

**This is a Minute Extract from the Waverley Operations Committee Meeting held on 2 December 2014.**

**This Minute Extract has been registered on TRIM to the file number shown below. A hardcopy has NOT been attached to the file.**

**FORWARDED FOR INFORMATION / ACTION:**

**OC/5.3/14.12 Demolition of existing structures and construction of five residential flat buildings, including basement parking and restoration of the heritage listed Scarba House at 30 Wellington Street and 18-22 Ocean Street, Bondi (DA-203/2014)**

*Cr Masselos declared a less than significant non-pecuniary interest in this item and informed the meeting that she has a close working relationship with some of the community members that have an interest in this item.*

**MOTION / UNANIMOUS DECISION**

Seconders: Mover: Cr Kay  
Cr Betts

That a submission be made to the JRPP advising that Council supports approval of the application, subject to the following comments and changes:

1. That the applicant is requested to consider a further increase in on-site car parking over and above that provided in the amended plans, say additional basement level car parking under Buildings D and E, and/or Building A, for around 70 extra car spaces (being the difference between what is being provided by the amended plans and the maximum car parking generation rates for Parking Zone A in Council's Draft WDCP), and if the applicant is willing to provide these extra car spaces that the application be conditioned to provide this additional on-site residential car parking for the following reasons:
  - a. Council acknowledges that the community has made strong representation for the proposal to provide additional on-site residential car parking due to on-street car parking being close to capacity with occupancy high.
  - b. Council notes that the amended plans do provide for a small reduction in unit numbers across the site and additional on-site car parking for residents (than the original plans), which is greater than that required by the WDCP. This additional car parking is supported by Council officers. It is noted that the amended plans provide for increased visitor car parking that now aligns with the WDCP.
  - c. Council further notes that the Draft WDCP provides an opportunity for a greater increase in on-site residential car parking spaces than that provided by the amended plans, whilst acknowledging that the Draft WDCP has limited weight during this assessment.
  - d. Council believes that the number of on-site residential car parking spaces are still insufficient for the number and mix of units being proposed. It recognises that although Bondi Road is a busy arterial road with a well serviced bus route, the buses along Bondi Road are often full. Since the Denham Street bus service along Bondi Road has been cancelled, patrons wishing to go to Bondi Junction or further by getting on a bus mid-block between Bondi Beach and Bondi Junction have limited opportunity to do so, especially at peak times. Also, getting on a bus during peak times at Bondi Junction for those alighting along Bondi Road creates conflict with the large number of patrons going to the beach, and is especially problematic for the elderly and mobility impaired. There is therefore a greater need of car ownership for residents of the proposed development versus the assumption that there will be a modal shift to public transport. These vehicles should be parked off-street within the site, rather than on-street where capacity is unavailable. The Draft WDCP recognises this situation by increasing the residential car parking generation rates for Parking Zone A.

2. In regard to the roof of buildings A, D and E:

a. All roof screening, parapets, and safety balustrades be deleted to ensure that potential view loss from adjoining residential buildings is more acceptably mitigated, whilst acknowledging LEP height compliance of the amended plans and noting a condition of consent is to be added to ensure the roof of each building is non-trafficable and only accessed for maintenance purposes. It is noted that BCA requirements would need to be satisfied.

b. The condensers be relocated to further reduce visual impacts and view loss. In this regard, the condensers are to be relocated behind and in line with the lift overrun.

3. The footprint of building C is to match the footprint of the previously approved Land and Environmental Court building to be more sensitive to the heritage listed Scarba House, reduce bulk and reveal more of the eastern elevation of Scarba House from the public domain.

4. The developer, following discussions with Council's planners, makes a contribution to the improvement to road and pedestrian safety in Wellington Street in the School Zone, and at the intersection of Wellington Street and Bondi Road.

#### **DIVISION**

For the Motion: Crs Betts, Burrill, Clayton, Cusack, Goltsman, Guttman-Jones, Kanak, Kay, Masselos, Mouroukas, Strewe, Wakefield

Against the Motion: Nil.

*A Duggan (on behalf of the applicant) addressed the meeting.*

Kind regards,  
Michael.

**Michael Simmons**

**Governance & Integrated Planning Officer**

Cnr Paul Street and Bondi Road  
Bondi Junction NSW 2022