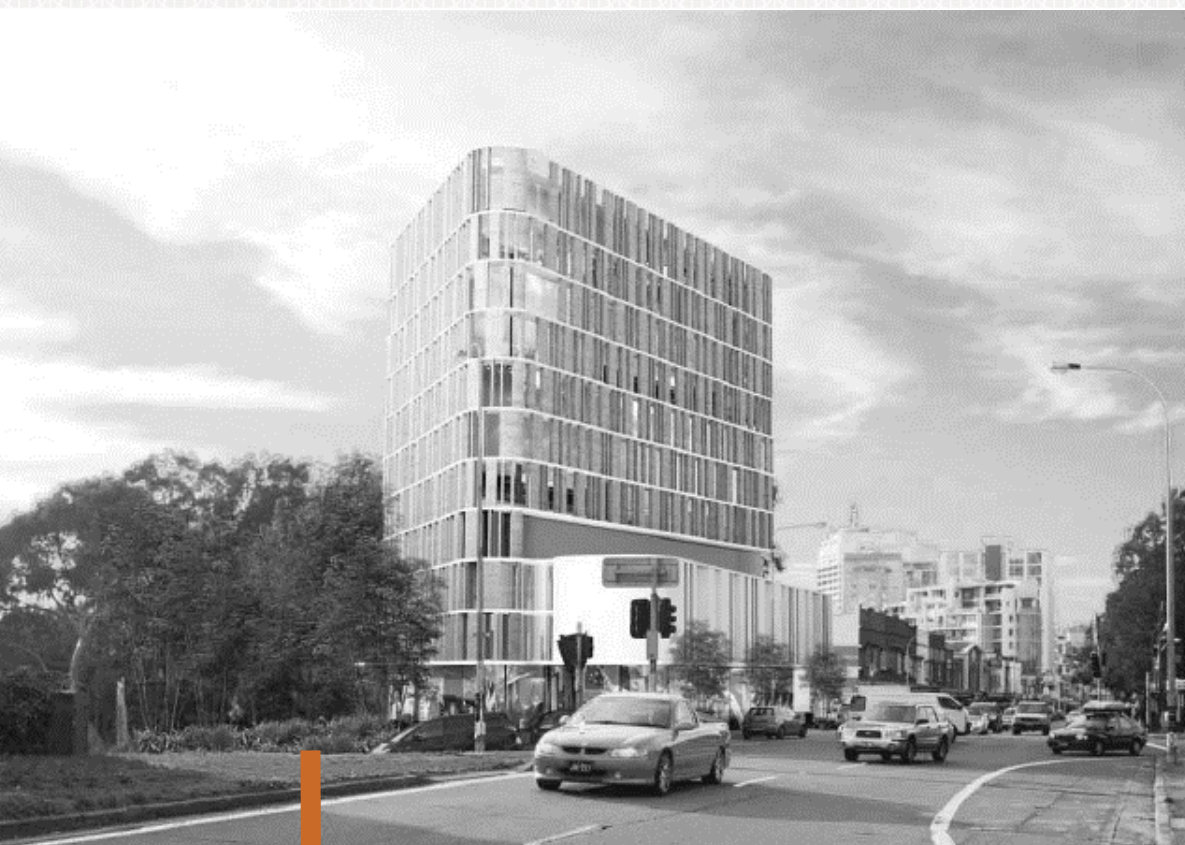




Planning Proposal

194-214 Oxford Street & 2 Nelson Street
Bondi Junction NSW

Submitted to Waverley Council
On Behalf of Westgate BJ Pty Ltd

Report Revision History

Revision	Date Issued	Prepared by	Reviewed by	Verified by
01	21/09/16	Anthony Kazacos <i>Senior Project Planner</i>	Juliet Grant <i>Executive Director</i>	Juliet Grant 
02	25/09/16	Juliet Grant <i>Executive Director</i>		
03	18/01/17	Anthony Kazacos <i>Senior Project Planner</i>		

This document is preliminary unless approved by a Director of City Plan Strategy & Development

CERTIFICATION

This report has been authorised by City Plan Strategy & Development, with input from a number of other expert consultants, on behalf of the Client. The accuracy of the information contained herein is to the best of our knowledge not false or misleading. The comments have been based upon information and facts that were correct at the time of writing this report.

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Table of Contents

Section A – Overview	6
1. Executive Summary.....	6
2. The Site and Context	7
2.1 The Subject Site	7
2.2 The Western Precinct	12
2.3 Surrounding Development.....	13
3. Proposed Design Concept	21
Section B – Planning Proposal.....	23
4. Objective and the Intended Outcomes.....	23
4.1 Objectives of the Planning Proposal	23
5. Explanation of the Provisions.....	24
6. Justification	25
6.1 Need for a Planning Proposal	25
6.1.1 Is the Planning Proposal a result of any strategic study or report? .	28
6.1.2 Is the Planning Proposal the best means of achieving the objective or intended outcomes or is there a better way?	30
6.1.3 Direct Benefits to the Community	32
6.2 Relationship to Strategic Planning Framework	36
6.2.1 Is the Planning Proposal consistent with the objectives and actions contained within the applicable regional or sub-regional strategy?	36
6.2.2 Is the Planning Proposal consistent with the local Council's Community Strategic Plan, or local strategic plan?	40
6.2.3 Is the Planning Proposal consistent with applicable state environmental planning policies?	45
6.2.4 Is the Planning Proposal consistent with the applicable ministerial directions?	46
6.3 Environmental, Social and Economic Impact.....	50
6.3.1 Is there any likelihood that critical habitat or threatened species will be adversely affected as a result of the proposal?	50
6.3.2 Are there any other likely environmental effects as a result of the Planning Proposal and how are they proposed to be managed?	50
6.3.3 Has the Planning Proposal adequately addressed any social and economic effects?50	
6.4 State and Commonwealth Interests	50
6.4.1 Is there adequate public infrastructure for the Planning Proposal? 50	
6.4.2 What are the views of State and Commonwealth public authorities consulted in accordance with the Gateway determination?	52

7. Mapping.....	53
7.1 Land Use Zoning	53
7.2 Floor Space Ratio	53
7.3 Building Height	54
7.4 Heritage	54
8. Consultation.....	55
8.1 Consultation with Council	55
8.2 Outcome of Consultation with the Public.....	55
8.3 Community Consultation during the PP process.....	55
9. Project Timeline.....	57
10. Conclusion.....	58

Figures

Figure 1: Extract from the Urban Design Study identifying the West Bondi Junction points of interest	7
Figure 2: Aerial view of Bondi Junction demonstrating the relationship of the site at the western end of Oxford Street.....	8
Figure 3: Aerial view of the proposed development site	9
Figure 4: Extract from the Architectural Design Report demonstrating the existing and proposed tower forms of Bondi Junction.	18
Figure 5: Indicative Concept - Ground Level	22
Figure 6: Indicative Concept - Upper Levels.....	22
Figure 7: Aerial photo identifying the subject site.	30
Figure 8: Extract from Waverley LEP 2012 Land Zoning Map.	31
Figure 9: Extract from Waverley LEP 2012 Height of Buildings Map.	31
Figure 10: Extract from the Waverley LEP 2012 Floor Space Ratio Map.	32
Figure 11: Extract from the Urban Design Report.	33
Figure 12: Map of the Bus Network.	51
Figure 13: Extract of the proposed amendment to the WLEP 2012 Land Zoning Map.....	53
Figure 14: Extract of the proposed amendment to the WLEP 2012 FSR Map.....	53
Figure 15: Extract of the proposed amendment to the WLEP 2012 Building Height Map...	54
Figure 16 Extract of the proposed amendment to the WLEP 2012 Heritage Map	54

Tables

Table 1: Consistency with 'A Plan for Growing Sydney'	36
Table 2: Consistency with the Draft Central District Plan	38
Table 3: A summary of compliance with the key objectives and controls of the Waverley LEP 2012	41

Table 4: Consistency with state environmental planning policies (SEPPs).....	45
Table 5: Consistency with S117 Ministerial Directions.	47
Table 6: Indicative project timeline	57

Appendix	Document	Prepared by
1	Urban Design Report	City Plan Urban Design
2	Architectural Design Report	MHN Design Union
3	Traffic Report	GTA
4	Pedestrian / Cycling Report	Sustainable Transport Consultants
5	Heritage Analysis	Urbis
6	Survey Plan	Eric Scerri & Associates
7	Draft Public Benefit Offer	Westgate BJ Pty Ltd

Section A – Overview

1. Executive Summary

This Planning Proposal explains the intended effect of, and justification for, the proposed amendment to Waverley Local Environmental Plan 2012. The amendment is site specific for **Nos. 194-214 Oxford Street and No. 2 Nelson Street, Bondi Junction**. It has been prepared in accordance with Section 55 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and the relevant Department of Planning Guidelines including “*A Guide to Preparing Local Environmental Plans and A Guide to Preparing Planning Proposals*.”

This Planning Proposal (PP) is being submitted to Waverley Council on behalf of Westgate BJ Pty Ltd (the proponent) and relates to the Western end of Bondi Junction Town Centre. The subject site includes 194-214 Oxford Street (Site 1) and 2 Nelson Street (Site 2), and is bound by Oxford Street, Syd Einfeld Drive, York Road and Nelson Street.

The PP supports the future redevelopment of the site to provide a mixed use development with significant public domain areas, pedestrian connectivity and activated street frontages. The PP does not seek a re-zoning of land, but rather an increase in the development capacity of the land to permit a building height of **36 metres** and floor space ratio of **3.5:1**. The current LEP controls allow a building height of 15 metres and a FSR of 1.5:1 within the existing mixed use (B4) zone.

The PP also seeks the deletion of local heritage item status for four (4) terrace houses at 194-200 Oxford Street, to enable the provision of a large indoor and outdoor retail spaces, land dedication for street/road widening and improvements to traffic, cycling and pedestrian pathways in the area.

Preliminary discussions with the Road and Maritime Services (RMS) have been undertaken during the preparation of this PP. We have been advised that there is an error with the SP2 Infrastructure Zone on the corner of Syd Einfeld Drive and York Road. This PP also proposes to correct this anomaly, as requested by the Gateway Determination.

This PP represents the culmination of four years of urban design and strategic planning analysis of the western end of Bondi Junction town centre. Extensive public engagement has occurred, including a comprehensive charrette process in 2014. Most recently the proposal was supported by the (former) Sydney East Joint Regional Planning Panel (JRPP) who recommended the PP proceed for a Gateway Determination subject to minor amendments. This PP report has been updated and reissued to reflect the outcomes of the pre-gateway review and the Gateway Determination which was issued by the Department of Planning and Environment on 22nd December 2016.

2. The Site and Context

2.1 The Subject Site



Figure 1: Extract from the Urban Design Study identifying the West Bondi Junction points of interest (Source: City Plan Urban Design Report)

Site 1 consists of six (6) properties / lots. The western most portion of the site consists of four x two storey row houses with the address at Oxford Street known as Nos. 194, 196, 198 and 200 Oxford Street with a legal description of Lots 10, 11, 12 and 13 DP 260116. The central portion of the site fronting Oxford Street is currently occupied by a car and truck hire business and consists of an office reception and vehicle display area, being No. 202 – 210 Oxford Street with a legal description of Lot 1 DP 79947 and Lot 16 DP 68010. The final portion of the site fronting Oxford Street is a shop top house style building which is currently occupied as a commercial premises, being No. 214 Oxford Street with a legal description of Lot 1 DP 708295. Nos. 194-214 Oxford Street has a combined area of 1,490m²

Site 2 consists of No. 2 Nelson Street with a legal description of SP 34942 which contains a residential flat building two (2) storeys in height which is located to the north of Osmund Lane. No. 2 Nelson Street has an area of approximately 991m².

The sites are located on the corner location of Oxford Street, York Road, Syd Einfeld Drive and Nelson Street with a large north facing frontage to Syd Einfeld Drive and a large retail frontage to Oxford Street to the south. Site 1 comprises the tail end of the main retail / residential strip at the western end of Oxford Street. The site benefits from direct laneway access via Osmund Lane and is opposite to Centennial Park. Refer to **Figures 2 and 3** below.

The 4 x 2 storey row houses (194 - 200 Oxford St) are currently used for residential purposes only, but exhibit poor amenity in a busy traffic dominated environment/intersection and show signs of dilapidation from the impact of its harsh environment.

The vacant lot (202 – 210) has rear lane access to Osmund land and is used as a truck hire business. It has a large frontage to Oxford Street and appears out of character with its surrounds by virtue of being the "missing tooth" in the Bondi Junction streetscape and offers no street activation in a prominent Oxford Street retail address.

The residential flat building at 2 Nelson Street consists of 6 apartments sitting on a large piece of land, ready for urban renewal.

The above uses are mostly non-conforming within a B4 Mixed Use Zone, being either purely residential or purely commercial, and are out of character with the desired future character of Bondi Junction, as envisaged by Council's own zoning objectives as well as the State's Metropolitan strategy, and do not present any active street frontage to the Oxford Street retail strip. Proliferation and intensification of these non-conforming uses individually would be a lost opportunity to bring the west Bondi Junction precinct into line with the future desired direction of it being a district centre (similar to the rest of Bondi Junction), a lost opportunity to establish a desirable building form in a gateway location and would also be a missed opportunity to improve the pedestrian, cycle and traffic ways at this busy intersection.



Figure 2: Aerial view of Bondi Junction demonstrating the relationship of the site at the western end of Oxford Street (Source: Google Maps)



Figure 3: Aerial view of the proposed development site (outlined in red) (Source: Google Maps)

The following series of photographs illustrate the site and its structures in their current form.



Photo 1: View of the site taken from the intersection of Oxford Street and York Road at the "Western Gateway" to Bondi Junction. It shows the existing row houses, car yard and shop top housing building (the subject of this Planning Proposal).



Photo 2: View of the row houses at Nos: 194-200 Oxford Street. This shows four two storey row housing with front garden areas which designate the start of the "Western Gateway" to Bondi Junction.



Photo 3: View of the car and truck rental facility at Nos: 204-212 Oxford Street. It shows the car yard display area within the front setback area of the site, and single storey administration office to the left. The signage is free standing and wraps along the width of the site and wall of the adjoining shop top building.

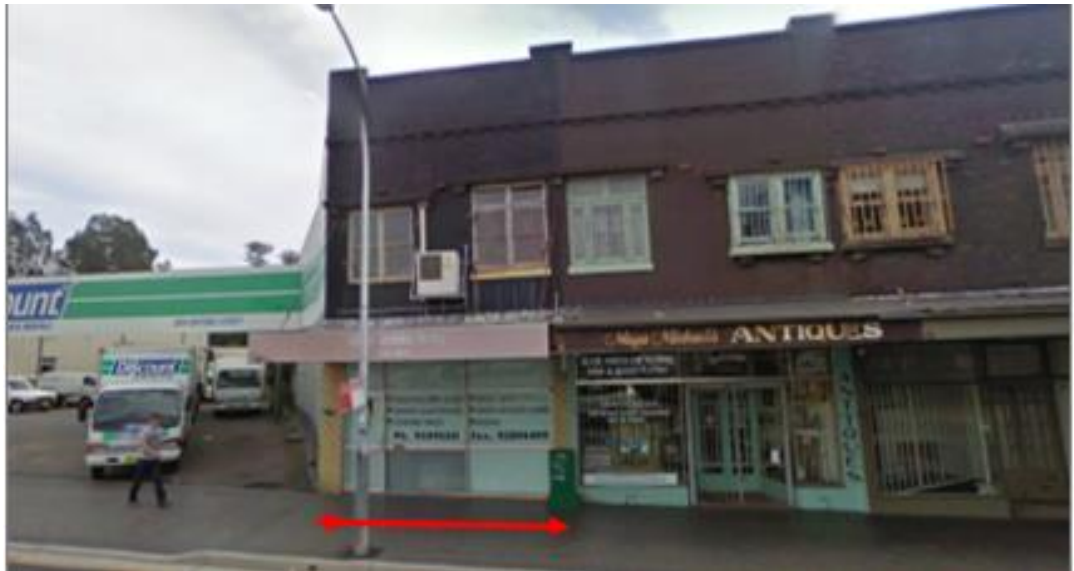


Photo 4: View of the shop top development at No 214 Oxford Street (site identified in red). This shows the mixed use occupation of the shop top housing which is typical of Oxford Street.



Photo 5: View of the rear of the sites taken from Syd Einfield Drive looking south-east. This shows the side and rear of the row houses at Nos. 194-200 Oxford Street (right) and the rear of Nos. 204-212 Oxford Street (centre) currently occupied as a car rental premises.



Photo 6: View of the existing apartment building and garage structure at No. 2 Nelson Street taken from the intersection of Nelson Street and Osmund Lane looking north-west. This shows the apartment building with a garage structure which abuts the south-eastern corner of this site and which reinforces the use of the laneway as a service corridor only. The central tree is also listed as a local heritage item. A key pedestrian path of travel is located along the eastern boundary and connects to the pedestrian bridge over Syd Einfeld Drive.

2.2 The Western Precinct

In early consultation with Council, together with analysis from City Plan Urban Design, it was ascertained that the subject sites formed part of the “Western Precinct” of Bondi Junction, which is a key component of the Bondi Junction Town Centre, and currently exhibits poor retail activity and lack of population growth compared to the rest of Bondi Junction. The Western Precinct has the potential for redevelopment to reverse the deterioration of this area, being the precinct which fronts Oxford Street and includes properties which are bound by Syd Einfeld Drive, Leswell Street and York Avenue to the north of Oxford Street, as well as the properties located to the south of Oxford Street from York Avenue to the west to Denison Street to the east.

The Western Precinct study area has a prime strategic location within the western most end of the Bondi Junction Centre. The precinct is very well placed amongst a range of attractions and is connected to the main shopping strip of Bondi Junction as demonstrated in **Figure 1** below. Key characteristics of the area can be summarised as follows:

- Gateway location to Waverley, Randwick, Woollahra
- Close to CBD and Kingsford Smith Airport (domestic/international)
- Across the road from Centennial Park
- Close proximity to all amenities including shopping (Westfield Shopping Centre, Bondi Junction Mall), medical (St. Vincent's Hospital, Prince of Wales Hospital) and entertainment (Entertainment Quarter, Randwick Cinemas, Sydney Cricket Ground)
- Easy access to parks and beaches (Queens Park, Moore Park, Bondi Beach, Coogee Beach)
- Good north / west aspect with good sunlight orientation
- Rear lane (Osmund Lane) for vehicular access
- Large street frontages to Oxford Street, Syd Einfeld Drive, and Nelson Street and large separation from other developments in the area
- Good retail exposure in a prominent Oxford Street location

- Close to public and private schools, University of NSW, Randwick College
- Good road system and close to public transport – Bondi Junction rail/bus interchange (650m) and Edgecliff rail/bus interchange (1.2km)

2.3 Surrounding Development

The site is located in the well-established but currently under performing shopping strip of Oxford Street and represents a myriad of commercial and residential land uses including residential accommodation, retail shops, offices, specialist food shopping stores, cafes, restaurants and hotels / pubs. These uses are predominantly characterised by shop top housing developments and adaptations of 2 / 3 storey existing buildings. The properties immediately to the south of the site are occupied by Sydney Buses and operate as a bus depot with vehicular ingress off York Road and egress off Oxford Street. Oxford Street provides a key entry point to Bondi Junction for vehicles, pedestrians and cyclists. This area also provides for various public leisure attractions including Centennial Park which is located directly south-west of the site, as well as residential development existing within the surrounding area, including in the Woollahra LGA to the north of the site and Oxford Street/Grafton Street to the east. The surrounding developments are demonstrated in the photos below.



Photo 7: Photo of the commercial and retail premises which occupy the shop top buildings along Oxford Street to the east of the site and provide ground floor uses which activate the street.



Photo 8: Photo of the commercial and retail developments within shop top buildings along Oxford Street to the east of the site. There is a predominant bike culture in the immediate vicinity, which is demonstrated by the cluster of bike sales and services shops



Photo 9: Photo of the Lord Nelson Hotel located on the corner of Oxford Street and Nelson Street to the east of the site.

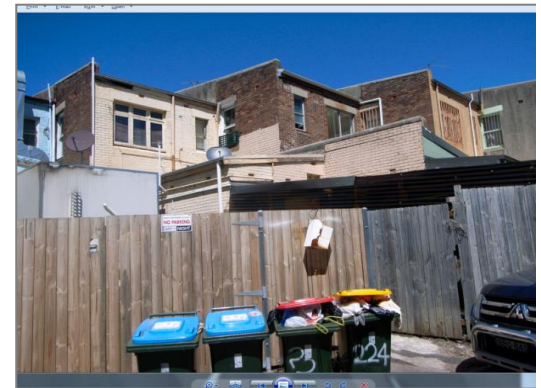


Photo 10: Photo of the shop top buildings to the east of the site, as viewed from the rear from Osmund Lane



Photo 11: Photo of the residences along Grafton Street and the high density developments of the Bondi Junction Town Centre behind.



Photo 12: Photo of Oxford Street looking west showing the road network which accommodates the bus depot (left), vehicular traffic, pedestrians and cyclists



Photo 13: Photo taken from the intersection of Oxford Street and York Road looking south. The bus depot is on the left, and Centennial Park is to the right.



Photo 14: Photo of the bus depot as viewed from Oxford Street.



Photo 15: Photo of single storey residential dwellings located on the southern side of Oxford Street near the corner of Ruthven Street.



Photo 16: Photo of a two storey residential dwelling at No. 17 Oxford Street on the corner of St James Road which demonstrates the preservation of a residential dwelling amongst the adapting commercial, retail and residential uses in the area.



Photo 17: Photo of high density developments along Oxford Street to the east of the site



Photo 18: Photo of high density developments along Oxford Street to the east of the site, looking towards the town centre.



Photo 19: Photo looking towards Centennial Park taken from Oxford Street.



Photo 20: Photo taken from the intersection of Oxford Street and York Road looking north across Syd Einfeld Drive and showing the residential developments to the north of the site within the Woollahra LGA

The development of Bondi Junction has, overtime, resulted in the adaptive re-use of the existing buildings in response to the needs of the local community as well as new residential and office towers. This is evident in the redevelopment of existing buildings for commercial uses, integration of heritage items to provide new developments, and the integration and cooperation of land uses which has enabled an intricately weaved urban form and layout. See the table below for examples of the changing face of Bondi Junction.



Photo 21: Photo taken from Leswell Street looking south-east towards the apartment building at No. 268 A Oxford Street which is 8 to 9 storeys in height (behind). This apartment building has been developed across the whole site, with the exception of No. 2 Leswell Street. This property is a single town house which has been adapted to be occupied as a commercial premise (front). This demonstrates how, over the course of time, the constrained nature of development of the Bondi Junction area has resulted in adaptive and responsive built form outcomes.



Photo 22: Photo of No. 45 Oxford Street which is a residential building currently occupied as a commercial premise (right) and Nos. 47-51 Oxford which is a two storey shop top building which is currently occupied as a retail premise by 'Bondi Junction Timber and Hardware' and has been adapted according to the needs of this business including a drive in storage and loading facility (centre). The use of these buildings clearly demonstrates that the Oxford Street retail strip is capable of accommodating adaptable uses, and will benefit from new development.



Photo 23: Photo of the mixed use development of Nos. 310-330 Oxford Street which demonstrates that the character of the existing street facades and heritage elements of the developments can successfully be integrated into the presentation of a multi-storey mixed use development.

Slightly further to the east (2 blocks), where it is apparent that heights and FSR begin to increase substantially, the locality exhibits a skyline dominated by mixed use and commercial high rise development along Oxford Street and Grafton Street for the length of Syd Einfeld Drive ranging from 32m to 75m. These developments are characterised by residential towers in Spring / Newland Street, Oxford Street, towers above Eastgate Shopping Centre, Bondi Junction retail mall, Meriton above rail-bus interchange and Westfield Shopping Centre and commercial above. These tower forms are demonstrated in the Figure below.

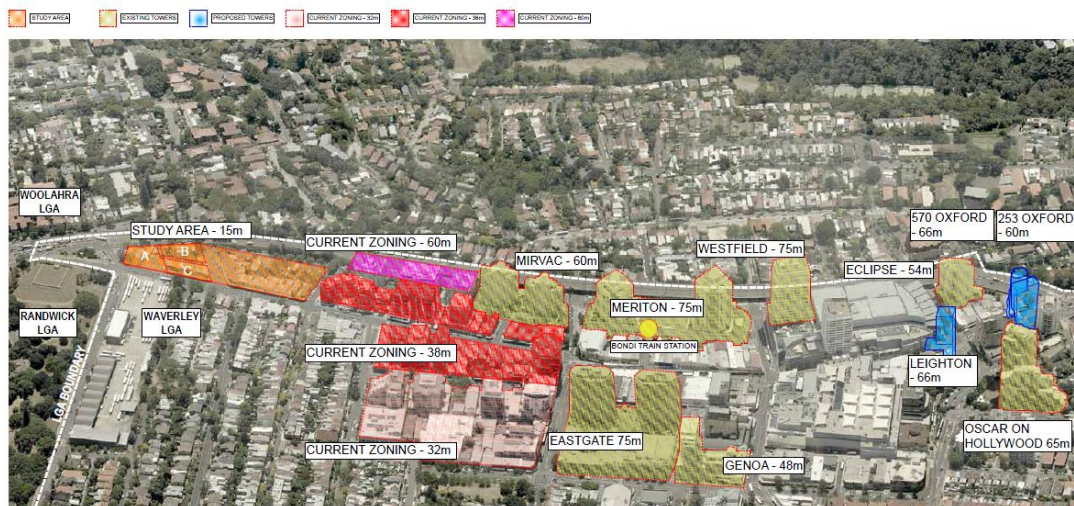


Figure 4: Extract from the Architectural Design Report demonstrating the existing and proposed tower forms of Bondi Junction (Source: MHN Design Union).

The eastern end of Bondi Junction, to the east of Westfield, comprises mixed use high-rise developments which delineate the book-end of Syd-Einfeld Drive and exhibit similar conditions and topography as the Western Precinct (the subject of this PP) and enjoy much higher FSR and height controls (6:1 and 60m respectively). The high-rise developments at the eastern end of Bondi Junction are demonstrated in the photos following.



Photo 24: Image as viewed from the corner of Hollywood Avenue and Waverley Street looking east towards the apartment building 'Oscars on Hollywood' which has a height of 65m. This demonstrates the extensive tower forms of the eastern end of Bondi Junction (Source: Google)



Photo 25: Photo taken at the intersection of Syd Einfeld Drive, Oxford Street and Old South Head Road looking west towards 570 Oxford Street which is a 66m apartment building (right) and 257 Oxford Street which is a 13 storey mixed use building (left). (Source: Google).

The northern side of Syd Einfeld Drive predominantly comprises single residential dwellings and apartment buildings which are situated at a lower topography (below the expressway). These buildings are located within the Woollahra LGA and are illustrated in the following photos.



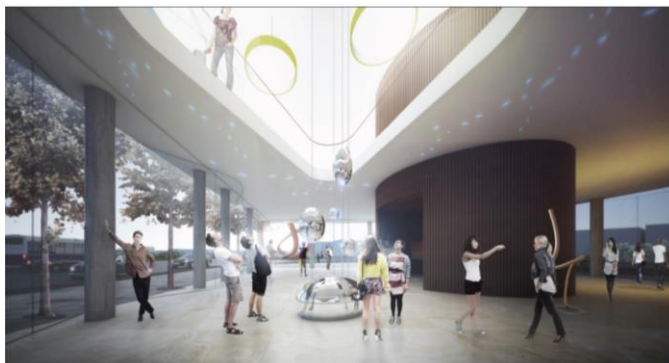
Photo 26: Image as viewed from Wallis Street demonstrating the typical dwellings and apartment buildings located on the northern side of Syd Einfeld Drive. (Source: Google)



Photo 27: Image as viewed from Syd Einfeld Drive demonstrating the typical multi-storey apartment buildings in the locality. (Source: Google)

3. Proposed Design Concept

The controls proposed in this PP have been informed by a reference scheme that includes an integrated public domain and commercial/retail podium structure with two residential towers above. Further detail is provided in the Architectural Design Report at **Appendix 2**.



Figures 5 and 6 illustrate the potential floor plates associated with the reference scheme. This is an indicative concept only and may be subject to change at the development application stage.

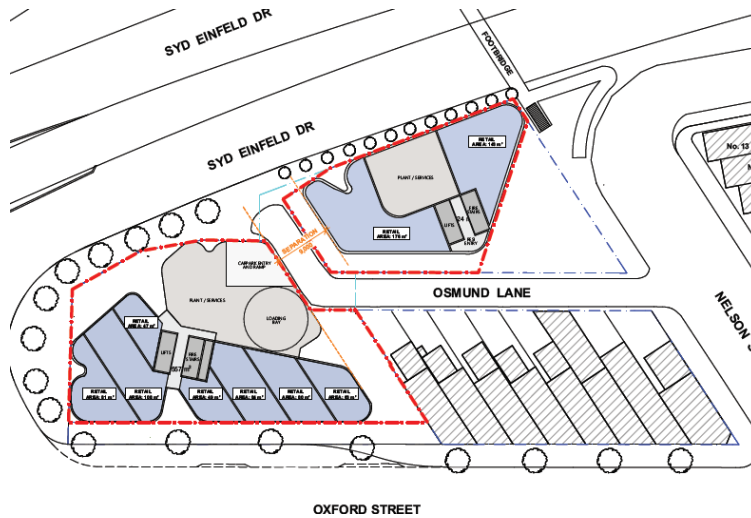


Figure 5: Indicative Concept - Ground Level

A preliminary assessment of compliance with SEPP 65 and the Apartment Design Guide (ADG) demonstrates a yield of approximately 94 residential apartments could be provided on the site. The proposed apartments have a variety of different sizes and layouts and are capable of achieving compliance with all relevant provisions of the ADG, including solar access and cross ventilation. It should be noted that the unit mix may vary at development application stage.



Figure 6: Indicative Concept - Upper Levels

Section B – Planning Proposal

4. Objective and the Intended Outcomes

4.1 Objectives of the Planning Proposal

The objectives of the planning proposal are to:

- i. enhance the future character of Bondi Junction as a district centre as envisaged in the Draft Central District Plan by enabling the redevelopment of the site for higher density mixed use development that contributes to the achievement of employment and housing targets, without adverse impacts to the amenity and environment of the local area;
- ii. provide for enhanced built form outcomes which will enable the provision of improved public domain areas at street level within close proximity to Centennial Park;
- iii. provide better access and permeability to and within the site through improvements to traffic, pedestrian and cycling connectivity;
- iv. update the planning controls (height and FSR) in the West Precinct to more closely reflect the rest of Bondi Junction, thereby incentivising investment and revitalisation to create an alternate shopping and living experience at the gateway to Bondi Junction;
- v. delete the heritage status of terrace houses on the site, to allow the development and the associated public benefits to be realised; and
- vi. amend and correct the SP2 Infrastructure zoning in accordance with preliminary discussions with the Roads and Maritime Services.

5. Explanation of the Provisions

The provisions that are sought to be amended through this Planning Proposal include:

- **Land Use Zoning**

Preliminary discussions with the Road and Maritime Services (RMS) have been undertaken during the preparation of this PP.

We have been advised that there is an error with the SP2 Infrastructure Zone on the corner of Syd Einfeld Drive and York Road.

This PP proposes to correct this error.

- **Floor Space Ratio**

Amending the FSR to 3.5:1. In accordance with discussions with both Council and DPE, it is proposed to implement this amendment with the introduction of a new LEP mapping category for this FSR.

- **Building Height**

Amending the maximum building height to 36 metres. In accordance with discussions with both Council and DPE, it is proposed to implement this amendment with the introduction of a new LEP mapping category for this building height.

- **Heritage** – deleting the heritage status of No.194-200 Oxford Street, Bondi Junction. This requires the following amendments:

- A mapping change to delete the heritage status of Nos. 194-200 Oxford Street, Bondi Junction; and
- As outlined below, an amendment to Schedule 5 of the LEP, to delete the heritage status of 194-200 Oxford Street, Bondi Junction (or Item I212).

Bondi Junction Two	storey 194-200 Oxford Street	Lots 10-13, DP Local	I212
(delete)	residential terrace	260116	
	row		

The proposed amended controls would enhance the viability for redevelopment and allow the site to be developed for residential purposes along with retail, commercial and community uses on the lower levels as envisaged by the objectives of the mixed use zone in the Waverley LEP 2012 and in line with the desired future character of Bondi Junction as a district centre.

This is in line with Council's own recently gazetted amendment to WLEP 2012, Amendment 2, whereby the objectives stated were:

- A. *"To implement the adopted outcomes of the Bondi Junction Urban Design Review.*
- B. *To make a number of amendments to the planning provisions for certain specific sites in order to allow appropriate development outcomes and better reflect community expectations."*

6. Justification

6.1 Need for a Planning Proposal

This PP has evolved as a consequence of a significant body of strategic analysis and community input over the last 4 years (refer to **Section 6.1.2**). The fundamental principle of this PP aims to address is the imbalance in controls which prevent Bondi Junction reaching its full capacity as a district centre.

The Western Bondi Junction Precinct exhibits the lowest controls in the Bondi Junction centre, and a balanced approach comparable with the middle and eastern end of Bondi Junction is desirable. It is evident the western end of the centre has significant opportunity for intensification beyond the existing height and FSR controls. In the absence of a precinct wide rezoning initiated by Waverley Council, changes to the height and FSR can be achieved by individual PPs and associated Voluntary Planning Agreements.

This PP will allow the redevelopment of the subject site for higher density mixed use development (which is permitted within the current zoning) with retail, commercial and/or community uses on the lower floor(s) combined with residential tower forms above and is considered appropriate for the following reasons:

- the subject site is capable of redevelopment immediately and hence will expedite delivery of housing and employment targets envisaged by APfGS and the draft Central District Plan with minimal impacts;
- there is no apparent planning reason for the low scale regime in this area (compared to the rest of Bondi Junction along Oxford Street, Grafton Street and Syd Einfeld Drive);
- the western portion of Oxford Street is declining in its ability to attract customers and is in poor physical condition requiring repair and maintenance. Its replacement with a more modern and attractive development along with appropriate public domain works will offer improved retail and housing opportunities to the locality;
- the location of the site, at the end of Oxford Street is generally utilised as a thoroughfare and its isolation currently provides limited benefits to the community and redevelopment can address this;
- the existing traffic network in the vicinity of Oxford Street and York Road provide a poor urban form and conflicts with pedestrian and cyclist use;
- the existing site within the western precinct does not provide any publicly accessible space; outdoor seating, landscaping, pedestrian refuge from weather elements and redevelopment can address this;
- The development of this site, in conjunction with the future development of the neighbouring sites along Oxford Street, will create a unified built form which connects to the tower buildings at the Bondi Junction Town Centre;
- the consolidation of the sites will improve the presentation of the development when viewed from surrounding areas and will provide a modern development which connects with the Bondi Junction Town Centre to the east and cohesively integrates with the business strip along Oxford Street;
- the site is in a desirable locality in terms of the road network and its proximity to available active and public transport services, including walking distance to the Bondi Junction Town Centre, Bondi Junction train station and bus services, and cyclist pathways; and
- the proposed redevelopment of the site will result in an urban form of a height and scale which will punctuate the western gateway entrance to Bondi Junction, announce the arrival to Waverley LGA and will drive the future urban design intent of Oxford Street.

The principles guiding the redevelopment of the site include:

Housing:

Provide housing that contributes to local housing targets for the market and affordable housing. The proposed housing forms will respond to the needs of the local community, and provide a mix of dwelling types to provide ageing in place, affordable housing, and adaptable and accessible housing as well as housing for first home buyers, young families and the downsizing elderly (also refer to **Section 6.2** relating to relevant Section 117 directions).

This PP is capable of immediately contributing to the dwelling targets as outlined in the draft Central District Plan . This approach ensures that services and housing provisions are capable of addressing longer term demands of existing and future residents in a coordinated and strategic manner. This site is highly suitable for accommodating additional housing provisions being located in Bondi Junction Town Centre within walking distance to good public transport, including a train line and a high frequency bus route along with other amenities such as schools, beaches, University of NSW, Centennial Park across the road, easy access to the CBD and close to the international/domestic airport.

The PP delivers a housing choice and a quantum of housing that will reasonably contribute to the housing targets. This is particularly the case given a number of sites in the Bondi Junction Town Centre are unlikely to be redeveloped to the maximum potential due to small land allotment sizes requiring agreement from many owners/landholders to amalgamate and splintered land ownership patterns which will potentially result in poor delivery / redevelopment viability. The subdivision pattern to the south of Oxford Street Bondi Junction (in the Mill Hill area) and to the north (across Syd Einfeld Drive-Woollahra LGA) exhibits single and attached dwellings at the higher price range spectrum and are tightly held, making it difficult/unaffordable to enter the market for most first home buyers. This area has little or no development potential, with no future prospect of adding to the housing numbers and/or delivering housing choice in the area.

The demand for new housing in the area has been demonstrated by the strength of new apartment sales. In 2014 for example, a number of developments sold off-the plan at the eastern end of Bondi Junction. The development known as VUE (570-588 Oxford Street), Aqua (241 Oxford Street) and Capitol (253 Oxford Street) sold in excess of 300 x 1/2/3 bedroom apartments over a total of 3 weekends within several months of each other. With all three projects selling out in hours, according to the selling agents an equal number of buyers were left wanting and empty handed, highlighting an under-supply of apartment stock in the locality.

Development resulting from this PP will provide a mix of residential apartment sizes and types, responding to the changing needs of the local population.

Retail:

Bondi Junction Centre is identified as a District Centre in the Central District Plan given the strong public transport and high prospect for employment opportunities. This PP will provide modern retail and commercial / community opportunities which will contribute to the generation of employment and economic growth for the local neighbourhood.

The proposed development will strengthen the business precinct of Western Oxford Street and effectively amalgamate the sites to enable the availability of a more substantially sized retail space. The result of which is to add flexibility and diversity to the broadening retail mix and support the viability of the distinctive retail potential of Bondi Junction which will contribute to meeting employment and growth targets. Furthermore, the population growth resulting from this PP and revitalisation / redevelopment of the Western Precinct will contribute further to retail enhancement.

It is also envisaged that the western precinct will provide a distinctly different/alternative retail and community experience compared to the eastern end and the Westfield shopping centre, with emphasis on beautiful streets, public plaza areas, the outdoor community spaces with pedestrian/cycle friendly through site links, easy access to/from Centennial Park and

attractive built form and architecture. These elements will not only facilitate the everyday needs of existing local residents but also future residents in the proposed residential towers above, thereby limiting vehicular traffic movements in the area. The proposed public facilities will benefit all local businesses and residents.

Built Form and Urban Design:

The development will provide a built form which enhances the western gateway of Bondi Junction and interfaces with the surrounding mixed use buildings. This can be achieved through the removal of the heritage items on the site (four terraces) and replacement with high quality public spaces and outdoor plazas, which positively contributes to the cultural uniqueness of Bondi Junction and the surrounding precinct, while offering high quality urban renewal and facilitating the development of the site in an efficient manner with environmentally sensitive development at the forefront of the design.

A design scheme which includes the retention of the heritage items was considered early in the process and it was concluded that it would hinder the opportunities to improving the presentation and relationship of the site with the public domain especially considering the prominence of the location being such a gateway to Bondi Junction/Waverley LGA. This is particularly the case given the terraces have a blank wall presentation to the entrance to the western precinct and have undergone unsympathetic changes overtime which have deteriorated their presentation. The heritage items appear isolated, broken away from their original group by the creation of Syd Einfeld Drive, and are not easily accessible by pedestrians, but rather, are dominated by surrounding traffic flows of a busy intersection. The terraces have poor residential amenity and are limited to a small number of occupants rather than being enjoyed/used by the broader local community, which can be facilitated by the creation of an active street frontage to the iconic Oxford Street. The removal of the heritage items enables substantial benefits to the public to be achieved, in particular through the creation of a new through site link, footpath/road widening and creation of a public plaza. It is noted that all three charrette proposals commissioned by Council have also suggested and supported the removal of these terraces with the view to a greater public benefit.

The bulk, scale and location of the building will consider local views into, over, through and from within the site. The design will also take into consideration effective architectural approaches to mitigating potential amenity and overshadowing impacts of neighbouring sites which have been extensively examined in the Architectural Report.

Transport and Access:

The proposal aims to prioritise sustainable transport opportunities, including walking and cycling, by maximising access to and connectivity with surrounding areas via the proposed site link, pedestrian / bicycle / traffic improvements and road widening, public transport to nearby centres and activity hubs. This site is within walking catchment of the Bondi Junction rail and bus interchange (approx. 650m) and Edgecliff rail and bus interchange (approx. 1.2km).

Benefits to the Community:

The PP and associated VPA will provide a mechanism to support and prioritise improvements to the public domain for the benefit of the community. Such tangible benefits as improved public domain works can be achieved through a future DA. The overall development offers a proposal for improvements to the road network which immediately adjoins the site, to provide improvements to the safety and efficiency of the paths of travel for pedestrians, cyclists and motorists and a through site link to a plaza.

Other broader benefits which will flow to the community from a viable re-development of these key sites include: improved economic/retail conditions in the area from growth in population; creation of employment opportunities through improved retail, commercial and

community activities; improved housing supply/choices and affordability for first home buyers wanting to purchase in the location; more people being able to live and work within close proximity to public transport; the provision of a unique retail experience which is distinct from the rest of Bondi Junction and Westfield Shopping Centre, to add to the diversity of Bondi Junction; and the creation of accessible public areas and connectivity to Centennial Park and other heritage items in the locality.

Sustainability:

Development arising from this PP will implement best practice ESD principles in design and construction and allow for the ongoing sustainable use of buildings to reduce greenhouse gas emissions, reduce potable water use, reduce waste and improve the local ecosystem, including enhancing vegetation and landscape features. Development of the site will take a whole of catchment approach to water cycle management integrating the provision of open space with opportunities for water sensitive urban design that manages water onsite, reduces pollutants, improves waterway health and reduces potable water use.

Conclusion:

In conclusion, by enabling the amendments in the planning controls this PP will unlock the opportunity of these key sites capable of delivering employment and housing outcomes / targets and contributing substantially to the on-going revitalisation of the Bondi Junction Town Centre in particular the struggling Western Precinct, by promoting investment, providing significant public domain works and giving the entrance to Bondi Junction a sense of identity, better usability and generous public spaces.

This PP arises from a desire by the proponent, after extensive urban planning studies and consultation with Waverley Council, to address the development controls applicable at the western gateway of Bondi Junction. We are not aware why the current planning provisions have not been reviewed in the recent change to the Council's LEP (an LEP that existed since 1991) and, as such these controls are not only inconsistent with the remainder of the centre but are a disincentive to investment and development in the area, as well as being an ideal opportunity to enhance Bondi Junction's status as a district centre.

The PP is needed because, although the proponent seeks to comply with the existing B4 mixed use zoning as well as promote the desired future character of the Bondi Junction Centre as envisioned in the LEP, the proposed intensification changes in the height and FSR provisions of the current LEP are such that they would result in development significantly beyond that anticipated by the current numerical controls. The use of Clause 4.6 of the LEP would be inappropriate in this case.

Additionally, this PP is needed to delete the heritage status of the terraces in addition to correcting the SP2 Infrastructure zoning of the surrounding road network as outlined by the RMS.

6.1.1 Is the Planning Proposal a result of any strategic study or report?

This Planning Proposal has been prepared following an extensive range of strategic studies and reports.

Woollahra and Waverley Joint Local Environmental Plan 1991

Prior to gazettal of the Waverley Local Environmental Plan (LEP) 2012 the site was subject to the Woollahra Waverley Joint LEP – Bondi Junction Commercial Centre 1991 and was zoned 3(a4) Business Special with a floor space ratio of 1.5:1. It appears no urban design study was performed on this area during the Bondi Junction LEP major review which resulted in the making of BJLEP 2010 and the Waverley LEP 2012 and the previous FSR and height was simply transcribed into the current LEP, where other areas in the Bondi Junction centre received a substantial uplift in FSR and heights. As a result, there appears to have been no new buildings or public domain upgrades in this area since the inception of the

Woollahra/Waverley joint LEP 1991 and before, probably due to the low development incentives compared to the rest of Bondi Junction.

Strategic studies undertaken on behalf of Waverley Council and the Bondi Chamber of Commerce as early as 1999 (JBA and Berkhout) and 2004 (Leyshon Consulting), observed that, in the face of Westfield's dominance at the eastern end of Bondi Junction, the western end of Bondi Junction would face decline without a western anchor. They recommended that the western anchor could be in the form of intensified residential development (or mixed uses) to permit population growth to drive the retail and commercial revitalisation of the land west of the Bondi Junction Mall (along Oxford Street, west of Newland Street).

Waverley Local Environmental Plan 2012

The Waverley LEP (Bondi Junction Centre) 2010 was gazetted on 7 May and applied until the making of the current WLEP in October 2012.

The Waverley Local Environmental Plan (LEP) 2012 is the relevant environmental planning instrument for this site. The site is within the Bondi Junction Town Centre and is zoned B4 Mixed Use with a maximum floor space ratio of 1.5:1 and a maximum building height of 15 metres.

The current controls appear to transcribe the controls in the previous Woollahra and Waverley Joint LEP (BJ) 1991 without amendment.

Nos. 194-200 Oxford Street, being four (4) terraces properties are identified as heritage items under the WLEP 2012. A tree near the eastern boundary of No. 2 Nelson Street is also identified as a heritage item under WLEP 2012.

Bondi Junction Urban Design Review

In 2012, City Plan Urban Design was commissioned by Waverley Council and the Department of Planning and Environment (DP&E) to review the LEP and DCP controls of the Bondi Junction Centre, to assess the best approach for new development going forward. The findings and recommendations of this study were recently formally adopted by Waverley Council. It is unknown why City Plan Urban Design was not requested to review the area, west of Leswell Street as part of this brief.

The findings of the Review were that due to the pattern of development elsewhere in Bondi Junction over the decades, a strategic understanding of the Centre could only be assessed on a precinct by precinct basis to determine what constituted appropriate levels of development. As a result, in consultation with Waverley Council, an Urban Design Review was undertaken by City Plan Urban Design for the proponent to specifically address the western portion of the precinct, focusing on the area between Oxford Street and Syd Einfeld Drive to the west of Leswell Street.

West Oxford Street Precinct Plan & Design Charrette Process

Waverley Council undertook a design charrette process in the form of the West Oxford Street Precinct Plan, which was considered at the Council meeting held on 19 August 2014 and placed on public exhibition until 24 October 2014. In undertaking this design charrette, it has been acknowledged that the West Oxford precinct is suitable for a programme for a higher density built form aligned with public domain improvements, and for this we commend the state agencies and design professionals who have thus far been involved in formulating a strategic vision for west Bondi Junction moving forward.

The Council charrette report combines elements from three draft design concepts developed by the design charrette teams. It outlines possible solutions to address the key themes of traffic, public domain, art, culture and heritage over the short, medium and long-term, as well as some basic urban design principles for the area. In this respect, the PP agrees with many of the charrette recommendations. The 3 design teams differ in their approach and focus in the uplift of the height and FSR and in this respect it is difficult to ascertain a clear basis or strategy for delivery, especially in the cases where proposed outcomes relate to assets outside the control of Waverley Council, such as RMS, Centennial Park and Woollahra Council.

Nevertheless, common to each design concept is the endorsement of the removal of the heritage listing for the terrace houses at Nos. 194-200 Oxford Street to achieve a better urban form and provide for better public domain spaces as well as traffic/pedestrian/cycling improvements at ground level. There is also consensus between the charrette teams that the sites that are the subject of this PP are suitable for FSR and height uplift along with public domain improvements in and around the subject sites.



Figure 7: Aerial photo identifying the subject site (in red) and the surrounding sites along Oxford Street which are regarded as the “western gateway precinct” of Bondi Junction (identified in yellow).

6.1.2 Is the Planning Proposal the best means of achieving the objective or intended outcomes or is there a better way?

A planning proposal is the primary means of amending the height and FSR controls contained in a local environmental plan in NSW.

This PP provides the statutory mechanism to deliver the desired outcome on the subject site in order to unlock the development potential. An alternative approach could be to apply the PP to the entire West Bondi Junction precinct. However it is understood this is not Waverley Council's preferred course of action.

The Waverley Local Environmental Plan (LEP) 2012 applies to the subject site, which is zoned **B4 Mixed Use** with a maximum height of **15 metres** and floor space ratio of **1.5:1** as demonstrated in **Figures 6, 7 and 8**.

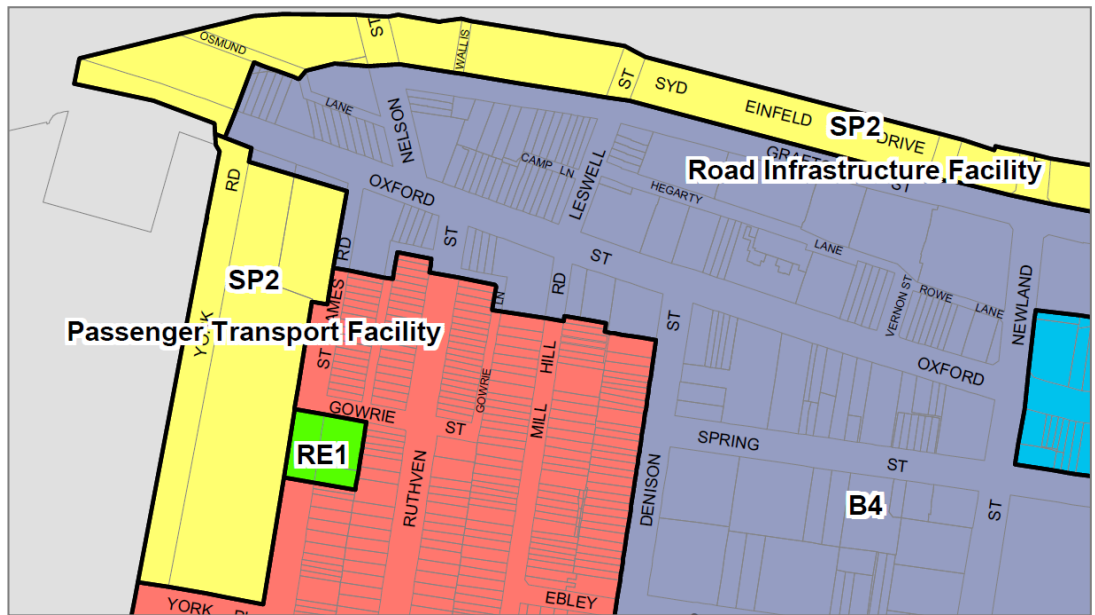


Figure 8: Extract from Waverley LEP 2012 Land Zoning map identifying Nos. 194-214 Oxford Street and No. 2 Nelson Street, Bondi Junction as B4 Mixed Use (outlined in red). It is noted that the other sites included in the scope of this analysis are also zoned B4 Mixed Use. The site immediately to the south, the Sydney Buses Bus Depot is zoned SP2 Infrastructure 'Passenger Transport Facility'.



Figure 9: Extract from Waverley LEP 2012 Height of Buildings Map identifying that Nos. 194-214 Oxford Street and No. 2 Nelson Street, Bondi Junction has a maximum height of 15 metres (site outlined in red).

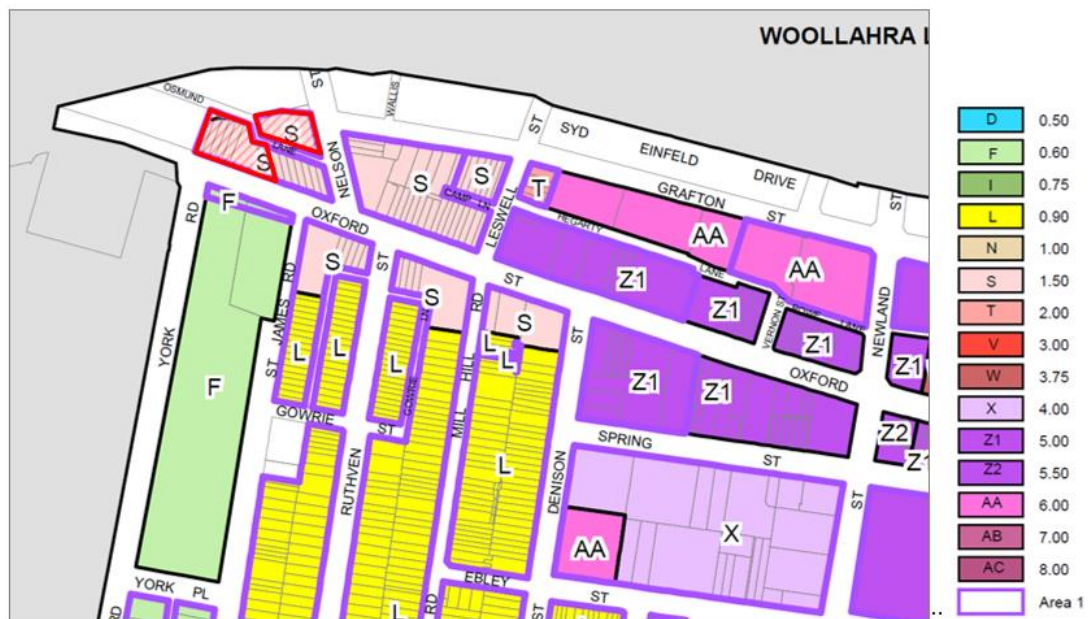


Figure 10: Extract from the Waverley LEP 2012 Floor Space Ratio Map identifying that Nos. 194-214 Oxford Street and No. 2 Nelson Street, Bondi Junction has a floor space ratio of 1.5:1 (site outlined in red).

6.1.3 Direct Benefits to the Community

It is considered that by allowing modifications to the development standards of the sites pursuant to the Waverley LEP 2012 in relation to an increased building height and floor space ratio similar to the controls afforded elsewhere in Bondi Junction, this PP will enable the opportunity for viable redevelopment of the land and revitalise the western precinct as a whole.

In so doing, the opportunity exists to provide significant tangible community benefits for example by virtue of land dedication for road widening. It is proposed that an area of approximately 60 metres long by 3 metres wide will be dedicated to Council along the site's frontage to Oxford Street to facilitate future road network improvements. Additional public benefits will also be provided through the creation of through site links, allow for better pedestrian and bike paths, improved streetscape and provision of public spaces. The removal of the heritage status of the terraces will facilitate better urban form and allow for the provision of improved public usability at street level.

The increased residential yield will also contribute to achieving Council's revised housing targets, as outlined the new District Plans, and thereby enhancing the demand for retail / commercial uses via increased population growth, leading to further job creation and local prosperity.

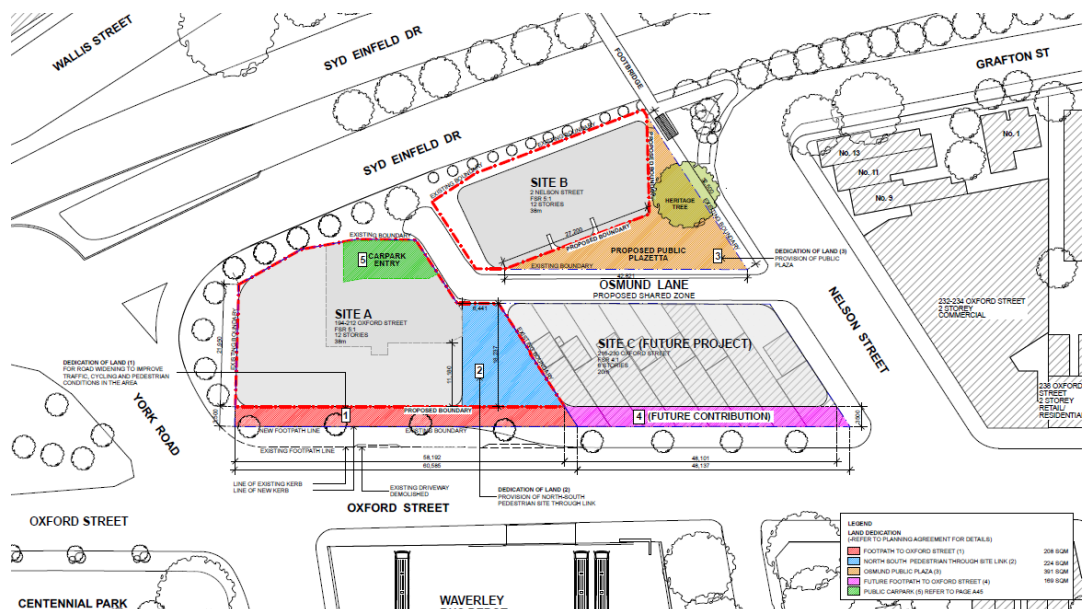


Figure 11: Extract from the Urban Design Report at Appendix 1 demonstrating an illustrative redevelopment concept of the public realm opportunities of the subject site and neighbouring sites.

Traffic and Parking

The site benefits from a favourable location in close proximity and within the walking catchment of Bondi Junction Train Station and regular bus services located directly in front of the site. In addition, personal travel by bicycle is a popular option in this locality and will be further enhanced by improvements to the vehicular network. There are plans to connect cycle paths in and around Bondi Junction along Oxford Street (directly opposite the sites) towards Centennial Park and the CBD. This PP will facilitate this objective.

Given the site's locational advantage and proximity to existing excellent public transport, residents travelling in peak periods are likely to travel by public transport. In addition, one of the existing owners who currently operates the car/truck hire business has expressed a desire to operate a car share / rental arrangement containing five (5) vehicles from the site which could be included in the future development application.

In recognition of the levels of traffic congestion experienced at the western most intersection of Oxford Street during AM/PM peak periods, this PP has considered potential improvements to the local traffic network to improve the transport conditions. The subject site, through redevelopment has the opportunity to provide improved road conditions via land dedication (60 metres by 3 metres), such as road widening along Oxford Street, which could enable the provision of a short right turn lane for the vehicles travelling west along Oxford Street towards Syd Einfield Drive.

This arrangement could allow for reduced queues and delays at the Oxford Street / York Road intersection.

To support the redevelopment of the area, the Traffic Report also provides recommendations the following:

- (i) *"It is recommended that, in line with the Waverley Council DCP 2012, any vehicular crossing for the proposed development is provided from rear lanes and "low to moderate" parking provision rate is applied to the development.*
- (ii) *The section of Oxford Street in the vicinity of the planning proposal area is a key pedestrian and cycling route and adequate measures should be incorporated to ensure safe and efficient connectivity.*

- (iii) *The impact of the traffic associated with the development could be further reduced with the provision of various measures such as safe cycle routes, efficient public transport, adequate bus accessibility, better pedestrian routes and crossing and restricting car parking provision."*

This contribution to the road network will be facilitated in any future development application for the site.

The existing heritage terraces on the site comprise residential uses on both the ground and first level which directly adjoin a busy motor way and traffic network with no vehicular access or parking. These ground and first level residential uses exhibit poor residential amenity due to noise, privacy and pollution from fumes. As evident by the state of the front fence which has experienced collisions from vehicles, these terraces are at risk of motor vehicle accidents being located at this dangerous corner. These four terraces provide no parking and contribute to on-site parking congestion. The area would benefit from their removal to enable improvements to the road network including road widening.

Residential Amenity

The benefits of this PP include the relocation of all residential uses to higher levels in a prominent traffic dominated location as mentioned above, maintaining retail and commercial at lower levels, which will improve the amenity of occupants in line with SEPP 65 guidelines. In addition, more residents will be able to use the adjacent natural resource of Centennial Park, will be within close proximity (approx. 650m walking distance) of the Bondi Junction rail/bus interchange and within easy access to all amenities of Bondi Junction and surrounding suburbs. All residents will have balconies, where currently this is not possible, taking advantage of a large northerly facing frontage, thereby benefiting from upper level views. Furthermore, this PP will have a positive impact on housing availability through the provision of a mix of housing choices, mainly affordable 1 or 2 bedroom apartments targeting young families, the elderly and low income individuals and people who want to work/live in the area. The diversity of retail shops and community uses envisaged as a result of the redevelopment (without the need for a large retail anchor) will enable local residents to further reduce motor vehicle use in order to access every day consumable items, which will be available within the retail hub in and around the precinct, within walking distance.

Impact on Neighbouring Retail and Commercial Uses

The commercial and retail tenancies at the western end of Oxford Street are experiencing poor growth in terms of their long term viability. The reason for this is predominantly due to the absence in the area of a substantial western anchor (similar to the Westfield Shopping Centre at the eastern end of Oxford Street), limited population growth in the area, as well as having a poor public domain arrangement which lacks good positive physical connections through the area for pedestrians, and lack of active uses and spaces configured to create a desirable setting at street level.

Through the detailed analysis undertaken in the Urban Design Study, Architectural Design Report and Proposed Bicycle and Pedestrian Provision Advice (refer to **Appendices 1, 2 & 4**) which considers not only the subject site but also the immediate locality, this PP provides an opportunity to re-populate the western end of Bondi Junction. The resulting growing residential community will activate and become stewards for this re-invigorated setting, thereby resulting in community benefits and strengthening the sense of community. This residential population growth will act as the much needed anchor to western end of Bondi Junction.

Public Domain Improvements

This PP benefits the greater locality by providing public domain improvements located both within and around the site which will provide a direct tangible public benefit. These elements

reflect the findings and recommendations provided in the Urban Design Study, Architectural Design Report, Traffic Report, Proposed Bicycle and Pedestrian Provision Advice and Heritage Analysis which accompany this PP.

The redevelopment of the site will also allow for the current buildings on the site, which presents a poor and deteriorating relationship with the public domain, to be redesigned to reinvigorate its presentation. More notably, the redevelopment of the ground floor benefits the local community by creating a positive sense of delineation between the public and private domains to provide an active and modern space which creates a more memorable entrance point to Bondi Junction with improved functionality.

The public domain improvements directly associated with Site 1 and include:

- Land dedication to enable the widening of Oxford Street for traffic and footpath improvements
- A new through site link connecting Oxford Street to Osmund Lane
- Improvements to the ground level including new paving, landscaping, street art and lighting

The public domain improvements directly associated with Site 2 include:

- A new public plazetta fronting Nelson Street
- A new shared zone along Osmund Lane
- Improvements to the ground level including new paving, landscaping, street art and lighting

Further to the direct public domain improvements detailed above, this PP also acts as a catalyst for a suite of further improvements which are capable of being realised through redevelopment of others site in the precinct which are identified in the City Plan Urban Design report. The accompanying Architectural Design Report sets out the following vision of further public works:

- Urban Scale Art;
- Further potential street widening and traffic improvements along Oxford Street;
- Urban Artwork / Sculpture;
- Landscaping Upgrade;
- New Multipurpose Public Spaces;
- New pedestrian and cycling links;
- Welcome to Waverley Sculptural Footbridge; and
- Boulevard landscaping.

The efforts of the proponent to consolidate these individual sites with an interest to create a development site in a suitable location and size offers a unique opportunity to deliver a positive development outcome. This site is expected to act as a springboard or catalyst for public domain improvements to the western precinct of Bondi Junction and to encourage local investment and additional contributions to public domain works through future redevelopment.

Consideration of the Amenity of Neighbouring Properties

Throughout the preliminary analysis and development of the design principles of this PP, careful consideration has been placed on the future amenity of the properties in the vicinity of this site including the commercial and retail tenancies as well as residential properties. Several relevant issues have been discussed above. This PP demonstrates that the redevelopment of this site will benefit neighbouring properties by enabling the road network to be improved, enabling the relationship between the motorist, cyclist and pedestrian

movements to be resolved, dedicating space for community use, beautification of the public domain and general investment into the western gateway to Bondi Junction.

Further consideration of the impact of the proposed redevelopment of the site for the purpose of suitability and location of tower forms accommodating both residential and non-residential uses is undertaken in the Architectural Design Report prepared by MHN Design Union (**Appendix 2**). This analysis considers the context of the area and the opportunities for redevelopment guided by creating landmark buildings which are visually appealing not only within the confines of the site boundary, but which provide the opportunity to extend across to Centennial Park. This analysis considers the impact of the redevelopment of this site on neighbouring properties including the potential shape and form of buildings and the resulting shadowing impacts. This is demonstrated in the massing analysis which shows that the additional overshadowing of neighbouring properties will be mitigated through the provision of appropriately sited and orientated tower forms with fast moving shadows, being a preferred option when compared to providing a lower overall building height with a larger floor plate and larger, slower moving shadow impacts.

The conclusions can be summarised as follows:

- The proposed tower forms resulting from the uplift in controls are surrounded mainly by the road network and can achieve substantial separation from other development in the vicinity thereby ensuring adequate privacy and outlook for neighbouring properties,
- An analysis of shadowing impacts concluded that there is no additional shadow impact created by the proposed tower forms onto residential properties at anytime during the year.
- The surrounding properties would benefit from the proposed redevelopment due to improvements to the road network by way of road widening, and bicycle parking which would facilitate better vehicular movements, cycling tracks and pedestrian connections
- The need to use motor vehicles would also diminish from the improved amenity within the locality as most consumables would be at their doorstep resulting from revitalization and diversity of the Oxford Street retail strip.
- The amenity of the local area would also improve aesthetically due to the proposed beautification and use-ability of public domain areas and community facilities.

6.2 Relationship to Strategic Planning Framework

6.2.1 Is the Planning Proposal consistent with the objectives and actions contained within the applicable regional or sub-regional strategy?

A Plan for Growing Sydney was released in December 2014 and is the NSW Government's 20-year plan for the Sydney Metropolitan Area. It provides direction for Sydney's productivity, environmental management, and liveability; and for the location of housing, employment, infrastructure and open space. The subject site under the new strategy is located within the plan's Central District.

This below table assess the consistency of the PP with the goals and directions of APfGS.

Table 1: Consistency with 'A Plan for Growing Sydney'

Direction	RESPONSE
GOAL 1: A competitive with world-class services and transport	
Plan for a competitive economy with world-class services and transport	
Direction 1.7	The site is located within the western portion of Bondi Junction. Bondi Junction according to the metro strategy is classified as a Strategic Centre.

Grow Strategic Centres – providing more jobs closer to homes Action 1.7.1 Invest in Strategic Centres across Sydney to grow jobs and housing and create vibrant hubs of activity	The PP proposes retail uses within the development. These retail uses will provide employment opportunities to the local community. There is a substantial net increase, given the current residential buildings on the majority of the undeveloped site do not generate any employment land uses. This portion of Bondi Junction is in need of revitalisation. The PP includes additional community infrastructure such as community spaces. This will help activate this section of the centre creating a vibrant and healthy community
GOAL 2: A city of housing choice, with homes that meet our needs and lifestyles Plan for greater housing supply, choice and affordability to meet Sydney's changing needs and lifestyles.	
Direction 2.1 Accelerate housing supply across Sydney Action 2.1.1 Accelerate housing supply and local housing choices	The proposed development will provide an increase in the supply of housing in a high demand area of Sydney. It will also provide a mixture of housing choices for the existing residents and the future local community.
Direction 2.2 Accelerate urban renewal across Sydney – providing homes closer to jobs Action 2.2.2 Undertake urban renewal in transport corridors which are being transformed by investment, and around strategic centres	The site is located in the Strategic Centre of Bondi Junction. This strategic location is ideal for urban renewal and additional housing opportunities, as it is in close proximity to two train stations (Bondi Junction and Edgecliff stations). Due to the site's high accessibility to public transport and also the close proximity to the Sydney CBD, the site is able to provide housing in close proximity to existing employment.
Direction 2.3 Improve housing choice to suit different needs and lifestyles Action 2.3.3 Deliver more opportunities for affordable housing	The planning proposal seeks to provide housing within the Bondi Junction strategic centre and in close proximity to public transport, community facilities and the Sydney CBD. This will therefore improve housing choice to meet demand and lifestyle requirements of the existing and future residents of this area.
GOAL 3: A great place to live with communities that are strong, healthy and well connected Plan for creating a city with strong, health and well connected communities	
Direction 3.1 Revitalise Existing Suburbs Action 3.1.1 Support urban renewal by directing local infrastructure to centres where there is growth	It is envisaged that the PP will act as a catalyst in transforming the western side of Bondi Junction. This side of Bondi Junction has not experienced any significant urban renewal for some time. The proposed development includes many community benefits such as community spaces improvements to the road network. This can only be implemented through this proposed development.
Direction 3.3 Create healthy built environments Action 3.3.1 Deliver guidelines for a healthy built environment	The subject site is within walking distance of train and also bus services. The proposed development will also provide additional community infrastructure such as community space, improved parking and traffic conditions, parks, and pedestrian and cycling links. This will improve the overall amenity of the area and will provide opportunities for people to walk and cycle which promotes social cohesion and community connectivity. Overall the proposal supports strong, healthy and well connected communities.
Central District	

The District will continue to play a dominant role in the economic, social and cultural life of Sydney	
Priorities for Central District Accelerate housing supply, choice and affordability and build great places to live. Work with council to retain a commercial core in Bondi Junction, as required, for long-term employment growth. Work with council to provide capacity for additional mixed-use development in Bondi Junction including offices, retail, services and housing.	The planning proposal seeks to increase the dwelling capacity of the site, thereby increasing dwelling supply and improving housing options and affordability. The subject site is within walking distance to transport, parks and other community facilities which encourages active modes of travel such as walking and cycling and promotes healthy activities and overall supports healthy living environment. The site is currently zoned B4-Mixed Use. The proposed intensification of height and FSR controls will provide additional capacity for residential and retail development within an existing mixed use zone. This proposal will also help retain the commercial core of Bondi Junction, by restricting the need to encroach on the commercial core for other non-commercial uses.

* It should be noted that Bondi Junction in APfGS was identified as a 'Strategic Centre'. As outlined below however the draft Central District Plan, which was released after APfGS, has reclassified the Bondi Junction as a 'District Centre'.

The draft Central District Plan provides a series of priorities and actions to guide development and accommodate the expected growth across the district. The table below outlines consistency with this plan.

Table 2: Consistency with the Draft Central District Plan

Priorities	Comment
Chapter 3 - A Productive City	
3.2 Driving the growth of the Eastern City	The proposed development is capable of supporting growth of the 'Eastern City' by providing residential apartments in close proximity to the City, which can be accessed by the Bondi Junction train station. This will assist in retaining the City's international competitiveness and the economics of agglomeration that lead to greater concentration of specialist knowledge-based skills.
3.3 Enhancing the Eastern City's role as a global leader	
3.4 Planning for job target ranges for strategic and district centres	Bondi Junction is within a District Centre which has an employment target of between 17,000 and 20,500 jobs by 2036. This development proposes non-residential floor space to accommodate commercial and retail land uses, mainly along the site's lower levels. This proposed non-residential floorspace generates a net increase in employment when compared to the site's existing land uses. The development will therefore provide greater job opportunities to the Bondi Junction centre. This development is therefore capable of contributing to this target by providing jobs as a result of both the construction and operational phases.
3.5 Growing economic activity in centres Priorities for Bondi Junction District Centre. Consider potential options for future public transport connections to the south east of	

the District in order accommodate forecast population and employment growth and provide better connectivity between the south east of the District and the rest of Greater Sydney. This should enhance economic, social and environmental outcomes for the District - Expand the function and type of land uses in the centre including attracting A-Grade office tenants and knowledge-intensive jobs - Improve access from the centre of Bondi Junction to nearby open space and recreation facilities such as Queens Park, Centennial Park and Bondi Beach - Recognise the centre's health attributes to support the Randwick health and education precinct and mechanisms for increasing floor space for health uses, including a health focused business incubator	The PP will assist in improving transportation by dedicating land along Oxford Street for road widening/transport network infrastructure. This could assist in increasing the capacity of the transport road network to accommodate additional employment and housing growth. The proposed development will stimulate this end of the Bondi Junction District Centre by providing a range of modern and contemporary retail and local service opportunities in order to accommodate the needs of the local community. Centennial Park is directly opposite the subject site. This PP has the potential to act as a catalyst to improve public access to this section of the Park which is difficult given current access arrangements and traffic congestion along Oxford Street. The non-residential floor space proposed as part of the development could be used for health based businesses, therefore supporting the broader Randwick health precinct.
3.7 Improving 30-minute access to jobs and services	The site has high access to employment given its location in close proximity to the employment and services located within both the Bondi Junction District Centre and also the 'Eastern City'. The 'Eastern City' can be accessed within less than 30-minutes via the Bondi Junction train station which is within walking distance to the subject site. This development may assist in providing further improvements such as a rapid bus service between the Sydney CBD and Bondi Junction through the proposed land dedication for road widening/transport network infrastructure along Oxford Street, which will provide greater transport capacity for the centre.
Chapter 4 - A Liveable City	
4.3 Improving housing choice	The PP seeks to provide housing in close proximity to public transport and existing employment and services. The Waverley LGA has a housing target of 1,250 dwellings by 2021. This PP will therefore assist the LGA in meeting this target whilst improving housing choice to meet the demand and lifestyle requirements of the existing and future residents of this area.

4.4 Improving house diversity and affordability	The proposed development will provide an increase in the supply of housing in a high demand area of Sydney. Increasing the volume of housing supply is a government imperative because it assists to address affordability by tempering the pace of house price growth. The provision of dwellings on the site would help to achieve this and constitutes a strong positive economic impact.
4.6 Creating great places	In developing the proposed indicative concept, as outlined in the Urban Design and Architectural Reports which accompany this application, significant consideration has been given to the site's constraints and opportunities to ensure a development comprising of design excellence in both built form and public domain has been provided. It is envisaged that this will be refined during a design excellence process at Development Application Stage.
4.7 Foster cohesive communities in the Central District	The site comprises of heritage items, specifically a row of terraces along Oxford Street and a Norfolk Island Pine Tree along Nelson Street. It is proposed to remove the heritage status of the terraces, given their condition and the public benefits associated with their removal, such as land dedication for road widening along Oxford Street. This is supported by the Heritage Report at Appendix 5. It is however proposed to retain the Norfolk Island Pine Tree which could be incorporated in a new public plaza. The development could also incorporate new public art elements within the development site. The PP is therefore capable of enhancing the LGA's heritage value whilst providing public benefits such as public art which will assist in fostering a cohesive community.
4.8 Respond to people's need for services	The existing public infrastructure in conjunction with the proposed improvements to the local traffic network are capable of accommodating this PP.
Chapter 5 - A Sustainable City	
5.7 Creating an efficient Central District	The development is capable of incorporating the latest Ecologically Sustainable Development principles which could minimise carbon emissions, potable water use and waste.

6.2.2 Is the Planning Proposal consistent with the local Council's Community Strategic Plan, or local strategic plan?

The PP is consistent with the aims of Waverley LEP 2012 as set out in Clause 1.2 as follows:

- “(a) to promote and co-ordinate a range of commercial, retail, residential, tourism, entertainment, cultural and community uses to service the local and wider community,*
- (b) to maintain and reinforce Bondi Junction as the primary commercial and cultural centre in Sydney’s eastern suburbs,*
- (c) to provide for a range of residential densities and range of housing types to meet the changing housing needs of the community,*
- (d) to provide an appropriate transition in building scale around the edge of the commercial centres to protect the amenity of surrounding residential areas,*
- (e) to protect, maintain and accommodate a range of open space uses, recreational opportunities, community facilities and services available to the community,*
- (f) to enhance and preserve the natural environment through appropriate planning, protecting the integrity of natural systems and by protecting existing trees,*
- (g) to identify and conserve the cultural, environmental, natural, aesthetic, social and built heritage of Waverley.”*

A summary of compliance with the key controls of the Waverley LEP 2012 is set out in the Table below:

Table 3: A summary of compliance with the key objectives and controls of the Waverley LEP 2012

WLEP 2012 Clause	Requirement	Compliance
Clause 2.3 Zone Objectives and Land Use Table	1 Objectives of zone - To provide a mixture of compatible land uses. - To integrate suitable business, office, residential, retail and other development in accessible locations so as to maximise public transport patronage and encourage walking and cycling. - To encourage commercial uses within existing heritage buildings and within other existing buildings surrounding the land zoned B3 Commercial Core. <i>Note: permissible development the subject of this PP includes residential, commercial premises, retail, car park and shop top housing.</i>	This PP enables the provision of high quality and suitably sized floor plates for the use of commercial or retail premises at the lower ground floor levels in conjunction with residential units above. This integrated approach encourages the use of existing public transport, encourages walking and cycling and also contributes to improving the accessibility to cyclist paths in the area. This proposal has the opportunity to provide high quality public and retail spaces in a gateway location thereby enabling a larger number of the public to enjoy the facility. Currently the heritage items are in private ownership, in an isolated location with limited access, being remnants left over from the construction of the Syd Einfeld Drive. Where a high level of design excellence and public benefit can be demonstrated, the removal of the heritage items on the site where it is demonstrated to be as equal heritage and place making value (refer the

WLEP 2012 Clause	Requirement	Compliance
		Heritage Analysis at Appendix 5).
4.3 Height of buildings	1. The objectives of this clause are as follows: a) to establish limits on the overall height of development to preserve the environmental amenity of neighbouring properties, b) to increase development capacity within the Bondi Junction Centre to accommodate future retail and commercial floor space growth, c) to accommodate taller buildings on land in Zone B3 Commercial Core of the Bondi Junction Centre and provide an appropriate transition in building heights surrounding that land, d) to ensure that buildings are compatible with the height, bulk and scale of the existing character of the locality and positively complement and contribute to the physical definition of the street network and public space. 2. The height of a building on any land is not to exceed the maximum height shown for the land on the Height of Buildings Map. <i>Note: the maximum building height for this site is currently 15 metres.</i>	The proposal seeks to increase the maximum building height from 15 metres to 36m metres for Sites 1 and 2, which is still lower than the maximum building height permitted in the Bondi Junction Town Centre. This height increase will not impact on the existing surrounding residential and retail properties currently facing Oxford St and Nelson Street. The built form of the proposed development will preserve the environmental amenity of neighbouring properties, by providing a built form featuring high quality architectural merit and design excellence, providing a slender tower form and orientation with no overshadowing and amenity impacts. The heritage tree on Nelson Street is preserved. The proposed height satisfies the objective of facilitating and supporting future retail and commercial floor space growth at this western precinct of Bondi Junction via the revitalisation of this site with flow on effects which contribute to the enhancement of retail and commercial uses as well as employment opportunities. The proposal also takes into consideration an appropriate built form and scale which defines the western entry point into Bondi Junction Town Centre which also balances with the overall skyline of Bondi Junction. The proposal seeks to redevelop not only the subject site, but also the surrounding public domain, and will deliver a complementary physical form which will drive the future desired character of Bondi Junction. Refer to the context, massing and shadow impact analysis in the Architectural Design Report (Appendix 2) and the Urban Design Study (Appendix 1).

WLEP 2012 Clause	Requirement	Compliance
4.4 Floor space ratio	1. The objectives of this clause are as follows: a) to ensure sufficient floor space can be accommodated within the Bondi Junction Centre to meet foreseeable future needs, b) to provide an appropriate correlation between maximum building heights and density controls, c) to ensure that buildings are compatible with the bulk, scale, streetscape and existing character of the locality, d) to establish limitations on the overall scale of development to preserve the environmental amenity of neighbouring properties and minimise the adverse impacts on the amenity of the locality. 2. The maximum floor space ratio for a building on any land is not to exceed the floor space ratio shown for the land on the Floor Space Ratio Map. <i>Note: the maximum FSR for this site is currently 1.5:1 metres.</i>	The proposal seeks to increase the maximum Floor Space Ratio (FSR) to 3.5:1 for Sites 1 and 2 to support viable redevelopment. This FSR is lower than that currently permitted in the remainder of the Bondi Junction Town Centre to the east. The subject site can accommodate the intensified controls, resulting in comparatively less adverse impacts than the larger scale developments in the east and other parts of Bondi Junction centre, and additionally provide significant public domain and traffic improvements. Refer to the context, massing and shadow impact analysis in the Architectural Design Report (Appendix 2) and the Urban Design Study (Appendix 1) which establishes the reasoning for this increased FSR given the context of the western end of Oxford Street and providing a development site which is viable and results in an appropriate built form in context with the greater Bondi Junction skyline.
4.4B Incentives for providing affordable rental housing	1. The objective of this clause is to increase the supply of affordable rental housing for very low, low and moderate income earning households by providing incentives for the development of new affordable rental housing. 2. This clause applies to development for the purposes of residential flat buildings, or a mixed use development that contains shop top housing, if: a) the development is on land identified as "Area 1" on the Floor Space Ratio Map, and b) the development comprises at least one dwelling that is to be used for the purposes of affordable housing.	N/A – the provision of affordable housing is not sought within this PP.
5.9 Preservation of trees or vegetation	1. The objective of this clause is to preserve the amenity of the area, including biodiversity values, through the	The proposal takes into account the retention and protection of Heritage Item I506, the Norfolk Island Pine at 2 Nelson Street. .

WLEP 2012 Clause	Requirement	Compliance
	preservation of trees and other vegetation.	The site does not contain any other significant trees or vegetation.
5.10 Heritage conservation	1. Objectives The objectives of this clause are as follows: a) to conserve the environmental heritage of Waverley, b) to conserve the heritage significance of heritage items and heritage conservation areas, including associated fabric, settings and views, c) to conserve archaeological sites, d) to conserve Aboriginal objects and Aboriginal places of heritage significance.	The heritage significance of this site and surrounds are discussed in detail in the Heritage Analysis which accompanies this PP at Appendix 5. This PP is lodged to satisfy the requirements of this Clause. The heritage items on this site comprise 4 terrace houses in a deteriorating state which are not readily able to be enjoyed by the public, they exhibit poor residential amenity in a traffic dominated location with no pedestrian landing and are essentially in an isolated location with little pedestrian traffic. This PP demonstrates that the removal of the heritage items results in the optimal outcome with respect to overall benefits to the public. This positive community outcome will be achieved through the creation of useable public spaces with through site link, traffic and access improvements, plazetta and associated enhancement of housing and employment opportunities. The outcomes and feedback obtained from the charrette, have also supported the need to address the deteriorating state of these heritage terraces and improve the local amenity of this location. The proposal does however take into account the retention and protection of Heritage Item I506, the Norfolk Island Pine at 2 Nelson Street. This tree is important, in order to maintain the historic streetscape of the area.
6.5 Active street frontages in the Bondi Junction Centre	1. The objective of this clause is to promote uses that attract pedestrian traffic along certain ground floor street frontages in Zone B3 Commercial Core and Zone B4 Mixed Use in the Bondi Junction Centre.	The proposal provides substantial benefits with respect to providing an active street frontage. This is particularly the case given the existing 4 (single occupant) terrace houses on the site comprise a residential use at ground level and offer no

WLEP 2012 Clause	Requirement	Compliance
	Note: The Oxford Street frontage of this site is identified as "Active street frontage."	opportunities for street activation. Furthermore, the existing car rental facility is predominantly an open showroom space results in limited active pedestrian traffic. This proposal seeks to redress the site's relationship with the public domain to all frontages and will attract pedestrian activity in a safe and visually attractive environment. The Oxford Street frontage will be appropriately treated to ensure appropriate activation which directly addresses the public domain, as demonstrated in the Urban Design Report provided in Appendix 1. Nelson Street (opposite the Nelson Hotel) will also be activated at street level with a plazetta, a through site link and public seating areas connecting to a variety of retail shops.

6.2.3 Is the Planning Proposal consistent with applicable state environmental planning policies?

Table 4: Consistency with state environmental planning policies (SEPPs)

SEPP TITLE	CONSISTENCY	COMMENT
1. Development Standards Consistent	NA	The Standard Instrument Clause 4.6 supersedes the SEPP.
14. Coastal Wetlands	NA	Not applicable
19. Bushland in Urban Areas	NA	Not applicable
21. Caravan Parks	NA	Not applicable
26. Littoral Rainforests	NA	Not applicable
30. Intensive Agriculture	NA	Not applicable
33. Hazardous and Offensive Development	NA	Not applicable
36. Manufactured Home Estates	NA	Not applicable
44. Koala Habitat Protection	NA	Not applicable
47. Moore Park Showground	NA	Not applicable
50. Canal Estates	NA	Not applicable
52. Farm Dams, Other Works in Land Management Plan Areas	NA	Not applicable
55. Remediation of Land	Yes	The PP will not contain provisions that will contradict or would hinder the application of this SEPP. The sites historical use is residential, retail and motor showroom purposes and the proposed use will continue for commercial, retail and residential purposes.

SEPP TITLE	CONSIS- TENCY	COMMENT
62. Sustainable Aquaculture	NA	Not applicable
64. Advertising and Signage	NA	Not applicable
65. Design Quality of Residential Flat Development	Yes	The Urban Design Analysis investigated the implications for realising the design quality principles in the SEPP and demonstrates an appropriate concept built form on the site. Any future DA to be submitted to Council for this site will demonstrate the development satisfies the requirements of this SEPP.
70. Affordable Housing (Revised Schemes)	Yes	The PP has the opportunity to provide an appropriate mix and number of dwellings which will contribute to affordable housing in the locality.
71. Coastal Protection	NA	Not applicable
SEPP (Building Sustainability Index: BASIX) 2004	Yes	The PP will not contain provisions that will contradict or would hinder application of this SEPP.
SEPP (Housing for Seniors or People with a Disability) 2004	Yes	The PP will not contain provisions that will contradict or would hinder application of this SEPP.
SEPP (Sydney Region Growth Centres) 2006	NA	Not applicable
SEPP (Infrastructure) 2007	Yes	The PP will not contain provisions that will contradict or would hinder application of this SEPP.
SEPP (Kosciuszko National Park-Alpine Resorts) 2007	NA	Not applicable
SEPP (Kurnell Peninsula (1989)	NA	Not applicable
SEPP (Sydney Metro Water Supply) 2004	NA	Not applicable
SEPP (Development of Kurnell Peninsula) 2005	NA	Not applicable
SEPP (Penrith Lakes Scheme) 1989	NA	Not applicable
SEPP (Mining, Petroleum Production and Extractive Industries) 2007	NA	Not applicable
SEPP (Temporary Structures and Places of Public Entertainment) 2007	NA	Not applicable
SEPP (Exempt and Complying Development Codes) 2008	Yes	The PP will not contain provisions that will contradict or would hinder application of this SEPP.
SEPP (Rural Lands) 2008	NA	Not applicable
SEPP (Western Sydney Parklands) 2009	NA	Not applicable
SEPP (Affordable Rental Housing) 2009	Yes	The PP will not contain provisions that will contradict or would hinder application of this SEPP.
SEPP No.49 – Tourism Accommodation in Private Homes (Draft only)	NA	Not applicable

There are no deemed State Environmental Planning Policies (former Regional Environmental Plans (REPs)) applicable to the PP.

6.2.4 Is the Planning Proposal consistent with the applicable ministerial directions?

It is considered that the PP is consistent with the relevant Directions issued under Section 117(2) of the Act by the Minister to Councils, as demonstrated in the assessment of the following:

Table 5: Consistency with S117 Ministerial Directions.

DIRECTION TITLE	CONSIS- TENCY	COMMENT
Employment and Resources		
1.1 Business and Industrial Zones	Yes	The PP promotes population and employment growth and supports the viability of the Bondi Junction Centre, which is a suitable location for maintaining and improving the mixed use zoning of this site. The PP will assist in increasing the opportunity to increase the availability of jobs, which is targeted to be between 3,200 and 6,700 additional jobs by 2036 for the Waverley LGA. This can be achieved by providing a planning environment which fosters employment opportunities for retail, commercial and community purposes on the site, as well as a strong increase to the provision of residential dwellings on the site, which will support the growth of the local economy and employment opportunities of the retail strip along Oxford Street and Bondi Junction which is identified as a "District Centre" as well as neighbouring suburbs. This PP is anticipated to act as a catalyst for further investment into the western Bondi Junction locality, which will support not only this precinct, but also the commercial core at Bondi Junction Town Centre and its short and long term viability.
1.2 Rural Zones	N/A	Not applicable
1.3 Mining, Petroleum Production and Extractive Industries	N/A	Not applicable
1.4 Oyster Aquaculture	N/A	Not applicable
1.5 Rural Lands	N/A	Not applicable
Environment and Heritage		
2.1 Environment Protection Zones	N/A	Not applicable
2.2 Coastal Protection	N/A	Not applicable
2.3 Heritage Conservation	Yes	The PP recognises the heritage items and conservation area relevant to this site. A Heritage Analysis (Appendix 5) accompanies this PP and provides a detailed analysis of the heritage significance of the site and surrounds. The Heritage Analysis concludes that the study area has potential to be developed in a balanced way which allows for increased amenity, accommodation and activity in this part of the Bondi Junction town centre while preserving and maintaining its heritage aspects.

DIRECTION TITLE	CONSIS- TENCY	COMMENT
		This is proposed to be achieved by removing the heritage items on the site and providing a development outcome which respects the heritage significance of the sites in the surrounding area. This will be achieved by providing a built form which improves the presentation of the site, and offers significant physical community benefits including beautification of the western Gateway precinct and presentation of an iconic arrival tower at the entrance of Bondi Junction. The proposed development will include public spaces, improved accessibility (for pedestrians, cyclist and cars). The introduction of improved traffic conditions will improve the liveability of the area and will help facilitate the activation of both the retail uses and the local street network. These benefits are only possible through the proposed development. The proposal takes into account the retention and protection of Heritage Item I506, the Norfolk Island Pine, as this is an important addition of the existing streetscape of the area.
2.4 Recreation Vehicle Areas	N/A	Not applicable
Housing, Infrastructure and Urban Development		
3.1 Residential zones	Yes	The PP encourages a variety and choice of housing types to provide for existing and future housing needs, whilst making efficient use of existing infrastructure and services. The PP demonstrates appropriate built form whilst minimising the impact of residential development on the environment. The subject site is located within a retail / urban area where residential development (shop top housing) is permitted in the form of mixed use development. The introduction of extra dwellings on the site satisfies the criteria of the 'A Plan for Growing Sydney'. This approach provides a suitable yield of residential density of the subject site by providing housing choice in an appropriate location, supporting the growth of Bondi Junction, and endorsing aging in place, sustainability of utilising existing infrastructure for renewal of the urban development of the precinct. This is particularly the case should the redevelopment of other sites within the Bondi Junction Town Centre not eventuate due to smaller lot sizes and

DIRECTION TITLE	CONSIS- TENCY	COMMENT
		splintered ownership patterns, thereby reinforcing the significance of this site to contribute to Waverley LGA's dwelling yield in a timely manner. This site has the opportunity for immediate delivery of a variety and choice of housing types and is consistent with this direction.
3.2 Caravan Parks and Manufactured Home Estates	N/A	Not applicable
3.3 Home Occupations	N/A	Not applicable
3.4 Integrating land use and transport	Yes	The PP will enable residential development in close proximity to jobs and services, encouraging walking, cycling and use of public transport utilising the nearby Bondi Junction rail system and bus interchange.
3.5 Development Near Licensed Aerodromes	N/A	Not applicable
Hazard and Risk		
4.1 Acid sulphate soils	N/A	The site is not located on acid sulphate soils. Accordingly, Direction 4.1 is not applicable.
4.2 Mine Subsidence and Unstable Land	N/A	Not applicable
4.3 Flood Prone Land	N/A	The site is not located within flood prone land Accordingly, Direction 4.3 is not applicable.
4.4 Planning for Bushfire Protection	N/A	The site is not located within a Bushfire prone area. Accordingly, Direction 4.4 is not applicable.
Regional Planning		
5.1 Implementation of Regional Strategies	Yes	The PP will be consistent with this Ministerial Direction.
5.2 Sydney Drinking Water Catchments	Yes	The PP will be consistent with this Ministerial Direction.
5.3 Farmland of State and Regional Significance on the NSW Far North Coast	N/A	Not applicable
5.4 Commercial and Retail Development along the Pacific Highway, North Coast	N/A	Not applicable
5.5 Second Sydney Airport: Badgerys Creek	N/A	Not applicable
Local Plan Making		
6.1 Approval and Referral Requirements	Yes	The PP will be consistent with this Ministerial Direction.
6.2 Reserving Land for Public Purposes	Yes	The PP will be consistent with this Ministerial Direction. This PP supports

DIRECTION TITLE	CONSISTENCY	COMMENT
		the provision of public services and facilities.
6.3 Site Specific Provisions	Yes	The PP will be consistent with this Ministerial Direction.
Metropolitan Planning		
7.1 Implementation of the Metropolitan Plan for Sydney – A Plan for Growing Sydney	Yes	Refer to Section 6.2 of this PP for details.

6.3 Environmental, Social and Economic Impact

6.3.1 Is there any likelihood that critical habitat or threatened species will be adversely affected as a result of the proposal?

The subject site is located within an existing urban environment and does not apply to land that has been identified as containing critical habitat or threatened species, population or ecological communities, or their habitats.

6.3.2 Are there any other likely environmental effects as a result of the Planning Proposal and how are they proposed to be managed?

This PP is not considered likely to result in adverse environmental effects or be affected by natural hazards including flooding, land slip, bushfire hazard and the like. Following the initial Gateway determination, it is proposed that future development applications will investigate the potential environmental effects arising from the development.

6.3.3 Has the Planning Proposal adequately addressed any social and economic effects?

This PP will enable the development of the sites which are responsive to supporting the current and future social character of the locality, as well as supporting and revitalising its economic potential. Given the proximity of the site to public transport, services and infrastructure, this is an ideal site for development which will consolidate the declining aesthetic condition of the western 'gateway' entrance to Bondi Junction and reinforce the opportunities for the social growth of the area. Refer to further discussion at **Section 6.1 and 6.2** which details how this PP acts as a catalyst for social and economic benefits which relate directly to this site and locality.

This proposal promotes the efficient utilisation of land, services and support facilities and encourages the orderly growth of the area in support of the local neighbourhood which will help to increase and diversify housing choices and add to the diversity of retail and community uses, together with much needed proposed public domain improvements and improvements to traffic/pedestrian networks.

Accordingly, it is considered that this PP will have a dramatic positive effect on the local economy and community.

6.4 State and Commonwealth Interests

6.4.1 Is there adequate public infrastructure for the Planning Proposal?

The existing public infrastructure in conjunction with the proposed improvements to the local traffic networks along with the public transport availability of trains and buses is capable of accommodating this PP.

The site is well serviced by public transport. Existing bus routes run along Oxford Street in the immediate vicinity of the site. Bondi Junction train station is within 650 metres of the site. Oxford Street also has provision for cyclists to travel through the area towards the City and neighbouring suburbs.

The site is accessible by the existing road network, at the intersection of Oxford Street and York Road, with direct access to Syd Einfeld Drive. The site also benefits from rear lane access to Osmund Lane for an on-site parking / basement car park entry.



Figure 12: Map of the Bus Network identify that the site is a nodal point for multiple public transport routes (Source: Sydney Buses March 2011).

The redevelopment of this site has the potential to subsequently improve the traffic conditions of the immediate locality, as well as improvements to the pedestrian and cyclist network by virtue of land dedication adjoining Oxford Street to provide for a turning lane and better cyclist movements.

As considered in the Traffic Report prepared by GTA Consultants provided at **Appendix 3**, the existing operation of the street network of the site and surrounds confirms that this PP is capable of accommodating increased traffic movements in the area as a result of the redevelopment of this site via this PP. Notwithstanding this some suggested traffic improvements are contained in the GTA report for increased traffic capacity in the future, as other developments contribute to the revitalisation of the western precinct. These suggestions include land dedication for road widening to facilitate improvements to the Oxford Street / York Road intersection including the potential introduction of a dedicated right turn lane travelling west which would alleviate queuing along Oxford Street at peak times.

This PP also enables improvements to pedestrian and cyclist routes which contribute to the provision of safe and efficient connectivity and overall improvements to public infrastructure. The capacity for this redevelopment to achieve these benefits are substantially enhanced by the removal of the heritage items on the site, which are located at the centre of a busy vehicular intersection at the junction of three local government areas. The heritage items in their current state are in an isolated location and exhibit limited public benefits. These items are therefore considered an obstacle to any traffic improvements and the implementation of infrastructure which has the potential to improve pedestrian and cycling movements.

Existing utility services will adequately service any future development proposal as a result of this PP, and will be upgraded or augmented where required.

Waste management and recycling services are available through Waverley Council.

The site is approximately 3.6 km from St Vincent's Hospital in Darlinghurst and Bondi Junction is well serviced by medical centres and private hospitals. Education is also provided for in the area, with Bellevue Hill Public School, Bondi Public School, Waverley Public School and Woollahra Public School located nearby, as well as Ascham School and Waverley College.

The area is generally well-serviced with Police, Ambulance Fire and other emergency services.

This PP does not obstruct the existing public infrastructure. In fact, the proposal seeks to support and enhance the public infrastructure of the site and its surrounds and promotes improvements to infrastructure through future developer funded initiatives.

6.4.2 What are the views of State and Commonwealth public authorities consulted in accordance with the Gateway determination?

It is anticipated that the Gateway Determination, once issued, will specify the statutory consultation requirements required for this planning proposal.

To-date, State and Commonwealth public authorities have not been formally consulted. Initial discussions with Transport for NSW (TfNSW) and Roads and Maritime Service (RMS) have commenced and a meeting is currently being arranged to identify any outstanding matters.

7. Mapping

The following mapping changes are required to implement the proposed zoning amendments.

7.1 Land Use Zoning

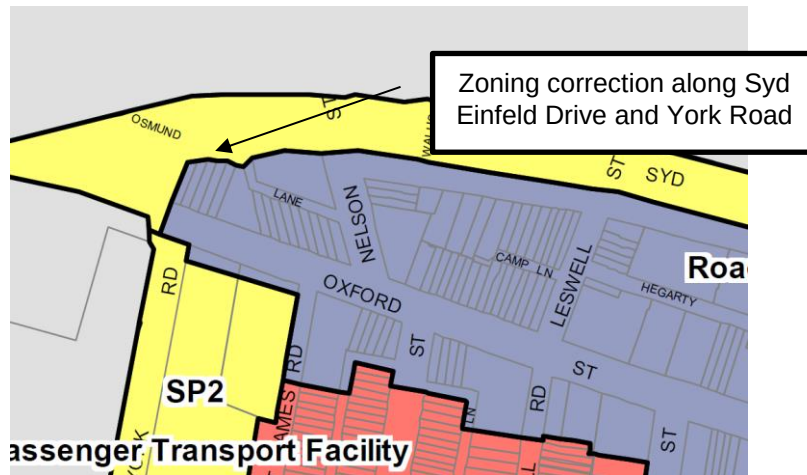


Figure 13: Extract of the proposed amendment to the WLEP 2012 Land Zoning Map, which proposes to correct the SP2 Infrastructure Zoning along Syd Einfeld Drive and York Road

7.2 Floor Space Ratio

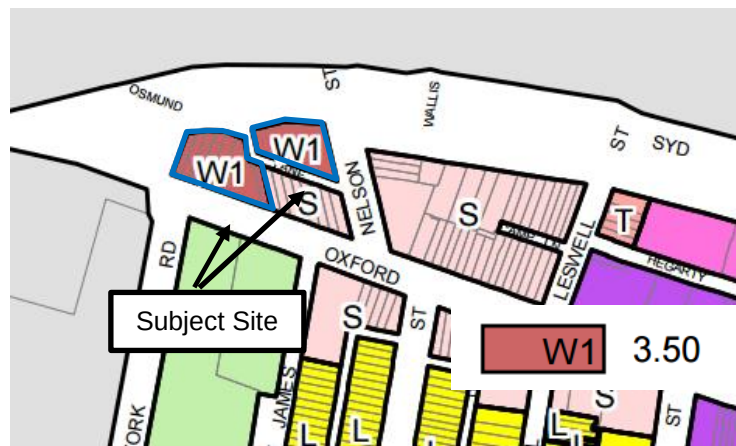


Figure 14: Extract of the proposed amendment to the WLEP 2012 FSR Map, which proposes a FSR of 3.5:1

7.3 Building Height

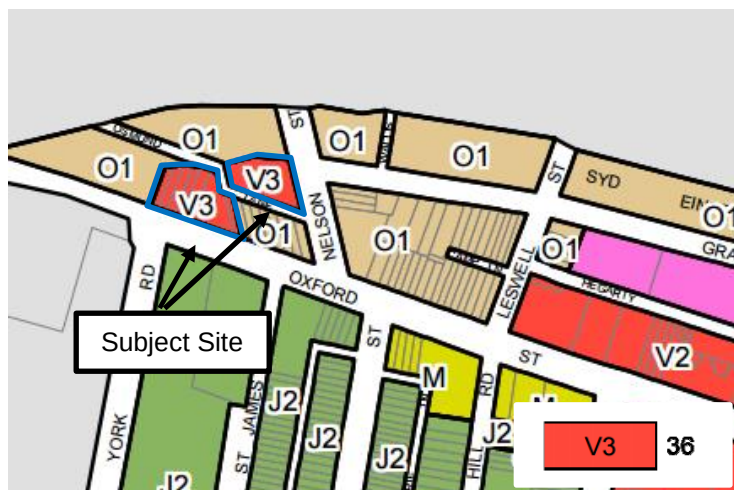


Figure 15: Extract of the proposed amendment to the WLEP 2012 Building Height Map, which proposes a height of 36 metres

7.4 Heritage

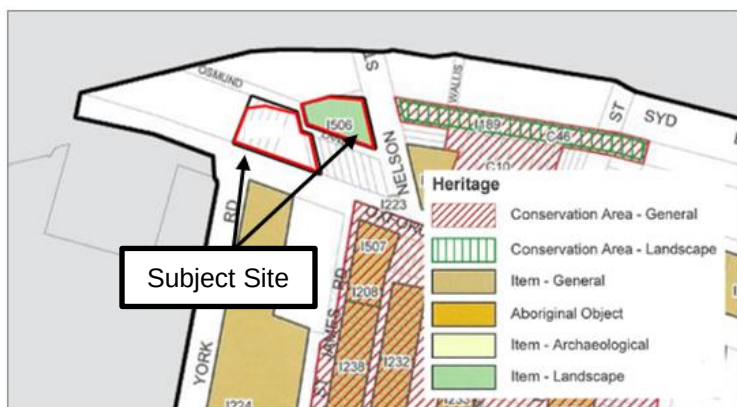


Figure 16 Extract of the proposed amendment to the WLEP 2012 Heritage Map which removes the heritage item status (I212) for Nos. 194-200 Oxford Street, being the four (4) terrace houses.

8. Consultation

8.1 Consultation with Council

Initial discussions with senior Council officers, strategic planning staff and the Director, Waverley Futures (Mr Peter Monks) regarding the future of the subject site commenced on 29th November 2012.

Following this meeting, City Plan Strategy and Development wrote to Waverley Council on the 10th December 2012 setting out a strategy and project timeline for Council's consideration and to seek a formal response to this letter indicating Council's desire or interest in pursuing this project collectively. A response was received on the 21st December 2012 indicating that Council was *"supportive of working with City Plan Strategy and Development to undertake a review of the area, in order to inform a future Planning Proposal, and it would be useful that we (Council) were involved in determining the study area..."*

A draft PP was prepared and provided to Council for discussion purposes in October 2013. City Plan Strategy and Development were subsequently advised that Waverley Council had decided to undertake their own study (the West Oxford Street Precinct Plan and Design Charrette Process) and the study area was expanded to include the Bus Depot site on the opposite side of Oxford Street.

Consultation with Waverley Council officers has been ongoing since that time.

In 2015, Council officers recommended the PP proceed to Gateway, however this decision was not supported by Councillors at the December 2015 Council meeting. The applicant subsequently lodged a Pre-Gateway review with DP&E in January 2016 (Ref: PGR_2016_WAVER_001_00).

Given the site's strategic planning merit, DP&E forwarded the PP to the Joint Regional Planning Panel (Sydney East), where the PP and proposed controls were unanimously supported. Particular note was made of the site's location and associated potential public benefits arising from the proposed redevelopment.

This recommendation was supported by DP&E which subsequently recommended the PP to proceed to Gateway and to public exhibition, as outlined in the Gateway Determination.

Throughout this process there has been an acknowledgement by Council that the future redevelopment of the West Oxford Street precinct is expected to result in an improved built form outcome which substantially improves the public domain and protects the views, solar access and amenity of the neighbouring properties.

8.2 Outcome of Consultation with the Public

As an outcome of the West Oxford Street Precinct Plan and Design Charrette Process, the site has been the subject of extensive public consultation.

The issues identified in the previous consultation process have informed the Architectural Design Report (ADR) which accompanies this PP. This PP demonstrates how the proposed amalgamation of the allotments and creation of developable sites can deliver valuable public works and revitalise the western edge of this Town Centre with a viable uplift in controls.

8.3 Community Consultation during the PP process

As outlined in the Gateway Determination, the PP will be made publicly available for a minimum of 28 days.

The community will be notified of the commencement of the exhibition period via a notice in a local newspaper and via a notice on Waverley Municipal Council's website. The written notice will:

- Give a brief description of the objectives or intended outcomes of the PP;

- Indicate the land affected by the PP;
- State where and when the PP can be inspected;
- Give the name and address of the RPA for the receipt of any submissions; and
- Indicate the last date for submissions.

During the exhibition period, the following material will be made available for inspection:

- The PP, in the form approved for community consultation by the Secretary of Planning and Environment;
- The Gateway determination; and
- Any studies relied upon by the PP.

Furthermore, the proponent is willing to assist Council and undertake specific community consultation post Gateway if that is considered appropriate.

9. Project Timeline

The timeframe for the completion of the planning proposal will depend on the complexity of the matter, the nature of any additional information that may be required and the need for agency and community consultation. The following details are indicative only and may be amended at Gateway to provide the necessary level of confidence that the PP will be finalised within a reasonable time:

Table 6: Indicative project timeline

STEP	INDICATIVE TIMEFRAME
Commencement date	Date of Gateway determination
Completion of required technical information	Not applicable. Technical analyses have already been commissioned to support the PP.
Government agency consultation (pre and post exhibition as required by Gateway determination)	As specified in Gateway determination. Anticipated timeframe is to run concurrently with public exhibition period.
Public exhibition period	Dates are dependent on date of Gateway determination. Anticipated timeframe for public exhibition is 28 days.
Consideration of submissions	To be determined by Council
Consideration of proposal post exhibition	To be determined by Council
Submission to the Department to finalise the LEP	Not known
Date RPA will make the plan (if delegated)	Not known
Plan notification	Not known

10. Conclusion

This Planning Proposal has been prepared on behalf of Westgate BJ Pty Ltd and is submitted to Waverley Council to enable the viable redevelopment of the subject sites, Nos. 194-214 Oxford Street and No. 2 Nelson Street, Bondi Junction with the provision of the increased building height and floor space ratio controls. This Planning Proposal will enable the revitalisation of the west Bondi Junction precinct and create the opportunity for a landmark architectural form at the western gateway entrance to Bondi Junction.

This PP seeks to increase the permissible building height to 36 metres and FSR to 3.5: 1 for Site 1, and to increase the permissible building height to 36 metres and FSR to 3.5:1 for Site 2, both of which are within an already existing B4 Mixed Use zone (no change in use / zoning is being sought). This PP also seeks to remove the status of the heritage items in relation to the terrace houses at Nos. 194-200 Oxford Street to enable better built form opportunities at street level which includes (in the form of a VPA) the creation of a public plaza and through site links. The removal of heritage items will also facilitate land to be dedicated for the purpose of road widening in order to improve traffic flows and easing congestion of the local roads at peak times.

Preliminary discussions with the Road and Maritime Services (RMS) have been undertaken during the preparation of this PP. We have been advised that there is an error with the SP2 Infrastructure Zone on the corner of Syd Einfeld Drive and York Road. This PP also proposes to correct this error, as requested by the Gateway Determination.

Westgate BJ Pty Ltd, in consultation with Waverley Council, has undertaken an urban planning review of the western precinct of Bondi Junction, the outcome of which is represented in this PP. The resulting Urban Design Report, along with other reports annexed to this PP, has identified that this western precinct exhibits the lowest planning controls in the Bondi Junction centre (which is classified as a district centre). This is probably the reason for the lack of population growth and retail activation in the western precinct, stemming from the limited incentive for redevelopment and investment at this end of Bondi Junction compared to the rest of the centre.

It is not clear why this outdated planning regime exists given the under-utilised potential and strategic importance of this area for redevelopment, which is similar in topography and suitability as the rest of Bondi Junction, particularly along Syd Einfeld Drive which exhibits existing development, permissible heights and FSRs commensurate with and in many cases greater than the proposed PP. The City Plan Urban Design Report concludes that an uplift in height and FSR is appropriate for the revitalisation of this western precinct and would provide a substantial contribution towards the broader Bondi Junction district Centre, thereby creating diversity in the retail experience which can be offered, which is distinct from the eastern part of Bondi Junction dominated by Westfield, as well as providing an enhanced mix and supply of housing choice.

This PP is capable of expeditiously contributing to enhanced housing and employment supply in Bondi Junction Centre, consistent with the need identified in APfGS and recently released population projections.

There has been considerable consultation with Waverley Council on the scope of the urban design study and there is general support for the change in planning controls to be submitted by way of the PP process, which was also re-enforced by the recommendations of Council's charrette process.

The Architectural Design Report and Urban Design Report conclude that the subject sites are capable of accommodating up to 60 metre developments, similar to other parts of Bondi Junction. Notwithstanding this conclusion, the PP seeks to establish a living experience which is distinct from the high rise regime of East Bondi Junction and in keeping with the current zoning along western Oxford Street, where 38-metre-high buildings are located. This is also in line with charrette recommendations and public feedback.

The heritage listed terraces on a portion of the site have also been extensively reviewed and it has been concluded that a far greater overall public benefit is achieved by their removal

and the resulting economic, traffic and social benefits, compared to the poor quality of existing terraces which exhibit difficult public access and limited enjoyment by the community (as these are currently in private ownership and in poor condition).

The PP is appropriate and necessary for the continuing revitalisation of the Bondi Junction Town Centre and is well supported by the extensive urban and architectural studies attached herewith, which have been undertaken in consultation with, and in response to comments provided by, Waverley Council and the community. The proposed development demonstrates very little or no adverse impacts on the surrounding properties and locality in general. Quite the contrary, the area will benefit from tangible public benefits offered in a VPA and broader economic and social benefits in the short, medium and long term flow on effects.

This PP supports the amalgamation of the existing sites at the western end of the Town Centre and their redevelopment in a form which provides a series of integrated public domain improvement comprising:

- Mixed use development building forms with slender tower forms which punctuate the western entrance gateway to Bondi Junction and exhibits design excellence;
- Retail, commercial and community space on the lower level(s);
- Activation of the sites to promote the quality of the street domain and introduce additional residents and employment opportunities which reinforces the community and retail activity of the western precinct of Oxford Street;
- Appropriate regard to the heritage conservation areas which results in an appropriate balance between heritage and place making and their relationship to the local area's heritage and related benefits to the community;
- An increased dwelling supply mix and affordability located on the upper levels of the development which exhibit a high level of residential amenity;
- Servicing and basement car parking levels with access via Osmund Lane; and
- Improvements to the relationship of the site to the surrounding street network, including land dedication and the opportunity to improve traffic signalisation and pedestrian and cycleway connectivity.

This Planning Proposal also recognises that, through the provision of a building height of 36m and a FSR of 3.5:1 on the subject site, this PP has the potential to act as a catalyst for the injection of investment opportunities for Bondi Junction which will support the targets for dwelling and employment in this precinct. There are substantial flow on benefits with regard to improving the built form and style of the western gateway and revitalising the retail strip to reinforce the connection of this site along the length of Oxford Street to the Bondi Junction Town Centre and to bring the economic and planning environment in west Oxford Street in line with the rest of Bondi Junction so that it can thrive as a district centre.

The Planning Proposal:

- Is consistent with the current B4 (Mixed Uses) zoning pursuant to the Waverley Local Environmental Plan (LEP) 2012;
- Is a suitable development which establishes the western Gateway entrance to Bondi Junction and contributes to the future built form of this district centre;
- Is a suitable development which is sensitive to the potential impact on the amenity of the locality;
- Establishes a proposed building height of 36 metres for Sites 1 and 2;
- Establishes a proposed floor space ratio of 3.5:1 for Sites 1 and 2;
- Corrects a zoning error as outlined by the RMS as a result of preliminary consultation;
- Is consistent with the objectives of *A Plan for Growing Sydney* to locate increased residential density closer to public transport and access to mature road networks and existing urban centres;

- Takes into consideration the opportunity to redevelop the site in the context of the immediate locality of the Bondi Junction Town Centre which is accompanied by a Public Works Concept Proposal and draft Public Benefits Offer which addresses the opportunity for substantial public domain improvements;
- In association with Site 1 provides a development designed with a Public Plaza space and through site link, land dedication for road widening and improvements and upgraded landscaping;
- In association with Site 2 provides a development designed with a new Public Plazetta, a new shared zone along Osmund Lane and upgraded landscaping;
- Is consistent with the Ministerial Directions; and
- Positively contributes net community benefits.

In summary, there is a strong planning basis for supporting the development of the sites in line with its existing zoning and future desired character of Bondi Junction to a building height of 36 metres, a floor space ratio of 3.5:1, deletion of the heritage status of the terrace houses and to correct the zoning anomaly on the corner of Syd Einfeld Drive and York Road as outlined by the RMS



Appendix 1

Urban Design Report



Appendix 2

Architectural Design Report



Appendix 3

Traffic Report



Appendix 4

Pedestrian / Cycling Report



Appendix 5

Heritage Impact Statement



Appendix 6

Survey Plan



Appendix 7

Draft Public Benefit Offer