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The General Manager
Waverley Council
PO Box 9
Bondi Junction NSW 1355

Attention: Jo Zancanaro

Dear Jo,

BONDI JUNCTION RSL CLUB REDEVELOPMENT (DA 533-2017) REVIEW BY DESIGN EXCELLENCE PANEL/UPDATED PLAN SUBMISSION

We write on behalf of our clients, Capital Bluestone and Bondi Junction RSL, in respect of the proposed redevelopment of the Bondi Junction RSL. As foreshadowed, this particular submission focuses on a number of design considerations identified in discussion with Council's Design Excellence Panel (DEP) at its meeting in February 2018. This submission also follows on from the recent submission responding to the public submissions received by Council during the formal exhibition period.

PURPOSE OF SUBMISSION

Following consideration of the proposed development by the Design Excellence Panel, the purpose of this submission is to:

- a) Outline a number of design updates;
- b) Provide an updated plan set; and
- c) Provide an updated set of supporting technical assessment/supporting documentation.

The updated plans herein submitted are intended to effectively supersede those plans lodged with Council on 12 December 2017, as an amended plan submission pursuant to Section 55 of the *Environmental Planning and Assessment Regulations 2000*. It is accordingly requested that the enclosed plan set is presented to the Sydney Central Planning Panel for determination.

The following provides a summary of the design updates, in the context of the DEP comments:

- **Cross-ventilation** – the updated building design has delivered an overall improvement in performance with cross-ventilated apartments. Eleven (11) apartments are now proposed on each floorplate, with seven (7) or 61.2% of apartments within the first 9 floors achieving effective cross ventilation. The design objective of maximising natural cross ventilation to create comfortable indoor environments for residents is achieved, in addition to achieving compliance with the recommended 60% of apartments in the ADG.
- **Apartments with southern orientation** – The building design continues to specifically provide for a significant orientation of apartments with views out to the coast and expansive Southern district views. The number of apartments with a Southern orientation remains unchanged with the updated design. Although the 15% ‘rule of thumb’ identified in the ADG is not achieved in this instance (25.6% of apartments), it is considered that the design response is totally appropriate for this development in the context of this site.
- **Building facade/privacy for lower levels** – the updated designs propose colour-backed glass to the balcony areas and living spaces for the lower residential levels, delivering additional privacy for residents while maintaining an attractive built form.
- **Building façade protection from northern sun** – the updated design incorporates increased building façade articulation with stronger shading hoods on the norther orientation, delivering additional protection from the summer solar radiation whilst still allowing beneficial solar penetration for the units during winter. The overall NatHERS and BASIX Thermal Comfort results will also increase.
- **Heat island effect result from building façade** – The updated design, with additional building articulation and stronger shade hoods will reduce the amount of reflected solar radiation and the exposure of units to the stronger summer solar radiation. Glazed façade and the proportion of glazing do not increase the urban heat island effect. The updated design shall continue to comply with environmental targets set out in BASIX
- **Building bulk and scale** - A number of key ‘design moves’ incorporated into the original design have been maintained including the use of vertical slots, the use of a ‘recessed’ level between the tower and podium, the use of height variances to provide vertical modulation (as illustrated in Section 3.2 of the original Architectural Design Report) . With the updated design, the individual & sculpted volumes are stronger, assisting to provide further break down the perceived bulk and scale of the building. Combined with a revised core configuration, the overall development is less dense than anticipated under the existing planning controls.
- **Number of apartments per core** - With the updated design, there has been an overall reduction in the number of apartments per core. A further review of vertical transportation has been undertaken, confirming that the proposed two (2) lifts will continue to be adequate.
- **The suitability of ‘snorkel apartments’** - the updated design eliminates such apartments.
- **Natural light to corridors** – the updated design achieves a wider aperture to the end of each corridor, achieved through revised building articulation.
- **Building articulation** - the overall built form has been updated to be more ‘sculpted’, with the associated benefits of additional ventilation performance and a reduction in the perceived bulk and scale.

UPDATED PROJECT SUMMARY METRICS

Parameter	December 2017	July 2018
Site Area	2,180sqm	2,180sqm
Zoning	B4 Mixed Use	B4 Mixed Use
Land Use	<i>Shop top housing, Registered club, Commercial premises</i>	<i>Shop top housing, Registered club, Commercial premises</i>
Gross Floor Area		
• Residential	10,523sqm	10,512sqm
• Non-residential	2,284sqm	2,287sqm
Total	12,828sqm	12,799sqm
Floor Space Ratio	5.88:1	5.87:1
Building Height/ Storeys	45.5m/ 13 storeys	45.5m/13 storeys
Number of Apartments		
• 1 bedroom	52 apartments (41.9%)	41 (35%)
• 2 bedroom	61 apartments (49.2%)	65 (55.6%)
• 3 bedroom	11 apartments (8.9%)	11 (9.4%)
Total	124 apartments	117 apartments
Car Parking		
• Residential	122 (including 1 car wash and 1 service bay)	123 (including 1 car wash and 1 service bay)
• Residential visitor	25	24
• Retail	22	22
• Car Share	3	3
Total	172 spaces	172 spaces
Communal Landscape Area	550sqm	550 sqm

SUPPLEMENTARY INFORMATION

The updated plans have been informed through a number of technical assessments, which now form part of this submission, as follows:

- Basix Advice – prepared by Efficient Living, confirming support for the updated design and overall increases in NatTHERS and Basix Thermal Comfort results;
- Vertical Transport Advice – prepared by InSync Services, confirming that the proposed lift arrangement will be appropriate for the intended residential population;
- Natural Ventilation Statement – prepared by WindTech, confirming the natural cross ventilation characteristics of the various residential apartments.

This information should be read in conjunction with the full technical documentation package submitted to Council in December 2017. This should also be read in conjunction with updated DCP and ADG/SEPP 65 assessment tables also herein provided.

POTENTIAL SHADOW IMPACTS

A matter that has been identified has been of interest to Council staff in the assessment of the application to date has been that of potential shadow impacts from the proposed development on the surrounding local area.

Further shadow analysis has been prepared in respect of the updated design – refer Section 5.4 of the Architectural Design Report. While clearly both the existing level of solar access and that of a 'complying envelope' will remain unchanged, the following may be noted with the updated design:

- There have been **25 properties** specifically identified in the detailed review of shadow impacts for this project. At present (pre-development) **22 properties** have solar access in accordance with the DCP recommended 3hrs
- A 'complying envelope' development would result in **21 properties** of the properties having solar access in accordance with DCP recommendations. The proposed envelope would **continue** to result in **21 properties** achieving the DCP recommendations – ie. the proposed envelope does not result in additional properties sitting outside of the DCP recommendations.
- Of the **5 properties** not achieving the DCP recommendations, **3 continue** to achieve the recommendations contained in the ADG.
- There are **two properties** that have been identified as not achieving the ADG recommendations, being 91 and 93 Ebley Street. As outlined in the original application, these properties are zoned Mixed Use and have an LEP height limit of 15 metres, allowing for future redevelopment to occur and uses other than residential. The existing courtyard on this property is located to the South of the existing building on the property and will therefore already be largely 'self-shadowing'

It is important to note that the neither the statutory development controls nor the LEC's established principles for over-shadowing require there to be zero shadow impact – rather a reasonableness/merit based assessment of impact.



Conclusion

The updated design for the development is intended as a positive response to matters identified in discussion with the Design Excellence Panel, delivering additional performance in a number of areas set out in this submission eg improved natural ventilation and increased building articulation. To that end, we look forward to the matter presented to the Sydney Central Planning Panel for determination. It is our view that the proposed development is not only fundamental for the future of the Club and its community but is also in the broader public interest.

To date we have not received further technical comments on the proposed development from Council. In the instance that there are any further areas of concern, we would welcome the opportunity to be made aware and provide any supplementary information to assist in the assessment of the application.

Should you have any questions, or would like to discuss the above in any further detail please do not hesitate to contact Thomas Zdun of Capital Bluestone on (02) 8072 4707 or tzdun@capitalbluestone.com.au

Yours sincerely,

A handwritten signature in blue ink, appearing to read "Simon Wilkes".

Simon Wilkes
Associate Director

Enc.

WAVERLEY DEVELOPMENT CONTROL PLAN 2012 ASSESSMENT TABLE (UPDATED JULY 2018)

Provision	Proposal	Compliance
Part B – General Provisions		
<i>B1: Waste</i>		
1.1 Demolition and Construction <ul style="list-style-type: none"> Separate collection bins and waste storage areas provided Storage areas within the property boundary 	Construction waste management will be addressed prior to final arrangements for the management of construction.	YES
1.2 Ongoing management <ul style="list-style-type: none"> Sufficient space must be provided to accommodate the storage of waste and recycling (in separate containers) likely to be generated on the premises between collections and any associated equipment. Mixed use development: <ul style="list-style-type: none"> There must be at least two separate centralised waste and recycling storage rooms or areas, one for commercial waste and one for residential waste. Storage rooms be self-contained and have separate keys and locking systems. 	<p>A Waste Management Plan was submitted with the lodged application. There is no change to the intended approach with the updated building design</p> <p>The plan outlines the procedures for waste management, which includes a residential waste storage holding area located within the Basement Level 2, and a commercial waste storage holding area located on the Ground Floor adjacent to the loading bay.</p> <p>Waste collection will be once per week for the residential component and six days per week for the commercial component, ensuring all waste onsite is sufficiently managed.</p>	YES
<i>B2: Energy and Water Conservation</i>		
2.2 Water Conservation <ul style="list-style-type: none"> All new development to demonstrate measures proposed to reduce water consumption Rainwater tanks must be installed Premises shall have floor drainage 	<p>A Hydraulic Report was provided with the original submission. There is no change to the intended approach with the updated building design</p> <p>The proposed development aims to reduce water consumption through the use of mid flow showerheads, 4-star toilets, kitchen, bathroom vanity taps and dishwashers. Rainwater reuse has been included as part of the overall Water Sensitive Urban Design</p>	YES

Provision	Proposal	Compliance
	<p>strategy, which includes a rainwater tank which caters for 83,000L, suspended from the Level 1 slab. There is no change to the intended approach with the updated building design</p> <p>A network of subsoil drainage pipework below the slab will clear excess water onsite, to be discharged back to the OSD tank on ground floor level. There is no change to the intended approach with the updated building design.</p>	
<p>2.4 Active energy</p> <ul style="list-style-type: none"> Solar hot water systems to be installed For developments with multiple floors, multiple tenants or that are strata subdivided, electrical sub-metering is required All new development shall be designed to include an internal ventilation shaft 	<p>As outlined in the Hydraulic Report, the proposal includes a central hot water system with R1.0 insulation. There is no change to the intended approach with the updated building design.</p> <p>An electrical and sub-metering cupboard is provided at each residential floor. An internal ventilation shaft extends throughout the development.</p>	YES
<p>2.6 Energy assessment</p> <ul style="list-style-type: none"> Energy Assessment Report required, including Green Building Council of Australia's Green Star Design and As Built Energy Calculator Path 2.3 Class 2-9 Reference Building 	<p>An Energy Assessment will be conducted following finalisation of the detailed internal design of the residential and commercial components. This will be invited as a condition of consent. There is no change to the intended approach with the updated building design.</p>	YES
<i>B6: Stormwater</i>		
<p>6.1 Stormwater Management</p> <ul style="list-style-type: none"> Stormwater management plan is required WSUD principles to be integrated into development Minimise disturbance of natural drainage system Applications for roof water and stormwater harvesting and reuse and grey water or black water treatment systems will be 	<p>A Stormwater Management Report has been provided previously There is no change to the intended approach with the updated building design. A 35.3m³ OSD tank will be provided onsite, which will be accessed via square pit covers located within the Level 1 Plant Room to capture, convey and discharge stormwater flows generated from the site. It will be connected to the existing</p>	YES

Provision	Proposal	Compliance
assessed on merit in accordance with the WM Technical Manual	<p>stormwater main within Ebley Street via a proposed junction.</p> <p>A first flush diverter and a 83,000L rainwater reuse tank suspended from the Level 1 slab will be utilised exclusively for irrigation purposes, and will be connected to the stormwater system for any potential overflow.</p> <p>No polluted waters will be discharged due to the combination of stormwater filters, tank inlet screening and onsite OSD tank.</p>	
<p>6.2 Flooding</p> <ul style="list-style-type: none"> Habitable floor levels must be set at a minimum of 150mm above the level of adjacent ground for habitable areas 	<p>All habitable floor levels are located within Levels 1 – 12 of the development, above the adjacent ground. The lowest habitable floor level is RL84.5, 4.5m above ground level.</p> <p>There is no change to the intended approach with the updated building design.</p>	YES
<i>B7: Accessibility and Adaptability</i>		
<p>7.1 Accessibility</p> <ul style="list-style-type: none"> The siting, design and construction of premises available to the public are to ensure an appropriate level of accessibility Accessible parking for people with a disability must be provided 	<p>An Accessibility Report has been previously provided, confirming the proposal demonstrates an appropriate level of accessibility. There is no change to the intended approach with the updated building design.</p> <p>15 accessible car spaces (13 residential and 2 commercial) have been provided throughout the four levels of basement parking.</p>	YES
<p>7.2 Adaptable dwellings</p> <ul style="list-style-type: none"> 10% of units must comply with provision of a Class A adaptable unit One accessible car parking space is to be provided for every adaptable residential unit and be a part lot in the strata plan. 	<p>13 adaptable units (10%) are provided within the development, as discussed within the Accessibility Report. 13 accessible residential car parking spaces are provided.</p>	YES

Provision	Proposal	Compliance
<i>Part B8: Transport</i>		
8.1 Parking rates <ul style="list-style-type: none"> Maximum parking rates: <ul style="list-style-type: none"> 1 bedroom: 0.6 2 bedroom: 0.9 3 bedroom +: 1.4 Visitor: 1 space per 5 units Retail premises: 2/100sqm maximum For developments with more than 50 spaces, a maximum of 2% must be specified as small car spaces 	<p>The proposed car park is located below ground at Basement Levels 1-4, with car park spaces for 172 vehicles, as follows:</p> <ul style="list-style-type: none"> 123 residential spaces (including 1 car wash bay + 1 service bay); 24 residential visitor spaces; 22 commercial spaces; 3 car share spaces. <p>The proposed car park provides 15 accessible spaces (13 residential and 2 commercial), which are designed in accordance with Australian Standards. 3 small car spaces (1.7% of the total car parking provision) are provided within the car park. There is no change to the intended approach with the updated building design.</p> <p>A Traffic Impact Assessment Report has been previously provided.</p>	
8.1.2 Bicycle parking rates <ul style="list-style-type: none"> A total of 153 bicycle spaces required. Access to be a minimum 1.8m wide, accessible via a ramp For retail, provide a minimum 50% of the required bike parking at an accessible location EOTF required for non-residential uses 	<p>A total of 153 bicycle spaces are provided within bicycle loops on the corner of Gray Street and Ebley Street, bicycle racks on Basement Level 1 and residential storage cages provided for each apartment. Access to the bicycle storage areas is provided via the 6.1m wide internal ramp. There is no change to the intended approach with the updated building design</p> <p>An EOTF is located on Basement Level 1.</p>	YES
8.1.3 Motorcycle parking <ul style="list-style-type: none"> Motorcycle parking spaces are to have dimension of 1.1m x 2.5m. 3 motorcycle spaces for every 15 car spaces. 	<p>33 motorcycle spaces are provided throughout the Basement levels. The Traffic Impact Assessment Report confirms the design of the motorcycle spaces are in accordance with the requirements.</p>	YES
8.2 Loading <ul style="list-style-type: none"> Loading facilities are to be provided at the following rates: 	<p>The loading dock is located to the southern portion of the site on the ground level. The loading dock is located adjacent to the RSL</p>	YES

Provision	Proposal	Compliance
<ul style="list-style-type: none"> Residential: 1 per 50 dwellings Retail: 1 per 400sqm Other uses: merit assessment Size and layout of area must be designed to facilitate operations relevant to the development 	<p>back of house and adjacent to the combined service entry for the commercial and residential component. There is no change to the intended approach with the updated building design</p> <p>The separation of loading dock and car park reduces opportunity for conflict with other vehicles and pedestrians, and is clear of pedestrian walkways and movements.</p> <p>The provision of a turning circle within the loading dock allows for all vehicles to enter and exit the site in a forward direction, enhancing site and pedestrian safety.</p>	
<p>8.3 Pedestrian and Bicycle Safety</p> <ul style="list-style-type: none"> Location of parking spaces is not to obstruct pedestrian and bicycle access to the premises or major pedestrian and cycling routes Safety devices are to be installed 	<p>Access to the car park and bicycle storage space is separate from the pedestrian entry to the club, retail premises and residential lobby to reduce any opportunity for conflict. There is no change to the intended approach with the updated building design</p> <p>Appropriate signage and safety devices including bollards, painted lines and speed limit signage will be incorporated into the detailed final design of the car park, to be confirmed at receipt of a construction certificate.</p>	
<p>8.5 Travel Plan</p> <ul style="list-style-type: none"> Green travel plan is mandatory for new developments including 15 units or more 	<p>A Green Travel Plan has been previously provided within the Traffic Impact Assessment. There is no change to the intended approach with the updated building design</p>	YES
<p>8.6 Traffic and transport management plan</p> <ul style="list-style-type: none"> Traffic and transport management plan is required for new developments including 15 units or more 	<p>Management of construction traffic is addressed within the Preliminary Construction Management Plan previously provided. There is no change to the intended approach with the updated building design</p> <p>Discussion of the traffic and transport options for the proposed future development is</p>	YES

Provision	Proposal	Compliance
	contained within the Traffic Impact Assessment Report.	
8.7 Car Share <ul style="list-style-type: none"> Minimum 1 car share space required for every 90 residential units Minimum 1 car share space provided for every 50 commercial parking spaces 1 car share space can be provided in lieu of 3 parking spaces 	<p>Three car share spaces have been provided in Basement Level 1.</p> <p>A letter of support from car share provider Go Get, illustrating the demand for car share spaces within the area.</p>	YES
B11: Public Art		
<ul style="list-style-type: none"> Development too incorporate public art in visible areas, and to be integrated into the architectural integrity of the development 	The development provides opportunity for integration of public art into the development along the external facades and through the proposed decorative footpath inlay along Ebley Street. There is no change to the intended approach with the updated building design.	YES

Part C – Residential Development

C2: Multi unit and Multi dwelling housing

2.2 Site, scale and frontage <ul style="list-style-type: none"> Maximum FSR: 6:1 	The proposal has a total FSR of 5.87:1. This has been updated in accordance with the updated design.	YES
2.3 Height <ul style="list-style-type: none"> Maximum building height: 32m Council may consider varying the height development standard 	The proposed development has a proposed height of 45.5m. The proposal involves a variation to the building height as set by Clause 4.3 of the WLEP 2012. Justification for the variation is provided in the Statement of Environmental Effects and the Clause 4.6 Variation	Compliance with objectives, variation sought.
2.4. Excavation <ul style="list-style-type: none"> Where excavation is proposed it is not to occur within a 1.5m setback from side boundaries and shall only occur within the building footprint except where access to a basement car park is required 	The development proposes maximum excavation depths of approximately 9m to 10m. All excavation is located within the site boundaries. There is no change to the intended approach with the updated building design.	YES

<ul style="list-style-type: none"> Basement car park to be below natural ground level, maximum protrusion of 1.2m is permissible 	The basement car park is entirely below natural ground level.	
<p>2.5 Setbacks</p> <ul style="list-style-type: none"> Street setbacks must be consistent with the predominant building line setback along the street. 	The proposal maintains the existing heritage façade along Bronte Road and part Gray Street, and is consistent with the predominant building line along Ebley Street.	YES
<p>2.6 Building length</p> <ul style="list-style-type: none"> Buildings must be articulated to respond to the established pattern of existing building length along the street. Maximum depth of any apartment including balconies is 18m. 	<p>The provision of vertical slots within the building form and the use of a 'recessed' level to separate the tower from the podium provides adequate building articulation to achieve a scale and building bulk appropriate for the character of the streetscape.</p> <p>The maximum depth of any apartment is 13m, complying with the requirements.</p>	YES
<p>2.12 Pedestrian access and entry</p> <ul style="list-style-type: none"> Provide main building entries at street level to respond to patterns in streetscape Provide accessible path of travel from street to front door of all units on ground floor Separate between pedestrian entries and vehicular entries 	<p>The primary pedestrian entrance to the RSL component is along Bronte Road, and the primary residential lobby is located on Gray Street. These pedestrian entrances have been separated from the vehicular entries to minimise opportunities for potential conflict.</p> <p>The Accessibility Report provided confirms accessible paths of travel are provided from the main pedestrian entry to the entry doors of all residences by means of a lift.</p>	YES
<p>2.13 Landscaping and deep soil planting</p> <ul style="list-style-type: none"> A minimum of 30% of the site area is to be provided as landscaped area. Of this a minimum of 50% is to be deep soil zone. 	<p>Due to existing site coverage of 90% basement car parking design and street activity requirements, the proposal does not provide any deep soil areas. This is acceptable due to the location of the site in the Bondi Junction mixed-use zone, and the high rates of site coverage within the centre.</p> <p>Healthy plants and trees will be provided as planting on the structure at the rooftop communal open space, throughout the development at terraces and along the streetscape activation. An updated landscape drawing set has been provided to accord with the updated overall building design.</p>	GENERALLY

<p>2.14 Communal open space</p> <ul style="list-style-type: none"> • Minimum dimension of 6m x 6m. • At least 30% of the communal area is to receive 3 hours of direct sunlight between 9am and 3pm on June 21. • In considering the creation of a roof terrace, Council will consider the magnitude of the impact on both privacy and noise for neighbouring residents 	<p>A communal open space area of approximately 550sqm is located on Level 12 of the development. 68% of the communal open space has direct sunlight on 21 June. There is no change to the intended approach with the updated building design</p> <p>The space has been carefully designed to cater for resident socialisation, and provides a swimming pool, intimate and larger seating areas and planting.</p> <p>The siting of the communal open space to the south of the Level 13 roof and lift overrun provides a protective barrier to create privacy and reduce the impact of noise on surrounding residents.</p>	<p>YES</p>
<p>2.15 Balconies</p> <ul style="list-style-type: none"> • Balconies are not to visually dominate the façade • Minimum 10sqm and minimum depth of 2.5m 	<p>All apartments are provided with a balcony or terrace area. Balcony sizes are in accordance with the dimensions outlined in the Apartment Design Guide, as discussed in the Architectural Design Report. One apartment achieves 10sqm over two balcony areas.</p> <p>Where the building is articulated at the podium and roof level, private terraces are provided for apartments on Level 2 and on Level 12.</p>	<p>GENERALLY</p>
<p>2.16 Solar access and overshadowing</p> <ul style="list-style-type: none"> • Living rooms and private open spaces for at least 70% of apartments in a development should receive a minimum of three hours direct sunlight between 9:00am and 3:00pm on June 21. • Direct sunlight to north facing windows of habitable rooms and all private open space areas of adjacent dwellings should not be reduced to less than 3 hours between 9.00am and 3.00pm on June 21. 	<p>74.3% of apartments receive a minimum of 2 hours direct sunlight during the required hours.</p> <p>Sunlight to adjacent dwellings has been maximised where possible. Only two properties, 91 and 93 Ebley Street, will receive less than 3 hours of sunlight between 9am and 3pm on June 21. This minor variation to the control is considered acceptable due to the location of the site within a high density commercial centre, and the strategic need to maximise development on the site to deliver economic, strategic and public benefits. Further discussion of solar</p>	<p>YES</p>

	access is contained within the SEE and Clause 4.6 Variation.	
<p>2.17 Views and View Sharing</p> <ul style="list-style-type: none"> Minimise view loss to adjoining and adjacent properties Provide articulation and minimise bulk and scale of roof forms 	<p>Where possible, the proposal has been designed to minimise view loss. However, the location of the site within a high density commercial centre creates an expectation for a degree of view loss as a result of the transitioning urban form. Furthermore, the location of Westfield Shopping Centre to the north of the site obstructs most views.</p> <p>The crown of the building has been articulated to provide architectural interest and to minimise the bulk and scale of the roof. The stepping down of the built form from Level 13 roof and servicing to the communal open space at Level 12 maximises solar access to the properties to the south along Ebley and Brisbane Street. There is no change to the intended approach with the updated building design</p>	YES
<p>2.18 Visual privacy and security</p> <ul style="list-style-type: none"> Dwellings oriented to the street and provide clear sightlines between public and private places Consider CPTED principles Windows and balconies of an upper level dwelling should be designed to prevent overlooking of more than 50% of the private open space of a lower level dwelling directly below 	<p>All dwellings are oriented to the street to take advantage of the street aspect and streetscape. This provides opportunities for passive surveillance of the surrounding public domain.</p> <p>The architectural form provides shading and privacy protection along all balconies to minimise overlooking of other balconies. There is no change to the intended approach with the updated building design, with the exception of colour backed glazing for apartments at lower levels – to provide additional privacy when viewed from street level.</p>	YES
<p>2.17 Roof Areas</p> <ul style="list-style-type: none"> Fulfil following circumstances for a rooftop terrace: <ul style="list-style-type: none"> (i) The predominant residential character in the vicinity of the site includes roof terraces; (ii) They will not result in unreasonable amenity impacts such as overlooking 	<p>The primary communal open space is located on the rooftop. This is considered acceptable given the trend of rooftop terraces within the Bondi Junction Strategic Centre due to the constrained nature of land supply. The space measures approximately 550sqm in area. Although this exceeds the</p>	GENERALLY

<p>and loss of privacy and acceptable noise;</p> <p>(iii) They should not exceed 15sqm in area; and</p> <p>(iv) Satisfy the considerations of the LEC “Super Studio” Planning Principle.</p> <p>(v) They are provided for casual and infrequent activity and not as an extension of private open space or entertaining areas.</p> <p>(vi) Any access must be provided within the envelope of the main building and there are to be no access hoods or lift overruns proposed above the main roof level. Operable skylights and hydraulic lifts are acceptable where they finish generally flush with the roof level.</p>	<p>minimum space of the area, it is necessary to locate the open space at the rooftop level due to the high rates of site coverage and configuration of the land uses within the building envelope.</p> <p>The location of the communal open space on the rooftop is justified as the articulation of the roof of the building – consolidated towards the northern portion of the site – provides acoustic and visual privacy to the space without compromising the usability of the area. Access to the rooftop level is provided through the lift access within the main core of the building, and all servicing is located within the Level 13 servicing and lift plant. There is no change to the intended approach with the updated building design.</p>	
<p>2.18 Apartment size and layout</p> <ul style="list-style-type: none"> Internal layout of apartment to be consistent with DCP requirements The following sizes are considered appropriate: <ul style="list-style-type: none"> Studio – 35sqm 1 bedroom – 50sqm 2 bedroom – 80sqm 3+ bedroom – 100sqm 	<p>The internal layout of all apartments have been designed in consideration with the Apartment Design Guide and the DCP requirements to achieve a high level of residential amenity.</p> <p>All apartment sizes are in accordance with the requirements.</p>	YES
<p>2.20 Ceiling heights</p> <ul style="list-style-type: none"> 2.7 minimum floor to ceiling height for residential floors 	<p>All habitable rooms have a ceiling height of 2.7m. There is no change to the intended approach with the updated building design.</p>	YES
<p>2.21 Storage</p> <ul style="list-style-type: none"> Storage located outside the apartment is to be secure for individual use. Storage facilities within the dwelling at the following rates: <ul style="list-style-type: none"> Studio and 1 bedroom - 6m³ 2 bedroom – 8m³ 3 bedroom - 10m³ 	<p>At least 50% of allocated storage is located within each apartment and 50% is designated to the basement level storage cages, which are secured for safety purposes.</p> <p>Storage allocation is consistent with the specified numbers, as indicated in the Architectural Design Statement. An updated breakdown of storage areas has been provided in Section 5.3 of the Architectural</p>	YES

	Design Report to accompany the updated plans.	
2.22 Acoustic privacy <ul style="list-style-type: none"> Soundproofing by acoustic glazing is required 	<p>Acoustic attenuation measures included in the Noise Impact Assessment include glazing and acoustic seals to maintain acoustic privacy.</p> <p>Furthermore, the layout of apartments locates non-habitable rooms to act as a buffer to common corridors. There is no change to the intended approach with the updated building design</p>	YES
2.23 Natural ventilation <ul style="list-style-type: none"> At least 60% of apartmetns in a development are to be naturally cross-ventilated. 	<p>All apartments have natural ventilation, and with the updated design approximately 61.2% achieve cross ventilation. An assessment of ventilation is provided with the updated plans.</p>	YES
2.24 Building services <ul style="list-style-type: none"> Ensure building services are integrated into design of buildings Building services must be setback a minimum of 2m from outer walls of building and not visible from street, or impact on public or private views 	<p>Building services are located primarily on Basement Level 1, in the loading dock at Ground Level and in the rooftop services at Level 13. The services are concealed in order to reduce visual impact, and do not impact on public or private views. The building services do not achieve the required 2m setback from the outer wall of the building due of the constrained site dimensions and provision of the covenant along Ebley Street. There is no change to the intended approach with the updated building design.</p>	GENERALLY

Part D – Commercial Development

D1: Commercial and Retail Development

1.1 Design <ul style="list-style-type: none"> Front windows to promote an active street level frontage and have display function Under awning lighting to be provided Where residential development is located above retail or commercial premises or to the rear, details are to be provided which 	<p>Full length windows are proposed along all street frontages, which will promote an active street level and provide opportunities for passive surveillance of the public domain.</p> <p>There is no change to the intended approach with the updated building design.</p>	YES
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<p>demonstrate that light is not directed toward the residents of the building.</p> <ul style="list-style-type: none"> • All mixed-use development shall incorporate within building plant rooms any facilities required for future use of the premise • Premises shall be designed so that customers cannot be served directly from Council's footpath (i.e. a bar or servery). • All new development shall be designed to include an internal ventilation shaft to ensure future alterations do not place the shaft in an unsuitable location. • The design of use of the building is to take into consideration any impact on surrounding residential uses and include mitigation measures where necessary. • Licensed premises and premises applying for extended trading hours are to provide a Plan of Management 	<p>Details of under awning lighting will be confirmed upon receipt of a Construction Certificate. The light spill of the under-awning light will be directed down onto the public footpath, ensuring no light spill affects the residents.</p> <p>The location of plant and servicing is provided in the Basement Level 1, loading dock at Ground Level and rooftop services at Level 13. Adequate space is provided to ensure the flexibility of land uses in the future. Servicing Reports confirm this allocation is sufficient for the proposed development.</p> <p>A range of impact assessments have been completed (eg shadow, noise, traffic) in order to demonstrate an appropriate level of amenity for the neighbouring properties. These assessments have informed the building design and intended future operations.</p> <p>A Draft Plan of Management has been provided, outlining the management measures of the Club to mitigate any adverse impact on neighbouring residences and businesses. There is no change to the intended approach with the updated building design</p>	
<p>1.2 Noise</p> <ul style="list-style-type: none"> • Acoustic Report may be required • Sound insulation must be sufficient • Air conditioning units and cool room equipment must be located in a plant room or acoustic enclosure 	<p>A Noise Impact Assessment has been provided. The Report outlines the impact of the proposed development on the surrounding context, and recommends measures to provide acoustic attenuation from the surrounding traffic network. There is no change to the intended approach with the updated building design</p>	<p>YES</p>

<p>1.3 Hours of Operation</p> <ul style="list-style-type: none"> Where a DA is received for a refurbishment of existing licensed premises where its hours are not regulated by a condition of consent, a new condition of consent will be imposed in accordance with this Part to regulate trading hours of the premise. Zone B4 Mixed Use general base trading hours: <ul style="list-style-type: none"> Monday – Saturday: 7am – 11pm Sunday: 7am – 10pm Application for review of extended trading hours to be conducted under merit assessment 	<p>The RSL intends to continue operating based on current hours of operation as follows:</p> <ul style="list-style-type: none"> Sunday – Tuesday: 10am to 10pm Wednesday – Saturday: 10am to 11pm. <p>These are in accordance with the general base trading hours for the B4 Mixed Use zone.</p> <p>There is no change to the intended approach with the updated building design.</p>	<p>YES</p>
<p><i>D2: Advertising and Signage</i></p>		
<p>2.1 Design and Location</p> <ul style="list-style-type: none"> Signage is to be integrated into the architectural design of the building, awning or shop front. The colour used in the design of the sign should reflect the colour scheme of the building 	<p>The proposed signage is located under the awnings along Bronte Road, and flush along the building façade on Ebley Street and Gray Street. These are in accordance with the architectural design of the façade.</p> <p>The colour scheme of the signage will reflect the colour scheme of the building and will be confirmed upon receipt of a Construction Certificate. There is no change to the intended approach with the updated building design.</p>	<p>YES</p>
<p>2.1.1 Siting</p> <ul style="list-style-type: none"> Flush wall sign should not span across window openings or a façade bay Signs should not extend over street boundaries Any sign which will impact traffic lights will not be permitted 	<p>The proposed flush wall signs are located above the floor length windows on Gray and Ebley Streets, and parallel to the residential lobby entrance. The signage zones do not conceal any architectural features, and do not extend over street boundaries.</p> <p>No flashing or illuminated lights are proposed, and as such will not impact the safety of drivers, cyclists or pedestrians.</p>	<p>YES</p>
<p>2.1.2 Size and proportion</p> <ul style="list-style-type: none"> Signs having an area in excess of 20sqm will not be permitted. Signs are to have a maximum total area of 1.1sqm for each metre of frontage (up to a maximum of 20m²) 	<p>No signs are in excess of 20sqm. The scale of signs to frontages are as follows:</p> <ul style="list-style-type: none"> Gray Street frontage: 2.2sqm/ 52m frontage Bronte Road: 3.84sqm/ 42m frontage Ebley Street: 1.62sqm/ 52m frontage 	

	There is no change to the intended approach with the updated building design.	
<i>D3: Footpath Activity and Seating</i>		
<p>3.1 Location</p> <ul style="list-style-type: none"> To be eligible for a footpath seating license the primary function of the premises must be a café or restaurant and must: provide sit down meals or snacks; utilise non-disposable eating utensils; have washing up facilities for all cooking/eating utensils; and provide waiter service for all patrons A minimum setback of 1.5m from the kerb is required The minimum dimensions of 600mm x 600mm per seat and 600mm x 600mm per table is required The minimum width of a clear unobstructed pedestrian footpath is 2.5m. This distance is exclusive of street furniture, bus stops, disabled parking spaces, parking meters, telephone boxes or the like. 	<p>Outdoor dining is intended to be provided in conjunction with the club premises along Gray Street. An indicative layout is provided with the landscape drawings. The conditions listed will be accepted as conditions of consent on the footpath seating license.</p> <p>The outdoor dining area is setback 1.2m from the kerb of Gray Street. This is a minor non-compliance, however as Gray Street is a one-way service lane and landscaping is provided as a buffer, it is considered acceptable.</p> <p>Details of the design of seating and table arrangements will be confirmed during fitout, and will be accepted as a condition of consent.</p> <p>A clear unobstructed footpath with a width of 1.8m is provided adjacent to the building frontage, in addition to a 1.5m footpath width in adjacent to Gray Street. Although this is numerically non-compliant, the provision of outdoor seating, vegetation and planter boxes and public seating pods significantly activates the Gray Street frontage and represents a better urban outcome than the existing. There is no change to the intended approach with the updated building design</p>	GENERALLY

Part E – Site Specific Development		
<i>E1: Bondi Junction</i>		
<p>1.2 Urban Form Controls</p> <ul style="list-style-type: none"> A lower 2/3 storey shop front façade is required along Oxford Street and Bronte Road, and a 6 storey street wall on all other streets Above the block edge form a tower building form is required, which is to be 	<p>The proposed built form has been designed to respond to the surrounding urban form, heritage façade and street activation. A 2-storey street wall is provided along Bronte Road, Ebley Street and Gray Street as a response to the heritage facade.</p>	YES

<p>setback from front, side and rear boundaries</p> <ul style="list-style-type: none"> Towers must be slender to facilitate cross ventilation, provide high quality amenity, encourage view corridors, provide greater solar access to public spaces and other buildings, clearly differentiate between the podium and tower elements 	<p>Although this is not in accordance with the requirement for a 6-storey street wall on Ebley Street, it is considered acceptable as it continues the design of the built form on all frontages and provides an improved response to the pedestrian amenity at ground level.</p> <p>The building facades for the tower elements are articulated, with setbacks generally in the following ranges:</p> <ul style="list-style-type: none"> Gray Street: 2.1m to 4.1m East: 5.7m to 6.3m Ebley Street: 1.7m to 9.4m Bronte Road: 1.9 to 2.9m <p>The form of the tower has been designed to maintain the residential amenity of residents, and to minimise the environmental impacts of overshadowing and view loss.</p>	
<p>1.3 Building Use</p> <ul style="list-style-type: none"> Primary shopping streets (Bronte Road): <ul style="list-style-type: none"> Ground floor designed for retail purposes First floor designed for commercial purposes but not limited to retail At least 85% of the building frontage is to be associated with retail uses Entries to residential buildings cannot take up more than 15% of the building frontage at ground level Secondary shopping streets (Gray Street and Ebley Street): <ul style="list-style-type: none"> Ground floor designed for commercial purposes Entries to residential buildings cannot take up more than 30% of building frontage 	<p>Activated street frontages are proposed to both Bronte and Gray Streets. Full floor windows are proposed to activate the street frontage and provide opportunities for casual surveillance.</p> <p>The ground floor of the development accommodates a mix of retail premises along Bronte Road, vehicular access on Gray Street and the remainder allocated to club. This vibrant mix of commercial uses ensures both the primary and secondary shopping street is activated and increases the vitality of the pedestrian domain.</p> <p>The street frontages are activated as follows:</p> <ul style="list-style-type: none"> Bronte Road: Gray Street: Ebley Street: <p>There is no change to the intended approach with the updated building design</p>	YES
<p>1.4 Access and Movement</p>	<p>A consolidated vehicular crossing has been provided on Gray Street, a rear lane to</p>	YES

<ul style="list-style-type: none"> • No vehicle entries allowed on Bronte Road • All car park entries onto streets and laneways are to be enclosed by entry gates or roller doors • Vehicle entries to buildings are to cross the footpath at 90 degrees and be a maximum width of 6m • Only one vehicular frontage is permitted • Separate and clearly differentiate pedestrian and vehicle access and locate vehicle access a minimum of 3m from pedestrian entrances. • Provide no more than one 2-way vehicular access point per individual development. • The preferred width of driveway crossings and car park and service entries is 3m. • Car parks, to be located under street level. • Consolidate basement car parking areas under building footprints to maximise the area available for soft landscaping. • Provide 1–2% readily accessible parking spaces 	<p>ensure the pedestrian activity of Bronte Road and Ebley Street is not disrupted. An automated roller door has been provided to conceal the vehicular entrance and reduce the impact on the pedestrian domain. There is no change to the intended approach with the updated building design</p> <p>The combined loading and vehicular entrance has a width of 13m. Although this exceeds the DCP requirement, it is considered acceptable as Gray Street is a rear service lane and appropriate safety devices will be provided to reduce conflict.</p> <p>The Landscape Plans provided illustrate the landscaping scheme for the site at ground level which will supplement the existing street trees with additional vegetation along Gray Street, which will soften the impact of the vehicular crossing on the streetscape.</p> <p>15 accessible car spaces (13 residential and 2 commercial) have been provided throughout the four levels of basement parking in accordance with Australian Standards.</p> <p>There is no change to the intended approach with the updated building design.</p>	
<p>1.6 Heritage and Buildings of Heritage Character</p> <ul style="list-style-type: none"> • New development adjacent to heritage items should display proportions of historic character or heritage items should draw on the predominant pattern of the streetscape • Ensure there is a positive integration of contemporary prefabricated building materials • Building is to have a 2-3 storey façade along the street and built to the street alignment 	<p>A Heritage Impact Statement has been provided. The report confirms the incorporation of the heritage façade into the site design respects the heritage significance of the façade and the style and character of the building.</p> <p>The continuation of the 2-storey street wall around all street frontages provides consistency and respects the heritage character of the existing façade.</p> <p>A material palette is provided in the Architectural Plans. The selected materials include timber and charcoal metal cladding, precast concrete and white render which will</p>	<p>YES</p>

	integrate with the heritage façade. There is no change to the intended approach with the updated building design	
<p>1.7 Active Street Frontages</p> <ul style="list-style-type: none"> • Locate ground levels at grade with finished footpath levels • First level active street frontages are encouraged • Primary shopping streets (Bronte and Ebley Road): <ul style="list-style-type: none"> – Active street frontages along all primary shopping streets – One door per preferred 6m length of street frontage – Not more than 10% to have blank walls or service areas – Commercial and residential lobbies if accompanying by an entry to occupy less than 10% of the frontage – No less than 90% of the building is to be aligned to the street boundary for ground and first level – Retail uses to have a minimum depth of 10m where measured from the street facade • Secondary shopping streets (Gray Street): <ul style="list-style-type: none"> – At least 50% is to be associated with retail uses, and the other 50% commercial uses – Not more than 15% of the street frontage can have blank walls or service areas – No less than 80% of the building to be aligned to the street 	<p>The activation of street frontages has been a key consideration in the siting and design development of the proposal. All ground level street frontages are fully activated, in exception of the 13m vehicular and loading dock entry on Gray Street, and are at grade with the surrounding finished footpath levels.</p> <p>The site is aligned to the street boundary at all frontages.</p> <p>The full activation of the primary shopping streets has been achieved through openable shop fronts, full level windows, and location of retail and club uses along the key street corner frontages. At its greatest point, the retail tenancies have a depth of 10.6m where measured from the street façade.</p> <p>The proposed development significantly reactivates Gray Street compared to its current condition, with openable shop fronts, outdoor seating and public domain upgrades proposed as part of the works. The development has a 52m frontage to Gray Street, and approximately 26m of this frontage (50%) is occupied by commercial (club) uses. No proportion of the Gray Street frontage is blank.</p> <p>The first storey of the development is activated through the retention of the heritage façade, a unique landscaped area along Bronte Road and private residential balconies along Gray Street.</p> <p>There is no change to the intended approach with the updated building design.</p>	YES
1.8 Street Alignment and Front Setback	The proposed development comprises a 2 storey street wall incorporating the heritage	YES

<ul style="list-style-type: none"> • Frontage to Bronte Road: 2-3 storeys to be built to the lot boundary with storeys above setback 6m • Frontage to Gray and Ebley Street: 6 storeys to be built to the lot boundary with storeys above setback 6m • Development in streets with heritage are to include a minimum 6m setback to built form above the street wall 	<p>façade to Gray Street, Ebley Street and Bronte Road. The building facades for the tower elements are articulated, with setbacks generally in the following ranges:</p> <ul style="list-style-type: none"> • Gray Street: 2.1m to 4.1m • East: 5.7m to 6.3m • Ebley Street: 1.7m to 9.4m • Bronte Road: 1.9 to 2.9m <p>The setbacks is considered appropriate in the context of the site and the intended built form.</p>	
<p>1.9 Separation</p> <ul style="list-style-type: none"> • Residential and commercial separation <ul style="list-style-type: none"> – Levels 1-5: 9m – Levels 5+: 18m 	<p>The average building separation to the eastern boundary is 6m. Extensive studies contained within the Architectural Design Report C have been conducted, which demonstrates it is unlikely that a building over 5 stories is achievable on the site. Refer to the setback analysis contained within the Architectural Design Report.</p>	GENERALLY
<p>1.10 Side and Rear Boundary Setbacks</p> <ul style="list-style-type: none"> • Side setbacks up to Level 5 along street front: 0m for a minimum 8m • The block edge building form is to be orientated generally to the front and the rear boundaries • Side setbacks Level 6 to above: 12m. Both building setbacks contribute equally to achieving adequate separation 	<p>Detailed massing and modelling studies are contained in the Architectural Design Report at Section 2.28 and 3.2. With articulated frontages to the tower elements, a range of setbacks are proposed – which are considered appropriate in the context of the site and the overall built form.</p>	VARIATION SOUGHT
<p>1.12 Building Orientation</p> <ul style="list-style-type: none"> • Block edge building form oriented to and address the street • Where possible orient bathroom, laundry and other ancillary room windows to side boundaries 	<p>The building design has been oriented to positively address the north, south and western street frontages.</p> <p>The private open space and communal areas of each apartment have been oriented towards the building frontages, in order to optimise the view corridors to the south and west.</p>	YES
<p>1.13 Number of Storeys</p> <ul style="list-style-type: none"> • Max number of storeys on the site: 10 storeys, with a 2-3 storey shopfront along 	<p>The development proposes 12-storeys, with a 2-storey street wall along Bronte Road, Ebley Street and Gray Street. A variation to</p>	VARIATION SOUGHT

<p>Bronte Road and corner of Bronte Road and Gray Street</p> <ul style="list-style-type: none"> Lots to the southern side of Ebley Street and Bronte Road are to drop 2 storeys at the rear to achieve solar access 	<p>the maximum height limit on site is sought, see Clause 4.6 Variation.</p> <p>The built form of the roof level has been articulated to maximise solar access to the properties to the south, and drops one storey towards Ebley Street.</p>	
<p>1.14 Views, Vistas and Tree Preservation</p> <ul style="list-style-type: none"> View corridors along Bronte Road, Ebley Street and Gray Street to be retained 	<p>The site has maintained view corridors along Bronte Road, Ebley Street and Gray Street as no architectural features extend outside of the building envelope.</p>	YES
<p>1.17 Building Elevations</p> <ul style="list-style-type: none"> Ground floor: <ul style="list-style-type: none"> May not vary more than 300mm deep from alignment to front boundary First floor: <ul style="list-style-type: none"> Elevations composed of solid wall with punched openings Horizontal proportions of façade must relate to the ground level shop fronts Facades can have an openness ratio of up to 35% of one bay of a façade, remaining 65% to be solid Second to fifth floor: <ul style="list-style-type: none"> Solid wall with punched openings Openness of up to 45% of one bay of a faced with remaining 55% solid Above fifth floor, maximum unarticulated wall length is 25sqm 	<p>The ground floor building façade is situated along the property boundary.</p> <p>The heritage façade along Bronte Road and part Gray Street has been retained along the ground and first floor. For the proposed façade along part Gray Street and Ebley Street, solids walls are proposed with outdoor terraces for Club function space and private terraces. The façade openness ratio of the first floor is approximately 68% solid and 32% open, due to the retention of the heritage façade.</p> <p>The second level façade consists of a solid wall with punched openings to accommodate window treatments and private terraces on the setback area. The façade openness ratio of the second to fifth floor is approximately 38% solid and 62% open. This is to capitalise on the panoramic views north across the Bondi Junction centre and south towards Centennial Park, Coogee and Tamarama. A Reflectivity Report confirms the use of glass is appropriate for the site and surrounds.</p> <p>The built form is articulated through building indentations and slots, material selection and provisions of balconies along the external façade. External shading louvres are provided along the Northern, Eastern and Western facades.</p>	YES

<p>1.18 Awnings and Colonnades</p> <ul style="list-style-type: none"> Awnings required along all frontages Minimum underside awning height above footpath: 3.1m, and extend across width of footpath to within 0.6m of kerb line 	<p>Awnings are proposed along all street frontages. The proposed awning will extend 3m across the width of the footpath, and have a minimum underside awning height of 3.6m. There is no change to the intended approach with the updated building design</p>	YES
<p>1.20 Ceiling Heights</p> <ul style="list-style-type: none"> Ground floor: 4m minimum floor to floor First floor: 3.5m minimum floor to floor 	<p>The following ceiling heights are proposed:</p> <ul style="list-style-type: none"> Ground floor: 4.5m First floor and above: 3.1m <p>There is no change to the intended approach with the updated building design</p>	YES
<p>1.21 External Living Areas</p> <ul style="list-style-type: none"> External living area: minimum size of 12sqm and minimum dimension of 2.5m External living area is to be screened if located less than 4m from a side boundary 	<p>External living areas have been provided for all apartments in accordance with the ADG requirements. Consistent with these provisions, not all apartments have a minimum balcony size of 12sqm, however the rooftop communal living space supplements the balcony provision to enhance residential amenity.</p>	GENERALLY
<p>1.22 Wind Mitigation</p> <ul style="list-style-type: none"> Design outdoor areas to ensure places with high wind level are avoided Buildings shall not create uncomfortable or unsafe wind conditions in the public domain which exceed the Acceptable Criteria for Environmental Wind Locations 	<p>A Pedestrian Wind Report has been provided. Further wind tunnel testing was conducted to confirm the proposed development will not have an unsuitable impact on the site and surrounding public domain.</p>	GENERALLY
<p>1.23 Reflectivity</p> <ul style="list-style-type: none"> Maximum 60% of the façade to be glass above ground level Reflected solar glare on drivers should not exceed 500 candelas/ sqm All panels and elements on vertical facades are to have a maximum specular reflectivity of visible light from normal angles of incidence of 20% Any surface inclined by more than 20% degrees to the vertical are to have a maximum specular reflectivity of visible light from normal angles of incidence of 10% 	<p>A Reflectivity Report has been provided. The report provides the following confirmation: <i>"The subject development will not cause adverse solar glare to pedestrians or motorists in the surrounding area... and will comply with the planning controls regarding reflectivity from SEPP 65"</i></p> <p>The maximum normal specular reflectance of visible light for glazing on internal façade is 20%, and all panels and elements on vertical facades have a maximum normal specular reflectance in the range from 1% to 5%. There is no change to the intended approach with the updated building design.</p>	YES