

Improvements to the existing kerb, pedestrian footpath and bollards will improve pedestrian safety and the incorporation of vegetation and street trees along the external seating areas will provide a protective buffer to the activated public domain.

Figure 6 – Public activation of the corner of Bronte Road and Gray Street



Source: Group GSA

Open Space

All proposed units are provided with balcony. The cascading building establishes a variety of available space for landscaped terraces, most notably along the Level 1 and Level 2 façade. Coupled with raised planting beds and feature trees, the building façade will be softened by plant material contributing to the greening of Bondi Junction. Proposed vegetation includes Brush Box and Grey Box Trees, Star Jasmine, Lady Palm, Xanadu and Grevillea.

A unique communal open rooftop space is provided for residents, which includes hard and soft landscape elements, a pool and seating and landscaped vegetation. The rooftop space will receive high levels of solar access, with 68% of the communal open space receiving direct sunlight on 21 June between 9am and 3pm, and excellent view corridors to the south towards Coogee, Botany Bay and Centennial Park.

5.8. BUSINESS SIGNAGE

The proposal incorporates eight business signage zones to ensure the Bondi Junction RSL and retail tenancies are easily identified. The design and location of the signage considers the existing character of the area and the heritage facade, and has been located under awnings and fixed to the building.

The signs are of a scale and proportion that is appropriate for the size and scale of the elevation on which they are located, as follows:

- The area of the signage panels on Gray Street is approximately 2.2sqm.
- The area of the under-awning signage along Bronte Road is approximately 3.84sqm.
- The area of the signage along Ebley Street is approximately 1.62sqm.

Additional signage is to be placed in the footpath providing statutory warning to the substation located below the Council footpath. The final wording and details of the substation warning signage is to be determined as per Council approval.

The signage panels have not been affixed on the heritage façade, and do not compromise important views to the heritage item. All signage is described in the following table.

Table 4 – Proposed signage summary

Sign Reference	Sign Type	Sign Location	Sign Dimension
S1	Flush Wall Sign Business Identification	Gray Street	1.1m x 2.5m
S2	Top hamper Business Identification	Gray Street	9.5m x 0.6m
S3	Under Awning Sign Business Identification	Bronte Road	2.3m x 0.4m
S4	Top of Hamper Sign Business Identification	Bronte Road	4.2m x 0.6m
S5	Top of Hamper Sign Business Identification	Bronte Road	5.1m x 0.6m
S6	Top of Hamper Sign Business Identification	Bronte Road	4.1m x 0.6m
S7	Top of Hamper Sign Business Identification	Bronte Road	11.3m x 0.6m
S8	Top of Hamper Sign Business Identification	Ebley Street	10.4m x 0.6m

6. COMPLIANCE WITH RELEVANT STRATEGIC AND STATUTORY POLICIES

The following assessment has been structured in accordance with Section 79C(1)(a) of the *Environmental Planning & Assessment Act 1979* (EP&A Act). The following statutory planning policies have been considered in the assessment of the proposal:

- *Environmental Planning and Assessment Act 1979* (EP&A Act),
- *State Environmental Planning Policy 55 – Remediation of Land*;
- *State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004*;
- *State Environmental Planning Policy 65 – Design Quality of Residential Apartment Development*;
- *Waverley Local Environmental Plan 2012*; and
- *Waverley Development Control Plan 2012*.

The consistency and compliance of the proposal with the relevant statutory plans and policies is detailed in the following sections.

6.1. STATE ENVIRONMENTAL PLANNING POLICY 55 – REMEDIATION OF LAND

State Environmental Planning Policy No.55 – Remediation of Land (SEPP 55) provides a state-wide planning approach for the remediation of land and aims to promote the remediation of contaminated land to reduce the risk of harm to human health or the environment.

Consistent with the recommendations outlined in the Geotechnical Report (**Appendix J**), it is anticipated that during the construction phase of the project, any fill imported on to the site shall be validated to ensure the imported fill is suitable for the proposed land use from a contamination perspective. Furthermore, it is anticipated that fill imported onto the site shall also be compatible with the existing soil characteristics for site drainage purposes.

6.2. STATE ENVIRONMENTAL PLANNING POLICY (BUILDING SUSTAINABILITY INDEX: BASIX) 2004

State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004 applies to the proposal. A BASIX Certificate (Certificate number: 0002135870), Section J Report and Stamped Plans are attached at **Appendix G**. The proposed development has achieved the BASIX water, thermal comfort and energy targets and scores.

6.3. STATE ENVIRONMENTAL PLANNING POLICY 65 – DESIGN QUALITY OF RESIDENTIAL APARTMENT DEVELOPMENT

State Environmental Planning Policy No. 65 – Design Quality of Residential Apartment Development (SEPP 65) aims to improve the design quality of residential flat buildings, shop top housing and the residential component of mixed use developments. It applies to any building that comprises 3 or more storeys and 4 or more dwellings.

In determining a development application for residential flat development, a consent authority is to consider:

- The advice of the relevant design review panel (if relevant);
- The design quality of the development when evaluated in accordance with the design quality principles;
- The Apartment Design Guide.

An assessment of the proposal against the SEPP 65 design quality principles and the Apartment Design Guide has been prepared by Group GSA and is included in the Architectural Design Report at **Appendix C**. **Table 5** below provides an overview of the proposals performance against the relevant design criteria.

Table 5 – Apartment Design Guide – Key Statistics

Design Criteria	Proposal
Solar Access (<i>min. 70%</i>)	75.8% of apartments receive a minimum of 2 hours direct sunlight during the required hours.
South Facing Apartments (<i>max 15%</i>)	30 apartments – 24.2% The variation is justified as significant district and water views are afforded to south facing apartments.
Natural Cross Ventilation (<i>min 60%</i>)	55 apartments – 63.2%
Universal Design (<i>min 20%</i>)	20% of total apartments incorporate the Liveable Housing Guidelines.
Deep Soil (<i>min 7%</i>)	Compliance with deep soil is addressed within Section 7.2.3 . The discussion identifies a non-compliance in regards to deep soil zone due to the constrained nature of the site and need to build to the site boundaries.
Communal Open Space (<i>min 25%</i>)	550sqm – 25.3%
Building Separation (<i>Various</i>)	Compliance with building separation is addressed within Section 7.1.2 .
Floor to Floor Levels	3.1m typical residential floor to floor levels are proposed to ensure a minimum 2.7m floor to ceiling can be achieved. Ground Level and Level 1 have a 4.5m floor to floor level. Apartments located on Level 1 have a small area of reduced height, however still achieve the required ADG minimum of 2.7m floor to ceiling height.
Apartment Size and Mix	
Each of the apartments meet the required minimum areas outlined in Objective 4D-1 of the ADJ.	
1 Bed	52 41.9%
2 Bed	61 49.2%
3 Bed	11 8.9%

6.4. STATE ENVIRONMENTAL PLANNING POLICY NO.64 – ADVERTISING AND SIGNAGE

State Environmental Planning Policy No. 64 – Advertising and Signage (SEPP 64) aims to regulate signage to ensure effective communication of high-quality signage that maintains the desired amenity and character of the area. It is noted that the SEPP will apply in the event of any inconsistency with another environmental planning instrument.

The proposed signage is associated with the Bondi Junction RSL and retail tenancy and will assist with the identification of the premises. The signage upholds the objectives of SEPP 64 as the proposed signs are consistent with the scale and context of the Bondi Junction commercial centre, and will not detract or impede from the surrounding residential land uses and heritage listed items.

An assessment of the proposal against the Schedule 1 assessment criteria is outlined in **Table 6**.

Table 6 – Schedule 1 Assessment Criteria

SEPP 64 Provision	Comment	Compliance
Character of the Area		
Is the proposal compatible with the existing or desired future character of the area or locality in which it is proposed to be located?	The area north and immediate south of the subject site along Bronte Road is characterised by commercial uses; each with business signage. The signs are consistent with the proposed commercial land uses on site, and are consistent with the future growth of the Bondi Junction Strategic Centre as a commercial centre.	YES
Is the proposal consistent with a particular theme for outdoor advertising in the area or locality?	The proposed signage will only be utilised for business identification signage associated with the RSL.	YES
Special Areas		
Does the proposal detract from the amenity or visual quality of any environmentally sensitive areas, heritage areas, natural or other conservation areas, open space areas, waterways, rural landscapes or residential areas?	The signage location and design has been informed by the heritage impact assessment for the site, as well the overall built form. The signage does not obscure significant architectural features of the heritage façade, and will be in colours and materials consistent with the heritage façade.	YES
Views and Vistas		
Does the proposal obscure or compromise important views?	All signage is located below the building awnings, having no impact on important views.	YES
Does the proposal dominate the skyline and reduce the quality of vistas?	Given the signage will be constructed on the non-heritage façade of the building and below the building awnings, it will not compromise any important views as no extension to the built form is proposed.	YES
Does the proposal respect the viewing rights of other advertisers?	The signage will not impact the visibility of other buildings or the viewing rights of other advertisers.	YES
Streetscape, setting or landscape		
Is the scale, proportion and form of the proposal appropriate for the streetscape, setting or landscape?	The proposal is appropriate for the setting as it is minor and does not visually dominate the façade.	YES

SEPP 64 Provision	Comment	Compliance
Does the proposal contribute to the visual interest of the streetscape, setting or landscape?	The proposed signage will provide visual interest to the external walls.	YES
Does the proposal reduce clutter by rationalising and simplifying existing advertising?	The proposal significantly reduces visual clutter through the simplification of existing signage onsite. At present, signage on the site consists of business identification for six commercial tenants in addition to extensive club signage. The proposal represents an improved outcome onsite through the simplification of signage and rationalisation to create a consistent signage strategy across the site.	YES
Does the proposal screen unsightliness?	The proposed development does not incorporate any unsightly elements that necessitate screening. All signage will be of a high quality and will contribute positively to the mixed-use environment.	YES
Does the proposal protrude above buildings, structures or tree canopies in the area or locality?	No.	YES
Does the proposal require ongoing vegetation management?	No.	YES
Site and building		
Is the proposal compatible with the scale, proportion and other characteristics of the site or building, or both, on which the proposed signage is to be located?	The proposed signage is compatible with the scale of the buildings on which they are located.	YES
Does the proposal respect important features of the site or building, or both?	The proposed signage will not detract from any site features. The heritage impact assessment of the façade has informed the location and design of the signage zones, which are not fixed to the heritage façade and do not obscure sight lines to the façade.	YES
Does the proposal show innovation and imagination in its relationship to the site or building, or both?	The signs have been designed and situated on the building to complement the aesthetic quality of the building and the heritage setting in which it is located.	YES
Associated devices and logos with advertisements and advertising structures		
Have any safety devices, platforms, lighting devices or logos been designed	No.	YES

SEPP 64 Provision	Comment	Compliance
as an integral part of the signage or structure on which it is to be displayed?		
Illumination		
Would illumination result in unacceptable glare?	The subject is not expected result in any unacceptable glare. Final signage specifications will be determined at detailed design stage, ahead of construction.	YES
Would illumination affect safety for pedestrians, vehicles or aircraft?	The subject is not expected result in any impacts on safety.	YES
Would illumination detract from the amenity of any residence or other form of accommodation?	The subject is not expected result in any amenity impacts.	YES
Can the intensity of the illumination be adjusted, if necessary?	It is expected that the intensity of illumination will be capable of adjustment, if necessary. Final specifications will be determined at detailed design stage, ahead of construction.	YES
Is the illumination subject to a curfew?	It is not expected that the illustration of the signage will be subject to a curfew.	YES
Safety		
Would the proposal reduce the safety for any public road?	The proposed signage represents a simplified strategy across the site with no illumination or flashing lights. It will not create excessive glare or cause distraction to passing motorists.	YES
Would the proposal reduce the safety for pedestrians or bicyclists?	The proposal is located 3.025m above ground, providing appropriate head clearance for pedestrians and bicyclists.	YES
Would the proposal reduce the safety for pedestrians, particularly children, by obscuring sightlines from public areas?	No sightlines are obscured as a result of the proposal.	YES

6.5. WAVERLEY LOCAL ENVIRONMENTAL PLAN 2012

This section addresses key compliance considerations in the *Waverley Local Environmental Plan 2012* (WLEP 2012).

6.5.1. Zoning and Permissibility

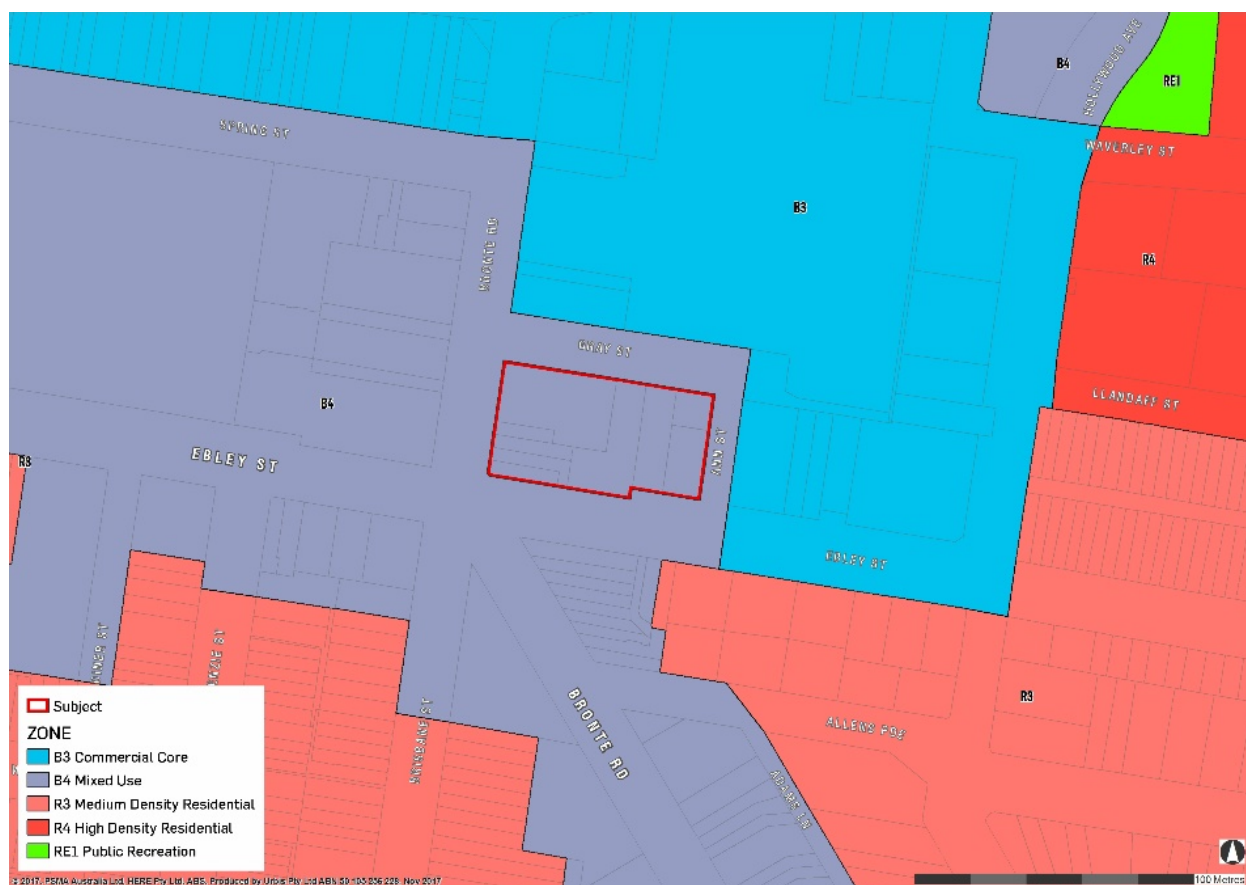
The site is within the B4 Mixed Use Zone. The relevant objectives of the B4 Zone are as follows:

- *To provide a mixture of compatible land uses.*
- *To integrate suitable business, office, residential, retail and other development in accessible locations so as to maximise public transport patronage and encourage walking and cycling.*
- *To encourage commercial uses within existing heritage buildings and within other existing buildings surrounding the land zoned B3 Commercial Core.*

The proposed land use is defined as “**registered club**” “**commercial premises**”, and “**shop top housing**”. All land uses are permissible with development consent.

The proposal is consistent with the objectives of the B4 Mixed Use Zone as the proposal integrates residential development with a range of non-residential uses. The provision of retail premises on the south-western corner of Bronte Road and Ebley Street will contribute to the growth and economic vitality of the Bondi Junction Centre as a major business hub. The retention of the existing registered club use on the site further provides employment opportunities, and will enhance the liveability of the centre through providing an opportunity for social networks to be explored. Furthermore, the provision of 124 residences in close proximity to the Bondi Junction transport interchange and commercial centre represents an orderly development of land and will encourage use of existing services and infrastructure.

Figure 7 – Zoning Map



6.5.2. Building Height

The Height of Building map established in the Waverley LEP 2012 identifies the site as being subject to a 32-metre height standard. With a maximum height of 45.5 metres, the proposed development does not comply with the numerical height standard.

Justification to support the proposed variation to the building height control has been provided in accordance with the requirements of Clause 4.6. This comprehensive assessment is contained at **Appendix D**.

6.5.3. Floor Space Ratio

Clause 4.4 of the Waverley LEP 2012 states that the maximum floor space ratio (FSR) for a building is not to exceed the FSR shown for the land on the Floor Space Ratio Map. The maximum FSR permitted across the site is 6:1.

With a site area of 2,188sqm, the proposed development has a FSR of 5.87:1 and complies with the FSR standard.

6.5.4. Heritage Conservation

Clause 5.10 of the Waverley LEP 2012 details where consent is required for works involving a heritage item or building, work, relic or tree within a heritage conservation area. Schedule 5 identifies the façade from 28-42 Bronte Road as an item of local significance (I171). It is noted only the façade of the building is recognised for its heritage significance. Surrounding heritage items include the Brisbane Street Landscape Area (c27), and Botany Street Conservation Area (c3).

A Heritage Impact Statement prepared by Oultram Heritage (**Appendix H**) has confirmed the proposal will have a negligible impact on the heritage significance of the items and surrounding conservation areas. Further discussion of the heritage impact is contained at **Section 7.3**.

Figure 8 – Heritage Map



6.5.5. Active Street Frontages

Clause 6.5 of the Waverley LEP 2012 requires active uses along the ground floor street frontages on Bronte Road, Gray Street and Ebley Street, except for entrances and lobbies, access for fire services, and vehicle access.

Activation of the street frontages has been a key design consideration in the development of the site. The development is consistent with the objective as follows:

- Floor length windows are provided along all frontages to create a relationship with the surrounding pedestrian street network and promote casual surveillance of the public domain. In addition to this, a decorative footpath inlay is proposed for Ebley Street, potentially incorporating memorabilia related to the RSL to enhance a connection to the area.
- The engagement and activation of Gray Street has been significantly improved compared to its existing state, which has approximately 5% street frontage activation. The proposed design achieves an activation of 34m, or approximately 65% of the street frontage. The openable facades enable the club restaurant component to spill out into the proposed outdoor seating area along Gray Street, encouraging pedestrian movement and activity throughout the day. Furthermore, significant safety upgrades are proposed to the street in accordance with Council's Complete Streets Project. The construction of kerb widening and provision of paving in line with the surrounding roadways will improve Gray Street for cycling, walking and social interaction.
- Vehicular crossovers have been consolidated to the eastern boundary on Gray Street. The consolidation of loading, car park and bicycle access in one 12m crossover reduces the impact on the surrounding pedestrian network and minimises the loss of on-street parking. Co-locating these vehicular crossovers allows for the full activation of the Ebley Street and Bronte Road frontages, and results in a better urban outcome for the site and ensures pedestrian amenity is maximised along the main centre streets.
- The proposed landscaping scheme incorporates retention of existing street trees in addition to new Eucalyptus street trees on permeable surfaces. This will provide shade for pedestrians, create aesthetically pleasing dappled light and reduce the perceived road width to slow traffic – contributing to a pedestrian friendly, activated public domain.

6.6. WAVERLEY DEVELOPMENT CONTROL PLAN 2012

A table of compliance with the relevant controls of the Waverley Development Control Plan 2012 is included at **Appendix F**. Further discussion of key controls is contained in the following subsections.

6.6.1. Built Form Setback

Part E of the Waverley DCP 2012 provides urban form controls for the Bondi Junction Centre. The proposal is consistent with the vision of the Bondi Junction centre of block edge building forms with tower buildings above. The proposed building envelope marginally depart from the site-specific controls as follows.

- The proposal provides a 3m tower setback from the heritage façade along Bronte Road (rather than 6m). As illustrated within the Architectural Design Report provided at **Appendix C**, the massing of the built form was the result of a comprehensive analysis of the 3.66m wide site covenant area along the Ebley Street boundary, LEP controls and minimisation of solar impacts. The reduced setback is considered acceptable as the scale of the built form is mitigated through vertical modulation of heights, building indentations in the façade and incorporation of vegetation in the Level 1 and Level 2 terraces, and along the street frontages.
- The proposal provides a 2-storey street wall along Gray Street and Ebley Street (rather than the recommended 6 storey). The proposed 2-storey street wall represents a continuation of the required heritage controls around corners of the building, to achieve visual consistency across the site. The reduced street wall provides an appropriate response to the retained heritage façade along Bronte Road and contributes positively to the urban streetscape and pedestrian domain.

6.6.2. Building Services

Building services have been integrated into the building, and are located along the property boundary of Basement Level 1. Although not setback 2m from the property boundary, the current location of the services beneath the covenant zone on the southern façade is the best outcome for the site as all alternative outcomes have been explored, as follows:

- As discussed in the Architectural Design Report at **Appendix C**, Ausgrid have advised the substation cannot be located on Level 1 or the Ground Level loading dock due to height clearance and access issues.
- The location of building services at the ground floor level would compromise the activation of the street frontages and would significantly impact the pedestrian domain. Approximately 40% of the Gray or Ebley Street address would be lost by housing the substation at ground floor, as well as having a detrimental impact on the club floor.
- As discussed in the various servicing reports at **Appendix S** and **Appendix T**, the augmentation of site services has been comprehensively considered in the design and development of the site, and the current site is capable of accommodating the to cater for the proposed mixed use development.

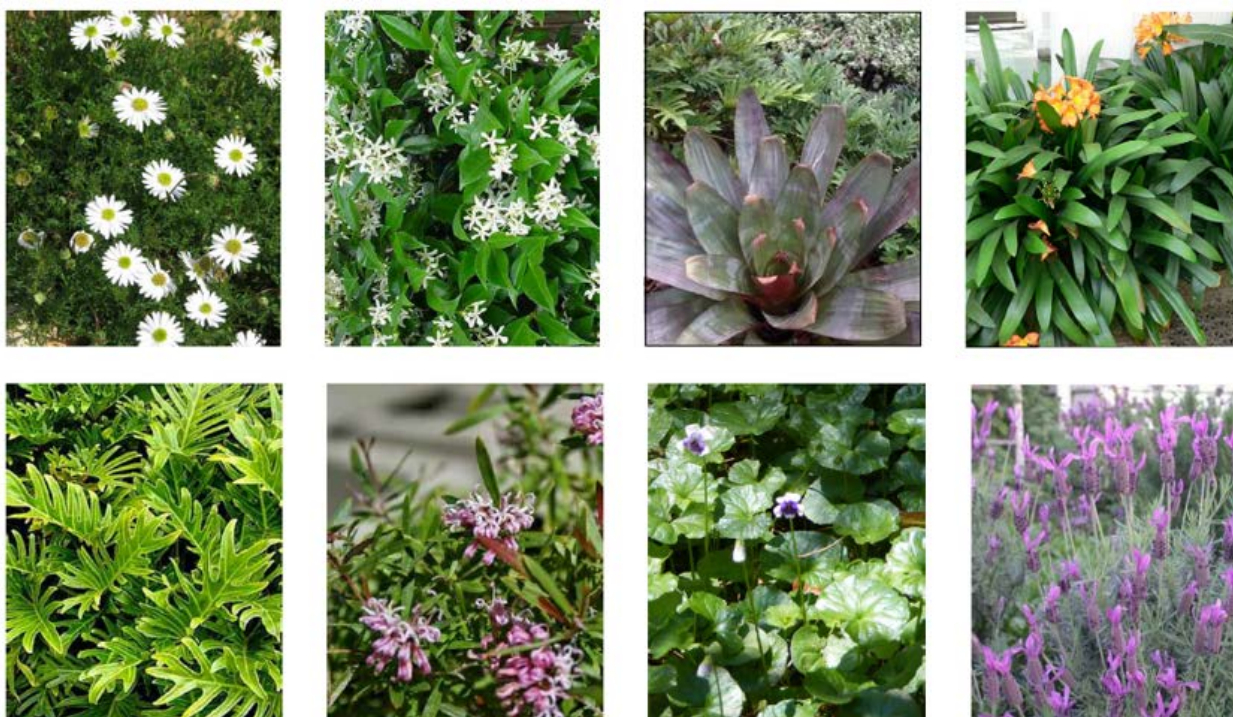
The proposed scheme is the most cost efficient, spatially and structurally sufficient option and ensures the site potential is optimised and key street address is activated.

6.6.3. Site Landscaping

Due to the location of the site in a highly urbanised mixed-use centre and existing site coverage of 90%, it does not fulfil the requirements for landscaping and deep soil. The proposal provides 550sqm of communal open space, and no areas of deep soil.

The proposed landscaping concept focuses on the activation of the public domain, integration of greenery into the façade and consolidation of open space where possible to optimise external spaces for residents. Mature and substantial tree planting will be provided onsite through raised planter boxes, ground cover planting and permeable surfaces. The selection of plants and trees has been influenced by the site constraints, and are low-maintenance species. A selection of the plantings are indicated below.

Figure 9 – Plant selection



Source: Urbis

7. IMPACT ASSESSMENT

The following assessment has been structured in accordance with Section 79C(1)(b) of the EP&A Act.

7.1. BUILT FORM AND SCALE

7.1.1. Building Form and Scale

The proposed building form is a response to the existing and future site context of the growing Bondi Junction centre. The proposed building height of 45.5m is an appropriate design outcome for the site as it optimises the site potential under the allowable FSR while the sculptured building form maximises the pedestrian and residential amenity of the surrounding area.

The proposed includes a tower and podium element to diversify the two land uses and respond to the environmental site characteristics. The lower podium consists of a 2-storey form which retains the heritage façade along Bronte Road and responds to the existing street wall height datum. As the building height increases, the form is setback 3.3m from the street frontage and a consistent tower form is established which slowly steps up to the communal rooftop open space. This further mitigates the building bulk along the Bronte Road and Ebley Street frontages.

Visual interest is maintained through the integration of landscaping at the Level 1 podium and communal rooftop, contributing to the greenery of the centre. The proposed building represents a considered built form for the highly visible site and locality which maximises pedestrian scale at the ground form whilst contributing to the high-density business district.

Figure 10 – Proposed Development Photomontage



Source: Group GSA

7.1.2. Building Setbacks and Separation

The building envelope for the proposed development has been designed to balance the provision of an activated street frontage, appropriate building separation, shadow impacts and a functional consolidated area of communal rooftop open space. The following setbacks are proposed in response to the building envelope principles:

- Nil setbacks are proposed for the basement levels, ground floor and Level 1, retaining the heritage façade of the existing building and creating an active street frontage along Bronte Road, Ebley Street and Gray Street.
- From Level 2 to Level 11 the tower form setbacks are as follows:
 - Northern setback: ranges from 3.1m – 5.8m;
 - Eastern setback: 6m;
 - Southern setback: ranges from 2.54m – 8.51m;
 - Western setback: ranges from 2.704m – 3.3m.
- At Level 12, the built form is consolidated along the northern interface of the site, and is setback approximately 19.35m from the southern boundary. This maximises the solar access to the residential properties to the south of the site, and delivers an attractive communal open space area

The subject site shares a common boundary line with 86 Ebley Street, and is surrounded by streets on the remaining three interfaces. As stated within the ADG, no building separation is required where building types incorporate blank party walls. As such, the building separation is compliant with the ADG.

7.1.3. Site Covenant

There is an existing positive covenant that relates to the subject land, being a 3.66m width along the Ebley Street frontage. The covenant was established 1984, in favour of Waverley Council and for the purposes of road-widening.

The covenant sought to provide urban design guidance for the improvement of the streetscape, including for example:

- A requirement for the buildings to build out to the property boundaries and street corners to the height of three stories;
- A maximum building height of 18.5m at Bronte Road;
- Any development beyond 3 storeys to be setback a minimum of 3 metres from Bronte Road and Ebley Street frontages, to create a transition from the street;
- Façades being predominantly masonry in character, with punched window openings and inset glazing;
- The effective activation and treatment of the corners;
- Ground floor uses to include retail and provide for both streetscape activation and continuity of pedestrian movements;
- Off-street car parking being located below ground level.

The proposed development is consistent with the design objectives set out in the covenant resulting in a building tower form that is setback further than the DCP control along the Ebley Street frontage. For the reasons set out in the SEE and Clause 4.6, a superior development outcome is proposed be achieved, compared to that which would be achieved through strict numerical compliance with the LEP height control of 32m and in turn the 18.5m identified in the 1984 covenant documentation.

Council's support for a variation to the covenant is accordingly sought.

7.1.4. Overshadowing

The built form has been sculpted to minimise overshadowing of neighbouring properties predominately to the south of the site. Some properties do have some impact; however this is considered a reasonable level of minor and tall impact given the location of the site within the Bondi Junction centre, the co-location of tall tower forms and the strategic need to optimise the site potential due to land constraints within the centre.

Group GSA have prepared shadow diagrams within the Architectural Design Report at **Appendix C**, which have been prepared to assess the impact on solar access to neighbouring properties between 9am and 3pm for the Winter Solstice (June 21). From the analysis, the following may be noted:

- For all 17 identified properties on Brisbane and McKenzie Streets, the properties currently achieve compliance with the DCP (3 hrs) and ADG (2 hrs) recommendations for solar and will continue to achieve compliance with the proposed development proceeding, notwithstanding reductions in solar access at 21 June ranging from 0 to 37 minutes. An appropriate level of amenity preservation is demonstrated for these particularly properties.
- 95 Ebley Street – Compliance with DCP recommendations is currently achieved and will continue to be achieved. An appropriate level of amenity preservation is demonstrated for this particular property
- 99, 103 Ebley Street, 4 Allens Parade – Compliance with DCP recommendations is not currently achieved, however ADG (2hrs) is achieved and will continue to be achieved. An appropriate level of amenity preservation is demonstrated for these particular properties
- 2,6 Allens Parade – the properties currently achieve compliance with both the DCP (3 hrs) and ADG (2 hrs) recommendations for solar and will continue to achieve compliance with the proposed development proceeding. An appropriate level of amenity preservation is demonstrated for these particular properties.
- 91 Street – the property currently receive in excess of 3hrs (DCP) and 2 hrs (ADG). A 32m ‘compliant’ development would result in the ADG recommendations not being achieved in terms of solar access – similarly, the proposed development results in the ADG recommendations not being achieved. Further detailed consideration is required, as set out below.
- 93 Ebley Street - the property currently receive in excess of 3hrs (DCP) and 2 hrs (ADG). A 32m ‘compliant’ development would result in the ADG recommendations continuing to be achieved in terms of solar access – however, the proposed development results in the ADG recommendations not being achieved. Again further detailed consideration is required, as set out below.

The above analysis has identified the ‘worst-case’ scenarios, being at the winter solstice. The following may be noted in respect of 91 and 93 Ebley Street:

- The two properties are not included in the identified heritage conservation area.
- The zoning of the properties is Residential R3 with an additional permitted use of office, allowed for a range of different development/land uses opportunities into the future. The properties have previously been included in the B4-Mixed Use Zone – similarly providing historical flexibility for land uses beyond solely residential activities.
- The Height of Building control for these properties at 15m provides development opportunities over and above the current two-storey utilisation of the site.

In order to avoid any shadow impacts on 91 and 93 Ebley Street would unreasonably constrain the proposed development – result in a failure to effectively deliver the broader public benefits arising from the development (employment and recreation opportunities, future financial sustainability of the club, streetscape activation, effective development in the Bondi Junction Strategic Centre etc) . As noted previously, even a compliant/32m development would result an impact on 91 Ebley Street.

7.2. RESIDENTIAL AMENITY

7.2.1. Solar Access

The ADG requires that living rooms and private open space of at least 70% of apartments are to receive a minimum of 2 hours direct sunlight between 9 am and 3 pm in mid-winter. The ADG also seeks to ensure that a maximum of 15% of apartments proposed in a building receive no direct sunlight between 9am and 3pm at mid-winter.

The proposal exceeds these requirements by providing 75.8% of apartments that achieve the required solar access for two hours in mid-winter.

30 (24.2%) of apartments have a southern orientation and do not receive direct sunlight between 9am and 3pm at mid-winter. This minor variation to the ADG requirements is considered acceptable as these apartments are offered the best amenity, with panoramic views south towards Centennial Park, Botany Bay, Coogee and Tamarama (see **Figure 11**).

7.2.2. Cross Ventilation

Natural ventilation is a key consideration for new apartments under the ADG. The purpose of the natural ventilation requirement is to ensure dwellings have access to fresh air to assist in promoting thermal comfort to occupants and to reduce energy consumption by minimising the reliance on air conditioning.

The proposal complies with the requirements of the ADG by providing a minimum of 63.2% of residential apartments naturally cross ventilated. The introduction of a 2.8m slot in the building form provides additional apartments with natural cross-ventilation. No plenums or mechanical ventilation has contributed to the calculation of natural cross ventilation, and overall depth of the cross over does not exceed 18m measured glass line to glass line.

7.2.3. Communal Open Space and Deep Soil Landscaping

The proposal incorporates a consolidated area of communal open space, measuring approximately 550sqm (25.22% of the site area). This area achieves a high level of amenity, with 68% of the space achieving direct sunlight at 21 June between 9am and 3pm, and panoramic views towards the east, south and western aspects (**Figure 9**). A variety of areas suited to different uses are distributed throughout the rooftop space, including a communal pool, intimate and larger seating areas and landscaping.

Due to the construction of the basement to the property boundaries of the site and the site location within a highly urbanised centre, there are no reasonable opportunities for the achievement of deep soil on the site. Alternative forms of vegetation are incorporated into the development through street trees at ground floor, shrubbery and vegetation at the Level 1 and 2 terraces, and on the rooftop podium.

Furthermore, a comprehensive stormwater management system is proposed for the site to ensure stormwater runoff is captured as discussed in the Stormwater Management Report at **Appendix K**.

Figure 11 – Rooftop Communal Open Space



Source: Group GSA

7.3. HERITAGE

Outram Heritage and Design have prepared a Heritage Impact Assessment, attached at **Appendix H**. The Report has been undertaken to assess the potential impact of the proposed works on the heritage significance of the Bronte Road facade (1171) and surrounding heritage items and conservation areas.

The Bronte Road heritage façade extends along the full western facade of 28-42 Bronte Road, Bondi Junction. 84 Ebley Street and 1-9 Gray Street is not of heritage significance. As indicated at **Figure 12**, the landscape conservation area is to the south-west of the site, and the conservation area is to the south-east and south-west of the site. As can be seen in this figure, there is significant existing vegetation situated within the conservation areas, both within road reserves and the rear of properties.

Figure 12 – Aerial Photograph of Heritage Areas



The Report provides an impact assessment of the proposal against the relevant statutory controls contained within the Waverly LEP 2012 and Waverly DCP 2012. The assessment confirms the proposed development represents a considered response to the location of the site within a highly-urbanised context, surrounded by locally-significant heritage items. The retention and conservation of the heritage façade is appropriate due to the use of complementary materials and articulation of the tower form, to maintain a consistent street wall and allow the items to be viewed in their heritage context. The report confirms that as the proposal follows the pattern of development in the area, it will have a negligible impact on the surrounding heritage items and conservation areas.

The following mitigation measures are recommended to ensure the heritage significance of the items is retained and appreciated:

- The design treatment of the Bronte Road façade should be considered to ensure it retains its heritage significance;
- Provision of a traditional treatment to the proposed awning with a consistent height to reinforce its traditional character;
- Archival recording of the Bronte Road façade in accordance with the NSW Heritage Division guidelines;
- All demolition and excavation should be monitored for potential archaeological remains, and any remains assessed and recorded by a suitably qualified consultant.

7.4. TRAFFIC, PARKING AND ACCESS

Ason Group have prepared a Traffic Impact Assessment Report, attached at **Appendix I**. The Report assesses the existing traffic conditions of the site, outlines the forecast traffic generation and the proposed parking and access arrangements of the proposal.

7.4.1. Vehicular Access and Loading

The proposed vehicular access and loading entry to the development is along Gray Street against the eastern boundary. The combined vehicular and loading entry has been consolidated to reduce the disruption on the surrounding pedestrian network and public domain, and represents the most efficient transport servicing for the site. This 6.6m frontage will be screened through roller doors, and a median strip with automated intercom will ensure security and safe access to the loading dock and car park areas.

Access to the service vehicular area is provided adjacent to the car park access, and a 10m turntable is proposed to facilitate egress to Gray Street in a forward direction. Swept path analysis has been conducted by Ason, confirming an 11m rigid vehicle can safely access the site.

7.4.2. Traffic Generation and Distribution

The Traffic Impact Assessment Report finds that the proposed development would have a traffic generation of 24 and 19 additional vehicle trips during the morning and evening peak periods, respectively. To note, this does not include the impact of the non-residential retail and club uses, as these are not a new demand to impact the existing road network.

Traffic modelling has been undertaken of the Bronte Road and Ebley Street intersection using the SIDRA modelling software. Assessment of traffic modelling concludes that with the addition of the new traffic generation, the surrounding intersections will continue to operate at a Level of Service of 'B', resulting in an only slight increase of 0.2 seconds and 0.5 seconds in the morning and evening peak periods, respectively. The critical movements on each intersection will continue to perform satisfactorily with no demonstrable need for upgrades as a result of the proposal.

7.4.3. Parking Provision

The relevant rates proposed within the Waverley DCP 2012 stipulates the proposed development is to accommodate 101 parking spaces for the residential component, 25 spaces for the visitor-residential and 50 parking spaces for the non-residential component.

In response, the proposed development provides 121 residential spaces (including 1 car wash and 1 service bay), 25 residential visitor spaces, 22 non-residential spaces and 3 car share spaces; a total of 172 spaces. The Traffic Impact Assessment Report provides rational for the slight variation to the WDCP parking rates, specifically noting that:

- The minor oversupply of residential parking spaces is considered acceptable in regards to established precedents in the surrounding area for overprovision of residential spaces, such as the Cock and Bull Hotel on the south-western corner of Ebley Street and Bronte Road.
- The RSL has advised the allocated 22 parking spaces is sufficient to meet the operational requirements of the club and retail tenancy. The site is highly accessible by public transport and the RSL serves as a central community point for surrounding residential areas (customer base), who would not require car parking in association with the club use. The surrounding on-street parking and reduced on-site parking provision is considered acceptable and will not adversely impact the surrounding road and traffic network.
- 3 car share spaces are proposed, providing a sustainable transport option and flexibility in parking arrangements. A Letter of Support from Car Share Operator Go Get is provided at **Appendix V**. Access to car share spaces will be during the standard business hours of the Bondi Junction RSL and retail premises.
- Alternative parking options proposed include 33 motorbike spaces within the basement levels, and 153 bicycle spaces within basement storage cages, bicycle loops and ground-floor external bike parking. These are in accordance with the requirements outlined in Section 8.12 and Section 8.13 of the Waverley DCP 2012.

7.5. ENVIRONMENTAL IMPACTS

7.5.1. Pedestrian Wind

A Wind Environment Statement has been prepared by WindTech and is attached at **Appendix O**. The report provides an assessment of the general wind effects and localised effects of the pedestrian environment as a result of the proposed development. The report concludes the wind conditions generated from the proposed development for the majority of the surrounding pedestrian environment.

In various locations where the conditions exceed the target wind comfort criteria and on the south-western corner where conditions exceed the safety criteria, the report recommends the implementation of the following recommendations:

- Retention of the existing and proposed tree planting along Ebley Street and Gray Street;
- Retention of tree planting throughout the communal outdoor space area on Level 12.

Ongoing testing of the wind conditions on the south-western corner may lead to further design development, which will be resolved prior to the issue of a Construction Certificate to deliver a suitable pedestrian wind environment within and around the proposed development.

7.5.2. Reflectivity

WindTech have undertaken a reflectivity assessment of the proposal, found at **Appendix O**. The study identified any possible adverse reflected solar glare conditions affecting motorists, pedestrians, train drivers and occupants of neighbouring buildings from the proposal.

Photographs of the site and surrounds were taken from 15 study points and overlain with a glare meter to determine the potential solar glare reflections from the proposed development. Analysis of the calibrated images was assessed against the controls for solar glare identified in SEPP65 and the ADG. Relevant considerations in regards to the proposal are as follows:

- In order to comply with the relevant controls a maximum normal specular reflectance of visible light for the glazing on the external façade is 20%.
- The proposal benefits from the effective use of sunshade fins on the eastern and western aspect facades.
- The reflected solar glare from building materials including concrete, brickwork, timber is negligible (less than 1% normal specular reflectance) and will not cause any adverse solar glare effects.

Provided these recommendations are implemented, the proposal will not cause adverse solar glare to pedestrians or motorists in the surrounding area and will comply with the relevant solar access controls.

7.5.3. Acoustic Impacts

A Noise Impact Assessment has been prepared by Acoustic Logic and is attached at **Appendix N**. Noise monitoring was conducted during September 2017, and found the site experiences noise levels of 55dB during the day, 47dB during the evening and 43dB at night, generated by traffic along the surrounding road networks and surrounding commercial uses. As all external walls and roof will be constructed of concrete or masonry construction, no additional acoustic treatment is required.

The report also provides an assessment of the noise generated from the proposed RSL component. The predicted noise levels to the neighbouring commercial receivers is predicted to be < 48dB(A) L_{Aeq} , and the worst affected residential receivers is predicted to be < 43dB(A) L_{Aeq} . The report concludes the noise emitted from the proposal will comply with the relevant NSW EPA and Liquor and Gaming NSW guidelines.

Nevertheless, acoustic attenuation measures are also proposed to mitigate potential acoustic impacts of the proposed RSL on the surrounding urban environment. These include:

- Music within the external gaming area to be played at a maximum sound pressure level of up to 70dB(A) $L_{eq} 1m$, and all gaming machines to include a noise limiter, and have a maximum noise level of 60dB (A) SPL @ 1m;
- External building fabric to be constructed from 10.38mm laminated glass with an RW performance of no less than 35;

- Windows to the internal areas to be closed after 8pm;
- All noise generating equipment to be vibration isolated from the building structure;
- Building structure to include a minimum 175mm thick floor slab separating the RSL levels and the future residences above, and a 13mm pasteboard ceiling with resilient mounts and insulation in the cavity.

These recommendations will also be supplemented by management controls outlined in the Draft Plan of Management (**Appendix U**), which ensures that patrons leave the RSL in a prompt and orderly manner.

7.6. WASTE MANAGEMENT

An Operational Waste Management Plan prepared by Mack Group (**Appendix E**) outlines the proposed ongoing waste management of the development. The proposal will generate approximately 47.84m³ of garbage per week, with 13.68m³ generated by residences and 34.16m³ generated by the Club. Two separate waste management systems are proposed to service the commercial component and the residential component, with Council collection for residential waste and a private contractor to service the club and retail component.

The relevant elements of the Waste Management System are as follows:

- Recycling chutes and recyclable waste bins will be provided on each residential floor, leading to the primary residential waste storage area on Basement Level 2, including a waste compactor, carousel, 55 x 240L bins, bulky goods storage area and bin wash space. A compost unit may be provided in the communal area, subject to Body Corporate approval. The operator will be responsible for transferral of residential waste from Basement Level 2 to the shared temporary holding area on the ground floor for Council collection once a week;
- Waste storage for the Club component is located within the Ground Level loading dock adjacent to the Club back of house. Waste will be transferred from the club to the commercial storage area by cleaners on a regular basis, and collected six days per week. Access for the private contractor garbage truck will access the site from Gray Street, collect the waste from the ground floor loading area and exit the site in a forward direction from the turntable.

7.7. STORMWATER MANAGEMENT

A Stormwater Management Report (**Appendix K**) has been prepared by Insync Services. The Stormwater Management Strategy proposed for the development has been prepared with consideration of stormwater management objectives and Council's requirements and guidelines, and aims to minimise the impacts of the development on adjoining properties.

The collection of stormwater runoff generated from different areas of the development will be captured within the ground floor, suspended from the Level 1 slab above the driveway ramp. The OSD tank has a total area of 25.8sqm, and will connect with the existing stormwater main within Ebley Street via a proposed new junction.

The report also outlines measures to address stormwater quality, including stormwater filters, an oil separation plant inbuilt within the vehicular wash bay and incorporation of a silt trap within the OSD tank. The inclusion of these recommendations will ensure the proposed development will meet Council minimum requirements regarding stormwater quality.

7.8. GEOTECHNICAL ENGINEERING

A Geotechnical Investigation Report has been prepared by Aargus and is submitted at **Appendix J**. The Report details the results of three boreholes ranging from 5.68m to 10.18m across the site, and laboratory testing of selected rock core samples.

The investigation encountered filling to depths of 0.15m, underlain by sandstone of varying strengths ranging from very low strength sandstone to high strength sandstone. Groundwater readings indicate groundwater to be present at a depth of approximately 7.1m below street level, likely the result of surface water accumulating and percolating into the underlying bedrock. The Report recommends the following:

- Implementation of a Vibration Monitoring Plan to monitor the vibration effects on nearby existing buildings and conduction of a dilapidation survey;

- Construction of temporary shoring walls at basement level prior to excavation to provide stability and support during excavation, construction and ongoing operation, and suitable footings comprising a reinforced concrete raft slab with slab thickening to support columns and walls.
- As groundwater levels may be up to 2m above the lower basement floor level, precautionary draining measures such as installation of strip drains behind the shoring walls, installation of a temporary storage tank and pump system, and dewatering of the site through sump and pump methods.
- Detailed inspection of the rock face and detailed construction supervision, monitoring and inspections by an experienced Geotechnical Engineer.
- Following demolition of existing structures, further geotechnical analysis involving two to three boreholes to confirm the recommendations provided in the Report.

7.9. CONSTRUCTION COMPLIANCE

7.9.1. Construction and Site Servicing

A National Construction Code (NCC) Report has been prepared by Vic Lilli and is attached at **Appendix L**. The report provides an assessment of the proposal against the requirements of the NCC, including the Building Code of Australia (BCA) and Plumbing Code of Australia (PCA). The key findings of the report are as follows:

- The proposed design is capable of complying with the National Construction Code, provided the recommended performance measures are implemented.
- The performance based solutions will not have an undue impact on the design or appearance of the development and will be verified upon receipt of a Construction Certificate.

An Infrastructure Summary Statement (**Appendix Q**) Fire Engineering Report (**0**) and a Hydraulic Services Concept Report (**Appendix S**) prepared by InSync Services demonstrate both the suitability of the development and capability of the site to cater for the proposed mixed-use development.

7.9.2. Accessibility

A Statement of Compliance has been prepared by Accessible Building Solutions (**Appendix M**), which reviews the accessibility and adaptability of the proposed development in accordance with the relevant statutory guidelines of SEPP 65, the Building Code of Australia accessibility standards and Waverley DCP requirements.

The provision of 13 adaptable units satisfies the requirement of Waverley DCP 2012, SEPP 65 and the AS4299 for Adaptable Housing. In addition to the 13 adaptable units, an additional 13 units are capable of complying with Liveable Housing Guidelines contained within SEPP 65, resulting in a total level of adaptable housing of 26 apartments. 15 accessible parking spaces are provided dispersed throughout the basement car parking levels (13 residential and 2 commercial), which have been designed to comply with the requirements of the Australian Standards. Provided the recommended design alterations are implemented, the proposal represents a high degree of accessibility compliance.

7.10. CONSTRUCTION AND DEMOLITION MANAGEMENT

A preliminary construction management plan has been prepared by Westbourne Constructions Pty Ltd for the project outlining, among other matters, intended arrangements for:

- Demolition;
- Excavation
- Site management;
- Waste management; and
- Traffic management.

A copy of the Preliminary Construction Management plan is provided as **Appendix W**. It is intended that a final Construction Management Plan would be prepared, approved and thereafter implemented following the granting of development consent.

7.11. SOCIAL IMPACTS IN THE LOCALITY

It is considered the following positive social impacts will be delivered through the proposed development:

- The club component will provide a community meeting place where social networks are strengthened and explored through intimate and larger seating arrangements on both the ground, first floor and outdoor seating areas. The landscaping scheme proposed also includes intimate seating areas on the communal rooftop terrace to provide further opportunities for social interactions for residents.
- Given the commitment to a quality venue and good management under the submitted Draft Plan of Management (**Appendix U**), the continued operation of the club within the urban centre will have minimal negative social impacts in the locality.
- The redevelopment of the existing club and surrounding commercial uses will further activate the southern-edge of the Bondi Junction Strategic Centre, and contribute to urban renewal of the area.
- The conservation of the heritage façade along Bronte Road retains the heritage value of the centre, and the incorporation of the façade into the design of the development will ensure the heritage significance will continued to be appreciated.

7.11.1. Club Management

A draft Plan of Management for the proposed RSL component has been prepared by the Bondi Junction RSL Club. The Club will be managed in accordance with the *Registered Clubs Act*, which requires clubs by law to meet accountability and governance requirements, and in accordance with its Liquor Licence LIQC300225860.

The proposed hours of operation of the RSL are as follows:

- Sunday – Tuesday: 10am to 10pm;
- Wednesday – Saturday: 10am to 11pm.

A preliminary Plan of Management is attached at **Appendix U**, outlining the management and operation measures of the Club.

A final Plan of Management is intended to be developed, approved and thereafter implemented for the on-going operation of the Club following the granting of development consent.

7.11.2. Crime Prevention through Environmental Design

A further key consideration in relation to the social impacts of mixed-use developments of this scale is to minimise opportunities for anti-social behaviour and crime through good planning and design. The Crime Prevention Through Environmental Design (CPTED) guidelines provide a clear approach to crime prevention and focus on the 'planning, design and structure of cities and neighbourhoods'.

The proposed development is considered to uphold the four CPTED principles of surveillance, access control, territorial reinforcement and space management, and is considered to result in a high level of safety and security. The design and operational measures implemented for the site are outlined below.

The design and operational measures that will be implemented for the site are as follows.

Designing for surveillance

- The apartment layouts have been designed to ensure living spaces and private balconies overlook the public domain and achieve casual surveillance. This includes the surrounding public domain, and the rooftop communal open space.
- Full length glazing and lighting along the club and retail premises on Bronte Road and Ebley Street will create an active frontage and provide opportunities for passive surveillance onto the surrounding public domain.
- Outdoor footpath seating on Gray Street and entries to the residential apartments at ground level on Gray Street will contribute to high levels of activity along this frontage, a significant improvement from the current inactivated laneway.

- Internal common areas of the residential building, such as lobbies and corridors, should be unhindered by visual obstructions, and potential spaces for hiding or entrapment are avoided.
- CCTV will be utilised extensively across the site, providing additional surveillance.

Landscaping

- Building entrances will be unobscured by vegetation that may inhibit views or create hiding places.
- The landscaping of the site has been designed to minimise opportunities for entrapment or the concealment of intruders in the public domain. Street tree plantings along Gray Street and Ebley Street feature clear trunks to facilitate clear view lines surrounding the site.
- Landscaping will be well maintained to instil territorial reinforcements. Showing care and community ownership will avoid neglect and the potential for vandalism or other crimes.

Access Control

- Vehicular access to the building is located via the Gray Street frontage adjacent to the eastern site boundary. The vehicle entry will be well lit, signposted and unconcealed to ensure safe access. A roller door and an automated intercom will control access to the basement carparking and back of house areas.
- All service areas, loading bays and car park entries will be gated to prevent unauthorised access.
- Facilities such as lighting, signage and crossings should be installed to ensure safety for pedestrians within car parking areas. Lighting should take into account all design features of the basement levels, including plants and columns, pedestrian footpaths, access to lifts, stairwells and travelators

Territorial Reinforcement

- Clear distinction is provided between public, semi-public and private areas of the development through passive barriers and visual markers.
- Access to the residential area will be secured by a combination of electronic and intercom access systems.

Materials and Maintenance

- Regular maintenance of the building will promote an image of a well-cared for development which discourages graffiti and vandalism.
- Hardwearing materials will be utilised where appropriate in all buildings to minimise opportunities for vandalism.

The proposal will maintain a high level of security and the building's design elements will deter criminal behaviour. The proposal is therefore consistent with CPTED principles.

7.12. ECONOMIC IMPACTS IN THE LOCALITY

It is considered the following economic benefits will arise both during the construction and occupation stages as a result of the proposed development:

- The construction of the development will generate employment opportunities and contribute to the local and broader economy through new jobs in the hospitality, management, retail, service and construction sector.
- The proposed development will increase the supply of residential apartments in the Bondi Junction Strategic Centre, broadening housing choice and providing additional opportunities for a mix of household types to reside in the development. The apartments will benefit from close proximity to employment opportunities, retail and major transport routes.
- The provision of retail and club floor area on the ground and first floor of the development will create jobs and improve retail offerings for the community. The expenditure within the Club, including the food, drink and gaming components, will enable the Club to continue to provide funding support and services to the community.

8. SUITABILITY OF THE SITE FOR THE DEVELOPMENT

The following assessment considered the suitability of the site under section 79C(1)(c) of the EP&A Act. The assessment within this SEE and attached technical reports confirms that the site is suitable for the proposed development. In summary, the site is suitable because:

- The site is zoned B4 Mixed Use Zone under the WLEP 2012, which permits 'residential flat buildings', 'retail premises' and 'registered club'. The proposed mixed-use development of the site is consistent with the objectives of the zone, and will contribute to the continued growth of the commercial district.
- The site is situated within an established area such with access to retail and commercial services and all necessary utility infrastructure. readily available.
- The WDCP 2012 outlines controls for the redevelopment of the site. The proposal is generally consistent with the built form envisaged for the site as outlined in **Appendix F**.
- The site is located within the Bondi Junction Strategic Centre, in close proximity to existing cultural and community infrastructure such as the Westfield and Eastgate shopping centres, Waverley Library and Uniting War Memorial Hospital.
- Future residents will benefit from the proximity to Bondi Junction transport interchange, which provides bus and train services along the Eastern Suburbs, Illawarra and South Coast railway lines.
- The site is not within an area recognised as being subject to landslip, bushfires, acid sulphate soils, flooding or other environmental hazards. The proposal will not increase the likelihood of hazards occurring on site or within the surrounding vicinity.

The site is considered well suited to accommodate the proposed level and density of mixed-use development.

9. THE PUBLIC INTEREST

The proposal is considered to be in the public interest for the following reasons:

- The redevelopment of the Bondi Junction RSL club has a significant public interest. The Club boasts over 4,100 members plus a few hundred members associated with community organisations including:
 - The local Probus Rotary Club;
 - Historical Society;
 - Waverley Hospital Arthritis;
 - Review First Aid;
 - St Johns First Aid; and
 - Numerous sporting clubs across darts, snooker, bingo, bridge, poker, cooking schools, table tennis, boxing and wrestling.
- A significant proportion visit the Club on a regular basis including multiple times a week as it is a place of social gathering that has been of vital importance for their health and wellbeing. Many ex-servicemen and women have been visiting the Club for over 10 years and a proportion for up to 30 years.
- The community organisations have been holding regular meetings and events for many years which has been subsidised by the Club with free room hire and provision of function rooms.
- Whilst members are anxious about the redevelopment, it is of great importance to ensure the not only that the Club remains open but will do so for tens of years and continue to offer the service and social function it historically and currently does.

Without redevelopment of the site within 5 years, the Bondi Junction RSL will be unable to continue operation and will be forced to close. This follows an industry-wide trend of club closure due to ongoing challenges such as maintaining and growing membership, ensuring financial stability, navigating regulations and remaining relevant to the community. In the surrounding Eastern Suburbs community, 5 clubs have been forced to close in the last 10 years.

The redevelopment of the RSL in association with Capital Bluestone presents an opportunity to reposition the club within the current market, meet the changing demographic needs of the community and ensure the long-term viability of an important community venue.

The partnership with Capital Bluestone and proposed development will ensure the new Club will be successful with a key focus on food & beverage, street activation and introducing a significantly wider demographic to attend the venue. The reliance on gaming for smaller clubs, such as Club Bondi Junction RSL is not sufficient to ensure the Club's survival. The new Club will be able to continue its important social function to the 4100 members and community groups it currently supports. The club will be able to expand on its membership base through the redevelopment of brand new, contemporary premises and continue to support local community groups. By developing the site to its permissible development potential will ensure the Club opens with a healthy cash balance and be in a very strong position to remain relevant in the community for another 50 + years. This is further outlined in the Letter of Support prepared by the Bondi Junction RSL, attached at **Appendix X**.

- The land is zoned B4 Mixed Use which supports the provision of a compatible mix of land uses.
- The proposed development positively responds to the current and desired future character of the area, and will provide additional residential development within close proximity of various employment precincts and public transport routes.
- The proposal is generally consistent with the requirements of the relevant planning controls including SEPP 65 and the ADG. Where the proposal involves a departure from WLEP 2012, this has been supported with a clause 4.6 variation request which demonstrates that the proposal is appropriate in the circumstances of this case.
- The proposed development will facilitate the ongoing provision of jobs associated with the club use in the hospitality, management and service sectors, and the delivery of a number of new jobs in the retail

sector, in addition to the short-term employment which will be generated through the construction of the project.

- The proposed development will positively contribute to the economic and strategic growth of the Bondi Junction centre.

10. CONCLUSION

This SEE has been prepared on behalf of Capital Bluestone in support of a DA for the redevelopment of the existing Bondi Junction RSL site and surrounding commercial terraces at 1-9 Gray Street, Bondi Junction for the purposes of a mixed-use development.

This proposal has been considered under the provisions of Section 79C of the **EP&A Act** and other relevant environmental planning instruments. The proposal is considered acceptable and worthy of approval for the following reasons;

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

The proposal incorporates a range of retail, club and residential land uses integrated across the site, whilst allowing for the successful operation of each. The provision of commercial uses on the ground and first floor will promote active and vibrant street frontages, to maintain a strong commercial presence on the site.

- **The proposal is consistent with applicable local and state planning policies.**

The proposal meets the objectives and intent of the WLEP 2012 and is generally consistent with the key controls of the WDCP 2012. Where the proposal does not comply with a numeric provision, it is considered that the objectives and intent of the numeric provision has been met and compliance achieved.

The additional building height is considered acceptable given the site context and the potential of the site to contribute to the economic and strategic growth of the Bondi Junction centre, as outlined within the clause 4.6 variation request.

- **The proposal achieves a high level of residential amenity.**

The proposal demonstrates a consistency with all amenity requirements set out in the Apartment Design Guide, in a high-quality building environment.

- **The proposal will contribute to the ongoing development of the Bondi Junction Strategic Centre as a major metropolitan centre.**

The redevelopment endeavours to optimise the site context through the development of residential uses on site, which will contribute to urban consolidation and reduce demand to develop more environmentally sensitive lands. Furthermore, the redevelopment of the RSL will improve the offer of the club and the market it caters for, and provide employment opportunities in proximity to dwellings and surrounding commercial land uses.

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

The proposal represents an optimal utilisation of a strategic town centre site, and will contribute to the overall amenity of residents surrounding the site. The revitalisation of the RSL presents a significant public benefit, and will provide financial security to facilitate the ongoing operation of the RSL.

The redevelopment of the Club will continue to provide a community venue for over 4,100 current members, community organisations such as the local Porbus Rotary Club, Historical Society, Waverley Hospital Arthritis, Revive First Aid, St Johns First Aid and various sporting clubs.

Having considered all the relevant considerations under section 79C of the *Environmental Planning and Assessment Act 1979*, we conclude that the proposal represents a sound development outcome that respects and responds to the prominent site location and the amenity of surrounding developments.

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