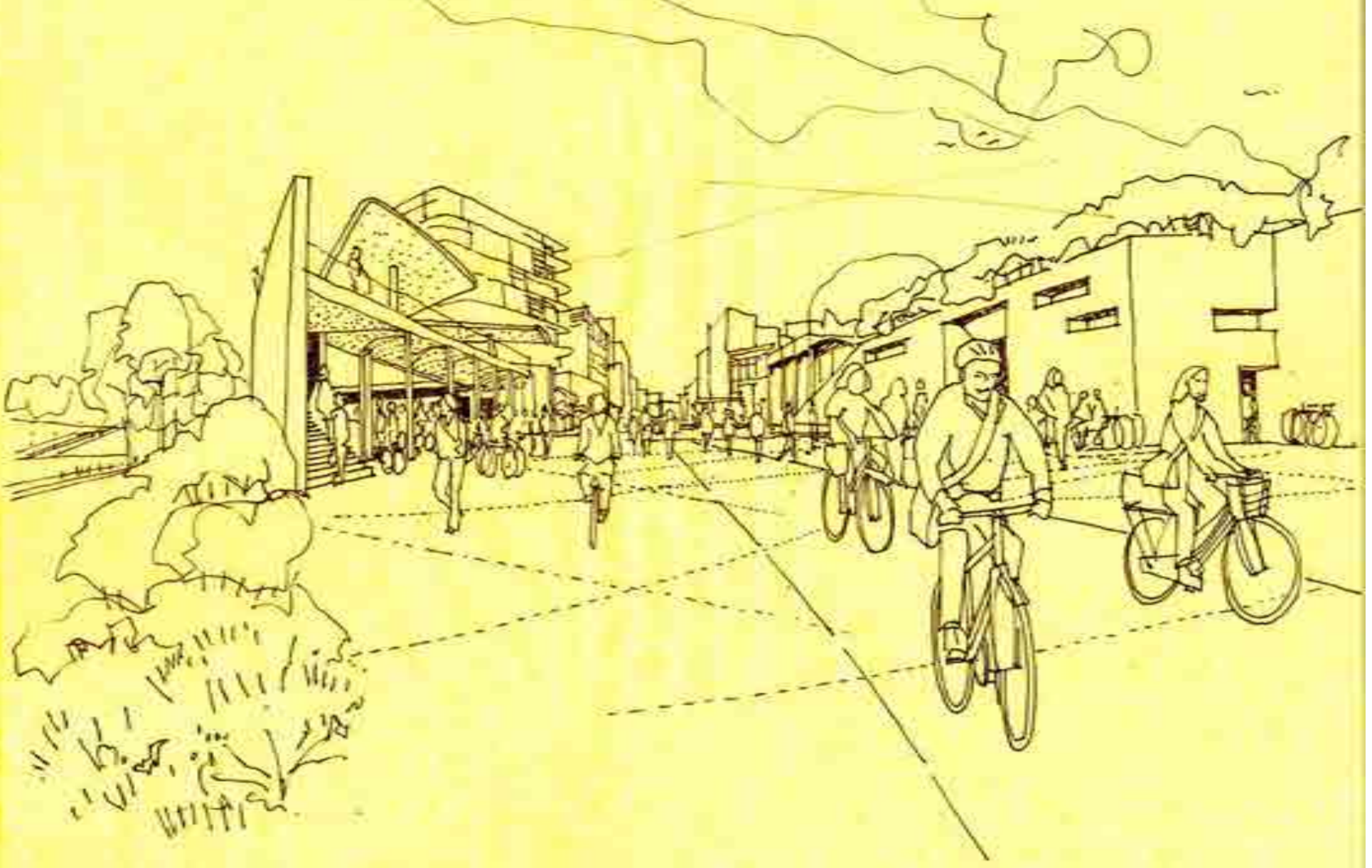


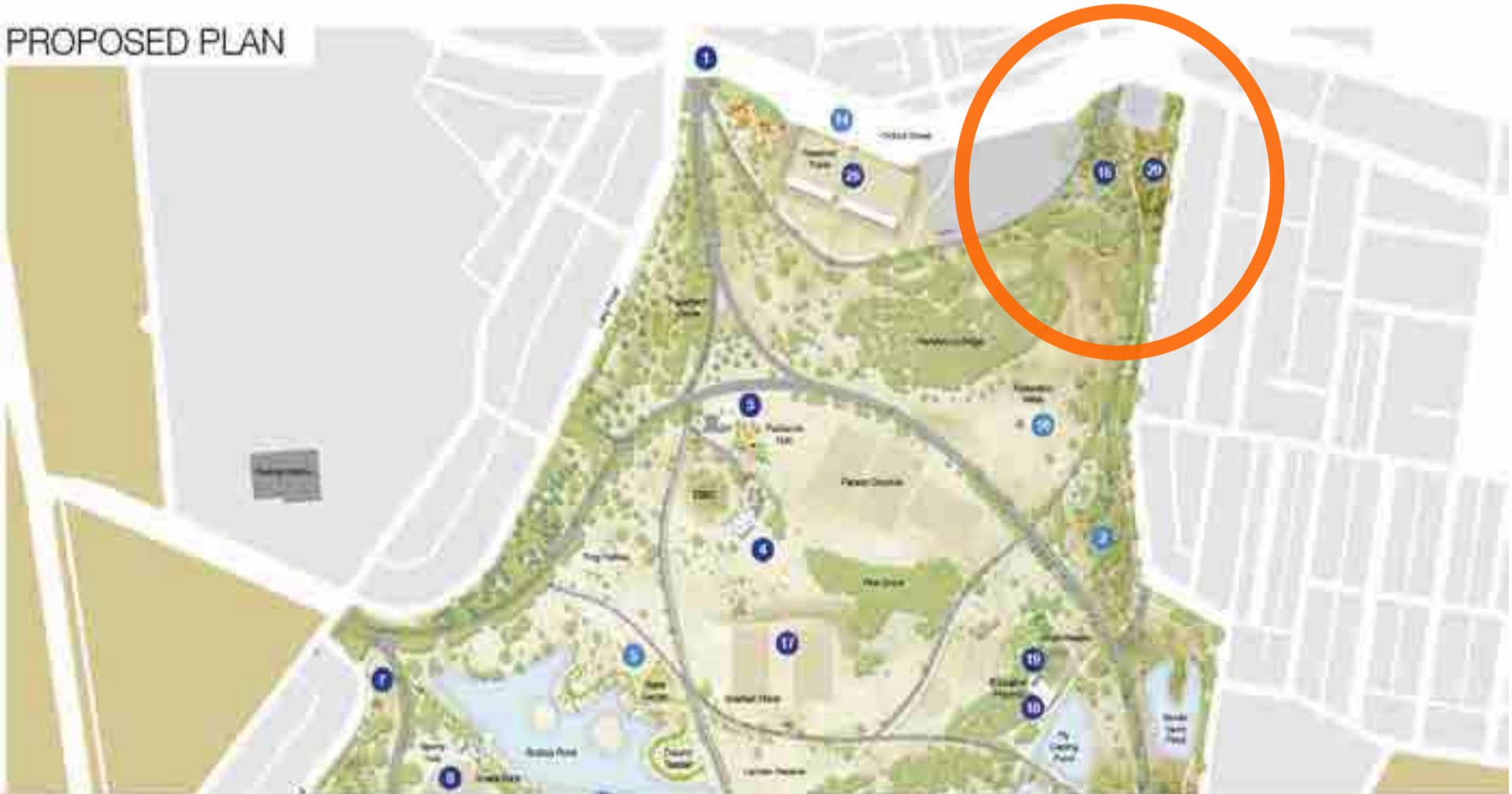


cycle-hub-café-spa as the culmination of Oxford Street in Bondi Junction



CENTENNIAL PARK MASTER PLAN 2040

PROPOSED PLAN



29 SKATE FACILITY
New facility in northeast corner of the Park

15 NEW AMENITIES
Consider new permanent toilet facilities in northeast corner of Park.

key moves

Centennial Park

restored grandeur

Commercial activity outside the park: bike hub cafe

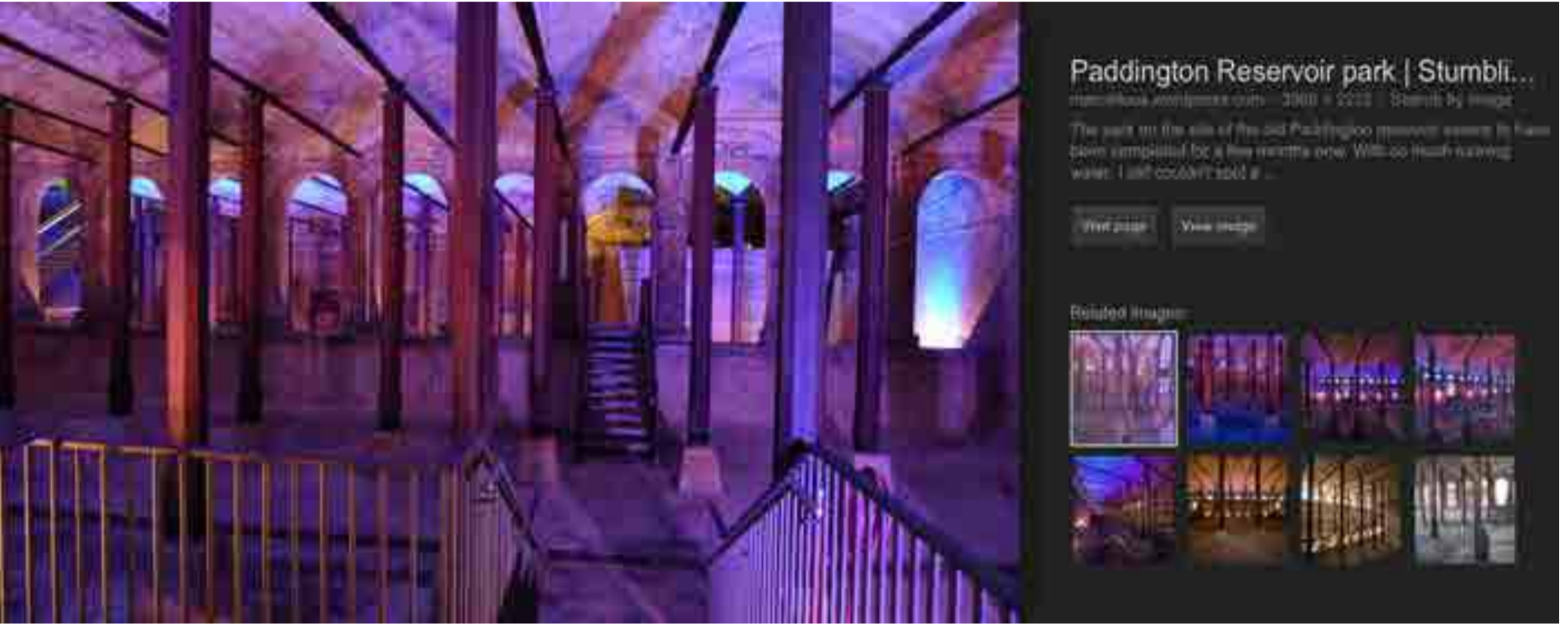
adaptive re-use long term:

sparty!
active recreation:
skate + climb

New entry: where it makes sense to enter







future



Peter Zumthor Baths at Vals



Spas in Budapest



Bath parties (sparties) in Budapest

SO Oxford Street



QUESTIONS

5 minutes

team green

Archival Architecture and Public Art, teamed with James Mather Delaney Design Pty Ltd Landscape Architects, and John O'Callaghan (urban design and place maker)

Presenter: **Lucy Humphrey**



REMAKING WEST OXFORD STREET



ARCHRIVAL. JMD DESIGN + JOHN O'CALLAGHAN

OUR TEAM

THE WEST OXFORD STREET PRECINCT CAN PROVIDE A LIVELY CULTURAL SPACE FOCUSED ON WELLBEING AND COMMUNITY, AND IS ACTIVATED BY INNOVATIVE PUBLIC ART, DYNAMIC STREETSAPES AND CONNECTED BUSINESS CLUSTERS.

OUR VISION



A GATEWAY TO BONDI JUNCTION?



LOW RISE



CREATIVITY



COMMUNITY



PARK ENTRY



DEPOT FRONTAGE



CORNER SITE

COMMUNITY FEEDBACK

- BRING CULTURE TO THE DEPOT
- PUNCTUATE OXFORD STREET
- THINK DIFFERENTLY
- BUILD WITH THE GRAIN
- REJUVENATE THE STREET
- WALK EVERYWHERE

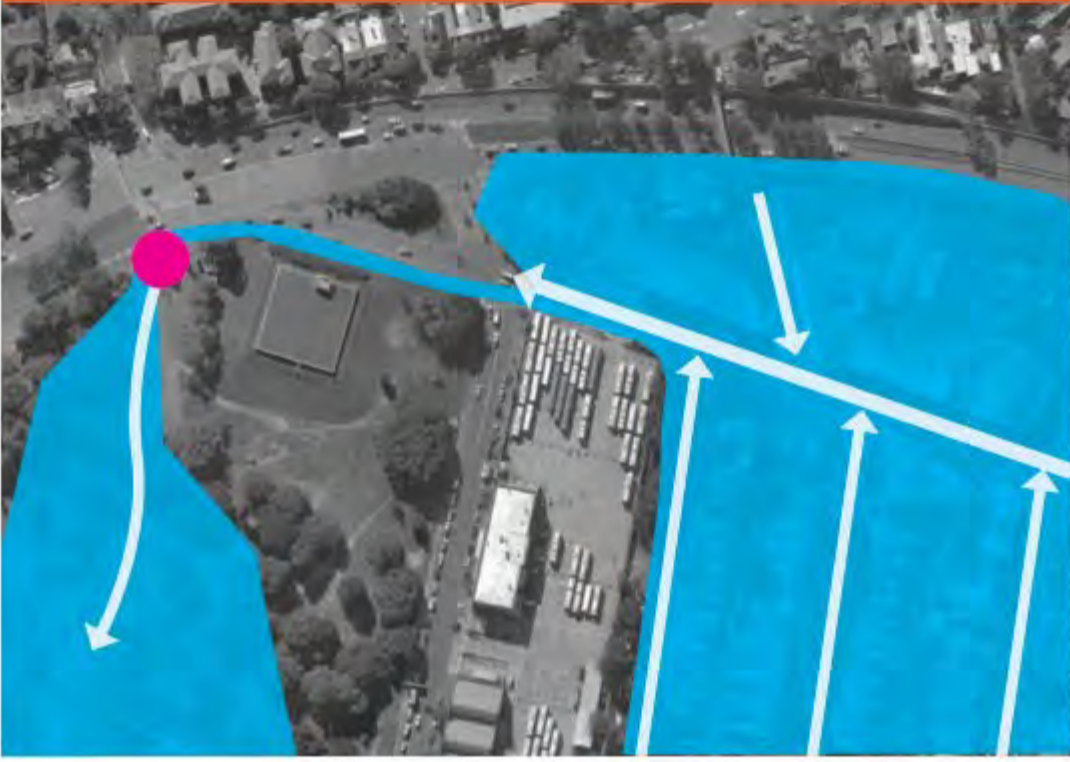
strengthen the boulevard
re-connect
pedestrians
cyclists
trees



Punctuate Oxford St



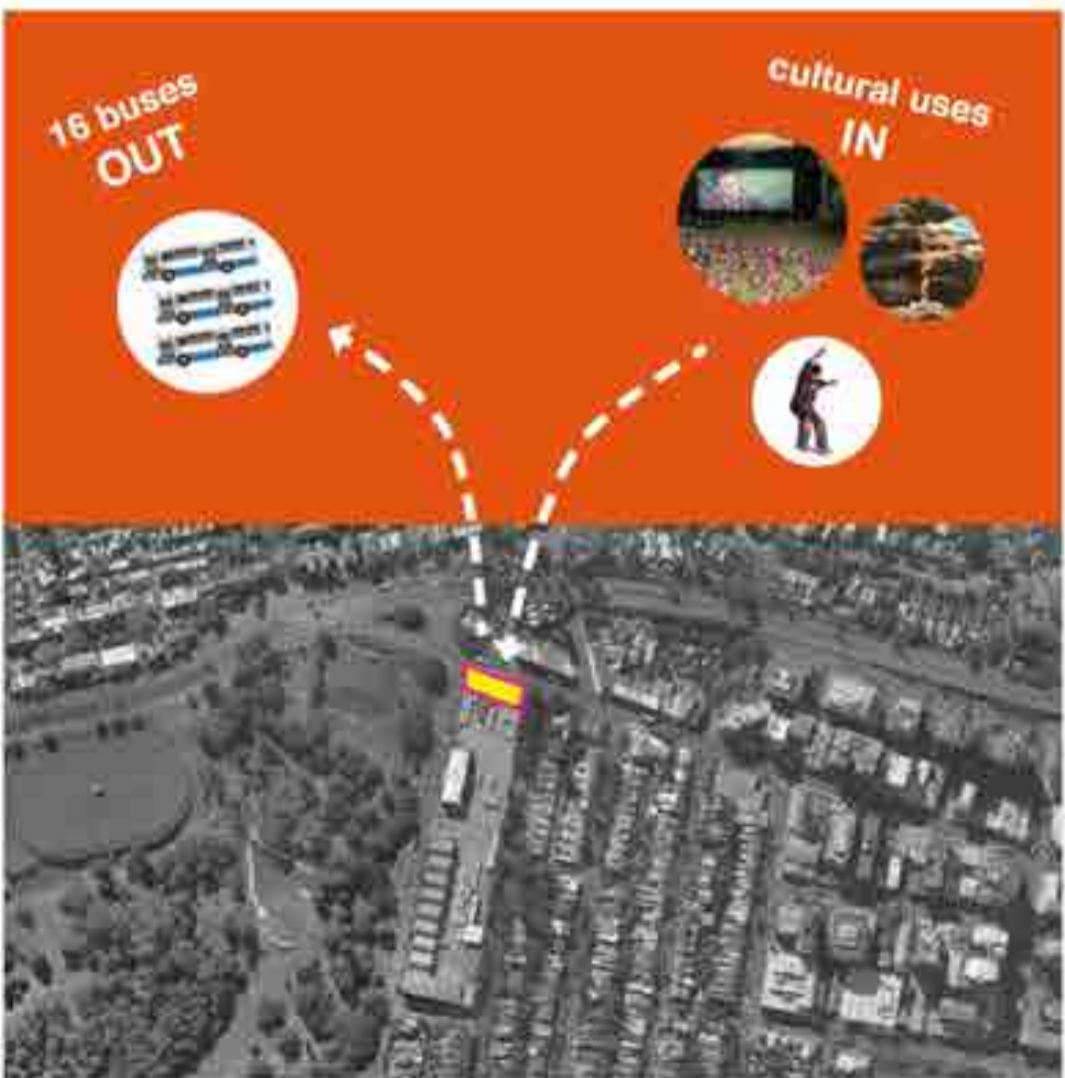
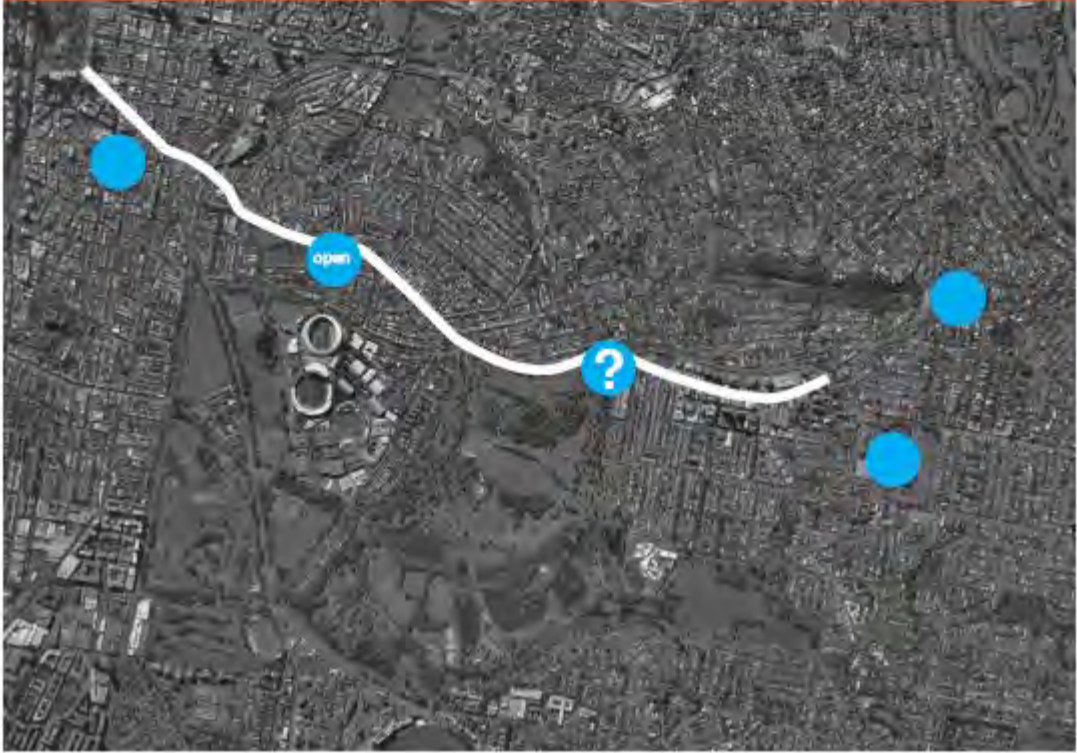
Entry to Centennial Park does not reflect its catchment



Centennial Park gates tend to be on axis

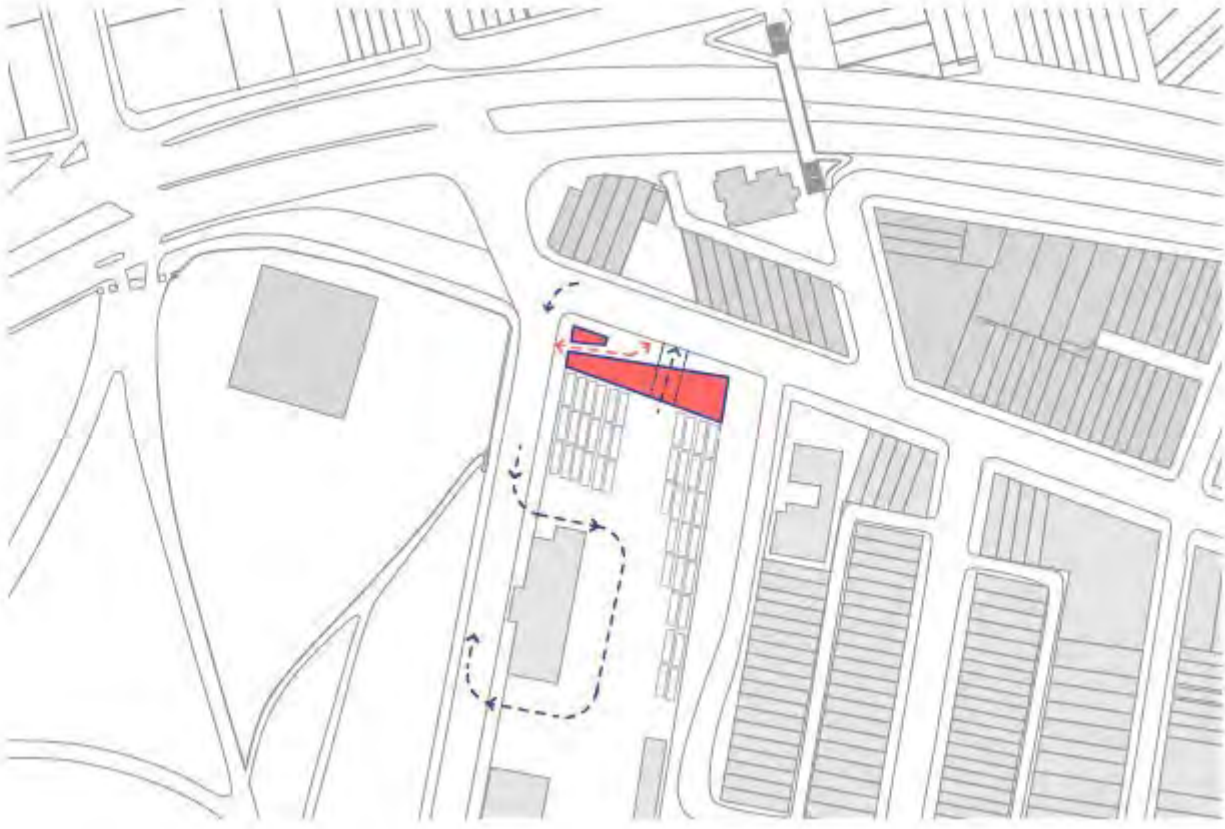


Chain of resevoirs as a new opportunity





 BRING CULTURE TO THE DEPOT



BRING CULTURE TO THE DEPOT



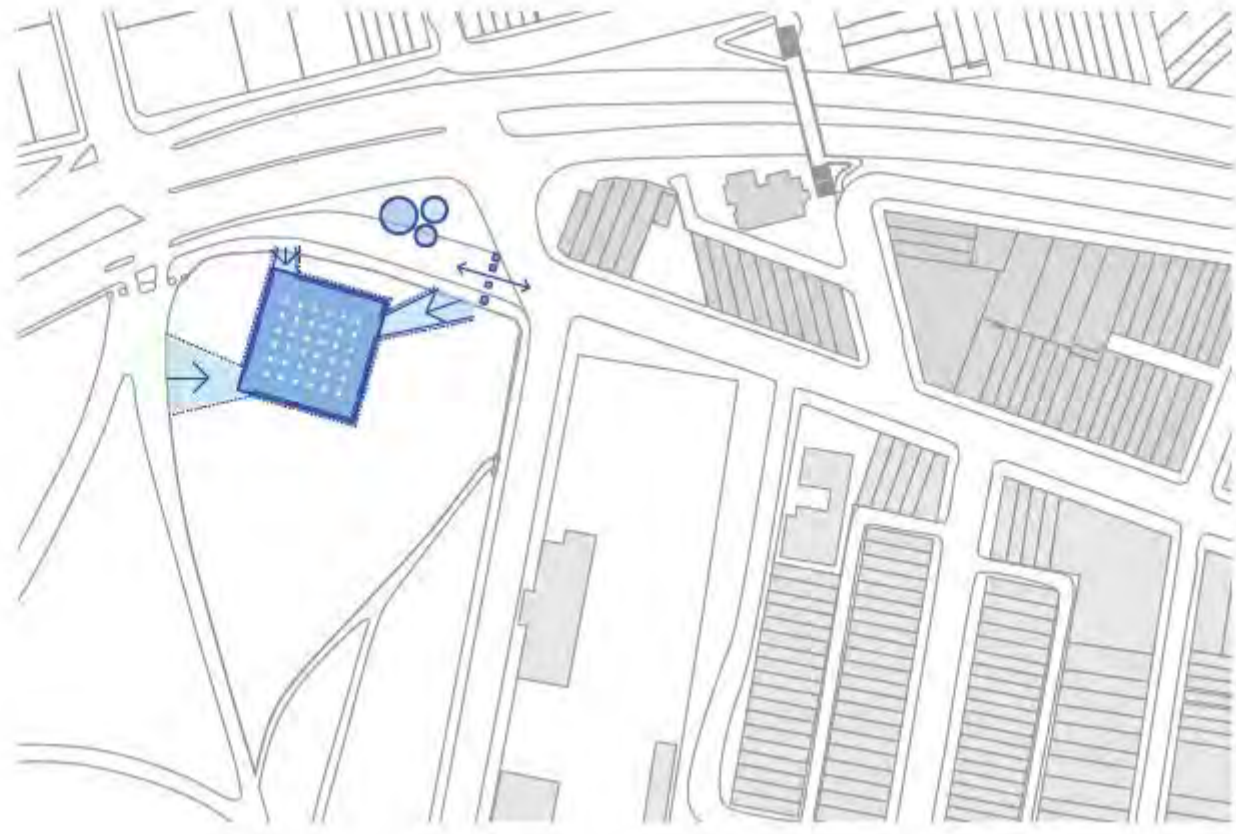
BRING CULTURE TO THE DEPOT



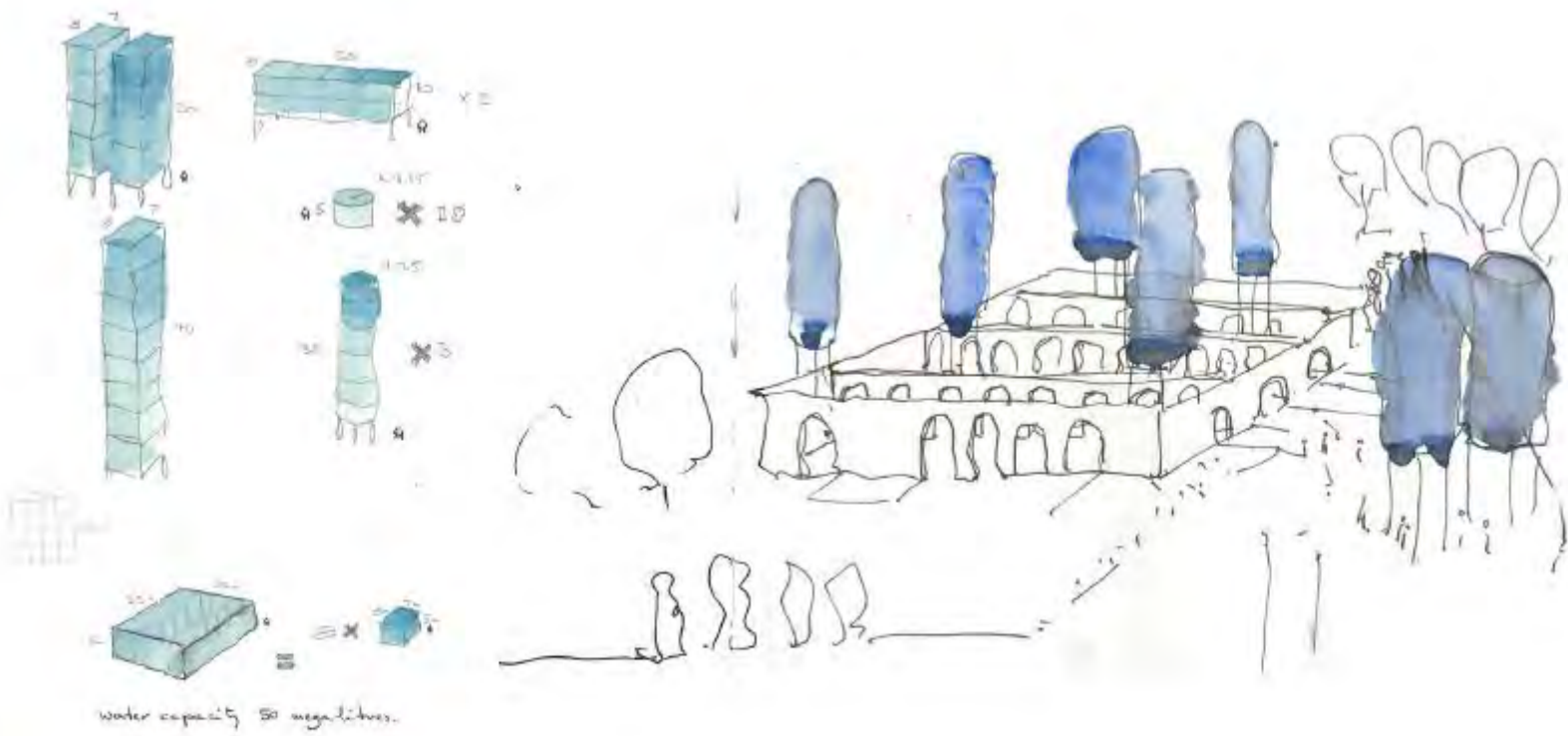
● BRING CULTURE TO THE DEPOT



● PUNCTUATE OXFORD STREET



PUNCTUATE OXFORD STREET



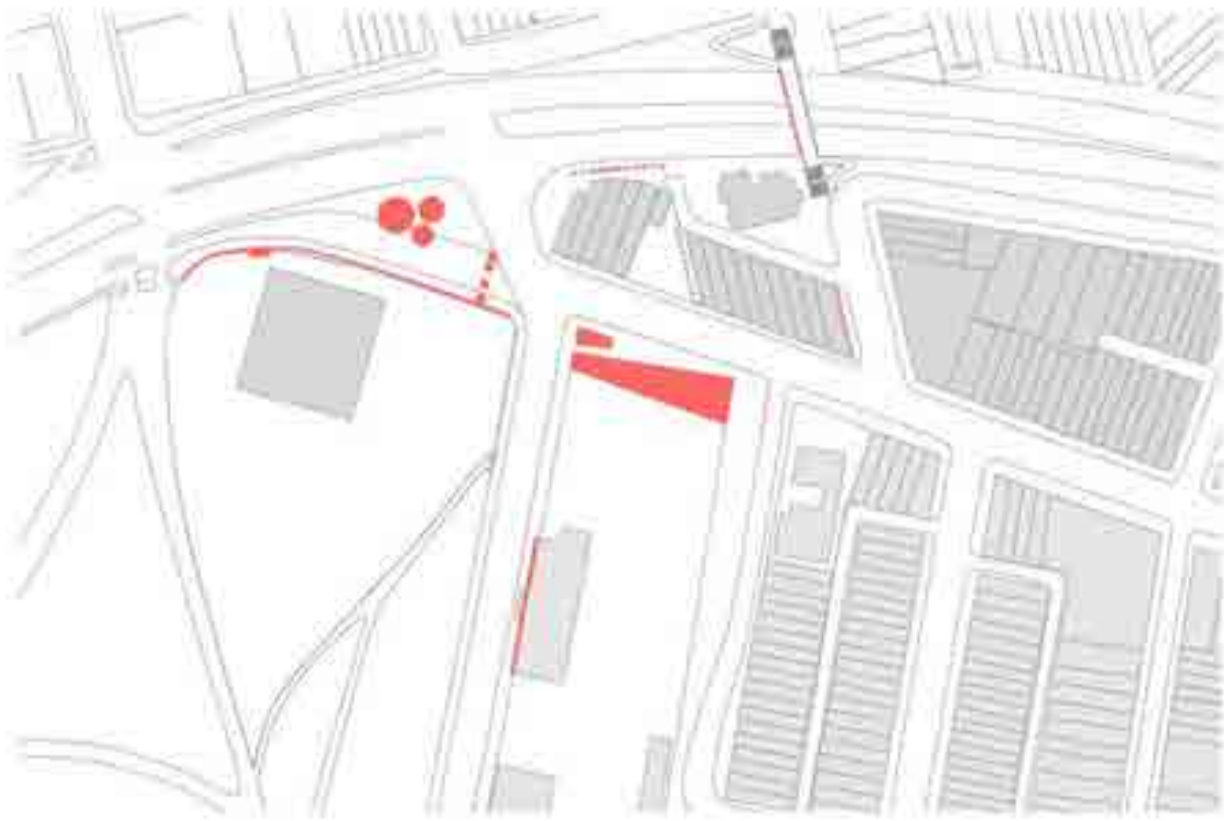
PUNCTUATE OXFORD STREET



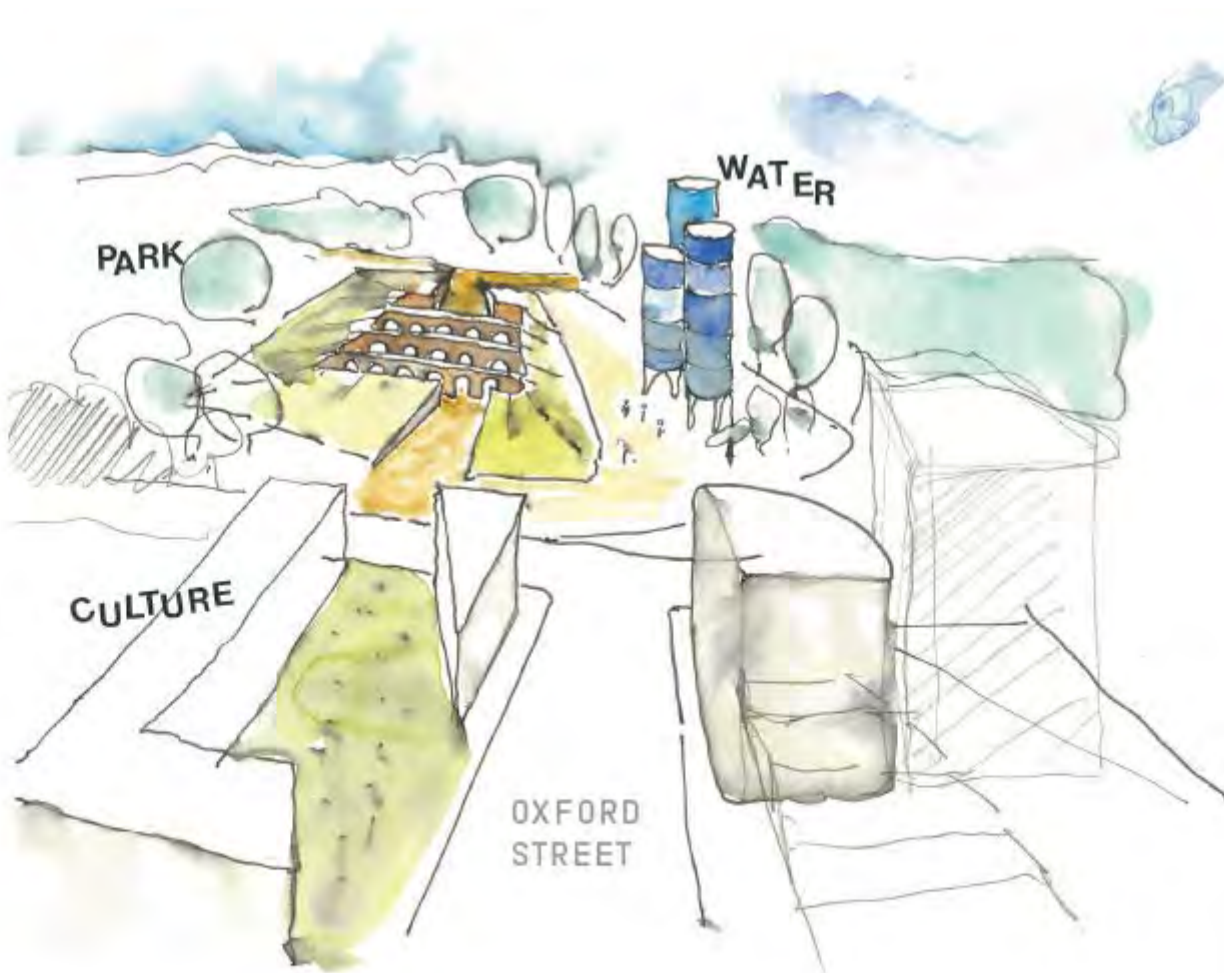
● PUNCTUATE OXFORD STREET



● THINK DIFFERENTLY



● THINK DIFFERENTLY



● THINK DIFFERENTLY



● THINK DIFFERENTLY



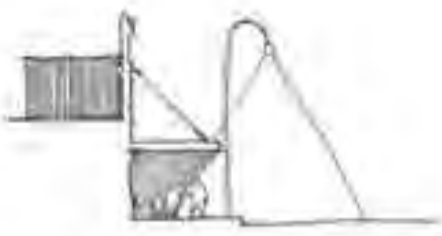
● BUILD WITH THE GRAIN



● REJUVENATE THE STREET



● REJUVENATE THE STREET



STREET LIGHTING (EXISTING)



SOLAR ACCESS & PLANTING



STREET LIGHTING (PROPOSED)

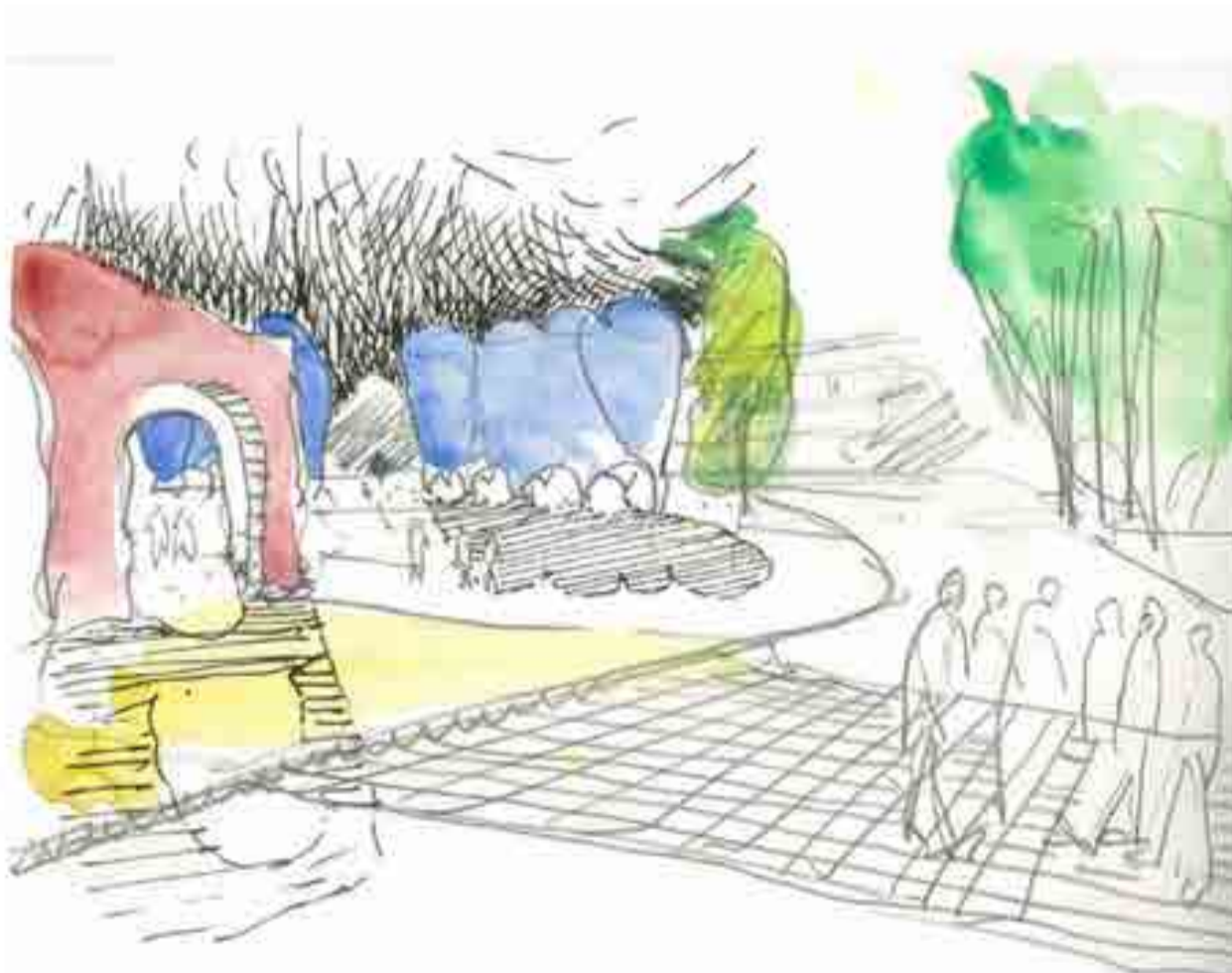


KERB RAMPS & ACCESSIBILITY



RATIONALISE STREET SIGNAGE

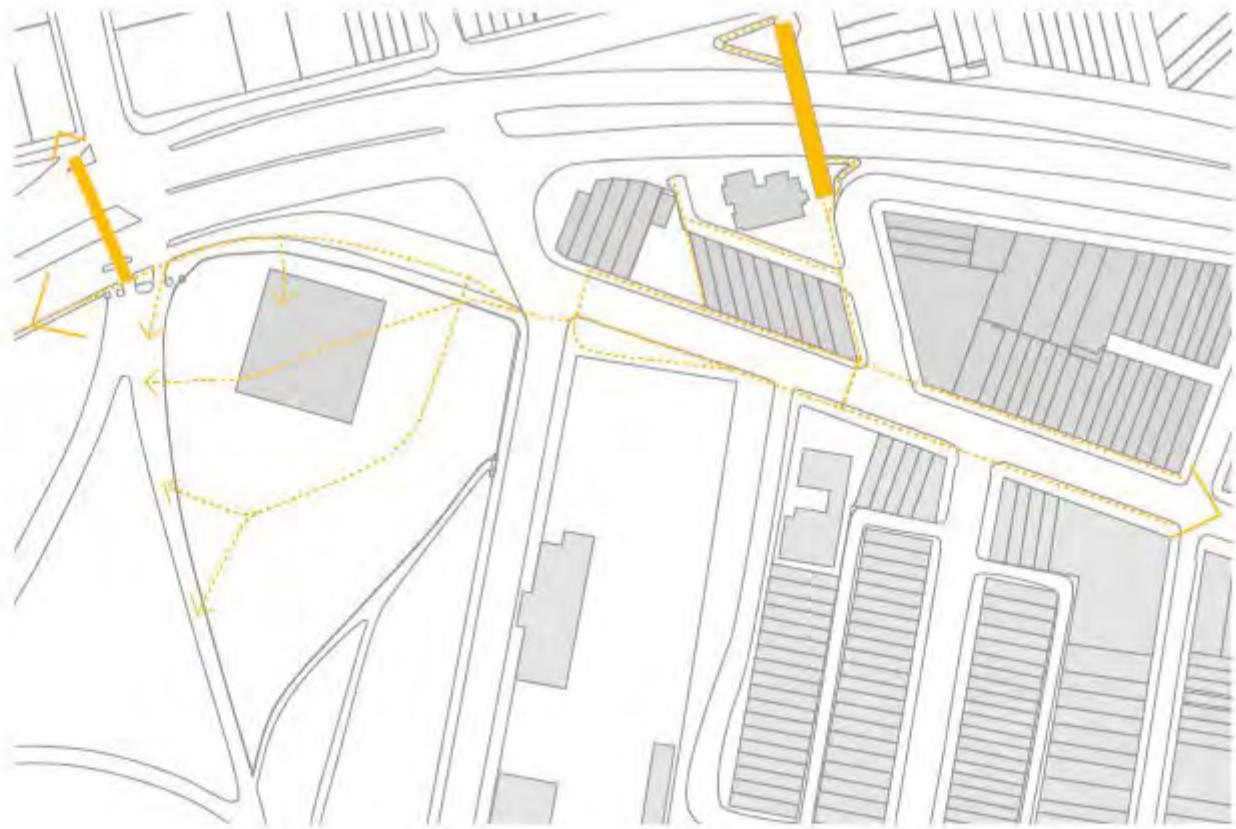
REJUVENATE THE STREET



REJUVENATE THE STREET



WALK EVERYWHERE



WALK EVERYWHERE



WALK EVERYWHERE



MASTERPLAN VISION

THANK YOU.

ARCHRIVAL.ORG
JMDDDESIGN.COM.AU
JOHN-OCAL.COM



QUESTIONS

5 minutes

WEST BONDI JUNCTION COMMUNITY REFERENCE GROUP

Presenter: **Matthew Gain**

SAVE WEST BONDI JUNCTION

1. What is Save West Bondi Junction?
2. Some definitions
3. Things to consider when providing feedback



Save West Bondi Junction is a group of local residents from the West Oxford Street Precinct and surrounds. We are apolitical. We come from all age groups and different socio-economic backgrounds. Some of us have been here for ages and some are new.

DEFINITIONS

Local Environment Plan (LEP)

- Developed in 2012
- Guides amongst other things development in relation to:
 - Building heights
 - Floor space ratios

Current LEP Heights

Pink – 20 storeys

Light brown – 3 storeys

Green - 2 storeys



Floor space ratios

Bottom – approx. 0.5/1

Right – approx. 20/1



THINGS TO CONSIDER

Beyond simply considering the buildings you have seen presented today think carefully about the impacts any new structures will have on the surrounding environment.
Following are some things worth considering.





The local character



Currently there is no high rise around the park





A precedent for continued high
rise development

THANK YOU

www.savewestbondijunction.com

NEXT STEPS

Peter Monks

Director, Planning & Environmental Services,
Waverley Council

NEXT STEPS

- 18 June** ● Public briefing
- Aug** ● Report to Council recommending public exhibition
- Sept- Oct** ● Public exhibition period
- Dec 2014/
Feb 2015** ● Final report to Council

- GAO and Council Officers will review schemes and present a considered report to Council
- Ideas will need further investigation before they could be further considered and presented to Council for adoption
- Should any LEP or DCP amendments be recommended then public consideration is an absolute requirement as part of that process

FINAL OBSERVATIONS

Brian Elton

Managing Director, Elton Consulting

MORE INFORMATION

www.waverley.nsw.gov.au/building/current_projects

West Oxford Street Precinct Plan – Consultation Outcomes: 'Concepts' Session

1. Summary of consultation outcomes

This document

This document has been prepared for Waverley Council by Elton Consulting. Section 1 provides a summary of participant feedback to Council and its project team – including representatives of the NSW Government Architect's Office and three external design teams – made during the 'Concepts' Community Drop-In Session held at 6-8pm on Tuesday 13 May. The Drop-In Session was held on the evening of day two of the design charette, in order to provide members of the community with an opportunity to see the *work in progress* draft concepts and ideas generated by the design teams on days one and two of the design charette. This report will be provided to Council and the design teams prior to day three of the charette, to support further refinement of the draft concepts and ideas.

Feedback on the study and process

- » A total of **49 members of the community** registered at the 'Concepts' Community Drop-In Session – the third community drop-in session held by Council as part of the process of developing a precinct plan for the West Oxford Street area.
- » Through one-on-one conversations with each of the three design teams, members of the community were invited to find out more about the concepts/ideas and to share their initial impressions, comments and suggestions.
- » Many participants expressed a high level of interest in the three design concepts and related ideas displayed at the session. A large number of productive discussions took place between participants and the design teams, where information about the draft concepts was exchanged and ideas tested. Some participants, however, expressed concern about the drivers for the project. A summary of verbal feedback is provided in this report.
- » A short feedback form was provided to all participants seeking written feedback on the aspects of the three concepts and ideas that participants liked most / least, as well as any other comments and suggestions. A total of **42 feedback forms** were completed as at 9am on Monday 19 May. That is, a response rate of approximately 85%. A summary of written feedback is provided in this report. A copy of 30 completed feedback forms is attached (with 6 online responses available through Council).
- » A total of **five written submissions** were made to Council following the session. A brief summary of these submissions is also contained in this report.

Feedback on the draft concepts and ideas: an overview

- » All three concepts attracted a mix of positive comments and critical feedback. Many of the 42 respondents who completed a feedback form identified ideas from each of the three concepts that they liked most, as well as ideas that they liked least. As shown in the table below, more than half of all respondents (ie at least 23 out of 42) liked one or more of the ideas in each of the three concepts.

Concept	Ideas liked most (No. of respondents)	Ideas liked least (No. of respondents)
	No. of respondents	
1. Hill Thalys Concept	30	27
2. Simpson+Wilson Concept	23	26
3. Archrival Concept	29	19

- » Many participants thought the draft concepts included some positive ideas for addressing traffic congestion, improving pedestrian and cycle access in and around the study area, enhancing the public domain and streetscapes, and providing new housing to accommodate population growth and demographic change.
- » Much critical feedback from participants was focused on the level of development suggested in the Simpson and Thalys concepts, with less concern expressed in relation to the predominantly low rise Archrival concept. Many expressed support for any future development within the study area to be within the existing height limits in the current Local Environmental Plan (LEP). Other concerns raised in feedback focused on: the consideration of the Waverley bus depot site and Centennial Park by the design teams as part of the charette process; and the format for the Community Drop-In Session and short response time for community feedback.

2. Detailed feedback on the draft concepts and ideas

Section 2 provides further details of participant feedback including discussions with the design teams, completed feedback forms and submissions to Council.

Feedback on the Hill Thalys Concept

- » A large number of participants liked the idea of redirecting 'through' traffic away from Grafton Street and onto Syd Einfeld Drive (to reduce traffic on Grafton Street). However, others thought this could slow traffic on Syd Einfeld Drive. Some thought that more traffic calming measures were required for Grafton and Nelson streets.
- » There were mixed views on the intersection of Oxford Street, Syd Einfeld Drive and Ocean Street, with some participants concerned that the proposed changes to this intersection would not work well. Some were concerned that the proposed changes to the road network might result in increased traffic congestion in Queens Park.
- » Many participants liked the idea of freeing up Nelson Street from traffic and creating a pedestrian and cyclist-friendly "café" or "village" precinct including the pedestrian/cycle bridge to Woollahra. Some liked the reintroduction of lanes and connections to Woollahra. One respondent commented that restaurants in this location should be open at night as a condition of operation to help increase community safety.
- » Many participants liked the idea of improving pedestrian and cyclist connections between Bondi Junction and Centennial Park and a new entry to the park at its north east corner. However, some did not see the point in these improvements.
- » Some commented that the 4-6 storey buildings proposed along Oxford Street should be restricted to 3-4 storeys. There was some resistance to the idea of taller buildings facing Oxford Street as potentially "opening the flood gates" for further development over and above the maximum building heights in the current LEP. Conversely, a couple of participants believed that 4-6 storey mixed use redevelopment in this location would not give adequate incentive to existing land owners to support the "great public works" proposed.
- » Some participants were strongly opposed to the idea of high density housing in this concept. Some commented that the high density development at the intersection of Oxford Street/Syd Einfeld Drive fails to address the key issues raised in community feedback in Phase 1 of the study.
- » Many participants strongly supported maintaining the bus depot function on the bus depot site now and into the future, commenting on the importance of bus services for the whole eastern suburbs community ("safeguarding the bus depot as critical infrastructure"). Some participants expressed support for the treatment of the bus depot site, including keeping within the height limits of the existing LEP. Some believed that this type of development would provide more housing choice and improve neighbourhood character. However, others did not wish to comment on these ideas, noting that the bus depot is outside the study area.

- » Other ideas which some participants liked included: redevelopment of the gateway corner (ie integrating the traffic island with the housing by closing the continuation of York Road north of Oxford Street); the area near the reservoir; tree plantings along Syd Einfeld Drive; and the Ruthven Street garden.
- » Some participants did not like the idea for the new bus administration building, commenting that this idea would just make the "already busy Oxford Street even busier", or that this space should be "returned to the public".

Simpson+Wilson Concept

- » Parking was the single biggest issue raised by participants in comments to this design team (with approximately 500 new dwellings as part of this concept). This concept is based on the notion of 'more people not cars' – providing no parking for new residents. While there was some support for this notion, many participants commented that parking including for visitors would still be required, with related impacts on traffic flows. One participant commented: "Way too idealistic to assume no one will drive cars!"
- » Many people saw a need for new retail space in the study area located along Oxford Street.
- » Many people liked the treatment of "Nelson Street as a place", describing it as a "piazza" area or "lively eating precinct during the evening". Some liked the stronger connection to Woollahra via the expanded footbridge.
- » There were a range of views on the proposals for future development as part of this concept. Some people seemed supportive of the idea of 4-5 five storey development to the north and south of Oxford Street (no change to the existing LEP), and locking in the subdivision pattern and fine grain. However, others thought the proposal for 4-6 storey buildings should be reduced to 3-4 storeys. There were mixed views on the idea of development on the other side of St James Street, with lack of parking provision identified as a key issue.
- » Many participants expressed concern about the "tower development" and some thought the study process was about a "hidden agenda". Others however liked the iconic landmark tower on the corner / entrance to Bondi Junction.
- » Many of the people who commented on this concept expressed support for general improvements to Oxford Street and the bus depot site, widening of footpaths, and an improved entry to Centennial Park.
- » Some participants commented that this concept should not consider the bus depot site, as it is not within the study area. Several commented that the existing capacity of the bus depot should not be reduced, while others believed the bus station should be rationalised. Some thought the idea for buses to exit the bus depot on York Road would add to existing traffic congestion.
- » Many people who commented on this concept believed that the reservoir in Centennial Park is currently underutilised and undervalued. Many saw the relationship of this site with Paddington Reservoir Park which they liked as a place. However, some thought that Paddington Reservoir Park was not well used. There were mixed views on the Turkish baths and skate park ideas.
- » Other ideas which participants liked included: provision for light rail and cycling infrastructure; retaining a mix of residential, commercial and retail uses; reclaiming land from the bus depot and Centennial Park; and the art gallery idea. One respondent suggested "looking at the area under the Bondi Junction bypass which could be redeveloped."

Feedback on the Archival Concept

- » Many participants were positive about this draft concept and the ideas it contains.
- » Many participants liked the low rise nature of this concept, that it stays within the existing LEP, and does not include proposals for buildings facing Oxford Street. Participants described this concept as: the “low rise option”, “mostly low rise development, gentle, sympathetic plan” and “lower impact”. However, others thought it underutilised the precinct and would therefore not generate sufficient revenue to improve the locality. One participant described this concept as “totally unrealistic”.
- » Many thought the Archival concept responded well to community values for the precinct and reflected the character of the local area. “[They] have given more thought to what the community want. They want to keep within the LEP regulations...the best so far”.
- » Many participants responded well to the notion of a ‘cultural’ program that underpins this concept. They liked the idea of a cultural centre and use of the precinct as a “great cultural space”. Many people liked the idea of a gallery or other uses such as a skate park. However a small number of participants did not. One regarded the gallery idea as a “wasted opportunity”, commenting “who would pay for this?”
- » Some respondents specifically commented that they liked the treatment of the bus depot site. However, there were mixed views about the idea to move the bus depot entry/exit from Oxford Street to York Road. Many liked this idea as a way of relieving congestion along Oxford Street and improving access for pedestrians and cyclists. However, several people thought this idea would not work. A couple commented on the need to ensure bus driver changeovers would not further contribute to traffic congestion along Oxford Street. In addition, several believed that the idea of a road cutting through the bus depot site (from St James Road to Centennial Park) was not necessary.
- » Several participants commented that they liked the signature building at the corner of York Road and Oxford Street. In particular, they liked the way this building maximises solar access within the precinct, by concentrating height towards Syd Einfeld Drive. However, others were opposed to a “substantial building” above the LEP height limits in this location.
- » Many people liked the idea of increasing activation of Nelson Street and also liked the pedestrian bridge.
- » The idea for turning the reservoir into a park and reusing water from the reservoir in the public art “water towers” attracted considerable comment and mixed views. Many liked the park idea. However, while some participants “loved” the public art idea, others thought it had not been adequately considered (eg “we need the water”, “the water tanks would not hold all the water from the reservoir”), could be “an eyesore” or was an “unnecessary addition” to this concept. Some liked these concepts but thought they might be “unrealistic sweeteners to encourage other commercial development”.
- » There were mixed views about the plans to improve and expand pedestrian and cycle access to Centennial Park near Oxford Street and York Road. Many liked the improved pedestrian and cycle connections to the park, while some thought the loss of the Oxford Street road slipway would impede traffic flows, particularly buses.
- » Many liked the “new grand entrance to Centennial Park”, the sense of arrival created by the green space at the intersection of York Road, Oxford Street and Syd Einfeld Drive, and the additional street trees. One participant suggested that this new green space should be a native garden to contribute to bird life in the local area.
- » Some commented that they liked the idea of maintaining the retail strip along Oxford Street between Nelson and Leswell streets.
- » Some liked the idea of public art on Syd Einfeld Drive (sound walls) and in front of the bus depot.

Other ideas or suggestions for improving the West Oxford Street precinct and / or refining the draft concepts

Most ideas and suggestions focused on:

- » Upgrading the local road network to improve traffic flow in and around the study area
 - » Limiting any future development in West Oxford Street to the existing LEP. Several participants commented that some or all of the concepts should have “stayed within the LEP and not considered the bus depot”. Other comments focusing on maintaining local amenity were:
 - > “Maintain existing LEP to limit height of Oxford Street redevelopment – the area has a high population density already.”
 - > “Walked along Oxford Street yesterday – not a glimmer of sunshine on either side of street opposite 310-330 Oxford Street – cold and grey...”
 - » No development on the bus depot site. One participant commented: “Please do whatever you can to prevent the State Government selling the bus depot site or the air space above it.”
 - » Support for improved pedestrian, cycle and public transport connections and the need for more emphasis on this. Comments included:
 - > “more connections through bus depot site”
 - > “better consideration of Grafton Street traffic calming measures”
 - > “[Concepts are] too focused only on traffic”
 - > “Buses on Syd Einfeld Drive in summer as beach express. Tunnels from Bondi Junction train line to beach. Tunnels under the Junction and dedicated bus lanes. Murals in front of bus depot and Syd Einfeld sound walls with art.”
 - > “We need to remove CO2 from the atmosphere if we are to keep temperature rise to <2 degrees C. This means de-emphasising cars, eventually eliminating them and favouring walking and cycling.”
 - > “I would like to see the West Oxford Street area development focus on creating a village atmosphere. Wider footpaths, less cars, more trees, more green space.”
 - » Reflecting more on the Phase One community feedback and retaining the “village” feel of the West Oxford Street area.
- A number of interesting comments were made with a focus on: the need for new amenities, more customer parking, upgraded buildings and shopfronts, new housing that is well designed, and contributions to fund the improvements proposed as part of the draft concepts. Comments included:
- » “Coffee shops at bus depot interface are a great idea.”
 - » “All use-by-dated buildings to be reinvented into modern infrastructure”
 - » “None of the concepts provide for car parking. To attract people away from Westfield we need easy and convenient access. Parents with children won’t want to come here if it’s too hard. Larger local businesses can’t survive if customers can’t easily park.”
 - » “...Why does Council not offer the shopkeepers some incentive to paint/restore/beautify the existing buildings along Oxford Street some of which are a bit run down. Come up with a beautification plan of existing structures. Anyway, where is the money coming from for all this public infrastructure work?”
 - » “Increases in heights and densities, where this does not result in overshadowing of residential properties on the southern side of Oxford Street, to cater for increases in population and demand for housing. Incentives for developers to pay for proposed public improvements, not ratepayers, need to be increased.”
 - » “Almost all of the ideas are great but will cost a fortune to turn into reality. Rate-payers will not want to foot the bill, so only through developer contributions will this ever happen. More development incentives need to be created.’

Review of submissions

A total of five submissions were received by Waverley Council in relation to the West Oxford Street study. Four were made by individual members of the community and one was made by the Save West Bondi Junction group (Submission No. 4).

Submission No.1:

- » The format for the Community Drop-In Session did not enable full community input to the design process.
- » The charette process should not consider the bus depot site/airspace which is not part of the study area.
- » Concepts should be within the existing height limits in the 2012 LEP.

Submission No. 2:

- » The format for the Community Drop-In Session did not enable full community input to the design process.
- » The charette process should not consider the bus depot site/airspace which is not part of the study area.
- » Concepts should be within the existing height limits in the 2012 LEP.

Submission No.3:

- » The charette process should not consider the bus depot site/airspace which is not part of the study area.
- » Concepts should be within the existing height limits in the 2012 LEP.
- » Any plan for West Oxford Street should put residents first and enhance the neighbourhood.

Submission No.4:

- » **Retention of Heritage Homes on Grafton Street.** We are pleased that all concepts retained the heritage homes along Grafton Street.
- » **Not in accordance with the 2012 LEP.** We are against any development that does not align with the current height and floor space ratios as stipulated in the 2012 LEP. All the proposals included a tower at the eastern end of the precinct that was in breach of the existing 2012 LEP. During the community presentation all design team members were questioned about the presence of this building on their plans by Save West Bondi Junction members. The three design teams in one way or another advised that this spot on the eastern end of the precinct could be used for a building greater in height than the 2012 LEP currently stipulates. We are further concerned that all design teams made use of this particular spot given it is this land the developer that prompted the charette process has option on to develop. We can only assume council guidance led to this, though not being present can't be sure of this assumption.
- » **Waverley Bus Depot.** We are particularly concerned that council members who were present at the charettes did not advise the design teams the bus depot should not form part of the consideration area following the confirmation by the State Government that it wasn't for sale and the Mayoral Minute that it excluded it from the process. The Hill Thalys and in particular the Simpson + Wilson concepts included extensive development of the site. We are against the development of the bus depot. May we ask why council members present who were aware of both the State Government position and the Mayoral minute not provide guidance to the design teams on this?
- » **Centennial Parklands development.** We are perplexed as to why such consideration and time in the designs was given to land within Centennial Parklands. This area was outside of the precinct and outside the control of Waverley Council. The concepts presented for these spaces appear highly unlikely given

the cost involved in development and can only be considered to be sweeteners to encourage community endorsement for other commercially driven development.

- » **Community feedback.** We are disappointed that yet again council bungled the community engagement process. The changing of the venue late in the piece and the non-provision of printed materials to alert people of the venue change surely resulted in less community being aware of the event. Further the hurried feedback period is disappointing to say the least. The review process on the night was shambolic. People were crowded around small printouts with text only readable when up-close. There was no presentation from the design teams on their concepts. Instead the designers engaged in one-on-one discussions that many members personally found difficult to engage with, hear clearly or make sense of. Considering the previous issues with community feedback we can only assume this is due to Council not appropriately valuing this part of the process or a more sinister motive.

Submission No.5:

- » Reiterates issues raised in Submission No. 4

Attachment: Completed feedback forms

A6 WEST OXFORD STREET PUBLIC BRIEFING - SUMMARY OF COMMUNITY FEEDBACK

West Oxford Street Public Briefing



Summary of community feedback

This document provides a summary of community feedback from the recent Public Briefing session that was held as part of the West Oxford Street project at Easts Leagues Club on Wednesday 18 June 2014. It outlines comments and questions from members of the community who participated in the session and responses from Waverley Council and its project team. The purpose of the session was to present the ideas and design concepts developed by three independent design teams – Hill Thalis, Simpson+Wilson, and Archival – in liaison with Council and the NSW Government through a design charrette process. The design charrette considered community input collected through three community drop-in sessions held as part of the first steps in the project. The session was led by Peter Monks, Director of Planning and Environment at Waverley Council, with questions and answers facilitated by Brian Elton of Elton Consulting.

Q&A – Peter Monks

Q: Why is Waverley Council ignoring local residents' concerns about high rise? Why does Waverley Council think they can take a piece of Centennial Park away from the people of Sydney?

Response: The design teams have taken building heights and solar-access modelling into account as part of their design. Additionally, the design teams have worked to align their design concepts with the 2040 Centennial Park Master Plan.

Q: Why is there this idea of redevelopment around? Waverley Council is already one of the most densely populated LGAs in the country with 8,000 people per square kilometre. We don't need more development.

Response: We do have a dense population. Any development needs to be both balanced and sensitive. We still need to look at development opportunities where they are available, but we also need to look at transport infrastructure, promoting small business and the look and feel of our streets.

Q&A – Hill Thalis

Q: Can you reassure us that developers will redevelop the West Oxford Street Precinct within the public interest?

Response: We have clearly identified and differentiated between public and private interests. However through a process like this and thinking more broadly than a single development proposal, we have an opportunity to bring them together to get wins and deliver community benefits. While we need to manage local impacts, we also need to think about wider Sydney and what is in the broader public interest.

Q: I disagree with increasing the population density of West Oxford Street. Old buildings need to be preserved. They don't need to be changed and retail is starting to take off in this area.

Response: I agree with the need to keep the fire gain. There are plenty of good examples of building on top of existing shops and even building up to five storeys on very small sites. If you have to provide car parking this is made difficult.

Q: If people can cycle in London and New York, why can't we improve cycling in Bondi Junction?

Response: We need to rethink the way we plan cities in order to improve the safety and feasibility of cycling. Cars are currently given priority in Bondi Junction. Parking for cars wastes a lot of valuable space. As I indicated in my presentation there are no solutions in providing for more cars.

Q&A – Simpson + Wilson

Q: A key issue for me is the amount of noise on Oxford Street and the potential amplification of noise with further development. Has anybody thought about noise levels with more buildings and greater heights?

Response: *Our plan is to reduce traffic volumes and create pedestrianised, car-free zones. These measures reduce noise levels on Oxford Street. Our idea of creating a public space in Nelson Street would create a place where noise is lower.*

Q: Trams or light rail have created issues in the past. Have these issues been considered? Where will the buses go?

Response: *Most of the bus depot would remain operational. We would look at putting some of the buses under the expressway where the Wilson car park is.*

Q: In your design, why aren't the buildings tapered towards Centennial Park?

Response: *We aren't wedded to this idea that cities and centres need to rise to a peak in the centre. As long as impacts such as overshadowing can be managed, varied buildings can provide character. Successful, modern, intelligent cities contain a mix of different levels of density.*

Q: I am concerned with about over-shadowing and additional cars being forced to park in Centennial Park. Also what does "fine grained" mean?

Response: *Our initial solar access modelling doesn't indicate over-shadowing impacts. The buildings we are envisaging in this section of Oxford Street are nothing like the towers in the mall area of Bondi Junction. More car parking kills local streets. At some point we need to address whether cities are for cars or people. With the level of transport here, we should be able to have an increase in population with fewer cars. Fine grain refers to small lots that provide an intimate, human scale. The terrace houses that are throughout much of West Oxford Street give the area its fine grained character.*

Q: I have issues with the proposed building on the corner at the entrance way to West Oxford Street and Bondi Junction. I am concerned that a building of that height will set the precedent for taller buildings along West Oxford Street. Additionally, I am concerned with any construction occurring in Centennial Park and also believe the bus depot should be left out of any plans to reform the West Oxford Street Precinct. Public land shouldn't be up for private development.

Response: *Let me clarify, we are not building additional structures in Centennial Park. We are providing amenities structures and supporting public recreation, all of which are things that are needed in the area. We are planning on revitalising the Woolahra Reservoir so the public can enjoy this open space. What we are proposing is fully consistent with the Centennial Park Master Plan and doesn't seek to put private development within the park.*

Q&A – Archival

Q: Oxford Street has no street life. How can we stimulate retail activity and improve the street life of West Oxford Street?

Response: *Improving the public domain will help to stimulate retail activity and enliven the area.*

Comment: I like the achievable scale of your plans compared to the others and congratulate you on your efforts.

Comment: I like the idea of reclaiming the corner of Centennial Park. It is important to attract people back to this forgotten corner of Centennial Park as long as it is sympathetic with the values of the park.

Q: Have you thought about a way of taking buses more directly onto Syd Einfeld Drive? Oxford Street is not a through road so why send through traffic along it?

Response: *We will consider all options that make use of existing infrastructure. I agree that tackling traffic is an important measure.*

Comment: I am concerned about my direct access to and from Bondi Junction being removed. I have two kids that I need to drop off at school.

Peter Monks: Closing remarks

Q: What about considering the social needs of more growth. Have you thought about the pressure on schools?

Response: *Yes this is something that would need to be looked at. At this point we are a long way off any definite scheme. Any development would need to go through its own planning process where these issues would be investigated.*

A7 GOVERNMENT AGENCY FEEDBACK

Minutes

Meeting: West Oxford Street Precinct Plan. Government Agencies Workshop

Date: 14 May 2014
 Time: 9:30am – 12:00pm
 Location: Tamarama Room, Council Chambers, Bondi Road, Bondi Junction



Attendees:	Geoff Reinhard, CPMPT	CPMPT
	Steven Brown, RMS	RMS
	Michael Sheridan, RMS	RMS
	Robert Tarabay, STA	STA
	Lauren Templeman, Dept of Planning & Enviro	DPE
	Paul Mulley, Sydney Water	SYW
	Stella Agagiotis, Randwick Council	RC
	Simon Ip, Randwick Council	RC
	Gibran Khouri, Randwick Council	RC
	Joanna Hole, Randwick Council	RC
	Tom Jones, Woollahra Council	WOC
	Darlene Van der Breggen, GAO	GAO
	Barbara Schaffer, GAO	GAO
	Peter Monks, Waverley Council	WC
	George Bramis, Waverley Council	WC
	Valerie Giammarco, Waverley Council	WC
	Sascha Martin, Waverley Council	WC

No.	Item	Action
1.	<p>Concept 1: Hill Thalys</p> <p>WOC: supports upgrading pedestrian connections</p> <p>SYW:</p> <ul style="list-style-type: none"> - Question raised that moving traffic off Syc Einfeld onto Grafton Street to access centre of Bondi Junction will actually move traffic onto Nelson Street - Potentially allow cutting back towards edge of reservoir (where oleander hedge is) if engineering correctly. <p>RMS:</p> <ul style="list-style-type: none"> - Stage and queuing modelling will be needed, need to test capacity but has potential (<i>referring to new intersection at Ocean Street and slip lane along Syd Einfeld Drive</i>) - Like how is reinforces entry grid - Like principles of 'resolving traffic' <p>CPMPT:</p>	-

	<ul style="list-style-type: none"> - agree that greater width in footpath makes better connection between Oxford St and Centennial Park - Better access into park, agree to activate corner and improve connections <p>STA:</p> <ul style="list-style-type: none"> - Bus depot admin building relocation, alot of cost for safety and visual benefit - Admin building along Oxford Street would need to be safe with natural gas from buses parked below - Relocation would help with bus manoeuvring - Short term they could accommodate development at ground floor along Oxford Street of the scheme - Bus depot is at capacity (currently parking buses at other depots) - Bus stop on Oxford Street could be relocated further west on Oxford in front of centennial parklands. 	
2	<p>Concept 2: Rod Simpson</p> <p>WOC:</p> <ul style="list-style-type: none"> - Loss of slip lane is substantial and will make traffic worse - Centennial park is blurred/ scheme erodes edge of centennial park - Corner of centennial park should be 'public open space' <p>RW:</p> <ul style="list-style-type: none"> - Connection of active recreation in a prominent location is positive - Wise and look at redevelopment of site because when light rail comes on line some buses may be terminated and so more bus parking space may be freed up. Not in EIS at the moment (only express buses and services replicated by tram). <p>SYW:</p> <ul style="list-style-type: none"> - Reservoir is very much operational at the moment - Network reservoir feeds would need to be totally redirected - Concerned about relocation of bus depot, and where it will go? <p>STA:</p> <ul style="list-style-type: none"> - There could be a bus interchange at north side of bike hub and pick up at back of hub - The bus stop in front of depot could go (on Oxford Street) meaning around 50% of buses are not needed to run in front of the depot city bound (on way back there may be issues in terms of locating a bus stop) - Many buses can use left in / left out at Grafton Street 	-

3.	<p>Concept 3: Archrival</p> <p>SYW:</p> <ul style="list-style-type: none"> - Open to doing something on the brick wall and pumping station and will provide more information about the life of the reservoir <p>WOC:</p> <ul style="list-style-type: none"> - Blue on Sydney map should be clearer to show they are mapping where regional galleries are located - Water towers could also be used as viewing towers with restaurant on top - Great concept/ destination/ landmark. Very strong <p>STA:</p> <ul style="list-style-type: none"> - In four buses must ramp down to access street level surface - Can't take buses away unless the tram reduces need for buses. That is the only way to sustainably reduce number of buses <p>RMS:</p> <ul style="list-style-type: none"> - Doesn't address traffic issues. Should address traffic issues more - Is there a demand to improve water capacity and make more water towers for future use - Very interesting to mark the history of water on the site. One of the first places Sydney got water <p>GAO:</p> <ul style="list-style-type: none"> - Visual connection to water consumption / usage. Environmental awareness 	SYW
4.	<p>General</p> <p>RMS:</p> <ul style="list-style-type: none"> - TfNSW input is required. It would be so good to talk to them. Ask Chris Proctor. - RMS will provide WC bus network planning input - Commonality of schemes is pedestrian use. Get more pedestrians easily using the space. More emphasis - Simplifying is good. Making it more legible and quick to make sense <p>WOC:</p> <ul style="list-style-type: none"> - High grade excellent visioning. Sensible directions for progress <p>GAO:</p> <ul style="list-style-type: none"> - Which mode is prioritised? - Everything (peds/ cyclists/ buses/ cars) should have same priority is 	RMS

the ideal	
WC:	
- Right hand from York Road north bound turning east into Oxford Street should be included/ considered for all schemes.	

Hi Valerie,

I've made a few comments about the West Oxford Street concept plans. Michael Sheridan may send through some further comments. I was hoping to send combined RMS comments later today, but I will be away from my desk for the rest of the day.

Concept 1

- Great idea of rationalising the two intersections at Ocean Street and York Road into one intersection and creating a more defined entrance to Bondi Junction. Extensive traffic modelling would be required of this option to determine the lane capacity required, particularly for westbound movements continuing along Oxford Street, right turn movements from Oxford St (west) to Oxford St (east) and right turn movements from Syd Einfeld Drive to Ocean St.
- A wider pedestrian/cycle bridge over Syd Einfeld Drive would be beneficial.
- The slip lane connections between Syd Einfeld Lane and Grafton Street are concerning. During peak shopping periods at Westfield, the proposal is likely to cause extensive queuing along Syd Einfeld Drive, potentially affecting signal operations at Old South Head Road. The centre lane of Syd Einfeld Drive may also be affected with motorists jumping the queue. It may also exacerbate congestion on the local road system, particularly Grafton Street and Nelson Street. Such a proposal would require extensive modelling of the effects on the local road network and Syd Einfeld Drive. The left turn slip lane from Syd Einfeld Drive to Oxford Street (east) may need to be retained.
- If Syd Einfeld Drive is to be re-imagined as an urban boulevard, the issue of roadside hazards on an 80 km/h road need to be considered in any design.

Concept 2

- Does not address the existing traffic issues and with the removal of the slip lane west of York Road, it reduces capacity for traffic heading towards the city.
- The bike hub concept is applauded, however it still needs to address the issue of a safe route for pedestrians and cyclists between the eastern side of the intersection and this proposed hub.
- As Nelson Street provides a signalised access point between Grafton Street and Oxford Street, it is a rat run for traffic to and from Westfield (and Woollahra). Any proposed calming of Nelson Street would need to investigate other ways of distributing traffic between Oxford Street and Grafton Street.
- The concept does not assist bus movements into and out of the area, however it is acknowledged that this is also dependent on light rail in the area and the capacity needs of Sydney Buses into the future.

Concept 3

- As was the case with concept 2, it does not address traffic congestion issues in the vicinity, nor does it improve pedestrian or cycle access through the intersection.
- It is unclear how the slip lane will be treated under this concept and may result in reduced capacity for car and bus traffic heading towards city.
- The multiple water tower idea is an intriguing concept.

General Comments

The key issues in the area are considered to be traffic congestion/ capacity at the intersections of York Rd, Syd Einfeld Drive and Ocean Street; bus movements in the area; location of Bus Stops at Centennial Park and outside the depot; and the design of safe pedestrian and cyclist routes through the intersections and near the Centennial Park gate.

Sydney Buses also have numerous operational issues within the depot site and at the Oxford Street entrance. These issues need to be addressed before the area is activated for greater pedestrian and cyclist use. The Hill Thalys concept plans attempt to address some of these issues, although the other two concepts do have some great urban design ideas.

Kind regards,

Stephen Brown
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A8 DESIGN CHARETTE BACKGROUND PACKAGE



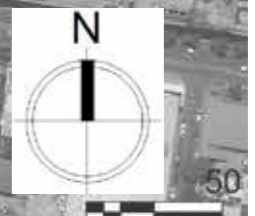


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EXECUTIVE SUMMARY

The West Oxford Street Precinct Plan is an ideas-driven investigation focusing on the Western end of Oxford Street, Bondi Junction. Using the charette process, concepts for the area will be developed to enable Council and the community to visualise ideas and opportunities for the precinct.

The aim of the West Oxford Precinct Plan is to contribute to the regeneration of the area to create a better place for the community to live in, work in and enjoy, and to ensure that important outcomes such as delight, chance, experimentation, beauty and fun are retained within the precinct.

Note: Drawings contained in this document are available in dwg format along with all photographs upon request.

Please contact:

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PROJECT OVERVIEW

Dec 2013	●	Council Report
Feb 2014	●	Council Report
27 Feb	●	Government agencies meetings
4 March	●	Community reference group meeting no. 1
8 March	●	Ideas in the Park – Community drop in day
19 March	●	Community reference group meeting no.2
25 March	●	Councillor workshop no.1
March	●	Business survey and intercept survey
3 April	●	Ideas in the Library – Community drop in session no. 2
9 April	●	Community reference group meeting no.3
17 April	●	Engagement of Design Charrette Teams
1 May	●	Design Charrette session no. 1
13 May	●	Design Charrette session no. 2
13 May	●	Concepts in the Library – Community drop in session no.3
14 May	●	Government agencies meetings
14 May	●	Councillor workshop no.2
22 May	●	Design Charrette session no.3
(tbc) May	●	Focus groups
18 June	●	Public briefing
8 July	●	Councillor briefing session
July/ Aug	●	Report to Council with recommendations