



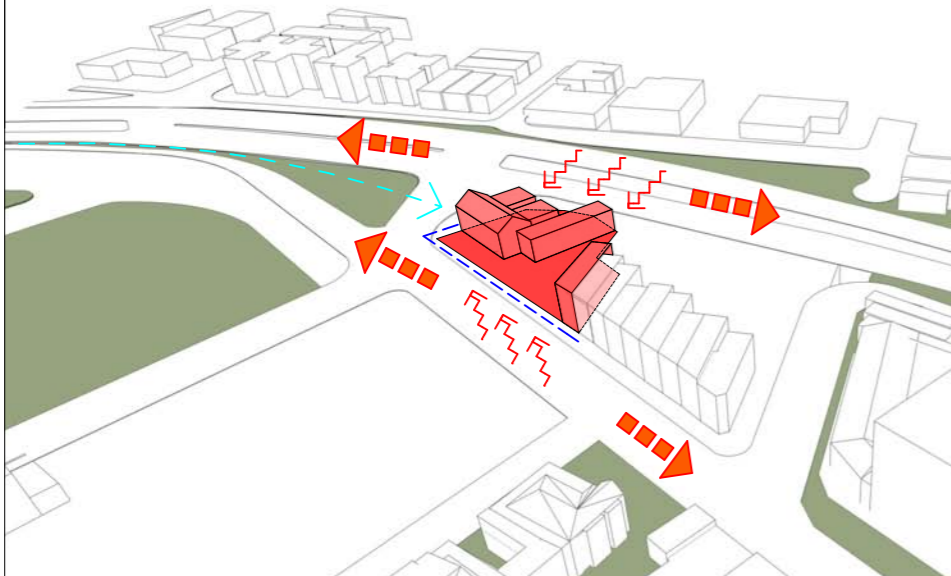


# PRECINCT ANALYSIS

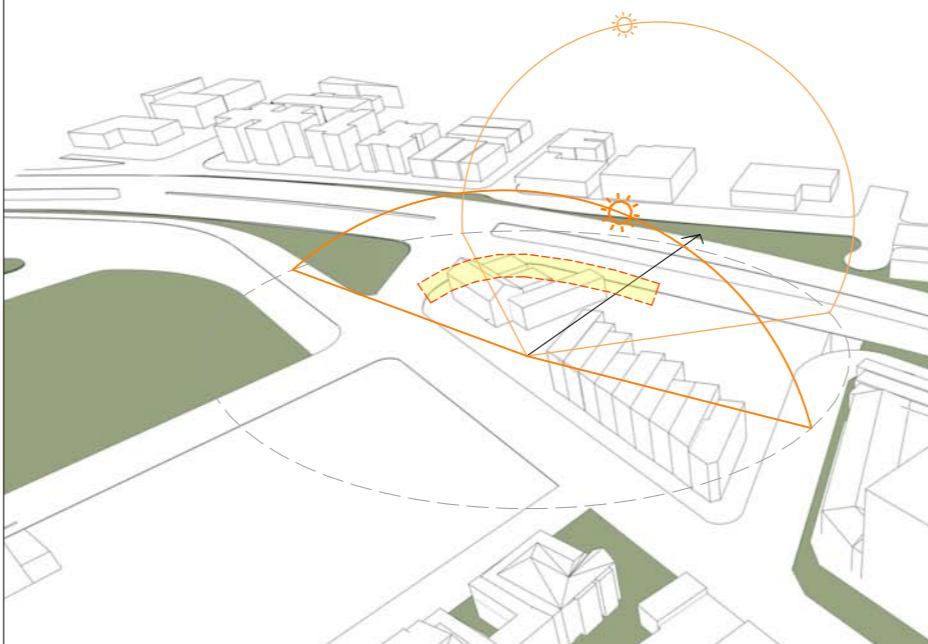
## SITE LOCATION

- 
**HEAVY TRAFFIC** SITE IS FLANKED ON TWO SIDES BY SIGNIFICANT VEHICULAR ACTIVITY.
- 
**FRAGMENTATION** SITE BOUNDARIES ARE POORLY DEFINED BY INCONSISTENT BUILD FORM AND MASSING RESULTING IN URBAN FRAGMENTATION
- 
**LACK OF FOCUS** PROBLEM EXACERBATED ESPECIALLY ON ITS WESTERN BOUNDARY - LACK OF FOCUS TO THE PERCIEVED GATEWAY OF BONDI JUNCTION.
- 
**NEGATIVE EXTERNATILITIES** AS A RESULT CURRENT SITE FAILS TO ESTABLISH ITSELF IN THE URBAN FABRIC AND IS DOMINATED BY NEGATIVE EXTERNATILITIES.






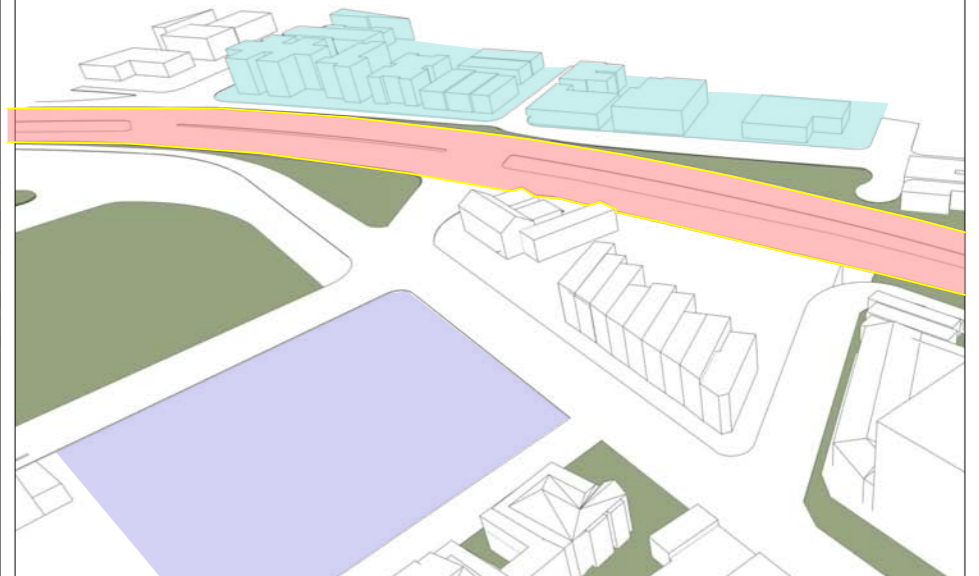
## SOLAR ORIENTATION

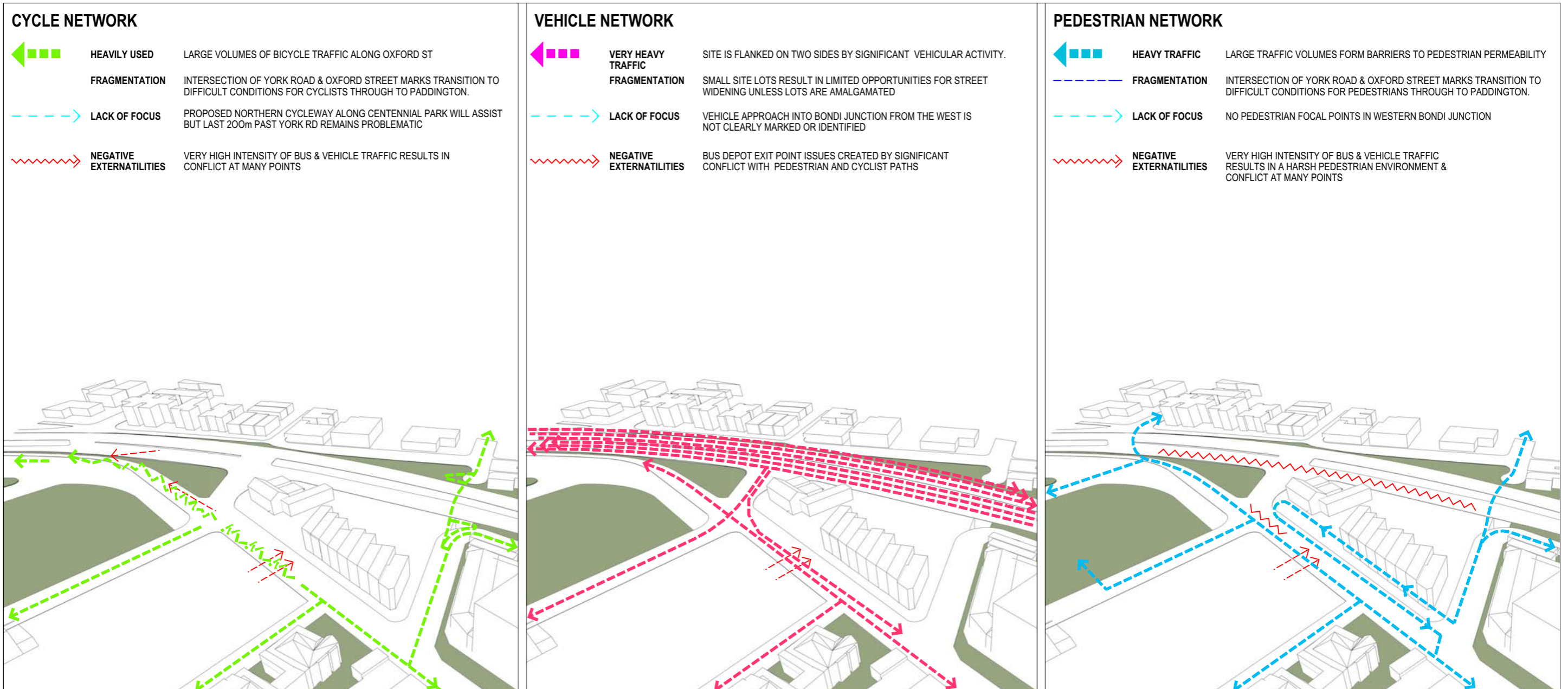
- NORTHERN ASPECT** SITE POSSESSES GOOD NORTHERN ASPECT THAT WOULD HELP FACILITATE POTENTIAL FUTURE RESIDENTIAL DEVELOPMENT



## ADJOINING BUILDINGS

- 
**SYD EINFELD DRIVE** ELEVATED ARTERIAL ROAD THAT DOMINATES ITS SURROUNDING CONTEXT
- 
**LOW SCALE RESIDENTIAL** LOW SCALE RESIDENTIAL DEVELOPMENTS NORTH OF THE SITE DWARFED BY SYD EINFELD DRIVE
- 
**BUS DEPOT** EMPTY SITE DIRECTLY OPPOSITE ACCENTUATES THE OVERALL SENSE OF URBAN FRAGMENTATION
- CONCLUSION** THE ADJOINING BUILDINGS FAILS TO CONTRIBUTE ANYTHING OF SIGNIFICANCE TO THE URBAN CONTEXT





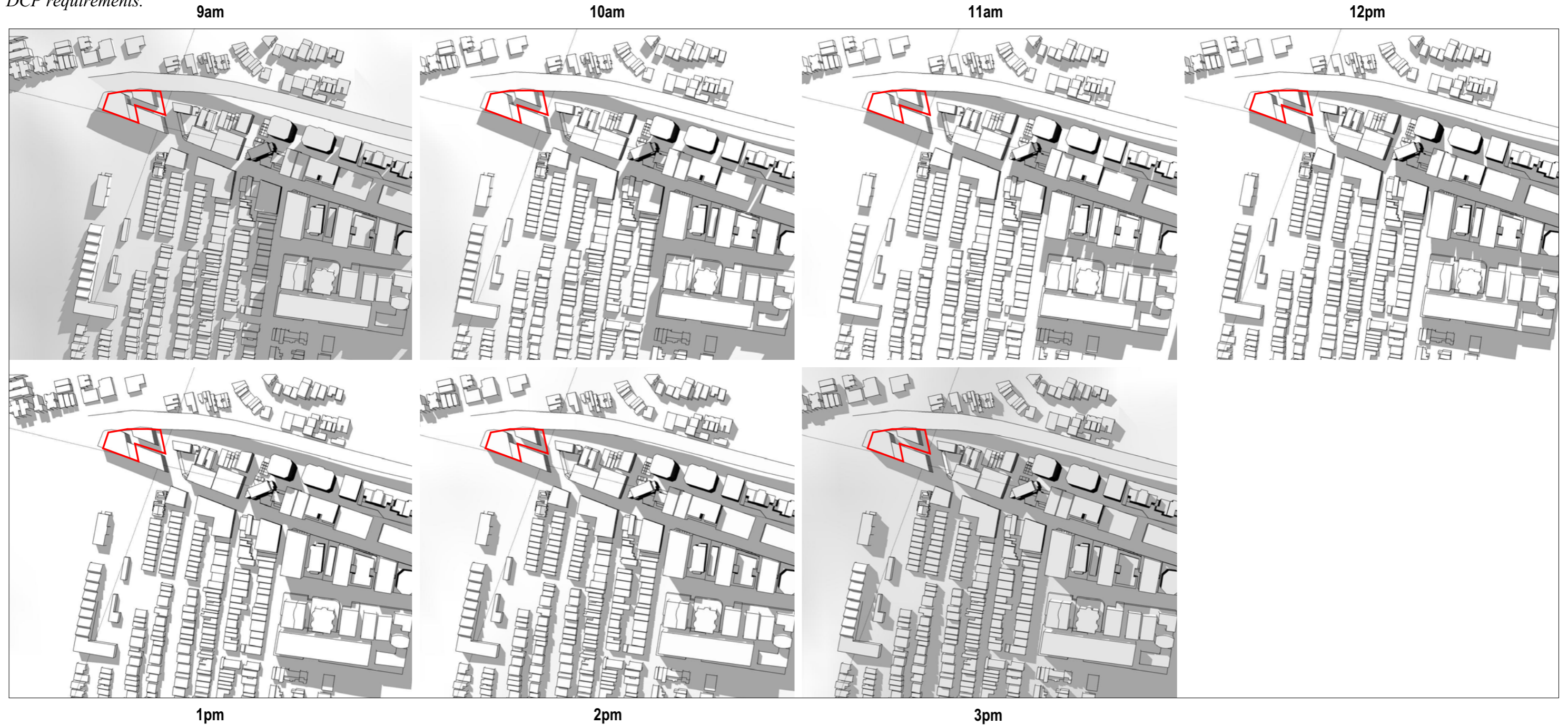
# SHADOW IMPACT- 21 JUNE CURRENT LEP CONTROLS

MAX HEIGHT 15m



Diagrams indicating shadow impacts of the 2012 LEP compliant built form (maximum height = 15 metres)  
Currently permitted shadows are cast across the roadway and onto the face of commercial tenancies on the south side of Oxford St.

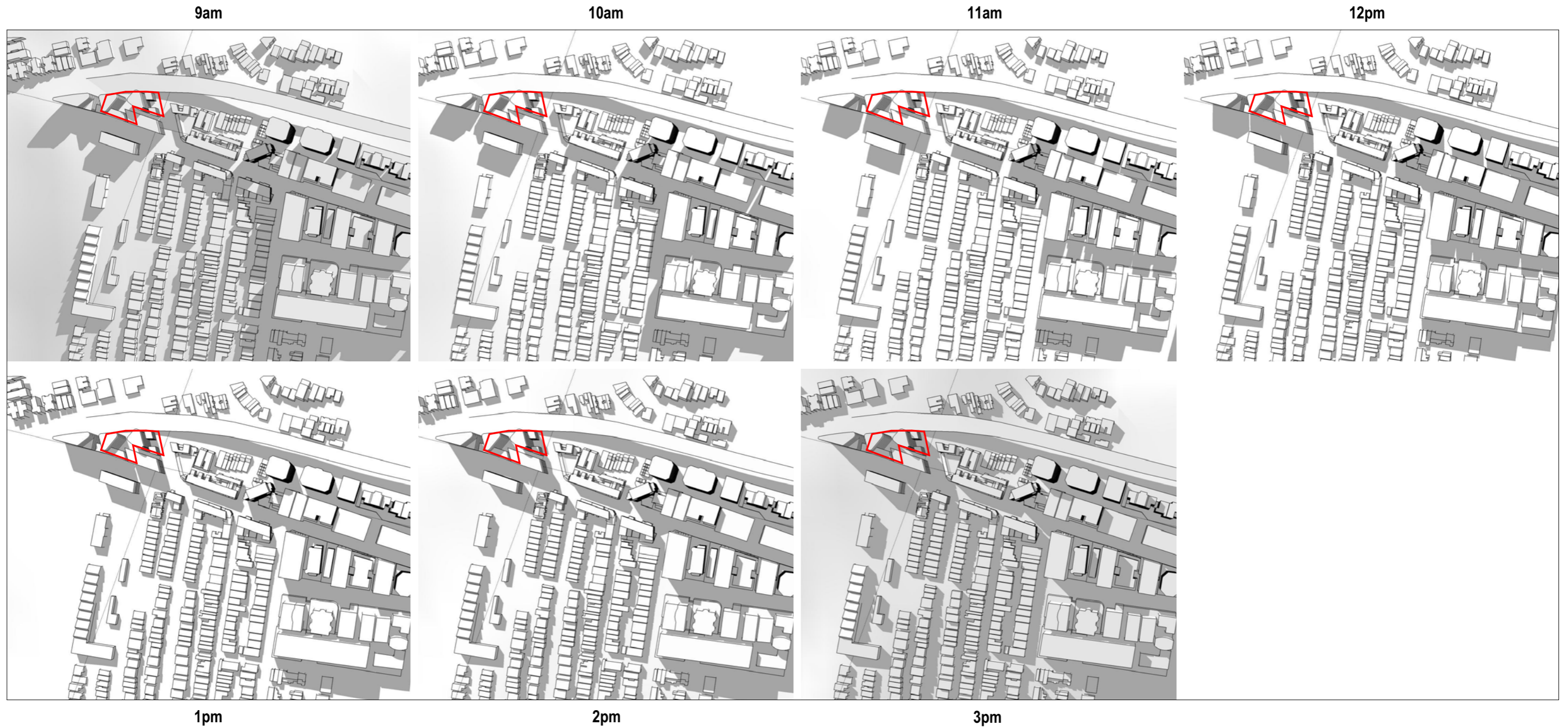
Also, complying redevelopment of the South (opposite) side of Oxford St already casts shadows onto some dwellings further to the South, but all retain greater than three hours of direct sunlight in accordance with DCP requirements.





SHADOW IMPACT- 21 JUNE  
**COUNCIL CHARETTE - ORANGE TEAM**  
**HILL THALIS, JILA & MCGREGOR WESTLAKE**  
MAX HEIGHTS 30m+

*Diagrams indicating the shadow impacts of the Orange Team's proposed built form (maximum height = 30+metres)  
Additional shadows on neighbouring commercial properties from the heights proposed are negligible.  
The majority of shadows fall onto a small front portion of the bus depot and roadway.  
Passing midwinter shadow occurring late in the day (2pm+) to a small number of commercial properties.  
All residential properties retain at least a minimum 3hrs+, as prescribed by the DCP.*



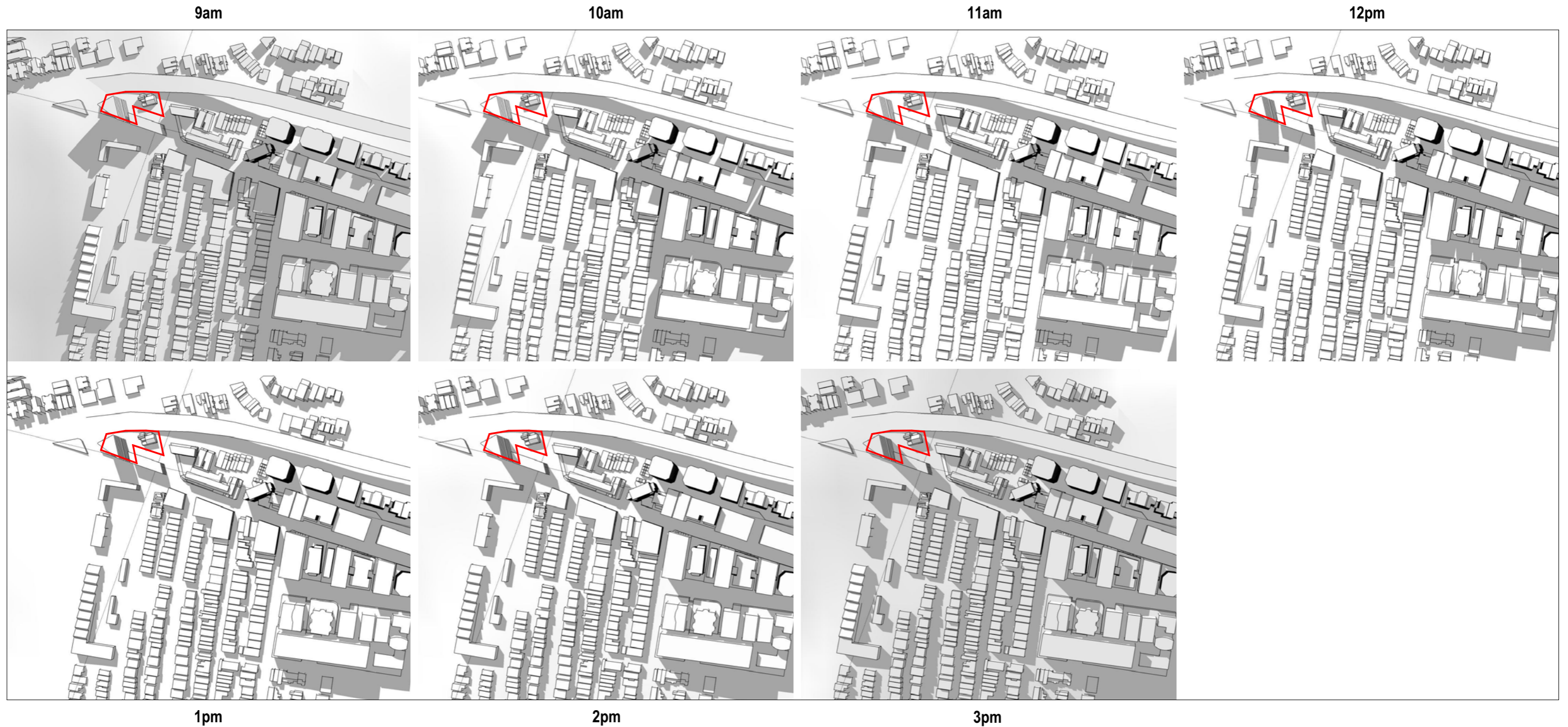
SHADOW IMPACT- 21 JUNE

# COUNCIL CHARENTE - BLUE TEAM SIMPSON + WILSON & THE LOT

MAX HEIGHTS 36m



*Diagrams indicating shadow impacts of the Blue Team's proposed built form (maximum height = 36 metres)  
Additional shadows on neighbouring commercial properties from the heights proposed are negligible.  
The majority of shadows fall onto a small front portion of the bus depot and roadway.  
Passing midwinter shadow occurring late in the day (2pm+) to a small number of commercial properties.  
All residential properties retain at least a minimum 3hrs+, as prescribed by the DCP.*





# 60 METER TOWER

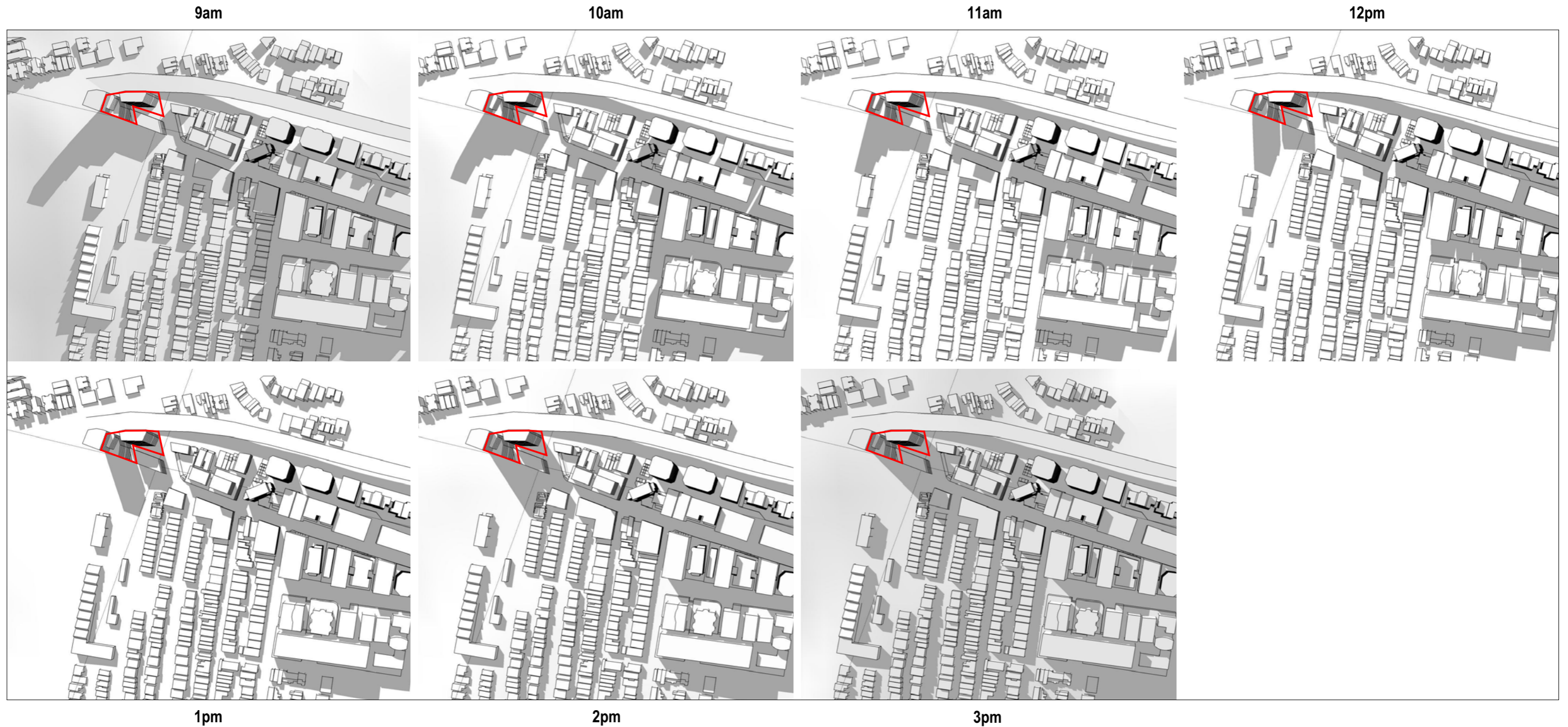
45m/60m

*Sensitivity analysis examining the shadow impacts of a 'would be' built form of 45 & 60 metres respectively - heights reflecting the high-rise regime of the eastern bookend of Bondi Junction.*

*Additional shadows on neighbouring properties from the heights proposed remain negligible.*

*The majority of shadows fall on the bus depot and the roadway.*

*Passing midwinter shadow still occurs late in the day (2pm+) to 1 or 2 properties (similar to the other charrette proposals), all of which retain more than 3hours of sun to their effected facades*



# THE PROPOSAL

36m



*Diagrams indicating the shadow impacts of the proposed medium density built form of a height of 36 metres.  
Shadows on neighbouring properties from the heights proposed remain negligible.  
The majority of shadows in the morning mainly fall on the bus depot and the roadway.*



9am

10am

11am

12pm



Diagram indicating the shadow impacts of the proposed built form (building heights = 36 metres)  
Shadows on neighbouring properties from the heights proposed remain negligible.  
The majority of shadows in afternoon fall mainly on the bus depot and the roadway.  
All residential properties in the vicinity are unaffected and retain substantially more than 3 hours of direct sunlight as required by the DCP.



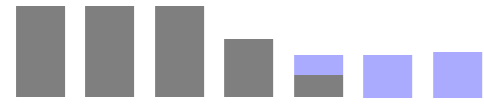
MASSING ANALYSIS  
**CURRENT LEP  
CONTROLS**  
MAX HEIGHT 15m



*The current LEP height control sets a maximum height of 15 metres in the study area.*

*The elevation of Syd Einfeld demonstrates the disparity in built form between the dominant high-rise spine to the east (heights = 45 - 75 metres) and the lower scale of the study area to the west (15 metres).*

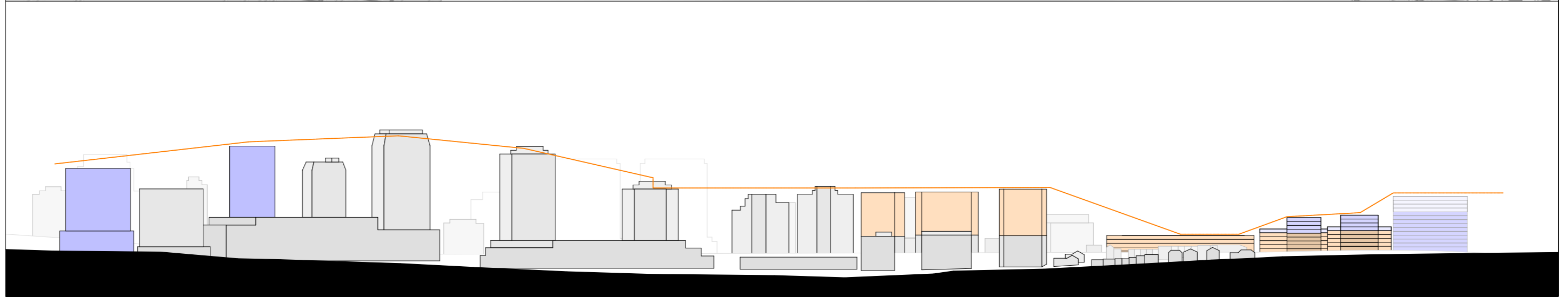




# COUNCIL CHARETTE - ORANGE TEAM HILL THALIS, JILA & MCGREGOR WESTLAKE

MAX HEIGHTS 30m+

*Increases in heights and FSR are recommended by the Orange Team broadly across the study area, with the highest bulk and scale focused on the western edge at the junction of York Road and Syd Einfeld Drive. The Orange Team proposes maximum heights of up to 30m+, which addresses some of the disparity in built form between the study area and the high-rise spine along Syd Einfeld Drive to the east. The team also focuses on the traffic island site (shown ghosted), which is Roads and Maritime Services (RMS) owned, for the highest gateway marker/presence. This site is outside the study area. It is noted that, given the importance of this asset for future traffic expansion and utilisation, it is unlikely the RMS will dispose or redevelop the property for any use other than traffic control. Also, due to the harshness of the traffic environment on this site, it is difficult to envisage any retail/commercial or residential uses, given the potential access problems to any such re-development. Otherwise, the general ideas proposed by the Orange Team are in agreement with this report.*



MASSING ANALYSIS

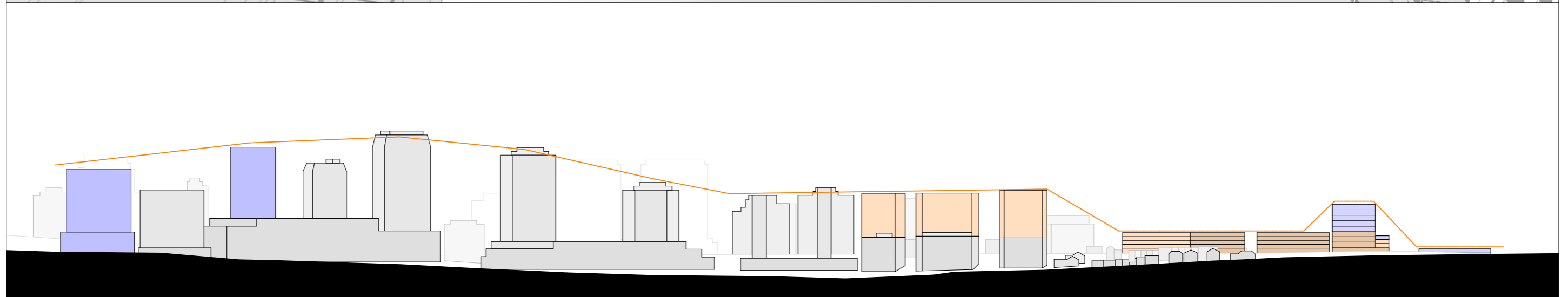
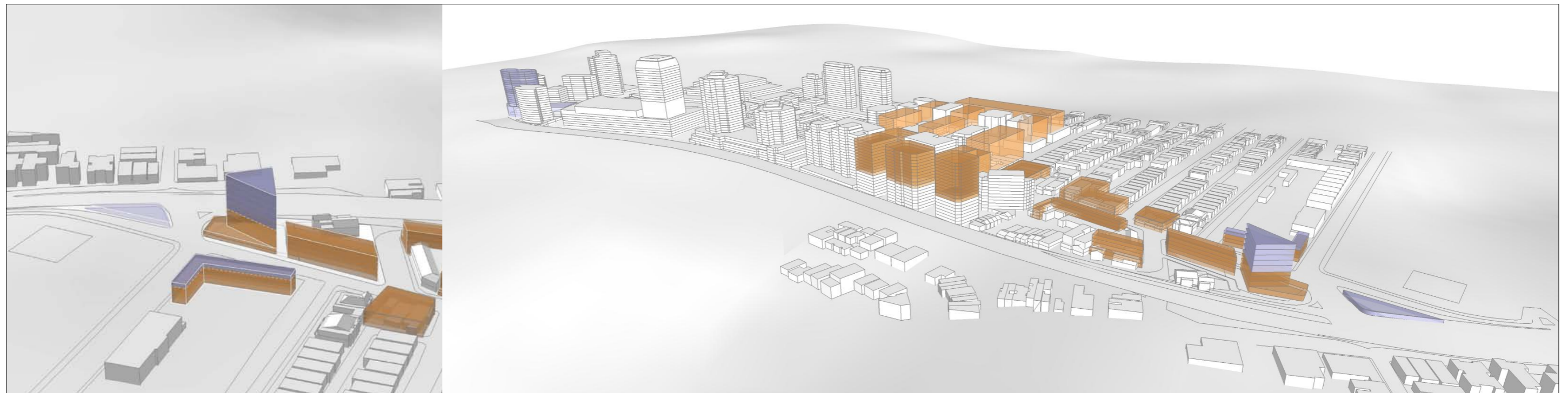
# COUNCIL CHARETTE - BLUE TEAM SIMPSON + WILSON & THE LOT

MAX HEIGHTS 36m



*The Blue Team proposed a maximum height of 36 meters at the extreme west end of the study area.*

*The Blue Team's recommendations are substantially in line with our study in recommending that the most appropriate location for additional bulk and scale is at the junction of Oxford street and Syd Einfeld drive.*

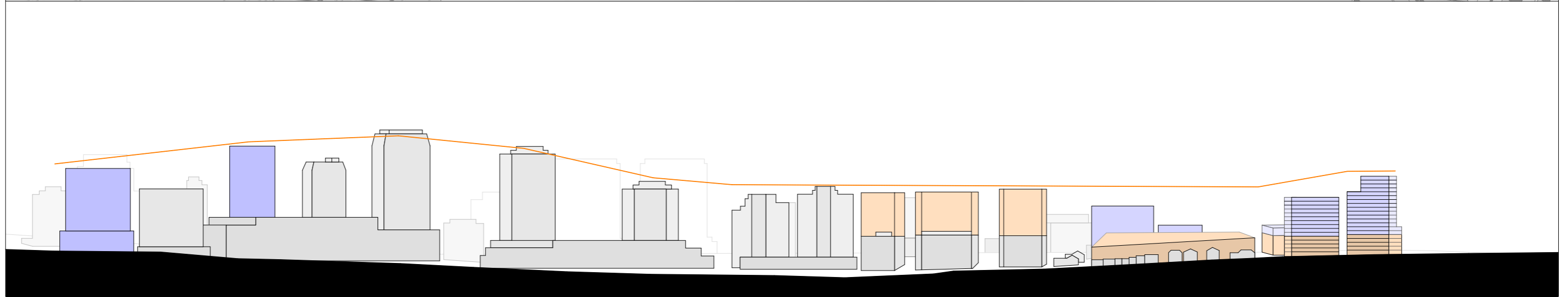




MASSING ANALYSIS  
**60 METER  
TOWER**  
45m/60m

*Sensitivity Analysis was conducted to determine the appropriateness of 45-60 meter heights, to have greater symmetry with the spine of Oxford Street and Syd Einfeld drive to the East (the respective bookends of Bondi Junction). The analysed additional bulk and scale presented minimal overshadowing of neighbouring properties, and hence could accommodate medium to high-rise.*

*The elevation of Syd Einfeld drive demonstrates how the uplift in height in the study area completes the skyline to the western end of Bondi Junction, creating a termination to the western Bondi Junction edge, marking the corner gateway to Waverley LGA.*



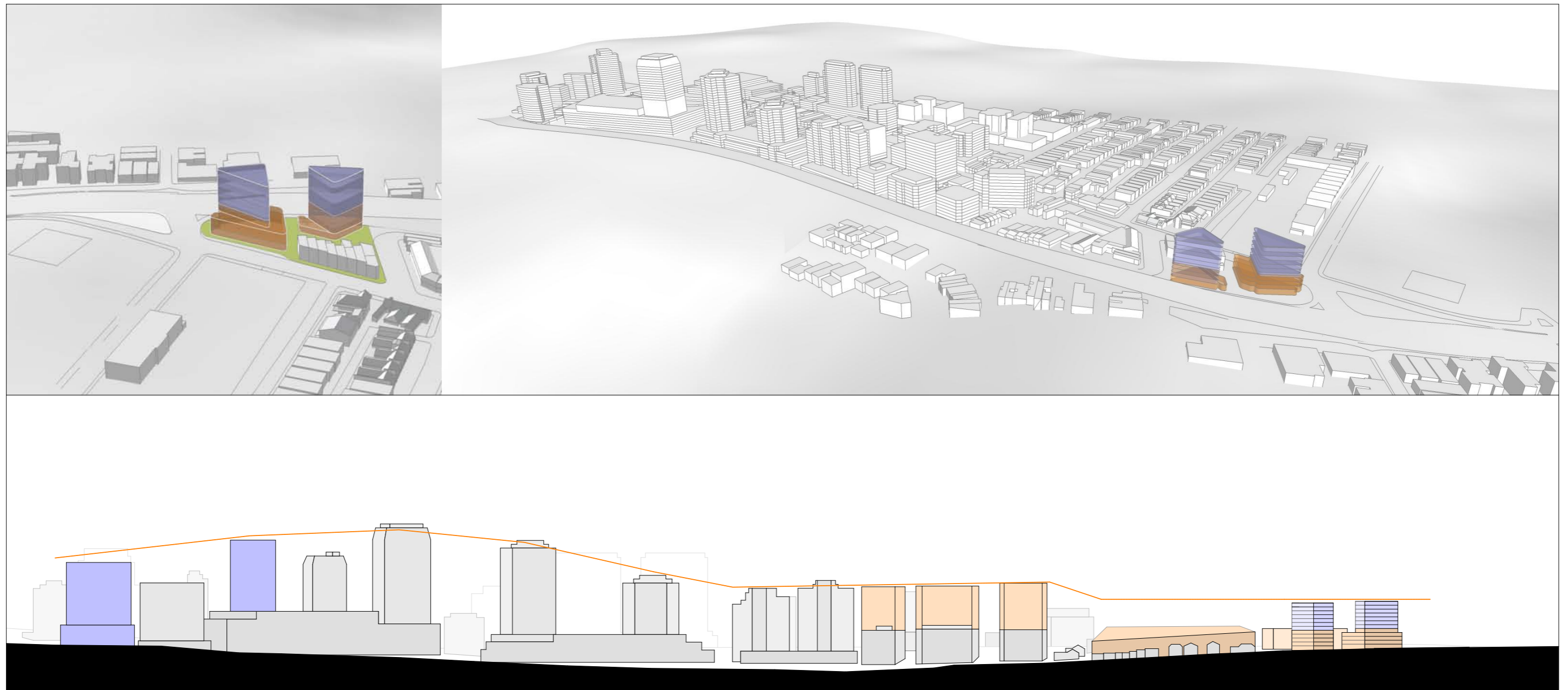
# THE PROPOSAL

36m

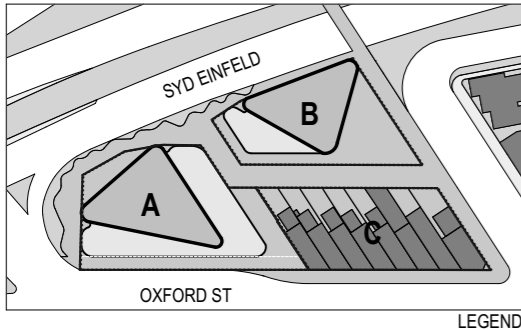


*Compared to the existing zoning further to the east, the proposal seeks a conservative approach for redevelopment of Sites A and B (medium-rise), having a greater consistency with the rest of Oxford Street and Syd Einfeld Drive to the East.*

*The elevation of Syd Einfeld Drive demonstrates how the uplift in height in the study area creates a much needed termination to the Bondi Junction western-most edge, marking the corner gateway to Waverley LGA, and providing a consistent built form along Oxford Street.*



# MASSING ANALYSIS SUMMARY OF SCENARIOS & POTENTIAL BENEFITS



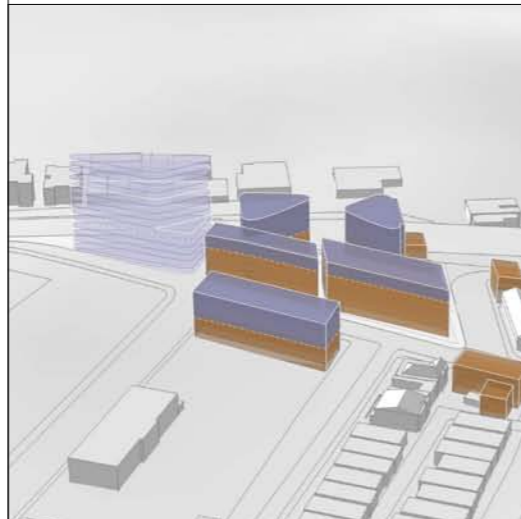
## CURRENT LEP

POTENTIAL HEIGHTS	SITE A: 15m HEIGHT LIMIT SITE B: 15m HEIGHT LIMIT
POTENTIAL FSR	SITE A: 1.5:1 SITE B: 1.5:1
SHADOW IMPACTS	MINOR
MASSING ANALYSIS	NO SIGNIFICANT RENEWAL EXPECTED UNCHANGED IN 40 YEARS.
TRAFFIC IMPACT- VEHICLES	NO IMPROVEMENT
TRAFFIC - BIKES & PEOPLE	NO IMPROVEMENT
HERITAGE	N/A
POTENTIAL PUBLIC BENEFIT (VPA)	NONE



## TEAM ORANGE - HILL THALIS

POTENTIAL HEIGHTS	SITE A: 28m HEIGHT LIMIT SITE B: 28m HEIGHT LIMIT
POTENTIAL FSR	SITE A: 3.5:1 SITE B: 3.1:1
SHADOW IMPACTS	ACCEPTABLE IMPACT
MASSING ANALYSIS	SOME INCREASE IN PARITY BETWEEN EAST & WEST. PROVIDES STREETWALL.
TRAFFIC IMPACT- VEHICLES	SOME IMPROVEMENT
TRAFFIC - BIKES & PEOPLE	SOME IMPROVEMENT
HERITAGE	REMOVAL OF FOUR TERRACES SUGGESTED.
POTENTIAL DELIVERABLE PUBLIC BENEFIT (via VPA)	THROUGH SITE LINK NELSON STREET SHARED ZONE
OTHER BENEFITS LISTED	VIABILITY IS QUESTIONABLE GIVEN THE MODEST UPLIFT.



## TEAM BLUE - SIMPSON + WILSON

POTENTIAL HEIGHTS	SITE A: 36m HEIGHT LIMIT SITE B: NO DEVELOPMENT
POTENTIAL FSR	SITE A: 3.5:1 SITE B: n/a
SHADOW IMPACTS	ACCEPTABLE IMPACT
MASSING ANALYSIS	INCREASE IN BUILT FORM AT WESTERN EDGE, FROM LEP CONTROLS.
TRAFFIC IMPACT- VEHICLES	SOME IMPROVEMENT
TRAFFIC - BIKES & PEOPLE	SOME IMPROVEMENT
HERITAGE	REMOVAL OF FOUR TERRACES SUGGESTED.
POTENTIAL DELIVERABLE PUBLIC BENEFIT (via VPA)	THROUGH SITE LINK
OTHER BENEFITS LISTED	VIABILITY IS QUESTIONABLE GIVEN THE MODEST UPLIFT.



## PROPOSAL

POTENTIAL HEIGHTS	SITE A: 36m HEIGHT LIMIT SITE B: 36m HEIGHT LIMIT
POTENTIAL FSR	SITE A: 3.5:1 SITE B: 3.5:1
SHADOW IMPACTS	ACCEPTABLE IMPACT.
MASSING ANALYSIS	CONSISTENT W/ REST OF BONDI JUNCTION. MEDIUM-RISE BUILT FORM. CONTINUING STREETWALL. GATEWAY MARKER.
TRAFFIC IMPACT- VEHICLES	SIGNIFICANT IMPROVEMENT.
TRAFFIC - BIKES & PEOPLE	SIGNIFICANT IMPROVEMENT.
HERITAGE	REMOVAL OF FOUR TERRACES.
POTENTIAL DELIVERABLE PUBLIC BENEFIT (via VPA)	SITE A: THROUGH SITE LINKS, ROAD WIDENING, PUBLIC DOMAIN UPGRADES  SITE B: PLAZETTE, OSMUND LANE UPGRADE INTO SHARED ZONE



## 60 METER TOWER

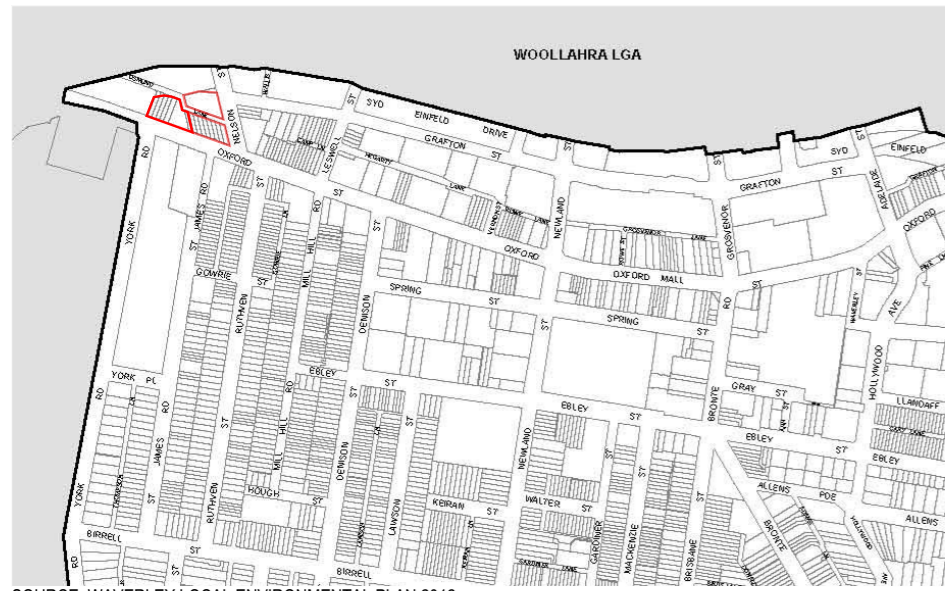
POTENTIAL HEIGHTS	SITE A: 60m HEIGHT LIMIT SITE B: 45m HEIGHT LIMIT
POTENTIAL FSR	SITE A: 6:1 SITE B: 6:1
SHADOW IMPACTS	ACCEPTABLE IMPACT.
MASSING ANALYSIS	SYMMETRY W/ EASTERN END. PROVIDES STREETWALL. GATEWAY MARKER.
TRAFFIC IMPACT- VEHICLES	SIGNIFICANT IMPROVEMENT.
TRAFFIC - BIKES & PEOPLE	SIGNIFICANT IMPROVEMENT.
HERITAGE	REMOVAL OF FOUR TERRACES SUGGESTED.
POTENTIAL DELIVERABLE PUBLIC BENEFIT (via VPA)	SITE A: PUBLIC CARPARK THROUGH SITE LINKS, ROAD WIDENING, PUBLIC DOMAIN UPGRADES  SITE B: PLAZETTE, OSMUND LANE UPGRADE INTO SHARED ZONE



# CURRENT PLANNING ENVIRONMENT

WAVERLEY LOCAL ENVIRONMENTAL PLAN 2012  
CITY PLANNING REFERENCE MAPS

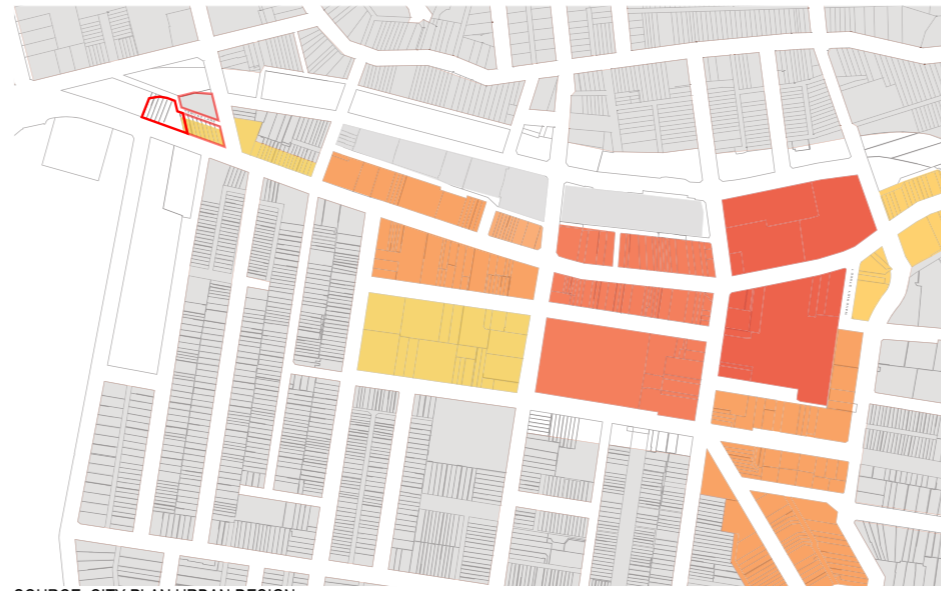
1/ COUNCIL BOUNDARY MAP



SOURCE: WAVERLEY LOCAL ENVIRONMENTAL PLAN 2012

**Council Boundaries**  
 LGA Boundary  
 Cadastre 09/02/2012 © Waverley Council

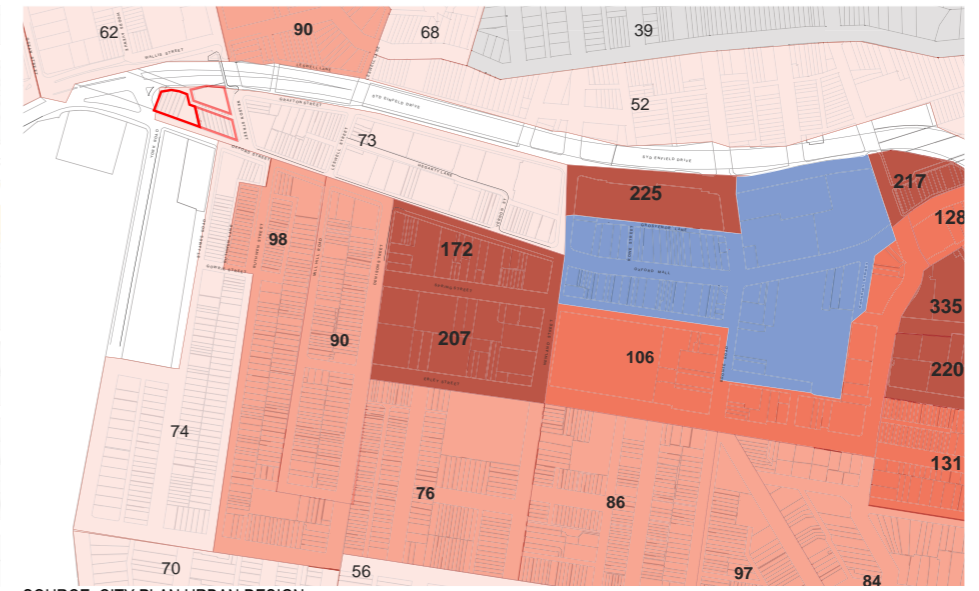
2/ RETAIL & SERVICES INTENSITY MAP



SOURCE: CITY PLAN URBAN DESIGN

**Retail and Services Intensity**  
 High  
 Medium  
 Low

3/ POPULATION DENSITY MAP



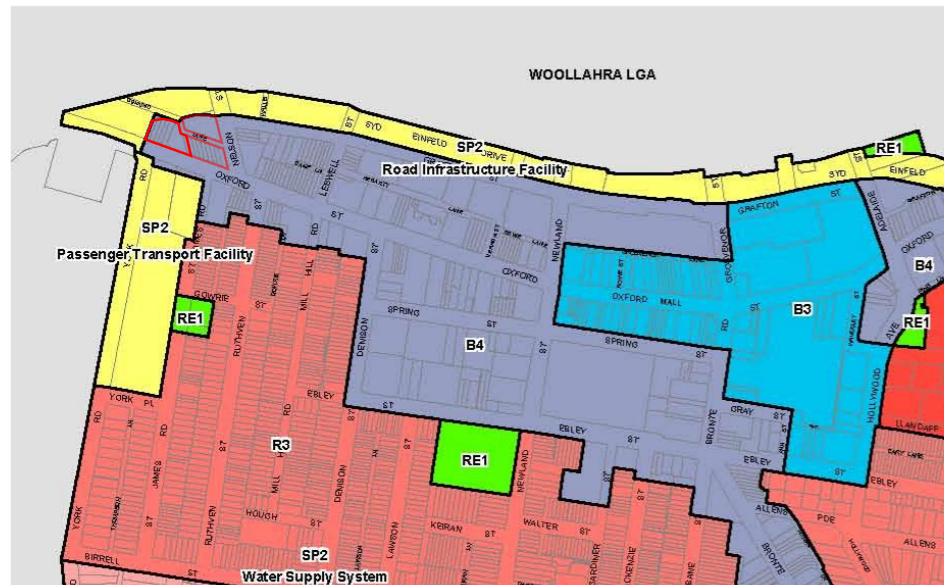
SOURCE: CITY PLAN URBAN DESIGN

**Population Density (persons per hectare)**  
 High  
 Medium  
 Low  
 B3 Retail Core excluded from study

# CURRENT PLANNING CONTROLS

## WAVERLEY LOCAL ENVIRONMENTAL PLAN 2012

4/ ZONING MAP



SOURCE: WAVERLEY LOCAL ENVIRONMENTAL PLAN 2012

**Zone**

B1	Neighbourhood Centre
B3	Commercial Core
B4	Mixed Use
E2	Environmental Conservation
R2	Low Density Residential
R3	Medium Density Residential
R4	High Density Residential
RE1	Public Recreation
RE2	Private Recreation
SP2	Infrastructure

**Cadastre**  
 Cadastre 29/07/2013 © Waverley Council

5/ MAXIMUM BUILDING HEIGHT MAP



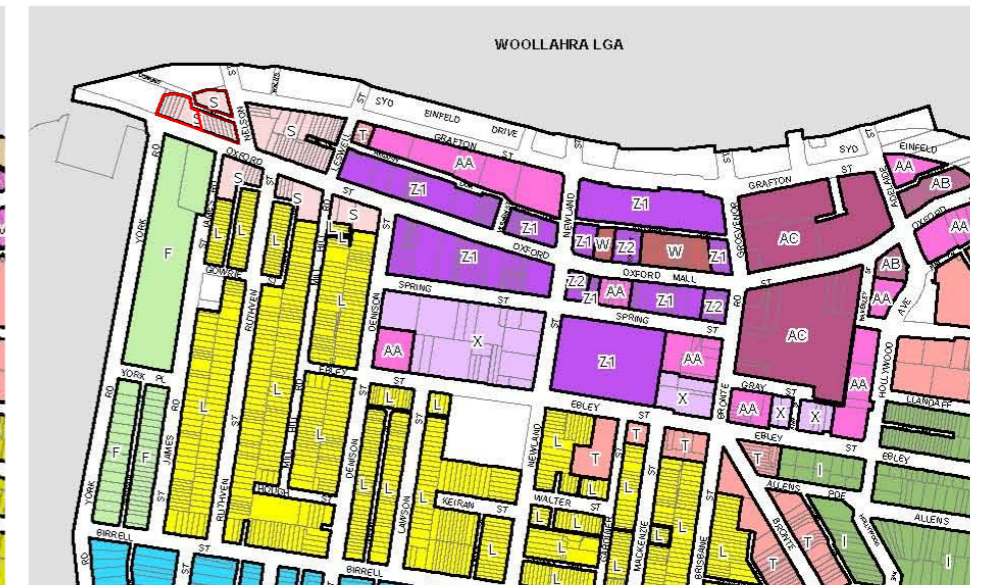
SOURCE: WAVERLEY LOCAL ENVIRONMENTAL PLAN 2012

**Maximum Building Height (m)**

J2	8.5
J1	9
K	10
M	12.5
N	13
O1	15
O2	16
S	24
T	28
U	32
V1	35
V2	38
W	40
AA	80

**Cadastre**  
 Cadastre 05/05/2015 © Waverley Council

6/ FLOOR SPACE RATIO MAP



SOURCE: WAVERLEY LOCAL ENVIRONMENTAL PLAN 2012

**Maximum Floor Space Ratio (n:1)**

D	0.50
F	0.60
I	0.75
L	0.90
N	1.00
S	1.50
T	2.00
V	3.00
W	3.75
X	4.00
Z1	5.00
Z2	5.50
AA	6.00
AB	7.00
AC	8.00

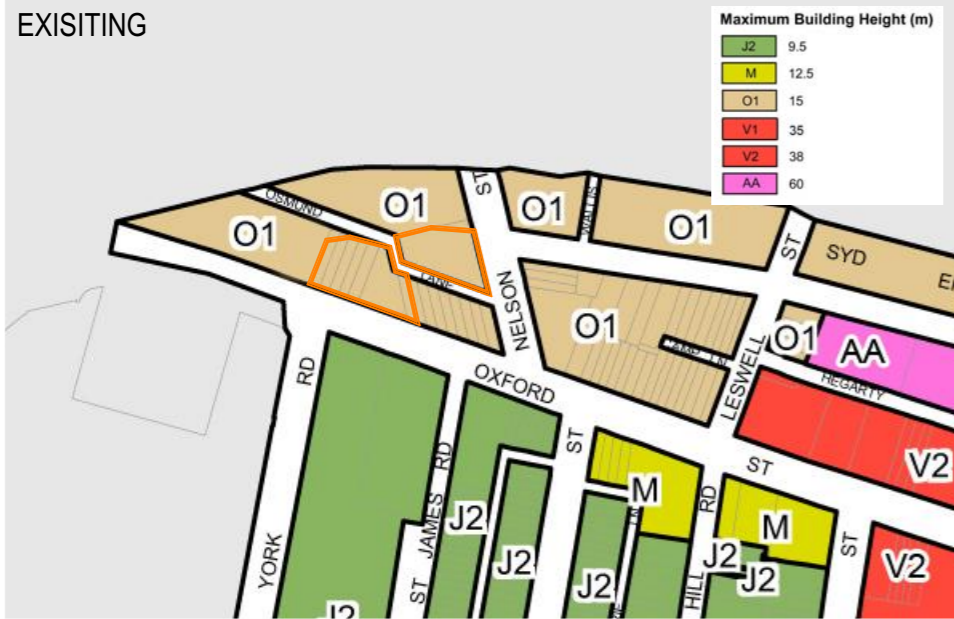
**Cadastre**  
 Cadastre 01/09/2014 © Waverley Council

# PROPOSED PLANNING CONTROLS

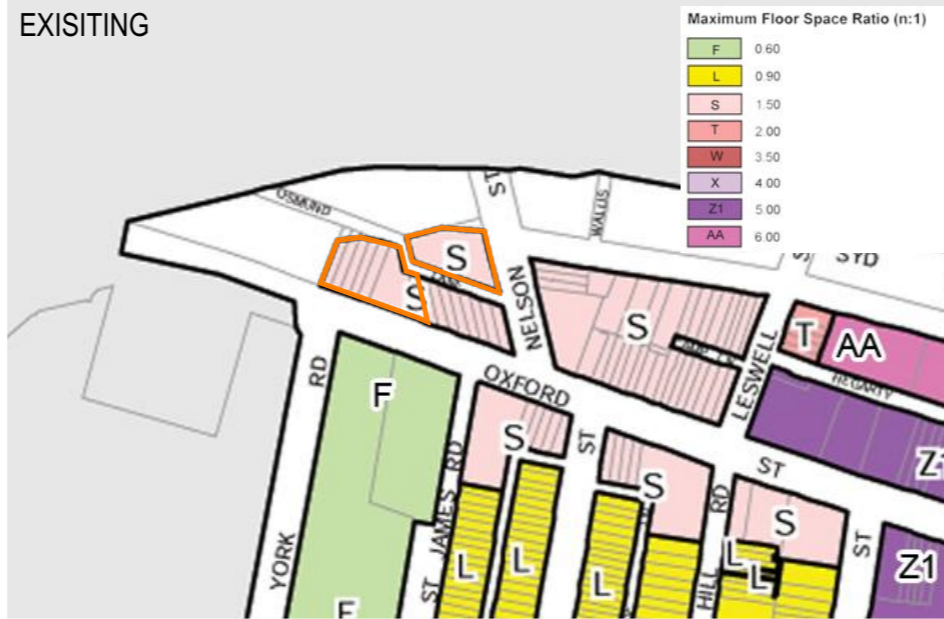
COMPARISON TO WAVERLEY LOCAL ENVIRONMENTAL PLAN 2012

The proposal seeks to revise the height, FSR and heritage planning controls that pertain to sites A and B.

1/ MAXIMUM BUILDING HEIGHT MAP



2/ FSR MAP



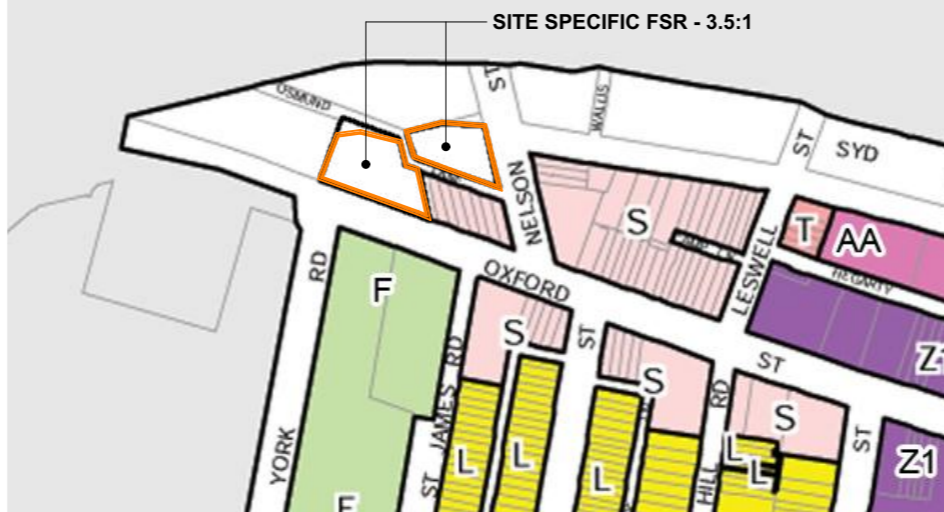
3/ HERITAGE MAP



PROPOSED



PROPOSED



PROPOSED



# PUBLIC DOMAIN PLAN

A series of spaces and links for public access are proposed.

These public areas are benefits of the development of Sites A and B as proposed below.

