URBIS

INFILL AFFORDABLE HOUSING SSDA | STARGATE WEST

Environmental Impact Statement | 194-214 Oxford Street & 2 Nelson Street, Bondi Junction

Prepared for

WESTGATE BJ PTY LTD

April 2025

URBIS STAFF RESPONSIBLE FOR THIS REPORT WERE:

Director	Murray Donaldson
Associate Director	Sophy Purton
Senior Consultant	Andrew Lee
Project Code	P0051573
Report Number	FINAL_V1

Acknowledgement of Country

Urbis acknowledges the Traditional Custodians of the lands we operate on.

We recognise that First Nations sovereignty was never ceded and respect First Nations peoples continuing connection to these lands, waterways and ecosystems for over 60,000 years.

We pay our respects to First Nations Elders, past and present.

The river is the symbol of the Dreaming and the journey of life. The circles and lines represent people meeting and connections across time and space. When we are working in different places, we can still be connected and work towards the same goal.

Title: Sacred River Dreaming
Artist Hayley Pigram
Darug Nation
Sydney, NSW

urbis.com.au

CONTENTS

FIGURES

PICTURES

TABLES

EIS DECLARATION

Project Details			
Project name	Shop-Top Housing Development, Oxford and Nelson Street, Bondi Junction		
Application number	SSD-77175998		
Address	194-214 Oxford Street, 2 Nelson Street and part of Osmund Lane, Bondi Junction		
Applicant details			
Applicant name	Westgate BJ PTY LTD		
Applicant address	123 Pitt Street, Sydney NSW 2000		
Environment Impact Statement (EIS) prepared by			
Name	**Murray Donaldson** Director	**Sophy Purton** Associate Director	**Andrew Lee** Senior Consultant
Qualification	Bachelor of Town Planning (UNSW) Master of Environmental Management (Macquarie University)	Bachelor of Urban Development (QUT)	Bachelor of Planning, UNSW
Address	Level 8, Angel Place, 123 Pitt Street, Sydney NSW 2000		

Declaration

The undersigned declares that this EIS:

- has been prepared in accordance with Part 8 Division 5 of the *Environmental Planning and Assessment Regulation 2021*.
- contains all available information relevant to the environmental assessment of the development, activity or infrastructure to which the EIS relates.
- does not contain information that is false or mis-leading;
- addresses the Planning Secretary's environmental assessment requirements (SEARs) for the project.
- identifies and addresses the relevant statutory requirements for the project, including any relevant matters for consideration in environmental planning instruments.
- has been prepared having regard to the Department's *State Significant Development Guidelines - Preparing an Environmental Impact Statement*.
- contains a simple and easy to understand summary of the project as a whole, having regard to the economic, environmental and social impacts of the project and the principles of ecologically sustainable development.
- contains a consolidated description of the project in a single chapter of the EIS;
- contains an accurate summary of the findings of any community engagement; and
- contains an accurate summary of the detailed technical assessment of the impacts of the project as a whole.

Project Details			
Signatures			
 Andrew Harvey, Director (REAP) Registered Environmental Assessment Practitioner No. 73066	 Murray Donaldson, Director (RPIA)	 Sophy Purton, Associate Director	 Andrew Lee, Senior Consultant
Date	**16/04/25**		

GLOSSARY AND ABBREVIATIONS

Reference	Description
ACHAR	Aboriginal Cultural Heritage Assessment Report
ACM	Asbestos Containing Material
AEP	Annual Exceedance Probability
AHD	Australia Height Datum
AHIMS	Aboriginal Heritage Information Management System
AIA	Arboricultural Impact Assessment
ANEF	Australian Noise Exposure Forecast
AQIA	Air Quality Impact Assessment
ARI	Average Recurrence Interval
ASS	Acid Sulphate Soils
BAM	Biodiversity Assessment Method
BC Act	Biodiversity Conservation Act 2016
BC Reg	Biodiversity Conservation Regulation 2017
BCA	Building Code of Australia
BDAR	Biodiversity Development Assessment Report
CBD	Central Business District
CEEC	Critically Endangered Ecological Community
CDA	Concept Development Application
CEMP	Construction Environmental Management Plan
CMP	Construction Management Plan
COPC	Contaminants of Potential Concern
CPCP	Cumberland Plain Conservation Plan
CTMP	Construction Traffic Environmental Plan
CWC	Connecting with Country
DCP	Development Control Plan
DP	Deposited Plan
DPHI	New South Wales Department of Planning, Housing and Infrastructure
DSI	Detailed Site Investigation

Reference	Description
EDC	Estimated Development Cost
EIS	Environmental Impact Statement
EP&A Act	Environmental Planning and Assessment Act 1979
EPA Regulation	Environmental Planning and Assessment Regulation 2021
EPBC Act	Environment Protection and Biodiversity Conservation Act 1999
EIS	Environmental Impact Statement
EPA	New South Wales Environment Protection Authority
EPI	Environmental Planning Instrument
ESCP	Erosion and Sediment Control Plan
ESD	Ecologically Sustainable Development
GANSW	Government Architect New South Wales
GFA	Gross Floor Area
GTP	Green Travel Plan
HIPAP	Hazardous Industry Planning Advisory Paper
HIS	Heritage Impact Statement
LAeq	A frequency-weighted Equivalent Continuous Sound Level
LEC	Land Environment Court New South Wales
LEP	Local Environmental Plan
LGA	Local Government Area
LSPS	Local Strategic Planning Statement
MNES	Matters of National Environmental Significance
MUSIC	Model for Urban Stormwater Improvement Conceptualisation
NML	Noise Management Level
NRAR	Natural Resource Access Regulator
NSW	New South Wales
NVIA	Noise and Vibration Impact Assessment
OEMP	Operational Environmental Management Plan
R&H SEPP	State Environmental Planning Policy (Resilience and Hazards) 2021
PAD	Potential Archaeological Deposit
PCT	Plant Community Type

Reference	Description
PMF	Probable Maximum Flood
POM	Plan of Management
PSI	Preliminary Site Investigation
Planning Systems SEPP	State Environmental Planning Policy (Planning Systems) 2021
SAII	Serious and Irreversible Impacts
SARs	Commonwealth Supplementary Assessment Requirements
SEARs	Secretary's Environmental Assessment Requirements
SEPP	State Environmental Planning Policy
SIA	Social Impact Assessment
SIDRA	Signalised & Unsignalised Intersection Design and Research Aid
Site	194-214 Oxford Street, 2 Nelson Street and part of Osmund Lane, Bondi Junction
SSD	State Significant Development
SSDA	State Significant Development Application
T&I SEPP	State Environmental Planning Policy (Transport and Infrastructure) 2021
TfNSW	Transport for New South Wales
TIA	Traffic Impact Assessment
VIA	Visual Impact Assessment
VIS	Vegetation Integrity Score
WCM	Water Cycle Management
WMP	Waste Management Plan
WSUD	Water Sensitive Urban Design
WWTP	Wastewater Treatment Plant

EXECUTIVE SUMMARY

This Environmental Impact Statement (**EIS**) has been prepared by Urbis Ltd (**Urbis**) on behalf of Westgate BJ Pty Ltd (the **applicant**). The EIS is submitted to the NSW Department of Planning, Housing and Infrastructure (**DPHI**) in support of a State Significant Development Application (**SSDA**) SSD-77175998 for the site at 194-214 Oxford Street, 2 Nelson Street and part of Osmund Lane, Bondi Junction (the **Site**).

The Site is located on land traditionally occupied by the Bidjigal, Birrabirragal and Gadigal people and we acknowledge the Bidjigal, Birrabirragal and Gadigal people, their elders past and present and their deep and continuing connection to their land. In preparing this EIS we acknowledge the importance of a Country-centred approach to the design, guided by Aboriginal people, who know that if we care for Country, Country will care for us.

The application seeks development consent for an SSDA which will facilitate the redevelopment of the site, retaining the design principles approved under DA-400/2021 (**the parent development consent**), whilst introducing new, in-fill affordable housing in accordance with the recently introduced provisions under the *State Environmental Planning Policy (Housing) 2021* (**Housing SEPP**).

An Industry Specific Secretary's Environment Assessment Requirement (**SEAR**s) for SSD-77175998 was issued on 25 October 2024. This EIS outlines the site and proposed development, provides relevant background information, and evaluates the development against relevant legislation, environmental planning instruments, planning policies, and the issued SEARs.

The Site

The site is known as 194-214 Oxford Street, 2 Nelson Street and part of Osmund Lane, Bondi Junction and is located in the Waverley local government area (**LGA**). The site is comprised of nine (9) lots and is legally described as Lots 10, 11, 12 and 13 in DP260116, Lot 16 in DP68010, Lot 1 in DP79947, Lot 1 in DP708295, Lot 1 in DP583228 and Lot 1 in DP1300781. The site has total site area of 2,481m^2 (2,599.1m^2 including the land beneath Osmund Lane).

The site is located at the western end of Bondi Junction Town Centre, approx. 550m west of the Bondi Junction Train Station (walking distance via Grafton Street), within a predominantly commercial/retail area as it fronts Oxford Street and a residential area to the north near Nelson Street. The site is flanked by major roads, including Sydney Einfeld Drive to the north, Oxford Street to the south, and York Road to the west. Waverley bus depot is located to the south, at the opposite side of Oxford Street with a residential area to the south-east and Centennial Park is located to the south-west.

The site, in accordance with the parent development consent, has been cleared and excavated, with the exception of a protected, heritage-listed Norfolk Pine tree located at the north-east edge of the site. A Construction Certification has been obtained and construction is intended to continue for the lower portion of the building (up to Level 8) in accordance with the parent consent up to November 2025.

An aerial photograph of the site is provided overleaf at **Figure 1**.

Figure 1 Site Aerial

Source: Nearmap 2024 + Urbis Markup

Project Objectives

The project's objective is to deliver a high-quality, mixed-use residential development including in-fill affordable housing, which develops further to the extensive planning work historically conducted at the site, and achieves a sensitive, built form outcome that maintains design excellence, responding to the environmental and amenity concerns of the site and its context.

Specifically, the project objectives are to:

- Facilitate the delivery of high-quality, well-placed housing (including affordable housing) which, in conjunction with a registered Community Housing Provider (**CHP**) (Bridge Housing), will help respond to the NSW Government's housing targets and the broader national housing crisis.
- Expand on the extensive planning and design work that has been undertaken at the site through upholding design excellence and addressing key environmental and amenity issues, including overshadowing, and built form design. Namely, the project seeks to deliver a built form outcome that will not result in any unacceptable overshadowing impacts to the neighbouring Centennial Park or to the neighbouring residences and public domain.
- Deliver housing and retail offerings in close proximity to bus and train interchanges and the Bondi Junction shopping and transport hub.
- Continued delivery of the ground floor retail uses, providing employment opportunities and streetscape activation that is commensurate with the commercial uses at the western end of Oxford Street.
- Continued delivery and dedication of new public spaces and pedestrian connections through the site, to benefit the local community.

This SSDA seeks development consent for new and amending works to facilitate the construction of additional levels, beyond those which have been approved under the parent development consent. The development will be constructed in accordance with the Architectural Plans prepared by SJB Architects, the winners of the design excellence competition, as appended to this EIS. A photomontage of the proposed development is provided in **Figure 2**.

Figure 2 Photo Montage

Source: SJB Architects

SDDA Qualification

The proposed development has an estimated development cost (**EDC**) of $79,968,278 and satisfies the definition of State Significant Development (**SSD**) pursuant to Schedule 1, Section 26A of the *State Environmental Planning Policy (Planning Systems) 2021* (**Planning Systems SEPP**) as it is development to which the **Housing SEPP**, Chapter 2, Part 2, Division 1 applies that:

- Is not prohibited under an Environmental Planning Instrument (**EPI**) applying to the land;
- Has a residential component that has an EDC that exceeds $75 Million;
- Meets the locational requirements of the Housing SEPP; and
- Will provide at least 10% of the total Gross Floor Area (**GFA**) as affordable housing for at least 15 years.

Project Description

This SSDA seeks development consent for:

Proposed New Works:

- Construction of Levels 9 – 16 of the residential towers including Buildings A (Western Tower) and Building B (Eastern Tower) comprising:

  - Building A (Western Tower, Residential Levels 9 -13) – with a maximum height of 42.5m
  - Building B (Eastern Tower, Residential Levels 9 -16) – with a maximum height of 54.0m
  - Communal open space on Level 11 (Building A)
  - Plant and lift overrun
  - Public Domain Works
- Internal fit out of Levels 09 - 16

Proposed Amendments to Existing Parent Development Consent:

- Internal fit out from Basement Levels 01 - 04
- Internal fit out from Ground Level to Level 08
- The allocation of 1,709 m^2 of affordable housing on Levels 1,2 and 3 of Building A and Building B, equating to 17 affordable housing apartments
- Additional services to overall development including an additional plant area at ground floor and an addition of a second substation
- Basement services, including additional parking spaces and updated storage and waste storage areas
- Awning over the ground level retail along Oxford St and addition of a glazing window to create visual continuation from the neighbouring retail

Cumulative Development (Existing Parent Development Consent and Subject SSDA)

- Construction of a shop-top housing development, comprising a podium with ground floor retail, two residential towers (Building A and Building B) as well as four levels of basement parking and associated public domain works.
  - The delivery of a total of 11,288m^2 of GFA.
  - 467m^2 of retail GFA.
  - 85 apartments, equating to a total residential GFA of 10,792m^2 including 1,709m^2 (17 apartments) of affordable housing GFA.
  - 29m^2 GFA for communal amenities, incl. WC, steam room and sauna
  - The apartments will comprise the following mix:
    - 1 bedroom 2 (2%)
    - 2 bedroom 35 (42%)
    - 3 bedroom 48 (56%)
  - 4 levels of basement for 138 car parking spaces and 45 motorbikes, with vehicular access from Osmund Lane.
  - Storage areas and services.
  - Communal open space and associated landscaping.

Community and Stakeholder Engagement

Community and stakeholder engagement has been undertaken by Urbis and the Project Team in the preparation of the SSDA. This includes direct engagement and consultation with:

- Adjoining landowners and surrounding residents (via community newsletter).
- Centennial Park Trust
- Government Architect NSW (**GANSW**) and the Design Integrity Panel (**DIP**)

- The Department of Planning, Housing and Industry
- Waverley Council

The outcomes of the community and stakeholder engagement have been incorporated into the proposed development and are discussed in detail at **Section 5** of this EIS.

Strategic Justification

The EIS has assessed the project against the requirements of the SEARs (**Appendix A**), and the relevant planning instruments and policies (**Section 4** and **Appendix C**).

The key issues identified within the SEARs have been assessed in **Section 6** of the EIS. This assessment has been informed by specialist reports which include recommendations and mitigation measures. The assessment of key issues includes the mitigation measures which can be adopted to ensure the project does not result in any significant or unacceptable adverse impacts. Thes mitigation measures are included at **Appendix D**.

The project is a positive development outcome for the site and surrounding area for the reasons outlined in **Table 1**.

Table 1 Summary of Development Outcomes

Matter	Response
Design Excellence	Clause 6.10 of the *Waverley Local Environmental Plan 2012* (**WLEP**) and the SEARs issued for the project mandates that the development demonstrate design excellence. The parent development consent has undergone an architectural design competition in accordance with the requirements of the WLEP. In preparation of this SSDA, a bridging design integrity process was undertaken in collaboration with DPHI, Government Architect NSW (**GANSW**) and Design Integrity Panel (**DIP**), and comprised the panel who reviewed the original design excellence competition. The project has been reviewed by the design integrity panel on the following dates: ▪ 3 December 2024 As discussed in the EIS and accompanying DIP Report (**Appendix MM**), the project design addresses the DIP's findings and has incorporated their recommendations. The DIP confirm that the proposed scheme is capable of exhibiting "design excellence".
The project is consistent with strategic planning policies	▪ *National Housing Accord* ▪ *NSW Housing Strategy* ▪ *Greater Sydney Region Plan: A Metropolis of Three Cities* ▪ *Our Greater Sydney 2056: Eastern City District Plan* ▪ *Waverley Local Strategic Planning Statement* ▪ *Better Placed*
The project is consistent with State and local development controls	The development is permissible with consent and meets the relevant statutory requirements of the relevant environmental planning instruments, including; ▪ *Commonwealth Environment Protection and Biodiversity Conservation Act 1999.* ▪ *NSW Biodiversity Act 2016* ▪ *Environmental Planning and Assessment Act 1979* ▪ *Environmental Planning Assessment Regulation 2021* ▪ *State Environmental Planning Policy (Planning Systems) 2021* ▪ *State Environmental Planning Policy (Transport and Infrastructure) 2021* ▪ *State Environmental Planning Policy (Resilience and Hazards) 2021* ▪ *Housing SEPP* ▪ *State Environmental Planning Policy (Sustainable Buildings) 2022* ▪ *WLEP*
The project minimises impacts on the natural environment	The proposal is situated across a significantly modified site as site clearing and excavation works have taken place in accordance with the parent development consent. An arboricultural assessment is prepared as part of this proposal to demonstrate that the trees approved to be retained under the parent development consent, namely the heritage listed Norfolk Pine tree, will be appropriately protected as part of this SSDA. Additionally, new, high-quality landscaping will be provided across the site.

Matter	Response
	With regard to stormwater management, pedestrian wind conditions and reflectivity, the proposal has been prepared and designed subject to detailed environmental assessments so that subject to the relevant mitigation measures, will thoroughly minimise any impacts to the natural environment. A comprehensive Ecologically Sustainable Development (**ESD**) strategy has been developed by Vipac in addition to acquiring a BASIX Certificate, demonstrating how the development minimises greenhouse gas emissions and minimises consumption of energy, and material resources, thus delivering a positive ESD outcome. Also, the building complies with key NSW Apartment Design Guide (**ADG**) design criteria, which will ensure a high standard of internal environmental amenity for occupants. A BDAR Waiver has been issued for the proposal, confirming that the development is unlikely to have any significant impact on biodiversity values on or off the site. The proposal will continue to protect the existing trees, including the Norfolk Pine tree, consistent with the parent consent.
The project minimises impacts on the built environment	**Built Form and Urban Design:** An Architectural Design Report has been prepared to describe the design rationale and process adopted for the proposed development. The proposal is largely consistent with the design approved under the parent consent. Site context and neighbourhood character were carefully considered in the built form and urban design response. The proposed development features a stepped tower design to protect solar access to Centennial Park while delivering an improved visual outcome and much-needed affordable housing. The overshadowing impacts have been meticulously analysed, with the proposal ensuring no additional overshadowing within the designated "no additional impact" areas as prescribed under the Greater Sydney Parklands Shadow Modelling Study 2022. The design predominantly results in additional overshadowing over the bus depot to the south side of Oxford Street, with minimal increases to overshadowing across public roads and streets, ensuring continued provision of adequate solar access to neighbouring properties. The design principles include connections and articulation, public spaces, materiality, communal spaces, and optimised solar and view opportunities. The aesthetic presentation of the proposal has been carefully designed with specific material choices to achieve a high-quality design outcome. **Environmental Amenity:** The proposal achieves a high level of internal and external amenity in terms of solar access, cross ventilation, overshadowing, communal open space, wind impacts, and visual privacy. The Architectural Design Report indicates that 85% of the apartments will receive at least 2 hours of solar access, exceeding the 70% requirement set by the Apartment Design Guide (ADG). The design incorporates several measures to maximise solar access and improve the amenity of apartments, including avoiding south-facing single-aspect apartments, including dual-aspect apartments, and ensuring optimised apartment depths. Additionally, 65.5% of the apartments will benefit from natural cross ventilation, meeting the ADG's 60% requirement. **Visual Impact:** A comparative view impact assessment has been prepared, comparing the views of the parent consent and the proposed SSDA. The assessment includes views from Centennial Park, Ocean Street/Syd Einfeld Drive, the shopping precinct, Nelson Street/Osmund Lane, and Oxford Street frontage. The proposed design aims to integrate into the streetscape by using sympathetic materials, providing a two-storey podium, and ensuring the façade is broken up to reduce the visual bulk of the residential towers. **Access, Traffic, and Parking:** Vehicular access to the development is provided via Osmund Lane, consistent with the general access arrangements approved under the parent consent. The proposed amendments to the fitout of four levels of basement parking accommodate servicing and parking demand within the approved basement footprint. The accompanying Transport Impact Assessment (TIA) includes a swept path analysis demonstrating compliance with relevant Australian Standards. The proposed development is estimated to generate between 25 and 22 vehicle trips per hour during peak hours, with SIDRA modelling confirming that the additional traffic will not compromise the safety and function of the surrounding road network. **Heritage Impacts:** A Heritage Impact Statement (HIS) has been prepared, concluding that the proposed development will have an acceptable impact on the heritage items in the

Matter	Response
	vicinity. The Norfolk Island Pine tree, listed as a local heritage item, will be retained as part of the proposed ground level landscaping design. The design of the residential towers mitigates the reduction of views towards the Norfolk Island Pine tree by partially reducing the height of the tower in front of where the tree is located. The proposed scheme aims to integrate into the streetscape by using sympathetic materials and providing a two-storey podium that suits the scale of the surrounding heritage items. **Other Impacts:** As excavation and construction on the basement structure have already commenced, impacts related to geotechnical matters, groundwater, and contamination have already been satisfactorily addressed at the previous DA stage. The proposed works will have no additional impacts considering the site's geotechnical conditions, contamination status, or require further remediation for the site or surrounding area.
The project has positive social impacts	The proposal has been assessed to have an overall positive social impact in relation to changes to the local population associated with new housing development, delivery of affordable housing and housing in an accessible location, and additional employment opportunities. Any negative impacts primarily relate to the temporary impacts of construction which can be suitably mitigated.
The project has positive economic impacts	The proposal will have a positive economic impact through the delivery of employment generating floor space for 350 FTE jobs during the construction phase and 25 ongoing jobs during the operational phase of the development.
The site is suitable for the project	▪ The Proposal is consistent with the MU1 (Mixed Use) zone objectives, is permitted with consent and satisfactorily addresses the relevant provisions in the Waverley LEP and DCP. ▪ The site is currently underutilised and presents a significant opportunity to provide a high-density mixed-use building in Bondi Junction. ▪ The site is not affected by critical constraints which cannot be successfully abated through skilful design or the implementation of mitigation measures. The proposed development design and height has been prepared with a variation to the height control (supported by a clause 4.6 variation request) and demonstrates an improved urban design outcome and appropriate response to the neighbouring Centennial Parkland. ▪ The character and scale of the development has been prepared to appropriately respond to the gateway, corner site context as well as the scale and character of the neighbouring commercial terraces along Oxford Street. ▪ The proposal will co-locate housing and employment generating floorspace in an accessible area, contributing to the role of Bondi Junction in supporting the ’30-minute city’ vision.
The project is in the public interest	▪ The proposal delivers affordable housing in an accessible location, directly responding to the NSW Government’s policy mandate to improve housing choice and affordability. The site’s location allows easy access to employment centres, retail, open space, and social infrastructure (schools, hospitals etc). No unreasonable environmental, social or economic impacts will result from the proposal. ▪ The proposal is consistent with relevant State and local strategic plans and substantially complies with the relevant planning controls. Accordingly, it delivers a development outcome consistent with the vision established by the National Housing Accord, NSW Government’s Housing Strategy and the in-fill affordable housing provisions of the Housing SEPP. ▪ The EIS and accompanying Design Report demonstrates that the proposed Housing SEPP scheme is not responsible for any unreasonable external impacts in regard to overshadowing, visual impact, view loss, privacy and wind impacts. ▪ The proposal will have a positive economic impact through the delivery of employment generating floor space for 350 FTE jobs during the construction phase and 25 ongoing jobs during the operational phase of the development. ▪ The site will facilitate the orderly and economic use and development of the land.

The EIS demonstrates that the project has significant merit and should be approved subject to the implementation of the mitigation measures described in this report and supporting documents.

1. INTRODUCTION

This section of the report identifies the applicant for the project and describes the Site and proposed development. It outlines the Site history and feasible alternatives explored in the development of the proposed concept, including key strategies to avoid or minimise potential impacts.

1.1. APPLICANT DETAILS

The applicant details for the proposed development are listed in the **Table 2**.

Table 2 Applicant Details

Proponent	Proponent Details
Postal Address	Suite 1, Level 1, 109 Oxford Street Bondi Junction, NSW 2022
ACN	12 601 663 343
Nominated Contact	Vernon Houston: E: vernon@stargateproperty.com.au M: 0412 662 120 Sophy Purton (Urbis): E: spurton@urbis.com.au M: 0404 246 634

1.2. THE PROJECT

This EIS is submitted to DPHI on behalf of the Applicant and in support of an application for SSD-77175998, which comprises an SSDA for the purposes of developing a shop-top housing development within the Western Precinct of Bondi Junction.

The site is subject to an existing approval for a shop-top housing development, approved under DA-400/2021 (herein, referred to as the parent development consent) which authorised demolition of existing buildings and the construction of a shop top housing development compromising ground floor retail and 10 storeys of residential apartments above the retail podium, across two tower buildings.

Subsequently, an amending DA (DA-360/2023) was approved on 28 August 2024 which amended the Basement Levels 4, 3, 2 and 1 and the Ground Floor Level of the approved development under the parent development consent.

The proposed SSDA generally seeks approval for the vertical extension of the approved building envelopes, in accordance with the in-fill affordable housing provisions under the *State Environmental Planning Policy (Housing) 2021* and incorporate a 30% increase in Gross Floor Area (GFA) and building height. The proposal seeks to retain the key design principles in accordance with the parent consent.

The site, in accordance with the parent development consent, has been cleared and excavated, with the exception of a protected, heritage-listed Norfolk Pine tree located at the north-east edge of the site. A Construction Certification has been obtained and construction is intended to continue for the lower portion of the building (up to Level 8) in accordance with the parent consent up to November 2025.

Simultaneously with the construction of the lower parts of the building, the proponent seeks approval for new works to the remaining levels of the building (above level 9) as well as the internal fit out and servicing for the whole of the building (Basement to Level 16).

Cumulatively (including the parent development consent and proposed SSDA), the proposal seeks consent for:

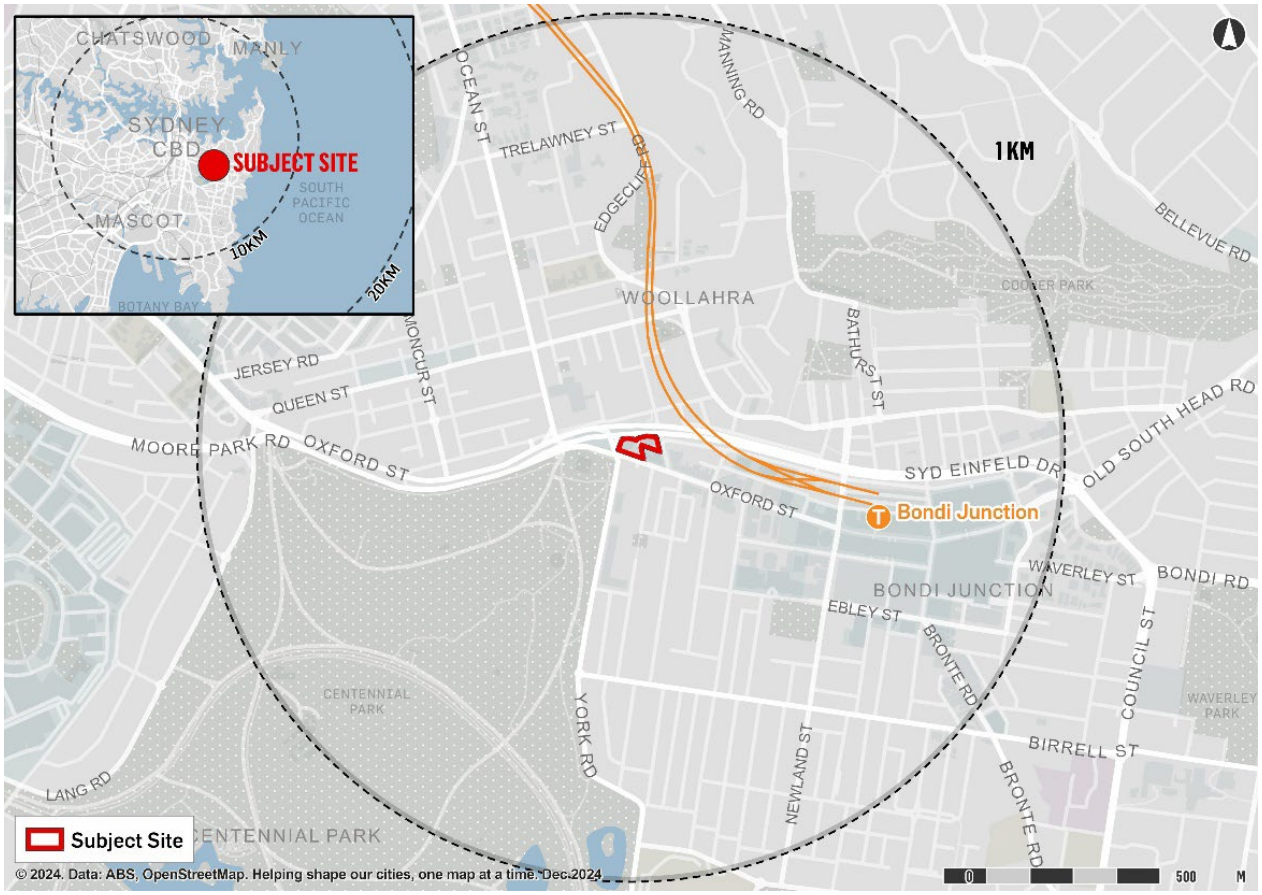
- Construction of a shop-top housing development, comprising a podium with ground floor retail, two residential towers (Building A and Building B) as well as four levels of basement parking and associated public domain works.
  - The delivery of a total of 11,288m^2 of GFA.
  - 467m^2 of retail GFA.
  - 85 apartments, equating to a total residential GFA of 10,792m^2 including 1,709m^2 (17 apartments) of affordable housing GFA.
  - 29m^2 GFA for communal amenities, incl. WC, steam room and sauna
  - The apartments will comprise the following mix:
    - 1 bedroom 2 (2%)
    - 2 bedroom 35 (42%)
    - 3 bedroom 48 (56%)
  - 4 levels of basement for 138 car parking spaces and 45 motorbikes, with vehicular access from Osmund Lane.
  - Storage areas and services.
  - Communal open space and associated landscaping.

The key objectives for the proposed development and the way in which these have been achieved are summarised below:

- Facilitate the delivery of high-quality, well-placed housing (including affordable housing) which, in conjunction with a registered Community Housing Provider (**CHP**) (Bridge Housing), will help respond to the NSW Government's housing targets and the broader national housing crisis.
- Expand on the extensive planning and design work that has been undertaken at the site through upholding design excellence and addressing key environmental and amenity issues, including overshadowing, and built form design. Namely, the project seeks to deliver a built form outcome that will not result in any unacceptable overshadowing impacts to the neighbouring Centennial Park or to the neighbouring residences and public domain.
- Deliver housing and retail offerings in close proximity to bus and train interchanges and the Bondi Junction shopping and transport hub.
- Continued delivery of the ground floor retail uses, providing employment opportunities and streetscape activation that is commensurate with the commercial uses at the western end of Oxford Street.
- Continued delivery and dedication of new public spaces and pedestrian connections through the site, to benefit the local community.

A map of the site in its regional setting is provided at **Figure 3.**

Figure 3 Regional Context



Source: Urbis

1.3. PROJECT BACKGROUND

1.3.1. Project Story

The NSW Government has recognised the need to build more homes for the State's growing population, boosting housing supply and improving affordability. Under the National Housing Accord, NSW is tasked with delivering approximately 377,000 new well-located dwellings, including approximately 15,800 social and affordable dwellings by 2029.

In November 2023, the NSW DPHI released a policy initiative to incentivise and support the delivery of affordable housing under Chapter 2, Part 2, Division 1 of the Housing SEPP. This brings together all levels of government, investors, and the private sector to unlock quality affordable housing supply over the medium term.

A timeline of the project is provided in **Table 3**. Whilst community and stakeholder engagement is discussed in Section 5 the consultation undertaken with key agencies is detailed in **Table 4**.

Table 3 Project Timeline

Relevant Matter	Date
Site Specific Planning Proposal A site-specific Planning Proposal was lodged with Waverley Council on 11 March 2015 (PP_2016_WAVER_003_00) to enable the redevelopment of the site for a shop-top housing development. Subsequently, this Planning Proposal received gateway determination on 22 December 2016 published in the WLEP 2012 on 20 December 2019. The Planning Proposal amended the planning controls under the WLEP 2012 including the following:	2015 - 2019

Relevant Matter	Date
▪ increased the height of buildings development standard from 15m to 36m; ▪ increased the floor space ratio development standard from 1.5:1 to 3.5:1; ▪ removed local heritage item I1212 under Schedule 5 of Waverley LEP 2012, which related to the four lots of attached terrace dwellings between 194 and 200 Oxford Street; ▪ corrected a zoning anomaly on the corner of Syd Einfeld Drive and York Road by rezoning a portion of the road reserve of Syd Einfeld Drive from B4 Mixed Use to SP2 Infrastructure; and ▪ introduced a site-specific design excellence clause requiring an architectural design competition to be undertaken for any future DA at the site as well as the requirement for the preparation of a site-specific development control plan. The Planning Proposal was accompanied by a Draft Public Offer Benefit (Planning Agreement). Additionally, a Draft site-specific development control plan was prepared and exhibited with the planning proposal, establishing objectives and controls relating to built form, design excellence, public domain and transport/parking. As part of the planning proposal, a local clause to require a site specific DCP was also published under clause 6.11 of the WLEP 2012.	
Site Specific Development Control Plan Following the publication of the site-specific Planning Proposal, a site-specific DCP was subsequently prepared in accordance with clause 6.11 of WLEP 2012 and was adopted by the elected Waverley Council on 1 September 2020. It is now known as Part E5 of Waverley DCP 2012. The site-specific DCP includes provisions relating to detailed built form controls, design requirements, delivery of public domain items, waste management as well as vehicular access and parking.	2020
Design Excellence Competition A Design Excellence Competition was undertaken for the development. Three firms competed. The process comprised three competitors and was assessed by the Jury composed of three members: ▪ Dillon Kombumerri (Chair and NSW GA nominee) ▪ Ken Maher AO (Council nominee) ▪ Kim Crestani (Proponent nominee) The Jury unanimously agreed on 26 October 2020 that the submission prepared by SJB Architects best demonstrated the ability to achieve design excellence in accordance with Clause 6.9 and 6.10 of the WLEP 2012 and was awarded the winner of the design excellence competition. During the Development Application process, Council agreed to maintain the Jury in lieu of Council's Design Excellence Advisory Panel for continuity. The winning Design Excellence Competition scheme was subsequently refined by SJB Architects in response to feedback from the Jury.	2020 - 2021
Parent Development Consent – DA-400/2021 Subsequent to the design excellence competition, a development application (DA-400/2021) was lodged on 30 September 2021 for the following: *"Demolition of existing structures; construction of a shop top housing development, comprising ground floor retail, 10 floors of residential apartments across two buildings (known as Oxford Street tower and Nelson Street tower) and four levels of basement parking; and associated Planning Agreement for public domain works."* In response to feedback received by Council and the local community, the application was amended on 27 July 2022 and was subsequently issued a deferred commencement consent on 18 August 2022 by the Sydney Eastern City Planning Panel. Of note, the key concerns and challenges resolved under the approved development include: ▪ The shadow impact on Centennial Park acceptable and the shadow cast by the height exceedance is within an area of the Centennial Park which allows for minor additional overshadowing.	2021 - 2022

Relevant Matter	Date
▪ The building design and placement of towers and their separation will achieve an appropriate entry marker to Bondi Junction Town Centre and will deliver a positive visual outcome, a result of the competitive design process. ▪ The proposal will result in minimal contribution to traffic on the road network and is highly unlikely to have a material impact of the performance of nearby intersections or roads. ▪ The development had an overall building height of 37.54m, exceeding the WLEP 2012 standard by 1.54m. The proposal demonstrated that compliance with the development standard is unreasonable or unnecessary in the circumstances of the case. Following the approval of DA-400/2021, three modification applications have been lodged and approved. The first modification application (DA-400/2021/A) was approved on 23 July 2023, removing the deferred commencement condition relating to the requirement to enter into a Planning Agreement. The second modification (DA-400/2021/B) was approved on 23 October 2023, to specify that the conditioned requirement for a Site Audit Statement is excludes below ground level (existing) and demolition works. The third modification (DA-400/2021/C) was approved on 26 September 2024 which approved modification to alter internal layouts, communal open space, windows, new air conditioners and condenser enclosures added to balconies, private pool to building B and various other changes.	
Amending Development Application – DA-360/2023 An amending DA was lodged on 29 November 2023 for the following: *"Amending DA for alterations and additions to the basement and ground floor levels of an approved shop top housing development associated with DA-400/2021, including consolidation of basement car parks."* DA-360/2023 only amended the Basement Levels 4, 3, 2 and 1 and the Ground Floor Level of the approved development under DA-400/2021. The amending DA updated the basement car park so that it is consolidated with connections under part of Osmund Lane. The updated basement car park has an updated total number of parking spaces with a total of 84 car vehicle parking spaces. Amendments to the ground floor included adjustments to the configuration of public domain, vehicle access, loading, storage areas as well as other detailed design elements. The amending DA updated the site area to include a part of Osmund Lane, to facilitate the consolidation of the underground basement levels. While the amending DA increased the site area through the part of Osmund Lane, there is no GFA proposed on this part of the site, and therefore there is no FSR to calculate for this part of the site. The site area of the remainder of the site is unchanged from the original consent, being 2,481m^2. The GFA and FSR of this part of the site remains unchanged. As such, this amending DA did not result in any changes to the number of apartments, GFA/FSR or the building form above the ground level, and these elements are unchanged from DA-400/2021. The amending DA was approved on 28 August 2024.	2023 - 2024
Planning Agreement The PP was accompanied by a Draft Public Benefit Offer (known as a planning agreement). Following the receipt approval of the DA-400/2021, a Planning Agreement has been executed and registered on the site. The terms of the planning agreement were negotiated and agreed by Westgate BJ Pty Ltd and Council on 21 March 2023 and requires the Developer to pay to Council a monetary contribution in the amount of $6,300,000, as well as deliver a Public Plaza and Through-Site-Link on the site. The planning agreement map was updated in accordance with DA-360/2023 and has been executed and registered (VPA-194).	2019 - 2024

1.3.2. Community and Stakeholder Engagement

A summary of discussions with key agencies prior to lodgement of the SSDA is provided in **Table 4** below.

Table 4 Agency Engagement

Agency	Date	Comments/Feedback
DPHI	28 March 2024	During the preliminary scoping meeting DPHI stipulated that consultation with the Centennial Park Trust would be required prior to a formal Scoping Meeting. DPHI also raised that alternative, preliminary designs should be prepared to explore opportunities to minimize overshadowing impacts.
Centennial Park Trust	9 April 2024	During the consultation session, Centennial Park trust raised that the Greater Sydney Parklands Shadow Modelling Study 2022 applies to the site and the proposal be revised so that there is no additional overshadowing impact within the designated times and areas of “no additional impact” as prescribed under the study. The Centennial Park Trust also noted that, although the north-eastern edge of Centennial Park is currently underutilized due to a fenced-off water reservoir and vegetation overgrowth, the area needs to be protected for its future potential to accommodate open space uses. Additionally, the north-eastern edge of Centennial Park, which offers visual and amenity benefits and is used by runners and dog walkers, needs protection from overshadowing. The Centennial Park Trust emphasised the need to prepare and assess alternative designs to minimise overshadowing impacts on the park. Their feedback, highlighting the importance of protecting solar access, has informed an options analysis aimed at balancing the delivery of much-needed affordable housing with minimizing any overshadowing impact on Centennial Park.
DPHI	23 May 2024	A scoping meeting was held with the DPHI Industry Assessments team which assessed eight (8) options for alternative, proposal designs and were assessed with consideration of the resulting overshadowing impact and built form outcome. In light of the feedback from the Centennial Park Trust, the DPHI were accepting of alternative, stepped tower form massing that delivered the 30% uplift in FSR, notwithstanding that this may result in one tower exceeding the height limit. The DPHI were of the view that subject to a merit assessment, a clause 4.6 could be submitted to vary the height limit given that this alternative design allows for protection of solar access to Centennial Park whilst delivering an improved visual outcome and much needed affordable housing.
Heritage New South Wales	Late 2024	High-level discussions with Heritage New South Wales (Heritage NSW) have addressed the need for an Aboriginal Cultural Heritage Assessment Report (ACHAR). Given the significant site disturbance from approved excavation works, a request to remove the ACHAR requirement from the Industry Specific SEARs has been prepared by Urbis Ltd. As such, the requirement for an ACHAR was deleted from the issued SEARs (SSD-77175998 issued 25/10/2024).
DIP, GANSW & Waverley Council	Late 2024	In preparation of this SSDA, a bridging design integrity process was undertaken in collaboration with DPHI, GANSW and DIP, and comprised the panel who reviewed the original design excellence competition. GANSW endorsed the Bridging Design Excellence Strategy in November 2024 The project has been reviewed by the design integrity panel on the following dates: ▪ 3 December 2024

Agency	Date	Comments/Feedback
		Subsequently, the signed DIP letter and Terms of Reference was received on 17 December 2024. As discussed in the EIS and accompanying DIP Report (**Appendix MM**), the project design addresses the DIP's findings and has incorporated their recommendations. The DIP confirm that the proposed scheme is capable of exhibiting "design excellence". As part of the DIP process, Council was engaged for feedback on the draft 'Bridging Design Excellence Strategy' on 5 November 2024 who provided written advice on 14 November 2024

1.3.3. Previous Approvals

The following table lists the relevant development consents or modification applications that have been approved over the subject site.

Table 5 Previous Development Consents

Reference	Description	Date of issue
DA-400/2021	Demolition of existing structures; construction of a shop top housing development, comprising ground floor retail, 10 floors of residential apartments across two buildings (known as Oxford Street tower and Nelson Street tower) and four levels of basement parking; and associated Planning Agreement for public domain works	30 September 2021
DA-400/2021/A	Modification of DA-400/2021 to alter the timing of the Planning Agreement. PAN-347579.	23 July 2023
DA-400/2021/B	Modification to amend wording of Condition 24 regarding Site Audit Statement PAN-373036	23 October 2023
DA-400/2021/C	Modification to alter internal layouts, communal open space, windows, new air conditioners and condenser enclosures added to balconies, private pool to building B and various other changes.PAN-400608	26 September 2024
DA-360/2023	Amending DA for alterations and additions to the basement and ground floor levels of an approved shop top housing development associated with DA-400/2021, including consolidation of basement car parks. PAN-389877	28 August 2024

1.3.4. Relationship of proposed SSDA with existing consents

The application seeks to utilise the provisions of section 4.17 of the EP&A Act such that, at the issuance of a development consent for the subject application, DA-400/2021 and DA-360/2023 will be amended to ensure that the applicable consents are consistent with this development application (the new consent) and may operate simultaneously over the site.

Section 4.17(1)(b) of the EP&A Act provides that a condition of development consent may be imposed requiring the modification (or surrender) of another development consent relating to the same land as indicated below.

4.17 Imposition of conditions

(1) Conditions—generally

A condition of development consent may be imposed if—

(a) it relates to any matter referred to in section 4.15(1) of relevance to the development the subject of the consent, or

(b) it requires the modification or surrender of a consent granted under this Act or a right conferred by Division 4.11 in relation to the land to which the development application relates, or

(c) it requires the modification or cessation of development (including the removal of buildings and works used in connection with that development) carried out on land (whether or not being land to which the development application relates), or

(d) it limits the period during which development may be carried out in accordance with the consent so granted, or

(e) it requires the removal of buildings and works (or any part of them) at the expiration of the period referred to in paragraph (d), or

(f) it requires the carrying out of works (whether or not being works on land to which the application relates) relating to any matter referred to in section 4.15(1) applicable to the development the subject of the consent, or

(g) it modifies details of the development the subject of the development application, or

(h) it is authorised to be imposed under section 4.16(3) or (5), subsections (5)–(9) of this section or section 7.11, 7.12, 7.24 or 7.32.

In practice, this clause allows a condition of one development consent to require the modification of development consents, through the over-writing of specific conditions in those original consents so they are consistent with the new consent. In order to affect this modification, clause 67 of the *Environment Planning and Assessment Regulation 2021* (**EP&A Regulation**), requires, under section 4.17(5) of the Act, that:

67 Modification or surrender of development consent or existing use right—the Act, s 4.17(5)

(1) A development consent or existing use right may be modified or surrendered by written notice to the consent authority.

The notice of modification effectively modifies the pre-existing DA so that it must be read to be in accordance with the SSDA. This requirement removes any inconsistencies between the original consent and the amended DA consent. The notice of modification is utilised to resolve any inconsistencies between the two consents, so that the two consents can sit concurrently on the site and continue to operate. The SSDA consent supersedes any inconsistency in the pre-existing DA.

1.3.5. Scoping Proposal

The proposed development is generally consistent with the development described in the request for SEARs. The key numeric differences between the scoping proposal and the proposal described in this EIS are highlighted in the table below. These changes are all the result of further design development and finalisation of the proposed scheme:

Table 6 Restrictions, covenants

Aspect of Proposal	Scoping Proposal	EIS Proposal
Land use	Shop top Housing (affordable and market) and commercial premises	Shop top Housing (affordable and market) and commercial premises
Site Area	194-214 Oxford Street and 2 Nelson Street, Bondi Junction Site Area: 2,481m^2	194-214 Oxford Street, 2 Nelson Street and part of Osmund Lane, Bondi Junction Site Area: 2,481m^2 (2,599.1m^2 including the land beneath Osmund Lane)
Building Height	Maximum Building Height of 53.9m. ▪ Building A: RL122.6 (podium + 13 storey tower) ▪ Building B: RL133 (podium + 16 storey tower)	Maximum Building Height of 54m. ▪ Building A: 42.5m (podium + 13 storey tower) ▪ Building B: 54.0m (podium + 16 storey tower)
FSR / GFA	4.55:1 / 11,288m^2 ▪ Retail: 584m^2 ▪ Residential: 10,704m^2	4.55:1 / 11,288m^2 ▪ Retail: 467m^2 ▪ Residential: 10,792m^2

Aspect of Proposal	Scoping Proposal	EIS Proposal
		▪ 29m^2 GFA for communal amenities, incl. WC, steam room and sauna
Amount of GFA dedicated to affordable housing	1,693m^2 (15% of total GFA)	1,709m^2 (15.14% of total GFA)
Car Parking	The parking provision at the site will be provided within the basement levels with consideration of the Housing SEPP and the Waverley Development Control Plan 2022 parking rates.	138 car parking spaces

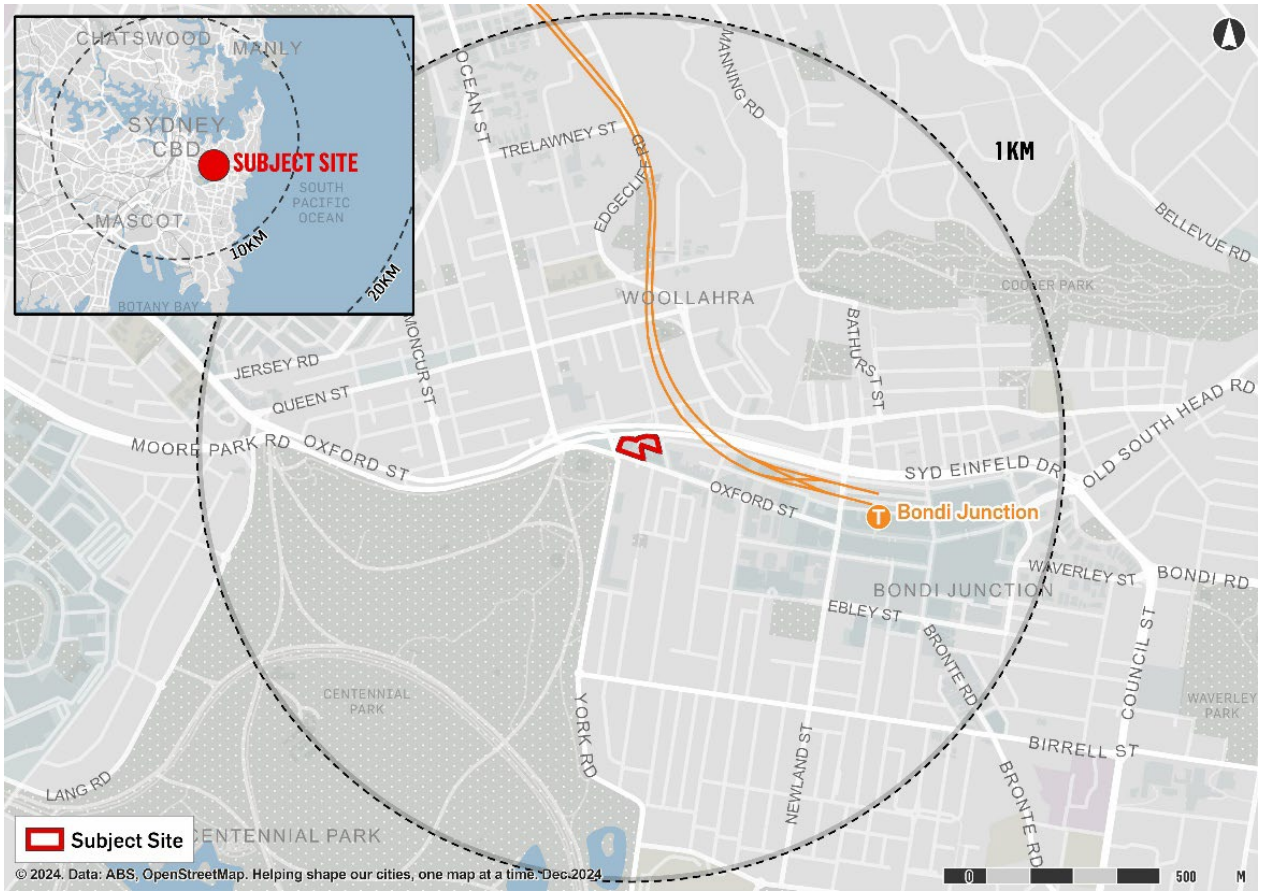
2. STRATEGIC CONTEXT

This section of the EIS describes the key features of the site and its relationship to its local context. It also discusses how the project aligns with relevant strategic planning policy. It identifies other projects that should be considered in assessing the cumulative impacts of the project and also outlines the potential feasible alternatives explored by the applicant.

2.1. KEY FEATURES OF SITE AND LOCALITY

The location of the site is illustrated in **Figure 4**. The key features of the site are described in **Table 7** below. Photographs of the current site condition are provided in **Figure 5**.

Figure 4 Local Context Map



Source: Urbis

Table 7 Site and Locality Description

Characteristic	Description
Key Site Features	
Site Name	Stargate West Development
Address	194-214 Oxford Street, 2 Nelson Street and part of Osmund Lane, Bondi Junction

<table>
<tr><th>Characteristic</th><th>Description</th></tr>
<tr><td>Legal Description (Title Particulars)</td><td>
<table>
<tr><th>Property Address</th><th>Title Description</th></tr>
<tr><td>194 Oxford Street Bondi Junction</td><td>Lot 10 in DP260116</td></tr>
<tr><td>196 Oxford Street Bondi Junction</td><td>Lot 11 in DP260116</td></tr>
<tr><td>198 Oxford Street Bondi Junction</td><td>Lot 12 in DP 260116</td></tr>
<tr><td>200 Oxford Street Bondi Junction</td><td>Lot 13 in DP260116</td></tr>
<tr><td>204 Oxford Street Bondi Junction</td><td>Lot 16 in DP68010
Lot 1 in DP79947</td></tr>
<tr><td>214 Oxford Street Bondi Junction</td><td>Lot 1 in DP708295</td></tr>
<tr><td>2 Nelson Street Bondi Junction</td><td>Lot 1 in DP583228</td></tr>
<tr><td>Part of Osmund Lane</td><td>Lot 1 in DP1300781</td></tr>
</table>
</td></tr>
<tr><td>Zoning</td><td>The site is zoned MU1 Mixed-Use</td></tr>
<tr><td>Existing Use / Structures</td><td>The site, in accordance with the parent development consent, has been cleared and excavated, with the exception of a protected, heritage-listed Norfolk Pine tree located at the north-east edge of the site.</td></tr>
<tr><td>Site Area</td><td>The site area is 2,481m^2 (2,599.1m^2 including the land beneath Osmund Lane).</td></tr>
<tr><td>Site Frontage</td><td>The subject site has a northern frontage to Sydney Einfeld Drive, an eastern frontage to Nelson Street, a southern frontage to Oxford Street and western frontage to York Road. Osmund Lane cross into the site from the east.</td></tr>
<tr><td>Vehicular/Site Access</td><td>The parent consent approved vehicular access to the site through a new driveway at Osmund Lane. Key vehicular connections to Osmund Lane are provided through Grafton Street and Oxford Street which connect to Syd Einfeld Drive.</td></tr>
<tr><td>Adjacent land uses North</td><td>Sydney Einfeld Drive, a 6-lane classified road, borders the north of the site. There is a residential area further to the north, on the opposite side of Sydney Einfeld Drive.</td></tr>
<tr><td>Adjacent land uses East</td><td>East of the site, on the opposite side of Nelson Street, is a mix of commercial, retail (including the heritage listed Nelson Hotel) as well as varied residential dwellings including single dwellings to double storey dwellings and townhouses. The area further east of the site, along Oxford Street, heads towards the Bondi Junction town centre and is being transformed by high density mixed-use developments with activated ground floor uses.</td></tr>
<tr><td>Adjacent land uses South</td><td>Oxford Street borders the western lots. Osmund Lane borders the eastern lots, with a row of 2-storey retail and commercial properties located between Osmund Lane and Oxford Street. Further to the south of the site is the State Transit – Waverley Bus Depot.</td></tr>
<tr><td>Adjacent land uses West</td><td>On the opposite side of York Street and Oxford Street, Centennial Park is located to the west and south-west of the site.</td></tr>
<tr><td>Topography</td><td>The site is located in gently undulating terrain with ground surface slopes less than about 5º to 10º. Locally, the ground surface slopes down to the north east. The site has been excavated in accordance with the parent consent, in response to the topography of the site and surrounds.</td></tr>
<tr><td>Vegetation</td><td>As part of the approved development (DA-400/2021), the majority of the existing trees have been removed as part of the site preparation works. There is currently Norfolk Pine (Araucaria heterophylla) located at 2 Nelson Street that was approved to be retained and protected.</td></tr>
</table>

Characteristic	Description
Flooding/Overland Flow	The site is not flood affected.
Heritage	The lot at 2 Nelson Street contains local landscape heritage item I506 'Norfolk Pine Landscape'. This heritage listing is for a Norfolk Pine tree (the Araucaria heterophylla) that is located at the eastern end of the site. DA-400/2021 was approved to retain and protect this heritage listed tree. The lots at 194-214 Oxford Street are not identified as a containing any heritage items. The site is not located within a heritage conservation area. Surrounding heritage conservation areas include the Grafton Street, Centennial Park and the Mill Hill conservation areas. Neighbouring heritage listed items include the Nelson Hotel to the south-east and the Waverley Bus Depot to the south.
Aboriginal Archaeology	No aboriginal heritage is identified at the site.
Bushfire	The site is not on bushfire prone land.
Biodiversity	There is no significant vegetation located on site. All neighbouring and street trees will be retained and protected. The proposal has been designed to limit impacts to the neighbouring trees located on adjoining properties. The biodiversity offset scheme thresholds are not triggered. There are no known threatened species, ecological communities or habitats located on the site.
Contamination	A Preliminary Site Investigation (PSI) and subsequent Detailed Site Investigation (DSI) was prepared for the site as part of the parent consent. In accordance with the DSI recommendations, a Remediation Action Plan (RAP) has been prepared for the site so that it can be made suitable for residential and commercial uses. Site preparation works have been initiated at the site in accordance with DA-400/2021.
Acid Sulfate Soils	The site is not identified as being affected by acid Sulfate soils.
Contamination	A Preliminary Site Investigation (PSI) and subsequent Detailed Site Investigation (DSI) was prepared for the site as part of the approved DA-400/2021. In accordance with the DSI recommendations, a Remediation Action Plan (RAP) has been prepared for the site so that it can be made suitable for residential and commercial uses. Site preparation works have been initiated at the site in accordance with DA-400/2021.
Services	The site has services connected to traffic control boxes, electricity boxes and Telstra connection pits.
Surrounding Locality	
Public Transport	The site is closely located to two (2) bus stops recognised as ID 202260 ‘Oxford St before York Rd’ approximately 57m from the site and ID 202238 ‘Oxford St after York Rd’ approximately 96m from the site. The site is in proximity to the Bondi Junction Train Station being approx. 550m west of the Bondi Junction Train Station (walking distance via Grafton Street).
Major Roads	The site borders Sydney Einfeld Drive, a 6-lane classified road, to the north.
Open Space	The site is adjacent to Centennial Park and near St James Reserve Park to the south.
Social Infrastructure (Schools/Hospitals etc.)	Narby, to the east of the site, are Bondi Junction Private Hospital and Waverley Library. To the north is Woollahra Public School.
Any other key regional characteristic	The site is located at the western end of the Bondi Junction Centre. The site is located at the western end of a commercial strip on Oxford Street which provides a direct connection to the rest of Bondi Junction. Bondi Junction is a

Characteristic	Description
	strategic centre in the Sydney Metropolitan area for the eastern suburbs of Sydney.

Figure 5 Site and Locality Photographs

Picture 1 Site from York Road, off Syd Einfeld Drive

Picture 2 North-eastern corner of site on Syd Einfeld Drive

Picture 3 Retail offerings near site

Picture 4 Waverley Bus Depot located opposite to the site

Source: SJB

2.2. OTHER DEVELOPMENT IN THE AREA

The site is located at the western end of the Bondi Junction Centre, which comprises the Bondi Junction transport interchange, Westfield Bondi Junction, and a range of medium-high density commercial, mixed-use and residential developments. Desktop research was undertaken using the NSW DA Tracker, the NSW Major Projects Portal and Planning Panels websites to identify approved and likely future developments within the locality which may be relevant in the cumulative impact assessment of the proposal.

Approved and likely future major projects which may be relevant in the cumulative impact assessment of the proposal are summarised in **Table 7**.

Table 8 Nearby Projects / Development

SSDA Reference	Development Description	Current Status
SSD-70178962	7-19 Bondi Road, Bondi Junction Residential development with 46 dwellings including 11 affordable housing dwellings, the demolition of existing buildings and lot amalgamation.	Prepare EIS
SSD-71481718	362-374 and 376-384 Oxford Street, Bondi Junction Mixed-use development comprising a residential tower with 111 apartments (including 17 affordable housing apartments) above a retail/commercial podium and basement car parking	Prepare EIS

The potential cumulative impacts of the project are addressed in **Section 6** of the EIS in accordance with the DPHI *Assessing Cumulative Impacts* guidelines.

2.3. AGREEMENTS WITH OTHER PARTIES

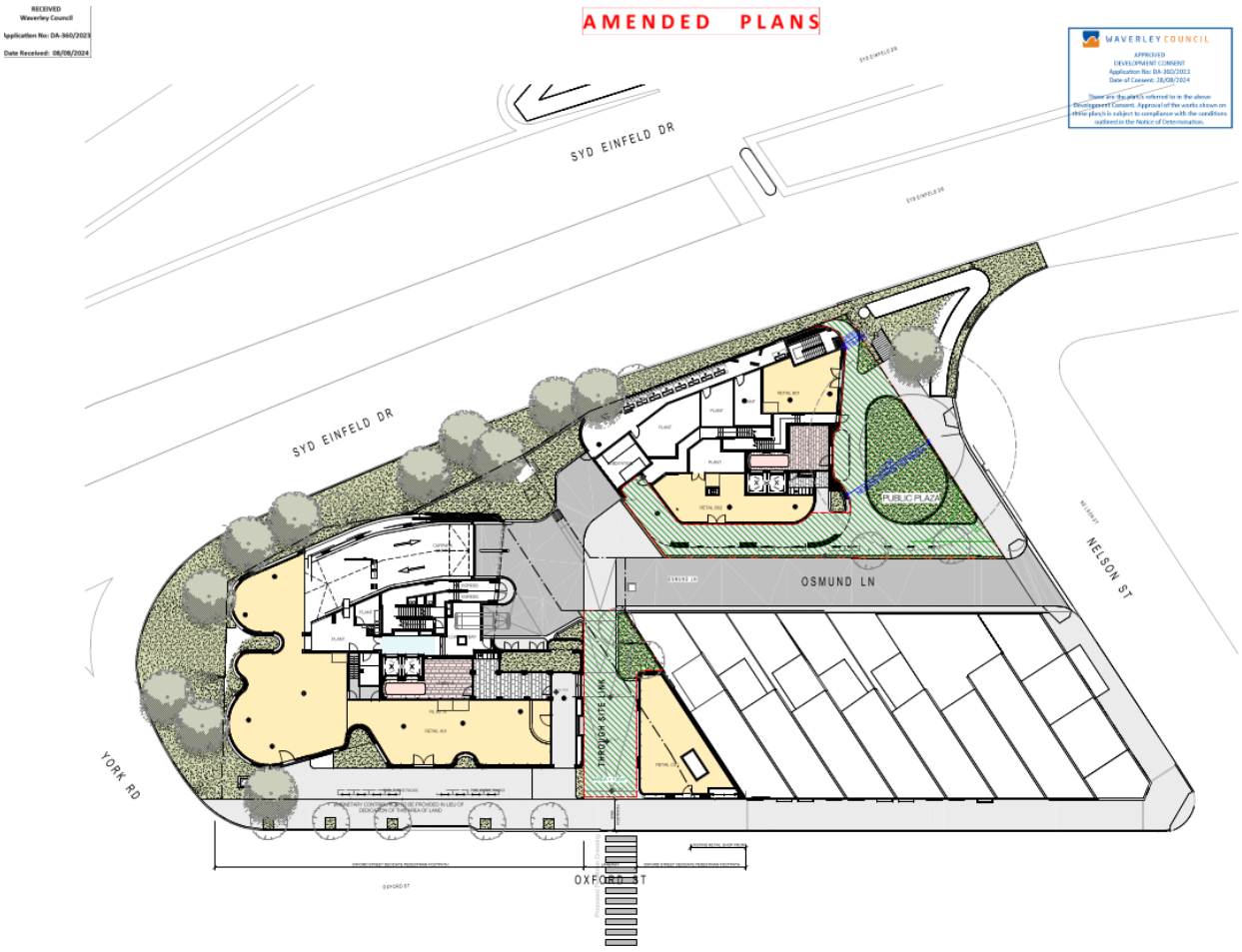
As outlined in **Section 1.3** of the EIS, the development of the site has physically commenced pursuant to the parent consent and construction is intended to continue for the lower portions of the building, including the basement structure and up to Level 8.

A Planning Agreement has been executed and registered on the site in relation to the parent consent. The terms of the planning agreement were negotiated and agreed by Westgate BJ Pty Ltd and Council on 21 March 2023 and were subsequently varied in tandem with the amending DA. The amended planning agreement (VPA-194) has been executed, registered and the relevant Bank Guarantee collected. Key details of the planning agreement are as follows:

- **Parties:**
  - Council: Waverley Council
  - Developer: Westgate BJ Pty Ltd / Vell Vue Pty Ltd / Bellosh Pty Ltd
- **Development Contributions:**
  - **Public Works Contribution**: means the easements for public access and associated public works, offered by the Developer being the provision of the Through Site Link and the Public Plaza. This is valued at approximately $1,150,000.
    - Public Plaza: means the public plaza, approximately 311sqm in area to be delivered and maintained at no cost to Council.
    - Through Site Link: means the pedestrian/cycleway through site link from Oxford Street to Osmund Lane, totalling approximately 136sqm in area and to be delivered and maintained at no cost to Council.
  - **Monetary Contribution**: $6,300,000
  - In addition to the Development Contributions being delivered, the Developer agrees to provide all public domain works set out in the SSDCP and condition 37 of the parent consent, which includes street paving/footpaths, street lighting, street furniture, public art, landscaping and stormwater drainage to the satisfaction of Council.
- The development contributions must be made prior to the issue of any Occupation Certificate (OC) for the development or on the date of registration of a Strata Plan, whichever is earlier.
- The Planning Agreement does not exclude the application of Section 7.11, 7.12 or 7.24 of the Act to the development. As such, a contribution payment under the *Waverley Council Development Contributions Plan 2006* has been conditioned under the parent consent and is calculated based on the cumulative value of the parent consent (both DA-400/2021 & DA-360/2023), prior to the issue of the relevant construction certificate.

The public space associated with the planning agreement is demonstrated in **Figure 6** below (hatched green).

Figure 6 Approved Public Space – Planning Agreement Plan



Source: SJB Architects

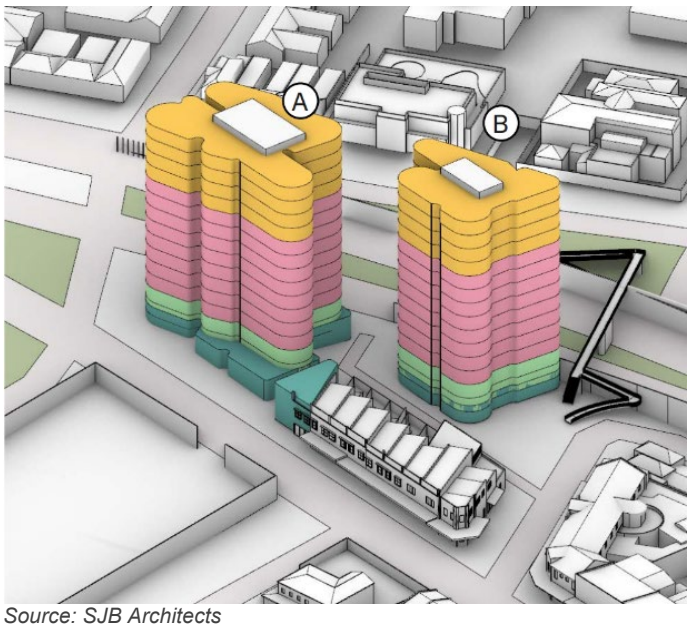
2.4. FEASIBLE ALTERNATIVES

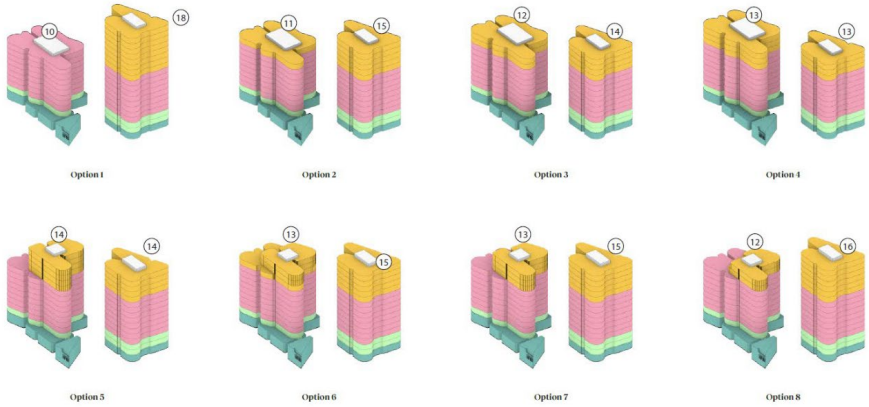
Clause 192(1)(c) of the *Environmental Planning and Assessment Regulation 2021* (**the Regulation**) requires an analysis of any feasible alternatives to the proposed development, including the consequences of not carrying out the development.

The project team examined several feasible alternatives to the proposed development as outlined in **Table 9.**

Table 9 Project Alternatives

Option	Discussion
Option 1 – Continue construction of parent consent	As previously outlined, the site is subject to a parent consent, which approved a total of 70 residential apartments, and a total of 597m^2 of non-residential GFA within the street podium and basement parking. In the absence of this SSD proposal, the only viable alternative would be to proceed with the development under the current parent consent. The consequences of not carrying out the proposed development would undermine the objectives of providing affordable housing for the community, meeting housing demands and employment opportunities. The existing development approved under the parent consent does not maximise its high locational amenity and accessibility.

Option	Discussion
Option 2 – The Proposal	The NSW Government have recently gazetted new planning controls which incentivise the delivery of affordable housing. The site qualifies for the locational criteria nominated under the Housing SEPP. Accordingly, the applicant has sought to accommodate the additional 30% density on the site and 15% affordable housing while retaining the key design principles and achievement of design excellence established in the Consents. Given the significant time and effort invested in achieving the approved design under the parent consent, it would be neither practical nor appropriate to propose a built form that disregards these Consents. The scheme approved under the parent consent was endorsed as suitable for the site and its context, meeting the Waverley LEP 2012 design excellence criteria. A complete redesign of the built form is not only unfeasible but also counterintuitive, particularly given the government incentive to deliver appropriate housing as a priority. Accordingly, this option was selected as the most appropriate pathway forward as it delivers the most orderly development outcome, that is both viable for the applicant and delivers significant public benefit through the provision of 15% affordable housing. This increased residential density aligns with the strategic housing objectives at the State, regional, and local levels, which prioritize higher-density infill development in accessible locations.
Options 3 – Alternative Designs	Further to the consultation session held with Centennial Park Trust, its was raised that the Greater Sydney Parklands Shadow Modelling Study 2022 applies to the site and the proposal be revised so that there is no additional overshadowing impact within the designated times and areas of “no additional impact” as prescribed under the study. The initial development design (shown in **Figure 7** below) presented to the Centennial Park Trust was considered inappropriate as it would result in additional overshadowing impact within the “no additional impact” area. Figure 7 Initial Development Design  *Source: SJB Architects* To best respond to this overshadowing consideration, eight (8) options for alternative, proposal designs and were assessed with consideration of the resulting overshadowing impact and built form outcome. The alternative design options considered are shown in **Figure 8** below.

Option	Discussion
	Figure 8 Alternative Design Options  *Source: SJB Architects* In light of the feedback from the Centennial Park Trust, the DPHI were accepting of an alternative, stepped tower form massing that delivered the 30% uplift in FSR, notwithstanding that this may result in one tower exceeding the height limit. The DPHI were of the view that subject to a merit assessment, a clause 4.6 could be submitted to vary the height of building standard given that this alternative design allows for protection of solar access to Centennial Park whilst delivering an improved visual outcome and much needed affordable housing. Subject to the design option analysis, the development design that forms this proposal was found to deliver the best balance of overshadowing, amenity outcomes while delivering of additional housing at the site in accordance with the strategic housing objectives of the state.

2.5. STRATEGIC PLANNING ALIGNMENT

The proposed development is aligned with the State, district and local strategic plans and policies applying to the site as outlined in **Table 10** below.

Table 10 Strategic Planning Consistency

Plan	Detail
National Housing Accord	The NSW Government has committed to building 377,000 new homes across the state in the next 5 years to align with the National Housing Accord. The targets prioritise more diverse and well-located homes in areas with existing infrastructure capacity such as transport and water servicing. Waverley Council has a housing target of 2,400 new homes to be completed by 2029. The proposed development is well positioned to contribute to these housing targets through the provision of a total of 85 new dwellings on the site, (an increase of 15 dwellings above the previous DA approvals) in close proximity to transport infrastructure.
NSW Housing Strategy	In March 2021, the NSW Housing Strategy: Housing 2041 was released. It sets out a long-term (20 year) strategy for better housing outcomes across NSW. High density housing and affordable housing was identified as an important housing typology to expand housing choice across the state. This proposal is well positioned to deliver both housing choice and affordability through the provision of varied apartment types and the provision of 15% of the total GFA as affordable housing (17 affordable housing apartments).
Greater Sydney Region Plan – A Metropolis of Three Cities	The Greater Sydney Region Plan provides the overarching strategic plan for growth and change in Sydney. It is a 20-year plan with a 40-year vision that seeks to transform Greater Sydney into a metropolis of three cities - the Western Parkland City, Central River City and Eastern Harbour City. It identifies key challenges facing Sydney including increasing the population to eight million by 2056, 817,000 new jobs and a requirement of 725,000 new homes by 2036. The Plan includes objectives and strategies for infrastructure and collaboration, liveability, productivity and sustainability. The following matters are relevant to the proposed development:

Plan	Detail
	▪ **Objective 5** – Benefits of growth realised by collaboration of governments, community and business. – The proposed redevelopment of the site (including 30% uplift) unlocks its full potential to accommodate a tall tower form. Development of this site for a mixed-use residential development will provide a meaningful contribution toward housing and employment targets for Sydney, together with providing funding to support local and regional infrastructure investment. ▪ **Objective 10** – Greater housing supply. – The proposal has the potential to deliver 10,704m² of residential floor space that would directly contribute to the dwelling supply targets for Sydney. This is equal to 85 new dwellings, including 17 affordable housing units. ▪ **Objective 11** – Housing is more diverse and affordable. – The provision of 15% GFA / 17 affordable housing units is a key driver for this project. The proposal will greatly help in delivering diverse and affordable housing in an accessible location. ▪ **Objective 12** – Great places that bring people together. – Retail activation and new pedestrian connections will be delivered across the site. ▪ **Objective 14** – A Metropolis of Three Cities – integrates land use and transport creates walkable and 30-minute cities. – The project provides residential uses in an accessible location that is connect to transport corridors, services and employment centres contributing to the '30-minute city' concept.
Our Greater Sydney 2056: Easter City District Plan	The Eastern City District Plan is a 20-year plan to manage growth in the context of economic, social and environmental matters. The District Plan contains strategic directions, planning priorities and actions that seek to implement the objectives and strategies within the Region Plan at the district-level. The intent of the District Plan is also to inform local strategic planning statements and local environmental plans, guiding the planning of growth and change across the district. The Structure Plan identifies the key centres, economic and employment locations, land release and urban renewal areas and existing, together with future transport infrastructure to deliver growth aspirations. The Eastern City District Plan sets out strategic priorities for Bondi Junction to: ▪ Protect capacity for job targets and a diverse mix of uses to strengthen and reinforce the economic role of the centre ▪ Consider potential options for future public transport connections to the south east of the Direct to accommodate forecast population and employment growth and better connect the District ▪ Expand the centre's function and type of land uses and knowledge-intensive jobs ▪ Improve access from the centre of Bondi Junction to nearby open space and recreation facilities such as Queens Park, Centennial Park, Moore Park and Bondi Beach ▪ Recognise the centre's health attributes to support the Randwick health and education precinct and mechanisms for increasing floor space for health uses, including a health-focused business incubator ▪ Investigate opportunities to improve and diversity night-time economy offerings ▪ Promote place making initiatives to improve the quality of public spaces. The proposal will contribute to the objectives set out in the District Plan by promoting growth in residential development and providing additional employment generating opportunities through the mixed-use scheme for the site. The proposal aligns with the following key planning priorities of the District Plan: ▪ Planning Priority E5 – Providing housing supply, choice and affordability with access to jobs, services and public transport. ▪ Planning Priority E10 – Delivering integrated land use and transport planning a 30-minute city. The site is located within the Bondi Junction Centre and the District Plan identifies the site as being within a 'Strategic Centre'. The site is located approx. 550m west of the Bondi Junction Train Station (walking distance via Grafton Street). It is well placed to deliver housing and services as identified in the Planning Priorities. The proposal will contribute to much needed housing supply, including diverse and affordable housing and is therefore aligned with the Eastern City District Plan.

Plan	Detail
	Figure 9 Structure Plan for Eastern City District

Source: Eastern City District Plan, March 2018

Waverley Local Strategic Planning Statement 2020 – 2056	The Waverley Local Strategic Planning Statement (LSPS) sets the strategic vision for land use planning in the LGA and gives effect to the broader Greater Sydney and Eastern Sydney District Plan. Bondi Junction is identified as a key strategic centre in the LSPS. Bondi Junction Strategic Centre is a key destination for employment, retail and health related activities, with a mix of residential and employment uses. The LSPS identifies several planning priorities which align with the proposal. These include: ▪ Facilitate Bondi Junction as a lively and engaging strategic centre with a mix of employment, entertainment and housing options ▪ Facilitate a range of housing opportunities in the right places to support and retain a diverse community ▪ Achieve net zero carbon emissions in the built environment ▪ Achieve zero waste in the built environment The proposal aligns with the LSPS objectives as it will deliver a range of housing options close to transport infrastructure, shops and employment opportunities. It will contribute to the vibrancy of the Bondi Junction Strategic Centre through the provision of non-residential podium uses and opportunities for activation on Oxford Street and Newland Street. The proposal is also underpinned by

Plan	Detail
	sustainability measures that aim to integrate energy efficiency, on-site renewables, and off-site renewable solutions into the planning and design of the buildings to create a pathway to net zero.
Waverley Local Housing Strategy 2020 – 2036	The Waverley Local Housing Strategy provides a 20-year housing vision for the LGA. The housing vision is supported by the following main priorities: ▪ H1 – Manage housing growth sustainably and in the right locations ▪ H2 – Encourage a range of housing options to support and retain a diverse community ▪ H3 - Increase the amount of affordable rental and social housing ▪ H4 - Improve liveability, sustainability and accessibility through high-quality residential design ▪ H5 - Ensure new development is consistent with the desired future character The proposal aligns with the priorities of the Local Housing Strategy. Diverse housing options and affordable housing are included in the proposed development. The proposed development is of a high architectural design quality and is consistent with the evolving character of the Bondi Junction Strategic Centre.
Better Placed	In August 2017, the Government Architect for NSW (GANSW) released Better Placed which seeks to establish priorities and objectives that shape design to create well-designed built environments. It presents a collection of priorities and objectives that aspire to shape design that addresses key challenges and directions and creates good design outcomes for NSW. The proposal seeks to deliver a built form outcome that is generally consistent with the architectural principles of the previously approved development on the site which has been determined to represent the existing and the desired future character of this part of Bondi Junction. The proposed development is consistent with the Better Placed objectives as set out below: ▪ **Better Fit**: The proposal provides an appropriate contextual fit through incorporating architectural forms and materiality that are both synergistic with and reflective of the surrounding landscape and the rich textures and forms of the coastal region. The additional density permissible under the Housing SEPP has been carefully integrated into the design. ▪ **Better Performance**: The proposal will achieve a high level of amenity for each apartment, consistent with contemporary ADG standards. Due consideration has been given to solar access, indoor and outdoor spaces, visual and acoustic privacy, efficient apartment layouts, and outlook. The design seeks to maximise solar access to apartments through considered massing and orientation. Moreover, the development will meet ESD targets, including BASIX, representing sustainability initiatives. ▪ **Better Community**: The cumulative development includes an integrated affordable and market housing development as well as new commercial spaces in the podium levels and pedestrian connections. The cumulative development will deliver communal open space and amenities. This will foster an inclusive social outcome and build a sense of community within the development. ▪ **Better for People**: The design has had due regard to CPTED matters, including physical and passive surveillance, accessibility, and the design of interfaces to the public realm. Built form strategies have been implemented to ensure the building provides a safe and comfortable presentation at public domain interfaces. ▪ **Better for Working**: The residential and non-residential floor plates (and spatial arrangements) across the cumulative development has been designed so that they are fit for purpose, enabling the spaces to fulfil their desired program, including commercial spaces at the lower levels of the building. ▪ **Better Value**: The benefits of locating additional housing, including affordable housing, in an accessible location (nearby to Bondi Junction Train Station) will deliver a significant return on infrastructure investment and play a role in addressing the housing affordability crisis, identified as a key policy mandate of the NSW Government. ▪ **Better Look and Feel**: All external materials and finishes have been selected based on their appropriateness to context, quality and longevity. The building has been subject of a design excellence competition and ongoing DIP review, who have confirmed the scheme can achieve “design excellence”. On this basis, the proposal achieves the principles of Better Placed.

2.6. JUSTIFICATION SUMMARY

The proposed development is located in Bondi Junction approx. 550m west of the Bondi Junction Train Station (walking distance via Grafton Street) and bus interchange. Bondi Junction is identified as a strategic centre in the identified strategic planning documents. The proposal will consolidate housing growth around the strategic centre which is serviced and zoned for high density housing. The proposal will include affordable housing which provides a diverse range of housing options while helping achieve Council's affordable housing targets.

The original proposal has undergone a design excellence process, with the proposed changes reviewed by the DIP to ensure a high-quality design outcome that responses to key drivers including heritage, built form and relationship to surrounding development, ecologically sustainable development and overshadowing and wind impacts.

3. PROJECT DESCRIPTION

3.1. PROJECT OVERVIEW

The SSDA proposes the delivery of a high-quality, mixed-use residential development including in-fill affordable housing, which develops further to the extensive planning work historically conducted at the site, and achieves a sensitive, built form outcome through assuring design excellence, and responding to the local environmental and amenity concerns.

The proposed SSDA generally seeks approval for the vertical extension of the approved building envelopes, in accordance with the in-fill affordable housing provisions under the *State Environmental Planning Policy (Housing) 2021* and incorporate a 30% increase in Gross Floor Area (GFA) and building height. The proposal seeks to retain the key design principles in accordance with the parent consent.

Specifically, the project objectives are to:

- Facilitate the delivery of high-quality, well-placed housing (including affordable housing) which, in conjunction with a registered CHP (Bridge Housing), will help respond to the NSW Government's housing targets and the broader national housing crisis.
- Expand on the extensive planning and design work that has been undertaken at the site through upholding design excellence and addressing key environmental and amenity issues, including overshadowing, and built form design. Namely, the project seeks to deliver a built form outcome that will not result in any unacceptable overshadowing impacts to the neighbouring Centennial Park or to the neighbouring residences and public domain.
- Deliver housing and retail offerings in close proximity to bus and train interchanges and the Bondi Junction shopping and transport hub.
- Continued delivery of the ground floor retail uses, providing employment opportunities and streetscape activation that is commensurate with the commercial uses at the western end of Oxford Street.
- Continued delivery and dedication of new public spaces and pedestrian connections through the site, to benefit the local community.

The site is subject to an existing approval for a shop-top housing development, approved under DA-400/2021 (herein, referred to as the parent development consent) which authorised demolition of existing buildings and the construction of a shop top housing development compromising ground floor retail and 10 storeys of residential apartments above the retail podium, across two tower buildings.

Subsequently, an amending DA (DA-360/2023) was approved on 28 August 2024 which amended the Basement Levels 4, 3, 2 and 1 and the Ground Floor Level of the approved development under the parent development consent.

The site, in accordance with the parent development consent, has been cleared and excavated, with the exception of a protected, heritage-listed Norfolk Pine tree located at the north-east edge of the site. A Construction Certification has been obtained, and construction is intended to continue for the lower portion of the building (up to Level 8) in accordance with the parent consent up to November 2025.

Simultaneously with the construction of the lower parts of the building, the proponent seeks approval for new works to the remaining levels of the building (above level 9) as well as the internal fit out and servicing for the whole of the building (Basement to Level 16).

It is intended that the relationship between the approval of the SSDA and the existing consents be managed through the imposition of a condition pursuant to s 4.17(1)(b) of the EP&A Act and lodgement of a Notice of Modification pursuant to cl. 67 of the EP&A Regulation to ensure consistency across all development consents.

Specifically, this SSDA seeks development consent for:

Proposed New Works:

- Construction of Levels 9 – 16 of the residential towers including Buildings A (Western Tower) and Building B (Eastern Tower) comprising:
  - Building A (Western Tower, Residential Levels 9 -13) – with a maximum height of 42.5m

  - Building B (Eastern Tower, Residential Levels 9 -16) – with a maximum height of 54.0m
  - Communal open space on Level 11 (Building A)
  - Plant and lift overrun
  - Public Domain Works
- Internal fit out of Levels 09 - 16

Proposed Amendments to Existing Parent Development Consent

- Internal fit out from Basement Levels 01 - 04
- Internal fit out from Ground Level to Level 08
- The allocation of 1,709 m^2 of affordable housing on Levels 1,2 and 3 of Building A and Building B, equating to 17 affordable housing apartments
- Additional services to overall development including an additional plant area at ground floor and an addition of a second substation
- Basement services, including additional parking spaces and updated storage and waste storage areas
- Awning over the ground level retail along Oxford St and addition of a glazing window to create visual continuation from the neighbouring retail.

Cumulative Development

Cumulatively, the parent development consent and the proposed SSDA aims to deliver the development as summarised in **Table 11** below.

Table 11 Project Summary

Project Element	Summary
Site/Project Area	The site is known as 194-214 Oxford Street, 2 Nelson Street and part of Osmund Lane, Bondi Junction and is located in the Waverley local government area (**LGA**). The site is comprised of nine (9) lots and is legally described as Lots 10, 11, 12 and 13 in DP260116, Lot 16 in DP68010, Lot 1 in DP79947, Lot 1 in DP708295, Lot 1 in DP583228 and Lot 1 in DP1300781. The site has a total area of 2,481m^2 (2,599.1m^2 including the land beneath Osmund Lane). The land that will be physically disturbed within the project area includes the entirety of the 2,599.1m^2 site. No building structures are proposed along the part of Osmund Lane, all above-ground building structures are limited to the area of 2,481m^2.
Project Description	Construction of a shop-top housing development, comprising a podium with ground floor retail, two residential towers (Building A and Building B) as well as four levels of basement parking and associated public domain works. *Note: Development consent has been granted for the above works, for a podium and two (2) 10-storey towers above and 4 levels of basement parking. The consent is active, demolition works have been completed and excavation and construction works has commenced.*
Gross Floor Area (GFA)	**Total GFA:** 11,288m^2, including: ▪ 467m^2 of retail GFA. ▪ 85 apartments, equating to a total residential GFA of 10,792m^2 including 1,709m^2 (17 apartments) of affordable housing GFA. ▪ 29m^2 GFA for communal amenities, incl. WC, steam room and sauna
Floor Space Ratio (FSR)	4.55:1 *Note: the FSR calculation excludes the site area through the part of Osmund Lane as there is no GFA proposed on this part of the site, and therefore there is no FSR to calculate for this part of the site. The site area of the remainder of the site is unchanged from the original consent, being 2,481m^2.*

Project Element	Summary
Apartments and Mix	85 dwellings ▪ 1 bedroom 2 (2%) ▪ 2 bedroom 35 (42%) ▪ 3 bedroom 48 (56%)
Affordable Apartments	17 Dwellings ▪ 1 bedroom: 2 ▪ 2 bedroom: 10 ▪ 3 bedroom: 5
Maximum height	Maximum Building Height of 54m. The height of the proposed towers is as follows: ▪ Building A: 42.5m (podium + 13 storey tower) ▪ Building B: 54.0m (podium + 16 storey tower)
Setbacks	▪ Building A: – Front (to Oxford Street): 4m – Side (to Osmund Lane): Nil – Side (to York Road): 8m – Rear (to Syd Einfeld Drive): 6m ▪ Building B: – Front (to Nelson Street): 3m – Side (to Osmund Lane): 1.2m – Side (to Einfeld Drive): 1.5m – Rear (to Osmund Lane): 5m
Vehicular Access	Vehicular access to the development is provided via Osmund Lane (as approved under the parent consent).
Parking	138 car parking spaces, including: ▪ 116 residential spaces, including: – 28 accessible spaces. – 7 electric vehicle spaces. – 1 carwash bay ▪ 12 visitor parking spaces. ▪ 9 retail parking spaces. ▪ 1 car share spaces. 45 motorcycle parking spaces. 94 bicycle parking spaces.
Communal Space	The proposed development will deliver 746m^2 of communal open space: ▪ 364m^2 communal open space at ground level. ▪ 152m^2 communal space at level 1. ▪ 230m^2 of communal space at the roof levels (incl Level 11).
Deep Soil Area	813m^2 landscape area 175m^2 of deep soil area
Jobs	Construction – 350 Operation – 25
Estimated Development Cost	$79,968,278

3.2. DETAILED DESCRIPTION

3.2.1. Physical Layout and Design

The proposed site layout and built form are informed by existing site conditions and the approved development currently under construction in accordance with parent consent. Consequently, the proposal aligns with the approved physical layout and design while incorporating the additional height and FSR permitted under the Housing SEPP.

Consistent with the approved development and elements of design excellence, the proposal adopts a thoughtful and holistic design approach, integrating with the surrounding context. It maximises internal and external amenity outcomes through well-planned communal spaces, ample natural light and ventilation. The building's facade and material choices reflect the local environment, creating a visually appealing and contextually appropriate development. This design fosters social interaction and community engagement, contributing positively to the neighbourhood. The design includes a hybrid approach to the podium, continuing the finer-grain of the street wall along Oxford Street and book-ending it with an elegant tower form at the western end of the site.

The proposal incorporates the additional height and FSR permitted under the Housing SEPP through the following, key design and layout principles:

- **Stepped Tower Design**: The proposal features a stepped design across the two towers, stepping down from east to west. This stepped design has been prepared to protect the solar access to Centennial Park while achieving the target, 30% uplift in FSR and affordable housing provision. The stepped tower form also provides and improved visual outcome, providing a dynamic skyline and offers a visually engaging architectural form.
- **Affordable Housing Layout**: The layout and distribution of market and affordable housing have been carefully designed to ensure all units have equal access to the available communal open space and facilities.
- **Maintain Quality of Open and Communal Space**: the proposal has been prepared with some refinements to the open space and communal spaces, providing the same level of amenity as the approved development, whilst accommodating the updates to the overall building layout.
- **Updated Services within Approved Basement Layout**: in support of the increased uplift, updated basement services (storage, utility infrastructure, waste storage) and parking are proposed to be facilitated within the approved and completed, excavated, basement area. No additional excavation works are proposed or required in support of the proposed development.
- **Design Refinements in Response to DIP:** further to the DIP process detailed in **Section 1.3.2** of this EIS, the DIP identified some design refinement which would further improve the design outcome of the proposal. These design refinements have been integrated as part of this proposal.

3D perspectives are provided in **Figure 10** below, demonstrating the overall design outcome proposed as part of this development.

Figure 10 3D Perspectives

Source: SJB

3.2.2. Bonus Floor Space Ratio and Height

The proposed FSR and Height of the Building have been established through the incentives provided by the in-fill affordable housing provisions of the Housing SEPP. Under the Housing SEPP, "Shop top housing" that provides at least 15% of the total GFA as affordable housing (in addition to any other affordable housing required under another planning instrument) for a minimum of 15 years is eligible for 30% uplift in the permitted FSR and building height controls.

The following outlines the methodology for calculating the proposed floor space ratio and provision of affordable housing units.

WLEP Control	WLEP base Control	30% uplift control	Overall permitted control	Proposed Development
Clause 4.3 – Height of Building	36m	10.8m	46.8m	▪ Building A: 42.5m ▪ Building B: 54.0m*
Clause 4.4 – Floor Space Ratio	3.5:1	1.05	4.55:1	4.55:1
Gross Floor Area	8,683m^2	2,605m^2	11,288m^2	11,288m^2
		15% Minimum Affordable Housing GFA		
Affordable GFA	-	1,693.2m^2		1,709m^2

**Due to the solar access requirements at Centennial Park, the height at Building B is proposed in accordance with the detailed overshadowing and alternative design analysis as detailed in Section 1.3 of this EIS.*

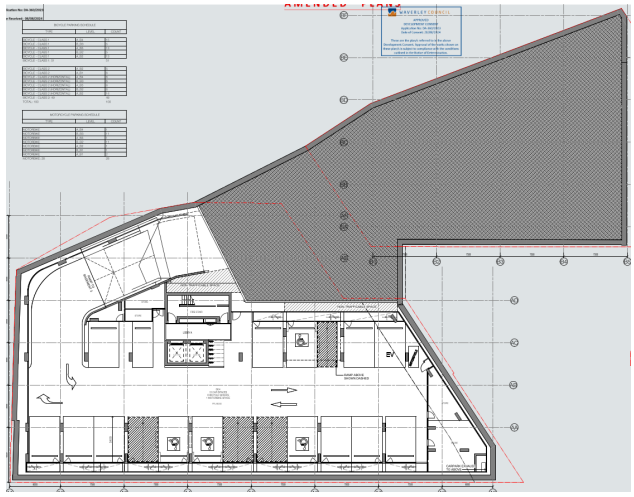
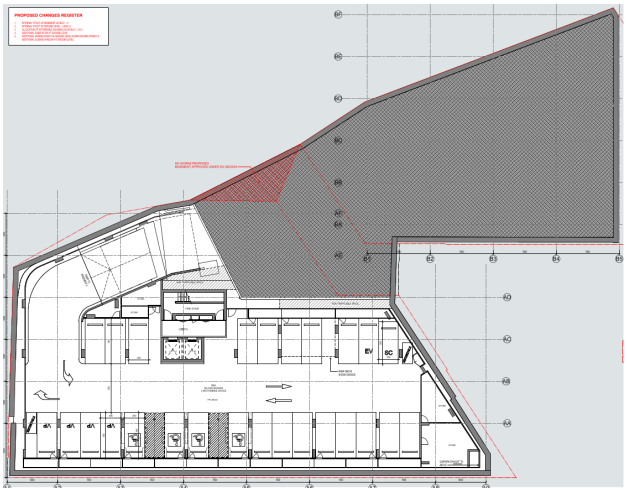
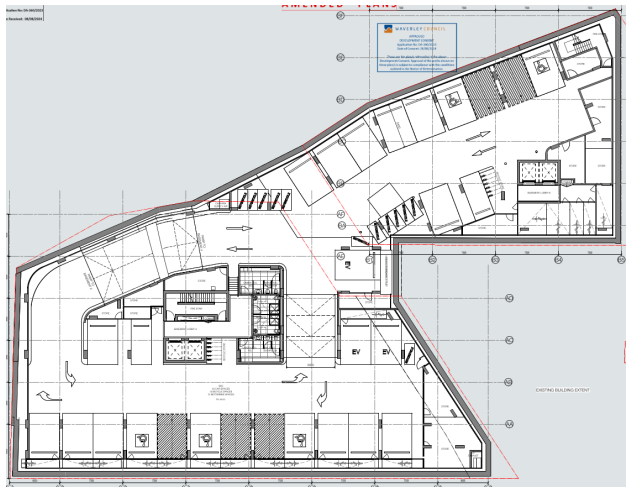
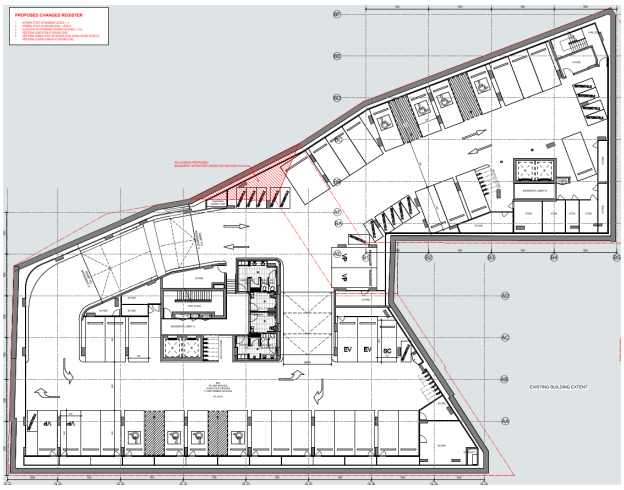
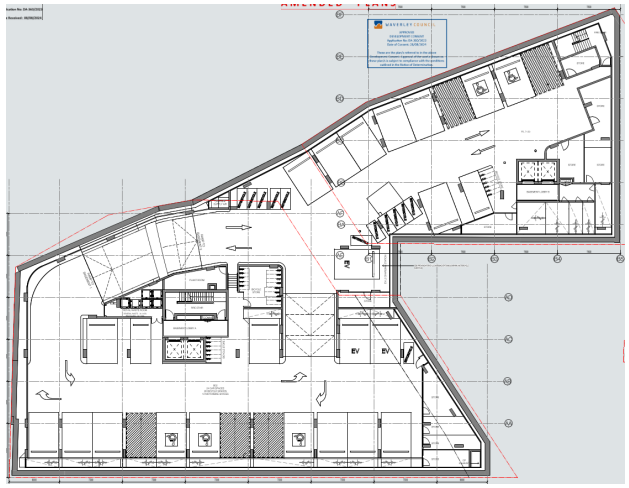
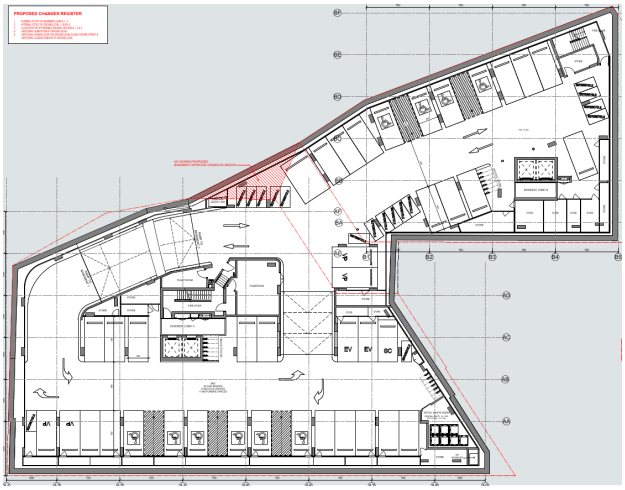
3.2.3. Floor by Floor - Proposed Amendments and Works

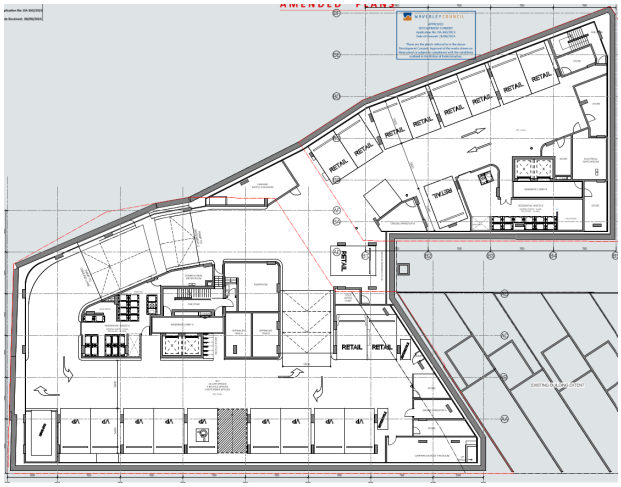
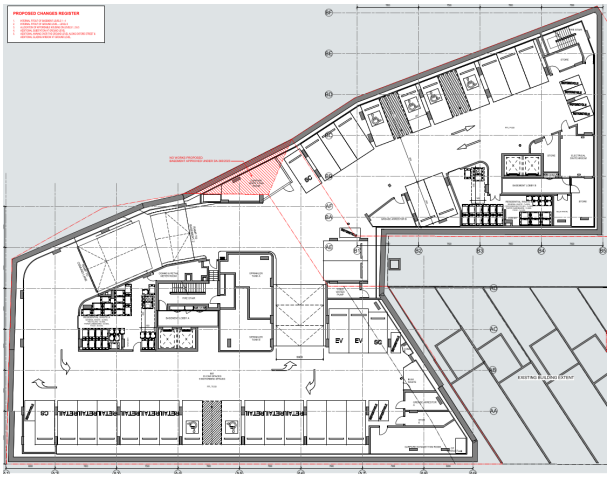
3.2.3.1. Basement Levels

The proposed amendments to the parent consent includes an update the internal layout of the approved basement levels. This includes providing 138 car parking spaces (increase from 84 parking spaces under the parent consent) to meet the car parking requirements under the Waverley DCP 2022 and the Housing SEPP. The proposal also updates the layout of motorcycle parking spaces (increase from 28 spaces to 45 spaces), bicycle parking spaces (from 111 spaces to 97 spaces), storage areas and waste storage areas. The layout of building cores and utility areas (e.g. electrical switch room, grease arrestor) are generally the same as the parent consent.

As identified in **Section 1**, the basement excavation has been completed under the existing consent. The proposal does not seek to change the basement level footprints or extent of excavation as approved/completed. The location and layout of the ramp access which provides vehicular access from Osmund Lane into the basement is consistent with the parent consent.

Table 12 Comparison of Approved & Proposed Basement Levels

Approved under Parent Consent	Proposed
Basement Level 4	
	
Basement Level 3	
	
Basement Level 2	
	

Approved under Parent Consent	Proposed
Basement Level 1	
	

3.2.3.2. Ground Floor Level & Landscaping

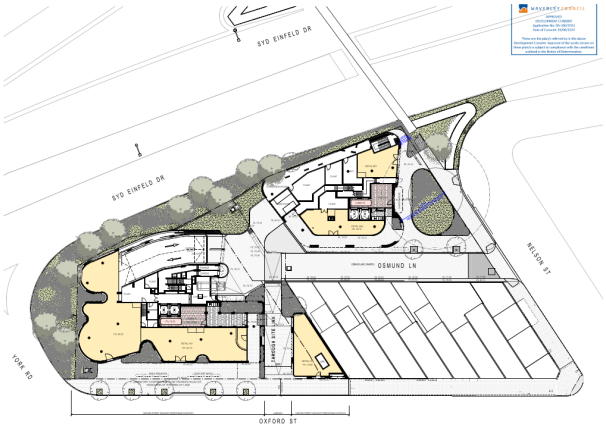
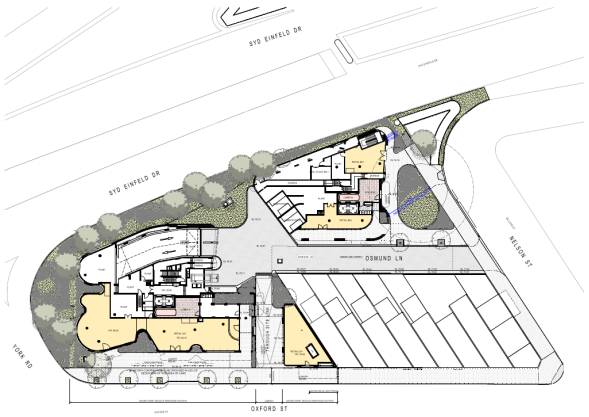
The proposed amendments to the parent consent includes internal ground level fitout works. The proposed amendments include the conversion areas of areas of retail to plant area as to meet the increase service demands of the development. Additionally, a 2nd substation and adjustments to the BOH services areas have been made. The proposed 467m^2 of retail GFA is reduced from the 581m^2 of retail GFA that was approved under the parent consent. Other internal changes include updates to the layout of the conference room.

The proposed amendments are wholly internal, no changes to the overall podium footprint are proposed. The proposed amendments to the internal fitout will continue to provide retail GFA at the Oxford Street interface as well as the interface with Osmund Lane and Nelson Street, consistent with the parent consent. The proposed amendments to the ground floor fitout will align with the pedestrian access areas established under the parent consent. This includes pedestrian access through the Oxford Street residential lobby, from the through site link on the eastern elevation of Building A. The Nelson Street residential lobby provides access from the retail verandah on the eastern elevation of Building B. Similarly, the proposed ground level fitout aligns with the loading bay located at street level, accessed from Osmund Lane, established under the parent consent.

The proposed new, ground floor works proposes an adjusted layout of the vehicular and pedestrian through-site link between Oxford Street and Osmund Lane and public plaza, however, these do not result in any changes to the movement paths as established under the parent consent. The through site link paver materials are being co-ordinated with Council as part of the detailed design process for the parent consent. The areas of the ground level proposed under this SSDA will continue to be dedicated to Council in accordance with the executed planning agreement.

The layout of landscaping across the areas surrounding the podium is proposed to be consistent with the parent consent. The proposal will not change the approved maintenance of the Norfolk Island pine tree at the Nelson Street frontage.

Table 13 Comparison of Approved & Proposed Ground Level

Approved under Parent Consent	Proposed
Ground Level	
	

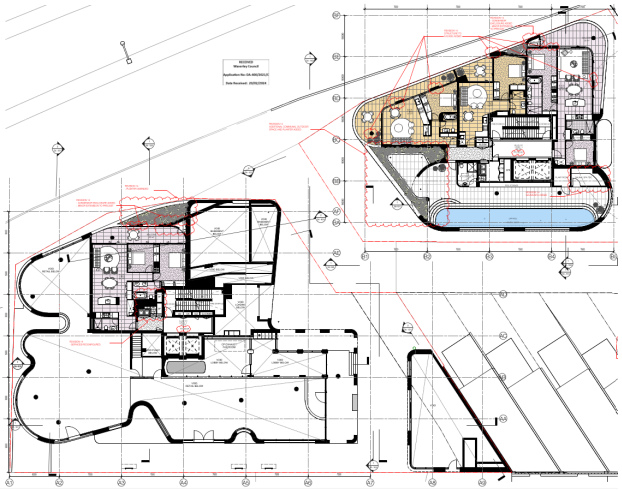
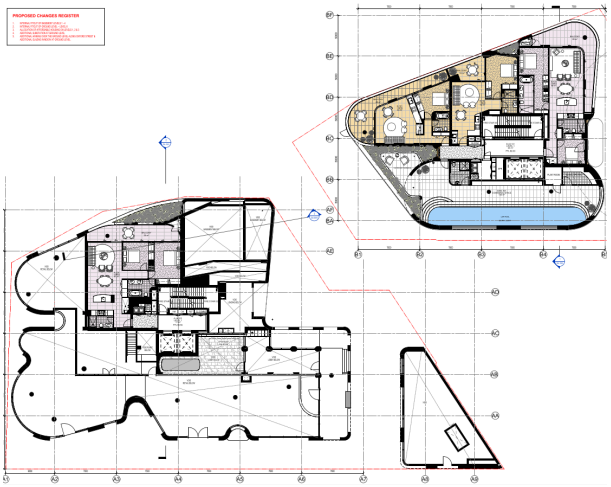
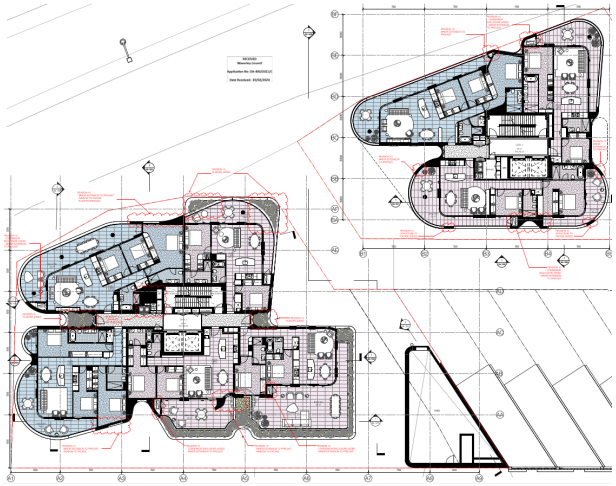
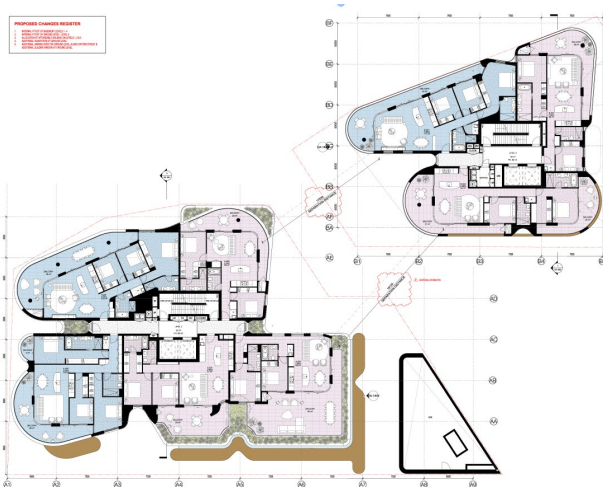
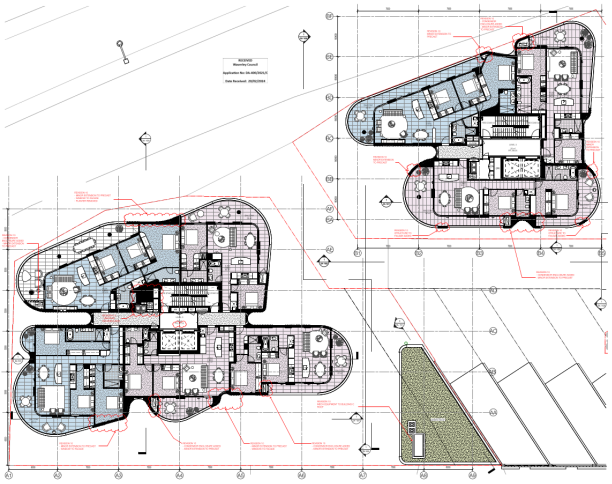
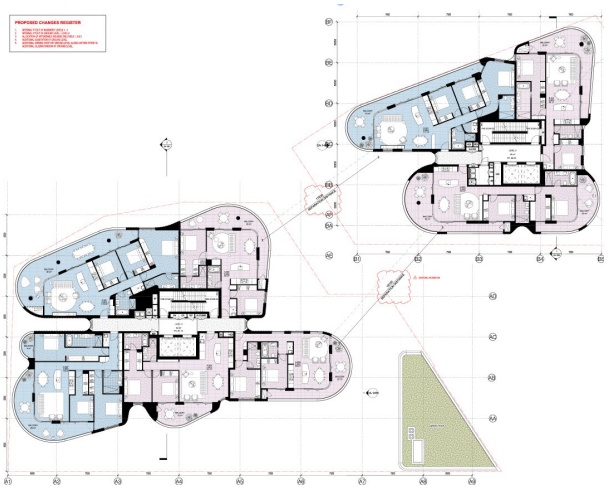
3.2.3.3. Level 1 to Level 10

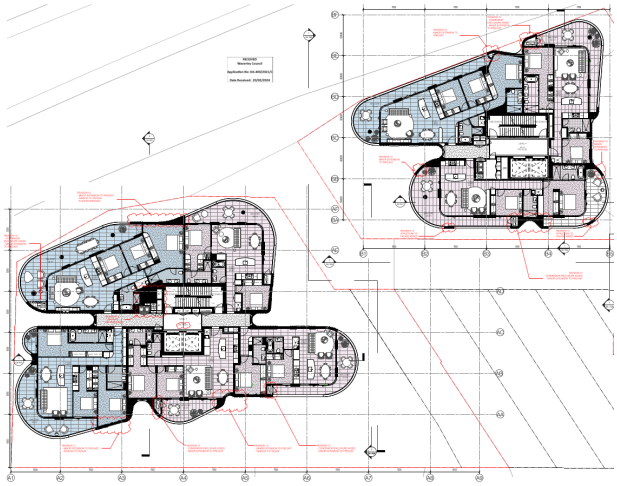
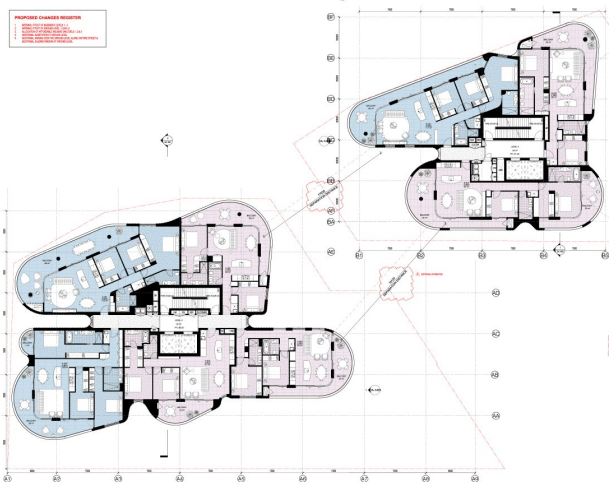
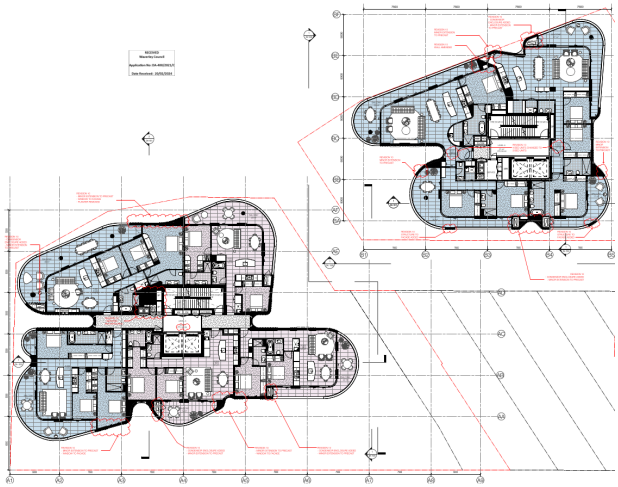
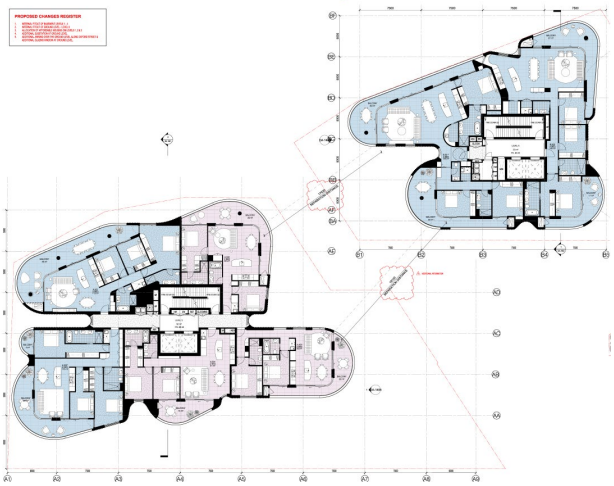
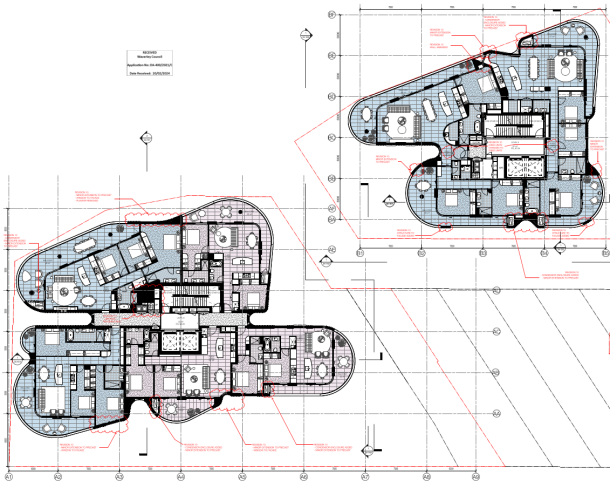
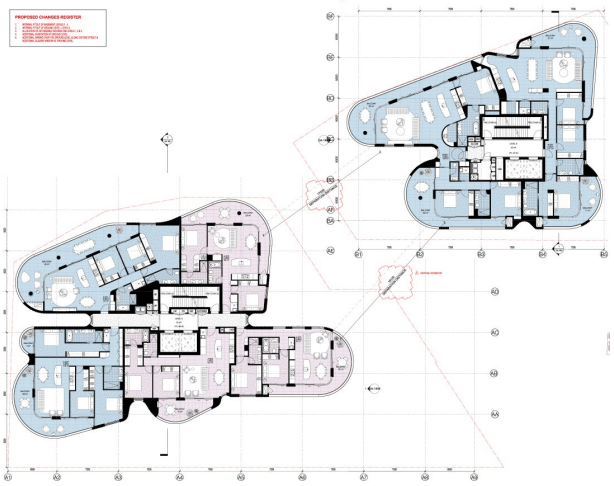
The proposed amendments to the parent consent includes amendments to the fitout of Level 01 to Level 08. The proposed new works include the construction and fitout of Level 09 to Level 10.

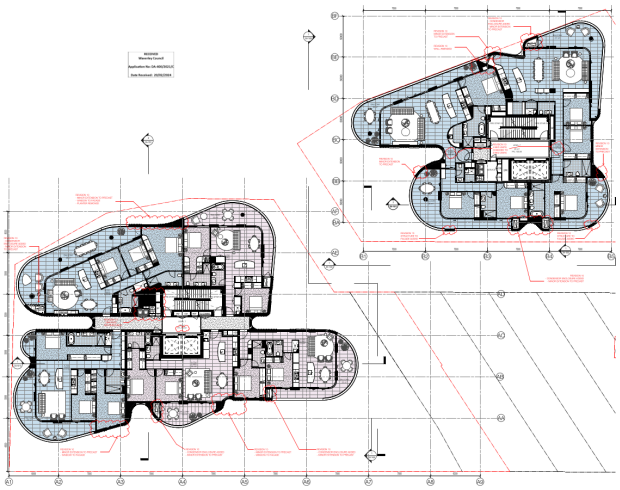
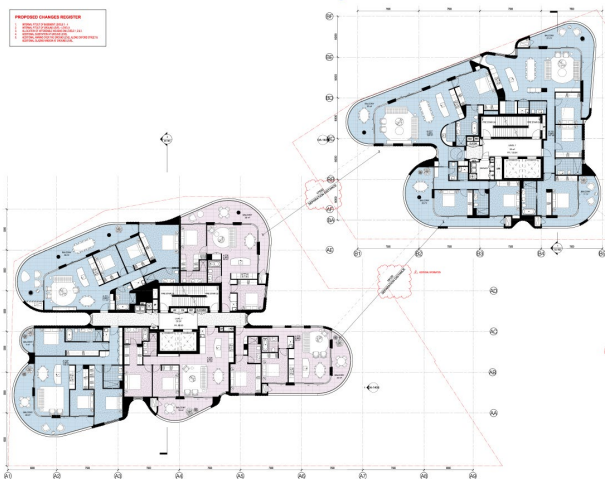
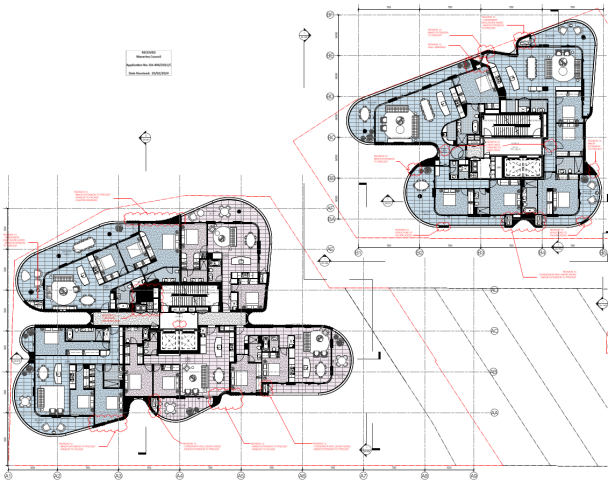
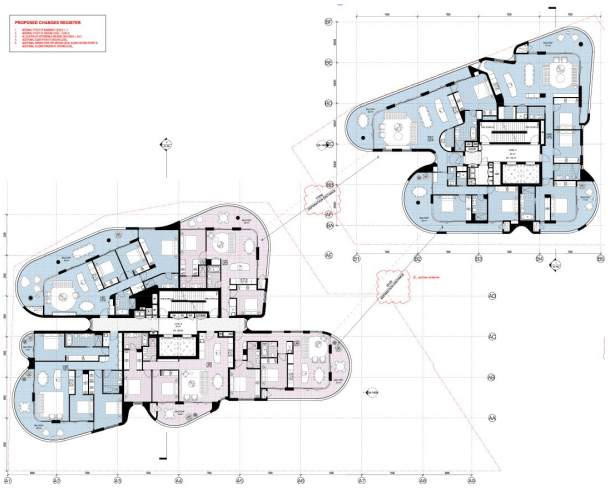
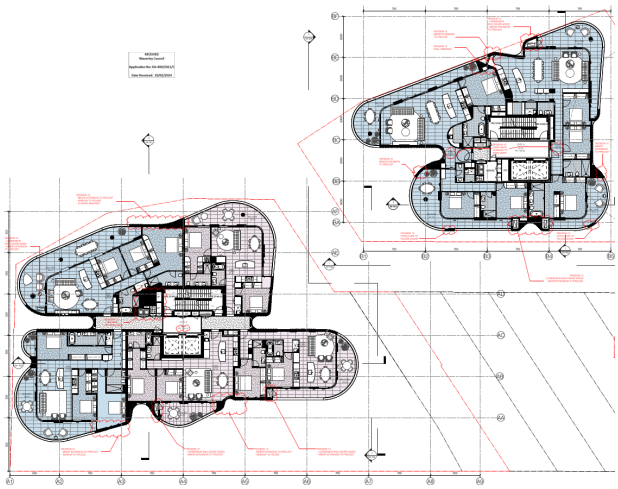
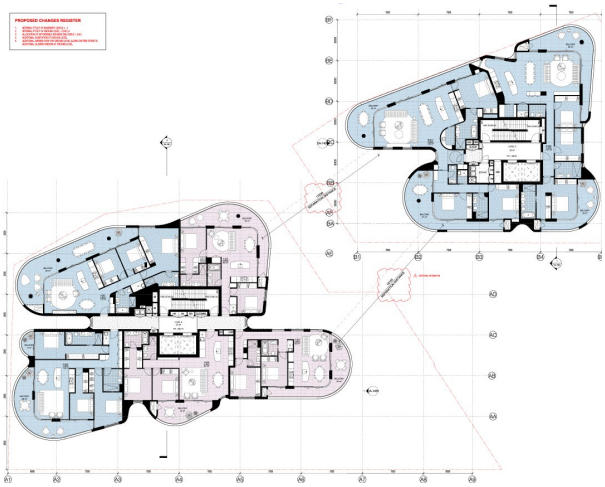
Overall, the internal fitout of Level 01 to Level 10 is generally consistent with the layout as approved under the parent consent. This includes the provision of a communal pool, sauna/spa and terrace at Level 01.

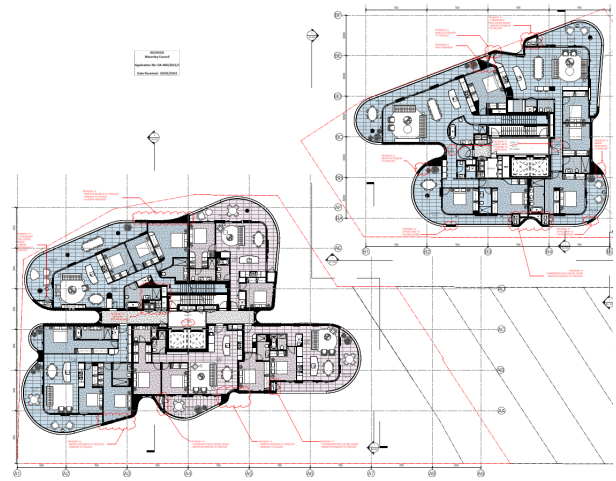
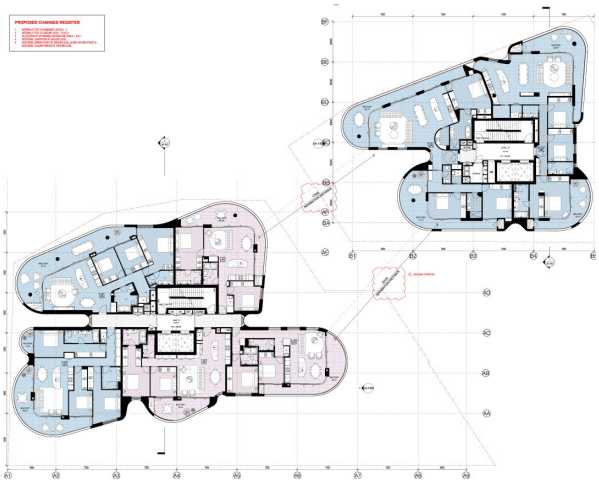
The proposed amendments include updates to the design across these levels include the addition of the awning along Oxford Street and the through site link in response to the DIPs comments and the designation of residential units across Level 1, Level 2 and Level 3 as affordable housing. The layout and design of the affordable housing apartments unchanged from the parent consent, as to provide equitable level of amenity and housing quality across these areas of affordable housing.

Table 14 Comparison of Approved & Proposed Level 1 to Level 10 Floor Plans

Approved under Parent Consent	Proposed
Level 1	
	
Level 2	
	
Level 3	
	

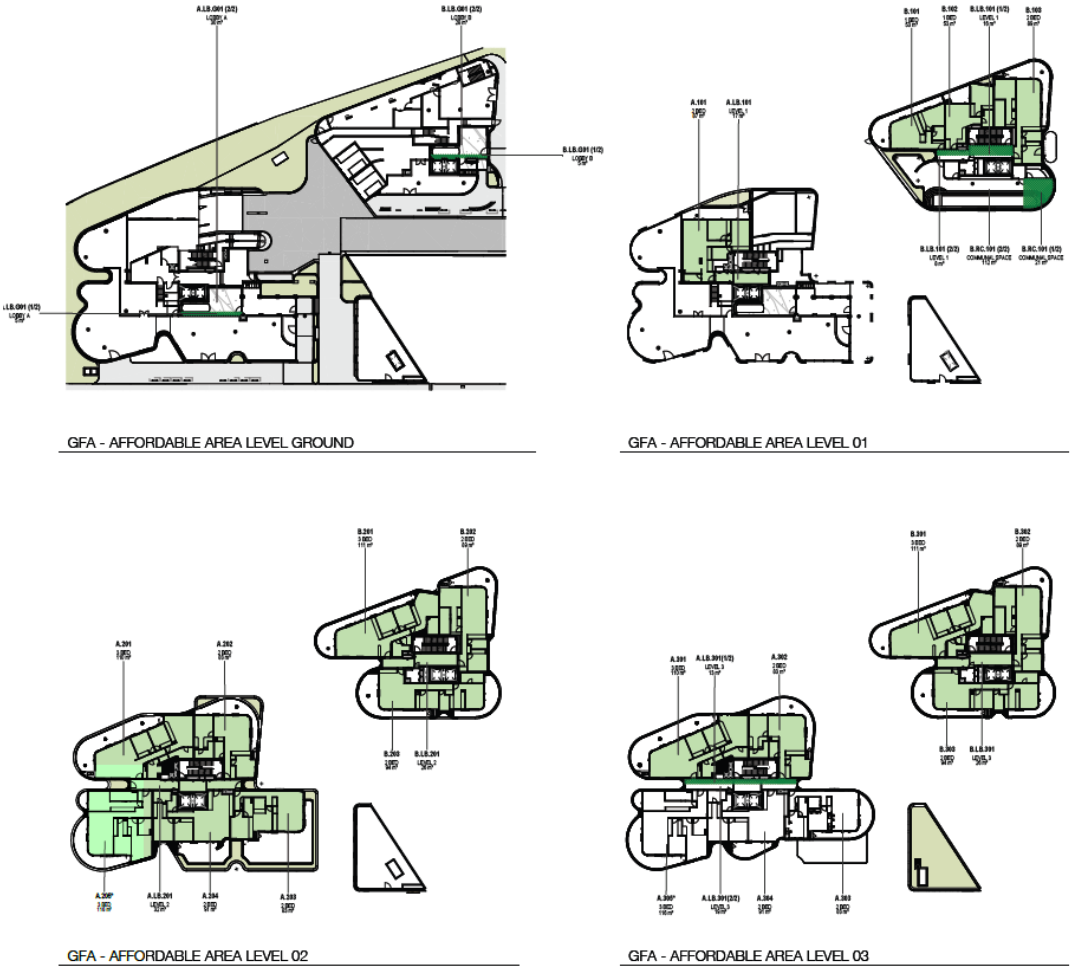
Approved under Parent Consent	Proposed
Level 4	
	
Level 5	
	
Level 6	
	

Approved under Parent Consent	Proposed
Level 7	
	
Level 8	
	
Level 9	
	

Approved under Parent Consent	Proposed
Level 10	
	

The residential units across Level 1, Level 2 and Level 3 that are proposed to be designated as affordable housing is demonstrated in **Figure 11** below. Cumulatively, the proposal seeks to designate 1,709m^2 of residential GFA as affordable housing across the 17 apartments.

Figure 11 Affordable Housing Units



Source: SJB Architects

3.2.3.4. Level 11 to Level 17

As part of the proposed new works, Level 11 is proposed to deliver a reduced, rooftop communal space at Building A, whilst the remainder of the level is proposed to accommodate residential apartments across the stepped tower design. The rooftop terrace includes a pool area, BBQ area, landscape perimeter and 1.4m high solid balustrades around the pool area.

As part of the new works, the tower design from Level 11 to Level 16 will feature a material, finish and gradient colour palette which is consistent with the lower levels of the tower (approved under the parent consent). The tower structure at Building A, from Level 11 to Level 14 will feature the stepped floorplates at each level in response to the solar access design principle detailed in **Section 3.2.1**. The tower structure at Building B, from Level 11 to Level 17, will maintain a tower footprint, consistent with the lower levels.

Level 11 to Level 16 accommodates additional residential units across the stepped tower footprint. At Level 14 and Level 17 respectively, Building A and Building B will feature a flat rooftop design with a fire stair and lift overrun, with a perimeter of landscaping at the edge of the roof.

Table 15 Comparison of Approved & Proposed Level 11 & Level 12

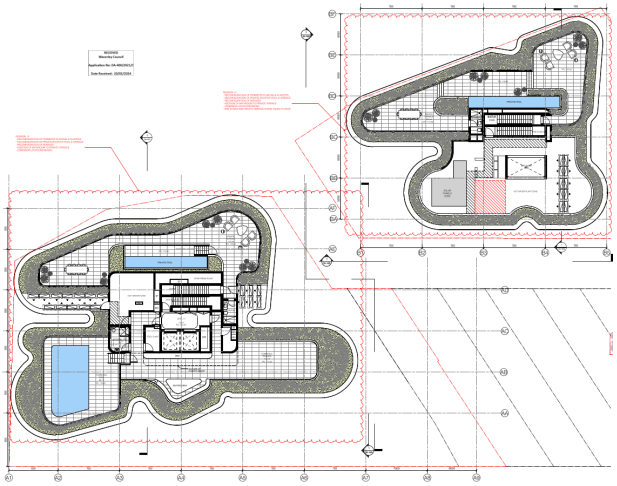
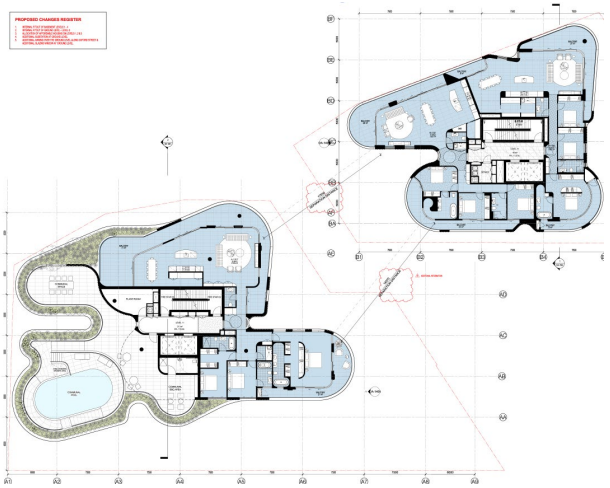
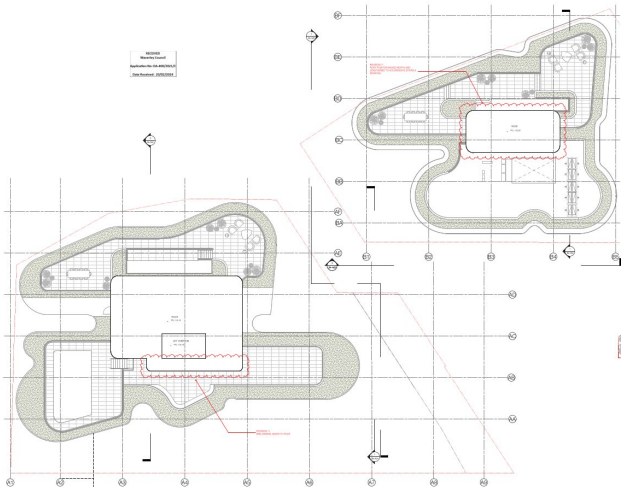
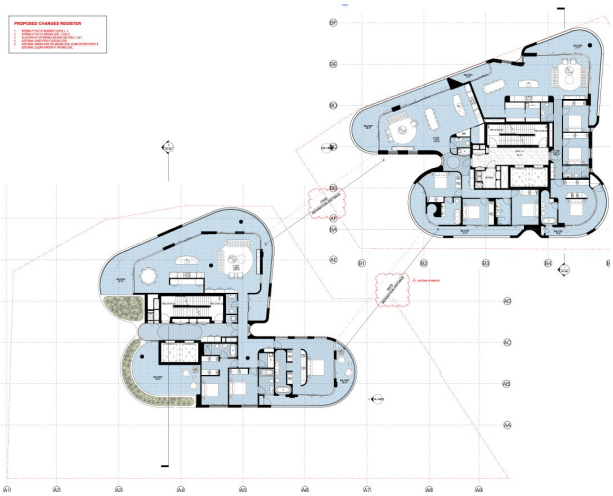
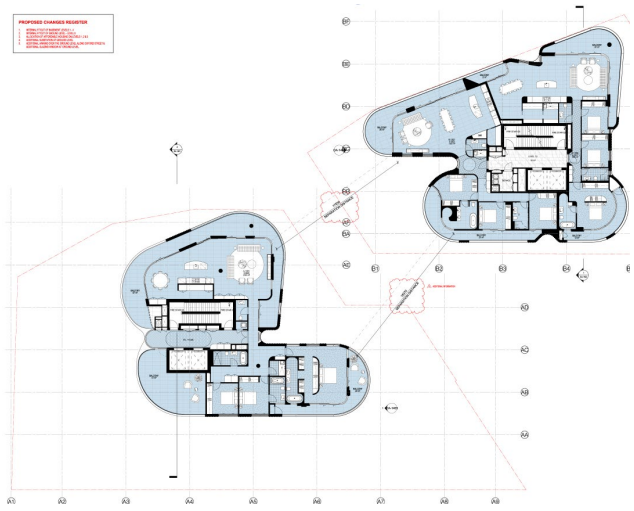
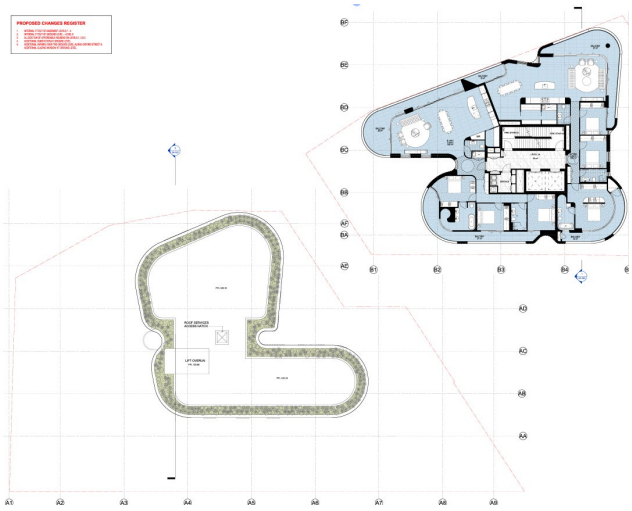
Approved under Parent Consent	Proposed
Level 11	
	
Level 12	
	

Figure 12 Proposed Level 13 to Level 17



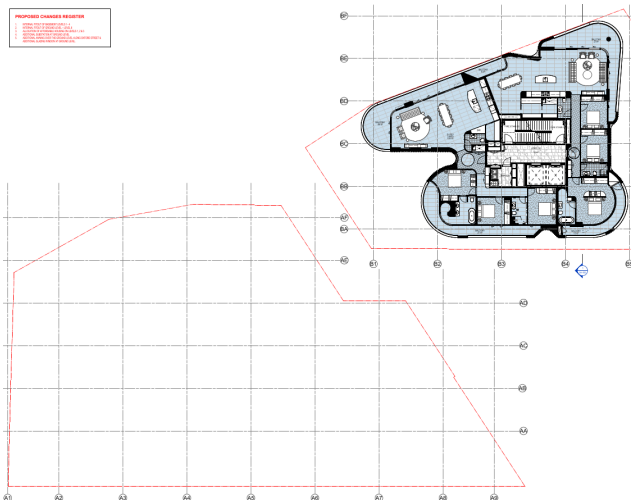
Picture 5 Level 13

Source: SJB Architects



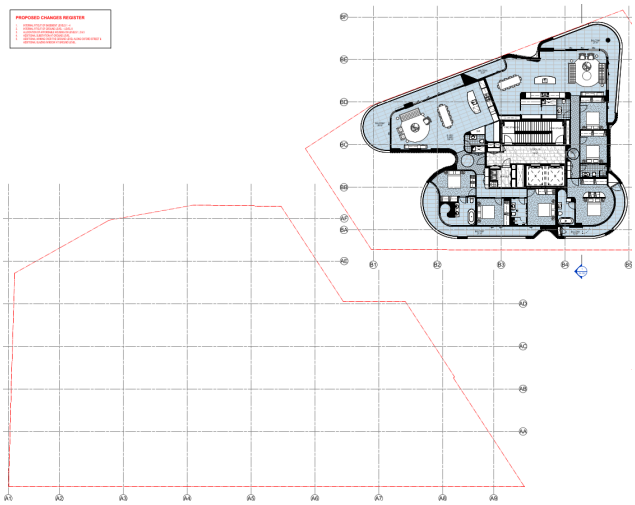
Picture 6 Level 14

Source: SJB Architects



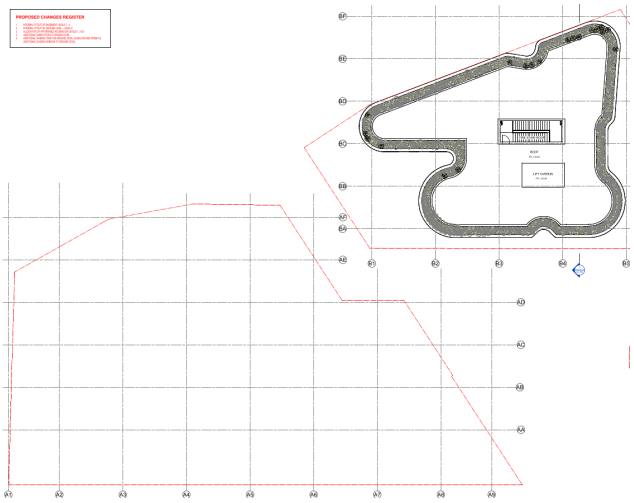
Picture 7 Level 15

Source: SJB Architects



Picture 8 Level 16

Source: SJB Architects



Picture 9 Level 17

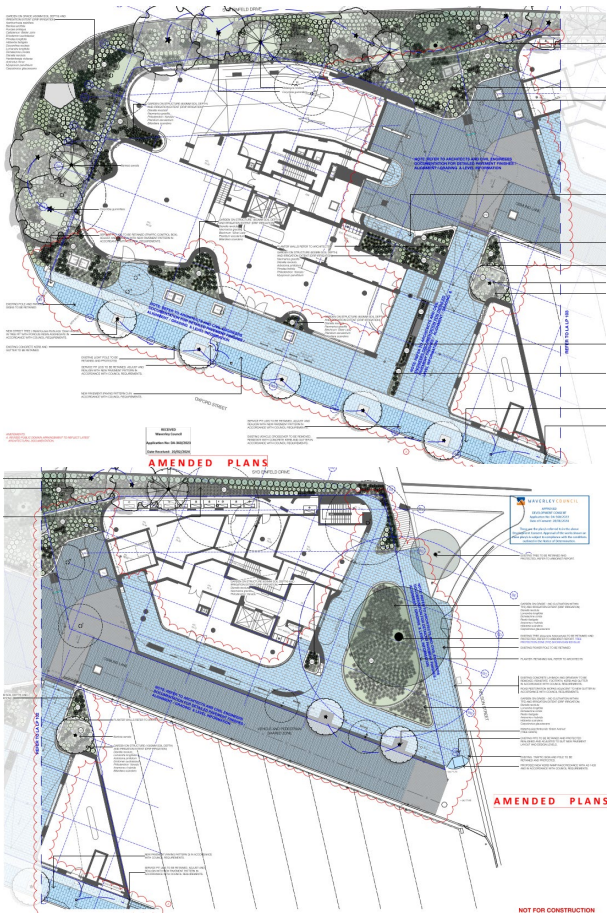
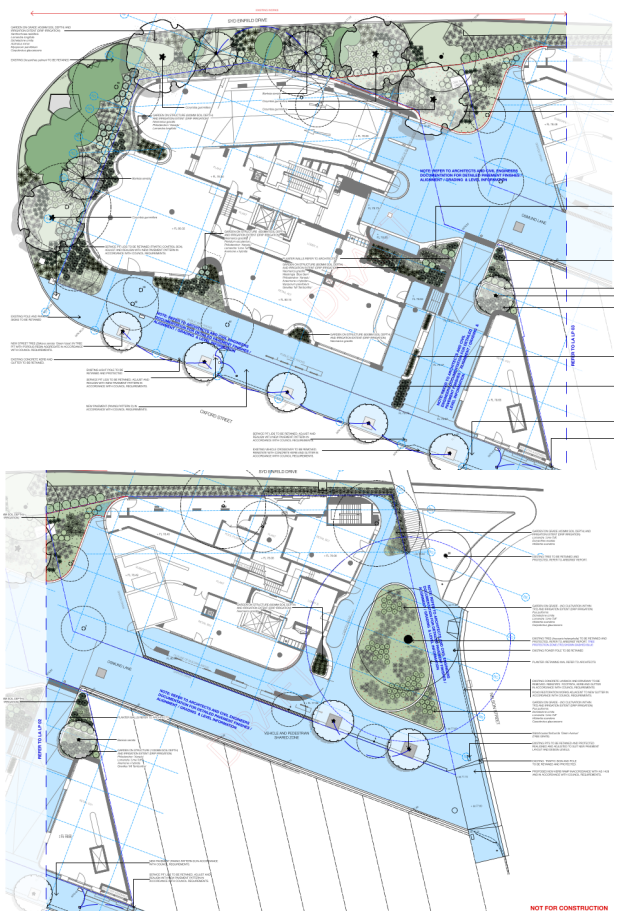
Source: SJB Architects

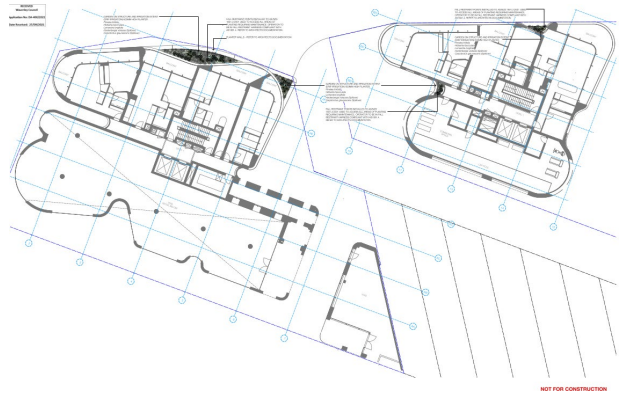
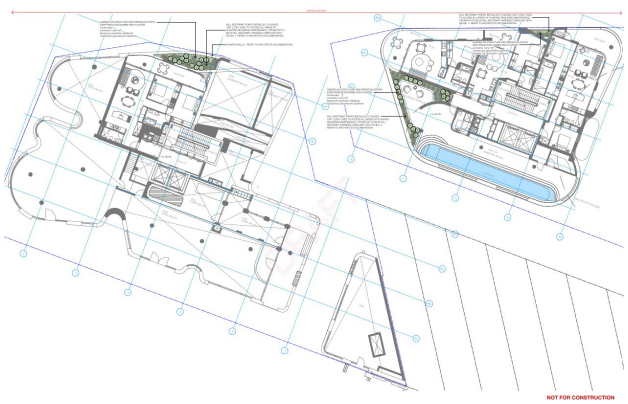
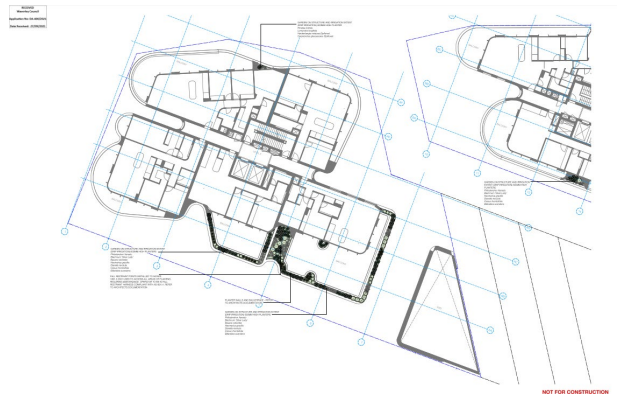
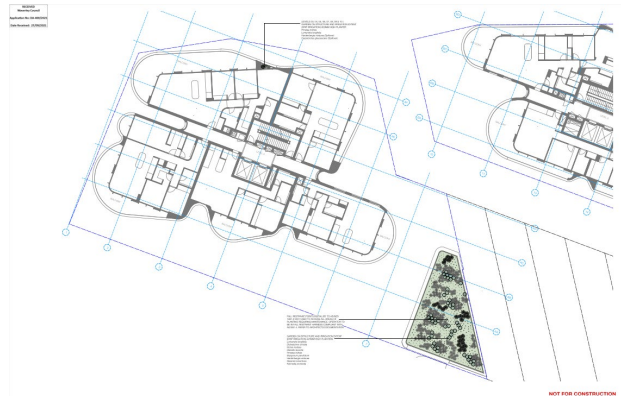
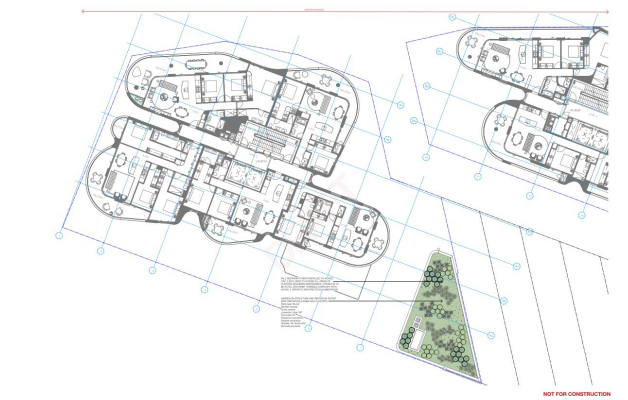
3.2.3.5. Landscaping Areas

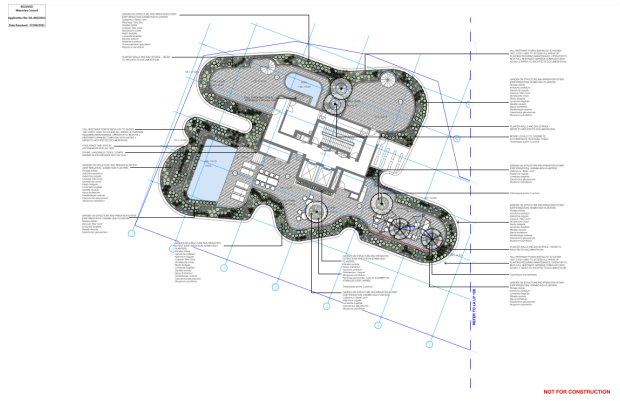
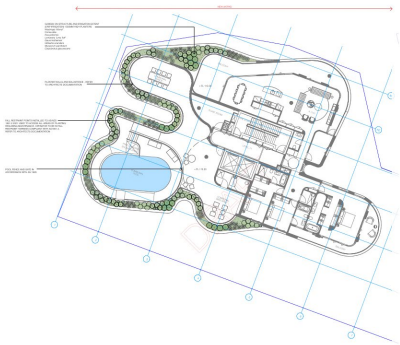
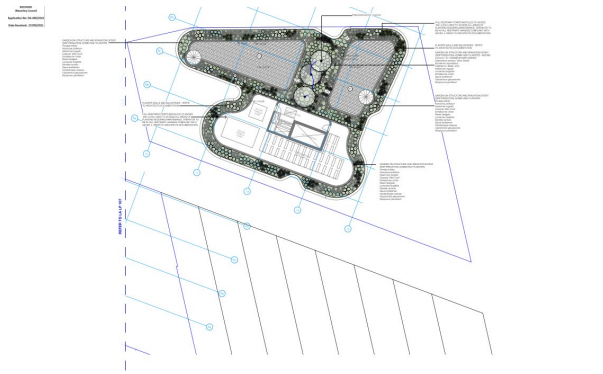
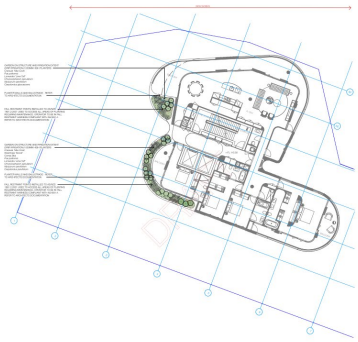
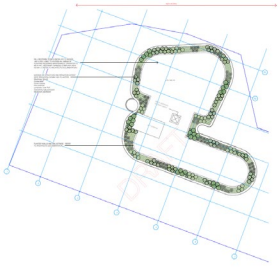
The proposed amendments to the ground level to Level 8 and the proposed new works from Level 9 to Level 16 will feature landscape design with design principles consistent with the parent consent. The proposed landscaping for the project focuses on creating meaningful connections with the site, community, and surrounding suburb, enhancing the user experience through significant 'greening' and reflecting the area's history and character. The design incorporates a mix of native and exotic plant species to create a multi-layered landscape that provides texture and softens structural elements, while also ensuring environmental sustainability through the reuse of existing trees and the selection of hardy, drought-tolerant plants.

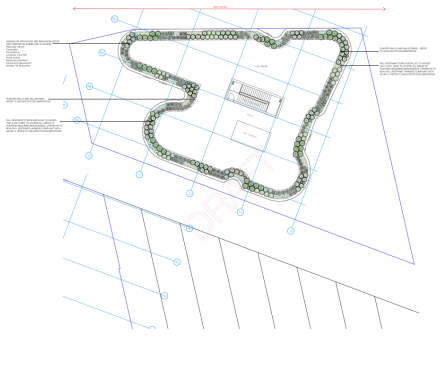
Details of the landscape plantings and landscape areas are provided at **Appendix P**, which demonstrate the proposal will deliver 813m^2 landscape area and 175m^2 of deep soil area. The landscaping areas across the development footprint is proposed to be maximised across the floor layouts detailed in the sections above. The table below provides a comparison of the areas of landscaping proposed as part of the SSDA in comparison to the parent consent.

Table 16 Comparison of Approved & Proposed Landscape Areas

Approved under Parent Consent	Proposed
Ground Level	
	

Approved under Parent Consent	Proposed
Level 1	
	
Level 2	
	
Level 3	
	

Approved under Parent Consent	Proposed
Level 11 – Building A	
	
Level 11 – Building B	
	N/A
Level 12 – Building A	
N/A	
Level 17	
N/A	

Approved under Parent Consent	Proposed
	

3.3. SITE PREPARATION ACTIVITIES

The proposed SSDA does not include any site preparation activities such as demolition, tree removal or earthworks. Development consent for site preparation activities has already been provided under the parent consent and subsequently, has been acted upon at the site.

3.4. PROPOSED LAND USES

Consent is sought for a mixed-use development comprising the following uses:

- Shop Top Housing, including affordable and market housing; and
- Commercial and retail premises. The specific use and fit-out of the commercial and retail premises will be subject to future, separate DAs or Complying Development Certificates (CDCs).

3.5. MATERIALS AND FINISHES

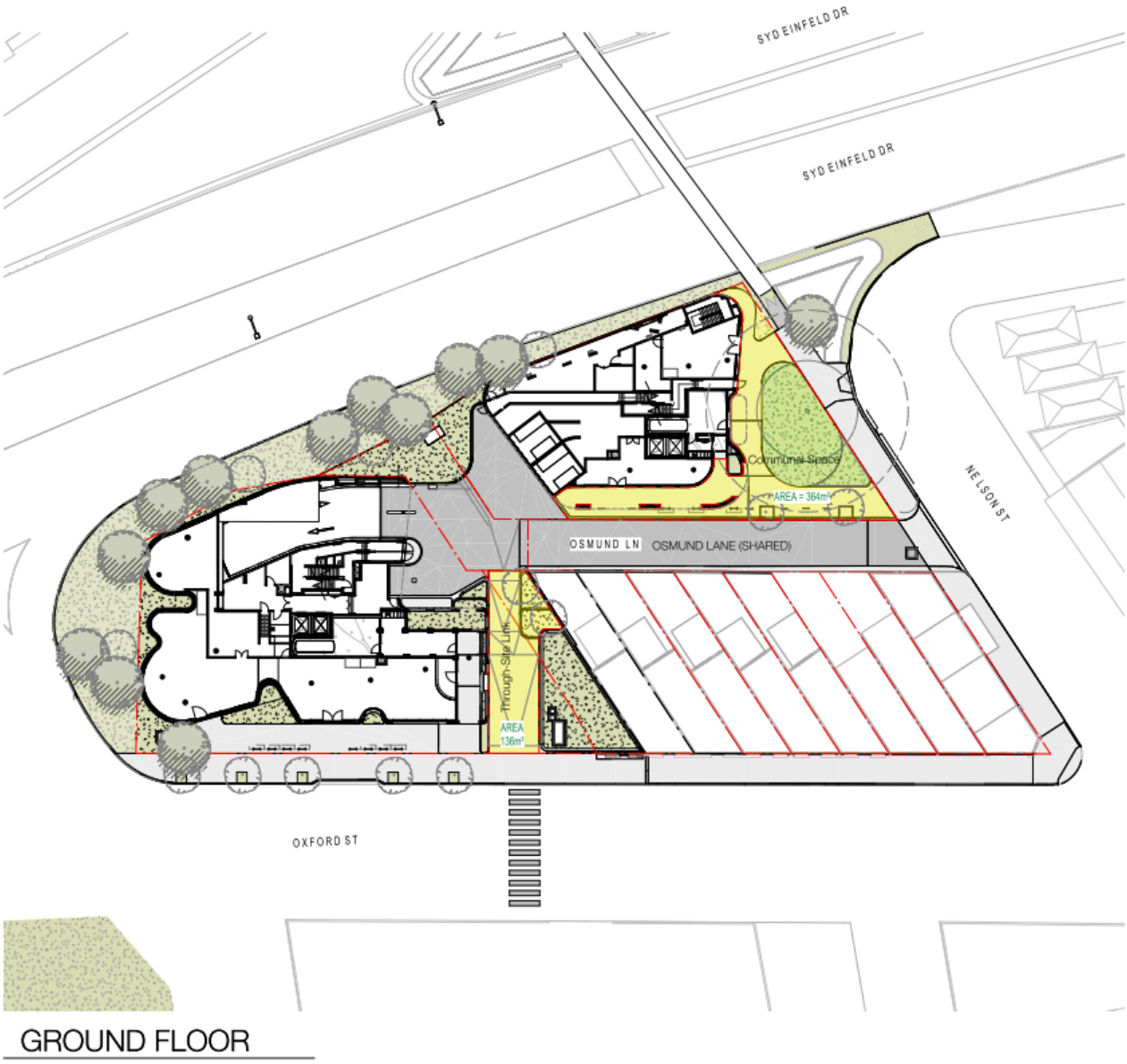
The proposed new tower levels will be feature a material palette consistent with the lower levels (under the parent consent) including a mix of precast spandrel and precast fluted panels with a rich, warm stone colour, with other areas featuring apartment and balustrade glazing.

3.6. PUBLIC DOMAIN & CONTRIBUTIONS

As detailed in **Section 2.3** of this EIS, a planning agreement has been executed and registered between the developer and Council. This planning agreement includes a Public Works Contribution, which includes the delivery and maintenance of the Public Plaza (circa 311m^2 area) and Through Site Link (circa 136m^2) as per the parent consent.

As part of the proposed SSDA, the amended ground floor plane includes the Public Plaza with an area of 364m^2 and the Through Site Link with an area of 136m^2, both in the same general location as the parent consent. The location and areas of these two public works areas are demonstrated in **Figure 13** below. Separate to the SSDA process, the appropriate negotiations with Council will continue in accordance with the terms of the planning agreement. Refer to **Section 2.3** of this EIS for an overview of the terms of the contributions under the registered planning agreement.

Figure 13 Proposed Public Place Plan



3.7. NUMERIC COMPARISON WITH PARENT CONSENT

Table 17 Comparison of Approved & Proposed Development

Item	Approved under Parent Consent	Proposed
Land Uses	▪ Shop Top Housing, including market housing ▪ Commercial and retail premises	▪ Shop Top Housing, including affordable and market housing ▪ Commercial and retail premises
Building Height	▪ Building A: 37.06m ▪ Building B: 37.54m	▪ Building A: 42.5m ▪ Building B: 54.0m
Number of Storeys	▪ Building A: 10 storeys above podium ▪ Building B: 10 storeys above podium	▪ Building A: 13 storeys above podium ▪ Building B: 16 storeys above podium
Number of Apartments	70 Dwellings ▪ 1 bedroom: 2	85 Dwellings ▪ 1 bedroom: 2

Item	Approved under Parent Consent	Proposed
	▪ 2 bedroom: 32 ▪ 3 bedroom: 21 ▪ 4 bedroom: 12	▪ 2 bedroom: 35 ▪ 3 bedroom: 48
Affordable Apartments	0 Dwellings	17 Dwellings ▪ 1 bedroom: 2 ▪ 2 bedroom: 10 ▪ 3 bedroom: 5
Floor Space Ratio	3.5:1	4.55:1
Gross Floor Area	8,683m^2	11,288m^2
Vehicle Access	Ramp connecting to Osmund Lane	Ramp connecting to Osmund Lane
Pedestrian Access	Oxford Street residential lobby, provides access from the through site link on the eastern elevation of Building A. Nelson Street residential lobby provides access from the retail verandah on the eastern elevation of Building B.	Oxford Street residential lobby, provides access from the through site link on the eastern elevation of Building A. Nelson Street residential lobby provides access from the retail verandah on the eastern elevation of Building B.
Car Parking	84 car parking spaces	138 car parking spaces
Bicycle Parking	111 bicycle parking spaces	94 bicycle parking spaces
Communal Open Space	706m^2 ▪ Nelson St Plaza: 355m^2 ▪ Level 1 Gym/Swimming Pool: 147m^2 ▪ Rooftop Pool/Communal Space: 204m^2	746m^2 ▪ Nelson St Plaza: 364m^2 ▪ Level 1 Gym/Swimming Pool: 152m^2 ▪ Rooftop Pool/Communal Space: 230m^2
Landscaping	714.2m^2 landscape area 142m^2 deep soil area	813m^2 landscape area 175m^2 deep soil area
Loading and Servicing	Loading docks at street level accessed by Osmund Lane	Loading docks at street level accessed by Osmund Lane

3.8. DEVELOPMENT TIMING

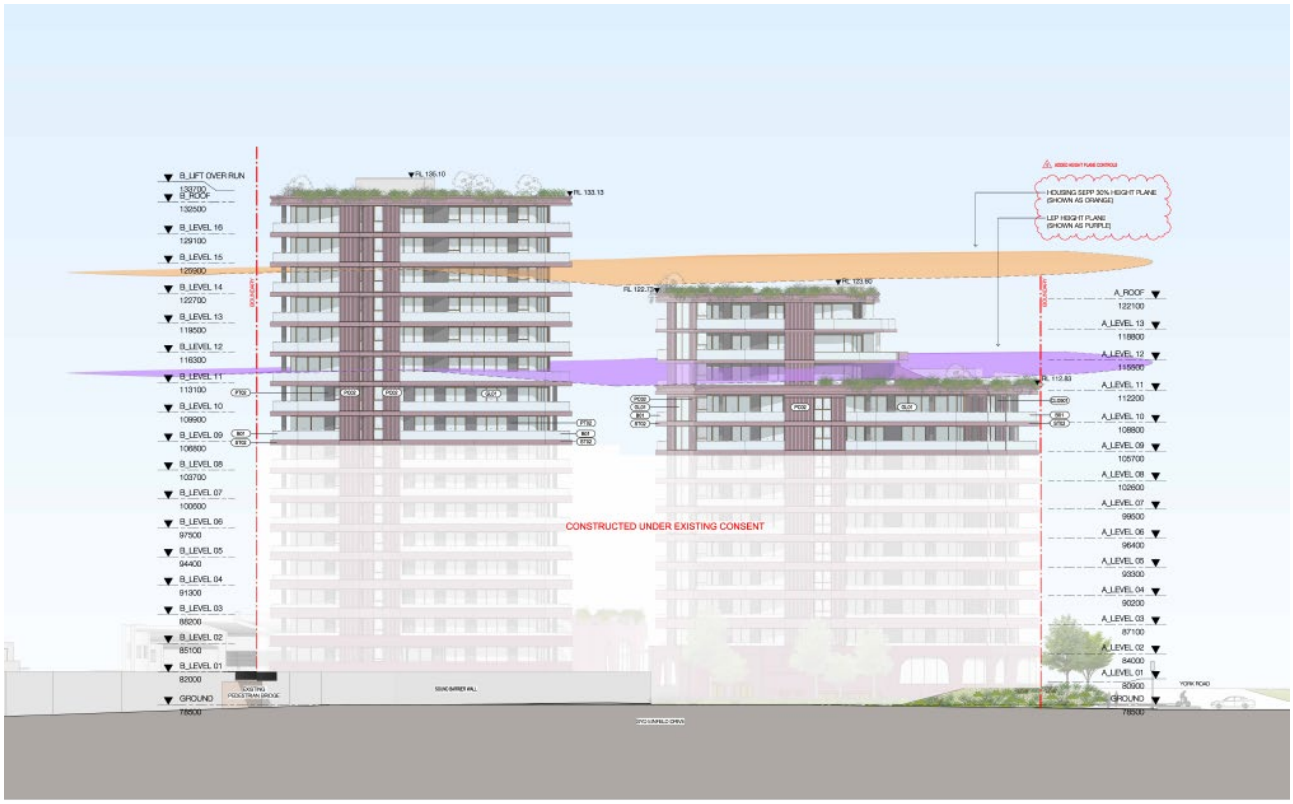
Construction of the development is already underway, and it is anticipated that by the time of determination (November 2025), construction will have progressed up to and including Level 8.

Following the determination of this SSDA, construction of Levels 9–16 will commence, along with the fit-out of the entire building. All construction works associated with the proposed development will be carried out in accordance with the relevant conditions of consent as soon as the determination is issued.

This approach will accelerate the delivery of much-needed housing by reducing the time required to realise and construct the approval, given construction will already be well progressing under The Consent. This will enable the delivery of 85 dwellings including 17 affordable housing units in an accessible and amenable location in a quicker period of time. This proposed strategy aligns with the objectives of the National Housing Accord and the Housing SEPP, both of which promote increased density and the provision of affordable housing in appropriate areas.

The following elevation drawing provide clear indication of the structure up to Level 8 which will be delivered under the parent consent, and the upper level structure that is proposed as part of this SSDA.

Figure 14 Proposed Elevation Drawing (North)



Source: SJB

4. STATUTORY CONTEXT

This section of the report provides an overview of the key statutory requirements relevant to the site and the project, including:

- *Greater Sydney Parklands Trust Act 2022*
- *Biodiversity Conservation Act 2016* (**BC Act**)
- *Environmental Planning and Assessment Act 1979* (**EP&A Act**)
- *Environmental Planning Assessment Regulation 2021* (**the Regulation**)
- *State Environmental Planning Policy (Planning Systems) 2021* (**Planning Systems SEPP**)
- *State Environmental Planning Policy (Resilience & Hazards) 2021* (**R&H SEPP**)
- *State Environmental Planning Policy (Transport and Infrastructure) 2021* (**T&I SEPP**)
- *State Environmental Planning Policy (Sustainable Buildings) 2022* (**Sustainable Buildings SEPP)**
- *State Environmental Planning Policy (Housing) 2021* (**Housing SEPP**)
- *Waverley Local Environmental Plan 2012* (**WLEP 2012**)
- *Waverley Development Control Plan 2022* (**WDCP 2022**)

It identifies the key statutory matters which are addressed in detail within the EIS, including the power to grant consent, permissibility, other approvals, pre-conditions and mandatory considerations.

4.1. STATUTORY REQUIREMENTS

The following sections provide a summary of the relevant statutory requirements having regard to the *State Significant Development Guidelines*. A detailed statutory compliance table for the project is provided at **Appendix C**.

4.1.1. Power to Grant Approval

The legal pathway under which the consent is sought, why this pathway applies, and the relevant consent authority is outlined in **Table 18**.

Table 18 Power to Grant Approval

Matter	Consideration
Power to grant approval	In accordance with Schedule 1, Section 26A of the Planning Systems SEPP, development to which: ▪ Chapter 2, Part 2, Division 1 of the Housing SEPP applies; and ▪ Has a CIV of $75M+ (for the residential components); and ▪ Is not prohibited under an EPI applying to the land; and ▪ Will provide at least 10% of the residential component as affordable housing for at least 15 years; is classified as SSD.
SSDA Pathway	***26A In-fill affordable housing*** *(1) Development to which State Environmental Planning Policy (Housing) 2021, Chapter 2, Part 2, Division 1 applies if—* *(a) the part of the development that is residential development has a capital investment value of—*

Matter	Consideration
	(i) for development on land in the Eastern Harbour City, Central River City, Western Parkland City or Central Coast City in the Six Cities Region—more than $75 million, or *(b) the development does not involve development prohibited under an environmental planning instrument applying to the land.* The residential component of the proposed works has an estimated CIV greater than $75,000,000 (refer to EDC Report) and accordingly, the proposal is SSD for the purposes of the Planning Systems SEPP. In addition to EDC, to qualify for the SSDA pathway, the proposal must not be prohibited development. The proposal is permitted with development consent and therefore qualifies as SSD.

4.1.2. Permissibility

The permissibility of proposed development is outlined in **Table 19.**

Table 19 Permissibility

Matter	Consideration
Land use(s)	Shop top housing
Land use zone(s)	MU1 Mixed Use Zone
Permissibility	The proposed development is classified as 'shop top housing' which is permitted with consent in the MU1 mixed use zone.

4.2. PRE-CONDITIONS TO GRANTING CONSENT

Table 20 outlines the pre-conditions to exercising the power to grant approval which are relevant to the project and the section where these matters are addressed within the EIS.

Table 20 Pre-Conditions

Statutory Reference	Pre-Condition	Section in EIS
R&H SEPP	Section 4.6 – Contamination and remediation to be considered in determining development application.	**Section 6.2.3**
T&I SEPP	Section 2.119 relates to development with frontage to a classified road. The consent authority must not grant consent to development unless it is satisfied that where practicable and safe, vehicular access is provided by a road other than a classified road and that the safety, efficiency and ongoing operation of the classified road will not be adversely affected by the development.	**Section 6.1.3**
	Section 2.120 relates to residential accommodation that is on land in or adjacent to the road corridor for a freeway, a tollway or a transitway or any other road with an annual average daily traffic volume of more than 20,000 vehicles and that the consent authority considers is likely to be adversely affected by road noise or vibration. Syd Einfeld Drive has an annual average daily traffic (AADT) volume greater than 20,000 vehicles and therefore, the provisions of Section 2.120 is applicable.	**Section 6.1.3**
	Section 2.122 relates to traffic generating development and requires that before granting consent the consent authority must	**Section 6.1.3**

Statutory Reference	Pre-Condition	Section in EIS
	refer certain development for with access to any road to Transport for NSW. The proposed development is specified as 'traffic-generated development' as it comprises more than 50 car parking spaces in accordance with Columns 1 and 3 of Schedule 3 of the SEPP. In this regard, section 2.112 (Traffic-generating development) of the SEPP applies and the DA is required to be referred to Transport for NSW.	
Housing SEPP	Section 15C sets out what type of development and where the in-fill affordable housing provisions apply. It refers to the locations within the Six Cities Regions in an accessible area where the policy applies, consistent with the definition in Schedule 10 of the Housing SEPP. The site is located within an accessible area being within approx.. 550m of Bondi Junction Train Station.	
	Section 20 relates to design requirements where the consent authority must consider whether the design of the residential development is compatible with the character of the local area. The proposal has been prepared to be consistent with the design principles of the parent consent and will continue to exhibit design excellence. The development has considered the character of the local area and will align with the continued growth, revitalisation and activation of Oxford Street within the Bondi Junction Centre.	**Section 6.1.2**
	Under, Section 21 the consent authority must be satisfied that for at least 15 years post occupation certificate the development will include affordable housing and will be managed by a registered community housing provider. The proposal seeks to facilitate the delivery of affordable housing in conjunction with a registered CHP, Bridge Housing. Once determined, details of the registered CHP chosen for this development will be included as part of the SSDA.	**Section 3**
Sustainable Building SEPP	Under Section 2.1 the consent authority must be satisfied the embodied emissions attributable to the development have been quantified to development to which the standards specified in Schedule 1 or 2 apply unless the consent authority is satisfied the embodied emissions attributable to the development have been quantified.	**Section 6.2.1**

4.3. MANDATORY CONSIDERATIONS

Table 21 outlines the relevant mandatory considerations to exercising the power to grant approval and the section where these matters are addressed within the EIS.

Table 21 Mandatory Consideration

Statutory Reference	Mandatory Consideration	Section in EIS
Consideration under the EP&A Act and Regulations		
Section 1.3	▪ The relevant objects of the EP&A Act.	**Appendix C**
Section 4.15 (1)(a)(i) Relevant environmental planning instrument	All relevant EPIs will be addressed in the EIS, these include; ▪ Greater Sydney Parklands Trust Act 2022 ▪ EP&A Act ▪ EP&A Regulation 2021 ▪ Planning Systems SEPP	**Appendix C**

Statutory Reference	Mandatory Consideration	Section in EIS
	▪ R&H SEPP ▪ T&I SEPP ▪ Housing SEPP ▪ WLEP 2012 ▪ WDCP 2022	
Section 4.15 (1)(a)(iii) Relevant development control plan	Clause 2.10 of the Planning Systems SEPP provides that DCPs do not apply to SSDAs. Notwithstanding this, consideration has been given to the following provisions: ▪ Part B – General Provisions ▪ Part C – Residential Development ▪ Part E – Site Specific Development	**Appendix C**
Section 4.15(1)(c)	The suitability of the site for the development	**Section 7**
Section 4.15(1)(d)	Any submissions made in accordance with the Act or regulations	**Section 7**
Section 4.15(1)(2)	The Public Interest	**Section 7**
Mandatory relevant considerations under EPIs		
State Environmental Planning Policy (Resilience and Hazards) 2021	Section 4.6 – Contamination and remediation to be considered in determining development application.	**Appendix C**
State Environmental Planning Policy (Transport and Infrastructure) 2021	Section 2.119 Development with frontage to classified road. Section 2.122 – Traffic-generating development. Section 2.119 – Development with frontage to a classified road.	**Appendix C**
Planning Systems SEPP	Chapter 26A – In-fill affordable housing.	**Appendix C**
Housing SEPP	Chapter 2, Part 2, Division 1 – In-fill affordable housing. Chapter 4 – Design of residential apartment development.	**Appendix C**
Waverley Local Environmental Plan 2012	Objectives and land uses for MU1 (Mixed Use) Zone ▪ Part 4 – Principal development standards. ▪ Part 5 – Miscellaneous provisions. ▪ Part 6 – Additional Local Provisions	**Appendix C**
Considerations under other legislation		
Biodiversity Conservation Act 2016 Part 7 and Part 8 (2) (BC Act)	The BC Act protects native vegetation, species of threatened flora and fauna, endangered populations and endangered ecological communities and their habitats in NSW. Section 7.9 requires a development application for SSD to be accompanied by a Biodiversity Development Assessment Report, unless the Planning Agency Head and the Environment Agency Head determine that the proposed development is not likely to have any significant impact on biodiversity values. A BDAR Waiver has been granted for the project which confirms that the proposal is unlikely to have any significant impact on biodiversity values of the site and surroundings.	**Appendix W**
Development Control Plan		
Waverley Development Control Plan 2022	Part E – Site Specific Development	**Appendix C**
Development Contribution		

Statutory Reference	Mandatory Consideration	Section in EIS
Planning Agreement	The PP was accompanied by a Draft Public Benefit Offer (known as a planning agreement). Following the receipt approval of the DA-400/2021, a Planning Agreement has been executed and registered on the site. The terms of the planning agreement were negotiated and agreed by Westgate BJ Pty Ltd and Council on 21 March 2023 and requires the Developer to pay to Council a monetary contribution in the amount of $6,300,000, as well as deliver a Public Plaza and Through-Site-Link on the site. The planning agreement map was updated in accordance with DA-360/2023 and has been executed and registered (VPA-194). The Planning Agreement does not exclude the application of Section 7.11, 7.12 or 7.24 of the Act to the development. As such, a contribution payment under the *Waverley Council Development Contributions Plan 2006* should be required to be calculated based on the cumulative value of the parent consent (both DA-400/2021 & DA-360/2023) and the proposed SSDA, prior to the issue of the relevant construction certificate.	**Section 2.3**
Affordable Housing	Clause 6.17 of the WLEP 2012 provides that the consent authority may, when granting development consent, impose a condition requiring an affordable housing contribution equivalent to 1% of the gross floor area of the residential component of the development (excluding any residential floor space for the purposes of affordable housing). This clause may be satisfied by a monetary contribution paid to Waverley Council in accordance with the Waverley Affordable Housing Contributions Scheme 2023 or a dedication in favour of Waverley Council, comprising 1 or more dwellings with a gross floor area of at least 50m^2 each. The Applicant understands the consent authority may impose a condition of consent requiring the dedication or payment of monetary equivalent to Waverley Council in accordance with the contributions scheme.	-

5. COMMUNITY ENGAGEMENT

The following sections of the report describe the engagement activities that have been undertaken during the preparation of the EIS.

Community and stakeholder engagement that has and is to be undertaken been undertaken by the Project Team in the preparation of the SSDA are summarized in the Engagement Report at **Appendix FF**. Consultation was also undertaken with the certain stakeholders to inform the detailed assessment of key matters.

The engagement carried out, and to be undertaken for the project is outlined in the table below.

Table 22 Overview of Engagement

Stakeholder	Feedback	Project response
Government		
Department of Planning Housing and Infrastructure (DPHI), specifically the: Industry Assessments Team	On March 2024 a preliminary scoping meeting was held where DPHI stipulated that consultation with the Centennial Park Trust would be required prior to a formal Scoping Meeting. DPHI also raised that alternative, preliminary designs should be prepared to explore opportunities to minimise overshadowing impacts.	Engagement with the Centennial Park Trust commenced in April 2024. Feedback from this engagement is summarised below. An options analysis of eight (8) designs were prepared to identify alternative designs to minimise overshadowing impacts. An updated overshadowing analysis will form part of the EIS.
	On 23 May 2024 a scoping meeting was held with the DPHI Industry Assessments team which assessed eight (8) options for alternative, proposal designs and were assessed with consideration of the resulting overshadowing impact and built form outcome. In light of the feedback from the Centennial Park Trust (see below), the DPHI were accepting of alternative, stepped tower form massing that delivered the 30% uplift in FSR, notwithstanding that this may result in one tower exceeding the height limit. The DPHI were of the view that subject to a merit assessment, a clause 4.6 could be submitted to vary the height limit given that this alternative design allows for protection of solar access to Centennial Park whilst delivering an improved visual	Following the options analysis, the proposed design has been prepared to protect solar access while balancing the delivery of much-needed affordable housing. The formal SEARs requested, addressing DPHI comments as per this meeting was subsequently lodged. A 4.6 variation clause request has been prepared and submitted as part of this SSDA to vary the height limit. A detailed overshadowing assessment has been prepared regarding solar access to Centennial Park and will be included in the EIS 3D modelling and view diagrams have been prepared, demonstrating an improved visual outcome and will be included in the EIS.

Stakeholder	Feedback	Project response
	outcome and much needed affordable housing.	
Design Integrity Panel (DIP), Government Architect NSW & Waverley Council	In preparation of this SSDA, a bridging design integrity process was undertaken in collaboration with DPHI, Government Architect NSW (GANSW) and Design Integrity Panel (DIP). GANSW endorsed the Bridging Design Excellence Strategy in November 2024. Overall, the DIP is confident that the design as presented, is capable of achieving design excellence, with comments provided on the environmental and amenity assessment requirements and recommending potential design refinements to the podium level. As part of the DIP process, Council was engaged for feedback on the draft 'Bridging Design Excellence Strategy' on 5 November 2024 who provided written advice on 14 November 2024. The project has been reviewed by the DIP on 3 December 2024. Subsequently, the signed DIP letter and Terms of Reference was received on 17 December 2024.	Stargate Property and the project team have refined the design in response to the DIPs feedback received. A design report has been submitted to demonstrate how the proposal has been prepared to respond to continued design excellence. A detailed breakdown of the responses to the DIP comments is provided at the Architectural Design Report (prepared by SJB). The podium level design has been refined as per the DIP's comments. As discussed in the EIS and accompanying DIP Report, the project design addresses the DIP's findings and has incorporated their recommendations. The DIP confirm that the proposed scheme is capable of exhibiting "design excellence". As per councils comments the Norfolk pine tree is proposed to be retained and protected. Stargate Property and the project team will continue to consult with stakeholders and provide project updates to the Council as required and offer the opportunity to comment/provide feedback as the project progresses.
Elected officials		
Waverley Council's Mayor and Councillors	On 4 March 2025 Urbis Engagement (on behalf of Stargate Property) contacted Waverley Council's Mayor and Councillors to provide information on the proposal and community consultation process. The community newsletter was attached to this email.	Stargate Property and the project team will continue to consult with and provide project updates to the elected officials as required and offer the opportunity to comment/provide feedback as the project progresses.

Stakeholder	Feedback	Project response
	Councillor Masselos responded with a request for a briefing and an update on the proposal.	
Woollahra Council Cooper Ward Councilors (immediately adjoining LGA)	On 4 March 2025 Urbis Engagement (on behalf of Stargate Property) contacted Woollahra Council Cooper Ward Councilors to provide information on the proposal and community consultation process. The community newsletter was attached to this email. At the time of writing this report, there has been no response received.	Stargate Property and the project team will continue to consult with and provide project updates to the elected officials as required and offer the opportunity to comment/provide feedback as the project progresses.
State Member for Coogee, Marjorie O'Neill	On 4 March 2025 Urbis Engagement (on behalf of Stargate Property) contacted State member for Coogee Marjorie O'Neill MP to provide information on the proposal and community consultation process. The community newsletter was attached to this email. At the time of writing this report, there has been no response received.	Stargate Property and the project team will continue to consult with and provide project updates to the elected official as required and offer the opportunity to comment/provide feedback as the project progresses.
Federal Member for Wentworth, Ms Allegra Spender MP	On 4 March 2025 Urbis Engagement (on behalf of Stargate Property) contacted Federal member for Wentworth Ms Allegra Spender MP to provide information on the proposal and community consultation process. The community newsletter was attached to this email. At the time of writing this report, there has been no response received.	Stargate Property and the project team will continue to consult with and provide project updates to the elected official as required and offer the opportunity to comment/provide feedback as the project progresses.

Stakeholder	Feedback	Project response
Relevant agencies		
Centennial Park Trust	In April 2024 during the consultation session, Centennial Park Trust raised that the Greater Sydney Parklands Shadow Modelling Study 2022 applies to the site and the proposal be revised so that there is no additional overshadowing impact within the designated times and areas of “no additional impact” as prescribed under the study. The Centennial Park Trust also noted that, although the north-eastern edge of Centennial Park is currently underutilized due to a fenced-off water reservoir and vegetation overgrowth, the area needs to be protected for its future potential to accommodate open space uses. Additionally, the north-eastern edge of Centennial Park, which offers visual and amenity benefits and is used by runners and dog walkers, needs protection from overshadowing. The Centennial Park Trust emphasised the need to prepare and assess alternative designs to minimise overshadowing impacts on the park.	Feedback from with Centennial State Trust (the Trust) highlighted the importance of protecting solar access. This feedback informed an options analysis aimed at balancing the delivery of much-needed affordable housing with minimizing any overshadowing impact on Centennial Park. An options analysis of eight (8) design options were prepared to identify alternative designs that respond to solar access requirements for Centennial Park. These options were presented to DPHI on 23 May 2024, identified the preferred options which result in no additional overshadowing at the ‘no additional impact’ area, while delivering much needed GFA and affordable housing at the site. Following the options analysis, the proposed design/massing has been prepared to protect solar access while balancing the delivery of much-needed affordable housing.
Heritage New South Wales	In late 2024 high-level discussions with Heritage New South Wales (Heritage NSW) addressed the need for an Aboriginal Cultural Heritage Assessment Report (ACHAR). Given the significant site disturbance from approved excavation works, a request to remove the ACHAR requirement from the Industry Specific SEARs has been prepared by Urbis Ltd.	A revised SEARS has been issued by DHPI that excluded the requirement for an ACHAR.
Community		
Community, including residents and businesses:	Urbis received 13 unique enquiries through the engagement channels including eleven (11) emails and three (3) phone calls. Across these	**Height and scale:** To respond to the ongoing housing shortage, the NSW State

Stakeholder	Feedback	Project response
Within a 500m radius of the site	channels, feedback included the following themes:	Environmental Planning Policy – Housing 2021 (Housing SEPP) allows developments with 15% affordable housing to increase their heights and floor space ratios to 30% above the allowable limits. This proposal supports these Government policies by increasing housing supply, and its ambition to provide well-located affordable housing, with 17 apartments dedicated affordable housing. This policy is unrelated to the low and mid rise SEPP which does not include affordable housing. This project has been progressed with extensive consultation with numerous state government agencies, including the Centennial Park Trust. A Visual Impact Assessment (VIA) is being undertaken, which will illustrate and assess the proposal from various vantage points. Additionally, detailed overshadowing and solar access plans will be prepared which will show hour-by-hour analysis of shadow diagrams of neighbouring properties in the area. The outcome of these assessments will be included in the EIS.
	Height and scale: Eight (8) community members expressed concern around the height and scale of the proposed development, specifically: ▪ *The height and scale of the building being too large for the site and location, and not in keeping with the surrounding area's character, including Centennial Park, heritage homes and the lower scale of Oxford Street* ▪ *Overshadowing of nearby residences and businesses, Centennial Park and surrounding streets, St James Road, Ruthven Street and Mill Hill Road* ▪ *Privacy and onlooking impacts into surrounding properties* A community member expressed they were not opposed to this type of development nearer to the Junction CBD. There was a suggestion from one community member to incorporate additional floors into the current structure instead of adding additional floors. A community member referenced that Bondi Junction is not one of the accelerated precincts and that the development is not low or mid-rise.	
	Parking: Seven (7) community members expressed concern around the provision of parking for the development's residents and that the proposal would cause undue impact off-site parking, specifically:	**Parking:** The current proposal has reconfigured the layout of the four basement levels to accommodate the appropriate provision of car parking spaces, designed to meet the anticipated demand parking rates under the NSW Government's

Stakeholder	Feedback	Project response
	▪ *Parking in the surrounding streets is already highly stressed due to the lack of on-street parking* ▪ *Guests of residents would want to park close to the development* ▪ *There would be more cars than parking spaces within the development* Questions from community members included: ▪ *Will there be adequate parking for all these units?* ▪ *Given the lack of street parking in that vicinity, will the Council be clear to purchasers that there are no permits available for Stargate tenants?* ▪ *What are the parking provisions for residents?* ▪ *Is there EV parking?* ▪ *How is this proposed to be provisioned and managed without adverse impact on local streets*?	requirements for in-fill affordable housing, for both residents and visitors. The updated basement layout and parking provisions will provide 138 car parking spaces in total, this is an additional 54 car parking spaces above the approved development, specifically the proposal includes: ▪ 116 residential spaces, including: – 28 accessible spaces – 7 electric vehicle spaces – 1 carwash bay ▪ 12 visitor parking spaces ▪ 9 retail parking spaces ▪ 1 car share space The proposed parking provision has been prepared to meet changes to parking demand and as such will not result in any additional stress to on-street parking. A supporting Traffic Impact Assessment is prepared part of the EIS which provides further detail the parking and traffic assessment. Local parking permits are the responsibility of Waverley Council and are not in scope of this proposal. This feedback will be shared with Council as part of our ongoing engagement.
	Traffic: Seven (7) community members expressed concerns that the development would increase traffic in surrounding streets. Specifically, traffic would increase in the following areas: ▪ Turning into Oxford Street	**Traffic:** A Traffic Impact Assessment has being prepared as part of the SSDA to understand how the proposal will affect the existing transport network. The Traffic Impact Assessment identifies that the proposed development will generate between

Stakeholder	Feedback	Project response
	▪ The intersection of two major traffic routes ▪ Entry and exit of the development on Nelson Street There was concern from one community member around Nelson Street being utilised as the car park exit due to the existing congestion at peak hours. One community member expressed they felt the Bondi Junction Station is already working at capacity in peak hours, and additional dwellings would further aggravate the issue.	25 and 22 vehicle trips per hour during the am and pm peaks respectively. This demonstrates a minor impact on the operation of the surrounding road network. This assessment will be included as part of the EIS and will made available as part of the exhibition phase While Bondi Junction Station would support the future residents of this proposal, future infrastructure upgrades are the responsibility of local, State and Commonwealth governments and are not in scope of this proposal. Developer contributions would be provided as part of this proposal to Waverley Council who would be responsible for allocating funds to support infrastructure in the local Council area.
	Existing Development Application: Four (4) community referenced the previously approved Development Application, specifically: ▪ *The original proposal was out of keeping with the surrounding area, creating overshadowing and that the amended proposal exacerbated this.* ▪ *That the application received approval, despite being opposed by residents and the Council.*	**Existing Development Application:** The previously approved development was approved by the Sydney Eastern City Planning Panel, noting that: ▪ The level of overshadowing of Centennial Park is considered acceptable with respect to Section 26 of the Greater Sydney Parks Trust Act 2022. ▪ The building design and placement of towers and their separation will achieve an appropriate entry marker to Bondi Junction Town Centre. ▪ The architectural form considers not only the visual presentation but also has regard to site specific planning principles and analysis including an acceptable human scale to the development, slender

Stakeholder	Feedback	Project response
		towers to mitigate visual amenity, impacts, good public amenity and landscaping and consideration of massing and wind effects.
	Resident development: Two (2) community members expressed they felt there was already too much residential development in the area.	**Resident development:** The NSW Government has committed to building 377,000 new homes across the state in the next 5 years to align with the National Housing Accord. The targets prioritise more diverse and well-located homes in areas with existing infrastructure capacity such as transport and water servicing. Waverley Council has a housing target of 2,400 new homes to be completed by 2029. The proposed development is well positioned to contribute to these housing targets through the provision of a total of 85 new dwellings on the site, (an increase of 15 dwellings above the previous DA approvals) in close proximity to close to transport infrastructure, shops and employment opportunities. The benefits of locating additional housing, including affordable housing, in an accessible location (nearby to Bondi Junction Station) will deliver a significant return on infrastructure investment and play a role in addressing the housing affordability crisis, identified as a key policy mandate of the NSW Government.
	Housing supply: One community member expressed that there would be justification for the development if some social housing was proposed.	**Housing supply:** To encourage development of affordable housing, the NSW State Environmental Planning Policy-Housing (Housing SEPP) allows developments with 15% affordable

Stakeholder	Feedback	Project response
	Questions from community members included: ▪ *Query from resident about proportion of the development will be kept for social housing.* ▪ *What is affordable housing?* ▪ *Why is it being proposed in Bondi Junction?* ▪ *What will be percentage of dwellings will be affordable housing?*	housing to increase their heights and floor space ratios (FSR) to 30% above the allowable limits. This proposal supports these government policies by increasing housing supply, and achieve the State objectives to well-located affordable housing, with 17 apartments dedicated affordable housing. The proposal would provide affordable housing which is defined as housing for low to moderate-income households and priced so that these households are able to meet their other essential living costs, unlike social housing which is government subsidised short and long-term rental housing. This proposal locates homes close to jobs within walking distance and other major employment hubs. These can be accessed by public transport, as the proposal is located directly across the road from the bus/rail interchange. Bondi Junction is a major employment and service centre, particularly medical and other professional services. A number of schools are also located within walking distance or short bus or train ride.
	Balconies: One community member expressed dissatisfaction with the balcony design and queried how it will they look once furnished.	**Balconies:** The building design has gone through a rigorous design competition process with local Council and State Government involvement, with design refinements made to ensure the design of the balconies balance amenity, privacy and design quality. This design excellence process has included reviews and amendments to address feedback from a panel of expert architects (with one member each

Stakeholder	Feedback	Project response
		representing Council, the developer and includes the State Government Architect NSW respectively. 3D concept renders and visual analysis are also included in the Visual Impact Assessment within the EIS and present how the balconies look from a range of different perspectives.
	Retail: Another community member referenced numerous vacant shops on Oxford Street, noting that these were often closer to foot traffic in the junction.	**Retail:** The proposed dwellings and continuation of ground floor retail uses, commensurate with Oxford Street, can facilitate increased foot traffic and activation along the street.
	More information: Several community members queried how they could find out more information, access the report or provide feedback.	**More information:** Stargate is working with a range of technical experts to undertake independent assessments including, traffic and transport, solar access and visual amenity studies. These assessments will be available for community to view when the NSW Department of Planning, Housing and Infrastructure places the proposal on public exhibition. Following this, the public exhibition phase will commence and the DPHI will make the plans publicly available, and the community will be able to make a formal submission to DPHI.
Centennial Park Cycling Club	On 4 March 2025 Urbis Engagement (on behalf of Stargate Property) provided information on the proposal and community consultation process.	Urbis Engagement and Stargate Property will continue to keep Centennial Park Cycling Club informed if there are any future changes to the proposal.

Stakeholder	Feedback	Project response
	The community newsletter was attached to this email. At the time of writing this report, there has been no response received	
Bondi & Districts Chamber of Commerce	On 4 March 2025 Urbis Engagement (on behalf of Stargate Property) provide information on the proposal and community consultation process. The community newsletter was attached to this email. At the time of writing this report, there has been no response received	Urbis Engagement and Stargate Property will continue to keep Bondi & Districts Chamber of Commerce informed if there are any future changes to the proposal.

In accordance with the Regulations, the EIS will be placed on formal public exhibition once DPHI has reviewed the EIS and deemed it 'adequate' for this purpose. Following this exhibition period, the applicant will respond to any matters raised by notified parties.

6. ASSESSMENT OF IMPACTS

This section describes the way in which the key issues identified in the SEARs have been assessed. It provides a comprehensive description of the specialist technical studies undertaken regarding the potential impacts of the proposed development and recommended mitigation, minimisation and management measures to avoid unacceptable impacts.

Detailed tables have been provided within the appendices as outlined in Table 26. This information includes a reference to where these matters have been addressed in the EIS.

Table 23 Key Appendices

Key Appendix	Reference
SEARs compliance table	**Appendix A**
Statutory compliance table	**Appendix C**
Community engagement table	**Appendix D**
Proposed mitigation measures table	**Appendix E**

The detailed technical reports and plans prepared by specialists and appended to the EIS are individually referenced within the following sections.

Detailed Assessment	Standard Assessment
Design Quality	Ecological Sustainable Development
Urban Design	Water Management
Traffic, Transport and Accessibility	Contamination, Remediation and Geotechnical
Environmental Amenity	Waste Management
Public Space	Social Impact
Noise and Vibration	BCA and Access
Trees and Landscaping	Infrastructure Requirements and Utilities
Environmental Heritage	Biodiversity
	Flooding Risk
	Bushfire Risk
	Aviation

6.1. DETAILED ASSESSMENT IMPACTS

This section of the report provides a detailed assessment of the key issues which could have a significant impact on the site and locality. It provides a comprehensive assessment of the relevant issues and the mitigation measures required to avoid, mitigate and/or offset the impacts of the project.

6.1.1. Design Quality

Clause 6.10 of the WLEP and the SEARs issued for the project mandates that the development demonstrate design excellence. The parent development consent has undergone an architectural design competition in accordance with the requirements of the WLEP.

In preparation of this SSDA, a bridging design integrity process was undertaken in collaboration with DPHI, GANSW and DIP, and comprised the panel who reviewed the original design excellence competition.

The project has been reviewed by the design integrity panel on the following dates:

- 3 December 2024

As discussed in the accompanying DIP Report (**Appendix MM**), the project design addresses the DIP's findings and has incorporated their recommendations. The DIP confirm that the proposed scheme is capable of exhibiting "design excellence" subject to further comments. The DIP comments, provided as part of the DIP Report, have been responded to as part of the proposed SSDA as follows:

Table 24 Response to DIP Comments on Development Design

DIP Comments	Response
Design Excellence	
The DIP is confident that the design as presented, is capable of achieving design excellence in accordance with, what was presented at the Design Competition Stage.	Noted. The proposed development design has been prepared to be consistent with that presented to the DIP, except where further refinements were required.
Height of Building and Built Form	
The DIP commended that the design and in particular, the location of the additional height from the 30% uplift predominantly on the northern tower, results in greater transition in the scale of the two towers. This height difference delivers improved urban design and built form outcomes, with improved proportions of the northern tower. The scale difference between the two towers should be retained as part of future design development.	Noted. The stepped tower design is proposed, providing an improved urban design and built form outcome.
The DIP has considered the design in relation to the context of the site and are of the opinion that the 30% density has been applied in a thoughtful and considerate way to minimise adverse impacts.	Noted. Further details on the design relation to the context of the site is provided in **Section 6.1.4** below.
The DIP encourages impacts of views of the proposal from Centennial Park be assessed in comparison to the previous proposal.	Impacts of views from Centennial Park are provided at **Section 6.1.4** below.
Overshadowing	
The DIP commended that the design as presented would result in proportionally small changes to overshadowing impacts and would not result in any significant amenity impact.	Noted. Further detail of the proportion of overshadowing impacts is provided in **Section 6.1.4** below.
The DIP recommends that the building bulk and design be further refined so that there is no overshadowing within the "no impact area" of the Centennial Park. That is the area beyond the 40m setback from the eastern boundary of the Park.	The proposed design under this application does not impact the 40m setback from the eastern boundary of the park.
The DIP recommends that the project confirm the existing land uses of the neighbouring properties, directly affected by the proposed development. The DIP recommends that a full and detailed study of overshadowing impacts is undertaken and submitted with any EIS, this should include an hour-by-hour study of all current / previously approved and proposed impacts to all neighbours.	The proposal has minimised impacts to the neighbouring amenity. As shown, the neighbouring properties will receive sufficient solar access during the winter solstice between 9am and 3pm.

DIP Comments	Response
	An hour-by-hour study has been provided at **Appendix H** and the outcomes is summarized in **Section 6.1.4** below.
Materiality	
The DIP is comfortable that the materiality of the development is heading in a positive direction. The results of the VMU at 1:1 scale mock ups presented the scallop material testing and colour / texture that were presented, demonstrates a high-quality design outcome and should be retained.	Noted. Further details of the proposed material is provided in **Section 6.1.4** below.
Affordable Housing Provision	
The DIP is very supportive of the proposal given the benefits it would bring in terms of providing additional affordable housing while maintaining high amenity and design quality.	Noted. The proposal will deliver 17 affordable housing units with a high quality of amenity and design, further detail provided in **Section 6.1.4** below.
The proposal should clearly demonstrate that the affordable housing units will achieve an equitable outcome with regards to amenity (solar access/ cross ventilation etc) and have equitable access to all of the amenities of the development.	The affordable housing proposal and locations of the apartments have been deemed to provide equitable outcome. Further detail provided in **Section 6.1.4** below.
Environmental Amenity	
The DIP questioned the effects of south-western winds to the common, open space at the upper level of the development. A wind report will need to be prepared as part of the project.	A wind assessment report has been prepared by Vipac (**Appendix L**). Further detail provided in **Section 6.1.4** below.
The DIP questioned the effects of noise generated from Sydney Enfield Drive and notes that the same and improved acoustic management design will be maintained from what was presented at the Design Competition Stage. Noting that the affordable housing is proposed to be located in noisier areas (lower down the building), any future EIS should demonstrate in detail how noise impacts will be mitigated to ensure affordable housing amenity.	A Noise & Vibration Impact Assessment has been prepared (**Appendix V**). Further detail provided in **Section 6.1.6** below.
Car Parking	
The DIP supports no net increase in parking.	The development of the site has physically commenced and construction of the basement completed. The proposal includes additional carpark spaces compared to the parent consent, the proposed parking numbers in accordance with the requirements under the Housing SEPP. The proposed parking numbers is able to be accommodate with minimal adjustments to the basement layout and does not affect or reduce any amenities of the site. Overall, the proposal results in a reduction of trip generation, as detailed in **Section 6.1.3** and **Appendix U.**

DIP Comments	Response
Commercial Podium Design	
The DIP encourages the proponent to explore potential design refinements to the podium elevation and plan layout to improve the visual continuation of the commercial shopfronts along Oxford Street, for example through continuation of the awning, key datums etc. The DIP encourages the proposed design development to explore weather protection, such as awnings, across parts of the southern façade.	The proposed development design includes an awning and updated glazing in support of the podium and shopfront areas as to improve the amenity and continuation of the podium with the neighbouring terraces.

An assessment of the ADG is provided in the Design Report contained in **Appendix H**.

Given the above, it is considered that the proposed development continues to exhibit design excellence under the Waverley LEP 2012.

6.1.2. Built Form and Urban Design

An Architectural Design Report (**Appendix H**) has been prepared by SJB to describe the design rationale and process that was adopted when designing the proposed development. The proposal is largely consistent with the design approved under the parent consent. Site context and neighbourhood character were careful considerations in the built form and urban design response and the proposed development continues to respond to the site context.

The following response was developed in relation to the site context:

- **Stepped Tower Design**: The proposal features a stepped design across the two towers, stepping down from east to west. This stepped tower design has been prepared to protect solar access to Centennial Park whilst delivering an improved visual outcome and much needed affordable housing. The proposed tower design has been prepared subject to extensive options analysis and will deliver the best balance of overshadowing, amenity outcomes while delivering of additional housing at the site. The stepped tower form also provides and improved visual outcome, providing a dynamic skyline and offers a visually engaging architectural form.
- **Existing Parent Consent**: the parent consent has been heavily considered for the proposed SSDA. Consistent design elements of the existing language are reflected in the proposed building, but distinct enough to carry its own narrative. The two tower elements will remain articulated to break the building forms along Oxford Street

Additionally, the following design principles inform the proposed built form and design of the development:

- Connections and articulation: The proposed design has been to create a generous, contiguous public domain, optimising desire lines through the site whilst maintaining the terrace facade as part of a new anchor retail tenancy. A new addition terminates the terrace row, framing the through site link with a contemporary form. The vertical articulation of the proposed built form establishes a fine-grained rhythm and breaks-down the overall mass in response to the historic lot patterns of Oxford Street's historic street wall.
- Public Spaces: A series of new public spaces stitch the site into the surrounding streets and facilitate key pedestrian and vehicular movements through, ensuring a highly activated destination. Each zone of the ground optimises the amenity for their intended uses whether it be for outdoor dining, a residential arrival experience, a protected public colonnade, or an organised event. By ensuring views between the spaces, the key public zones benefit from the character of the low-scaled, highly articulated terrace forms.
- Materiality: The site's public spaces are defined through the use of a rich masonry ground plane which also extends to the building facades to ensure that the buildings are grounded in their place and present a sense of publicness at the lowest levels, activated by residential lobbies and key retail spaces. A series of destinations is created throughout the site, defined by the sculptural arched openings. The stone facade colouring is of deep warm tones at the base, creating a clear sense of public presence to the height of the adjacent terraces. The upper levels transition to a detailed masonry band referencing the

lighter stone colours in an eroded landscape opening up to the surrounding context giving sense of openness at the skyline.

- Communal spaces: A series of communal spaces are located at varying levels of the site. In addition to the new public spaces at the ground plane, a series of roof spaces are greened for the use of the residents as well as for viewing from above. A shared residents' pool and gym is located within the lower levels of the building to further activate adjacent public spaces.
- Solar and views: The site is afforded expansive views to the north, west and south and the site's longest edge also benefits from good access to northern sunlight. The building design optimises view opportunities to the majority of apartments as well as ensuring solar compliance is achieved. Whilst solar capture is important, solar protection is also important and has been considered in our approach to the passive design.

These design principles are visually illustrated in **Figure 15** below.

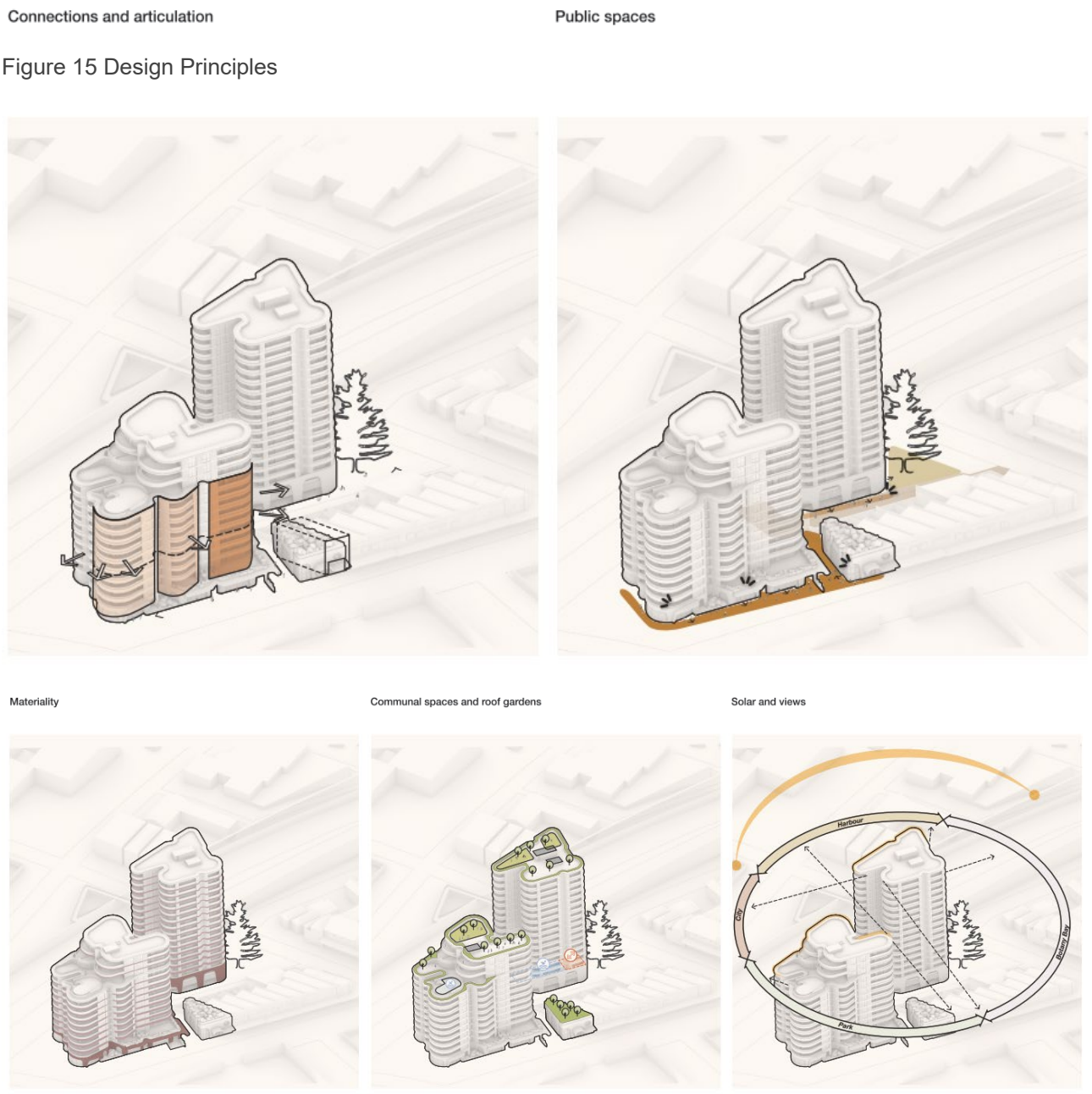


Figure 15 Design Principles

The aesthetic presentation of the proposal has been carefully designed, with material choices that are specific and responsive to the site's unique context. The following façade finishes and materials have been selected to achieve a high-quality design outcome:

- **Stone Base**: The base of the building features a deep, warm-coloured stone that provides a strong, civic presence. This material choice not only grounds the building but also connects it to the rich natural history of the landscape, reflecting the deep colours of the local rockfaces and soil.
- **Masonry Facade**: The upper levels of the building are clad in high-quality masonry with detailed texturing. This material is chosen for its durability and ability to age gracefully, ensuring the building remains visually appealing over time. The masonry bands are designed to create a sense of movement and play, referencing the organic forms of the surrounding landscape.
- **Glass Balustrades**: Balconies are equipped with clear glass balustrades that increase in height as the building rises. This design not only enhances views but also serves an acoustic function, reducing noise from the surrounding environment. The glass balustrades are integrated into the overall facade design, maintaining a cohesive aesthetic.

As shown in the 1:1 scale mock ups figure below, the materiality of the proposed development is extensively being explored through testing of colour, form and texture; Demonstrating a continuous commitment to high quality design outcome.

Figure 16 Mockup - Ground stone finish, scallop, colour, form and texture.

Source: SJB

Refer to the following figures for an illustration of proposed development design as compared to the parent consent.

Figure 17 View from Oxford Street

Picture 10 Parent Consent

Picture 11 Proposed SSDA

Source: SJB

Figure 18 View from Syd Einfeld Drive towards York Road

Picture 12 Parent Consent

Picture 13 Proposed SSDA

Source: SJB

6.1.3. Traffic, Transport and Accessibility

A Transport Impact Assessment (TIA), Preliminary Green Travel Plan (GTP), and Preliminary Construction Traffic Management Plan (CTMP) have been prepared by Stantec (**Appendix U)** the support the proposed development and assess the anticipated transport implications of the proposed development during both construction and operational stages.

6.1.3.1. Existing Environment

The surrounding road network includes Oxford Street, a local road running east-west, and Nelson Street, a local road running north-south. The site is also bordered by Osmund Lane which is a short local access laneway west of Nelson Street terminating at Syd Einfeld Drive. It has a narrow carriageway width of 4.5m and serves as property access only.

The TIA assessed the operation of the following intersections surrounding the site:

- Oxford Street/York Road
- Oxford Street/Nelson Street

Figure 19 Existing Intersection Operating Conditions

Intersection	Type	Peak	Degree of saturation (DOS)	Average delay (sec)	95th percentile queue (m)	Level of service (LOS)
Oxford Street/ York Street	Signals	AM	0.71	23	121	B
		PM	0.77	21	165	B
Oxford Street/ Nelson Street	Signals	AM	0.98	62	234	E
		PM	0.72	27	85	B

The area benefits from excellent access to public transport, being approx. 550m west of the Bondi Junction Train Station (walking distance via Grafton Street) and bus interchange, served by the T4 Eastern Suburbs and Illawarra Line. Several bus services also operate between the Eastern Suburbs and Sydney CBD, Inner West and Lower North Shore. Bus stops are located close to the site on Oxford Street with eastbound services stopping at the bus stop west of Nelson Street, and westbound services using the bus stop east of York Road. Both are within a one-minute walk of the site.

Pedestrian and active transport infrastructure is well-established throughout Bondi Junction CBD, with pedestrian footpaths on both sides of most roads and signalised crossings at key intersections along Oxford Street. The Bondi Junction Cycleway and Streetscape Upgrade further enhances the active transport network, providing dedicated cycleways and improved pedestrian facilities.

6.1.3.2. Potential Parking and Access Impacts

Access

Access to the development is provided via Osmund Lane, consistent with the general access arrangements approved under the parent consent. The proposed amendments to the fitout of four levels of basement parking to accommodate servicing and parking demand is located wholly within the approved basement footprint. The accompanying TIA contains a swept path analysis demonstrating compliance with relevant Australian Standards.

Access to the basement car park will be controlled by a boom gate, with an additional shutter securing resident parking spaces from other users. A central median allows for a card reader/ intercom at the site access driveway to allow visitors and staff to the basement car park. The parking spaces and aisle widths are generally compliant with of AS/NZS2890.1:2004 and AS2890.2:2018. Further review and amendments of the car parking layout will be undertaken at the later stages, if required.

Consistent with the parent consent, the ground floor fitout will continue to feature a service area/loading dock area on ground floor adjacent to Building A. The service area can accommodate Council's 10.5m long garbage truck as well as medium rigid vehicle (MRV8.8m). The loading bay is designed in accordance with the requirements of AS/NZS2890.1:2004 and AS2890.2:2018, including height clearances of 4.5 metres to

structure and services to accommodate service vehicles longer than 6.4 metres. The provision of one loading bay on the ground floor, designed to accommodate Council's waste truck and medium rigid vehicles is sufficient to support the proposal.

Parking

The basement car park proposes to accommodate 138 parking spaces with access via a two-way ramp on Osmund Lane and 45 motorcycle bays are proposed to be provided at different basement levels.

In accordance with the residential car parking requirements under the Housing SEPP, a minimum of 100 car parking spaces are required with consideration of the affordable and non-affordable parking requirements. The proposal seeks to deliver 116 residential parking spaces which is higher than the required minimum of 100 spaces based on the respective parking rates for the projects affordable and non-affordable apartments. The proposed provision of has been prepared to account for the greater, non-affordable parking rates, considering that the affordable apartments will transition to market rate apartments after 15 years. Additionally, the rates provided in the Housing SEPP are a minimum rate and not a maximum rate. Therefore, the proposed development complies with the minimum requirements of the Housing SEPP.

Parking requirements for the retail and commercial land uses are set out in Part B7 of the Waverley Development Control Plan (WDCP) 2022. Based on the proximity of the site being within 800 metres of Bondi Junction Station, the parking rates for Parking Zone 1 are applicable. The proposal provides 9 retail parking spaces, consistent with the requirement of the WDCP.

The proposed development satisfies the requirements of the Housing SEPP, the limits imposed by the WDCP for the residential component of the development do not apply. The proposed 28 accessible parking spaces satisfies the NCC 2022 accessible parking requirements.

The proposed car parking layout is expected to operate satisfactorily following Stantec's review against the requirements of the AS2890.1:2004.

Motorcycle Parking

The WDCP requires motorcycle parking at a rate of one space per three car parking spaces, equating to 45 motorcycle spaces based on 138 car spaces. The proposal includes 45 motorcycle spaces, which complies with the WDCP requirement.

Bicycle Parking & EOT

Based on the WDCP rates, 97 bicycle parking spaces are to be provided. The proposal includes 94 parking spaces. This results in a minor shortfall of three spaces and is considered acceptable.

End-of-trip facilities including designated male/ female changerooms and showers and lockers are provided in basement 1. The end-of-trip facilities are only to be provided for the non-residential land use of the development. Given that the proposal would require only one retail staff bike spaces (due to low retail GFA), only one locker and one shower/change cubicle is required.

Loading Dock

The proposed provision of one loading bay will be able to adequately service the proposed development. Stantec's database of loading demand associated with the proposed uses indicates that retail uses typically receive an average of 1.1 deliveries per day per tenant. With the proposal including small retail tenancies on the ground level (assumed to be five to six tenancies), loading demand is estimated to be up to seven deliveries per day.

The average residential apartment turnover rate is approximately 0.7 per cent of all apartments in any given week. Considering the proposed 85 apartments, it is expected that on average there would be around one apartment moving in or out in any week. Waste collection for the residential apartments is expected to occur one to two times a week and waste collection for the retail uses is expected to occur up to three times a week. These vehicle movements would generally occur on a weekday for the residential apartments and throughout the week for the retail/ commercial uses. In addition, it is generally accepted that 10 per cent of residents' purchase groceries via a home delivery service each week. For 85 apartments, this equates to about nine apartments generating one home delivery per week, representing an average of around one or two apartments receiving a home delivery service per day. Considering the above, the proposed development could be expected to generate up to 12 service vehicles per day on a typical weekday, with less activity on weekends. The duration of stay of delivery vehicles and waste collection vehicles is expected to be short and typically less than 20 minutes. Removalist trucks would naturally need longer use of up to

two hours, primarily on weekends. Management of the dock will be necessary to ensure appropriate use with a simple online dock management system to be in place to ensure efficient operation.

With contingency for 20-minute booking windows, the site could accommodate three service vehicles per hour across the day. With managed use, this equates to around 30 to 36 vehicles per day (based on the dock being accessible for 10 to 12 hours per day). Accordingly, provision of a single loading bay is appropriate to service the estimated demand of 12 service vehicles per day and is subject to appropriate scheduling of larger trucks.

6.1.3.3. Potential Construction Traffic Impacts

A Preliminary Construction Traffic Management Plan has been prepared. Construction vehicle access will be provided via Osmund Lane, with heavy vehicle movements restricted to designated routes. Workers will be encouraged to use public transport due to the site's proximity to Bondi Junction Railway Station.

6.1.3.4. Potential Operational Traffic Impacts

Traffic generation estimates for the proposal have been sourced from the TfNSW Guide 2024 and Updated Traffic Surveys Technical Direction (TDT 2013/ 04). TDT 2013/ 04 indicates traffic generation rates of 0.19 and 0.15 vehicle trips per apartment during the AM and PM peak hours for high density residential dwellings that are close to public transport services, greater than six storeys and almost exclusively residential in nature. This is consistent with the traffic generation estimates that were made as part of the parent consent. For retail uses, a rate of 2 trips per 100m^2 retail GFA is applied, consistent with the parent consent.

A comparison of the trip generation between the parent consent and the proposed SSDA is provided in the table below.

Table 25 Comparison of Traffic Generation

Rate	Parent Consent	Trip Generation	Proposed SSDA	Trip Generation
Residential 0.19 trips/ unit - AM 0.15 trips/ unit – PM	70 apartments	14 AM 11PM	85 apartments	16AM 13PM
Retail 2 trips per 100m2 GFA	585m^2	12AM 12PM	467m^2	9AM 9PM
Total	Parent Consent: 26AM | 23PM		Proposed SSDA: 25AM | 22PM	

As demonstrated above, the overall SSDA scheme is expected to have a reduction of trips when compared to parent consent.

On the basis of the above assessment, the proposed development is estimated to generate between 25 and 22 vehicle trips per hour during the AM and PM peaks respectively. Such a minor change is not expected to compromise the safety, function, and operation of the surrounding road network.

SIDRA modelling confirms that the additional traffic will not compromise the safety and function of the road network. The comparison below demonstrates the intersections are expected to operate similarly with future year (without development traffic) scenario for both peak hours. Oxford Street/York Street is expected to operate satisfactorily with development traffic in 2035. However, Oxford Street/Nelson Street would still operate unsatisfactorily as shown above. The results indicate that the intersection is not sensitive to the additional traffic volumes associated with the proposed development. Both intersections will continue to operate at the same LOS with the increases in delay expected to be negligible. Overall, the proposed development clearly presents a minor impact on the operation of the surrounding road network.

Figure 20 Comparison of 2035 Intersection Operating Conditions

Intersection	Type	Peak	Degree of saturation (DOS)	Average delay (sec)	Average queue length (m)	Level of service (LOS)
Oxford Street/ York Street	Signals	AM	0.88	29	144	C
		PM	0.93	31	305	C
Oxford Street/ Nelson Street	Signals	AM	1.25	194	500	F
		PM	1.0	64	204	E

Picture 14 Future 2035 Scenario - Intersection operating conditions without development traffic

Source: Stantec

Intersection	Type	Peak	Degree of saturation (DOS)	Average delay (sec)	Average queue length (m)	Level of service (LOS)
Oxford Street/ York Street	Signals	AM	0.88	29	145	C
		PM	0.94	32	307	C
Oxford Street/ Nelson Street	Signals	AM	1.26	197	509	F
		PM	1.01	64	207	E

Picture 15 Future 2035 Scenario - Intersection operating conditions with development traffic

Source: Stantec

6.1.3.5. Mitigation Measures

A Green Travel Plan has been prepared to promote sustainable travel. The plan sets a mode share target of 80% public and active transport and 20% private vehicles, with recommendations to encourage walking, cycling, and public transport use.

Additionally, a detailed Construction Pedestrian Traffic Management Plan will be prepared in the future by the appointed contractor which will identify:

- Description of construction activities and duration.
- Construction work hours.
- Detailed assessment of construction traffic impacts including any cumulative impacts.
- Details regarding any one-off activities for the installation of cranes and other equipment.
- Swept path analysis of heavy vehicle access to the site and Works Zone.
- Detailed assessment of on-street parking impacts.
- Emergency vehicle access.
- Impacts on public transport services.
- Traffic Guidance Scheme(s).

6.1.4. Environmental Amenity

A detailed analysis has been undertaken by SJB and other technical consultants to demonstrate that the proposed development will achieve a high degree of amenity without creating adverse amenity impacts to surrounding development and public open spaces.

Solar Access and Natural Ventilation

The Architectural Design Report indicates that 85% of the apartments will receive at least 2 hours of solar access, which exceeds the 70% requirement set by the Apartment Design Guide (ADG). This compliance is particularly notable given the site's urban context. The design incorporates several measures to maximise solar access and improve the amenity of apartments that do not meet the full two-hour requirement. These measures include:

- **Avoiding South-Facing Single-Aspect Apartments:** The design strategically avoids south-facing single-aspect apartments to enhance solar access. This approach ensures that the majority of living spaces receive ample natural light, contributing to the overall wellbeing of residents.
- **Dual-Aspect Apartments:** The inclusion of dual-aspect apartments with shallow building depths where possible further improves residential amenity. These apartments benefit from increased natural light and ventilation, creating a more comfortable living environment.
- **Orientation Considerations:** North-facing apartments are oriented away from the noise source of Syd Einfeld Drive, balancing solar access with noise mitigation. This thoughtful orientation ensures that residents enjoy a quieter living space without compromising on natural light.

- **Enhanced Window Design:** The use of large, unobstructed window openings and a variety of window types, such as awnings and louvres, to maximise natural light and ventilation. These design elements not only enhance the aesthetic appeal of the apartments but also improve their functionality.
- **Optimised Apartment Depths:** Ensuring that the overall depth of cross-over or cross-through apartments does not exceed 18m, which is crucial for effective cross ventilation. This design strategy helps maintain a healthy indoor environment by promoting air circulation.

Additionally, 65.5% of the apartments will benefit from natural cross ventilation, meeting the ADG's 60% requirement.

Affordable Housing Amenity

The development allocates 1,709m² of Gross Floor Area (GFA) to affordable housing, which constitutes 15% of the total GFA, translating to 17 affordable housing units. These units are distributed across various levels to ensure equitable access to amenities. While only 82% of these units achieve natural cross ventilation and 82% receive at least 2 hours of solar access, their strategic placement within the development ensures affordability and access to communal facilities. The affordable housing units also have the same level of access to the communal open space and facilities provided in the proposed development. This provision of affordable housing within the inner ring suburbs of Sydney, where there is a rising demand, represents a significant public benefit.

The affordable housing units are designed to offer a high level of amenity, despite their lower positioning within the building. Key features include:

- **Equitable Access to Amenities:** Affordable housing units have the same access to communal open spaces and facilities as other units. This ensures that all residents, regardless of their housing status, can enjoy the benefits of the development's amenities. This will provide future residents of the affordable housing units equal opportunity to engage within the development's residential community.
- **Natural Ventilation and Solar Access:** While not all affordable units achieve the full solar access requirement, the design maximises natural ventilation and light where possible. This ensures that residents of affordable housing units enjoy a comfortable and healthy living environment.
- **Unchanged Floor Plans:** The allocated affordable housing units maintain the same floor plan and design as was approved under the parent consent and thus, does not represent a reduction in quality compared to the units as they were prepared as market dwellings.

Pedestrian Wind Environment

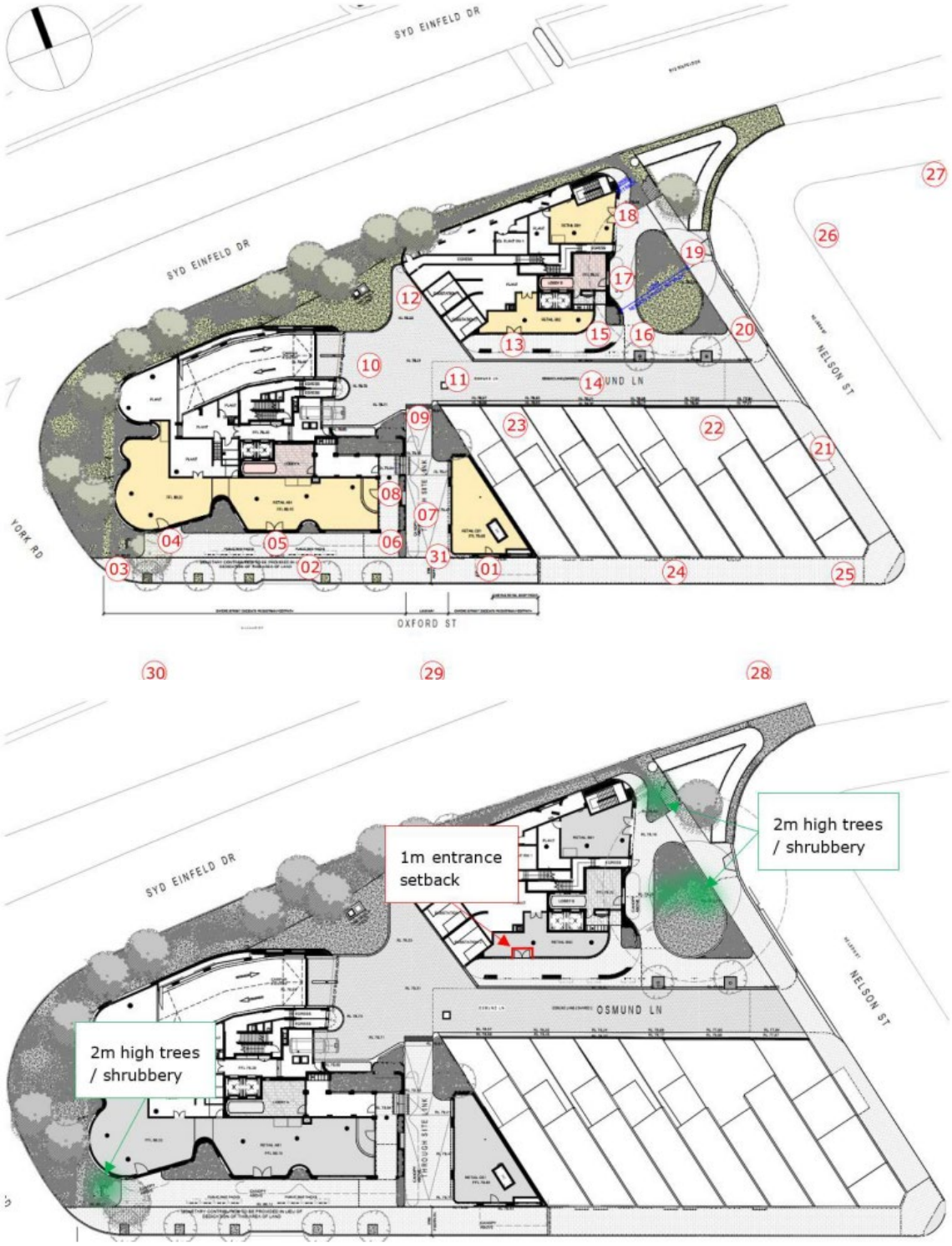
A Pedestrian Wind Environment Assessment has been prepared by Vipac Engineers and Scientists Limited (**Appendix L**) to evaluate the wind conditions associated with the SSDA.

In support of the proposal wind tunnel testing of a 1:400 scale model of the development and its surrounding buildings was undertaken with 38 sensors. The study aimed to determine the impact of the development on pedestrian wind comfort and safety in the adjacent public areas, building entrances, and rooftop terraces. The Pedestrian Wind Environment Assessment provides an updated assessment, with consideration of the previously undertaken wind tunnel testing of the proposed building form and the resultant impacts on pedestrian wind comfort.

Subject to the proposed development, the wind conditions were assessed to determine any potential changes. The findings are summarised as follows:

- Safety Criterion: The proposed design meets the recommended safety criterion at all test locations. No significant adverse impacts on pedestrian safety were identified.
- Comfort Criteria: The wind conditions at all public footpaths and access ways were within the recommended walking criterion. However, some areas required specific attention:
  - Building Entrances: Most entrances met the standing comfort criterion. However, the entrance at to the Building A lobby exceeded this criterion from the southerly direction. To address this setting back the entrance by 1.0m was suggested. Additionally, sensor locations 4 and 18 exceeded the standing comfort criterion, with adverse winds coming in from the west and northeast respectively. As such, 2m high landscaping is recommended around these areas. The sensor locations and the recommended mitigation design measures are shown in the figure below.

Figure 21 Wind Testing Sensor Location (Top) & Recommended Wind Amelioration Measures (Bottom)



Source: Vipac

– Roof Terraces and Communal Spaces: The wind conditions at all rooftop areas were within the recommended walking criterion, ensuring comfort for passive use. Tests were performed with 1.2m high solid balustrades, and all locations measured windspeeds within the recommended standing comfort criterion for the proposed configuration.

– The building height increase is expected to slightly increase the wind speeds for the proposed design, however, they are still at similar levels as tested. The proposed development would not generate a significant adverse impact on the footpaths across Osmund Lane, Nelson Street, and Oxford Street. With the proposed design, the development fulfils the recommended criterion for

walking in all footpath locations. Location 19 exceeded the walking comfort criterion, with adverse wind from the southwest. As such, 2m high landscaping is recommended southwest of this area.

Therefore, Vipac conclude that the proposed design is expected to fulfil the safety criteria and fulfil the walking, standing and sitting wind comfort criteria in the appropriate areas.

Reflectivity

A Reflectivity Assessment Report has been prepared by Vipac and is at **Appendix HH**. This assessment was conducted through the use of computer modelling software simulations to evaluate the peak reflection intensities and frequency of reflections resulting from the proposed development at the site.

The assessment methodology involved creating a detailed 3D model of the building using Autodesk 3D Max software, incorporating the IES Daylight system to simulate the sun's path and its interaction with the building's surfaces. Ray tracing techniques were used to track sunlight reflections and identify potential glare points. Critical observer points around the site were analysed to assess the impact of reflections on drivers and pedestrians, with calculations ensuring compliance with the maximum allowed veiling luminance of 500 cd/m². Additionally, the assessment included an analysis of reflectivity heat to ensure no significant heat gain issues would arise. This involved evaluating the thermal properties of the building materials and their potential to reflect and absorb solar radiation, ensuring that the development would not contribute to increased temperatures in the surrounding environment.

The assessment also utilised glare photomontage techniques to visually represent the potential glare impacts. Digital images and computer renders of the proposed development were aligned with the Hassall Glare Protractor to plot the reflected virtual sun. This method allowed for a detailed analysis of the intensity and position of potential glare, ensuring that any identified glare hazards could be effectively mitigated.

The key findings from the assessment are as follows:

- **Reflectivity Criteria**: The design and construction team will adhere to the following criteria during the detailed design phase:
  - Limit the use of large glass areas in facades to a maximum of 60% of the façade surface area above ground level.
  - Use shading devices appropriate to the orientation to shade glass areas.
  - Ensure that reflected solar glare on drivers does not exceed 500 candelas/m².
  - Avoid the use of mirrored glass and other highly reflective materials on building exteriors.
  - Ensure all panels and elements on vertical façades have a maximum specular reflectivity of visible light from normal angles of incidence of 20%.
  - Ensure any surface inclined by more than 20 degrees to the vertical (such as inclined glass awnings or cladding on inclined roofs) has a maximum specular reflectivity of visible light from normal angles of incidence of 10%.

These recommended design criteria are consistent with the conclusions of the Reflectivity Assessment Report that was prepared in support of the parent consent (Reflectivity Assessment Report, by Vipac, 7 September 2021). As such, the proposed new work and amendments, will be able to maintain the design criteria and measures as have been established under the parent consent.

As such, proposed development is expected to perform well in terms of solar reflectivity, with glare unlikely to exceed acceptable limits as per the Hassall methodology. The reflected light on motorists will remain below 500 cd/m², ensuring compliance with safety standards and minimising potential hazards. The analysis of reflectivity heat indicated no significant heat gain issues are anticipated from the proposed development.

In conclusion, the proposed building design and façade treatments, subject to the recommendations provided for the detailed design phase, will result in minimal issues related to luminance reflection and heat gain, making the development suitable for approval.

Access to Landscape and Outdoor Spaces

The development includes a robust greening strategy, featuring:

- **Communal Open Space:** 746m² of communal open space, equating to 30% of the site area, is provided. This includes a rooftop communal space of 230m², enhancing the overall residential amenity. These spaces provide residents with areas to relax, socialise, and enjoy outdoor activities.
- **Private Open Spaces:** Each residential apartment is provided with private open space that meets or exceeds ADG criteria, ensuring high-quality living environments. These private spaces offer residents a personal outdoor area to enjoy.
- **Slab Planting:** The design incorporates slab planting throughout the development, particularly on Levels 1, 11, and the rooftop, covering 34.8% of the total site area. This greening strategy compensates for the lack of typical deep soil zones due to the site's high-density mixed-use context. The inclusion of greenery enhances the aesthetic appeal of the development and contributes to environmental sustainability.
- **Trees and Greenery:** Retention of trees at ground level and the inclusion of additional greenery throughout the development to enhance the urban environment.

The greening strategy not only enhances the aesthetic appeal of the development but also contributes to environmental sustainability by improving air quality and providing natural cooling. The inclusion of green spaces and planting areas helps mitigate the urban heat island effect, supporting healthy living.

Privacy

The design ensures adequate separation between windows and balconies to maintain visual privacy. It is noted that while the eastern podium level apartments to building A (adjacent to laneway) don't meet the ADG separation distance recommendations, all apartments have been considered in their separation and design for privacy which is captured by the deeper balcony conditions from facade to internal glazing line. Further to this, where privacy / separation is considered non-compliant closer to the ground floor levels, solid upstands have been designed to cater for acoustics, privacy and sufficient visual separation from the ground floor looking up and vice-versa.

All other apartments comply with the separation requirements under the ADG, with the proposed separation distance between Building A & B ranging from 17.5m to 19.1m between habitable rooms. Otherwise, privacy screens are strategically placed to manage internal privacy within the development. Key privacy measures include:

- **Privacy Screens:** Privacy screens are used in various locations to enhance privacy within the site. These screens provide an additional layer of privacy for residents, ensuring that their living spaces are not overlooked.
- **Design Solutions:** The use of solid or partially solid balustrades, landscaping, and strategic placement of windows and balconies to enhance privacy. These design elements contribute to a comfortable and private living environment.

View Impact Assessment

A view impact assessment has been prepared by Keylan (**Appendix M**) to describe, analyse, and assess the visual impacts associated with the proposal on key viewpoints for significant locations surrounding the site. The assessment was made in accordance with best practice guidelines:

- NSW Land & Environment Court Planning Principles relating to visual impacts
- Transport for NSW's Guideline for Landscape Character and Visual Impact Assessment, Environmental Impact Assessment Practice Note EIA-N04

The range of views assessed includes close, medium and long-distance views from all directions so that a variety of views likely to be experienced by the public are evaluated. The following views were assessed as part of this proposal.

- **Viewpoint 1: Intersection of Syd Einfeld Drive, Oxford and Wallis Street** – represents the view towards the site, from the low-medium density residential dwellings fronting Wallis Street at the intersection of Syd Einfeld Drive and Oxford Street activated by high vehicular movement.
- **Viewpoint 2: York Road, Bondi Junction** – represents the view towards the site, from York Road, near York Place. This viewpoint is directly adjacent to Centennial Park to the west, the Waverly Bus Depot to the north and low-density residential areas of Bondi Junction to the east. This viewpoint also represents

the indicative view from the Mill Hill HCA (General) and the Bus Depot/Waverly Tram Depot building local heritage item (I224), located at 1 – 15 Oxford Street, Bondi Junction.

- **Viewpoint 3: Grand Drive, Centennial Park** – represents the view towards the proposed development from Grand Drive, Centennial Park. The Centennial Park provides more than 189 hectares of public open space. The Centennial Park is identified as a National heritage item (106153), State heritage item (SHR 01384) and is within the North Randwick HCA.
- **Viewpoint 4: 264 Oxford St, Bondi Junction** – represent the view towards the proposal, from Oxford Street, Bondi Junction, westbound. This part of Oxford Street is characterised by small scale commercial and retail shops, activated by high pedestrian activity and vehicular movement.
- **Viewpoint 5: Forth St, Woollahra** – represents the view towards the proposal, from Forth Street, Woollahra. This part of Forth Street is characterised by low-density residential properties, a school and small scale retail uses.
- **Viewpoint 6: Woods Avenue, Woollahra** – represents the view towards the proposal, from Woods Avenue, Woollahra, which is a small cul-de-sac street to the north of the site. Woods Avenue is characterised by low-density residential terraces and residential apartments.

Figure 22 Viewpoint Location Map

Source: Keylan

Existing View	Proposed View

View 1

The visual impact from Viewpoint 1 is **low-moderate.** This is as:

- the proposal is located in the background of this viewpoint, with a major road corridor present in the foreground.
- from this viewpoint, the proposal is partially obscured, resulting in the northern units remaining visible.
- it is anticipated that only partial views of the upper levels of the proposal are likely from front and back gardens of properties due to the presence of mature trees in the foreground and mid-ground.
- the proposal represents a high quality built form, with design elements and articulation to further mitigate any perceived bulk and scale impacts.
- In some instances, views may also be possible from a number of residential properties in the area, such as the front/rear gardens of properties on Wallis Street. However, there is significant street planting fronting these streets, as such only partial views of the upper levels of the proposal are expected.
- the proposal is compatible with the existing (broader) visual character as it will be a similar height and scale to buildings in the Town Centre as seen from the west, looking east to the Bondi Junction Town Centre.

Picture 16 Existing View 1

Picture 17 Proposed View 2

View 2

The visual impact from Viewpoint 2 is **low** This is as:

- the existing bus depot building largely obscures views towards the proposed Building B (Eastern Tower), resulting in only a portion of the upper levels remaining visible.
- Building A (western tower) is more prominent. It is noted that the existing bus depot building, and street trees conceals the lower-level units and retail premises.
- the proposed development has been carefully designed with regard to the selection of colours and materials, which complements the existing bus depot building. From this viewpoint, the proposed development appears compatible with the character of the surrounding area.
- The articulation of the upper levels of Tower A seeks to reduce the bulk and height of the building.
- This viewpoint, the proposal would not impede or block any significant view currently obtained.
- It is acknowledged that there are several low-density residential dwellings located on York Road. However, views from these properties towards the subject site are considered to be limited, given the orientation of these dwellings (facing east-west), towards Centennial Park, as well as the existing bus depot building, which would likely block any views.

Picture 18 Existing View 2

Picture 19 Proposed View 2

View 3

Existing View	Proposed View

The visual impact from Viewpoint 3 is **moderate** This is as:

- proposal will be predominantly unscreened by existing trees and although is observed as a background element, the proposal will be highly visible from this viewpoint.
- views and vistas within the Park are not unimpeded.
- Although the proposal will be visible, it is noted this would also be the case for the existing DA approved at the site, which was deemed acceptable. The elements that extend outside of the approved envelope will have a limited visual impact.
- The photomontages indicate the overall design including façade articulation and stepped upper levels assist in breaking up the built form, which provides visual relief.
- The proposal's high-quality design, particularly the variation in building heights, materials and finishes are considered fundamental to ensuring a positive visual and built form outcome and ultimately minimising adverse visual impacts.
- Importantly, from this viewpoint, the proposal would not impede or block a significant view currently obtained from the viewpoint.

Picture 20 Existing View 3

Picture 21 Proposed View 3

View 4

The visual impact from Viewpoint 4 is **low-moderate.** This is as:

- There are local heritage items (which relate to structures and fencing) along Oxford Street which will be viewed in conjunction with the proposal. Considering this street as an important retail area within Bondi Junction Town Centre. However:
  - The proposal is located in the background of this viewpoint, with shop top housing along the street located in the foreground.
  - The proposal is consistent with the character parent consent in how it provides a gateway to the Bondi Junction Town Centre.
  - The proposal will result in an architecturally designed building that aligns with the key design principles and built form approved as part of the parent Consent.
  - The stepped form to the rear/west and tower setback is fundamental in reducing the perceived bulk and scale of the development and ensuring a positive visual and built form outcome.

Picture 22 Existing View 4

Picture 23 Proposed View 4

View 5

The visual impact from Viewpoint 2 is **low.** This is as:

- the proposed development is introduced into the background, with only limited views towards the upper-level units. Further, it is important to note that these levels are largely obscured by existing mature vegetation.
- The lack of visibility of the proposal is due to substantial separation distance and existing development along Forth Street which limits view lines.

Picture 24 Existing View 5

Picture 25 Proposed View 5

View 6

The visual impact from Viewpoint 6 is **moderate.** This is as:

- This area is identified as the Woollahra heritage conservation area (C15), which also comprises several individual local heritage items (Item 654 – 669) known as terrace house and interiors, front fencing. Syd Enfield Drive provides a visual break between the site and this area. However:
  - the impact from the residential dwellings on Woods Avenue is not expected to be as significant. This is largely due to the orientation of these dwellings (as being east – west) which limits direct view lines towards the subject site. Given the terraced nature of these dwellings (no windows or openings within the side elevations) it is anticipated that there will be limited (or no) views from to the west (towards the site) from these properties.
  - views towards the site from the private open spaces (backyards) of the dwellings will be minimised by existing landscaping within these properties, as well as the street trees along the north and south edges of Wallis St.
  - The proposal's high-quality design, particularly the stepped form to the west and separate towers are considered fundamental in reducing the perceived bulk and scale of the development as they break up the built form, ensuring a positive visual and built form outcome.
  - the proposal would not impede or block any significant view currently obtained from this locality.

Picture 26 Existing View 6

Picture 27 Proposed View 6

The findings of the VIA demonstrates that whilst the proposal will have a potential impact on views from some public spaces, heritage items, heritage conservation areas and residential areas, impacts are considered reasonable when factoring in the following:

- the subject site and proposed development establish a focal point for the gateway to Bondi junction Town Centre
- the proposal is of high-quality architectural design, incorporating details such as separated towers, varying heights and articulation which assist in softening the built form

- the site is a gateway to the Town Centre to the east which is comprised of a mixture of medium to high density buildings and various architectural designs, heights and scales.
- the proposal generally aligns with the building design approved for the site under separate development consents and the elements that extent outside of the approved envelope will have a limited visual impact when compared to the approved built form and in the context of the surrounding built environment.
- the proposal is consistent the strategic context of the area, noting
  - the importance of Bondi Junction's role as a local strategic centre
  - it will provide well located, high quality housing (including affordable housing) within walking distance to public transport
  - increase the ground floor activation at the western end of Bondi Junction

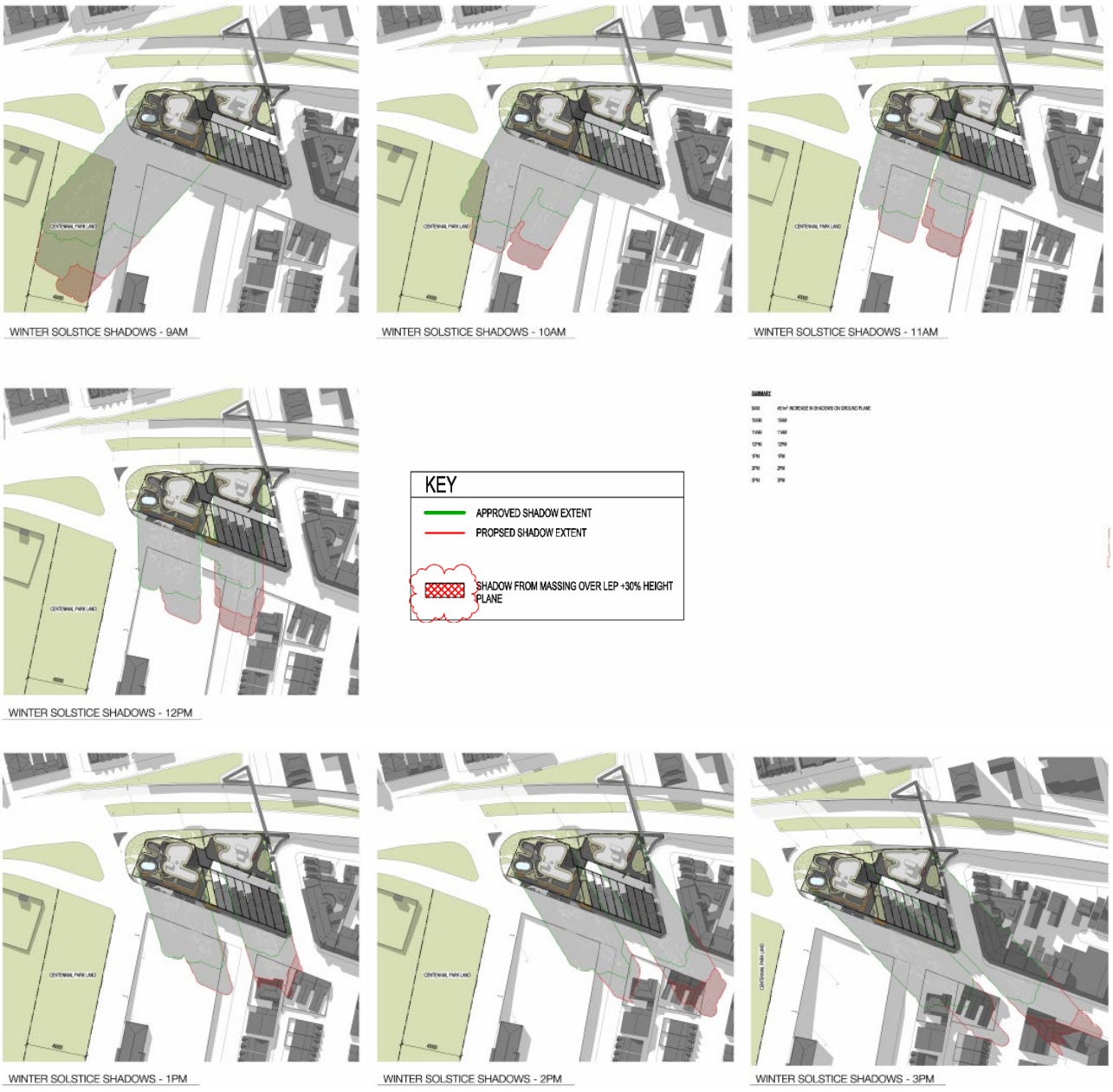
Overshadowing

As detailed in **Section 1.3** and **Section 2.4** of this EIS, further to consultation with DPHI and Centennial Park trust, a comprehensive options design analysis has been prepared so that the proposed development would result in no additional overshadowing impact within the designated times and areas of "no additional impact" as prescribed under the Greater Sydney Parklands Shadow Modelling Study 2022.

SJB has prepared a series of shadow diagrams for the winter solstice, autumn equinox, spring equinox and the summer solstice (**Appendix B**), these shadow diagrams providing a clear breakdown of the shadow generated by the parent consent, proposed SSDA and the portions of the SSDA that are proposed to vary the height limit (further detail provided at the accompanying Clause 4.6 variation request, **Appendix F**). An extract of the winter solstice shadow diagrams, which demonstrates the worst case scenario for overshadowing impacts, demonstrate that the proposal:

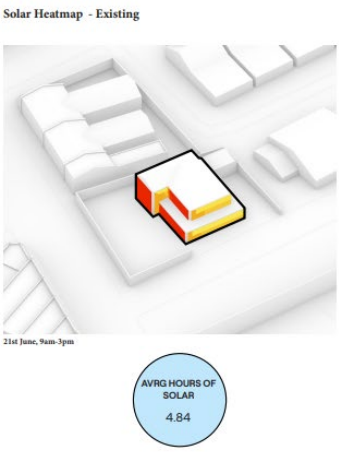
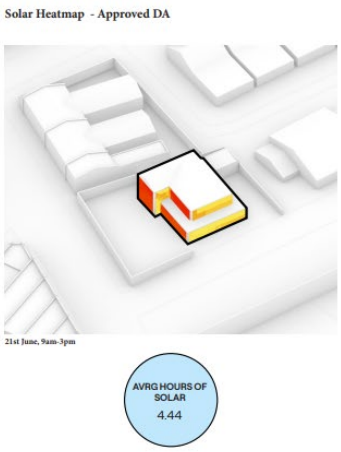
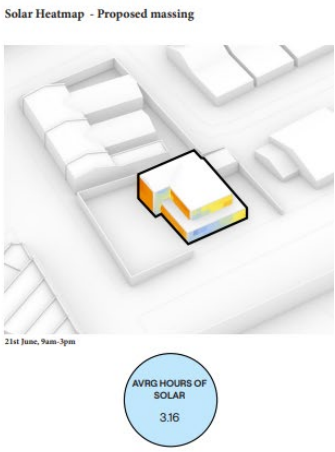
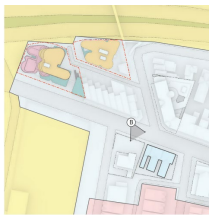
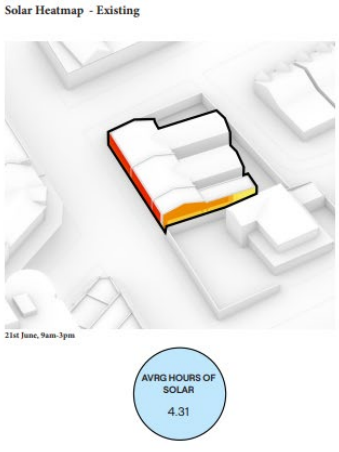
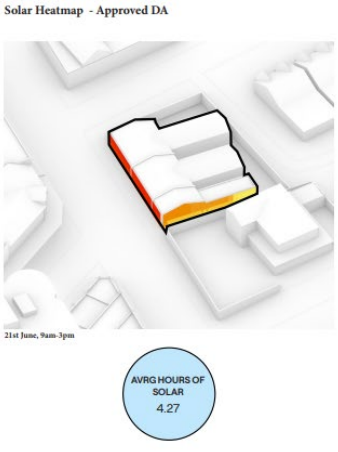
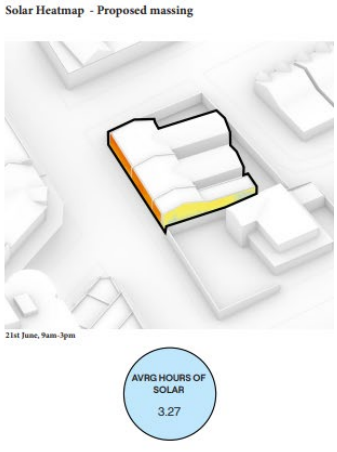
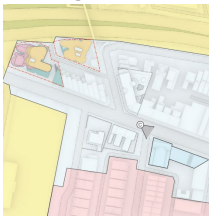
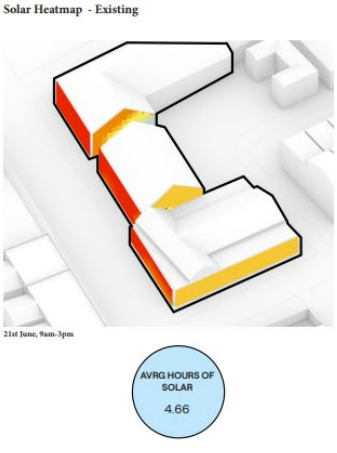
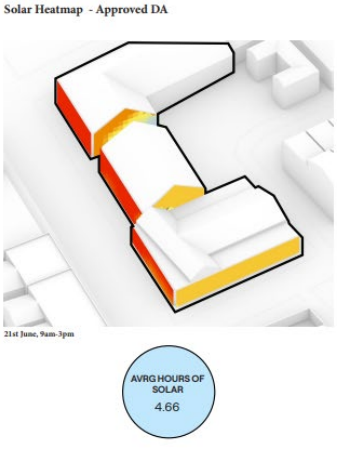
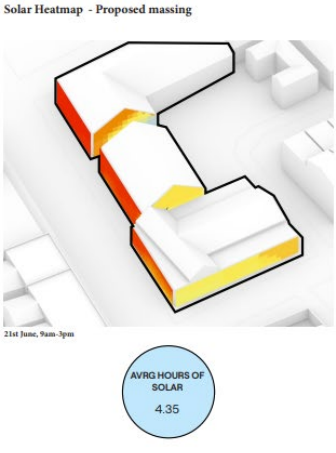
- Does not result in any additional overshadowing to the "no additional impact" as prescribed under the Greater Sydney Parklands Shadow Modelling Study 2022.
- Predominantly result in additional overshadowing over the bus depot, located to the south side of Oxford Street.
- Does not result in significant increases to overshadowing across public roads and street, beyond the overshadowing generated by the approved parent consent.
- Results in some overshadowing impacts to neighbouring properties to the south, of which a detailed solar heatmap has been prepared to demonstrate continued provision of adequate solar access to these properties. This includes an hour-by-hour 3D overshadowing analysis of each affected block (refer to **Appendix H**) which ultimately confirms that each block will be subject to at least three or more hours of solar access which is summarized in **Table 26** below.

Figure 23 Winter Solstice Overshadowing Diagrams



Source: SJB

Table 26 Summary of Solar Heatmap to Neighbouring Properties

Block	Solar Heatmap		
Block A				
Block B				
Block C				

Conclusion

In conclusion, the proposed development by SJB demonstrates a well-considered approach to environmental amenity, balancing the need for high-quality residential living with the minimisation of impacts on the surrounding environment. The design incorporates thoughtful measures to enhance solar access, natural ventilation, privacy, and overall residential amenity, while also addressing potential impacts such as overshadowing, wind conditions, and reflectivity. The development's comprehensive greening strategy and attention to detail in mitigating reflectivity and glare further contribute to its positive impact on the urban environment. The development design has been design with consideration of the solar access requirements

for the neighbouring Centennial Park and with regard to the neighbouring properties to the south / south-east, all neighbouring blocks will continue to receive the appropriate levels of solar access (3-4 hours).

6.1.5. Public Space

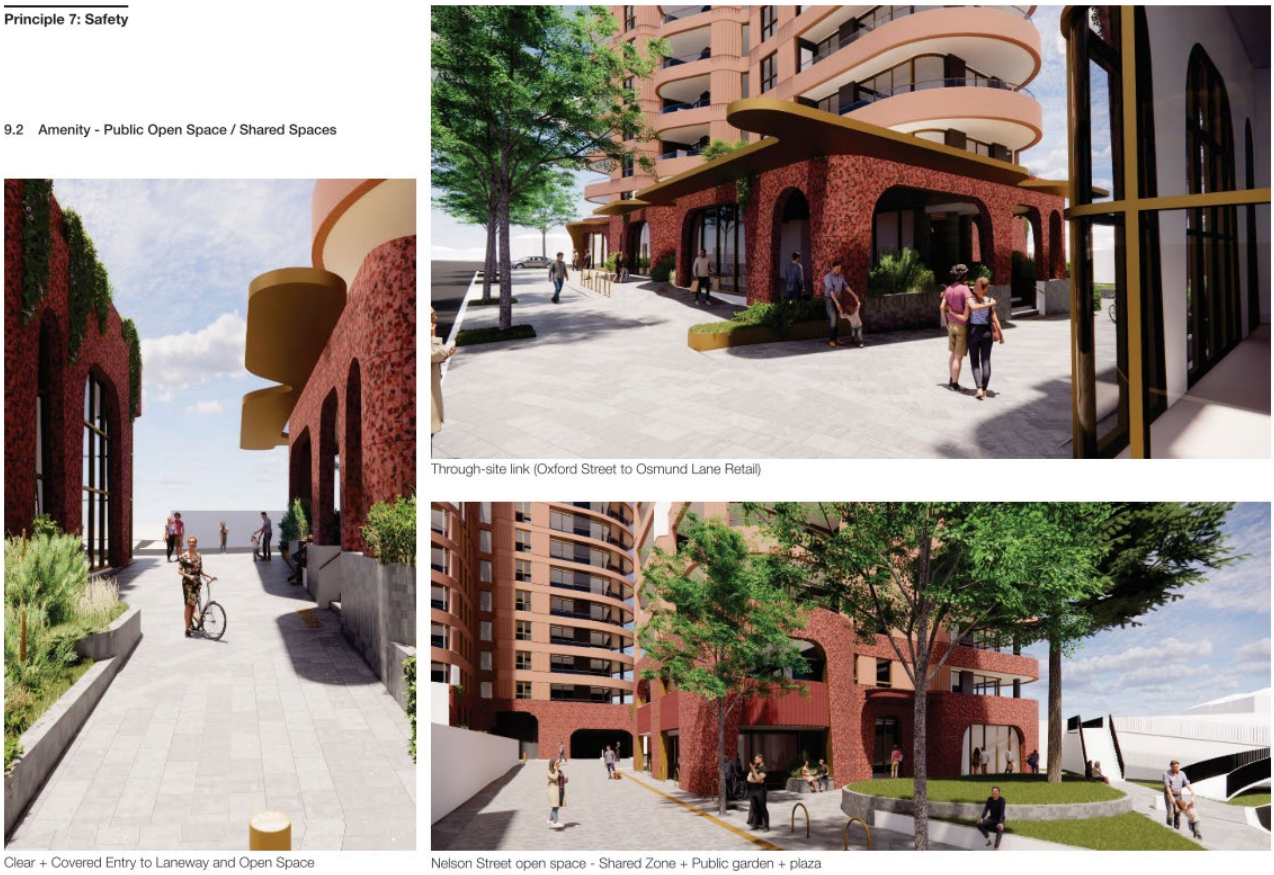
6.1.5.1. Public Space Plan

The Public Space Plan for the proposed development, focuses on enhancing the public domain along Oxford Street, Nelson Street, and Osmund Lane. The plan aims to create a welcoming, attractive, and accessible environment for all users, reflecting the principles of good urban design and community engagement.

The plan prioritises retail activation along Oxford Street and the corner of Oxford and Nelson Streets. Fine-grain retail tenancies are proposed to enhance the vibrancy and pedestrian experience in this part of Bondi Junction. The integration of retail spaces at the ground level ensures continuous activity and engagement with the public domain, contributing to a lively streetscape. The plan includes the creation of a through-site link connecting Oxford Street to Osmund Lane, improving pedestrian permeability and connectivity within the site and to surrounding areas. The design ensures clear sightlines, adequate lighting, and safe pedestrian crossings to enhance safety and accessibility for all users.

The 2-storey podium is designed to scale with human dimensions, ensuring a comfortable and engaging interaction between the building and its users. The use of high-quality brick and concrete materials for the podium enhances its visual appeal and durability, while also respecting the heritage context of the area.

Figure 24 3D Concept Renders of Ground Floor Public Space



Source: SJB

6.1.5.2. CPTED

A Crime Prevention through Environmental Design (CPTED) Report has been undertaken to reduce opportunities for crime and the fear of crime by recommending design and place management principles (**Appendix N**). The CPTED assessment has been undertaken in accordance with the relevant NSW planning legislation, policy, and guidelines and has considered the objectives outlined in the Waverley DCP 2022.

The CPTED Report sets out the detailed assessment of the proposal against the established CPTED principles - territorial reinforcement, surveillance, access control, and space/activity management. Recommendations and considerations are included in the Mitigation Measures below.

Territorial Reinforcement

The proposal seeks to maintain existing boundary markers, spatial legibility, and environmental cues. Overall, the introduction of a greater number of people and activity to the site will increase territorial reinforcement and the presence of informal guardians, which enhances the risk to offenders and crime effort. BOSCAR data indicates the site is in a locality that is more susceptible to the following crimes: 'malicious damage to property', 'theft from a dwelling', 'domestic violence', and 'non-domestic violence'. Enhancing territorial reinforcement will therefore be important in reducing the likelihood of these crimes from occurring.

The proposal incorporates the following CPTED principles:

- Increased activity and routine maintenance onsite associated with the ground floor commercial activities will convey environmental cues that the area is well cared for, thereby reducing perceptions of crime and increasing community ownership over the space.
- The residential entry lobbies and location of lift access from the main street frontage allow for a greater delineation of the public and private spaces. By creating an entrance lobby, further definition of private space is provided as well as additional security for residents and visitors entering and exiting the building and for the location of facilities such as post boxes.
- The design of the internal floor plan of the proposal demonstrates good territorial reinforcement as there is a good demarcation between public and private spaces.
- The separation of the residential and commercial entrances via secure access doors further enhances the territorial reinforcement and separation between public and private spaces. The public places are concentrated on the ground floor and comprise expansive windows onto the surrounding streets that create a welcoming environment for visitors and allow for passive surveillance in and around the building.

Surveillance

The site benefits from three street frontages - Oxford Street, Osmund Lane, and Nelson Street. The retail exterior largely comprises glazed fenestration that addresses the streets and helps facilitate natural connections between the occupants and passers-by, thereby increasing passive surveillance. Accordingly, the facade of the building has been designed to be highly transparent and allow sight lines to the interior, permitting the observation of the activities and spaces within.

The building exterior effectively promotes an improved visual connection between occupants and passers-by. In light of this, the orientation of the building along with its materiality will substantially improve passive surveillance, which will reduce incidences of loitering and antisocial behaviour. The proposed landscaping comprises primarily open paved areas and the retention of street trees, which do not impact sight lines and surveillance of the entry points to the property. Overall, the proposed design is considered to provide a good level of natural surveillance within the development itself and towards the surrounding streets.

Access Control

The access arrangements demonstrate CPTED principles of access control and will be effective at managing access to public and private spaces within the development. The site has two primary access points for residents. These are located at the ground plane via a main entrance point on Nelson Street and a setback entrance point on Oxford Street via the site through link. The upper levels of the building for the residential and proposed communal open space located on Level 10 are accessible via an internal lift core and staircases. Vehicle access to the site is via Osmund Lane on the eastern boundary of the site.

Space Management

The proposal effectively provides a clearly defined use for the site and will increase the occupation of the area both during the day and night given the increased density of the site. The ongoing maintenance of the proposed buildings, facilities, and landscaping is important to balance the safety and aesthetics of the development. A rapid removal policy should be in place for vandalism repair and the removal of graffiti, and all public spaces should be kept clean and tidy.

The incorporation of a mix of retail premises and residential uses will increase the presence of people across the site and will ensure the area is well cared for. Combined, these features of the proposal will reduce

incidences of crime. This increased activity onsite will assist in discouraging perpetrators of crime. The internal ground floor planning provides a clear definition of space. The design demonstrates a clear distinction between public and private spaces. Specifically, back-of-house facilities are generally accessible via corridors that incorporate secure access doors. Publicly accessible areas are strategically placed towards the Oxford and Nelson Street frontages.

The proposed building materials are of a high quality and therefore will lessen the likelihood of damage. Given that the BOSCAR data shows a high incident rate of malicious damage to property in this location, ongoing maintenance and upkeep of the external facade minimises the risk of vandalism and damage. Overall, the proposed development will redevelop an underutilised site that will greatly enhance its image and contribute to a sense of shared space.

6.1.5.3. Mitigation Measures

- Provide wayfinding signage and building identification signage where appropriate to reinforce perceptions of safety and legibility in the development.
- Ensure that landscaping is well maintained and cared for to prevent vegetation from becoming overgrown.
- Ensure that a clear delineation between the public retail space and the residential entrance area is maintained to minimise loitering and access by non-residents and visitors.
- Repair any damage promptly and undertake regular maintenance of all internal and external fixtures and surfaces. Repairs and maintenance should be documented clearly to enforce accountability to relevant staff.
- Ensure that vehicle entry and exit points provide appropriate signage and sightlines to increase safe access.
- Maintain sightlines to and from the proposed development and the surrounds by ensuring signage and equipment do not create a significant visual obstruction.
- Ensure the main residential entrance foyers are unobstructed by structures to remove opportunities for concealment and ensure sightlines are provided to and from the development and minimise ‘blind spots’ and ‘blind corners’ that allow potential offenders to conceal themselves and/or entrap victims.
- Ensure that future landscaping and plant selection is appropriate so sight-lines are not blocked as the landscaping matures or by movable objects such as awnings.
- Maintain a consistent level of lighting throughout the exterior of the proposed development. Lighting should be adequate to permit facial recognition and provide visibility into a vehicle. It should be placed at the building’s primary entrance, along the footpaths and perimeter of the site. Lighting types should be of a high quality and be vandal resistant to ensure longevity and allow for less maintenance or replacement.
- Install surveillance systems (e.g., CCTV) in areas of restricted natural and organised surveillance, most notably in the rear areas between Buildings A and B at the end of Osmund Lane.
- Walls and ceilings of the parking levels be painted white and proper surveillance devices be installed in accordance with CPTED requirements.
- Adequate lighting should be provided over the main residential entrance to ensure that the coming and going of residents and the surrounding public domain areas, especially at night, are clearly visible from the street, from other buildings, and from a distance.
- If possible, provide secure access (card/key controlled entries/lifts etc.) to all residential entrances of the building to facilitate in defining and securing the site’s privately accessible areas.
- Implement measures for safe pedestrian access across Osmund Lane, especially for people using the through site link to access Building B. In addition to the specific pavement treatment indicated on plan to define the shared space, the provision of a pedestrian crossing, and adequate signage indicating the shared space area will increase the safety for pedestrians in this space, especially in peak delivery periods to service retail uses.
- Implement clear wayfinding signage with definitional legibility throughout all internal and external areas onsite.

- The garbage bays in the basement should be lockable and only accessed by authorised persons.
- The residential car parking areas should be secured within the basement and accessed via the driveways and residential lifts. This minimises the opportunity for motor vehicle theft and stealing from a motor vehicle.
- Implement safety procedures for workers and contractors accessing the site.
- Ownership and/or management of the site should be clearly displayed at the building's entrances.

6.1.6. Noise and Vibration

A Noise and Vibration Impact Assessment (**NVIA**) has been prepared by Acoustic Logic (**Appendix V**) in support of the proposal. The NVIA provides an assessment of the anticipated acoustic impacts generated by the proposed development construction and operations and subsequently, identifies the relevant mitigation measures required to ensure the proposal will not result in any, unacceptable acoustic impacts to the area. The NVIA also assesses the surrounding environment, existing noise sources and identifies the design measures required to ensure that future tenants achieve an appropriate level of amenity.

This assessment criteria, methodology and mitigation measures and was conducted in accordance with:

- NSW Government Department of Planning document – Planning Secretary's Environmental Assessment Requirements (SEARS), SSD-77175998, dated 23/10/2024,
- NSW Department of Planning, Industry, and Environment – 'State Environmental Planning Policy (Transport and Infrastructure)' (SEPP) 2021, and
- NSW Department of Planning, Industry, and Environment – 'Development near Rail Corridors or Busy Roads – Interim Guideline'.
- NSW Environment Protection Authority (EPA) Document – 'Noise Policy for Industry' (NPfI) 2017,
- Australian Standard 2436-1981 & Australian Standard 2436-2010,
- Department of Environment and Climate Change NSW – 'Interim Construction Noise Guideline (ICNG)', dated July 2009,
- Department of Environment and Conservation NSW – 'Assessing Vibration: A Technical Guideline', dated February 2006,
- German Standard DIN 4150-3 (2016) – 'Vibration in Buildings - Part 3: Effects on Structures', and British Standard BS 6472:1992 'Guide to Evaluate Human Exposure to Vibration in Buildings (1Hz to 80Hz)'.

6.1.6.1. Existing Environment

The site is surrounded by several sources of noise, including adjacent roadways. The site is located within a mixed-use urban environment characterised by commercial, retail, residential, and recreational land uses. Of note, the proximity of the site to major roadways such as Sydney Enfield Drive necessitates a thorough assessment of noise intrusion to ensure compliance with relevant noise criteria and to maintain a high standard of living for future occupants.

To assess the environmental noise levels and noise exposure of the future development, a series of attended and unattended (long-term) noise measurements were undertaken at the site. These measurements were essential to determine the baseline environmental noise levels and to predict the potential noise impact on future residents within the development.

To assess the potential impacts to the surrounding area, the nearest residential sensitive receivers were identified in the NVIA and are shown in **Figure 25** below.

Figure 25 Nearest Sensitive Receivers

Source: Acoustic Logic

6.1.6.2. Potential Impacts

Construction Noise and Vibration Assessment.

The NVIA evaluates the noise and vibration impact from various stages of construction activities. These activities include:

- Bulk excavation.
- Bored or CFA piling of foundations.
- Erection of building structure (powered hand tools for formwork, concrete pump, vibrators).
- Façade Installation (powered hand tools).
- Landscaping (front end loaders etc).

The assessment identifies that noise and vibration from construction activities have the potential to impact surrounding, sensitive receivers (identified in **Figure 25** above) throughout the construction period. The NSW EPA Interim Construction Noise Guideline provides a framework to assess these impacts and recommends control measures to manage noise and vibration levels from construction activities.

Noise and vibration management levels have been developed within this report based on the EPA guidelines using long-term unattended monitoring data, as well as Australian Standards relating to vibration. These levels provide a threshold by which potential impacts can be predicted, and mitigation methods can be developed to reduce the effects. A preliminary assessment of construction noise and vibration has been undertaken, indicating that reasonable and feasible mitigation measures will need to be implemented throughout the construction period to minimize impacts on surrounding receivers.

Noise and Amenity Assessment for Future Tenants.

Traffic noise from vehicle movements along Sydney Enfield Drive will be the primary external noise source impacting the future occupants of the proposed development. The NVIA provides an evaluation of the noise intrusion associated with these external noise sources at the façade of the proposed development.

Based on the assessment, it was determined that upgraded façade constructions would be required to achieve the internal noise level requirements nominated in the Transport & Infrastructure SEPP. Preliminary constructions have been provided which would allow compliance with these criteria. The detailed analysis included predicting noise levels at the future façades of the building and assessing the potential noise impact on future residents within the development.

Operational Noise and Vibration Assessment.

The primary source of noise emissions from the site during operation will be from mechanical plant, particularly any equipment located externally. Long-term unattended noise measurements were undertaken to determine existing background noise levels representative of surrounding residential receivers. Based on these measurements, project noise trigger levels for the site were developed in line with the requirements of the NSW EPA Noise Policy for Industry. This guideline considers both the audibility of a noise source (i.e., its increase over the background noise level) and cumulative noise impacts on external receivers (the 'amenity' level).

As the detailed mechanical design has not yet progressed, it has been recommended that a detailed acoustic review be undertaken as part of the design development to ensure the relevant project noise trigger levels are achieved. Compliance is both practical and reasonable with the incorporation of standard acoustic treatments such as internal duct lining and attenuators.

6.1.6.3. Mitigation Measures

Construction Noise and Vibration Impacts

To manage construction noise and vibration impacts, the following measures are recommended:

- Develop a detailed noise management plan by the main contractor, describing construction phases, programme, processes, equipment used, noise impact assessment, and proposed mitigation and management strategies.
- Adopt quiet work methods and technologies, such as:
  - Using non-tonal reversing beacons for trucks and bobcats (subject to OH&S requirements) to minimize potential disturbance to neighbours.
  - Avoiding careless dropping of construction materials into empty trucks.
  - Turning off engines during idling to reduce noise impacts (unless truck ignition needs to remain on during concrete pumping).
- Ensure site induction includes the location of the Noise Management Plan and details the site contact for noise complaints. A copy of the Noise Management Plan should be available to contractors, and its location should be advised during site induction.

Noise and Amenity for Future Tenants.

To ensure that the future tenants within the development achieve an appropriate level of amenity and comfort, the following measures are recommended:

- Comply with the glazing thicknesses to satisfy the acoustic requirements of AS2021, ensuring the Rw rating of the glazing fitted into operable frames and fixed into the building opening is not lower than the values listed in Table 7 & Table 8 of the NVIA (**Appendix V**). Future suppliers should provide evidence that the window systems proposed have been tested in a registered laboratory with the recommended glass thicknesses and comply with the minimum Rw requirements
- Use acoustic seals around the full perimeter of operable frames, and ensure the frame is sealed into the building opening using an approved acoustically rated sealant.
- Construct any glass door or glazed panels set into solid doors using the specified glazing thickness, with full perimeter acoustic seals around the doors.

- Ensure timber external doors (including apartment entry doors along external corridor areas) are a minimum 40mm solid core timber with appropriate acoustic seals.

Operational Noise Impacts

To mitigate operational noise impacts, the following measures are recommended:

- Adopt typical mitigation measures for the mechanical plant, such as:
  - Acoustic barriers/screens.
  - Internally lined ductwork.
  - External lagging.
  - Silencers.

By implementing these mitigation measures, the proposed development will comply with the relevant noise and vibration criteria, ensuring minimal impact on surrounding sensitive receivers and maintaining a high standard of amenity for future occupants. At the CC stage, the acoustic treatments need to ensure that the development, when operational, complies with the Project Noise Trigger Levels (NPfI) established under Table 12 of the NVIA (**Appendix V**).

6.1.7. Trees and Landscaping

An Arboricultural Impact Assessment (**AIA**) and Method Statement have been prepared by EziGrow Arboricultural Consulting (**Appendix O**). The AIA evaluates the potential impacts of the proposed development on the existing trees at the site and makes recommendations to reduce the impacts on the trees proposed for retention.

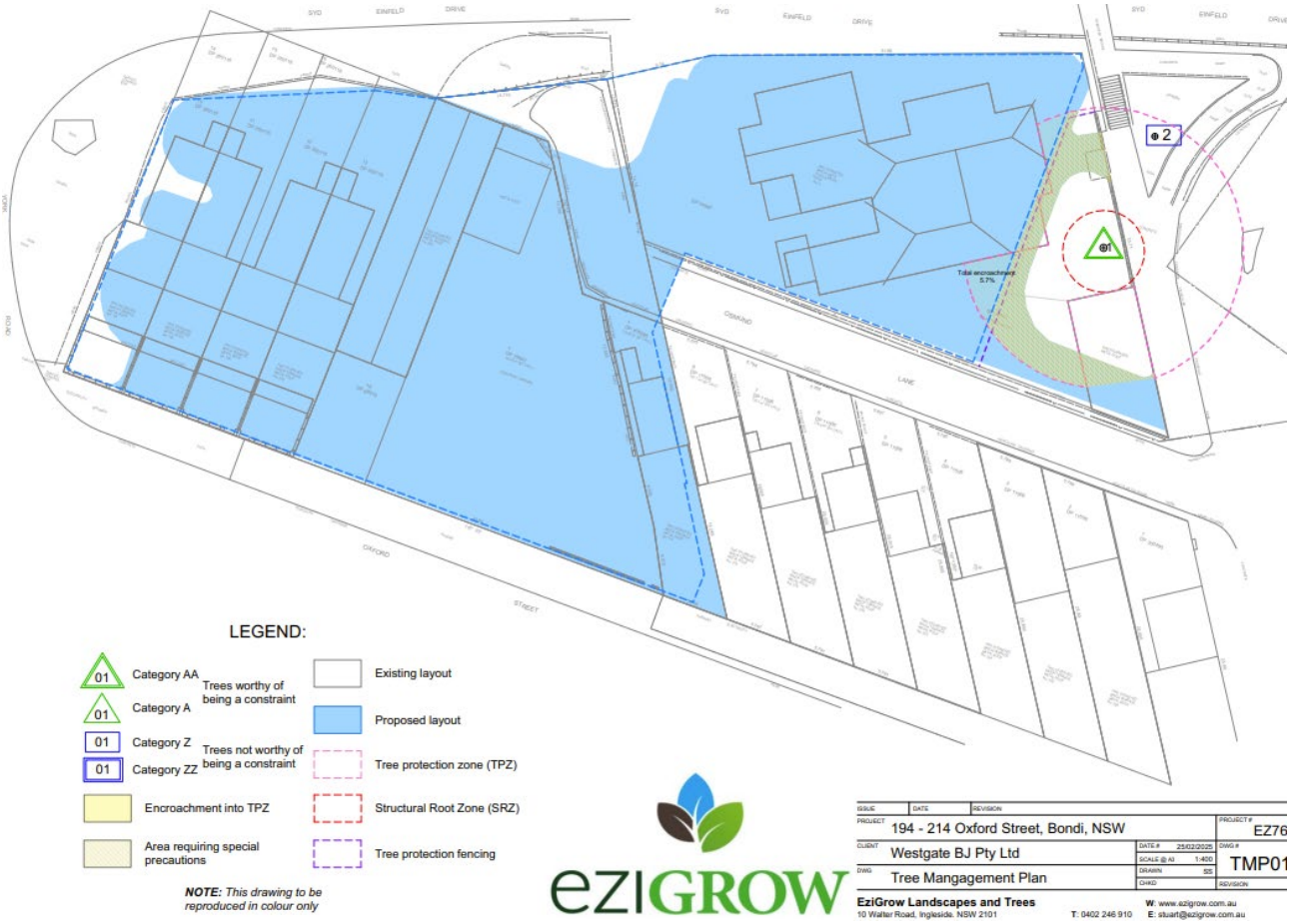
Landscape Plans and a Landscape Report have been prepared by Black Beetle which set out the landscape design concept for the proposed development.

6.1.7.1. Existing Environment

The subject site is currently under development, with demolition and excavation already completed. The subject site includes a significant Norfolk Pine (Araucaria heterophylla) (referred to as **Tree 1** in this Section) located at 2 Nelson Street, which is a local landscape heritage item. The remainder of the site has been cleared in accordance with existing development consents. The proposed development does not require the removal of any trees, but it does necessitate careful management to protect the existing Norfolk Pine and another tree located adjacent to the site.

The AIA also assessed one tree adjacent to the site, located on public property (referred to **Tree 2** in this Section). The location of the existing trees within and adjacent to the site is demonstrated in **Figure 26** below.

Figure 26 Location of Existing Trees



Source: EziGrow

6.1.7.2. Potential Impacts

Tree Impacts

The proposed development does not propose to remove any trees. However, the Norfolk Pine (Tree 1) and another tree (Tree 2) could be adversely affected through disturbance to their Tree Protection Zones (TPZ) by the proposed development activities. If adequate precautions to protect these trees are specified and implemented through the arboricultural method statement, the proposed development will have minimal adverse impact on the contribution of these trees to local amenity or character.

Landscape Plan

The proposed landscape design is detailed in the accompanying Landscape Plans and Landscape Design Report prepared by Black Beetle. This design aims to create a series of spaces that foster meaningful connections with the site, the local community, and the broader suburb and city.

The following set of principles guided the design strategy:

- Respect and Share the History
- Embrace the Local Environment
- Meaningful Water System
- Greening

The landscape design celebrates the local character by featuring a rich and diverse range of Australian native plant species, primarily those endemic to the Sydney Coastal Sandstone Foreshore Forest. Sustainable design principles have been integrated into the landscape through the inclusion of native and hardy exotic plants, chosen for their suitability to the micro-climatic conditions of the development.

A combination of native and exotic species creates a multi-layered landscape that provides texture and softens the structural elements of the development. These plant selections are hardy, salt-tolerant, and drought-tolerant, making them well-suited to the coastal environment and exposed planter and rooftop locations.

The upper-level landscapes are designed as communal and private terraces for residential use, offering access to outdoor spaces and enhancing green amenity through the creation of vertical green corridors.

Due to the mixed-use nature of the proposal and near 100% site coverage, opportunities for deep soil planting at ground level are limited. To address this, on-structure planting has been maximized at upper levels, achieving 813m² of green cover, equivalent to 30.8% of the total site area. This approach ensures that the development provides significant green spaces despite the constraints of the site.

6.1.7.3. Mitigation Measures

Tree Impacts

- **Protection Fencing:** A 1.8m high protection fencing must be installed and comply with AS4970. Signs will indicate that a tree protection zone has been established.
- **Trunk, Branch, and Ground Protection:** Any TPZs outside the protective fencing must be covered in ground protection in accordance with AS4970 until there is no risk of damage from demolition and construction activities. This protection must be installed near Tree 1 if and when the existing asphalt surface is removed and replaced. Trunk and major limb protection shall be undertaken on Tree 1 prior to the commencement of demolition and construction, installed by a qualified arborist (AQF2 or 3).
- **Root Zone Protection:** All hoarding support columns are to be placed a minimum of 300mm from the edge of the existing tree pits/setts to prevent sinking or damage. Supporting columns must not be placed on any exposed tree roots.
- **Precautions in TPZs**:
  - **Removal of Existing Surfacing/Structures and Replacement with New Surfacing:** Tree 1 may be adversely affected by the replacement of the asphalt pavement.
  - **Removal of Existing Surfacing/Structures and Replacement with New Soft Landscaping:** Tree 1 may be adversely affected by the removal of the existing asphalt and its reinstatement to soft landscaping.
  - **Installation of New Soft Landscaping:** All landscaping activity within TPZs has the potential to cause severe damage and must be minimised.
  - **Installation of New Services or Upgrading Existing Services:** Where possible, existing services should be used, and new services should be kept outside TPZs. If new services must be installed within TPZs, trenchless installation is preferred. If not feasible, excavation must be carried out by hand.
  - **Damage to Street Trees:** Any damage to street trees due to construction works must be immediately reported to Council's Street Tree Contract Coordinator.
- **Site Storage, Cement Mixing, and Washing Points:** All site storage areas, cement mixing, and washing points for equipment and vehicles must be outside TPZs unless otherwise agreed with the project arborist or Council. Heavy-duty plastic sheeting and sandbags must be used to contain spillages and prevent contamination.
- **Pruning:** Any pruning required to accommodate hoardings, scaffolding, or unloading/loading of vehicles and approved by the Council should be carried out by a qualified arborist (AQF3).

By implementing these mitigation measures, the proposed development will ensure the protection and preservation of the significant trees on and adjacent to the site, maintaining their contribution to the local environment and community.

6.1.8. Environmental Heritage

A Heritage Impact Statement (HIS) has been prepared by Urbis for the site (**Appendix CC**). The HIS provides a comprehensive assessment of potential heritage impacts in accordance with The Burra Charter and the NSW Heritage Manual.

6.1.8.1. Existing Environment

2 Nelson Street is listed as a local heritage item under the Waverley LEP 2012 subject to the Norfolk Island Pine tree. The remainder of the site is not identified as containing any heritage items. The site is also in proximity to several heritage items and heritage conservation areas in Bondi Junction. These heritage items are listed and shown in the table below.

Heritage Listing	Statement of Significance
Heritage Listing	There is no statement of significance for this item.
Norfolk Island Pine - Landscape (Item No. I506)	There is no statement of significance for this item.
Bus Depot/Waverley Tram Depot building (Item No. I224)	There is no statement of significance for this item.
Nelson Hotel (Item No. I213)	There is no statement of significance for this item.
Front fence and garden, “Westgate House” – Landscape (Item No. I507)	Impressive Late Victorian villa. One of the few in the area to survive with its essential curtilage more or less intact. Remains essentially unaltered. Local significance.
Mansion, “Westgate House” (Item No. I208)	Centennial Parklands is a unique place of exceptional National, State and Local heritage significance. It is a grand, linked open space of largely nineteenth-century landscape design intended for social and physical activity. The Parklands has national significance as the place of the inauguration of the nation, the creation of a People's Park, events, persons and monuments of national importance.

6.1.8.2. Potential Impacts

The HIS concludes that the proposed development will have an acceptable impact on the heritage items in the vicinity. Key findings include:

- **Norfolk Island Pine Tree**: The tree, listed as a local heritage item under the Waverley LEP 2012, will be retained as part of the proposed ground level landscaping design, supporting its ongoing conservation and upkeep.
- **Design Mitigations**: The design of the residential towers mitigates the reduction of views towards the Norfolk Island pine tree by partially reducing the height of the tower in front of where the tree is located.
- **Impact on Vicinity Heritage Items**: The subject site has several heritage items and heritage conservation areas in the vicinity, but none are directly adjacent or interface with the subject site, thus posing no significant risk of impact.
- **Views and Streetscape**: The proposed scheme will be visible in some views from heritage items towards the subject site, such as the Nelson Hotel and Westgate House. However, there are no identified significant views from these sites mentioned in their statements of significance. The existing high-density, mixed character of the outlook from the proximate conservation areas would remain essentially unchanged as the development would be in keeping with existing high-density residential development to the north of Oxford Street.
- **Integration into Streetscape**: The proposed scheme aims to integrate itself into the streetscape by using sympathetic materials that reference the brick construction of heritage items in the vicinity,

providing a two-storey podium which suits the scale of the surrounding heritage items, and ensuring that the façade is broken up in a way that reduces the visual bulk of the residential towers.

6.1.8.3. Mitigation Measures

A tree management plan is to be developed for the upkeep of the Norfolk Island pine on site.

6.2. OTHER IMPACTS NOT REQUIRING DETAILED ASSESSMENT

This section of the report addresses the matters which require a standard impact assessment. It outlines the findings of the assessment and the key mitigation measures used to ensure compliance with the relevant standards or performance measures.

6.2.1. Ecological Sustainable Development

An ESD Assessment Report has been prepared by Vipac (**Appendix R**). As per the ESD Assessment Report, the proposal addresses the principles of ESD including the precautionary principle, and intergenerational equity. Conservation of biological and ecological integrity and improved valuation, pricing, and incentive mechanisms in accordance with the requirements of Section 193 of the Regulation.

A BASIX Report has also been prepared for the proposed development (**Appendix JJ**). It confirms that the proposed development will meet the established BASIX requirements.

6.2.1.1. Potential Impacts

An assessment of the proposal against the ESD principles is provided in the table below.

Table 27 ESD Principles

Principle	Project Response
Precautionary principles	The proposed development is being constructed on a previously developed site, avoiding disturbance or degradation of local greenfield sites. The proposal is supported by comprehensive environmental assessments and mitigation measures to prevent serious or irreversible environmental damage.
Intergenerational equity	The development minimises energy and water consumption, reduces embodied carbon, and limits waste generation. ESD principles incorporated into the design ensure conservation of resources through energy and water efficiency measures, promoting sustainability for future generations.
Conservation of biological diversity and ecological integrity	Supported by a BDAR waiver and arborist report, the proposal ensures minimal impact on biological diversity and ecological integrity. ESD strategies to reduce energy, water, and waste consumption indirectly conserve biodiversity and ecological integrity by reducing the demand on natural resources and associated environmental impacts.
Improved valuation, pricing, and incentive mechanisms	Environmental factors are considered in the valuation of the project's assets and services through various ESD initiatives. A Construction Management Plan will manage pollution and waste, establishing recycling and landfill waste streams during construction and operation. Pursuit of environmental ratings such as Green Star and NABERS promotes resource efficiency, reducing running costs and increasing the development's value.

6.2.1.2. Design Measures

Design measures such as building articulation and orientation have been thoughtfully considered to enhance natural lighting, passive heating, and cross ventilation. A summary of the main ESD initiatives incorporated into the proposal are as follows:

- **Integrated Design Approach:** A holistic design approach that considers the development as a whole, integrating various aspects of the building's design.
- **Greenhouse Gas Emission Reduction:** Achieved through a staged approach:

  - Reduction in overall energy consumption via demand reduction, passive design, and energy efficiency.
  - Reduction in utility consumption by utilising waste products, rainwater harvesting, and renewable energy technologies where feasible.
- **Management Initiatives:** Including achieving environmental ratings such as Green Star, building tuning, adherence to an Environmental Management Plan, and a Waste Management System.
- **Indoor Environmental Quality Initiatives:** Ensuring thermal comfort and effective natural lighting.
- **Energy Conservation Initiatives:** Including load reduction, optimising energy consumption, use of renewable resources (solar energy and heat pump technology), passive design, insulation, and glazing and window framing selection.
- **Transport Sustainability Measures:** Encouraging active and public transport use, and making provisions for fuel-efficient vehicles.
- **Water Conservation and Management Initiatives:** Focusing on reducing water demand through conservation measures and water reuse systems.
- **Materials:** Preference for environmentally responsible materials during the selection process.
- **Land Use and Ecology:** The site is previously developed and will not diminish its ecological value.
- **Emissions:** Minimising emissions to land, air, and water in addition to reducing greenhouse gas emissions through lower on-site energy usage.

6.2.1.3. BASIX Assessment

The BASIX Assessment Report prepared by Vipac (**Appendix JJ**) and a BASIX Certificate is attached at **Appendix T** which confirms that the proposed development, meets and exceeds the minimum requirements for energy efficiency, water efficiency, and thermal comfort as outlined in the BASIX Certificate. The development achieves a 33% reduction in energy consumption, a 46% reduction in water consumption, and complies with the thermal performance requirements under BASIX.

6.2.1.4. NCC Section J – J1V3 Assessment

An NCC Section J, J1V3 Assessment Report has been prepared by Vipac (**Appendix II**) for the non-residential areas of the proposal to determine compliance with the National Construction Code (NCC) 2022 provisions for energy efficiency under Section J.

The report details the outcome of the NCC Section J assessment (J1V3) to determine compliance requirements for the proposed development. Energy simulations were undertaken to provide an alternative method of verification (J1V3) in relation to NCC Section J, allowing for glazing and insulation variations within the development.

The J1V3 method requires the comparison of a reference building (Case 1) to two proposed building models, one having the reference building services (Case 2) and one having the same services as the proposed services (Case 3). The comparison is based on the forecasted annual greenhouse gas emissions.

The need for three cases of comparison in the J1V3 assessment is to ensure a comprehensive evaluation of the proposed building's energy performance against a standard reference. Each case serves a specific purpose in this comparative analysis:

- Case 1: Reference Building with DTS Services
  - This model represents a hypothetical building that complies with the minimum Deemed-to-Satisfy (DTS) provisions of the NCC for building fabric and services. It serves as the baseline for comparison, providing a standard against which the proposed building's performance can be measured. The reference building is modelled with the minimum required insulation, glazing, and other building fabric elements, as well as standard services.
- Case 2: Proposed Building with DTS Services
  - This model represents the proposed building's design but with the same services as the reference building. This comparison isolates the impact of the proposed building's fabric (such as glazing and

insulation) on energy consumption, without the influence of any advanced or proposed services. It helps to determine whether the proposed building fabric alone can achieve better energy performance than the reference building.

- Case 3: Proposed Building with Proposed Services
  - This model represents the proposed building with both the proposed building fabric and the proposed services. It provides a complete picture of the building's energy performance, incorporating all design elements and advanced services. This case is to demonstrate that the combined effect of the proposed fabric and services results in lower annual greenhouse gas emissions compared to the reference building.

By comparing these three cases, the assessment ensures that the proposed building's design, both in terms of fabric and services, meets or exceeds the energy efficiency requirements set by the NCC. The results confirm that the proposed building's total annual energy consumption is less than that of the reference building, thereby verifying compliance with the performance requirement of J1P1 under the J1V3 method of verification.

The results of the energy simulations show that the total annual energy consumption of the Proposed Building models is less than the annual energy consumption of the Reference Building. The glazing and insulation systems utilised within the proposed building are therefore compliant with the performance requirement of J1P1 under the J1V3 method of verification.

Figure 27 Result of Comparison Analysis

	CASE 1 Reference Building [DTS Fabric and DTS Services]	CASE 2 Proposed Building [Proposed Fabric and DTS Services] *	CASE 3 Proposed Building [Proposed Fabric and Proposed Services] *	Compliance Achieved
Annual greenhouse gas emissions	53,330 kg/annum	52,912 kg/annum	52,912 kg/annum	YES

**The "proposed services" under the modelling case 3 have been conservatively set at the "DTS services" level. The results of modelling cases 2 and 3 are therefore the same (52,912 kg/annum).*

The minimum building fabric utilised in the simulations include:

- Roof/Ceiling: Total R-value of R3.7 with a solar absorptance of the upper surface of the roof not more than 0.45.
- Walls: External walls with a minimum total R1.5 thermal insulation and internal walls with a minimum total R1.0 thermal insulation.
- Glazing: All glazing components with a total system U-Value ≤ 5.0 and a total system SHGC ≤ 0.50.
- Floors: No insulation needed for suspended floors (addressed via J1V3) and no added insulation required for concrete slab on ground.
- Building services: minimum DTS performance or better.
- Minimum Solar PV capacity of 2 kW (Energy to be used on site).

Subject to satisfaction of the provisions outlined in this report, this development is expected to comply with the requirements of Section J of NCC 2022.

6.2.1.5. Energy Assessment

An Energy Assessment Report prepared by Vipac (**Appendix KK**) provides a comprehensive analysis of the proposed development's energy performance. The report concludes that the proposed development is suitable and warrants approval subject to the implementation of the following mitigation measures:

- **NCC Section J – Energy Efficiency:** Compliance with the energy efficiency requirements of the National Construction Code (NCC) Section J.

- **BASIX – Energy, Water and Thermal Comfort:** Meeting the energy, water, and thermal comfort requirements as outlined in the BASIX Certificate.
- **SEARs Sustainability Requirements:** Adhering to the sustainability requirements specified in the Secretary's Environmental Assessment Requirements (SEARs).

Following the implementation of the above mitigation measures, the remaining impacts are appropriate. The Energy Assessment report is based on the following components and in compliance with Green Star requirements:

- **Non-residential areas:** Assessed under the Green Star Greenhouse Gas Emission calculation pathway 15E, including 4 retail units on the Ground Floor. The non-residential areas have been modelled using the Design Builder software suite as per the architectural drawings provided. The target 30% reduction in Greenhouse gas (GHG) emissions is achieved by improving the performance of window glazing and the efficiency of the lighting and HVAC systems in retail spaces.
- **Residential areas:** Assessed under the Green Star Greenhouse Gas Emission calculation pathway 15C, based on the Green Star Greenhouse Gas emissions Calculation guide, Pathway 15C (i.e., BASIX pathway).

Figure 28 Summary of Energy Simulation results

Table 7-1 Summary of energy simulation results.

End Uses	Reference Building		Proposed Building	
	Electricity, kWh	Natural Gas, MJ	Electricity, kWh	Natural Gas, MJ
Heating	3,532	-	3,280	-
Cooling	27,185	-	18,006	-
Air Conditioning Fans	6,253	-	5,464	-
Hydraulic Pumps	287	-	287	-
Interior Lighting	31,938	-	31,938	-
Exhaust Fans	7,193	-	7,193	-
DHW	-	8,389	-	8,389
Lift	7,960	-	7,960	-
3kW Solar PV Elec. Generation (without Battery)	-	-	(-) 2,722	-
Total Energy consumption	84,348	8,389	58,600	8,389
GHG Emissions Factor ($kgCO_2e/GJ$)	236	51.53	236	51.53
GHG Emissions ($kgCO_2e$)	71,662	432	49,787	432
Total GHG Emissions	72,094		50,219	
Reduction (%)	30.34% Reduction in GHG Emissions			

The predicted annual greenhouse gas emissions for the Proposed building design model are 30.34% lower than that of the Reference building design model, exceeding the Waverley Council's requirement of 30%. This reduction in GHG emissions has been achieved by proposing higher performance window systems, higher performance HVAC systems, and reduced lighting power density in the retail and common areas.

The Energy Assessment confirms that the proposed development will achieve significant energy savings and reduced greenhouse gas emissions, contributing to the overall sustainability of the project.

As per the Net Zero Assessment Report (**Appendix LL**) to fully achieve Net Zero GHG Emissions (Carbon Neutrality) for the operational energy consumption of the commercial building, the development may offset equivalent to 61 MWh of electricity annually (72,094 kgCO2e per annum).

6.2.2. Water Management

Green Arrow has prepared a Water Management Report (**Appendix Y**) in support of the proposed development. This report details the water management strategy for the site, which has been prepared in accordance with the relevant authority requirements and the Council's Water Management Technical Manual 2021.

Construction of the approved development on the site has commenced and is progressing under the Parent Consent. The parent consent was supported by stormwater management measures and conditional approval was issued as part of the Parent Consent. An assessment of the proposal has been provided as follows:

Domestic Water Supply

The estimated daily water usage has been calculated to be approximately 42.51kl/day with a peak demand of approximately 7.75l/s. The Notice of Requirements (NOR) issued by Sydney Water Corporation (SWC) 18.01.2023 states the existing 250mm water main in Oxford Street can serve the proposed Building A. Proposed Building B can be served by the existing 150mm water main in Nelson Street.

The BASIX report demonstrates a 46% reduction in water usage which exceeds the minimum requirement of 40%, subject to the provision of 2 x 4000L minimum rainwater tanks for harvested rainwater.

Fire Services Water

The building is protected by a combined fire sprinkler and hydrant system. The primary water supply will be provided via 2 x onsite 62m3 fire tanks with another supply being from the existing 250mm CICL water main located in Oxford Street. The Fire water supply arrangement is in accordance with current and relevant Australian Standards and NCC 2022.

Sewer

The estimated daily sewer discharge has been calculated to be approximately 40.38kl/day with a peak discharge rate of approximately 7.36l/s. The Notice of Requirements issued by Sydney Water Corporation (SWC) 18.01.2023 states the existing 225mm sewer main and 225mm vent line within the site conflicts with the development and will be required to adjust/disuse/relocate those assets. This will continue to be managed as part of the detailed design phase for the parent consent, and the proposed SSDA.

Stormwater Drainage & Water Quality

Waverly Council's Condition of Consent No. 36 for the parent consent outlines the requirements for providing a stormwater drainage system for the site

- The inclusion of 2x On-site Detention (OSD) systems designed to meet the requirements of Councils. 'Water Management Technical Manual 2021'. Our calculations indicate a Site Storage Requirements (SSR) of 41m^3 for tank A and 36m^3 for Tank B contained within a cast-situ concrete tank and a maximum Permissible Site Discharge (PSD) of 41.52l/s for tank A and 34.46l/s for tank B, for all storms up to the 20yr storm event.
- The Rainwater reuse system has a 50yr design life.

Council's 'Water Management Technical Manual 2021' requires a reduction of 80% Suspended Solids, 55% Phosphorous, 40% Nitrogen and 90% Gross Pollutants from the sites stormwater discharge. A water quality treatment model (MUSIC) was prepared by Urban Asset Solutions. In order to meet councils objectives a treatment train inclusive of Litter baskets, gross pollutant trap including reactive filter media pillows have been provided as part of the parent consent.

As such, Condition 36 under the Parent Consent will reduce the site's stormwater discharge rate, and the recommended water quality management measures will reduce contaminants in the receiving water ways. With the implementation of the recommended mitigation measures, the remaining impacts associated with the development are appropriate and acceptable.

6.2.3. Contamination, Remediation and Geotechnical

AssetGeoEnviro has prepared a Geotechnical Report (**Appendix X**) and a Preliminary Site Investigation (**Appendix AA**) in support of this SSDA**.** These reports have been prepared to respond to the following SEARs:

- Geotechnical Assessment;
- Surface and Groundwater Impact Assessment;
- Salinity Management Plan/Acid Sulfate Soils Management Plan; and
- Preliminary Site Investigation

Construction on the site is underway and progressing under the approved parent consent, with excavation and demolition works completed. These consents were supported by the following documents addressing the above assessments:

- Preliminary Geotechnical Assessment (Reference No. 6419-G1 Rev 1) prepared by Asset Geotechnical Engineering Pty Ltd, dated 6 September 2021
- Preliminary Site Investigation (Reference No. 21084RP01) prepared by Reditus, dated 20 July 2021
- Detailed Site Investigation (Reference No. 21084RP01) prepared by EI Australia, dated 27 August 2021
- Contamination Statement (Reference No.CH1421_D230292) prepared by CHEC, dated 12 October 2023
- Geotechnical Assessment (Reference No. GG10978.003) prepared by Green Geotechnics, dated 20 October 2023

As the site excavation works have been completed in accordance with these assessment reports, it is considered that all necessary remediation works to make the site suitable for the proposed use have been addressed under the parent consent.

AssetGeoEnviro confirms that the proposed works will have no additional impacts with consideration of the site's geotechnical conditions, nor will it impact the contamination status or require further remediation for the site or surrounding area.

6.2.4. Waste Management

Elephants Foot has prepared an Operational Waste Management Plan (OWMP) for the proposed mixed-use development at **Appendix BB**. The OWMP outlines the strategies for handling, processing, disposing of, or recycling waste generated during the operational phase. This plan has been developed in accordance with the Waverley Development Control Plan requirements.

Residential Waste Generation

The OWMP provides estimated waste generation and recycling rates for the residential portion of the development. These estimates are based on generic figures and may vary according to the residents' actual waste management practices. This is shown in the figure below.

Figure 29 Estimated Waste and Recycling Volumes – Residential

Core	# Units	Waste Generation Rate (L/Unit/Week)	Generated Waste (L/Week)	Compacted Waste 2:1 (L/Week)	Recycling Generation Rate (L/Unit/Week)	Generated Recycling (L/Week)	Paper/cardboard Recycling Generation Rate (L/Unit/Week)	Generated Recycling (L/Week)	FOGO Generation Rate (L/Unit/Week)	Generated FOGO (L/Week)
A	49	120	5880	2940	60	2940	60	2940	25	1225
B	36	120	4320	2160	60	2160	60	2160	25	900
TOTAL	85		**10200**	**5100**		**5100**		**5100**		**2125**
Bins & Collections		General waste Bin Size (L)	660	660	Recycling Bin Size (L)	660	Recycling Bin Size (L)	660	FOGO Bin Size (L)	140
		General waste Bins per Week	16	8	Recycling Bins per Week	8	Recycling Bins per Week	8	FOGO Bins per Week	16
		General Waste Collections per Week	1	1	Recycling Collections per Week	0.5	Recycling Collections per Week	0.5	FOGO Collections per Week	1
		Total General Waste Bins Required	**16**	**9**	**Total Recycling Bins Required**	**16**	**Total Recycling Bins Required**	**16**	**Total FOGO Bins Required**	**16**
Bins Per Building Core		Core	# Bins	# Bins (Compacted 2:1)	Core	# Bins	Core	# Bins	Core	# Bins
		A	9	5	A	9	A	9	A	9
		B	7	4	B	7	B	7	B	7

Source: Elephants Foot

Based on the estimated volumes of general waste, recycling and FOGO generated by the residential component of this development, the recommended bin quantities and collection frequencies are as follows:

- General Waste: 9 x 1100L bins collected 1 x weekly *(Compacted 2:1)

- Container Recycling: 16 x 1100L bins collected 1 x fortnightly.
- Paper/cardboard Recycling: 16 x 1100L bins collected 1 x fortnightly
- FOGO: 16 x 240L bins collected 1 x weekly
- Waste Service Bins: 2 x 1100L bins.

A single general waste chute will be installed with access provided to all residents on each residential level. Residents will be responsible for walking their general waste and recyclables to their allocated disposal point and placing their general waste into the general waste chute and recycling into the 240L recycling bin.

The residents of each unit will be provided with a kitchen caddy for the separation of FOGO. Food organics must be contained in accordance with Waverley Council's future FOGO collection service procedures (for example a compostable liner). Any clippings from residential units can also be disposed of with the FOGO.

On the nominated waste collection day, the building caretaker will be responsible for transporting all bins to the loading bay located on the ground level adjacent to the vehicle via the aid of a bin tug using the vehicle ramp. To service the bins, a Council collection vehicle will enter the site from Osmund Lane and park in the loading bay to service all bins positioned in the bin holding area.

Retail Waste Management

The OWMP also calculates the estimated waste generation for commercial and retail land uses. The Waverley DCP has been referenced to determine the total number of bins required for the anticipated tenants. These calculations are based on generic figures and may vary according to the tenants' actual waste management practices.

Figure 30 Estimated Waste and Recycling Volumes – Commercial and Retail

Tenancy Type	GFA m^2	Waste Generation Rate (L/100m^2/Day)	Generated Waste (L/Week)	Recycling Generation Rate (L/100m^2/Day)	Generated Recyclables (L/Week)
Restaurants	195	660	8993.6	200	2725.3
Café	195	300	4088.0	200	2725.3
Shop (>100sqm)	195	50	681.3	50	681.3
TOTALS	**584**		**13763**		**6132**
Bins and Collections		Bin Size (L)	1100	Bin Size (L)	1100
		Bins/Week	12.5	Bins/Week	5.6
		Collections/Week	3	Collections/Week	3
		Total Bins	**5**	Total Bins	**2**

Source: Elephants Foot

Based on the estimated waste and recycling volumes generated the retail tenancies, the recommended bin quantities and collection frequencies are as follows:

- General Waste: 5 x 1100L bins collected 3 x weekly.
- Recycling: 2 x 1100L bins collected 3 x weekly.

All tenancies will be responsible for their general waste and recycling disposal procedures within their vicinity. On completion of each trading day or as required, nominated staff or contracted cleaners will transport all general waste and recycling to the retail bin room on Basement 2, and place into the appropriate collection bins.

A private waste contractor will be engaged to service the retail general waste and recycling bins as per an agreed collection schedule. On the day of service, a private waste collection vehicle will enter the site from Osmund Lane and park in the loading bay on the basement level. The building caretaker will provide the driver with access to the retail bin room. Once the bins are serviced, the collection vehicle will exit the site onto Osmund Lane in a forward direction.

6.2.5. Social Impact

The Planning Studio has prepared a Social Impact Assessment (**SIA**) for the proposal which is attached in **Appendix DD**. The SIA involved a comprehensive study to identify potential positive and negative social impacts, propose appropriate mitigation and enhancement measures, and provide recommendations aligned with professional standards and statutory obligations.

The DPHI Social Impact Assessment Guideline (2023) outlines that an SIA should consider likely changes to social elements of value to people, including way of life, community, accessibility, culture, health and wellbeing, surroundings, livelihoods, and decision-making systems. The SIA aligns with the NSW DPHI's Social Impact Assessment Guideline 2022 and industry best practices.

The expected and perceived impacts of the development proposal have been assessed against the established social and contextual baseline and by the predicted changes that are likely as a result of the proposed development. The following outlines the assessment conclusions against the social impact categories and the social baseline.

6.2.5.1. Potential Impacts

Access to adequate social infrastructure

The development proposal includes a total of 209m² of communal space on level 11 of Building A and 133m² on level 1 of Building B, providing spaces for passive relaxation and activity. Additionally, 314m² of public space, including a site through link, is provided at the ground floor/street level.

Based on the development proposal yields, provision of the communal space on site, and the analysis of the existing provision of social infrastructure within the social locality and wider area, the development is expected to have a low impact on the ability of residents and employees to access adequate social infrastructure.

No further mitigation measures are recommended.

Increased population and residential uses

The development proposal increases the density of residential development within this area, which may impact existing residents and the composition of the community.

However, the proposed development, which increases the residential use on site, also provides a total affordable housing residential GFA of 1,709m² or 17 units located on Levels 1, 2, and 3 of Building A and Building B. This allocation provides a positive contribution to the provision of lower-cost housing options, which are limited in this area with significantly high weekly rental costs, especially for key workers and people working in lower-income jobs.

No further mitigation measures are recommended.

Accessibility and safety for residents

Accessibility:

The proposed development has the potential to impact accessibility through changes in how people access and use infrastructure, services, and facilities provided by public, private, or not-for-profit organisations. These impacts may occur during both the construction and operational phases, with cumulative effects possible, though challenging to assess fully at this stage.

Temporary accessibility issues may occur during construction due to short-term traffic stoppages, congestion caused by construction activities, changes to property access, and reduced parking availability. Long-term impacts may include increased traffic volumes affecting accessibility and safety for those travelling to and from the site.

Local residents, businesses, and workers are particularly sensitive to these changes, especially regarding traffic flow, congestion, property access, and parking availability.

Overall, the proposed development is expected to have a low to medium impact on accessibility and safety, with the construction phase presenting the greatest likelihood of disruption. Mitigation measures, as outlined in **Section 6.2.5.2** of this EIS, aim to ensure equitable access is maintained and adverse impacts are minimised.

Safety:

The design of spaces and places can contribute to an individual or general perception of safety and vulnerability. To ensure all privately and publicly accessible areas within the buildings are both inclusive, safe, and physically accessible, the incorporation of Universal Design and CPTED principles is essential.

Visual changes like construction equipment, temporary fencing, hoarding, and vegetation removal may decrease the feeling of safety for workers at nearby commercial properties and residents opposite the site, likely leading to a heightened negative impact.

By introducing increased activity to the site, the proposal is expected to have a low positive impact on future residents and workers in the area. Implementing design and management measures is critical for fostering a safe environment for future workers, visitors, and residents, while also mitigating the risk of actual and perceived crime. With the recommended CPTED measures in place, the proposal is likely to achieve a high positive impact on future users and the surrounding community.

The assessment and mitigation measures as outlined in **Section 6.2.5.2** of this EIS, aim to ensure the appropriate CPTED measures are implemented across the development.

Impacts on health and wellbeing

Construction of the site is already underway, and as such, Construction Noise and Vibration Management Plans have already been prepared. Therefore, construction of the proposed new works may extend the construction period and may result in the noise and vibration to the surrounding environment being experienced for an extended period of time.

While the proposed new works could create noise that is experienced for a longer duration than may have been expected, it is expected that they would not represent a greater disturbance given the construction already underway on site. Therefore, it is likely to have a low negative impact on residents, businesses, and workers near the site.

A Construction Noise and Vibration Management Plan (CNVMP) should be developed and implemented to further reduce impacts. This plan should include:

- Strategies to maximise noise insulation during construction.
- A robust communication strategy to keep the community informed.
- A complaints and feedback mechanism to address concerns promptly.

Mitigation measures, as outlined in **Section 6.2.5.2** of this EIS, aim to minimise negative impacts for current and future residents, ensuring a balanced approach throughout the construction process.

Managing change to this location

The construction phase of any large development, including the proposed project, may impact the way of life for nearby residents and businesses due to temporary changes in access regimes. These impacts could include road closures, reduced parking availability, and restricted property access. While these changes are expected to be temporary, they could cause inconveniences. Additionally, construction activities have the potential to disrupt services and utilities, such as electricity, water, telecommunications, or gas, for neighbouring properties. Such interruptions could result in negative social impacts on the way of life for residents and businesses in the area.

Beyond physical disruptions, perceived negative impacts, such as increased noise, reduced visual amenity, loss of local employment, congestion, and parking challenges, could affect the existing community's sense of place.

However, once the development becomes operational, positive social impacts on the way of life are anticipated. The proposal is expected to enhance the surrounding environment for neighbouring residents and workers compared to the site's current state. Additionally, the development is likely to deliver improved access to employment opportunities, benefiting residents of the broader social locality and contributing to long-term community well-being.

Mitigation measures, as outlined in **Section 6.2.5.2** of this EIS, aim to minimise negative impacts on current and future residents.

6.2.5.2. Mitigation Measures

Overall, the Planning Studio's assessment and evaluation against the established categories of social impact demonstrate that the proposal is likely to generate a range of positive social improvements to the people and places within the immediate locality.

The potential impacts outlined above can be effectively mitigated through the implementation of a range of measures, as well as effective coordination and planning of potentially disruptive activities including:

- Consideration for the strata/building management of noise impacts associate with the location of the communal spaces for residents on levels 11,12 and 13 of Building A
- Preparation of new or update to existing Construction Noise and Vibration Management Plan. This should consider maximising noise insulation during construction and providing adequate information, and implementing a complaints/feedback mechanism.
- Monitoring and reporting of noise and vibration, provision of building awnings, restricting heaving vehicle access to specific loading docks after hours, specification of building materials and dimensions, and the installation of isolation equipment.
- Incorporate CPTED measures and initiatives in detailed design and management plans for the site both throughout the construction and operation phases.
- Throughout the construction phase, any changes to traffic and/or pedestrian access should be clearly communicated and a safe, barrier-free alternative access should be provided that prioritises the safety and access of people in and around the sites.
- A Green Travel Plan (GTP) to increase the use of active and public transport modes by residents and workers be implemented.
- Ongoing engagement particularly with existing residents and businesses will be critical to ensure those people most impacted by the site redevelopment and the ongoing operation of the site will be consulted as the project progresses.

6.2.6. BCA and Access

A BCA Compliance Report has been prepared by BCA Consulting (**Appendix J**) which provides a preliminary assessment on the proposal to assess if the development is capable of achieving compliance with the applicable deemed-to-satisfy provisions of the BCA.

The report contains an assessment of the architectural details by way of a clause-by-clause comparison of the Building Code of Australia 2022. The outcome of this report highlights where current design contains compliance departures from the Deemed-to-Satisfy provisions of the BCA under Sections C, D, E and F. As such, the relevant design elements are to be revised through fire-engineered solutions, access performance solutions or future detailed design refinements.

An Access Assessment Report has been prepared by EastCoast Accessibility (**Appendix K**) provides an assessment against:

- the accessibility provisions of the Building Code of Australia 2022;
- the Disability (Access to Premises – Buildings) Standards 2010, including the Access Code;
- the access-related conditions of the Development Consent (excluding conditions relating to Adaptable Housing, which will be addressed by a separate Access Consultant); and
- the Livable Housing Design Guidelines 4th Edition silver level universal design features.

The design was found to be consistent with the relevant access provisions, subject to only minor amendments and compliance with specific accessibility requirements that are not detailed on the plans.

6.2.7. Infrastructure Requirements and Utilities

An Infrastructure Delivery Management and Staging Plan (Infrastructure Report) has been prepared by JHA Consulting Engineers (**Appendix EE**) to understand the potential infrastructure impacts under the existing and proposed site conditions.

6.2.7.1. Existing Environment

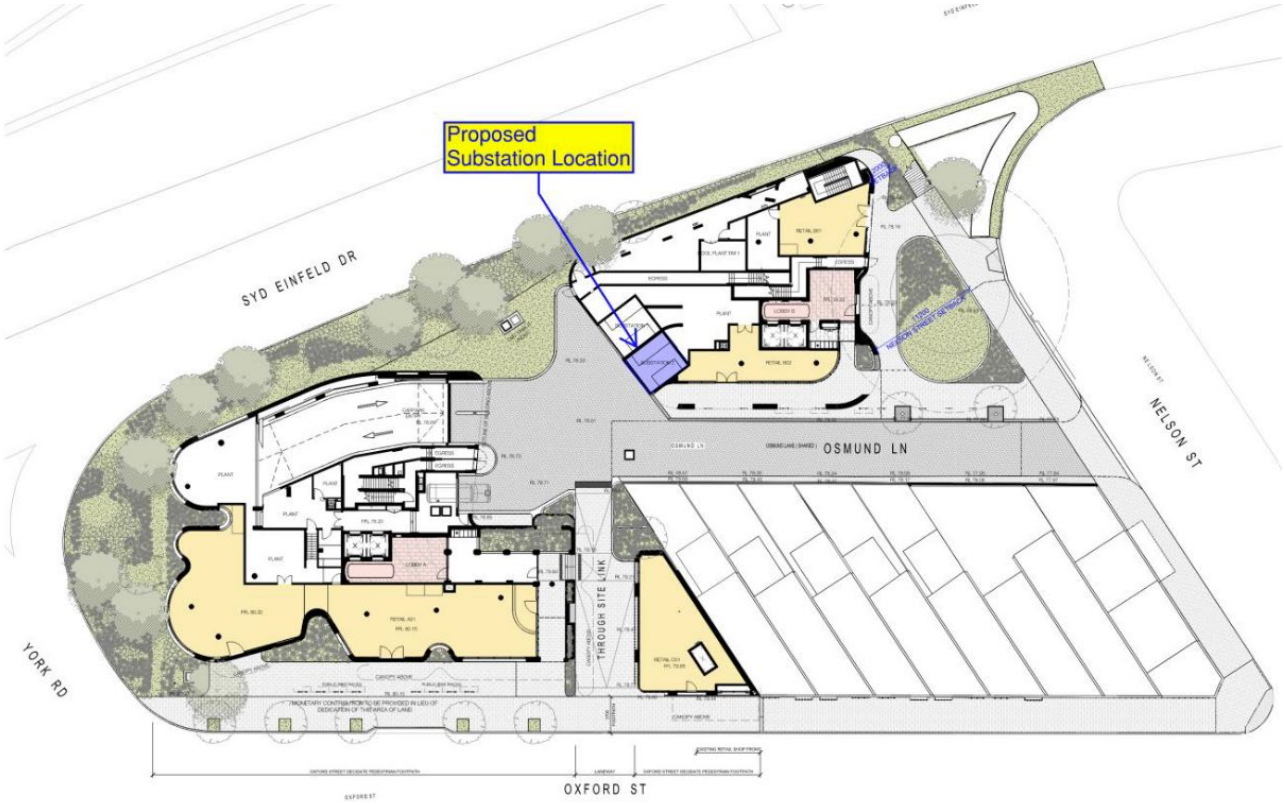
- **Sewer Infrastructure:** The site is serviced by gravity drainage to the 225mm vitrified clay (VC) authority sewer main which runs west to east along Osmund Lane.
- **Water Infrastructure:** The site has frontage to several water mains:
  - 600mm Cast Iron Cement Lined (CICL) trunk main on the northern side of Oxford Street.
  - 250mm CICL main on the northern side of Oxford Street.
  - 400mm Polyethylene (PE) trunk main on the southern side of Oxford Street.
  - 200mm CICL main on the southern side of Oxford Street.
  - 150mm CICL main on the western side of Nelson Street.
  - 250mm CICL main on the eastern side of Nelson Street.
  - 600mm CICL trunk main on the eastern side of Nelson Street.
- **Gas Services:** The site has frontage to several natural gas mains:
  - 32mm Nylon, 210kPa main in Osmund Lane and Nelson Street.
  - 50mm Nylon, 210kPa main on the northern side of Oxford Street.
  - 110mm Nylon, 210kPa main on the southern side of Oxford Street.
- **Power Infrastructure:** The site is currently served by individual underground connections from the existing Ausgrid Low Voltage (LV) street network. Existing Ausgrid LV assets are located outside the site boundary, running along public footpaths and roadways. There are no existing Ausgrid High Voltage (HV) assets within the development site, but HV assets are located nearby.
- **Communications Infrastructure:** The site is serviced by Telstra and NBN carrier service infrastructure, including conduits, cables, and associated access pits surrounding the site.

6.2.7.2. Potential Impacts

A summary of the potential impacts associated with the demand and augmentation required to provide the necessary utilities to service the proposed development is provided below:

- **Sewer Infrastructure:** A new Sydney Water wastewater extension will need to be constructed to serve the development, in accordance with Sydney Water's technical requirements. It is proposed to connect to the existing Ø225 VC sewer main in Osmund Lane, which will support the development. This will need to be designed by a Sydney Water Servicing Coordinator. As outlined in Sydney Water's Notice of Requirements (Case No. 203215), this connection has been reviewed and accepted by Sydney Water. Based on the load estimates, and in accordance with Water Supply Code of Australia (WSA 02), Sydney Water Edition, the proposed new Ø225 connection point is adequate to serve the entire development.
- **Water Infrastructure:** The proposal includes connecting the potable water supply to the existing Sydney Water Ø250mm CICL potable water main located on Oxford Street. As outlined in Sydney Water's Notice of Requirements (Case No. 203215), this connection has been reviewed and accepted by Sydney Water. Based on Sydney Water's Notice of Requirements, Case No. 203215, which is included within the appendices, Sydney Water has confirmed there is sufficient capacity to serve the development demands.
- **Power Infrastructure:** A preliminary electrical maximum demand calculation has determined the optimum demand for the site is anticipated to be approximately 1200A (approximately 0.83MVA), with the inclusion of gas. Subject to consultation with Ausgrid, a single 1000kVA standard surface chamber substation will likely be required to serve the proposal. It is proposed to utilise the existing Ausgrid high voltage feeders located in Grafton Street, which will be extended to connect the proposed Surface Chamber Substation. This arrangement and capacity of high voltage cables are subject to suitable spare capacity in the existing HV feeder and Ausgrid's further assessment and approval. The LV service connections that currently supply power to the site will need to be removed subject to an ASP3 early works design package. All works are to be in accordance with the site specific Ausgrid Design Information Package, Ausgrid
- Network Standards, and a certified Level 3 design

Figure 31 Proposed Substation Location



Source: JHA

- **Communications Infrastructure:** The existing communications infrastructure surrounding the site is expected to be suitable to connect to the site. Consultation with Telecommunication Utilities will be required to coordinate the required work.
- **Gas Infrastructure:** The development's natural gas supply is proposed to connect to the existing Ø32mm Nylon, 210kPa main in Osmund Lane. Coordination with Jemena will occur in the next project stage to plan and execute the required connection works.

6.2.7.3. Mitigation Measures

The following mitigation measures will be implemented following the determination, including:

- Lodgement of gas application with Jemena via the online portal, which will confirm the suitability of the gas connection point in Osmund Lane.
- Lodgement of a new Section 73 Application with Sydney Water (current NOR for Case 203215 expired).
- Lodgement and coordination of an Ausgrid ASP3 substation design package to achieve Ausgrid certification approvals for construction.
- Engage a Level 3 Accredited Service Provider (ASP3) designer to undertake the ASP3 Ausgrid Contestable Designs to achieve certification approvals from Ausgrid to allow construction of services.
- Lodgement of an NBN/Telstra Connection Application to establish new telecommunication lead-in for the development.

6.2.8. Biodiversity

Clause 7.9 of the BC Act mandates that a SSDA must be accompanied by a Biodiversity Development Assessment Report (BDAR) unless it is determined that the proposal is not likely to have any significant impact on biodiversity values.

Eco Logical Australia Pty Ltd (ELA) was engaged by Westgate BJ Pty Ltd to assess the biodiversity impacts associated with the proposed development. The assessment included a literature and database review, as well as a field survey conducted on 4 November 2024.

The due diligence investigation found that the study area is predominantly cleared of vegetation, with no native Plant Community Types (PCTs) present. The site contains a very limited amount of exotic vegetation, including one large planted Araucaria heterophylla (Norfolk Island Pine), which is to be retained. The surrounding public domain features several small, landscaped garden beds with a mixture of planted native and exotic vegetation, all of which are also to be retained.

The study area is situated within the highly urbanised environment of Bondi Junction and contains no existing buildings, as the previous structures were demolished in 2023 in accordance with development application DA-400/2021 and its modifications. The site currently exists as a hardstand surface.

The assessment concluded that the study area lacks important habitat features required for threatened species, such as intact native vegetation, hollow-bearing trees, or suitable breeding or roosting habitats. Consequently, the proposed development is not likely to have a significant impact on biodiversity values. Additionally, no Matters of National Environmental Significance (MNES) listed under the Commonwealth *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) are likely to be affected by the development.

Based on these findings, a BDAR Waiver application was submitted to request the requirement to submit a full BDAR be waived under clause 7.9(2) of the Biodiversity Conservation Act 2016. The BDAR Waiver, provided at **Appendix W**, has been granted for the project and is included with the EIS. Accordingly, no further assessment of biodiversity impacts is required.

6.2.9. Flooding Risk

Stellen Consulting has been engaged to prepare a Flood Risk Assessment Report for the proposal (**Appendix Z**). The Flood Risk Assessment has considered the *NSW Flood Risk Management Manual 2021, Waverley LGA Flood Study*, and *Waverley LGA Flood Study Flood Mapping Compendium*.

In conclusion, the proposed development site has been reviewed against the *Waverley LGA Flood Study 2021* and site-specific flood data from Waverley Council. The site is not flood-affected, lies outside the Probable Maximum Flood (PMF) extents. Under climate change scenarios there is a minor rise in flood depth of approximately 0.02 m along Syd Einfeld Drive this minor increase does not impact the development due to its finished floor levels ranging from 78.730 m AHD to 78.080 m AHD, which exceed the 300 mm freeboard requirement in accordance with Section 5.16 of the *Waverley Council Water Management Technical Manual*. no additional flood mitigation measures, design solutions, or flood emergency response planning are required. Furthermore, a Flood Impact and Risk Assessment (FIRA) is not necessary for this development.

The Flood Risk Assessment Report confirms that the proposed development aligns with the applicable flood management guidelines and does not require further flood-specific considerations.

6.2.10. Bushfire Risk

The site is not identified as being ‘bushfire prone land’. The site is also located within a highly urbanised area and at a low risk of bushfire. Therefore, a Bushfire Impact Assessment has not been prepared as part of this SSDA. The site and proposed development are deemed safe from a bushfire perspective.

6.2.11. Aviation

The proposed development does not include a helicopter landing site (HLS), nor is the site located adjacent to an HLS. Furthermore, the map below demonstrates that Sydney Airport’s Obstacle Limitation Surface (OLS) height range is between RL156-300 above the site.

Figure 32 Sydney Airport Obstacle Limitation Surface height range

Source: Urbis GIS

The maximum height of the proposed development is RL135.10 and is therefore well under Sydney Airport's OLS.

No further investigation or aviation approvals are required in this instance.

7. JUSTIFICATION OF THE PROJECT

This section of the report provides a comprehensive evaluation of the project having regard to its economic, environmental and social impacts, including the principles of ecologically sustainable development. It assesses the potential benefits and impacts of the proposed development, considering the interaction between the findings in the detailed assessments and the compliance of the proposal within the relevant controls and policies.

7.1. PROJECT DESIGN

The design of the proposed development has been meticulously planned to ensure that any potential impacts are effectively mitigated or minimised. The development capitalises on the site's strategic location near Bondi Junction Train Station, leveraging its capacity for additional height and density. This approach aligns with broader objectives to address the critical demand for new housing, including affordable housing, in Sydney.

The proposed built form is largely consistent with the previously approved schemes under the parent consent and has been prepared to maintain its key design principles and continue to demonstrate design excellence. The additional 30% building height and density permitted under the Housing SEPP has been thoughtfully integrated into the proposal. This integration has been achieved without causing unreasonable external impacts related to overshadowing, visual impact, view loss, privacy, and wind effects.

The increased density facilitated by the proposed design supports the delivery of additional affordable rental housing. This enhancement results in significant public benefits by providing new housing opportunities in a well-located centre, close to transport and existing employment hubs in health and education sectors. The design ensures that the development not only meets the immediate housing needs but also contributes positively to the community by enhancing accessibility and connectivity through publicly accessible pedestrian connections across an attractive, activated ground level.

7.2. STRATEGIC CONTEXT

is EIS has demonstrated that the proposal is consistent with the strategic framework and has been considered against key Government and Council documents including the following:

- National Housing Accord
- NSW Housing Strategy
- Greater Sydney Region Plan – A Metropolis of Three Cities
- Our Greater Sydney 2056: Eastern City District Plan
- Waverley Local Strategic Planning Statement
- Waverley Local Housing Strategy
- NSW Better Placed

All levels of strategic planning seek to facilitate additional housing (including affordable housing) and ‘transit-oriented development’ through the ‘30-minute city’ concept. The proposal meets these objectives, given it:

- Proposes residential accommodation with high amenity in an accessible area. The site is proximate to Bondi Junction Train Station and several bus stops. These transport services provide access to Greater Sydney, including key employment centres.
- Will help bolster housing in the Bondi Junction area while providing a significant number of affordable housing dwellings, equating to 15% of the overall development yield. This directly addresses the NSW Government mandate to boost housing supply and tackle housing affordability.
- Incorporates affordable rental housing which creates opportunities for more people to live closer to where they work which is relevant for this site given its location in the Bondi Junction strategic centre as well as the presence of a major hospital and related health facilities in Randwick as well as educational facilities all in close proximity.

- Provides employment generating, non-residential floor space within the podium levels to activate the ground plane and provide a balanced mix of land uses, as envisaged by the WLSPS.

7.3. STATUTORY PLANNING CONSISTENCY

The relevant State and local environmental planning instruments are listed in **Section 4** and assessed in **Appendix C**. The assessment concludes that the proposal complies with the relevant provisions within the relevant instruments as summarised in below:

- The proposed development has been assessed and designed in respect to the relevant objects of the EP&A Act as defined in Section 1.3 the Act and addressed in **Appendix C**.
- This EIS has been prepared in accordance with the SEARs as required by Schedule 2 of the EP&A Regulations.
- Consideration is given to the relevant matters for consideration as required under the BC Act and the SSD is supported by a BDAR Waiver accordingly.
- This SSDA pathway has been undertaken in accordance with the Planning Systems SEPP as the proposed development is classified as SSD.
- The proposal generally complies with the relevant provisions under the Waverley LEP 2012 as detailed in **Appendix C**. Where a variation is proposed to the height of building standard, a clause 4.6 variation request has been prepared to demonstrate that the non-compliance can be supported on a 'merit' basis, with the proposal remaining consistent with the objectives of clause 4.3 despite the variation.
- The proposed development has been assessed in accordance with the Resilience & Hazards SEPP and complies with the relevant clauses.
- The proposal generally accords with the relevant provisions of the Waverley DCP 2022 as outlined in **Appendix C**.

7.4. COMMUNITY VIEWS

Community and stakeholder engagement has been undertaken by the Applicant and Urbis in preparation of the SSDA. This included direct engagement and consultation with:

- Surrounding landowners, residents and businesses.
- Government, agency, utility services and other key stakeholders.

In accordance with the EPA Regulation, the EIS will be placed on formal public exhibition once DPHI has reviewed the EIS and deemed it 'adequate' for this purpose. Following this exhibition period, the Applicant will respond to any matters raised by notified parties.

7.5. ENVIRONMENTAL IMPACTS

The proposed development has been assessed considering the potential environmental, economic and social impacts as outlined in the summary table below.

Table 28 Environmental Impact Summary

Matter	Summary
Impacts on the natural environment	The proposal is situated across a significantly modified site as site clearing and excavation works have taken place in accordance with the parent development consent. An arboricultural assessment is prepared as part of this proposal to demonstrate that the trees approved to be retained under the parent development consent, namely the heritage listed Norfolk Pine tree, will be appropriately protected as part of this SSDA. Additionally, new, high-quality landscaping will be provided across the site. With regard to stormwater management, pedestrian wind conditions and reflectivity, the proposal has been prepared and designed subject to detailed environmental assessments so that subject to the relevant mitigation measures, will thoroughly minimise any impacts to the natural environment.

Matter	Summary
	A comprehensive Ecologically Sustainable Development (**ESD**) strategy has been developed by Vipac in addition to acquiring a BASIX Certificate, demonstrating how the development minimises greenhouse gas emissions and minimises consumption of energy, and material resources, thus delivering a positive ESD outcome. Also, the building complies with key NSW Apartment Design Guide (**ADG**) design criteria, which will ensure a high standard of internal environmental amenity for occupants. A BDAR Waiver has been issued for the proposal, confirming that the development is unlikely to have any significant impact on biodiversity values on or off the site. The proposal will continue to protect the existing trees, including the Norfolk Pine tree, consistent with the parent consent.
Impacts on the built environment	**Built Form and Urban Design:** An Architectural Design Report has been prepared to describe the design rationale and process adopted for the proposed development. The proposal is largely consistent with the design approved under the parent consent. Site context and neighbourhood character were carefully considered in the built form and urban design response. The proposed development features a stepped tower design to protect solar access to Centennial Park while delivering an improved visual outcome and much-needed affordable housing. The overshadowing impacts have been meticulously analysed, with the proposal ensuring no additional overshadowing within the designated "no additional impact" areas as prescribed under the Greater Sydney Parklands Shadow Modelling Study 2022. The design predominantly results in additional overshadowing over the bus depot to the south side of Oxford Street, with minimal increases to overshadowing across public roads and streets, ensuring continued provision of adequate solar access to neighbouring properties. The design principles include connections and articulation, public spaces, materiality, communal spaces, and optimised solar and view opportunities. The aesthetic presentation of the proposal has been carefully designed with specific material choices to achieve a high-quality design outcome. **Environmental Amenity:** The proposal achieves a high level of internal and external amenity in terms of solar access, cross ventilation, overshadowing, communal open space, wind impacts, and visual privacy. The Architectural Design Report indicates that 85% of the apartments will receive at least 2 hours of solar access, exceeding the 70% requirement set by the Apartment Design Guide (ADG). The design incorporates several measures to maximise solar access and improve the amenity of apartments, including avoiding south-facing single-aspect apartments, including dual-aspect apartments, and ensuring optimised apartment depths. Additionally, 65.5% of the apartments will benefit from natural cross ventilation, meeting the ADG's 60% requirement. **Visual Impact:** A comparative view impact assessment has been prepared, comparing the views of the parent consent and the proposed SSDA. The assessment includes views from Centennial Park, Ocean Street/Syd Einfeld Drive, the shopping precinct, Nelson Street/Osmund Lane, and Oxford Street frontage. The proposed design aims to integrate into the streetscape by using sympathetic materials, providing a two-storey podium, and ensuring the façade is broken up to reduce the visual bulk of the residential towers. **Access, Traffic, and Parking:** Vehicular access to the development is provided via Osmund Lane, consistent with the general access arrangements approved under the parent consent. The proposed amendments to the fitout of four levels of basement parking accommodate servicing and parking demand within the approved basement footprint. The accompanying Transport Impact Assessment (TIA) includes a swept path analysis demonstrating compliance with relevant Australian Standards. The proposed development is estimated to generate between 25 and 22 vehicle trips per hour during peak hours, with SIDRA modelling confirming that the additional traffic will not compromise the safety and function of the surrounding road network.

Matter	Summary
	Heritage Impacts: A Heritage Impact Statement (HIS) has been prepared, concluding that the proposed development will have an acceptable impact on the heritage items in the vicinity. The Norfolk Island Pine tree, listed as a local heritage item, will be retained as part of the proposed ground level landscaping design. The design of the residential towers mitigates the reduction of views towards the Norfolk Island Pine tree by partially reducing the height of the tower in front of where the tree is located. The proposed scheme aims to integrate into the streetscape by using sympathetic materials and providing a two-storey podium that suits the scale of the surrounding heritage items. **Other Impacts:** As excavation and construction on the basement structure have already commenced, impacts related to geotechnical matters, groundwater, and contamination have already been satisfactorily addressed at the previous DA stage. The proposed works will have no additional impacts considering the site's geotechnical conditions, contamination status, or require further remediation for the site or surrounding area.
Social impacts	The proposal has been assessed to have an overall positive social impact in relation to changes to the local population associated with new housing development, delivery of affordable housing and housing in an accessible location, and additional employment opportunities. Any negative impacts primarily relate to the temporary impacts of construction which can be suitably mitigated.
Economic impacts	The proposal will have a positive economic impact through the delivery of employment generating floor space for 350 FTE jobs during the construction phase and 25 ongoing jobs during the operational phase of the development.

The potential impacts can be mitigated, minimised or managed through the measures discussed in detail within **Section 6** and as summarised in **Appendix D** to this EIS.

7.6. SUITABILITY OF THE SITE

The site is considered highly suitable for the proposed development for the following reasons:

- The Proposal is consistent with the MU1 (Mixed Use) zone objectives, is permitted with consent and satisfactorily addresses the relevant provisions in the Waverley LEP and DCP.
- The site is currently underutilised and presents a significant opportunity to provide a high-density mixed-use building in Bondi Junction.
- The site is not affected by critical constraints which cannot be successfully abated through skilful design or the implementation of mitigation measures. The proposed development design and height has been prepared with a variation to the height control (supported by a clause 4.6 variation request) and demonstrates an improved urban design outcome and appropriate response to the neighbouring Centennial Parkland.
- The character and scale of the development has been prepared to appropriately respond to the gateway, corner site context as well as the scale and character of the neighbouring commercial terraces along Oxford Street.
- The proposal will co-locate housing and employment generating floorspace in an accessible area, contributing to the role of Bondi Junction in supporting the ’30-minute city’ vision.

7.7. PUBLIC INTEREST

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

- The proposal delivers affordable housing in an accessible location, directly responding to the NSW Government’s policy mandate to improve housing choice and affordability. The site’s location allows easy

access to employment centres, retail, open space, and social infrastructure (schools, hospitals etc). No unreasonable environmental, social or economic impacts will result from the proposal.

- The proposal is consistent with relevant State and local strategic plans and substantially complies with the relevant planning controls. Accordingly, it delivers a development outcome consistent with the vision established by the National Housing Accord, NSW Government's Housing Strategy and the in-fill affordable housing provisions of the Housing SEPP.
- The EIS and accompanying Design Report demonstrates that the proposed Housing SEPP scheme is not responsible for any unreasonable external impacts in regard to overshadowing, visual impact, view loss, privacy and wind impacts.
- The proposal will have a positive economic impact through the delivery of employment generating floor space for 350 FTE jobs during the construction phase and 25 ongoing jobs during the operational phase of the development.
- The site will facilitate the orderly and economic use and development of the land.

Having considered all relevant matters, we conclude that the proposed development is appropriate for the site and approval is recommended, subject to appropriate conditions of consent.

DISCLAIMER

This report is dated April 2025 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Ltd **(Urbis)** opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of Westgate BJPTY Ltd **(Instructing Party)** for the purpose of Environmental Impact Statement **(Purpose)** and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

In preparing this report, Urbis was required to make judgements which may be affected by unforeseen future events, the likelihood and effects of which are not capable of precise assessment.

All surveys, forecasts, projections and recommendations contained in or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report, and upon which Urbis relied. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control.

In preparing this report, Urbis may rely on or refer to documents in a language other than English, which Urbis may arrange to be translated. Urbis is not responsible for the accuracy or completeness of such translations and disclaims any liability for any statement or opinion made in this report being inaccurate or incomplete arising from such translations.

Whilst Urbis has made all reasonable inquiries it believes necessary in preparing this report, it is not responsible for determining the completeness or accuracy of information provided to it. Urbis (including its officers and personnel) is not liable for any errors or omissions, including in information provided by the Instructing Party or another person or upon which Urbis relies, provided that such errors or omissions are not made by Urbis recklessly or in bad faith.

This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.

APPENDIX A SEARS REQUIREMENTS TABLE

APPENDIX B ARCHITECTURAL DRAWINGS

APPENDIX C STATUTORY COMPLIANCE TABLE

APPENDIX D MITIGATION MEASURES SUMMARY

APPENDIX E ENGAGEMENT SUMMARY TABLE

APPENDIX F CLAUSE 4.6 VARIATION REQUEST (HEIGHT)

APPENDIX G EDC REPORT

APPENDIX H ARCHITECTURAL DESIGN REPORT

APPENDIX I SURVEY PLAN

APPENDIX J BCA ASSESSMENT REPORT

APPENDIX K ACCESSIBILITY REPORT

APPENDIX L PEDESTRIAN WIND ASSESSMENT

APPENDIX M VISUAL IMPACT ASSESSMENT

APPENDIX N CPTED REPORT

APPENDIX O ARBORICULTURAL IMPACT ASSESSMENT

APPENDIX P LANDSCAPE PLANS

APPENDIX Q LANDSCAPE DESIGN REPORT

APPENDIX R ESD REPORT

APPENDIX S EMBODIED EMISSIONS REPORT

APPENDIX T BASIX CERTIFICATE

APPENDIX U TRANSPORT IMPACT ASSESSMENT

APPENDIX V NOISE AND VIBRATION IMPACT ASSESSMENT

APPENDIX W BDAR WAIVER

APPENDIX X GEOTECHNICAL REPORT

APPENDIX Y WATER MANAGEMENT PLAN

APPENDIX Z FLOOD IMPACT STATEMENT

APPENDIX AA PRELIMINARY SITE INVESTIGATION

APPENDIX BB WASTE MANAGEMENT PLAN

APPENDIX CC HERITAGE IMPACT STATEMENT

APPENDIX DD SOCIAL IMPACT ASSESSMENT

APPENDIX EE INFRASTRUCTURE DELIVERY MANAGEMENT PLAN

APPENDIX FF ENGAGEMENT REPORT

APPENDIX GG COMMUNITY HOUSING PROVIDER LETTER

APPENDIX HH REFLECTIVITY ASSESSMENT REPORT

APPENDIX II NCC ASSESSMENT

APPENDIX JJ BASIX ASSESSMENT REPORT

APPENDIX KK ENERGY ASSESSMENT REPORT

APPENDIX LL NET ZERO ASSESSMENT REPORT

APPENDIX MM DESIGN INTEGRITY PANEL REPORT

APPENDIX NN EXISTING DEVELOPMENT CONSENTS

APPENDIX OO DESIGN COMPETITION EXEMPTION LETTER

URBIS