

URBIS

STATEMENT OF ENVIRONMENTAL EFFECTS

**1-9 GRAY STREET,
BONDI JUNCTION**

PREPARED ON BEHALF OF
CAPITAL BLUESTONE
DECEMBER 2017



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EXECUTIVE SUMMARY

PURPOSE OF THIS REPORT

This Statement of Environmental Effects has been prepared on behalf of Capital Bluestone. It accompanies a Development Application to Waverley Council for the redevelopment of the existing Bondi Junction RSL Club at 1-9 Gray Street, Bondi Junction.

This report provides the following:

- A detailed analysis of the site and its context;
- A detailed description of the proposed development;
- The identification of the planning context, including all relevant existing and proposed planning controls;
- An assessment of compliance of the proposed development with the relevant controls; and
- An assessment of the matters listed for consideration in Section 79C of the *Environmental Planning and Assessment Act 1979*.

THE PROPOSED DEVELOPMENT

The intent of this proposal is to provide a high quality mixed-use development including a newly refurbished RSL club and residential apartments above. The proposal will contribute to the strategic and economic growth of the Strategic Centre, increasing the provision of residential apartments in a highly accessible location and providing high-quality hospitality space.

The proposed development comprises:

- Demolition of existing buildings and structures on a portion of the site, and retention of the heritage façade along part Bronte Road and Gray Street;
- Excavation of depths up to approximately 12.65m for four levels of basement car parking for 172 vehicles, 35 motorbike spaces, 153 bicycle spaces, EOTF, garbage storage area and plant areas.
- Construction of a thirteen-storey mixed-use development with a total GFA of 12,807sqm (FSR of 5.88:1) incorporating:
 - Ground floor residential lobby, 200sqm retail tenancy and a registered club including bistro dining, event spaces and gaming areas at ground level and level 1;
 - 12 levels of residential apartments, comprising 124 dwellings with private open space associated with each apartment;
 - A rooftop communal open space on Level 12.
- Eight signage zones.
- Landscaping works including communal open spaces at Level 12, planting along the façade of private terraces on Levels 1, 2 and 13, and landscaping and public domain improvements along the Gray Street and Ebley Street façade.

PLANNING ASSESSMENT

The proposed development has been assessed against the relevant environmental planning instruments and policies. The compelling reasons why a positive assessment and determination of the project should prevail are summarised below:

- **The proposal satisfies the B4 Mixed Use Zone objectives.**

The proposal involves a mixed-use development that will contribute toward the intensity and diversity of land uses intended for the Bondi Junction Centre, with a site-responsive built form.

- **The proposal is generally consistent with the development standards contained in the *Waverley Local Environmental Plan 2012*.**

The development generally complies with the development standards set outlined in the Local Environmental Plan. A Clause 4.6 variation request is proposed in respect of the height of the building, provided at **Appendix D**. The variation demonstrates that the proposed development is consistent with the objectives of the development standard and represents a superior outcome to that which would be achieved through strict compliance with the numerical development standard.

- **The proposal is generally consistent with the *Waverley Development Control Plan 2012*.**

The proposal generally demonstrates a highly level of consistency the guidance and requirements set out in the DCP. Where strict compliance is not achieved with numerical standards, the development demonstrates consistency with the design objective.

- **The proposal is in the public interest.**

The proposal will make a positive contribution to the Bondi Junction Centre through the provision of a high-quality mixed-use development with residential, retail, hospitality and car parking. The proposal will boost housing supply, and provide employment opportunities during both construction and on-going operation.

The redevelopment of the RSL in association with Capital Bluestone will ensure the Club doesn't close within the next few years. It presents an opportunity to reposition the RSL in the current market, meet the changing demographic needs of the community and respond to current trends in the hospitality sector. Ensuring the long-term viability of an important community venue will benefit over 4,100 members; and organisations such as the local Probus Rotary Club, Historical Society, Waverley Hospital Arthritis, Revive First Aid, St Johns First Aid and various numerous sporting clubs who have been visiting the Club and being supported by the Club financially, for many years.

- **The anticipated impacts from the proposal can be adequately mitigated.**

Subject to the implementation of construction management and mitigation measures recommended by consultants, the proposal will not have any unreasonable impacts on adjoining or surrounding properties or the public domain in terms of traffic, social and environmental impacts.

CONCLUSION

Having considered all the relevant matters, we conclude that the proposal represents a high-quality development outcome in a site-responsive manner. It is therefore considered that the proposed development should be approved subject to Council's standard conditions of consent.

1. INTRODUCTION

1.1. OVERVIEW

This Statement of Environmental Effects has been prepared for Bluestone Capital and Bondi Junction RSL to accompany a Development Application (DA) to Waverley Council. This DA has been prepared in accordance with Part 4 of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

This application relates to Bondi Junction RSL, a mixed-use hospitality development located at 1-9 Gray Street, Bondi Junction. This DA seeks consent for demolition of existing buildings and structures and construction of a 13-storey mixed-use development comprising 4 levels of basement carparking, a community RSL venue and 12 storeys of residential apartments.

The Architectural Plans prepared by Group GSA and submitted at **Appendix B** are relied upon in regard to the extent of the proposed works sought.

1.2. APPLICANT

Capital Bluestone is the applicant for the proposed development, acting for and jointly on behalf of the Bondi Junction RSL. The parties have entered into a development agreement to redevelopment the club's site into a mixed-use venue and residential hub.

For Capital Bluestone and the Bondi Junction RSL, parties, the proposal represents an opportunity to:

- Offer a long-term income stream for the club;
- Continue providing employment opportunities for staff
- Redevelop the site into a revitalised venue; and
- Deliver a high quality residential development in a prominent location

Bondi Junction RSL have indicated their support for the proposal, attached at **Appendix X**.

1.3. PROJECT TEAM

The following technical and design documents have been prepared to accompany this DA and are provided as Appendices to this SEE as identified in **Table 1**.

Table 1 – Supporting Document

Document	Consultant	Appendix
Site Survey Plan	Harrison Friedmann & Associates	Appendix A
Architectural Plans and Landscape Plans	Group GSA	Appendix B
Architectural Design Report	Group GSA	Appendix C
Clause 4.6 Assessment	Urbis	Appendix D
Waste Management Plan	Mack Group	Appendix E
DCP Assessment Table	Urbis	Appendix F
BASIX, Thermal Comfort Assessment and Subsection J Reports	E-Living	Appendix G

Document	Consultant	Appendix
Heritage Impact Assessment	Oultram Heritage	Appendix H
Traffic Impact Assessment Report	Ason Group	Appendix I
Geotechnical Investigation Report	Aargus	Appendix J
Stormwater Management Report	InSync Services	Appendix K
National Construction Code Report	De Vili	Appendix L
Accessibility Report	Accessible Building Solutions	Appendix M
Noise Impact Assessment	Acoustic Logic	Appendix N
Pedestrian Wind Report	WindTech	Appendix O
Reflectivity Report	WindTech	Appendix P
Infrastructure Summary Statement	InSync Services	Appendix Q
Fire Engineering Report	DeFire	Appendix R
Hydraulic Services Report	InSync Services	Appendix S
Mechanical Services Report	In Sync Services	Appendix T
Draft Plan of Management	Bondi Junction RSL	Appendix U
Car Share Verification	Go Get	Appendix V
Preliminary Construction Management Plan	Westbourne	Appendix W
Letter of Club Support	Bondi Junction RSL	Appendix X

2. SITE AND SURROUNDING CONTEXT

2.1. THE SUBJECT SITE

The subject site is known as 1-9 Gray Street, and is located within the Waverley Local Government Area (LGA). The site comprises 5 land parcels owned by Bondi Junction RSL, and is legally described by a series of Lot and Deposited Plan numbers outlined in **Table 2**. The site has a total area of 2,180sqm, and has frontages to Bronte Road, Gray Street and Ebley Street (see **Figure 1**). Vehicular access to the site is available from Gray Street.

Table 2 – Site Address

Street Address	Lot and DP
84 Ebley Street	Lot 1 in Deposited Plan 735713
1-9 Gray Street, also known as 28-34 Bronte Road	Lot 1 in Deposited Plan 621398
36 Bronte Road	Lot A in Deposited Plan 161158
38 Bronte Road	Lot 1 in Deposited Plan 226425
40-42 Bronte Road	Lot 2 in Deposited Plan 226425 Lot 3 in Deposited Plan 226425

Existing development on the site consists of Club Bondi Junction RSL, a 2-3 storey art-deco building accessed via Gray Street. Along Bronte Road are a series of shop-top houses with small scale retail premises on the ground floor.

Figure 1 – Aerial Photograph



2.2. SITE LOCATION

The subject site is located approximately 7km south-east of the Sydney CBD, at the southern edge of the Bondi Junction Strategic Centre. The Centre is characterised by a range of residential and commercial land uses in medium to high density built form.

- **North:** Immediately north of the subject site is Gray Street, a one-way road providing rear vehicular access to the surrounding businesses. On-street parking is available on Gray Street.

Further north along Bronte Road are a mix of retail and business premises, of varying height and density, heading towards the Bondi Junction Westfield Shopping Centre and ultimately the Bondi Junction Railway Station

- **South:** South of Ebley Street consists of a range of mixed-use commercial and residential land uses, transitioning to a predominantly residential to the south. Diagonally opposite is located the current Grand Hotel – the subject of a recent development application for a mixed-use redevelopment.
- **East:** To the east of the site along the northern side of Ebley Street are commercial land uses, and residential land uses to the south generally comprising of multi-dwelling housing structures. Further east is Waverley Park, a prominent area of open space within the Bondi Junction urban centre.
- **West:** The Bondi Junction commercial centre continues west of the subject site, consisting of shop-top housing structures ten storeys and above.

Figure 2 – Photographs of the site and surrounds



Picture 1 – Existing Bondi Junction RSL from Gray Street



Picture 2 – Existing commercial tenancies along Ebley Street



Picture 3 – Gray Street



Picture 4 – Ebley Street looking west

3. PRE-LODGEEMENT ENGAGEMENT

The project team has engaged with Waverley Council staff through the concept development and pre-lodgement phases of the project. This engagement has both informed the design development and identified key technical assessment and reporting considerations.

In August 2017, the project team presented an indicative development concept for the site. The discussions confirmed the importance of achieving activated streetscape environments, minimising vehicular cross overs, the need to carefully consider potential shadow impacts from the proposal on the surrounding residential and commercial area, and the importance of achieve a design that was responsive to the heritage values of the site.

Updated concept plans were further discussed with Council staff in October 2017, with further detail and resolution of matters identified in earlier discussions. In addition, the potential options for sub-station location were further explored – with a basement location generally identified as preferable, in the context of maximising opportunities for activated and attractive streetscapes.

A number of matters were discussed at pre-lodgement engagement as follows:

- **Shadow impact for adjoining properties.**

A detailed shadow analysis has been completed for the project, as outlined in the Architectural Design Report (**Appendix C**) and discussed at **Section 7.1.4**. The built form has been sculptured to minimise shadowing as much as reasonable.

- **Location of substation.**

Following the exploration of a number of different potential locations (including basement, ground floor and first floor), in terms of functional spatial and access requirements, a basement location has been identified for the proposed sub-station.

The location of the sub-station has also informed detailed design considerations for the public realm, including for example the use of discrete signage and pavement treatment, in order to minimise potential inadvertent disturbance while ensuring an attractive and safe pedestrian environment is achieved.

As the substation is a major Ausgrid asset, all information is made public and is included in “Dial Before You Dig” information. As such, anyone excavating would be aware of the location of the substation below the footpath after completing such searches. Further, the implementation of signage on the footpath above the substation location will provide additional warning of the substation location. Further discussion is contained in Section 6.4 of the Architectural Design Report at **Appendix C**.

- **Vehicular Access**

A number of different options were explored, in order to achieve effective vehicular into and out of the site, with a view to minimising vehicle crossovers, providing for safe pedestrian/cycle movements and maximising opportunities for attractive streetscapes. The final configuration of a combined vehicular entrance and exit point along Gray Street with an internal turning circle contained within the loading dock is the most suitable response for the site, taking into consideration the site constraints. The Traffic Impact Assessment Report provided at **Appendix I** outlines the suitability of the proposed access point.

- **Heritage**

Recognising the heritage values of the site, a Heritage Impact Assessment has been prepared by Outram Heritage (**Appendix H**). The report outlines how the heritage significance has been respected and facade incorporated into the design of the development through material use, setback of the built form and articulation of the form to allow for ongoing appreciation of the heritage item. Further discussion is contained within **Section 6.5.4** and **Section 7.3**.

4. STRATEGIC PLANNING CONTEXT

The strategic context is important to understand, in term of the specific site and the broader Bondi Junction surrounds.

4.1. METROPOLITAN STRATEGY

The Metropolitan Strategy for Sydney titled 'A Plan for Growing Sydney' (the Strategy), was released on 14 December 2014 and is the NSW Government's strategic planning vision for metropolitan Sydney to guide land use planning decisions for development over the next 20 years. The Strategy identifies the need to accommodate continued growth in population and employment over the next 20 years, with 1.6 million additional people to be accommodated and workplaces provided for an additional 689,000 new jobs.

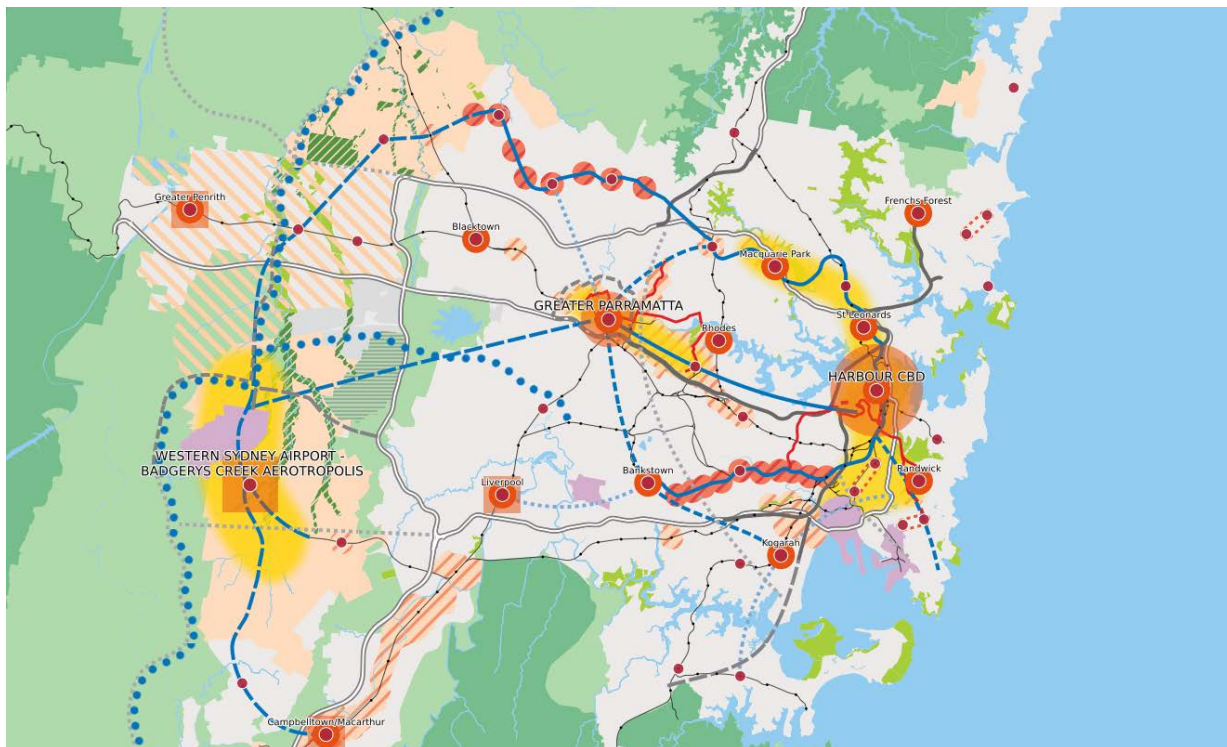
The site is also within the Bondi Junction strategic centre, a suitable location for significant urban renewal as it is well connected to employment and serviced by existing infrastructure links (Action 2.1.1). The proposal aligns with the objectives of both the Central Subregion and the Bondi Junction strategic centre as follows:

- The proposal delivers a high-quality mixed-use development incorporating a range of compatible land uses, whilst respecting the heritage façade of the Bronte Road street elevation.
- The proposal will support the continued of the Bondi Junction Strategic Centre by providing commercial floor space, community development and employment opportunities.
- The proposal contributes to Sydney's housing target through the delivery of 124 dwellings within an established commercial centre.

4.2. DRAFT GREATER SYDNEY REGIONAL PLAN

On 20 October 2017, the Greater Sydney Commission released *Our Greater Sydney 2056: The Metropolis of Three Cities*, the draft regional plan for the Greater Sydney area. The plan sets a 40-year vision and establishes a 20-year plan to manage growth and change for Greater Sydney in the context of economic, social and environmental matters. The key aim of the plan is to deliver a metropolis of three 30-minute cities, including the Western Parkland City, Central River City and the Eastern Harbour City.

Figure 3 – Draft Greater Sydney Regional Plan Outline



Source: Greater Sydney Commission

The proposed development aligns directly with the vision of the Greater Sydney where “residents will have quick and easy access to jobs and essential services, housing will be more affordable and the environment and precious resources will be protected”. The proposal aligns with the following objectives of the plan.

- **“Objective 22 – Investment and business activity in centres**

Create opportunities to attract investment, business activity and jobs in centres across Greater Sydney.”

Bondi Junction is identified as a Strategic Centre within the plan. Expectations of the future growth of the centre include co-locating a wide mix of land uses including residential, supporting high levels of private sector investment and growing commercial cores where appropriate. Creating appropriate conditions to support the economic and strategic growth of centres is integral to the achievement of the objective, and aligns with the redevelopment of the subject site

- **“Objective 10 – Greater housing supply.**

725,000 new homes will be needed to meet demand based on current population projects to 2036.”

Providing housing within established areas will create liveable neighbourhoods and support Sydney’s population growth over the next 20 years. A range of housing types are required to meet the population growth, particularly within existing areas that are already well serviced by local utility, transport and social infrastructure. The delivery of 124 apartments within the established Bondi Junction Centre directly aligns with this priority, and will support the growth of the Greater Sydney region.

- **“Objective 12 – Great places that bring people together**

Great places build on Sydney’s unique characteristics and create a sense of place that reflects shared community values and culture.”

Great places comprise a unique contribution of locally distinct elements, including a sense of welcome, a sense of place and a sense of care. The Bondi Junction RSL is ingrained in the identity of the Strategic Centre, and creates a place for community for the gather and foster community networks, create a sense of belonging and provide meaningful community engagement. The integration of the heritage façade along Bronte Road also aligns with the objective, and the contemporary insertion of heritage elements into the built form to respect the history and development of the centre.

4.3. DRAFT EASTERN CITY DISTRICT PLAN

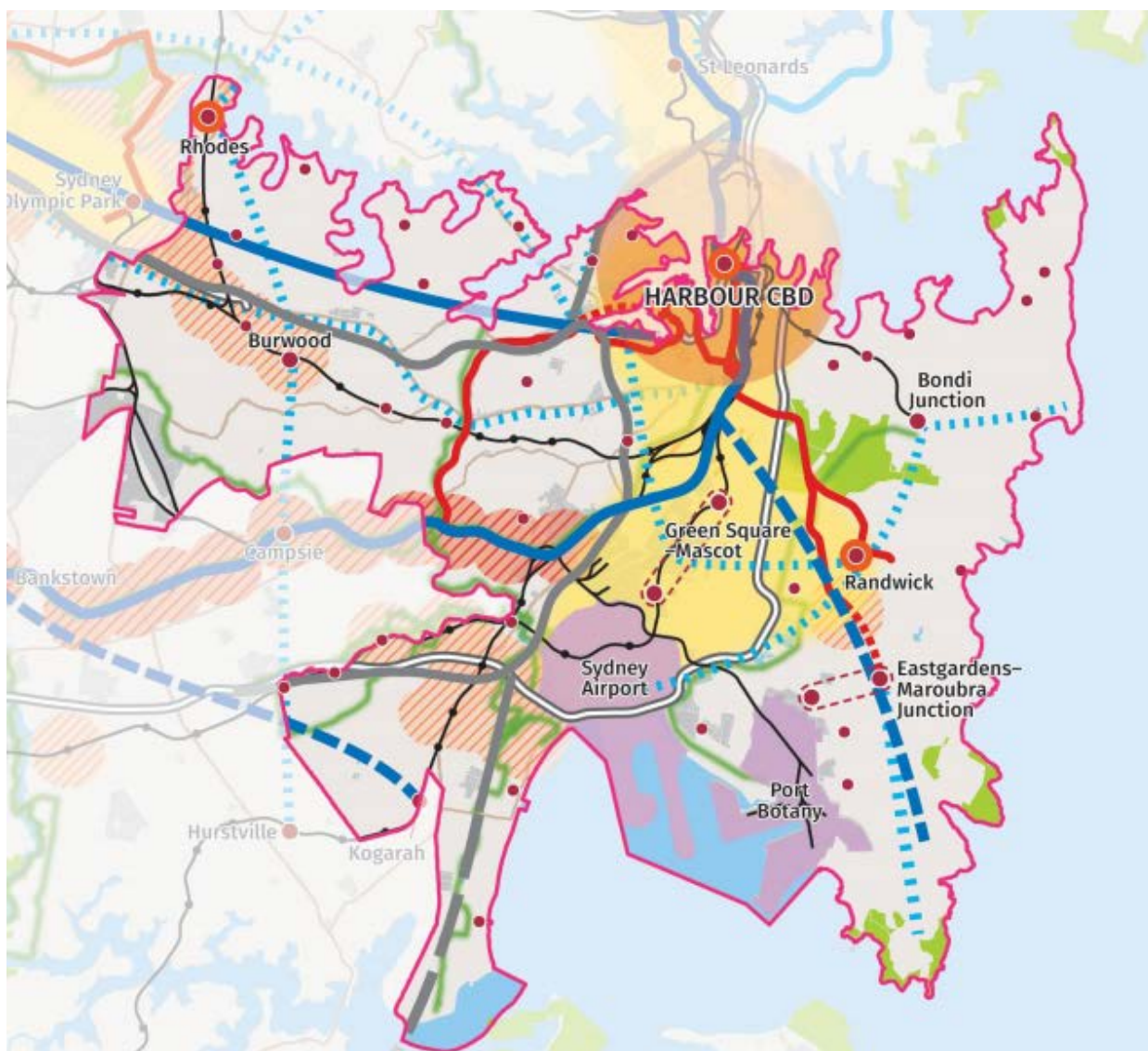
The site is located within the Eastern City District, which includes the local government areas of Bayside, Burwood, Canada Bay, Inner West, Randwick, Strathfield, the City of Sydney, Waverley and Woollahra.

The *Revised Draft Eastern City District Plan* was released by the Greater Sydney Commission in October 2017. The Plan is an update of the previously issued Draft District Plans (November 2016), and represents a guide for implementing the draft *Greater Sydney Regional Plan* at a District level over the next 20 years. The Plan guides the growth of the Eastern City District by escalating the role of the traditional CBD to a Harbour CBD, with policy settings to support innovative and creative industries, and a night-time economy.

The site is located within the Bondi Junction Strategic Centre, which is identified for significant growth in the next 20-year period. The target for the centre will provide approximately 6,700 jobs in the 20-year period to 2036.

Identified opportunities for growth within the centre include supporting a diverse mix of uses to strengthen and reinforce the economic role of the centre, and to improve and diversify night-time economic offerings. Improving access from the Bondi Junction centre to the surrounding open space and recreational facilities such as Queens Park, Centennial Park and Bondi Beach will be delivered by Council and other planning authorities, improving the residential amenity and accessibility of the centre.

Figure 4 – Eastern City Structure Plan



Source: Greater Sydney Commission

4.4. BONDJ JUNCTION STRATEGIC PLAN

The Bondi Junction Strategic Plan titled *Heartbeat of the East* was adopted by Council on 19 May 2015. The Plan outlines the visions, guiding principles and three outcomes to guide the development of the strategic centre between 2016 and 2030. The plan focuses on creating great places within the public and private realm, improving transport connectivity to and within the centre, and ensuring development is economically and environmentally sustainable.

The proposed development continues to build on the strategic and economic importance of Bondi Junction through the provision of a high-quality mixed-use development that provides space for both the community and private residents. The development builds upon the heritage of the site and the urban lifestyle synonymous with Bondi Junction.

5. PROPOSED DEVELOPMENT

5.1. OVERVIEW

The proposed development comprises:

- Demolition of existing buildings and structures on a portion of the site, and retention of the heritage façade along part Bronte Road and Gray Street;
- Excavation of depths up to approximately 12.65m for four levels of basement car parking for 172 vehicles, 35 motorbike spaces, 153 bicycle spaces, EOTF, garbage storage area and plant areas.
- Construction of a thirteen-storey mixed-use development with a total GFA of 12,807sqm (FSR of 5.88:1) incorporating:
 - Ground floor residential lobby, 200sqm retail tenancy and a registered club including bistro dining, event spaces and gaming areas at ground level and level 1;
 - 12 levels of residential apartments, comprising 124 dwellings with private open space associated with each apartment;
 - A rooftop communal open space on Level 12.
- Eight signage zones associated with the proposed registered club and retail use.
- Landscaping works including communal open spaces at Level 12, planting along the façade of private terraces on Levels 1, 2 and 13, and landscaping and public domain improvements along the Gray Street and Ebley Street façade.

Architectural Plans prepared by Group GSA are included at **Appendix B**, and further discussion of the various components of the proposed development are described in the following sections.

Figure 5 – The Proposed Development



Source: Group GSA

5.2. NUMERICAL OVERVIEW

An assessment of the numerical aspects of the proposal is included in the table below.

Table 3 – Numeric Overview of Proposal

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

5.3. SITE PREPARATION WORKS

The development will require the demolition of existing buildings and structures to facilitate the construction of the proposed development.

The site currently accommodates the Bondi Junction RSL and several commercial tenancies along Bronte Road. The built form consists of a 2-3 storey building with a brick and render façade to Ebley Street, and 2-3

storey heritage façade along Bronte Road. It is proposed to retain the heritage façade of 38-42 Bronte Road, which will be incorporated into the design and operation of the proposed development. All other materials will be collected onsite, removed and disposed of as applicable, with materials recycle where possible.

Maximum excavation depths of approximately 12.65m are required for the proposed basement levels. In areas where an existing basement already exists within the middle portion of the site, maximum depths of approximately 6m to 7m are required. Excavation methods include use of a large hydraulic excavator and heavy ripping or hydraulic rock hammers for medium or stronger bedrock. Temporary shoring walls will be implemented to provide onsite stability.

5.4. REGISTERED CLUB

The ground floor and Level 1 podium will comprise a registered club and retail tenancies, with a total patron capacity of 400 patrons. The provision of a new club will provide a more contemporary offering to patrons, including:

- Bar, restaurant, kitchen and associated back of house, and a new gaming area including an indoor and outdoor facility on the ground floor;
- Two flexible function rooms, bar, dining space and associated kitchen at Level 1;
- Outdoor dining space along Gray Street;
- Retention of current operating hours in accordance with hotel liquor licence:
 - Sunday – Tuesday: 10am to 10pm;
 - Wednesday – Saturday: 10am to 11pm.

5.5. RESIDENTIAL BUILDING

The built form of the proposed development consists of a residential tower form atop a podium. The residential component of the development consists of a range of one, two and three-bedroom apartments, with adaptable dwellings. Access to dwellings is provided through the residential lobby at ground level, with primary access available from Gray Street.

5.6. ACCESS AND CARPARKING

A total of 172 car spaces are proposed. This includes a total of 122 car parking spaces for residential purposes including 1 loading bay and 1 car wash bay. In addition, there are 25 visitor car parking spaces, 3 car sharing spaces and 22 allocated to the RSL. Of the parking spaces, a total of 15 car parking spaces are accessible (13 for residential and 2 for commercial activities). A total of 35 motorbike spaces are proposed, along with 153 bicycle spaces. A secure EOTF is located on Basement Level 1, promoting the use of sustainable transport options.

A combined entry and exit car park access driveway will be located on Gray Street, to minimise disruption to the public domain along the major pedestrian routes of Bronte Road and Ebley Street. Appropriate wayfinding signage will be erected along the Gray Street frontage to clearly identify the vehicular entry and exit point to reduce any potential conflict. The provision of a turning circle within the loading dock will ensure vehicles only enter and exit the site in a forward direction.

5.7. LANDSCAPING AND PUBLIC DOMAIN

A Landscaping Strategy has been prepared by Group GSA included in the Architectural Design Report at **Appendix C**. The key aspects of the landscape concept are the ground level street trees and landscaping along Ebley Street, the communal rooftop open space and the provision of private balconies for apartments.

Public Domain

Significant improvements are proposed to the surrounding public domain, to create a highly active and engaging interface with the surrounding built form. These upgrades include an outdoor dining area and public seating surrounded by vegetation along Gray Street. This will encourage active use and pedestrian movement throughout the day, and bring activity and functionality to an underutilised area of Bondi Junction.