the Draft East Subregion include:

- a) Support and strengthen the nation's economic gateways



- b) Achieve a balance of activities to promote Bondi Junction as a Major Centre.
- c) Improve housing choice.
- d) Improve East/West public transport access.

We do not believe the charrette recommendations sufficiently address these key state government directives (or whether the charrette were even briefed to consider these), which we expect may be due to the limited timing, information and resources available to the design professionals during the charrette process.

2. REVIEW OF THE DESIGN CHARETTE REPORT

Upon a review of the 'Design Charette Summary Report and Recommendations' we have identified the following key findings:

1. An impressive collection of public domain ideas was suggested (in the short, medium and long terms) including:

- a) Creation of an iconic western threshold to Bondi Junction.
- b) Upgrades and street planting to the Oxford Street footpaths.
- c) Creation of a Nelson Street shared zone.
- d) Creation of a series of new through-site links and laneways for better pedestrian/cycle movement and permeability through west Bondi Junction.
- e) Creation of a road widening along the northern part of Oxford Street in conjunction with re-development of sites along there to allow for future cycle lanes, pedestrian footpath extensions and light rail connections.
- f) Tree planting programmes for Syd Einfeld Drive median and fringes.
- g) Upgrade the pedestrian and cycle approaches to the footbridge at both ends.
- h) Creation of a new roundabout on Grafton Street to link it to Syd Einfeld Drive (RMS owned asset).
- i) Changes to bus depot, vehicle access to York Street, and relocation of some buses (Sydney Buses owned asset).
- j) Centennial Park reservoir adaptive re-use and conversion to usable public space (Centennial Parklands owned asset).
- k) Closure of part of York Road and annexing the traffic island to adjacent sites on Oxford Street (RMS owned asset).
- l) Re-position, widen and rebuild pedestrian footbridge over Syd Einfeld Drive (RMS and Woollahra Council).
- m) Creation of a new entry to Centennial Park on the corner of York and Oxford Streets (Centennial Parklands owned asset).

2. Some of the ideas appear ambitious and unlikely to be achieved in the short-medium term (if ever), in particular when relating to assets owned outside the control of Waverley Council, in particular RMS land, Sydney Buses, Woollahra Council and Centennial Parklands. These are



summarised in points h) to m) above.

3. The more achievable ideas, which can possibly be delivered in the short term, were not comprehensively analysed for their cost, feasibility or how they would be funded. These are summarised in points a) to g) above.

4. Some increases to heights and densities to a number of sites were proposed without the benefit of detailed shadow analysis, view studies, traffic investigation, economic report, etc. and hence it was not demonstrated why certain sites could be increased in height while others could not.

5. We note that the main focus of the charrette was the creation of public domain improvements and did not touch upon the commercial viability of the western end of Bondi Junction as a major centre in its role to providing economic growth, employment and business opportunities, provision of housing in a high demand-low supply area and the possible social benefits of the area being closely located to a major train line and the wonderful resource of Centennial Park.

6. Those sites identified for potential up-lift (of building heights/FSRs) essentially consist of the following:

Site 1: A possible consolidation of RMS traffic island and part of York Road for the purpose of re-development. This site is outside of Council's control and would require re-zoning from SP2 (Infrastructure) / RE1 (Public Recreation) to B4 (Mixed Use). This endeavour is likely to be a long term outcome, if ever agreed by the relevant government controlling bodies. It is a remote consideration that RMS would consider disposing of this asset for residential/mixed development in such a strategically important traffic intersection which may require future expansion of the road system in this location. Further, its desirability of a development site in terms of vehicular and pedestrian accessibility is also dubious.

Site 2: (Nos. 194-214 Oxford Street) This is a consolidated site controlled by our client, which is capable of redevelopment in the short term. The site currently comprises land uses which are ad hoc and not-conforming with the desired future character of the locality. The site is zoned mixed use, therefore the desirable outcome is for an expansion of height and FSR to further accommodate already permissible uses.

Site 3: (2 Nelson Street) This is a consolidated site controlled by our clients which is capable of redevelopment in the short term. The site is already zoned mixed use, but contains a strata apartment building consisting of 6 residential units. Therefore the desirable outcome is for an expansion of height and FSR to accommodate already permissible uses.

Site 4: (Bus Depot) This site is unlikely (at the present time) to be re-developed as per a recent press release from the State Government. The site is outside of the scope of Waverley Council and would require re-zoning from currently SP2 (Infrastructure) to B4 (Mixed Use) to allow for redevelopment comprising residential and non-residential uses.

Based on the charrette recommendations above, it is evident that Sites 2 and 3 are the most capable of delivering increased potential, in particular for housing stock, new employment and business opportunities, and much needed public domain improvements and economic growth



in West Oxford Street in the short term to medium term, simply by the intensification of existing permitted uses.

Notwithstanding this, it is estimated that the proposed uplift by the respective charrettes of FSR to 3.0:1 to 3.5:1 (currently 1.5:1) and to a height of 9/10 levels (currently 5 levels) on Sites 2 and 3 is considered insufficient and disproportionate to the level of desired public domain improvements. That is, the charrette's suggested comprehensive public domain works program could not be delivered with such conservative uplift.

Further, it is unclear why the particular FSRs/heights were suggested by the charrette as they do not fit/match any of the model FSRs/heights that exist in Bondi Junction or model zoning provisions produced by the State Government. That is, model zonings in Bondi Junction generally exhibit 32m/4:1 (e.g. Ebley Street opposite Clementson Park), 38m/5:1 (e.g. Oxford Street, between Newland and Leswell Streets), 60m/6:1 (e.g. Grafton Street).

Our clients study went further to these aspects.

3. OUR CLIENT'S STUDY AND FINDINGS

A co-ordinated effort between the architect and urban planner, along with numerous other consultants' produced the following reports:

§ Urban Design Study by City Plan Urban Design

§ Architectural Design Report by MHN Design Union including: § Context and massing study § Detailed Shadow Diagrams § Public Domain proposed works § Landscape and Public Domain concept design by Tract Pty Ltd

§ Traffic Study by GTA Consultants

§ Heritage Report by City Plan Heritage

§ Pedestrian and Cycling Analysis by Sustainable Transport Consultants

The Architectural report tested all ends of the spectrum of urban design ranging from low scale development to higher scale development for the purpose of analysing what level of development can be achieved with minimal environmental impacts. These were presented to Council for discussion. None of the above information was provided to the charette teams to assist with a more detailed analysis of the study area and public consultation, nor was my client provided with the opportunity of any input into this process.

The findings/conclusions of our client's team of consultants can be summarised as follows:

1. It was not clear why no consideration was given to the West Oxford St area during the LEP review process which resulted in the drafting of the WLEP 2012. Heights and FSRs appeared to be simply transcribed from the former Woollahra/Waverley LEP 1996 without any amendments or consideration. This was an apparent omission which had strategic planning significance/implications for the area and for Bondi Junction as a whole in its capacity as a leading town Centre.
2. The western end of Oxford Street had had no new development, public domain upgrade or improvement in decades due to the low development incentives (FSR of 1.5:1, height 15m) compared to other parts of Bondi Junction (FSR of 4:1, 5:1, 6:1, and heights of 32m, 38m, 44m, 60m) which exhibited far greater incentive and hence West Oxford Street had stagnated into poor retail/commercial viability and disrepair.
3. Local businesses and residents would benefit from a revitalisation of this area if incentives by way of increased development uplift would be accompanied by substantial public domain works, improved pedestrian and cycling access, improved access to Centennial Park, and an improved traffic network.
4. Sensitivity testing was performed and found that the greatest height and FSR uplift should be focused/located at the western most edge of key Sites 2 and 3 (facing Syd Einfield Drive and York Road), being the furthest away from any residential properties in the Mill Hill conservation area with the view to minimise potential shadow impacts (and any other) environmental impacts.
5. Shadow testing revealed that buildings could reach a variable (stepping) height of up to 60m (for Site 2) and 44m (for part Site 3 - north) without any additional shadow impact on any surrounding residential properties all day until 3pm in winter, whilst minor shadowing occurred at 3pm for short intervals, mainly onto retail/commercial properties facing Oxford Street.
6. More significantly, these sites are an opportunity for a gateway or marker development when viewed on approach to Bondi Junction from the west. The western approach to Bondi Junction is deserving of a unique treatment to announce the arrival into the Waverley LGA and a welcome to Bondi Junction as a Major Centre.
7. Currently, similar heights in the eastern part of Bondi Junction (along Syd Einfield Drive) are able to accommodate an FSR ranging from approximately 6:1 to 7:1 with no requirement for public domain improvements or any community benefits. Whereas, this level of uplift at the



western end of Oxford Street would permit our client sufficient incentive to propose (as has already been offered) substantial public domain works and local economic benefits in the western part of Bondi Junction.

8. A Traffic Analysis Report showed that the study area had a capacity of 1,090 additional dwellings without the need for any improvements to the traffic network. The traffic improvements proposed by the charrette by way of road widening would, again, increase future/further capacity to accommodate light rail and traffic and alleviate congestion.

9. Such uplift would provide much needed housing stock and increased population in the area which is needed to re-spark businesses and provide local retail and employment opportunities in line with other Major Centres in NSW and in line with State Government's targets and vision for Bondi Junction. It would also provide an alternative retail/shopping experience which is distinctly different to the current Westfield Shopping Centre at the eastern end of Bondi Junction.

10. A far greater level and quality of public domain works, building quality and public art design is able to be delivered with the higher FSR (in the form of a VPA), including a Public Piazza, community centre, through site links, improved pedestrian access to Centennial Park and across Syd Einfeld Drive, expansion of cycling lanes, etc, which would create a lifestyle experience which is distinctly different in character than the way east Bondi Junction has developed.

In summary, West Bondi Junction deserves to benefit from a rejuvenation provided by sensible uplift in development standards for a pocket of private land holdings, which also mitigates potential environmental impacts on the surrounding environment and provides incentives for quality public domain works and economic growth in the area, and which creates a built environment distinctly different from that experienced at the eastern end of Bondi Junction. It was intended that a Planning Proposal be submitted, accompanied by an Architectural Design Report which investigates opportunities for enhanced urban design at the public domain level, improvements to pedestrian, cyclist and vehicular paths of travel. The proposal provides a detailed consideration of the actual built form and improvements to the Bondi Junction skyline, which can sensibly result on key sites, as well as material public benefits which can and will be offered in conjunction with the uplift which would result.

Moreover, the Architectural Design Report demonstrates that higher density or uplift in intensity can readily be achieved on these sites in a form which is capable of mitigating potential impacts on the conservation zone and the character of the Mill Hill heritage neighbourhood. Indeed Sites 2 and 3, being the land bound by Oxford Street, Nelson Street and Syd Einfeld Drive, are ideal for greater intensification because they are located furthest from the Mill Hill precinct, such that taller buildings on these sites will not result in significant shadow or other impacts on the area. Quite the contrary, the urban improvements such as traffic measures, landscaping, public plazas and the like capable of being generated by the development of these sites can only be of benefit to the area. Ultimately, the pocket of quaint Victorian development to the south-east of the West Oxford study area will in fact benefit from a well-considered urban design and planning programme that brings public domain benefits, resolves traffic, pedestrian and cycling conflicts, and that invigorates the precinct.

4. CONCLUSION

1. The design charrette findings are a collection of ideas based on a relatively modest, time and budget constrained investigation. Although some interesting ideas were provided, the recommendations and opinions differ amongst the three design professionals leading to uncertainty of future outcomes and delivery.

2. Our clients, who are substantial land holders in the study area (Sites 2 and Site 3 north as marked on the plans) have conducted a more extensive, independent urban design, architectural and planning investigation of the strategic importance of West Oxford Street precinct and have concluded very specific and deliverable improvements to the area, which were presented to Council for discussion.

The orderly redevelopment of these sites would provide a real, significant and present opportunity to deliver housing and employment targets, as well as deliver many of the charrette's public domain improvement ideas that are within the Waverley Council area and do it within a meaningful timeframe.

3. After being advised that Council were conducting their own study of West Bondi Junction and would not be able to consider a Planning Proposal by our client, our clients were not invited to participate in the charrette process, nor were their comprehensive research and reports utilised or considered by the charrette professionals. This is particularly disappointing given that many of the charrette's ideas and recommendations relate to the sites controlled by our clients and their surroundings areas.



4. Given that it has now been over a year since our clients were ready to lodge their Planning Proposal (nearly 2 years since commencement of discussions with Council), and the design charrette process has now been concluded, there does not appear to be an opportunity for our client to progress as an outcome of the charrette. Therefore, it is evident that the only appropriate planning pathway for the client moving forward is to submit the Planning Proposal. The Planning Proposal would seek to amend the WLEP 2012 in relation to these sites for more appropriate building heights and floor space ratios commensurate with our client's study and with the broader Bondi Junction vision. The resulting uplift would enable the applicant to offer a Voluntary Planning Agreement (VPA) to Council for direct public benefits including the creation of a new Public Plaza and new through site links, a new multipurpose community space at ground level, land dedication for road widening and various other improvements such as street planting and footpath upgrades all towards the rationalisation and beautification of the western gateway to Bondi Junction.

The Planning Proposal will also assist in increasing the availability of local jobs as set out in the Sydney Metropolitan Strategy, which is targeted to be 2,200 additional jobs by 2036 for the Waverley LGA (and also the revised employment target of 2,000 additional jobs by 2031 as per the prepared Draft Metropolitan Strategy for Sydney 2031). This can be achieved by providing employment opportunities in the retail, commercial and community spaces proposed on the sites, as well as a strong increase to the provision of residential dwellings, which will in turn support the growth of the local economy, the retail strip along Oxford Street and Bondi Junction generally, which is identified as a 'Major Centre.'

5. We urge council to consider our client's comprehensive study and findings of the West Oxford Street precinct before making any decisions in relation to the future of the area simply based on the charrette process.

Overview

- Queens Park Precinct generally does not support the proposals for drastic change to this section of Bondi Junction. The current character and low-rise buildings should be maintained.
- The Precinct cannot understand why the Council is seeking proposals to develop the area, seemingly against community wishes. The Waverley LEP that covers this area was only



recently developed in good faith by Council in consultation with the community and does not need revision at this stage.

- The ideas from the three proposals are quite piecemeal and do not provide a cohesive picture of the area and the interdependence with adjoining areas. They certainly do not respect the heritage, history and community links in the area.

Heritage, community and appeal v large development

- This end of Oxford St is the only remaining part of the original Bondi Junction. It has retained some character and includes many heritage buildings, as well as adjoining significant heritage areas. [PHOTO REMOVED]

- It is wonderful to see the vibe of the area with its various odd shops and cafes with people sitting around drinking coffee and enjoying the low-key sunny ambience and community feel. It is similar to Charing Cross that has essentially managed to retain its old world charm.

- The proposals do not mostly comply with Waverley LEP, especially in terms of height. They would dramatically change the nature of this western end of Bondi Junction and result in more of the same concrete characterless tall buildings that are turning Bondi Junction into a place with no appeal.

- Comments often heard from outsiders who visit the central part of Bondi Junction generally say how awful it is – no character, dominated by Westfield etc.

- In fact, the area of the northern side of Oxford St east of Leswell St clearly demonstrates what happens when interesting old shops are replaced by buildings as described above. The new non-descript tall buildings overshadow the shops on the southern side. The area is lifeless now. Just compare it with the more western end of Oxford St that is full of life.

[PHOTO REMOVED] Sterile, windy & deserted

[PHOTO REMOVED] Bright, charming & vibrant

Centennial Park – an important historical site

- Centennial Park is a very significant historical site for Sydney and NSW. Suggestions for creating a new entrance and commercialising the reservoir do not respect this important part of our history. The Park must be retained in its original form.

Traffic, roads and bus depot

- The Precinct is alarmed that the proposals make some major suggestions on roads and traffic without taking any heed of the impact on surrounding areas.

- It is pleasing that the NSW Government has stated that it is not planning to develop the bus depot site. The Committee believes that the site should be preserved as a depot capable of accommodating any future transport needs such as light rail.

- The Precinct is totally opposed to the proposals that suggest moving all bus movements in and out of the depot to York Rd. This would totally block traffic at peak hour, forcing more traffic through our precinct as well as directing more bus movements towards residential areas.

- York Rd, a sub-arterial road that skirts around our precinct, is the major north-south road east of Centennial Park and carries traffic from the south-eastern suburbs to the Harbor Tunnel and William St. Where would this traffic go if the flow is impeded by buses?

- This Precinct has been suggesting for over twenty years to have York Rd lead to right-turn access to Syd Einfeld Drive to reduce south-north traffic through our area. The proposals do not appear to include any facility to turn right onto Syd Einfeld Drive.

- One proposal suggests making one intersection for an extended Oxford St, Ocean St and Syd Einfeld Drive. Presumably this means York Rd traffic having to turn right or left instead of going straight ahead, another impediment for south-north traffic.

- In fact, reduced road capacity is proposed for the area. Emphasis is on westbound traffic (proposed roundabout at Leswell St) but not north-south or eastbound traffic.

- The idea of closing off Nelson St, the main entry and exit to Grafton St, is absurd in that West Oxford St would carry even more traffic.

- Such proposals mean traffic having to go elsewhere, possibly through our precinct. Previous closures of Oxford St, Bronte (Grosvenor) Rd and Hollywood Ave each contributed to the large volume of traffic through our precinct and proposals for this end of Bondi Junction would do the same.

Summary

Queens Park Precinct is opposed to major development of this unique part of Bondi Junction with its original shops and community feel.

It appears that Council is developing plans to benefit developers and not heeding the wishes of large numbers of local residents and ratepayers.

There should be no further development in Bondi Junction without serious studies of the impact on adjoining precincts, especially in terms of traffic and parking.



As well as several of us writing our own submissions in response to the WOS Precinct recommendations, we have combined our thoughts and concerns as part of a **group submission** in the hope council will take into consideration how another residential apartment block situated on a key access street in the area will be affected by development in the area.

- 1) We believe that the proposed changes will do very little to enhance or complement the nearby **Mill Hill Heritage & Conservation area**. The primarily 2 storey 19th century homes are one of the few remaining untouched residential areas in Waverley and should be protected by council, not overtaken by iconic landmark stretches of concrete that will cause substantial overshadowing. And to have iconic like high-rise bordering so close to **Centennial Park** should not be encouraged. The CPMP Trust aims to keep clear vistas & skylines and if such height proposals are permitted in WOS views from the park will include the tops of buildings.
- 2) Whilst we cannot stop development and would prefer to see investment by council into cosmetic improvements to buildings already in the area. Why not improve on the existing character & charm? We believe the major structural changes proposed would impact negatively on what is currently a **vibrant little shopping village**. Many small businesses in this strip of Oxford St have built up a loyal customer base. We know that if new development and owners come in, there would be changes in rent and many would not be able to afford to stay thus losing an enormous amount of good will.
- 3) We do support cosmetic changes like the planting of trees (thought not sure how possible this is), improvements to footpaths, improved access to parts of the shopping area, better safety provisions for pedestrians, improvements to the foot bridge over the expressway.
- 4) Whilst we live in an apartment block we feel the size, height & position of our building blends in more than satisfactorily with the area. Council should stay within the **current 2012 LEP** height limits as it would be devastating to see the area over developed with an abundance of high rise apartment blocks pushing close to 14 storey's. We know developers can now easily "buy" more height via Voluntary Planning Agreements so whilst the summary plans indicate 6-9 storey's we know well enough that buildings in Oxford St (i.e. The Forum 310 -320 Oxford St) can go higher & higher with the use of VPAs and the approval of council. Building forms proposed for Grafton St should remain sympathetic to the heritage factor of the homes and not be allowed to become towering in height as it is in the centre of the junction.
- 5) Contrary to comments in these recommendations the business community is not rundown or struggling. The majority of shops has long-standing tenants and is servicing the local residents needs extremely well. We can attest to that.
- 6) Oxford Street **traffic** is getting worse and we do not see substantial improvements will be made according to the recommendations. There would still be congestion if 4 lanes are implemented & then have to merge into 1 / 2 lanes. Council has not done enough research into **traffic impact i.e. buses in & out from the depot via the York Rd gates only?** We would like to see more detail/explanation about the **roundabout** at the bottom of Leswell St – will this ease traffic congestion? How will more traffic on Grafton St complement the proposed "shared" set up proposed for Nelson St? Whilst we agree it is of benefit for cars wanting to use Grafton St to get onto the expressway it would create congestion if they were to use Leswell St as an access to Oxford St. For example -
 - a) making it difficult to access & egress from the existing back lane and the driveway to our building
 - b) could take away the precious on street parking for shoppers & visitors & trade
 - c) cause bottlenecks getting on to Oxford st, especially if cars want to turn right



- 7) Cycling access is a good idea but only if safely implemented and only once traffic studies have been done. We are concerned about safety issues especially for pedestrians.
- 8) **Loss of Sunlight** due to the numerous high-rise built form as on the plans – there is little sun in the area as it is so overshadowing will increase & impact nearby heritage homes.
- 9) With new development come new opportunities including potentially increased **liquor licensing applications**. We would not like to see a proliferation of licensed bars etc in this quieter area, which could create safety & noise implications – a situation, which has become evident in the centre of Bondi Junction due to the close proximity of licensed premises.

Finally, if the plans/diagrams are anything to go by we are concerned to think that council or planners would even consider proposing to try & squeeze so many people & buildings in to what is **demographically a very small area of land/space**. Traffic congestion is one thing but we would now be looking at people congestion. What schools in the area would service these 500+ new arrivals? Where would they park their cars if parking were not allocated in the buildings? Would there be any open space left? Any trees at all along Grafton? A continuous line of high-rise buildings is not only ugly but also just unrealistic unless it is to satisfy another agenda, one to accommodate a developer's wish list.

As a group of residents we feel strongly about the summary of proposals being presented for West Oxford. There are very little positives. We would all be negatively affected by road changes without substantial traffic studies undertaken, increased heights in nearby apartment blocks going over 6 storey's, overcrowding, parking problems as well as potential loss of a village community and thriving network of shops, impact on small businesses, erosion of much valued heritage, loss of any remaining open space & greenery, noise from increased traffic and substantial loss of sunlight especially in winter.

We don't need or want this excessive over development in West Oxford Street. We look to all our elected councilors, especially those who represent us in Lawson Ward, to think carefully and consider what the community have been saying to them during this whole WOS consultation process when they make final decisions – what we want and don't want in the West Oxford St area - and to not be swayed by the outside vested interests of developers which seems to be the case.

We are commercial property owners



This is the main business area with most shops and service facilities in the west of Oxford St. Most buildings here are over 100 years old and need urgent re build and face lifting. That is why all support councils effort to redevelop this area, but newly published precinct plan draft make us very upset with the outcome of the drafts that have been presented.

The Proposed maximum building height (3-5 storeys, 8-15metres FSR 0.9:1) and (3-4 storeys, 9.5-17 metres FSR 0.8:1) which this makes it very difficult to develop because:

- The average house in Bondi Junction is already near 2million mark, with one or two storeys more it makes it very difficult for a developer to make profit at this price.
- Most owners will not sell their properties in a golden area and position at a low price.

This is why only with policy incentive can solve the difficulty, though we are owners in the traditionally and currently busiest area of the west Oxford Street we just need a fair go policy and be equally treated as (BLOCK 1), (BLOCK 2), (BLOCK 3).

With the proposed maximum building height of 6-10 storeys, 20-30+metres and FSR of 3.5:1 the width of (BLOCK 1,2,3 & 5 is just around 300-400 metres, this is not long enough to make the height difference. With similar height all these blocks will look more cosmopolitan and bring more business and residents.

Will it be too high?

No, as population grows "high rising" is a MUST and trendy. Compare with city's plan to build 70 storeys block, 10 storeys is just meeting the medium to low level and expectations to make west Oxford Street as a cosmopolitan look.

Will (BLOCK 5) commercial area up to 10 storeys block the sun light of residents in Grafton Street? We know some residents are worrying about this, but sun rises from the east and reach them first. Also if the height control goes to 30 metres this will mean their property value will go up.

Dear policy makers, you have a good chance to change the face of (BLOCK 5). Should you hesitate to make a tough decision the problem will still be there. Maybe wait 10 years to review the policy, but by that time the property price will go even much higher and the old faced (BLOCK 5) will become a hotter potato.

We seek your help to settle this issue and sincerely wish our representatives can meet you at your convenience before 24th October.



I have come to the understanding that the LEP is going to be changed in a way where it will not benefit us. The height restriction is currently 15 metres with a floor space ratio of 1.5:1 and the proposed drafts set out to be 8-15 metres with a proposed FSR of 0.9:1 & 9.5-17metres 0.8:1 which means that not does it only decrease the value of my properties but it also restricts any potential developer.

This is extremely disturbing to someone who has put hard work into investing in properties that he thought had more value or at least equal value to all other blocks in Bondi Jct. My question here is "why haven't we all been treated equally?"

I understand that the main concern you have is that no development sights are to look over Waverley bus depot, but as the draft has been set out, I can see that (BLOCK 1,2&3) are closer to the bus depot and have been granted to build up to 6-10 storeys high (20-30metres) with a floor space ratio of 3.5:1.

I am also aware that the residents on Grafton St are concerned that if a development site was to be built on (BLOCK 5), it would block their sunlight. The sun rises from the east and reaches them first therefore they will NOT be affected in any way whatsoever.

Why is every other property owner benefiting on the other blocks and have been allowed an increase of height limit and floor space ratio? To me this is called discrimination, and will not put this matter to rest together with the rest of the property owners on (BLOCK 5). We have all put hard and well deserved work for nothing and we all feel that the way the drafts have been set out they are favouring the other blocks for some reason or another.

Instead of the height restriction on our block to be limited, on the contrary, we would highly appreciate it to be increased.

Please take my letter seriously as this is affecting my health tremendously due to all the false hopes I had in building an estate with potential.

All the property owners of this block and myself will not rest on this matter until we have treated fairly and 100% equally.

IN RESPONSE TO COUNCIL'S WEST OXFORD STREET PRECINCT PLAN

Using Council's Brochure delivered to residents' mailboxes.



ITEM	WAVERLEY COUNCIL RC & CS Department
3	Explain realignment and identify proposed use of " new urban block" .. residential? commercial? limit?
5 & 6	This plan would require substantial investigation as per traffic congestion. I have been advised the purpose is to alleviate present congestion at the Oxford St Depot exit. This alternate plan could easily compound this problem .York Rd is not a wide street and presently, traffic needs to come to a halt to allow busses access to the Depot.
7	This idea is FAR too general and open to abuse. The planners seem to have "run riot" (See 21)
8	If Council's brochure is accurate which, of course, one would expect it to be when residents are encouraged to use it to present their comments, then how can there be a widening of Oxford St. at a point which is already very narrow strip of land? 8 is sited on Oxford opposite York Rd.
12	Trees planted where ? We are already in desperate need of space in Oxford St. and the idea of trees while aesthetically attractive, is quite impractical. Trees grow, branches obliterate views and traffic signs on thoroughfares.
14	I have been advised that Nelson St will remain open to traffic (motorised). Good
15	New bus shelter has been a necessity for some time. The design MUST provide SHELTER from the driving rain and the piercing sun. .so a great deal of thought is required.
16	Future entry to Centennial Park? According to your brochure, 16 is sited INSIDE the Bus Depot on St James Rd. An appropriate use of this corner of the Park would be welcome ...but is not presently an essential component of the overall plan .
17	17 A cultural facility in the middle of the Bus Depot? WHAT FUTURE THE ENTIRE BUS DEPOT SITE?
21	PROVIDE NEW LANEWAYS between existing laneway and Mill Hill Rd and Denison St. WHERE? <u>What existing laneway ?</u> What appears to be the indiscriminate scattering of <u>laneways is of great concern.</u> (see 7) Before any steps are taken to even consider one or other design, Council MUST undertake the most detailed traffic investigation from the most <u>competent Company</u> available.
26	Why the need to lower the bridge height in a climate when more and more road transports are larger and already unable to pass under tunnels and bridges.? Is this not an unnecessary load on Council's finances.?
31	PRESERVE <u>HERITAGE</u> LISTED NELSON HOTEL AND WESTGATE HOUSE <u>AND HISTORIC</u> GRAFTON ST HOUSES.
32	<u>HISTORIC HOYTS CINEMA REPLACED WITH A BUILT FORM LANDMARK</u> ? Type and design??
41	<u>ENHANCE THE LEGACY OF OXFORD ST AS A SIGNIFICANT HISTORIC AVENUE.</u> 1000 BUT CERTAINLY NOT BY BUILDING MULTISTOREY STRUCTURES .WHAT A LEGACY IS THAT!



SO

WHAT OF **THE HISTORIC MILL HILL HERITAGE AREA** ? SETTLED AND BUILT UPON BEFORE OXFORD ST. WHICH YOU HAVE DESCRIBED AS HISTORIC, WAS NAMED OXFORD ST. AND BUT AN UNSEALED ROAD .?!

NO MENTION OF THE PRESEVATION OF MILL HILL ENVIRONMENT.

FURTHER INFORMATION NEEDED.

44-51

BUILT FORM

THIS SECTION, BUILT FORM, PORTRAITS BUT DOES NOT DETAIL THE FUTURE OF THE MOST HISTORICALLY AND THEREFORE WHOLLY IMPORTANT AREA

Council has emphasised the importance of this entry to Bondi Junction. The gateway should Invite visitors as they approach
Allow them to see past the gate to what lies beyond and with its beauty, draw them through.

10+ STOREY DEVELOPMENTS AT THE ENTRANCE WILL NOT ONLY CAST SHADOWS ON WHAT SITS BENEATH, INCLUDING CENTENNIAL PARK, BUT ALSO BLOCK THAT VIEW WHICH COUNCIL should be STRIVING for AND WITH IT THE WONDERFUL HERITAGE WHICH HAS CREATED BONDI JUNCTION.

When a plan for the "improvement"/restoration" of the western end of Bondi Junction was first mooted, Mayor Sally Betts described it as :

"The Gateway to Bondi Junction"

LET THE FINAL DESIGN REFLECT THAT.

On behalf of our clients, we wish to make submission to the West Oxford Street Design Charette which was recently publically exhibited. We also commend Council on undertaking work to guide the strategic vision for the West Oxford Street Precinct.

In saying that, we would also advise Council of our client's significant disappointment at not being directly consulted as part of the charette process, especially given they are considerable stakeholders within the study area. Despite this, we welcome the opportunity to make submission to the study and we look forward to continuing to work with Council for the benefit of the precinct.

In our opinion, greater consideration should be given to increasing development in the study area to ensure a sufficient quantum of developer contributions to fund public domain improvements. This should be undertaken in consultation with property owners who are likely to be the drivers of redevelopment in the precinct.

The Nelson Hotel forms part of the subject site and is identified as a heritage item in the LEP, the site appears to have been discounted as a redevelopment opportunity by the charrette. It is our opinion that notwithstanding its status, there is potential for a sympathetic development scheme to be undertaken. Accordingly, this submission focusses on three key points:

- Insufficient involvement of landowners;
- Consideration of development incentives to fund infrastructure; and
- Potential to redevelop the Nelson Hotel while retaining heritage significance.

This submission contains: a brief site analysis; brief consideration of the site and surroundings; an outline of the existing planning controls and options proposed in the charette; recommendations for the subject site; and a conclusion.

1.0 SITE ANALYSIS

1.1 The Site

The subject site is irregularly shaped and comprises Nos. 9-13 Nelson Street, No.232 and Nos. 234- 236 Oxford Street, being Lots 1-3 of DP107106, Lot 1 of DP 83199 and Lot 1 DP137132 respectively.



The subject site has frontages to Oxford Street, Nelson Street and Grafton Street. The site has a combined northern frontage to Grafton Street of approximately 37m, a combined western frontage to Nelson Street of approximately 61m, a southern frontage to Oxford Street of 19m and a combined eastern boundary of 58m. The site has a total area of approximately 1,582m² (see Figure 1).

IMAGE REMOVED

At Nos. 9, 11 and 13 Nelson Street, the sites comprise single storey terrace style attached residential dwellings with pitched roofs. No.232 Oxford Street comprises 'The Nelson Hotel' which is located on the corner of Oxford Street and Nelson Street within the northern fringe of the Bondi Junction commercial precinct (see Photograph 1). At Nos.234-236 Oxford Street, the site comprises a refurbished two-storey terrace. The ground level of the building is occupied by commercial use and the upper level appears to be used as residential accommodation (see Photograph 2 on the following page).

IMAGE REMOVED

2.0 THE SURROUNDS AND CONTEXT

Development in the surrounding area comprises an eclectic mix of retail, commercial and residential uses. On the immediate street block, development comprises predominately aging two storey commercial buildings.

To the east, developments of high density built form become prevalent in the direction of Bondi Junction Station. There are three substantial developments in the street block immediately to the east.

Along the western end of Oxford Street, many developments incorporate commercial use at the ground floor. In addition, Waverley Bus Depot and Centennial Park is located near the intersection between York Road and Oxford Street.

Developments to the North

To the north, at No. 1 Grafton Street is a two storey red brick residential dwelling. Further north is Syd Enfield Drive which connects Woollahra to Bondi Junction.

Developments to the East

To the east, is a mixed row of two storey commercial uses and shop top housing with flat roofs. Further to the east at No. 268 Oxford Street is a ten storey residential flat development which has frontage to both Oxford Street and Leswell Street.

Development to the South

To the south of the site at Nos. 21- 29 Oxford Street are single storey terrace-style attached residential dwellings with pitched roofs. Further to the south is Ruthven Street where a similar style of terrace housing continues.

Development to the West

To the west at No. 214-230 Oxford Street is a mixture of two storey retail, commercial and residential developments. The upper storeys of some developments are used for residential purposes.

Prepared by G1

3.0 ZONING AND OPTIONS PROPOSED IN CHARETTE

The West Oxford Street Design Charette obtained the input of three multidisciplinary teams who each developed concepts and visions for the West Oxford Street Precinct. The recommendations of the respective teams involved short, medium and long term actions. As part of the process, the teams considered the key built controls of height and FSR that apply to various blocks in the study area. This section will briefly consider the existing planning controls that apply to the subject site and the recommendations made by each of the charette design teams.

3.1 Waverley Local Environmental Plan 2012

Council's LEP 2012 came into force on 26 October 2012 and applies to the subject site. Under LEP 2012, the site is zoned B4 Mixed Use (see Figure 2). Clause 4.3 of the LEP applies a maximum height limit of 15m and a maximum FSR of 1.5:1.

It is noted that the Nelson Hotel is located within the subject site and comprises a heritage item for the purposes of the LEP.

IMAGE REMOVED



While one of the teams proposed a minor increase to the height limits applying to Block 5, the remaining teams either suggested heights and FSRs remain static, or be lowered. The existing and proposed controls are outlined in Table 1 below.

	Building Height	Number of Storeys	FSR
EXISTING	15	4 Storeys	1.5:1
OPTION 1	9.5-17m (Block 5)	3-4 plus pop up element	0.8:1
OPTION 2	15m (Block 5)	5	1.5:1
OPTION 3	8-15m (Block 5)	3-5	0.9:1

All three options specifically excluded the Nelson Hotel site from the indicative height diagrams.

3.2 Options Proposed by Design Charette

This section will review the three critical elements contained in the Charette that impact on our client's property. The subject site has been identified as being within 'Block 5' of the study area which comprises the street block bounded by Grafton Street to the north, Leswell Street to the east, Oxford Street to the south and Nelson Street to the west (see Figure 3 on the following page). We will deal specifically with the key built form controls recommended by the charette, the proposed Nelson St shared zone and the roundabout to Syd Einfield Drive.

Key Built Form Controls

As indicated, each of the charette teams considered key built form controls that apply to the site and made recommendations upon potential future built form.

Submission by 13/11/2022

IMAGE REMOVED



various residential support facilities. To reduce the FSR and height for the subject block, service and provide an incentive for redevelopment.

We observe that in the cases of Blocks 2 and 3 to the west, two teams each propose to almost double the FSR for these areas. In our opinion, this is inequitable and is likely to result in a totally inconsistent built form.

Nelson St Shared Zone

Each of the three teams proposed that Nelson Street should be identified as a shared traffic/pedestrian zone. This may include traffic calming measures, improve pedestrian amenity and activated street frontages. The charrette identified that this would be reliant on a roundabout connecting Grafton Street to Syd Einfeld Drive to reduce through traffic.

Our clients are supportive of the proposed shared zone along Nelson Street, which may include footpath widening and pedestrian priority. We would not support the full closure of this road, notwithstanding the fact that this does not appear to be proposed. Nelson Street provides an important link from Bondi Junction for through traffic and, while calming this traffic is desirable, removing this link is likely to have substantial traffic impacts. The indicative sketch has also included a footpath widening to demonstrate the potential streetscape outcome of this recommendation.

Planning Response: In our opinion, providing a shared zone or widening the footpaths on Nelson Street has considerable potential. In order for this to be viable and provide a desirable amenity for pedestrians, consideration needs to be given to the management of heavy vehicles such as buses and trucks which currently use the street.

In our opinion, it may be more appropriate to widen the footpaths rather than go to the extent of a shared zone. This would provide for an improved relationship between vehicles and pedestrians and would continue to facilitate a functional flow of traffic. In our view, introducing Nelson Street as a shared zone may be more achievable in conjunction with the creation of a roundabout to Syd Einfeld Drive as proposed by one charrette team. The creation of the shared zone without this roundabout may result in traffic implications for Grafton Street and other surrounding local streets in the centre.

Roundabout to Syd Einfeld Drive

Two of the teams also proposed a roundabout from Grafton Street to Syd Einfeld Drive. This roundabout would provide "left in left out" access to and from Syd Einfeld Drive and may reduce through traffic flow along Nelson St, as outlined above.

Planning Response: We are generally supportive of the concept of a roundabout access to Syd Einfeld Drive. Provision of this access has the potential to remove a considerable number of heavy vehicles and buses from Grafton and Nelson Streets, which would assist in the creation of a more pedestrian friendly environment. The proposed location of the roundabout appears to relate well to the grades of both streets however, would be subject to assessment by NSW Roads and Maritime Services. In the event they do not agree to support the amendments to Syd Einfeld Drive, it may be necessary to consider alternatives to a shared zone along Nelson Street, which may include footpath widening.

4.0 INVOLVEMENT OF LANDOWNERS

In our opinion, when undertaking a significant strategic planning exercise such as the West Oxford Street Design Charrette it is critical to obtain the input of property owners. A number of sites in the study area, including the subject site, are in common ownership and present ideal opportunities for consolidation and redevelopment.

It is our view that the subject site, and the remainder of Block-5, is well suited to moderate increases to both height and FSR controls. This block also has the potential to provide a transition between the higher density development to the east within the Bondi Junction Centre and the lower density development zones on the fringes of Bondi Junction.

IMAGE REMOVED

Although Council has enthusiastically endeavoured to involve the community in the Charette process, a number of landowners, including our clients, have not understood this aspect of the planning process. Over time, planners have found it difficult to engage the community in the strategic planning as this process is sometimes viewed as being esoteric by lay people. In our respectful opinion, the landowners in Block 5, and indeed the whole of the study area, are critical stakeholders in this exercise. If they are not engaged directly in the process, then redevelopment is unlikely to occur and the objectives of the plan are unlikely to be achieved,

Our clients do thank Council for the opportunity to make submission to the design charrette and would willingly participate in future consultations relating to the strategic planning of this precinct.

5.0 DEVELOPMENT INCENTIVES TO FUND PUBLIC DOMAIN IMPROVEMENTS

The Charette process has revealed a strong desire for public domain improvements throughout the west Oxford Street precinct. A very effective method of funding such improvements is the Section 94 developer contribution framework. In order for Council to obtain a sufficient quantum of contributions to satisfy its desire for public domain improvements, there must be reasonable incentive for landowners to redevelop their properties. In our opinion, reducing heights and FSRs in Block 5 works against this aim.

On the contrary, if there were to be modest increases in key development standards, this may provide an incentive for development in the precinct and in turn, provide the funding base for the proposed public domain works. Any such increases should, of course, not be undertaken at the expense of the amenity of either the public domain or existing developments in the locality.

In our opinion, heights of in the order of 8 storeys and FSR of 3:1 would be an appropriate transition between the higher density sites to the east and the precinct fringes. Based on our preliminary investigations, these heights and densities could be achieved with minimal impact to the amenity of the public domain or nearby properties. This of course, would be subject to Council undertaking a detailed assessment of potential built form impacts.

While the design charrette is a valuable part of this process, specific block by block modelling should be undertaken to determine potential impacts (if any) of increased densities. Where the opportunity arises to increase densities with minimal impact, as may be the case in this locality, this should be capitalised upon.

6.0 REDEVELOPMENT POTENTIAL OF THE NELSON HOTEL

The Nelson Hotel is identified as a heritage item within Council's LEP and our clients are long-term owners of this property and have demonstrated commitment to its conservation. The charrette options identify the hotel as a critical focal point in the streetscape. It is our opinion, that the subject site has the potential for redevelopment that would retain the heritage significance of the hotel, facilitate conservation, and provide an effective transition in built form from the two storey hotel, to the increased building heights to the east.

Our review of the design charrette indicates that the Nelson Hotel has been excluded from the indicative height diagrams of each team (see Figure 4 on the following page). By doing so, the charrette process has effectively "sterilised" the site and, in our opinion, failed to recognise the redevelopment opportunity provided on a key corner in the precinct. Retaining the existing built form does not capitalise on the prominence of the site and would not create the high quality urban design outcome that is sought by the charrette.

IMAGE REMOVED

Any redevelopment of the Nelson Hotel site should without doubt retain the heritage significance of the existing building, while proposing increased heights to the rear. The redevelopment of part of the site may also fund further conservation improvements to the existing hotel.

In order to demonstrate that a sympathetic redevelopment could be achieved, a concept sketch has been prepared by a Heritage Architect indicating a potential relationship between the existing hotel and a contemporary redevelopment (see Figure 5).

IMAGE REMOVED



This image shows the potential for an increase of height and FSR while retaining the heritage qualities of the hotel. Capitalising on sites such as this provides Council with the ability to deliver high quality built form, fund public domain improvements and provide high quality housing stock in close proximity to transport and residential services.

7.0 CONCLUSION

We wish to reiterate our support of Council in undertaking this task and being proactive in developing a strategic vision for the west Oxford Street Precinct. We do however feel that there is substantial opportunity to provide additional housing and commercial floor space on the northern side of Oxford Street with minimal impact to either the public domain or nearby properties.

We firmly believe that identifying our client's site as a focal point, and then lowering the height and FSR presents a fundamental problem in achieving Council's objective of redevelopment. While we agree our client's site has heritage significance and is shown as being a focal point in the area, it should not be disadvantaged and segregated from development.

Accordingly, we respectfully suggest that increases in height and FSR for our clients site and generally for Block 5 would be desirable for achieving the objectives of paying for the extensive amount of infrastructure upgrading.

Nelson Street does present considerable opportunity for pedestrian enhancement. Whether by way of a shared zone or widening of footpaths, any design should ensure pedestrian safety and the opportunity for traffic to retain a reasonable circulation in the locality.

The heritage status of the existing hotel is a critical consideration and as demonstrated in the indicative sketches, the potential exists for the heritage value to be retained in conjunction with a sympathetic redevelopment. The site should not be isolated from potential redevelopment as a result of the heritage status.

We thank you for the opportunity to make submission to the design charette and we wish to reiterate that our clients, as major stakeholders, are willing to engage further with Council in respect to the vision for this precinct