



STRATEGIC PLANNING AND DEVELOPMENT COMMITTEE MEETING

A meeting of the STRATEGIC PLANNING AND DEVELOPMENT COMMITTEE will be held at Waverley Council Chambers, Cnr Paul Street and Bondi Road, Bondi Junction at:

7.30 PM, TUESDAY 4 FEBRUARY 2020

A handwritten signature in grey ink, appearing to read 'R. McLeod', is positioned above the printed name.

Ross McLeod
General Manager

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Delegations of the Waverley Strategic Planning and Development Committee

On 10 October 2017, Waverley Council delegated to the Waverley Strategic Planning and Development Committee the authority to determine any matter **other than**:

1. Those activities designated under s 377(1) of the *Local Government Act* which are as follows:
 - (a) The appointment of a general manager.
 - (b) The making of a rate.
 - (c) A determination under section 549 as to the levying of a rate.
 - (d) The making of a charge.
 - (e) The fixing of a fee
 - (f) The borrowing of money.
 - (g) The voting of money for expenditure on its works, services or operations.
 - (h) The compulsory acquisition, purchase, sale, exchange or surrender of any land or other property (but not including the sale of items of plant or equipment).
 - (i) The acceptance of tenders to provide services currently provided by members of staff of the council.
 - (j) The adoption of an operational plan under section 405.
 - (k) The adoption of a financial statement included in an annual financial report.
 - (l) A decision to classify or reclassify public land under Division 1 of Part 2 of Chapter 6.
 - (m) The fixing of an amount or rate for the carrying out by the council of work on private land.
 - (n) The decision to carry out work on private land for an amount that is less than the amount or rate fixed by the council for the carrying out of any such work.
 - (o) The review of a determination made by the council, and not by a delegate of the council, of an application for approval or an application that may be reviewed under section 82A of the *Environmental Planning and Assessment Act 1979*.
 - (p) The power of the council to authorise the use of reasonable force for the purpose of gaining entry to premises under section 194.
 - (q) A decision under section 356 to contribute money or otherwise grant financial assistance to persons,
 - (r) A decision under section 234 to grant leave of absence to the holder of a civic office.
 - (s) The making of an application, or the giving of a notice, to the Governor or Minister.
 - (t) This power of delegation.
 - (u) Any function under this or any other Act that is expressly required to be exercised by resolution of the council.
2. Despite clause 1(i) above, the Waverley Strategic Planning and Development Committee does not have delegated authority to accept any tenders.
3. The adoption of a Community Strategic Plan, Resourcing Strategy and Delivery Program as defined under sections 402, 403, and 404 of the *Local Government Act*.

Live Streaming of Meetings

This meeting is streamed live via the internet and an audio-visual recording of the meeting will be publicly available on Council's website.

By attending this meeting, you consent to your image and/or voice being live streamed and publicly available.

AGENDA

PRAYER AND ACKNOWLEDGEMENT OF INDIGENOUS HERITAGE

The Chair will read the following Opening Prayer and Acknowledgement of Indigenous Heritage:

God, we pray for wisdom to govern with justice and equity. That we may see clearly and speak the truth and that we work together in harmony and mutual respect. May our actions demonstrate courage and leadership so that in all our works thy will be done. Amen.

Waverley Council respectfully acknowledges our Indigenous heritage and recognises the ongoing Aboriginal traditional custodianship of the land which forms our Local Government Area.

1. Apologies/Leaves of Absence

2. Declarations of Pecuniary and Non-Pecuniary Interests

3. Addresses by Members of the Public

4. Confirmation of Minutes

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6. Urgent Business

7. Meeting Closure

CONFIRMATION OF MINUTES PD/4.1/20.02



Subject: Confirmation of Minutes - Strategic Planning and Development Committee Meeting - 3 December 2019

TRIM No: SF19/327

Author: Richard Coelho, Governance and Internal Ombudsman Officer

RECOMMENDATION:

That the minutes of the Strategic Planning and Development Committee Meeting held on 3 December 2019 be received and noted, and that such minutes be confirmed as a true record of the proceedings of that meeting.

Introduction/Background

The minutes of the Strategic Planning and Development Committee meeting must be submitted to Strategic Planning and Development Committee for confirmation, in accordance with clause 20.23 of the Waverley Code of Meeting Practice.

Attachments

1. Strategic Planning and Development Committee Meeting Minutes - 3 December 2019



**MINUTES OF THE STRATEGIC PLANNING AND DEVELOPMENT COMMITTEE MEETING
HELD AT WAVERLEY COUNCIL CHAMBERS, CNR PAUL STREET AND BONDI ROAD, BONDI JUNCTION ON
TUESDAY, 3 DECEMBER 2019**

Present:

Councillor Steven Lewis (Chair)	Hunter Ward
Councillor Paula Masselos (Mayor)	Lawson Ward
Councillor Elaine Keenan (Deputy Mayor)	Lawson Ward
Councillor Sally Betts	Hunter Ward
Councillor Angela Burrill	Lawson Ward
Councillor George Copeland	Waverley Ward
Councillor Leon Goltsman	Bondi Ward
Councillor Tony Kay	Waverley Ward
Councillor Will Nemesh	Hunter Ward
Councillor John Wakefield	Bondi Ward
Councillor Dominic Wy Kanak	Bondi Ward

Staff in attendance:

Ross McLeod	General Manager
George Bramis	Acting Director, Planning, Environment and Regulatory
John Clark	Director, Customer Service and Organisation Improvement
Dan Joannides	Acting Director, Community, Assets and Operations
Karen Mobbs	General Counsel
Darren Smith	Chief Financial Officer
Jane Worthy	Internal Ombudsman

At the commencement of proceedings at 8.05 pm, those present were as listed above, with the exception of Cr Copeland, who arrived at 8.06 pm.

PRAYER AND ACKNOWLEDGEMENT OF INDIGENOUS HERITAGE

The General Manager read the following Opening Prayer and Acknowledgement of Indigenous Heritage:

God, we pray for wisdom to govern with justice and equity. That we may see clearly and speak the truth and that we work together in harmony and mutual respect. May our actions demonstrate courage and leadership so that in all our works thy will be done. Amen.

Waverley Council respectfully acknowledges our Indigenous heritage and recognises the ongoing Aboriginal traditional custodianship of the land which forms our Local Government Area.

1. Apologies/Leaves of Absence

Apologies were received and accepted from Cr O'Neill.

2. Declarations of Pecuniary and Non-Pecuniary Interests

The Chair called for declarations of interest and the following was received:

- 2.1 Cr Copeland declared a pecuniary interest in Item PD/5.4/19.12 – Bondi Pavilion Restoration and Conservation Project – Project Update, and informed the meeting that he works part-time at Bondi Pavilion.

3. Addresses by Members of the Public

There were no addresses by members of the public.

4. Confirmation of Minutes

PD/4.1/19.12 Confirmation of Minutes - Strategic Planning and Development Committee Meeting - 5 November 2019 (SF19/327)

MOTION / DECISION

Mover: Cr Lewis
Seconder: Cr Keenan

That the minutes of the Strategic Planning and Development Committee Meeting held on 5 November 2019 be received and noted, and that such minutes be confirmed as a true record of the proceedings of that meeting.

5. Reports

PD/5.1/19.12 Draft Open Space and Recreation Strategy - Public Exhibition (A18/0401)

MOTION / UNANIMOUS DECISION

Mover: Cr Masselos

Seconder: Cr Keenan

That:

1. Council defers the public exhibition of the draft Open Space and Recreation Strategy attached to this report to February 2020.
2. The Draft Open Space and Recreation Strategy be amended as follows:
 - (a) Clause A3.1: deleting the words 'Redevelopment of the Waverley Bus Depot'.
 - (b) Deleting clause A3.2.
 - (c) Clause A3.3: deleting the words 'to develop a community and recreation facility with potential for indoor pool' in the first bullet point.
 - (d) Clause F1.1: insert the word 'or' after the words 'Prepare and' in the first line.
 - (e) Incorporating strategies that encompass Council's soon-to-be-piloted Street Play Policy.
 - (f) Revising the document to more clearly differentiate between ideas that have come through public consultation and those that are based on Council policies.
 - (g) Page 2 of the Strategy, Acknowledgment:
 - (i) Insert an additional dot point: 'Demonstrate and celebrate their living culture and ongoing heritage proudly.'
 - (ii) In the last sentence, change 'land and waters' to 'land, water and sky.'
 - (h) Page 68 of the Strategy, Our vision:
 - (i) Amend the second paragraph to read as follows: 'Our parks provide a green sanctuary protecting and supporting biodiversity and an opportunity to implement the ongoing Aboriginal traditional custodianship of land which forms our local government area.'
3. A further draft of the document reflecting these proposed amendments come back to Council prior to placing the document on public exhibition.

PD/5.2/19.12 Smart Cities Transport and Parking Initiative (SF18/4225)

MOTION / DECISION

Mover: Cr Wakefield

Seconder: Cr Copeland

That Council:

1. Endorses the principle of the Smart Cities Transport and Parking Initiative to use kerbside parking space to provide Pick Up Drop Off bays, combined with a digital booking and information platform

developed in consultation with Transport for NSW, for new shared transport service providers for a 12-month trial.

2. Refers this resolution to the Precincts and Access Committee for further discussion before the locations are finalised.
3. Refers any proposed changes to parking signs to the Traffic Committee for deliberation.

PD/5.3/19.12 Vivid in Waverley (A19/0715)

MOTION / DECISION

Mover: Cr Keenan
Seconder: Cr Masselos

That Council:

1. Proceeds with planning work to enable Council to make a decision on whether to host Vivid in 2021.
2. Officers make an appropriate budget submission for consideration in the preparation of the budget for financial year 2020–21.
3. Notes that a final decision on whether to proceed will be made when budget implications are considered in early 2020.
4. Engages with stakeholders and begins negotiating with potential sponsors for Vivid 2021.
5. Notes that, at the Festivilion held recently, Friends of Bondi Pavilion conducted ‘secret’ Pavilion tours using a light show.
6. Undertakes an environmental assessment in relation to the proposed Vivid project.

Division

For the Motion: Crs Copeland, Keenan, Lewis, Masselos, Wakefield and Wy Kanak.

Against the Motion: Crs Betts, Burrill, Goltsman, Kay and Nemesh.

PD/5.4/19.12 Bondi Pavilion Restoration and Conservation Project - Project Update (A15/0272)

Cr Copeland declared a pecuniary interest in this item, and informed the meeting that he works part-time at Bondi Pavilion. Cr Copeland was not present at, or in sight of, the meeting for the consideration and vote on this item.

MOTION / UNANIMOUS DECISION

Mover: Cr Wakefield
Seconder: Cr Wy Kanak

That Council:

1. Receives and notes this update on the Bondi Pavilion Restoration and Conservation project.
2. Undertakes the restoration and conservation in one stage to provide best value for money, a more efficient program and less disturbance overall for community and commercial tenants.

3. Notes that the access road civil works will be included in the main works contract planned to commence as soon after development approval is obtained and no later than May 2020.

PD/5.5/19.12 2A Edmund Street, Queens Park - Feasibility Study Outcome (A18/0175)

MOTION / DECISION

Mover: Cr Masselos

Seconder: Cr Keenan

That:

1. Council demolishes and builds a new two-storey social housing building at 2A Edmund Street, Queens Park (Option 3 in the feasibility study attached to this report).
2. The Committee recommends to Council that, in order to fund the project, it brings forward the following amounts from the Long Term Financial Plan 2020/21–2030/31:
 - (a) \$350,000 in design funding to the 2020/21 financial year.
 - (b) \$1.85 million in construction funding to the 2021/22 financial year.

Division

For the Motion: Crs Betts, Burrill, Copeland, Goltsman, Keenan, Lewis, Masselos, Nemesh and Wy Kanak.

Against the Motion: Nil.

Crs Kay and Wakefield were not present for the vote on this item.

PD/5.6/19.12 Minutes - Waverley Cycling Advisory Committee Meeting - 8 May 2019 and 4 September 2019 (A18/0188)

MOTION / DECISION

Mover: Cr Lewis

Seconder: Cr Copeland

That Council:

1. Receives and notes the minutes of the Cycling Advisory Committee meetings held on 8 May 2019 and 4 September 2019 attached to this report.
2. Notes that the minutes are available on Council's website.

Cr Wakefield was not present for the consideration and vote on this item.

AT THIS STAGE IN THE PROCEEDINGS, CR GOLTSMAN RAISED A POINT OF ORDER ON THE GROUNDS THAT THE CHAIR DID NOT ALLOW ANY COUNCILLORS OTHER THAN THE SECONDER THE OPPORTUNITY TO SPEAK ON THIS MATTER OR VOTE BEFORE HE DECLARED THE MOTION CARRIED.

THE CHAIR DID NOT UPHOLD THE POINT OF ORDER AND RULED THAT HE HAS ALREADY DECLARED THE MOTION. CR GOLTSMAN THEN MOVED A MOTION OF DISSENT ON THE CHAIR'S RULING.

THE MOTION OF DISSENT WAS PUT AND DECLARED LOST.

Division**For the Motion of Dissent:** Crs Betts, Burrill, Goltsman, Kay and Nemesh.**Against the Motion of Dissent:** Crs Copeland, Keenan, Lewis, Masselos and Wy Kanak.

Cr Wakefield was not present for the vote on the motion of dissent.

PD/5.7/19.12 194-214 Oxford Street and 2 Nelson Street, Bondi Junction - Voluntary Planning Agreement and Site Specific DCP (PP-1/2015)

MOTION / UNANIMOUS DECISION

Mover: Cr Masselos

Seconder: Cr Keenan

That Council:

1. Notes that:
 - (a) Council consistently has not supported the planning proposal at 194–214 Oxford Street and 2 Nelson Street, Bondi Junction (Planning Proposal).
 - (b) Council has written to the Minister for Planning and Open Spaces requesting that he take back his delegation in respect of the Planning Proposal and refuse the Planning Proposal.
 - (c) Council objects to the proposed height and bulk of the Planning Proposal and that it will present an unacceptable built form scale, particularly to Oxford Street.
 - (d) The majority of community feedback opposes the Planning Proposal.
 - (e) The Planning Proposal is inconsistent with the recommendations of the Government Architect's Office on the West Oxford Street Precinct Plan.
2. Further notes that, despite Council's and the community's opposition, the Planning Proposal was approved by the Department of Planning and Environment and gazetted on 20 September 2019, and that the approved Planning Proposal increased the height of the buildings on the site from 15 m to 36 m, the FSR from 1.5:1 to 3.5:1 and removed the heritage listing from four terrace houses.
3. Notes that negotiations have occurred for a Voluntary Planning Agreement (VPA) generated by the Planning Proposal, with the proposed agreement to provide for contributions totalling \$7.45 million, with \$4.7 million as a cash contribution.
4. Publicly exhibits the proposed VPA for a minimum period of 28 days from December 2019 to all of February 2020.
5. Publicly exhibits the Site-Specific DCP for 194–214 Oxford Street for a minimum period of 28 days from December 2019 to all of February 2020, in accordance with section 3.43 of the *Environmental Planning and Assessment Act 1979* and clause 18 of the *Environmental Planning and Assessment Regulation 2000*, subject to:
 - (a) The draft DCP being amended to require that Council has representation in the Design Excellence Jury.
 - (b) The draft DCP being amended to require a landscape plan to be prepared and submitted with

any future DA that outlines landscaping for the proposed public plaza and public realm surrounding the development. The landscape plan should include areas of deep soil planting to ensure a mature tree canopy is provided in the future.

- (c) The draft DCP being amended to require a public art plan to be prepared and submitted with any future DA that outlines public art for the proposed public plaza and public realm surrounding the development.
- 6. Notes that Council's policy is that VPA contributions are spent in the immediate vicinity of the development to which they relate.
- 7. Officers prepare a report on public works options to utilise the VPA contributions generated by the Planning Proposal.
- 8. Notifies all those who made submissions to the Planning Proposal of the Site-Specific DCP and VPA exhibition and be invited to make a submission.
- 9. In its notification letters to the community, seeks suggestions from the community on how the VPA contributions generated by the Planning Proposal may be spent.
- 10. Writes to the Minister to convey Council's views that the approval process of the planning proposal has not complied with the relevant planning legislation.
- 11. Investigates allocating 15–25% of the VPA contributions generated by the Planning Proposal to affordable housing and the precedent created by this potential allocation, and a report come back to Council.

Division

For the Motion: Crs Betts, Burrill, Copeland, Goltsman, Kay, Keenan, Lewis, Masselos, Nemesh, Wakefield and Wy Kanak.

Against the Motion: Nil.

6 Urgent Business

There were no items of urgent business.

7. Closed Session

PD/7/19.12 Closed Session

MOTION / DECISION

Mover: Cr Lewis

Seconder: Cr Wy Kanak

That:

- 1. Council moves into closed session to deal with the matter listed below, which is classified as confidential under section 10A(2) of the *Local Government Act 1993* for the reason specified:

PD/7.1/19.12 CONFIDENTIAL REPORT - 194-214 Oxford Street and 2 Nelson Street, Bondi Junction - Review of Decision

This matter is considered to be confidential in accordance with section 10A(2)(g) of the *Local Government Act*, and Council is satisfied that discussion of the matter in an open meeting would, on balance, be contrary to the public interest as it deals with advice concerning litigation, or advice that would otherwise be privileged from production in legal proceedings on the ground of legal professional privilege.

2. Pursuant to sections 10A(1), 10(2) and 10A(3) of the *Local Government Act 1993*, the media and public be excluded from the meeting on the basis that the business to be considered is classified as confidential under section 10A(2) of the *Local Government Act 1993*.
3. The correspondence and reports relevant to the subject business be withheld from the media and public as provided by section 11(2) of the *Local Government Act 1993*.

At 9.26 pm, Council moved into closed session.

PD/7.1/19.12 CONFIDENTIAL REPORT - 194-214 Oxford Street and 2 Nelson Street, Bondi Junction - Review of Decision (SF19/5571)

MOTION / UNANIMOUS DECISION

Mover: Cr Lewis
Seconder: Cr Masselos

That Council:

1. Treats this report as confidential in accordance with section 11(3) of the *Local Government Act 1993*, as it relates to a matter specified in section 10A(2)(g) of the *Local Government Act 1993*. The report contains advice concerning litigation, or advice that would otherwise be privileged from production in legal proceedings on the ground of legal professional privilege.
2. Does not proceed with legal action appealing or seeking to set aside the gazettal of the 194 Oxford Street Planning Proposal.

Division

For the Motion: Crs Betts, Burrill, Copeland, Goltsman, Kay, Keenan, Lewis, Masselos, Nemesh, Wakefield and Wy Kanak.

Against the Motion: Nil.

8. Resuming in Open Session

PD/8/19.12 Resuming in Open Session

MOTION / DECISION

Mover: Cr Wy Kanak
Seconder: Cr Masselos

That Council resumes in open session.

At 9.31 pm, Council resumed in open session.

Resolutions from closed session made public

In accordance with clause 14.21 of the Waverley Code of Meeting Practice, when the meeting resumed in open session the chair announced the resolutions made by Council while the meeting was closed to members of the public and the media.

9. Meeting Closure

THE MEETING CLOSED AT 9.46 PM.

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SIGNED AND CONFIRMED
CHAIR
4 FEBRUARY 2020

REPORT
PD/5.1/20.02

Subject: Waverley Local Strategic Planning Statement - Endorsement

TRIM No: SF20/812

Author: Jaime Hogan, Senior Strategic Planner

Director: Peter Monks, Director, Planning, Environment and Regulatory

RECOMMENDATION:

That Council:

1. Endorses the Waverley Local Strategic Planning Statement 2020–2036 (LSPS) attached to this report for finalisation.
2. Forwards the endorsed LSPS to the Greater Sydney Commission to complete the assurance process.
3. Delegates authority to the General Manager to take any further actions necessary to finalise and make the LSPS in accordance with clause 3.9 of the *Environmental Planning & Assessment Act 1979*.

1. Executive Summary

The purpose of this report is to provide an update on the *Comprehensive Waverley Local Environment Plan Review 2021* project (the Comprehensive LEP Review), and to seek Council's endorsement of the final Waverley Local Strategic Planning Statement. This report also outlines the process to finalise the LSPS and the next steps for the Comprehensive LEP Review.

Phase 1 of the Comprehensive LEP Review - 'The Health Check' (complete)

- Outlined the current strategic planning framework of Council.
- Provided a review of this framework against the District Plan.
- Undertook a gap analysis to identify key strategic documents or evidence bases that needed to be developed to inform the preparation of a Local Strategic Planning Statement and the LEP Review.

Phase 2 of the Comprehensive LEP Review - 'Prepare Draft Waverley Local Strategic Planning Statement' (complete)

- Prepared the first draft Waverley Local Strategic Planning Statement (draft LSPS) and placed on exhibition by 1 June 2019.
- The draft LSPS sets the land-use and strategic planning vision for the Waverley area for the next 20 years. To support the preparation of this document, Council utilised a number of existing strategies, studies and evidence bases, and also prepared a number of new studies to support the implementation of the draft LSPS, including a draft Local Housing Strategy (LHS), a draft Village Centres Strategy, a draft Open Space and Recreation Strategy, a draft Heritage Review and draft Local Character Statements. The preparation of both the LSPS and LHS is required by the NSW Government.

Phase 3 of the Comprehensive LEP Review - 'Finalise Waverley Local Strategic Planning Statement' (current)

This is the current phase of the project. The draft LSPS was placed on public exhibition concurrently with the *Waverley Local Housing Discussion Paper* for six weeks from 28 June–16 August 2019. The feedback received for the *Waverley Local Housing Discussion Paper* has been used to inform the development of the draft LHS, to be reported on separately to the LSPS.

A total of 52 submissions were received to the draft LSPS, as categorised in Table 1.

<i>Table 1 – Submissions received</i>	
Submission Type	Quantity
Internal submissions	7
State agency submissions	6
Organisation submissions	9
Community submissions	14
Precinct Committees	3
Developers	3
Landowners	10

In addition to the submissions received during the public exhibition period, Council met with staff from the Greater Sydney Commission (GSC), Department of Planning, Industry and Environment, and numerous other State agencies as part of the LSPS Assurance Process set up by the GSC. An overview of the matters raised in submissions is outlined in this report, with detailed submission information and responses provided in Attachment 2.

Attachment 3 outlines the changes made from the draft LSPS to the proposed LSPS. Council is required to make its first LSPS by 31 March 2020. Under clause 3.9 of the *Environmental Planning & Assessment Act 1979* (EP&A Act), Council 'must not make a local strategic planning statement unless the Greater Sydney Commission has advised the council in writing that the Commission supports the statement as being consistent with the applicable regional and district strategic plans.'

The final part of the LSPS assurance process established by the GSC requires that the proposed final LSPS is submitted to the GSC Assurance Panel for its meeting to review the Waverley LSPS on 24 February 2020. The LSPS must be submitted to the GSC no later than 16 February 2020 for the Assurance Panel. Upon reviewing the document, if satisfactory, the GSC will issue a letter to the General Manager, instructing that Council may make the LSPS by the 31 March 2020. Accordingly, it is recommended that Council delegates the plan-making responsibility to the General Manager to make the plan by the legislative deadline.

In all previous assurance process meetings, the GSC indicated its support for the Waverley LSPS, noting it as '*an exemplary piece of strategic work*'. It is not anticipated that there will be any major issues that the Assurance Panel will have for the final assessment.

2. Introduction/Background

Under sections 3.8(3) and (4) of the EP&A Act, all Councils are required to undertake a comprehensive review of their local environmental plans (LEPs) to implement the Region Plan (A Metropolis of Three Cities) and District Plan (Eastern City District Plan) recently prepared by the NSW Government.

Council currently has one comprehensive LEP, the *Waverley Local Environmental Plan 2012* (WLEP), that applies to the entire local government area (LGA). The Review is a key step in the implementation of the District Plans in the Waverley LGA. The requirement to undertake a comprehensive review of the WLEP and Waverley Development Control Plan (WDGP) is welcome as it will allow Council to revise and clarify a

strategic vision for planning in the area through the LSPS and to review the current plans and policies that guide development.

Council undertakes a housekeeping review of the WLEP on a regular basis; however, the last comprehensive review was undertaken in 2012, when a combined LEP was prepared for all of Waverley that aligned with the Standard Instrument released in 2007 by the NSW Government.

As part of the Review process, section 3.9 of the EP&A Act requires that all Councils prepare a Local Strategic Planning Statement (LSPS). This is a new policy that sets the vision for the local area for the next 20 years. Additional studies have been identified in the Draft Waverley LSPS which will form a more detailed evidence base to inform the comprehensive review of the WLEP and WDCP. This evidence may lead to some changes to the WLEP and WDCP, or it may confirm that the existing WLEP and WDCP are performing effectively to achieve Waverley's vision as outlined in the LSPS and the *Waverley Community Strategic Plan 2018-2029* (CSP).

The Comprehensive LEP Review consists of six phases, each with deliverables to Council or to the NSW Government. These six phases are:

- Phase 1 – The Health Check (complete).
- Phase 2 – Draft Waverley Local Strategic Planning Statement (complete).
- Phase 3 – Finalise Waverley Local Strategic Planning Statement (current).
- Phase 4 – Prepare planning proposal.
- Phase 5 – Public exhibition.
- Phase 6 – Finalisation.

Council has previously endorsed the *Draft Waverley Local Strategic Planning Statement* for public exhibition. The remainder of this report outlines the feedback received from the GSC Assurance Process and the public exhibition process and how this has been incorporated to refine the proposed *Waverley Local Strategic Planning Statement 2020-2036*.

3. Relevant Council Resolutions

Meeting and date	Minute No.	Decision
Strategic Planning and Development Committee 4 June 2019	PD/5.1/19.06	<p>That Council:</p> <ol style="list-style-type: none"> 1. Endorses the Draft Waverley Local Strategic Planning Statement (Attachment 1) and Draft Waverley Local Strategic Planning Statement Summary (Attachment 2) for public exhibition for a period of no less than 28 days, subject to the following amendments: <ol style="list-style-type: none"> (a) Provide indicative timing for short-, medium- and long-term indicators in the 'Key to actions' table (page 5). (b) Amend 'About the plan' (page 4) to clarify that the scope of the LSPS addresses broader economic, social and environmental issues, as well as land use planning issues. (c) Amend the list of 'Key Issues' (page 9) as follows: <ol style="list-style-type: none"> (i) Change 'A holistic approach

		<p>encompassing how climate change, biodiversity, and green space are managed' to 'A holistic approach to the management of biodiversity, green space, and adaptation and resilience to climate change.'</p> <p>(ii) Change 'A diverse economy that is less reliant on tourism' to 'A diverse and thriving local economy that is less reliant on tourism.'</p> <p>(iii) Add as a Challenge 'There are community concerns about how tourism is managed.'</p> <p>(iv) Change 'Additional public schools in Waverley, particularly a secondary school' to 'Additional public schools in the Eastern Suburbs, particularly a secondary school.'</p> <p>(v) Change 'More space in the Mill Hill Community Centre' and 'Improve use of Bondi Pavilion, including more events and activities at night' to 'Provide more space for community uses and events.'</p> <p>2. Endorses the Waverley Local Housing Discussion Paper (Attachment 3) for public exhibition at the same time.</p>
Strategic Planning and Development Committee 9 October 2018	PD/5.1/18.10	<p>That Council:</p> <p>1. Endorses the Comprehensive Waverley Local Environmental Plan Review 2021 – Phase 1 – Health Check attached to this report.</p> <p>2. Forwards the document to the Department of Planning and Environment by 31 October 2018.</p>

4. Discussion

Local Strategic Planning Statement Structure

Attachment 1 contains the proposed Waverley Local Strategic Planning Statement 2020-2036. The LSPS is required to be made by Council by 31 March 2020. Section 3.9 of the EP&A Act outlines the legal requirements of an LSPS. They are:

- a) Context – The basis for strategic planning in the area, having regard to economic, social and environmental matters.
- b) Planning Priorities – The planning priorities for the area that are consistent with any strategic plan applying to the area and (subject to any such strategic plan) any applicable community strategic plan under section 402 of the *Local Government Act*.

- c) Actions – The actions required for achieving those planning priorities.
- d) Implementation – The basis on which the council is to monitor and report on the implementation of those actions.

The Planning Priorities and Actions in the LSPS reflect the goals and strategies in the Community Strategic Plan (CSP). A key concern that is identified in the CSP is that Waverley's heritage and lifestyle are under threat from too much development, and poor-quality development resulting in a loss of amenity and character. Nevertheless, there is capacity to support residential and economic directions to increase housing in a way that is sensitive to the environment and to ensure that there are jobs and services for the community; as required by the District Plan objectives and targets applicable to Waverley LGA. The key challenges that Council faces are:

- The loss of employment floor space in Bondi Junction.
- Housing affordability and accessibility, particularly for the more vulnerable members of the community.
- Climate change, sustainability and environmental degradation.
- Limited and ageing infrastructure.

The LSPS reflects the structure of the Region and District Plan with four themes Infrastructure and Collaboration, Liveability, Productivity and Sustainability. There are 17 Planning Priorities which fall under these themes:

Infrastructure and Collaboration

1. Deliver public and active transport projects to achieve the 30-minute city.
2. Facilitate urban design that optimises transport, freight and parking.
3. Digitally manage infrastructure to ensure it is efficient, fit for purpose and well maintained.
4. Ensure the community is well serviced by crucial social and cultural infrastructure.

Liveability

5. Increase the sense of wellbeing in our urban environment.
6. Facilitate a range of housing opportunities in the right places to support and retain a diverse community.
7. Recognise and celebrate Waverley's unique place in the contemporary Australian contemporary cultural landscape.
8. Connect people to inspiring and vibrant places, provide easy access to shops, services and public transport.

Productivity

9. Support and grow Waverley's local economy with a focus on wellbeing, knowledge and innovation.
10. Manage visitation sustainably to protect local amenity and enhance Waverley's natural and built environment.
11. Facilitate Bondi Junction as a lively and engaging strategic centre with a mix of employment, entertainment and housing options.

Sustainability

12. Conserve our water resources and protect our coasts and beaches.
13. Protect and grow our areas of biodiversity and connect people to nature.
14. Achieve net zero carbon emissions in the built environment.
15. Achieve zero waste in the built environment.

16. Plan for and manage our assets and urban environment to adapt and be resilient to a changing climate.

Implementation

17. Provide transparency in the Planning Process.

Key themes from the public exhibition and GSC assurance process

The Draft LSPS was placed on public exhibition for a period of six weeks and Council continued to accept late submissions to the draft LSPS. The key themes that were raised in multiple submissions to the LSPS are outlined in Table 2 and all issues are provided in more detail in Attachment 2.

<i>Table 2 – Key Themes and Issues Raised in Submissions and GSC Assurance</i>	
Key Theme or Issue raised	Raised By
General	
Support for the LSPS, Planning Principles and Actions	GSC Assurance
General support for the Planning Principles	All
Additional or updated information provided with regards to Council plans and policies	Internally
Recommendations ensuring consistency with State legislation	GSC Assurance
Infrastructure & Collaboration	
Support for commitments to transport infrastructure improvements	All
Recommendations for ongoing partnerships to provide improved civil and transport infrastructure	State Agencies
Detailed feedback from State Agencies on various Actions	State Agencies
Liveability	
That the LSPS strengthen its approach to protecting heritage and also provide greater protection to Centennial Park	Community, Precincts
That the LSPS provide greater clarity around housing targets, housing locations, and how Council intends to work with Community Housing Providers	Organisations, Landowners, Developers, GSC Assurance
Concerns in the community regarding affordable housing provision, in addition to housing affordability issues and general mix of housing – particularly how this is currently resulting in poor social outcomes	Community, Organisations
Recommendations to incentivise affordable housing	Community, Organisations, Developers
Calls for the LSPS to more clearly identify opportunities for uplift	Developers, Landowners, Organisations
Calls for better management of open spaces and recreation facilities	Community, Organisations
Support for heritage and cultural Planning Priorities and Actions	State Agencies
Productivity	
Concerns about Bondi Junction redevelopment pressures and impacts on loss of commercial development, loss of amenity, and poor urban design outcomes	Community, Precinct
Support for improving the village centres, requests for additional information about proposed building controls	Developers, Landowners, Organisations
Sustainability	
Strong support for the sustainability Planning Principles and Actions	All
Calls for Council to implement stronger building sustainability standards	Community, Precinct
Implementation	
Recommendation to refer to and align with the GSC Region and District Plans, and the <i>Pulse of Greater Sydney</i> documents	GSC Assurance

Site Specific Submissions	
There were a number of site-specific submissions made on behalf of landowners. While these submissions have been taken as 'information only', they are important to indicate where possible future development pressure exists. Notwithstanding, if a landowner is looking to redevelop, they are required to prepare and submit a development application or planning proposal.	Landowners

Key changes to the document

There are a number of minor differences between the Draft LSPS document and the proposed final document such as visual refinements to the maps, grammatical corrections, spelling errors and formatting changes. The larger changes are outlined in Table 3, and more detail is provided in Attachment 3.

<i>Table 3 – Key Changes made to the LSPS as a result of feedback</i>	
Key Change	Page
Add a longer acknowledgement of Country	5
Identify 'Key Moves' on the Vision and Structure Plan and throughout the document, to highlight the priorities that Council will work on to deliver the plan	12-13
Changes to the phrasing of Planning Priorities	15
A new Planning Priority added for Implementation 'Provide transparency in the Planning Process'	15
A new section added titled 'Principles for Change' to outline local considerations for assessing future Planning Proposals	16-17
Greater clarity around how each Planning Priority gives effect to the District and Region Plans, with tables provided in each Planning Priority and an overview 'Alignment to Other Plans' in the Implementation chapter	Throughout, 78-79
Additional information provided in Planning Priority 1 (Transport) in response to feedback received from State Agencies and through the GSC Assurance process	21-27
Additional information and discussion provided in Planning Priority 6 (Housing) in response to feedback received from State Agencies and through the GSC Assurance process	38-43
Additional information and discussion provided in Planning Priority 11 (Bondi Junction Strategic Centre) in response to feedback received from State Agencies and through the GSC Assurance process	54-57
Additional information and discussion provided throughout the Sustainability chapter, in response to internal updates on projects and policies	58-75
More detailed information provided in the Implementation Plan chapter, including potential LEP amendments, how the plan will be delivered and measured and reference to the GSC's <i>The Pulse of Greater Sydney</i> document for Key Performance Indicators	76-83
Local Implementation Plans provided to give community a greater sense of what is happening locally in their area	84-91

5. Financial impact statement/Time frame/Consultation

The Department of Planning and Environment (DPE) has set a time frame of three years for Waverley Council to complete the Comprehensive LEP Review, beginning in June 2018 and culminating in June 2021. The Comprehensive LEP Review consists of six phases, each with deliverables to Council or to DPE. The six phases are outlined in Table 4 below:

<i>Table 4 – Comprehensive LEP Review Process and Timeframes</i>	
Comprehensive LEP Phase	Timeline
Phase 1 – The Health Check	Completed 31 October 2018
Phase 2 – Prepare Draft Waverley Local Strategic Planning Statement	Completed 1 June 2019
<i>Phase 3 – Finalise Waverley Local Strategic Planning Statement</i>	<i>Current – due 31 March 2020</i>
Phase 4 – Prepare Planning Proposal	Late 2020
Phase 5 – Public Exhibition	Early 2021
Phase 6 – Finalisation	June 2021

A number of draft environmental strategies have concurrently been prepared to provide greater levels of detail to many of the Planning Priorities and Actions outlined in the LSPS. These draft environmental strategies are proposed to be reported to the Strategic Planning and Development Committee meeting on 3 March 2020 to be endorsed for public exhibition. These strategies include a draft Local Housing Strategy (LHS), a draft Village Centres Strategy, a draft Open Space and Recreation Strategy, a draft Heritage Review, and draft Local Character Statements. Once the documents have been consulted and revised with any relevant changes informed by submissions, these environmental strategies will be reported back to Council for adoption. The adopted strategies will be used to guide a detailed review of the Local Environmental Plan (LEP) and Development Control Plan (DCP) and to inform preparation of Council's new Comprehensive LEP and DCP 2021.

Community engagement

The *Waverley Local Strategic Planning Statement 2020-2036* is the first LSPS that has been prepared by Council. It has been prepared using the feedback received through the extensive CSP community engagement process and refined with submissions made through the public exhibition and GSC Assurance process. As part of Phase 1 of the Review, marketing collateral was developed to attract the community to sign up for project updates on the Have Your Say project page, which will be live for the duration of the Comprehensive LEP Review (until June 2021). Similar channels will be engaged in the public exhibition of the draft environmental strategies to ensure that the project is adequately advertised and the next stage of planning attracts public input.

Financial impact statement

There are no financial implications.

6. Conclusion

The EP&A Act requires that all Councils make a Local Strategic Planning Statement in accordance with clause 3.9 of the EP&A Act by 31 March 2020. The LSPS is provided in Attachment 1 of this report. Given the time frames associated with the making of the plan, it is recommended that Council delegate the plan making responsibility to the General Manager to liaise with the Greater Sydney Commission to ensure that the plan is made by 31 March 2020.

7. Attachments

1. Waverley Local Strategic Planning Statement [↓](#)
2. Submissions received [↓](#)
3. Changes made [↓](#)

WAVERLEY LOCAL STRATEGIC PLANNING STATEMENT 2020-2036



MARCH 2020
22

Document Information

This Local Strategic Planning Statement was made in March 2020.

To ensure consistency across State and Local Government forecasting and planning, the figures in this document are drawn from the 2016 Census, unless otherwise stated. The 20 year vision in this document therefore provides a strategic plan for the time period 2016-2036.

This Local Strategic Planning Statement will be reviewed and updated regularly.

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Infrastructure and Collaboration

Direction: A collaborative city

Direction: A city supported by infrastructure

1. Deliver public and active transport projects to achieve the 30 minute city	21
2. Facilitate urban design that optimises transport, freight and parking	28
3. Digitally manage infrastructure to ensure it is efficient, fit for purpose, and well maintained	30
4. Ensure the community is well serviced by crucial social and cultural infrastructure	32

Liveability

Direction: A city for people

5. Increase the sense of wellbeing in our urban environment	36
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Direction: Housing the city

6. Facilitate a range of housing opportunities in the right places to support and retain a diverse community	38
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Direction: A city of great places

7. Recognise and celebrate Waverley's unique place in the Australian contemporary cultural landscape	44
8. Connect people to inspiring and vibrant places, and provide easy access to shops, services, and public transport	46

Productivity

Direction: A well connected city

9. Support and grow Waverley's local economy with a focus on wellbeing, knowledge and innovation	50
10. Manage visitation sustainably to protect local amenity and enhance Waverley's natural and built environment	52

Direction: Jobs and skills for the city

11. Facilitate Bondi Junction as a lively and engaging strategic centre with a mix of employment, entertainment and housing options	48
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Sustainability

Direction: A city in its landscape

12. Conserve our water resources and protect our coasts and beaches	60
13. Protect and grow our areas of biodiversity and connect people to nature	62

Direction: An efficient city

14. Achieve net zero carbon emissions in the built environment	64
15. Achieve zero waste in the built environment	70

Direction: A resilient city

16. Plan for and manage our assets and urban environment, and support our community to adapt and be resilient to a changing climate	74
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Implementation Plan

Relevant Strategies, Plans and Studies	77
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Implementation

17. Provide transparency in the Planning Process	80
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COMMON TERMS AND ACRONYMS

EVs	Electric Vehicles	DCP	Development Control Plan
FSR	Floor space ratio	District Plan	Eastern City District Plan, Greater Sydney Commission, 2018
GHG	Greenhouse gasses	LEP	Local Environmental Plan
LGA	Local Government Area	LHS	Local Housing Strategy
SCCG	Sydney Coastal Councils Group	LSPS	Local Strategic Planning Statement (this document)
TfNSW	Transport for NSW	Region Plan	A Metropolis of Three Cities, Greater Sydney Commission, 2018
CSP	Community Strategic Plan		

We acknowledge the Bidjigal and Gadigal people,
who traditionally occupied the Sydney coast

We also acknowledge Aboriginal Elders
past, present and emerging.

Waverley Council acknowledges that Aboriginal and Torres Strait Islander Peoples are the first people of this land and were dispossessed by the European occupation more than two centuries ago. This invasion brought massive disruption to the land and to the First Peoples. Waverley Council acknowledges and grieves for the loss by Aboriginal and Torres Strait Islander Peoples of their lands, their children, their health and their lives.

We also celebrate their survival and the survival of their cultures and recognise their inherent resilience in being one of the world's oldest living cultures. We support the right of Aboriginal and Torres Strait Islander Peoples to determine their own future and recognise their right to live according to their own values and customs. We commit ourselves to respecting Aboriginal and Torres Strait Islander People's sacred sites and special places.

We commit to ongoing custodianship to protect and preserve our environment, with thousands of years of Aboriginal cultures and history evident throughout Waverley. This includes physical evidence of Aboriginal rock engravings, sandstone rock shelters or overhangs, open middens, open campsites, axe grinding grooves, burial sites, quarries and Aboriginal pathways. Waverley also has other features which are significant to Aboriginal people, including fishing spots and the availability of bush tucker. Waverley plays host to a range of different activities and programs which celebrate Aboriginal and Torres Strait Islander cultures and heritage including art, culture and music programs throughout the area. We work with our partners at the La Perouse Local Aboriginal Land Council to ensure protocols are followed and cultural heritage is protected.

Today, Waverley is home to almost 300 Aboriginal and Torres Strait Islander people from all parts of this land. Our vision for reconciliation is for Waverley to be a vibrant, resilient, caring, and inclusive community where Aboriginal and Torres Strait Islander peoples;

- Practice and celebrate their culture and heritage proudly
- Are honoured for their survival and resilience, and supported to continue to overcome adversity
- Are respected and acknowledged as First Nations peoples with the right to determine their own futures.

Waverley Council seeks to value and protect our environment with respect to Aboriginal and Torres Strait Islander peoples' intrinsic relationship with the land and waters, to continue to learn and improve our management of the environment, and to increase the resilience of the Waverley community.

Waverley is located near two large Aboriginal communities in Redfern and La Perouse, and the local government area is within the statutory boundary of the La Perouse Local Aboriginal Land Council. Waverley Council recognises the valuable contribution of Aboriginal and Torres Strait Islander Peoples and looks forward to a future of mutual respect and harmony. Council supports the entire community in working together for reconciliation. Waverley Council has worked in partnership with the Local Aboriginal Land Council and other Aboriginal and Torres Strait Islander stakeholders to prepare the *Waverley Council INNOVATE - Reconciliation Action Plan 2019 – 2021 (RAP)*, in line with the Statement of Commitment to Reconciliation made in 2000. For more information about Aboriginal and Torres Strait Islanders in Waverley, refer to Council's Website to find the *Waverley Aboriginal Cultural Heritage Study 2009* and the RAP.



ABOUT THE PLAN

6

This *Local Strategic Planning Statement* (LSPS) plans for Waverley's economic, social and environmental needs over the next 20 years (to 2036). This is the first LSPS developed by Council. This LSPS identifies planning priorities to protect and support our infrastructure, environment, and how we live and work so that we can thrive. It identifies short, medium and long term actions that Council will take to help achieve our vision for a sustainable well connected community, living in a stunning natural environment.

This LSPS has been prepared in accordance with clause 3.9 of the *Environmental Planning and Assessment Act 1979* (the EP&A Act). The LSPS brings together and builds on planning work found in Council's other plans, studies and strategies including Council's Local Environmental Plan (LEP), Development Control Plan (DCP) and Development Contributions Plan. The LSPS will be used to guide any updates to these plans, and identifies additional strategies and policies to be developed, so that our vision is clear throughout our planning framework. A clear vision that guides how we make planning decisions is important to both delivering on the vision, as well as growing accountability and trust in the planning system.

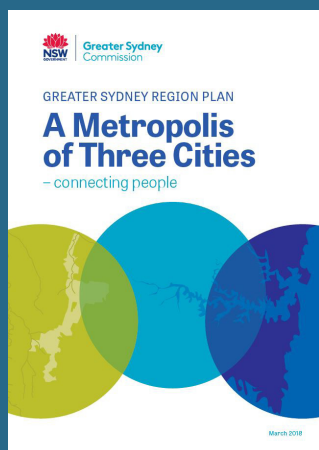
The LSPS gives effect to a number of strategic plans prepared by the NSW Government. This includes implementing the directions and actions of *A Metropolis of Three Cities 2016-2036* (Region Plan) and the *Eastern City District Plan 2016-2036* (District Plan). These Plans and the LSPS are subject to the NSW Government's State Environmental Planning Policies (SEPPs) as well as Ministerial Directions.

The LSPS is also informed by, and will inform, other state-wide and regional policies including the *Future Transport Plan 2056* and the *State Infrastructure Strategy*. The LSPS outlines how these plans will result in changes at the local level, such as new or improved transport connections. The LSPS is intended to be a land use plan that aligns with and implements the broader *Waverley Community Strategic Plan 2018-2029* (CSP) prepared by Council in consultation with the community. The Planning Priorities and Actions outlined in this document provide the rationale for decisions about how Council will use land-use planning to achieve the community's broader goals. The alignment and implementation of this plan against the other plans is presented at the end of the document.



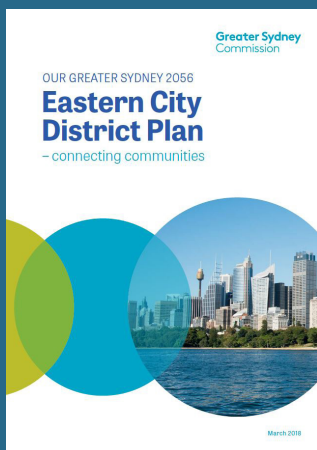
Figure 2 - Policy Line of Sight

Policy 'Line of Sight'



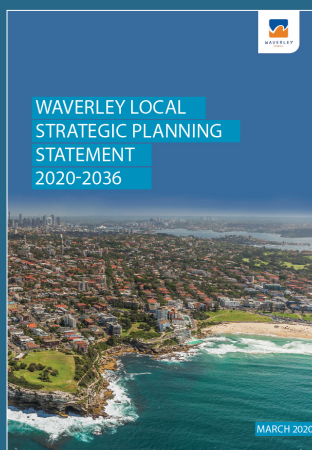
Region Plan

NSW Government
2016-2036
20 year plan, 40 year vision



District Plan

NSW Government
2016-2036
20 year plan, 40 year vision



Local Strategic Planning Statement

Waverley Council
2020-2036
10 year plan, 20 year vision



Community Strategic Plan

Waverley Council
2018-2029
10 year plan, 20 year vision

Figure 3 - Current Policy Framework

HOW TO READ THIS PLAN

7

DISTRICT VISION



A response to the Eastern City District Plan, which outlines Waverley LGA's role in the Eastern City District.

LOCAL VISION



Our local vision that sets the strategic planning context for our area.



FOUR THEMES



Waverley Council has chosen to continue the four themes from the Region and District Plan of:



INFRASTRUCTURE AND COLLABORATION



LIVEABILITY



PRODUCTIVITY



SUSTAINABILITY

PLANNING PRIORITIES



Each theme is colour coded through the document, and has Planning Priorities to help achieve the Local and District Vision.

PLANNING PRIORITY 5

Increase the sense of wellbeing in our urban environment

ACTIONS



Each Planning Priority has Planning Principles and Actions. The Planning Principles will guide decision making processes, and the Actions specify how we will implement each Planning Priority.

Planning Principles

- Increase the sense of wellbeing in high density environments
- Increase access to high-quality open space and recreation facilities to serve the needs of our local and visiting population

Actions	Timing	Action	Agency
1 Review planning controls to increase plantings, canopy and the provision of public art through new developments	S	Plan	W
2 Review Council's Policies and Plans to increase plantings, trees and public art in public places	S	Ops.	W
3 Identify and implement opportunities to connect people to nature in the Open Space and Recreation Plan	S	Plan/Project	W
4 Identify Green Grid links and create implementation plan	S	Project	W

IMPLEMENTATION



The implementation of the Waverley LSPS will be monitored and reported. Each action has a 'Timing,' 'Action' and 'Agency' assigned to it for implementation. Council will be reporting annually on the progress of this Plan in conjunction with the Community Strategic Plan using the Integrated Planning & Reporting Framework (IP&R).

Key to Actions



Short Term (within 5 Years)



Medium Term (5-10 Years)



Long Term (10-20 Years)



Ongoing

Plan Plan or Policy

Ops. Operation

Project Council Project

Advocacy Advocate for outcome



Waverley Council



NSW Government



Private Landowners and/or Community



Other Councils

VISION AND CONTEXT

8

STRATEGIC CONTEXT AT A GLANCE



OUR LOCAL GOVERNMENT AREA

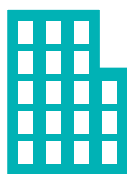
9.2km²

OUR DWELLINGS AND BUSINESSES



30,496

dwellings



34,000

registered businesses

MEDIAN AGE

35 years

- 16% of our residents are 0–14 years old
- 8.9% are 15–24 years old
- 33.4% are 25–39 years old
- 28.7% are 40–64 years old
- 12.7% are more than 65 years old

OVERSEAS BORN RESIDENTS

38.4%

OUR SUBURBS

Bondi Beach, Bondi Junction, North Bondi, Bronte, Dover Heights, Queens Park, Rose Bay, Tamarama, Vaucluse and Waverley



OVERSEAS BORN RESIDENTS TOP COUNTRIES

United Kingdom, South Africa, New Zealand, Brazil and Ireland

POPULATION



TOTAL POPULATION

72,250

PROJECTED POPULATION 2036

77,300

DENSELY POPULATED AREA

ABORIGINAL AND TORRES STRAIT ISLANDER PEOPLE

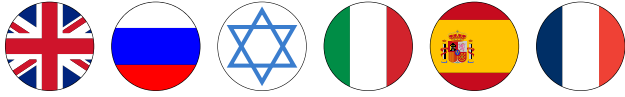
274



LANGUAGES

68.8% of us speak English at home while 25.7% speak a language other than English

Russian is spoken by 2.2% of our residents, 2.1% speak Spanish, 1.9% Portuguese, 1.8% French and 1.7% Italian



JEWISH COMMUNITY



Waverley's Jewish community of

10,076

residents makes up 15.1% of our total population

HOUSING

AVERAGE HOUSEHOLD SIZE



2.3
people

RENTING HOUSEHOLDS

43%

MEDIAN WEEKLY RENT

\$620

SINGLE PERSON HOUSEHOLDS

27.7%

COUPLES WITH CHILDREN

23.8%

EDUCATION

17 NUMBER OF SCHOOLS

(including both primary and secondary)

39.5% of our residents aged over 15 years have a Bachelor or higher degree compared to 24.1% for Greater Sydney

20% of young people aged 15–24 years attended an educational institution including high school and/or a higher education facility, such as TAFE or university

DISABILITY

3%

of the population reported needing help in their day-to day lives due to health and disability

ECONOMY



\$4.36 billion

gross regional product

More than

27,546

jobs in Waverley

MEDIAN TOTAL INCOME/WEEK

for Waverley households in 2016 was

\$2,300

compared to **\$1,683**
for Greater Sydney

KEY EMPLOYMENT SECTORS

Retail Trade, Health Care and Social Assistance, Accommodation and Food Services, Education and Training, and Professional, Scientific and Technical Services

79.9%

of Waverley properties are connected to the internet

Sources: ABS Census 2016, Economy.Id, Australian Business Registry Data

Our vision from the *Waverley Community Strategic Plan 2018-2029* is:

**“Waverley: connecting the city and the sea.
A welcoming and cohesive community that
celebrates and enhances our spectacular
coastline, vibrant places, and rich cultural
heritage.”**





















Based on our community vision developed through the Community Strategic Plan, this Local Strategic Planning Statement responds to the current Eastern City District Plan as follows:

Waverley forms an important scenic and cultural element of the Eastern Harbour City, being the most direct connection from the CBD to Sydney’s spectacular coastline. Waverley supports the vision in the Region Plan as it applies to Waverley, as this vision involves mainly improvements to infrastructure to support an already very densely populated area of Sydney. Ageing infrastructure, demands on public transport, and housing affordability are key issues that Waverley faces. Climatic challenges such as increased storm events and hot days will place additional strain on infrastructure and services. Similar to many other areas of Sydney, Waverley has an ageing population and will need to ensure adequate housing options and services are provided through the LGA to support our communities to age in place.

The Eastern City District is an established area rich with cultural heritage, world class educational institutions, and easy access to the global marketplace with the CBD and airport within 30 minutes. Residents and visitors have a range of lifestyle, entertainment and employment choices available to them. Waverley Council is generally supportive of the Region Plan vision for the Eastern Harbour City, which is to improve connectivity and accessibility to the assets and opportunities within the District, and to enhance and celebrate our diverse and colourful City. Waverley Council has a collaborative working relationship with our neighbouring councils, and through shared strategies we are leading the way in sustainability initiatives and environmental management programs.

Waverley supports healthy lifestyles by an iconic and spectacular coastline, and is easily connected to the extensive range of employment, education and entertainment opportunities that the Eastern City District has to offer. A constellation of lively villages is surrounded by world class open-spaces and recreation facilities, leafy vibrant neighbourhoods with character-filled streets, and access to stunning scenic views. Active transport (walking and cycling) is encouraged and supported with quality separated bike lanes and footpaths, and efficient public transport options to connect the community further afield.

KEY

 Economic Corridor	 Train Line	 Green Grid Priority Corridor
 Metropolitan Centre	 Ferry	 Coastal Walk
 Bondi Junction Strategic Centre	 Future Metro	 Key Regional Open Space
 Health & Education Precinct	 Light Rail	 Sydney Trade Gateways
 Strategic Centre	 Road Visionary	 Placemaking Initiatives
 Centre	 Motorway	 Improve Local Connections
 Urban Renewal Area	 Committed Motorway	



Waverley will contribute to the Eastern City District with vibrant and sustainable places that provide opportunities for a prosperous and diverse local economy, a protected and celebrated stunning natural environment and rich cultural heritage, and a range of housing to accommodate our whole community. Waverley will continue to offer an attractive lifestyle by world-class beaches and recreation facilities, and a convenient trip to all that the Eastern Harbour City has to offer.



















Council will:

- Maintain Bondi Junction's role as the key Strategic Centre in the eastern suburbs. We will:
 - protect and grow the provision of floor space for employment
 - support opportunities for entertainment and culture
 - work with stakeholders to transform the strategic centre into a low-carbon high-performance precinct
 - support knowledge-intensive jobs and health-related industries
 - upgrade the Bondi Junction Transport Interchange
 - improve transport accessibility to and from key destinations
- Work with State Agencies and private operators to deliver improved public transport to and from the Waverley area, as well as within the LGA
- Preserve our water resources and ensure our coasts and beaches are clean
- Recognise and celebrate Waverley's unique place in the contemporary Australian cultural landscape
- Increase access to high-quality open space and recreation facilities
- Maintain and grow high-quality social infrastructure such as schools, hospitals, aged care facilities and community spaces
- Ensure a range of adaptable and well-designed housing types are provided
- Manage visitation sustainably to protect our natural and built environment and amenity
- Improve the environmental performance of the built environment to achieve Council's ambitious environmental targets
- Protect and grow our areas of biodiversity and natural habitat
- Ensure our assets and urban environment are fit for purpose and well adapted to a changing climate now and into the future
- Optimise the consumption of energy, water and building materials through improved urban design and development outcomes, both in Council's buildings and private property
- Support Waverley's contribution to the knowledge and innovation economy
- Grow our tree canopy and reduce the impact of the urban heat island effect
- Work with a range of stakeholders to ensure our city infrastructure will meet future demands
- Protect and encourage shops and services in village centres that satisfy demand
- Maintain and upgrade key cultural infrastructure
- Sustainably manage Council's assets and public domain infrastructure
- Form a strong working relationship with the local Aboriginal community
- Ensure that developments are well designed and contribute to local needs and expectations

Key Moves

- 1 Improve connections from Bondi Beach to Bondi Junction, and onward to the CBD
- 2 Encourage increased travel via ferry and improve connections along Curlew Street and O'Sullivan Road to reduce load on buses between Bondi Beach and Bondi Junction
- 3 Improve connections to Randwick Health & Education Precinct
- 4 Ensure beaches and coastline are pristine and visitation is sustainable by working with community and key stakeholders
- 5 Upgrade Bondi Pavilion and Boot Factory to provide fit-for-purpose cultural infrastructure
- 6 Prioritise and deliver urban greening in key centres to increase amenity and reduce the Urban Heat Island effect, and grow the urban canopy across the LGA
- 7 Deliver the Sydney Coastal Walk by working with neighbouring councils
- 8 Protect and grow employment floorspace in Bondi Junction Strategic Centre, and support connections with neighbouring centres
- 9 Implement the Bondi Junction Sustainable Precinct Plan by working with key stakeholders
- 10 Deliver precinct-based waste, energy and water outcomes in key centres by working with key stakeholders
- 11 Roll out placemaking initiatives to improve key corridors of Bondi Road, Bronte Road/Macpherson Street, and Old South Head Road
- 12 Deliver a principal bicycle network
- 13 Work with neighbouring councils and NSW Government to investigate a SEPP to protect the heritage qualities of Centennial Parklands.

KEY

-  Economic Corridor
-  Bondi Junction Strategic Centre
-  Village Centre
-  Knowledge and Innovation Hub
-  Bondi Pavilion Cultural Hub
-  Pristine Beaches and Coastline
-  Bondi Sewage Treatment Plan
-  Coastal Walk
-  Placemaking initiatives along key corridors
-  Improve Links between key centres
-  Principal bicycle network
-  Priority Green Grid Link
-  Proposed Green Grid Link
-  Improve Public Transport Links
-  Public Open Space
-  Private Open Space
-  Encourage Increased Travel
-  Urban Greening Priority Area
-  Investigate Centennial Park SEPP



Significant community engagement was undertaken in the preparation of the *Waverley Community Strategic Plan 2018-2029*, which has been used to inform the preparation of this document. Community feedback illuminates a number of key issues and challenges outlined below.

KEY ISSUES

Key issues raised include the desire for:

- Increased public transport and improved infrastructure for cycling.
- Beaches, parks and public spaces to be protected from development encroachment, to be well maintained, and the litter generated by the very high visitation rates to be effectively managed.
- A holistic approach to the management of biodiversity, green space, and adaptation and resilience to climate change.
- Improved management and minimisation of recycling and waste.
- Increased urban tree canopy and vegetation.
- Increased open space, or to better preserve and manage existing open spaces.
- Council to be progressive in its application of communication technologies.
- Additional public schools in the Eastern Suburbs, particularly a secondary school.
- A diverse and thriving local economy that is less reliant on tourism.
- A diversified evening economy, including a range of evening dining options.
- More social and affordable housing.
- Continuing the library's important role in supporting the community and business by offering a range of services, and remaining relevant to the information economy.
- Increased clarity around the planning framework and development approval system.
- Provide more space for community uses and events.
- Increased night time dining options in centres.
- Upgrade of recreation facilities, and increased availability of venues for events.

CHALLENGES

Challenges that our area faces include:

- Perceived overdevelopment, particularly high-rise development. This relates primarily to traffic congestion, impacts on heritage properties, loss of open space, poor quality urban spaces, and the pressure of increasing population density.
- Housing affordability, specifically a desire for young people who have grown up in the area to be able to afford to continue to live in Waverley.
- The loss of existing low cost housing being lost to development pressures.
- The impact of short term rental accommodation, and the impact of tourists and visitors, on the availability of rental housing.
- Tension between the provision of more off-street car parking and the impact of this on congestion.
- Concern for the heritage value of buildings and infrastructure to be preserved and managed.
- Impacts of noise from hotels, backpacker accommodation and boarding houses on surrounding residential amenity.
- Concern about safety and antisocial behaviour in public areas at night, particularly in summer.
- The lack of available land, and the prohibitive cost of land, to be able to provide additional open space or recreation facilities.
- Concern about the role that Council is expected to play in accommodating projected Sydney-wide population growth and employment targets, and potential benefits that might accrue to constituents from development.
- Competing market pressures for residential development have led to loss of commercial floor space in centres, particularly Bondi Junction Strategic Centre.
- There are community concerns about how tourism is managed.

THEMES AND PLANNING PRIORITIES



INFRASTRUCTURE AND COLLABORATION

A COLLABORATIVE CITY

- This Direction is supported through each of the Planning Priorities outlined on this page

A CITY SUPPORTED BY INFRASTRUCTURE

1. Deliver public and active transport projects to achieve the 30 minute city
2. Facilitate urban design that optimises transport, freight and parking
3. Digitally manage infrastructure to ensure it is efficient, fit for purpose, and well maintained
4. Ensure the community is well serviced by crucial social and cultural infrastructure



PRODUCTIVITY

A WELL CONNECTED CITY

9. Support and grow Waverley's local economy with a focus on wellbeing, knowledge and innovation
10. Manage visitation sustainably to protect local amenity and enhance Waverley's natural and built environment

JOBS AND SKILLS FOR THE CITY

11. Facilitate Bondi Junction as a lively and engaging strategic centre with a mix of employment, entertainment and housing options



IMPLEMENTATION

IMPLEMENTATION

17. Provide transparency in the Planning Process



LIVEABILITY

A CITY FOR PEOPLE

5. Increase the sense of wellbeing in our urban environment

HOUSING THE CITY

6. Facilitate a range of housing opportunities in the right places to support and retain a diverse community

A CITY OF GREAT PLACES

7. Recognise and celebrate Waverley's unique place in the Australian contemporary cultural landscape
8. Connect people to inspiring and vibrant places, and provide easy access to shops, services, and public transport



SUSTAINABILITY

A CITY IN ITS LANDSCAPE

12. Conserve our water resources and protect our coasts and beaches
13. Protect and grow our areas of biodiversity and connect people to nature

AN EFFICIENT CITY

14. Achieve net zero carbon emissions in the built environment
15. Achieve zero waste in the built environment

A RESILIENT CITY

16. Plan for and manage our assets and urban environment, and grow our community to adapt and be resilient to a changing climate

Managing Change

Very little change is required to Waverley's current planning controls to accommodate our future housing needs, as additional housing can be largely accommodated through infill development. Waverley has prepared a Local Housing Strategy that outlines this position in greater detail. Waverley's Village Centres Strategy demonstrates that our centres are vibrant and have a strong existing character that should be maintained and enhanced.

Our key focus areas moving forwards are to increase the sustainability of our centres and residential areas, to improve public and active transport options within our area, to improve the amenity in these areas for people and our wildlife, and to ensure that people have opportunities to access employment within 30 minutes from their home.

Waverley has a job target for Bondi Junction, which will require changes to the planning controls to achieve. Increased job capacity throughout the LGA can be achieved through:

- a minimum non-residential FSR throughout Bondi Junction
- increased employment floorspace ratios across all village centres.

Council has already submitted the *Bondi Junction Strategic Centre Protecting and Promoting Commercial Floorspace Planning Proposal* which seeks to implement a minimum non-residential FSR throughout Bondi Junction Strategic Centre.

Waverley is an area that has easy access to great places, a range of employment opportunities, and goods and services, and is close to spectacular beaches, open space and recreation facilities. As Waverley is such an attractive place to live and work, there will always be pressure to redevelop areas, which will continue to come to Council for assessment in the form of Planning Proposals that seek to change the development controls or provisions for potential sites. To provide transparency in how Council will assess these Proposals, these pages document the local principles that will be applied in all assessments.

Planning Proposals

Waverley is required by planning legislation to accept and assess Planning Proposals from land owners and proponents seeking changes to the planning controls. The LEP has been developed with the community and it represents their view on how the area should develop. Therefore Planning Proposals are more likely to be supported in circumstances where there is a demonstrable public benefit that wouldn't have been delivered under the existing controls. In some cases, these Planning Proposals may have merit and contribute to targets by increasing capacity through a change in building height or permissible floor space on the site, particularly where the proposal is for a strategically valuable use and there is a desirable public and urban design outcome. Any changes to the planning controls should enable an acceptable built form that responds to its surrounding context and achieves a strategic aim.

Planning Proposals can create public benefits such as publicly accessible open space, social and cultural spaces, significant tree canopy, affordable rental housing and other identified infrastructure needs. Planning proposals that simply seek additional residential density above the current controls will have challenges in demonstrating their strategic merit, as they are not necessary to achieve the housing targets and the planning priorities of this Local Strategic Planning Statement.

However to encourage the provision of employment floorspace, Planning Proposals that are for commercial uses only will be exempt from these principles.

Planning Proposals for additional development capacity through 'spot rezoning' must have strategic merit and site-specific merit. The following 'principles for change' (Figure 6) provide a local merits test to guide the Council and Local Planning Panel in the consideration of, and consistent decision-making about, planning proposals in the local area. Planning Proposals will need to address the principles for change in accordance with section 3.33 of the *Environmental Planning & Assessment Act 1979*.

The principles do not aim to replace the merits test included in the NSW Department of Planning, Industry and Environment's *Guide to Preparing Local Environmental Plans*, rather they support and complement it with local considerations.

Principles for change

Figure 6 - Principles for Change

The local strategic principles for change are:

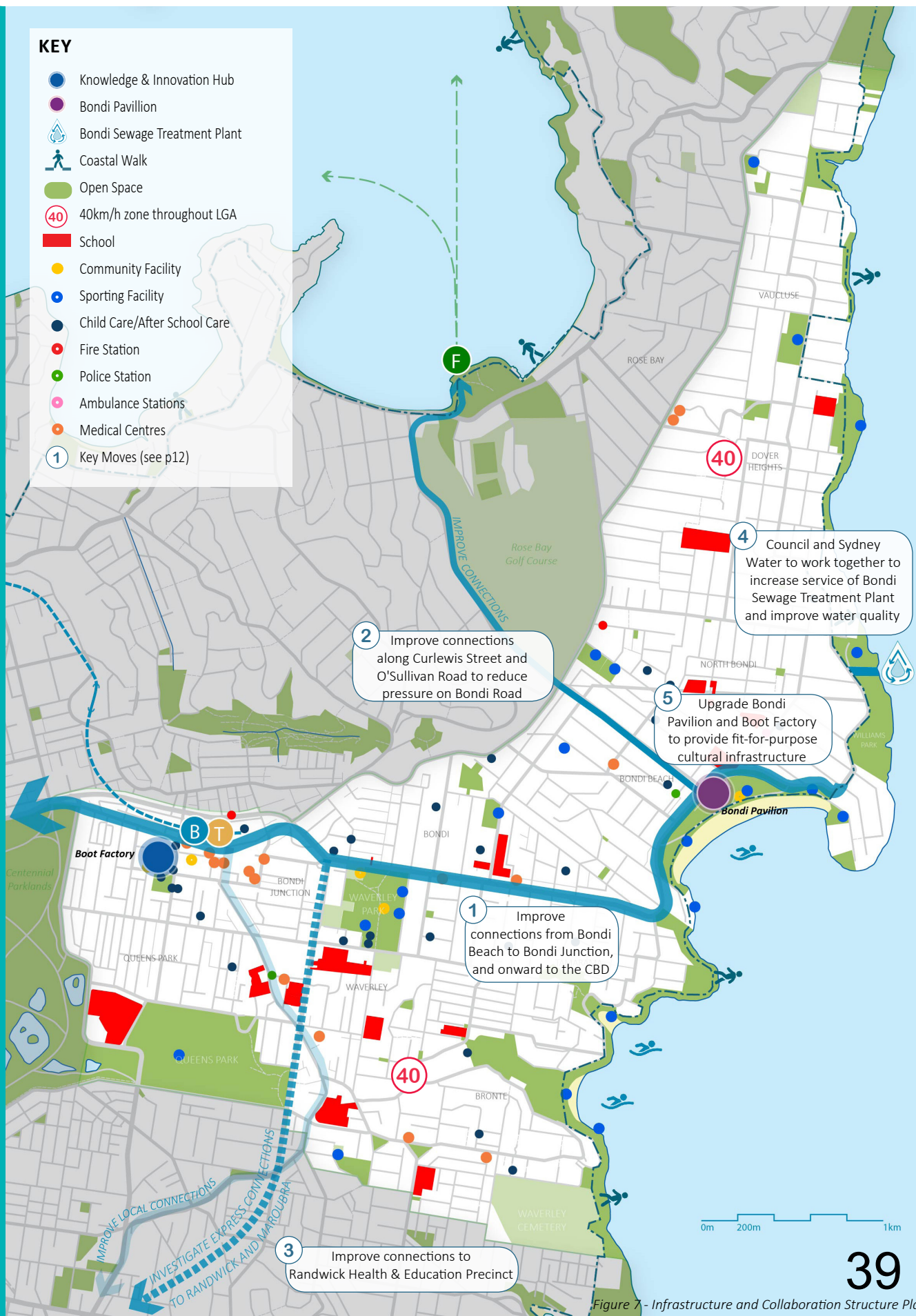
- Proposals should be consistent with the Greater Sydney Region Plan and Eastern City District Plan.
- Proposals for sites in Bondi Junction Strategic Centre should be consistent with the objectives for the centre in the Eastern City District Plan and in this Local Strategic Planning Statement.
- Proposals should be consistent with the relevant directions, objectives and actions of the Waverley Community Strategic Plan.
- Aims of the Waverley Local Environmental Plan.
- Proposals should be consistent with the relevant liveability, productivity, infrastructure and sustainability priorities, objectives and actions in this Local Strategic Planning Statement.
- Proposals should be consistent with the relevant priorities, objectives and actions of Waverley's Local Housing Strategy, Village Centres Strategy and Local Character Statements.
- Proposals should support the strategic objectives in Council's adopted strategies and action plans.
- Proposals should not compromise non-residential development to meet employment targets for Bondi Junction Strategic Centre.
- Proposals which seek to respond to a significant investment in infrastructure should be considered in a wider strategic context with other sites. This may include, but is not limited to, consideration of other infrastructure demand and provision, appropriate distribution of development potential across an area, value capture for public benefit and infrastructure delivery, and the orderly sequencing of development.
- Proposals should give consideration to strategically valuable land uses that are under-provided by the market, such as but not limited to hotels, cultural space (including performance and production space), medical and health-related uses, education uses and childcare centres, and urban services such as mechanics and bulky goods retailers, and have regard to the appropriateness of the use for the context.

The local site-specific principles for change are:

- Proposals should locate development within reasonable walking distance of public transport that has capacity (assuming development capacity will be delivered) and is frequent and reliable.
- Proposals should meet high sustainability standards, improve urban resilience, and mitigate negative externalities. Proposals for an increase of 15% or above to the existing floor space ratio can satisfy these high standards by committing all development on the subject site to achieve a 5+ Green Star rating with the Green Building Council of Australia, or a Core Green Building Certification or Zero Carbon Certification with the Living Futures Institute of Australia.
- Proposals should include an amount and type of non-residential floor space appropriate to the site's strategic location and proximity to, or location within, a centre or activity street.
- Proposals should create demonstrable public benefit.
- Proposals should be supported by an infrastructure assessment and demonstrate any demand for infrastructure generated can be satisfied, assuming existing development capacity in the area will be delivered.
- Proposals should make a positive contribution to the built environment and result in an overall better urban design outcome than existing planning controls.
- Proposals should result in high amenity for occupants or users.
- Proposals should optimise the provision and improvement of public space and public connections.



INFRASTRUCTURE AND COLLABORATION



Waverley has state-of-the-art infrastructure that is fit for purpose, well connected, sustainably managed, locally responsive, and supports our vibrant community, and visitors.

Our Infrastructure Vision for 2036

Waverley is well supported by world-class social and cultural infrastructure and is well serviced by user-focused integrated transport options. Waverley Council is a leader in sustainable asset management and procurement, and our local infrastructure is designed to be connected, adaptive and resilient in a changing climate.

The community has access to renewable energy sources via solar or community microgrids, and works together to minimise the collective impact of waste and resource consumption.

The Context Now

Waverley has the highest population densities in Australia, after the City of Sydney. This is, and should continue to be, supported by high frequency public transport, and quality walking and cycling infrastructure.

In addition to key transport infrastructure, our area has important social and cultural infrastructure that supports our community, as well as visitors. This includes facilities for events, health and community services, and childcare facilities.

As Waverley's population is increasing, it is crucial that these key services, facilities and transport connections are maintained and continue to keep up with changing demands.

Waverley has a much higher mode share of walking, cycling and public transport than Greater Sydney. Only half of all trips in Waverley are made by car, compared to two-thirds in the rest of Sydney. A third of all our trips are on foot.

Waverley's streetscapes are finegrained with a variety of local villages and neighbourhoods, making it appealing and convenient to walk.

Public transport is also well utilised with bus routes crossing throughout the Waverley area and beyond. The Bondi Junction bus and rail interchange accommodates 86,500 passengers a day, totalling 30 million passengers a year. Nine out of ten residents have said they would consider switching car travel to other transport if more options were available.

To help improve safety in the Waverley area, and to encourage increased active transport, Council is gradually changing the speed limit across the LGA to 40km/h.



Figure 8 - Seating at Bondi Beach



Figure 9 - Waverley Library



Figure 10 - The Boot Factory

This direction is supported through each of the Planning Priorities

A city that functions effectively and efficiently relies heavily on collaboration across a number of different agencies. Waverley Council has a number of working relationships which serve the community including working collaboratively with neighbouring councils on urban planning policy, environmental management and sustainability.

A number of our key initiatives involve collaboration between Council, State agencies, community groups, private landowners, and other stakeholders. An example is the Building Futures program that involves improving the environmental performance of strata residential buildings across the LGA. Other initiatives that are led by Council's Sustainability team often involve the team working with a range of stakeholders to achieve improved outcomes for our community and environment.

Council is also looking for ways to better engage with the community, and has prepared a Community Engagement Strategy to inform the community about ways to engage with Council on various projects. In addition, to help improve the transparency of the planning system, Council has prepared a Community Participation Plan to outline ways to engage with Council specifically around planning issues.

As collaboration is a requirement to achieving many contemporary urban outcomes, the actions associated with this Direction are allocated to the relevant Planning Priority.

For many issues which have regional impact, Council is collaborating with both Woollahra and Randwick Councils. These projects include working collaboratively with:

- Woollahra and Randwick Councils, and TfNSW to deliver a co-designed principal bicycle network.
- Woollahra Council in preparing the Village Centres Strategy (VCS) for the shared centres along Old South Head Road.
- Woollahra and Randwick Councils to prepare a regional approach and solutions to Affordable Housing.
- Woollahra and Randwick Councils to prepare a joint Open Ocean Coastal Management Program under the Coastal Management Act 2016.
- Neighbouring councils to investigate potential locations for a new public high school to service the Eastern Suburbs.

Throughout the LSPS, there are a number of Planning Priorities and Actions which require significant input from and collaboration with state agencies to achieve. These include working with:

- TfNSW to deliver the City-Serving Transit Corridors.
- TfNSW, Sydney Trains and private landowners to deliver upgrades to the Bondi Junction Transport Interchange.
- Department of Education to investigate potential locations for a new public high school to service the Eastern Suburbs.
- Department of Planning, Industry and Environment to deliver a mechanism to implement increased environmental targets.



Figure 11 - Macpherson Street Neighbourhood Centre

PLANNING PRIORITY 1

Deliver public and active transport projects to achieve the 30-minute city

This Planning Priority gives effect to

Greater Sydney Region Plan

D1: A city supported by infrastructure

D2: A collaborative city

Eastern City District Plan

E1: Planning for a city supported by infrastructure

E2: Working through collaboration

Other relevant Council Policies, Plans and Studies

Waverley's People, Movement and Places
Waverley Bike Plan

Waverley LGA is supported by its network of transport, social and cultural infrastructure ranging in quality from ageing to state-of-the-art. With our large population of residents, workers and visitors, it is crucial that this key infrastructure is adequately resourced and managed to support the efficient working of our area.

Bondi Junction Transport Interchange accommodates 86,500 passengers a day or 30 million a year. The Interchange is poorly designed, difficult to access and navigate and dangerous for pedestrians. In 2018, on average 13,000 commuters in the morning depart Bondi Junction Station to travel into the city, and 5,700 arrive to work in Bondi Junction or travel onward to the beaches or other destinations. The bus network moving through the Interchange sees a patronage of 17,740 passengers in the 3 hour morning peak. From the Bondi Junction Transport Interchange, bus routes connect to key destinations across the Eastern District including Randwick Health and Education Precinct, Sydney's Eastern Beaches, Sydney Airport, Eastgardens-Maroubra Strategic Centre, and Burwood. Recent changes saw some

pressures on key bus routes softened after an increase in services. Route 333 which connects the Sydney CBD with Bondi Beach is scheduled to depart every 3 minutes in peak times, every 6 minutes outside of peak or every 10 minutes through the night. Traffic constraints and overcrowding at peak travel periods continue to cause significant delays and wait times for passengers.

Our area is well serviced by a number of libraries, community centres and hospitals including Prince of Wales, St Vincent's, Bondi Junction and the War Memorial Hospitals, as well as a concentration of health related businesses and services located in the Bondi Junction Strategic Centre. In addition to this social and cultural infrastructure, our area has access to a number of world-class open spaces, or 'green infrastructure,' that allow people to both connect with nature, enjoy active and passive recreation activities, and to support healthier lifestyles. Green infrastructure is discussed further in Planning Priority 5.

With recent population growth across Sydney, and more locally in Bondi Junction, it is important that Council continues to monitor and manage the capacity and quality of our infrastructure to ensure that our community is well serviced and supported.

The 30 minute city

The 30 minute city is a driving force behind the three cities vision developed by the NSW Government for Greater Sydney. It describes 'three cities where most residents live within 30 minutes of their jobs, education and health facilities, services and great places' (Region Plan). Waverley Council is supportive of this vision as it aligns with our own adopted integrated transport plan, *Waverley's People, Movement and Places* (PMP). Both plans encompass a vision for how we travel that prioritises people, is sustainable and encourages public transport, and supports better places and local planning.

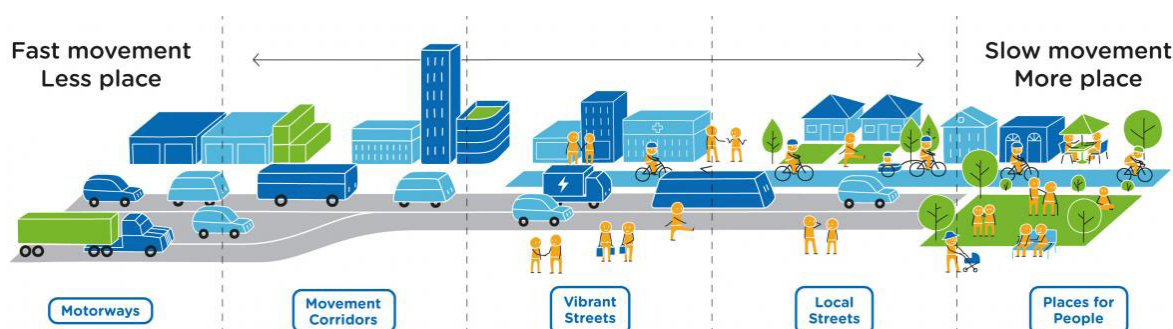


Figure 12 - Movement and Place Framework, TfNSW

PMP puts people at the centre of how we plan for transport and places by setting a clear hierarchy that puts people first as pedestrians and cyclists, then public transport and places private vehicles last. This hierarchy has already informed changes to our planning controls and policies informing Council's public domain works. The PMP outlines 12 signature projects for Council to focus funding, advocacy and delivery on, which will help Waverley to deliver the 30 minute city for residents, workers and visitors alike. Council's vision to support the 30 minute city also includes collaborating with state agencies to improve bus services and connectivity between centres including along Bondi Road, Old South Head Road, Carrington Road, and between Bondi Beach and Rose Bay.

Whilst Bondi Junction Strategic Centre is currently accessible from everywhere in Waverley within 30 minutes at peak times, routes 380 and 333 can often take up to 30 minutes to travel from Bondi Beach to Bondi Junction along the congested Bondi Road.

For the vision of the 30 minute city to truly be achieved, Council needs to collaborate with state agencies to deliver structural and service changes and more residents to mode shift to public transport to reduce congestion between major destinations and the Interchange, so that passengers can more efficiently travel onwards to the Sydney CBD. Waverley residents already drive much less than average, with only half of our trips made by car compared to two-thirds for Greater Sydney.

Council has four key major roads that are frequently congested, and cause both air and noise pollution to the surrounding areas. These are Old South Head

Road, Bondi Road, Bronte Road and Carrington Road. Whilst these corridors are great transit connectors within our area, they can be at times unpleasant places for people.

Council is working with the NSW Government to improve the amenity and safety along these key corridors. Each corridor is comprised of a mix of Movement Corridor and Vibrant Street as per the Movement and Place Framework set out by the NSW Government (see Figure 12).

To assist in reducing traffic loads, Council will also endeavour to work with key institutions to encourage flexible work or study hours.

Bondi Junction Transport Interchange

Nearly half of the journeys to work in Bondi Junction are made by bus or train. If we are to encourage increased patronage of the Interchange, then improvements to the safety, wayfinding and accessibility are required. One of the important signature projects from the PMP is the major upgrade of the Bondi Junction Transport Interchange. This project involves collaboration with a number of state agencies and land owners to deliver an improved design that safely and clearly links passengers directly to Oxford Street mall, and improves safety for commuters on the roads around the Interchange.

Increasing the accessibility and patronage of Bondi Junction Transport Interchange is crucial to reducing the current congestion and minimising ongoing congestion within Bondi Junction and in surrounding areas such as Queens Park.



Figure 13 - Artist impression of improved access to Bondi Junction bus/rail Interchange. Impression is indicative only.

Figure 14 - Bondi Road City-Serving Corridor



City-Serving Corridors

Waverley Council has identified two key City-Serving Corridors - Bondi Road and Randwick to Bondi Junction - that require urgent attention to address congestion, particularly for the purposes of being able to facilitate the movement of buses along these corridors. Council is working with the NSW Government to address the congestion issues, and to find solutions which might involve changing the road conditions to improve the efficiency of bus travel along these corridors. This will require a balance between ensuring the commercial viability of retail, improving pedestrian amenity, and the need to increase public transport accessibility.

To impact change along these corridors will require mode shifts from private vehicle to public or active transport, which is continuously becoming a more desirable choice with on-demand buses from home to Bondi Junction or Rose Bay Ferry Terminal, and a planned network of separated cycleways.

Randwick to Bondi Junction City-serving Corridor

There are two main routes between Bondi Junction and Randwick: Bronte Road and Carrington Road. The winding Bronte Road is currently the main route along which most bus services travel, and has a number of stops in key centres such as Bronte Road (in Bondi Junction) and Charing Cross before arriving in Randwick. The current situation of car parking, bus stops, and congestion along Bronte Road significantly impacts upon the amenity of both of these centres.

Carrington Road more directly connects Bondi Junction to Randwick, and circumnavigates the two village centres. This road is a 'Movement Corridor' under the TfNSW Movement and Place Framework. As a longer term vision, the investigation of shifting traffic onto Carrington Road and away from Bronte Road would ideally improve conditions along Bronte Road for optimised public transport and active transport movement. The 400 bus route which currently services these areas is the busiest bus route in Sydney. These changes would support Bronte Road to have better public transport capacity and remain a 'Vibrant Street'.

Bondi Road City-Serving Corridor

Bondi Road corridor is a major destination in its own right and is investigated as part of the Village Centres Strategy. The current service level of 17 buses per hour (every 3.5 minutes) is not considered high frequency by international standards. Changes to the traffic signals could potentially increase service levels to 40 buses an hour. Bus prioritisation along this route is key to improving accessibility to Bondi Beach. In the immediate future a move towards managed traffic lanes (part time bus lanes) would be beneficial. A longer term solution such as a Bus Rapid Transit system implemented by the NSW Government would serve a greater number of passengers. For this to be a successful solution 50% of car based commuters would also need to mode shift to public transport. This road is a 'Vibrant Place' under the Movement and Place Framework.

Cycle Ways

To encourage sustainability and healthy living Council will support active transport (walking and cycling) through providing increased end-of-trip facilities, safe cycle routes, and improved wayfinding between key public transport nodes and a passenger's final destination otherwise known as the 'last-mile'. The PMP also outlines a demand for an increase in bicycle parking bays at the Interchange, which would help to increase the catchment area of the Interchange. TfNSW have also begun to trial on-demand bus services to help link areas of the LGA that are less well serviced by public transport to either the Rose Bay Ferry Terminal or to the Interchange.

The NSW Government has prepared the Principal Bicycle Network, to coordinate the delivery of bike lanes across Greater Sydney, to ensure that routes across Council boundaries align and create the most direct path of travel.

Council is working with neighbouring councils and state agencies to deliver an improved cycle network which will better connect our area to the Sydney CBD and other key destinations via safe routes. This includes a number of separated cycleways:

- Throughout Bondi Junction
- Darley Road
- Curlewis Street to Rose Bay
- Old South Head Road to Bondi Junction
- Henrietta Street
- Bondi Junction to Centennial Parklands along Moore Park Road

Policy Spotlight

Waverley's People, Movement and Places

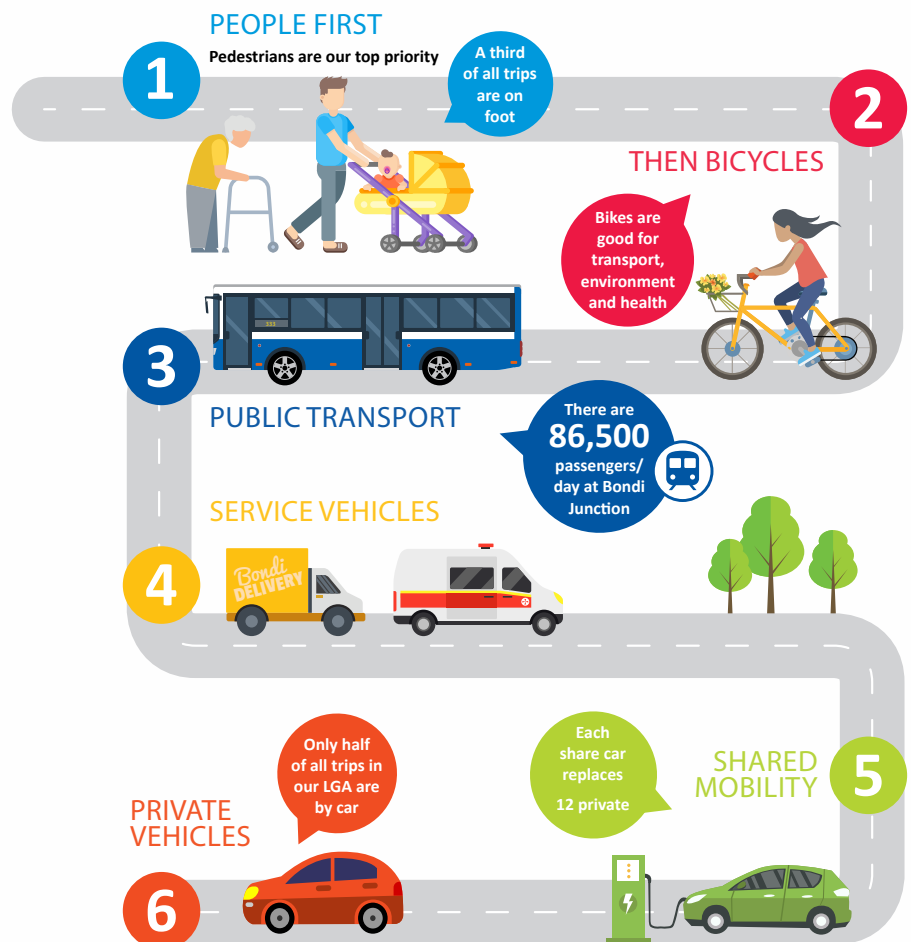
Waverley's People, Movement and Places (PMP) is Council's strategic transport strategy that outlines 12 Priority Projects to improve transport around the Waverley area. These Priority Projects are outlined in more detail in the PMP document available on Council's website.

The basis of the strategy is that Council has identified a transport hierarchy, which puts people first, and private vehicles last, to improve street and place design, as well as encourage people to use active (walking and cycling) or public transport for trips around the LGA.

The PMP has already influenced our development controls with a zero minimum car parking rate, and a reduced maximum car parking rate. If a development is providing car parking, we also require that electric vehicle charging facilities be included in the car parking area, to support the transition to electric vehicles.

Other actions and a number of the Priority Projects are already underway.

Figure 15 - People, Movement and Places Hierarchy



Potential Principal Bicycle Network

Figure 16 - Potential Principal Bicycle Network



Public Transport Routes

Figure 17 - Public Transport



Planning Principles

- Collaborate with State Transit Agencies and relevant stakeholders to deliver outcomes
- Improve public and active transport connections between centres
- Implement Priority Projects from Waverley's People, Movement and Places integrated transport strategy
- Encourage mode-shift from private vehicles to active and public transport to decrease congestion
- Encourage larger organisations to allow flexible work or study hours to reduce peak hour congestion

Actions	Timing	Action	Agency
1 Work with the NSW Government and private landowners to deliver upgrades to the Bondi Junction Transport Interchange, including public artworks and amenity improvements.	M L	Project	W S P
2 Work with the NSW Government and private landowners to allow the reinstatement of the direct access tunnel between the station and Oxford Street Mall	M L	Project	W S P
3 Investigate and report on traffic and public transport improvement options for Bondi Road and Carrington Road City Serving Transport Corridors and Curlewis Street corridor	S M	Project	W S
4 Work with the NSW Government to deliver a co-designed principal bicycle network, including separated cycleways	M O	Project	W S C
5 Work with the NSW Government to implement the transport hierarchy from <i>Waverley's People, Movement and Places</i> to prioritise pedestrians and cyclists followed by public transport, and have regard to the Place and Movement framework prepared by TfNSW	S O	Project	W S
6 Identify key projects and opportunities to optimise public and active transport connections and accessibility between centres	M	Project	W S
7 Ensure any changes to development controls are aligned to and delivered with NSW Government transport plans and projects	S M	Plan	W S
8 Encourage more people in the community to travel by active transport, and promote new and flexible ways of working to improve the performance of the transport and road network	O	Project	W C
9 Improve walkability throughout Waverley with a 'walking strategy' that identifies key walking routes with greater amenity, and prioritise public domain upgrades and canopy tree planting to these routes	S	Plan	W
10 Ensure land that provides critical transport infrastructure can continue to support efficient public transport services	S	Plan	W
11 Work with NSW Government to support and implement travel behaviour change programs to help manage demand on the transport network, including by requiring new developments and businesses operating in key precincts to develop and implement green travel plans to encourage the use of sustainable transport choices.	S O	Project	W S
12 Review infrastructure contributions and other funding mechanisms to ensure that development contributes to the funding of new and upgraded critical infrastructure including stormwater, sewage treatment, and the undergrounding of powerlines	S	Plan	W

PLANNING PRIORITY 2

Facilitate urban design that optimises transport, freight and parking

This Planning Priority gives effect to Greater Sydney Region Plan

D1: A city supported by infrastructure
D2: A collaborative city

Eastern City District Plan

E1: Planning for a city supported by infrastructure
E2: Working through collaboration

Other relevant Council Policies, Plans and Studies

Waverley's People, Movement and Places
Smart City Transport and Parking Initiative

Changes in private transport, freight and logistics

Major transformations are taking place across the world in the way we travel and live. From increasing popularity of electric, hybrid and hydrogen fuel cell vehicles (EVs), to car share service providers such as GoGet and Car Next Door, and ride-share providers such as Uber, eBike and eScooters, the way people are choosing to move around Waverley is changing. In addition, more and more people are choosing to purchase goods and groceries online, which requires increased movements of delivery vehicles in both centres and neighbourhood streets, which can lead to unsafe traffic conditions and increased congestion.

Waverley is leading in the management of these changes by taking action to prepare for and accelerate the adoption of EV technologies, and to better manage our kerbside to reduce conflict and congestion in our centres. Council aims to encourage people to mode shift from privately owned vehicles and single-occupant trips, towards more environmentally sustainable ride-sharing, active travel and a shared vehicle economy.

Electric, hybrid and shared vehicles

Council has already implemented some changes in the requirements for developments to include car share spaces to minimise private vehicle ownership, and charging points for EVs. As part of the Regional Environment Program, initiatives to further support public charging points for EVs are underway, with the vision for all key centres and public places to have access to a charging point.

Freight and servicing delivery

Freight and servicing delivery and loading in the 'last-mile' is a key issue that Waverley Council faces with regard to street safety and congestion. Council will investigate options for freight terminals in larger centres and delivery of goods from these terminals via bicycle/motorbike, and encourage more recipients to collect their goods directly from these terminals rather than home delivery. Other considerations may include how developments in centres may provide space for deliveries, the siting of loading docks, and how more freight movements can take place outside of peak hours. For busier neighbourhood streets, additional loading zones may be investigated to reduce conflict of vehicles.

Smart City Transport and Parking

Council is currently planning for changing transport patterns through the 'Smart City Transport and Parking' project. Waverley Council, in partnership with TfNSW, University of NSW, and private transport operators, will build and test integrated mobility data to improve customers' user experience; manage kerbside allocation in congested areas; and integrate transport options and coordinate the growing number of transport providers. Transport modes include private vehicles, public transport, ride share, and share bikes and scooters. By providing leadership and data, Council can encourage an accessible alternative to a private car journey and can have a positive impact upon road congestion, safety and parking constraints.



Figure 18 - Electric Vehicles

Planning Principles

- Collaborate with stakeholders to increase and facilitate 'last mile' transport options
- Encourage mode-shift from private vehicles to active and public transport to decrease congestion
- Facilitate safe and efficient freight delivery, particularly within centres
- Prioritise pedestrian and cyclist safety when planning for freight delivery
- Minimise land use and amenity conflicts of freight

Actions	Timing	Action	Agency
1 Complete and implement the Smart City Transport and Parking Initiative	S O	Project	W P
2 Investigate freight delivery constraints around the LGA, and prepare a plan for increased and safe movements, particularly in centres	M	Plan	W
3 Work with the NSW Government to review viability of freight terminals or drop off zones, potential locations and compatibility to establish a framework for implementation	M	Plan	W S

Figure 19 - Freight Loading Zone



PLANNING PRIORITY 3

Digitally manage infrastructure to ensure it is efficient, fit for purpose, and well maintained

This Planning Priority gives effect to

Greater Sydney Region Plan

- D1: A city supported by infrastructure
- D2: A collaborative city

Eastern City District Plan

- E1: Planning for a city supported by infrastructure
- E2: Working through collaboration

Other relevant Council Policies, Plans and Studies

Waverley’s People, Movement and Places
Smart Waverley Strategy

Fast changing technologies around the world are opening opportunities for us to better manage and measure the way we use and manage services and infrastructure. Initiatives relating to smart technology are being implemented across Australia, in public spaces and the private domain by a range of partnerships involving community, government and private partners all with a single focus of making life easier and more connected.

As outlined in the Federal Government Smart Cities Plan (2016), smart technology for the community will lead to better utilisation of infrastructure, energy efficiency, service delivery improvements, and better benchmarking of community performance. Waverley is already in a strong position, having delivered a range of specific Smart City related projects.

Waverley Council recognises the future is increasingly digital, and is committed to meeting the needs of the community. Council has prepared the *Smart Waverley Strategy 2023* (SWS), which is designed to transition Waverley into the future of smart technology.

A Smart City relies on the integration of smart technology with our existing frameworks for management. It will represent a step forward for the entire community, creating a more seamless experience with access to information, enhanced service delivery and transparency for customers and staff, sustainability in how we manage our assets, physical improvements to public spaces, and even job growth in relation to innovation.

The strategy specifically outlines a number of actions focused on three groups of initiatives:

- 1. Initiatives that have already been delivered but require integration of systems or data.
- 2. Initiatives planned in the CSP and other adopted strategies.
- 3. New initiatives that align with a range of community needs from education and sustainability to online services and transport.

An example of how smart technology might be implemented is to use sensors or a user service to monitor household waste, and reduce the number of waste truck service movements. This would result in more efficient truck operations to reduce congestion, to minimise the consumption of fuel and the production of greenhouse gases, and help to improve the amenity of the area.

Planning Principles

- Digitally monitor assets to minimise resource usage, and optimise services and infrastructure provision
- Optimise infrastructure in centres and along strategic transport corridors

Actions	Timing	Action	Agency
1 Integrate sensor technology in sports fields and open spaces to better manage water resources	M	Project	W
2 Install smart lighting in public domain infrastructure and Council assets	M	Project	W
3 Improve Council's waste services with a waste management system that integrates public, private and illegal waste, and optimises waste collection	M O	Project	W
4 Undertake a review of Council's technical manuals and processes to ensure the public domain and roadways are designed to be resilient to a changing climate, and have design excellence	S	Plan	W
5 Investigate and implement new funding streams to deliver infrastructure	S O	Ops.	W
6 Identify barriers to decentralised utilities, and investigate opportunities for public and private partnerships	M O	Plan	W
7 Review the planning framework to find opportunities to enable and prepare for rapid changes in the urban environment created by changing technologies	S O	Plan	W

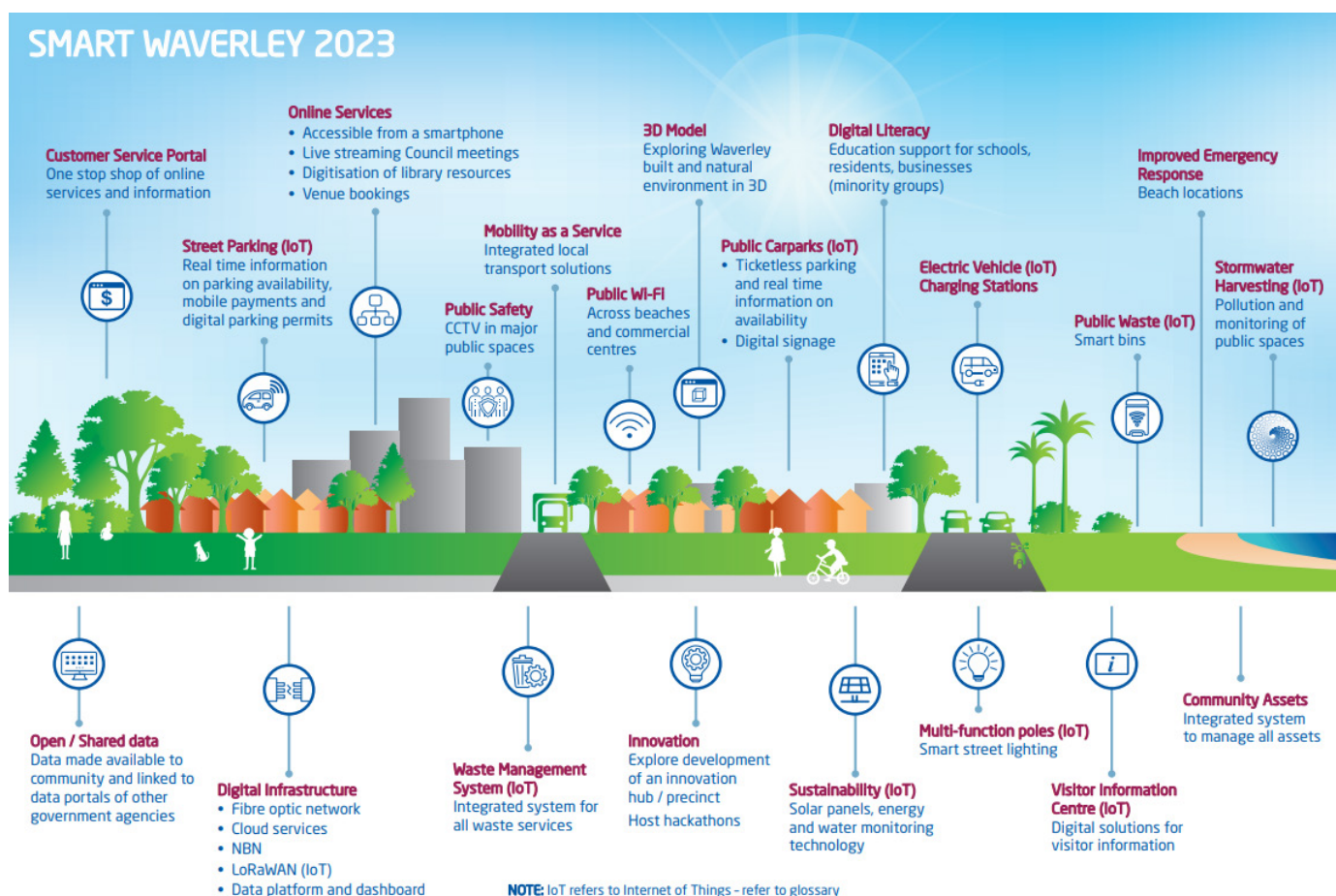


Figure 20 - Smart Waverley 2023

PLANNING PRIORITY 4

Ensure the community is well serviced by crucial social and cultural infrastructure

This Planning Priority gives effect to

Greater Sydney Region Plan

D1: A city supported by infrastructure

D3: A city for people

Eastern City District Plan

E3: Providing Services and social infrastructure to meet peoples changing needs

E4: Fostering healthy, creative, culturally rich and socially connected communities

Other relevant Council Policies, Plans and Studies

Plans of Management

Guidelines for Development

Our social and cultural infrastructure provides crucial services that support and enhance our community, such as schools, libraries, churches, community centres and halls, hospitals, and cultural facilities including the Boot Factory and the Bondi Pavilion. These spaces are important not only for the various services that they provide, but also for the accessible spaces that many of them offer to hire, to congregate and to connect.

Whilst Waverley Council provides a number of services for the community, not all of this infrastructure is owned or managed by Council. To gain an improved understanding of the current services provided, their reach and uptake, and where there is potential for improvement or to fill current service gaps, Council is preparing a Social Sustainability Strategy. The Social Sustainability Strategy will also provide input into how Council will provide for development in the right places, by identifying what infrastructure is needed and where.

Waverley has an ageing population, which places additional pressures on the existing infrastructure related to ageing in place, access to support facilities, and social wellbeing.

Community feedback indicates that older people are concerned about a significant shortfall for affordable & adaptable housing as well as appropriate facilities for seniors to support social interaction and connections with a range of locally available community services and activities

The demand for social and affordable housing options for Waverley residents continues to outstrip supply and Council is exploring options to expand affordable housing provision.

Recent population increases, particularly of families with young children have resulted in greater demand for family friendly places and spaces as well as access to a mix of educational facilities including our public schools. A growing population may require additional secondary education facilities, whether through an upgraded campus, a new facility or through satellite education hubs. Council will continue to work collaboratively with relevant stakeholders to monitor and assess emerging demand/supply patterns. Costs associated with acquiring land make development undertaken by Council prohibitive, and challenges are associated with encouraging private operators (health/seniors) to continue to operate in the area.

When Waverley Council moved to the Standard Instrument LEP, Council chose to retain all land zoned 'SP2 – Infrastructure' for the purposes of retaining these crucial pieces of infrastructure in our area. This has meant that despite increasing pressures for residential development, Council has largely been able to protect these facilities for the community. Council will seek to retain and protect existing social infrastructure uses, and will not allow the deterioration of this land to other uses preferred by the current market such as residential, or tourist and visitor accommodation.

Council is currently undertaking a number of projects involving upgrades to its community facilities including:

- Bondi Pavilion Upgrade Project – upgrade the building fabric and improve the provision of services.
- Bondi Junction Library and Library Plan.
- The Boot Factory Project, and the development of a Knowledge and Innovation Hub.
- Updates to Plans of Management.
- Open Space and Recreation Strategy.

Council currently collects development contributions to fund critical infrastructure. Council is limited in what it is able to levy off development, and will require other innovative funding sources to help deliver the range of upgrades and improvements required to adequately service our growing community.

The Open Space and Recreation Strategy identifies opportunities for sharing public infrastructure between private owners such as schools and the general public. Council will continue to identify and prioritise opportunities to co-locate related services and infrastructure.

Planning Principles

- Collaborate with NSW Government, neighbouring Councils and local community to retain and grow social infrastructure
- Collaborate to achieve adaptive approaches to sharing infrastructure
- Optimise the use of social infrastructure to support the changing needs of the community
- Protect and support Council's public and community facilities such as libraries, community centres, arts and cultural centres

Actions	Timing	Action	Agency
1 Prepare and implement the Social Sustainability Strategy	S	Plan	W
2 Prepare and implement the Open Space and Recreation Strategy	S	Plan	W
3 Continue to work with community partners to monitor and assess projected future demand for education facilities, including for a new high school in the Eastern Suburbs and facilitate good access to multi purpose family & community hubs.	S	Advocacy	W S C
4 Review and strengthen existing planning controls in the WLEP to continue to provide crucial social and cultural infrastructure for the area	S	Plan	W
5 Identify opportunities to adapt and share infrastructure between public and private owners through a joint Memorandum of Understanding	M	Ops.	W
6 Review planning controls to encourage co-location of health, education, social and community facilities both in Bondi Junction, and along strategic corridors	S	Plan	W
7 Work with state agencies to identify alternate funding mechanisms to fund local infrastructure	O	Advocacy	W



Figure 21 - Icebergs Swimming Pool



Figure 22 - Liveability Structure Plan

Waverley has a range of lively centres and open spaces that support our way of living, and places that celebrate our heritage and community.

Our Liveability Vision for 2036

Waverley LGA is a leader in inclusivity and liveability and celebrates the community's rich cultural heritage and diversity. Close to world-class beaches and open spaces, adequate facilities for active and passive recreation, and well supported by social infrastructure, there is a range of well-designed housing to accommodate our whole community.

Our commercial centres are prosperous and a focal point for activity, and our vibrant places and cultural venues are designed to enable easy and safe movement for all, and provide numerous opportunities to participate in arts and culture.

The Context Now

The population of Waverley is approximately 73,000 people.¹ Although the population growth of Waverley is lower than the rest of Greater Sydney, the proportion of children (age 5-19) and people age over 45 is projected to grow significantly in the coming years. These age cohorts require good access to schools, services and healthcare.

Waverley has a much higher proportion of 25 to 39 year olds than Greater Sydney and a lower proportion of school aged children.

The largest employment category of residents in Waverley is 'professionals' (39% compared to 26% in Sydney) followed by 'managers' (19.7% compared with 13.7% in Sydney). The largest industries where people work are in 'professional, scientific and technical services,' 'financial and insurance services' and 'health care and social assistance.'

Waverley has a high proportion of high income households (39%) compared to Greater Sydney (28.3%). There has recently been a decrease in low income households. This highlights that the trend of gentrification - losing low income households and attracting high income earners- is actively changing the population of Waverley. This process has ongoing social ramifications for our community.

The most common household types in Waverley are lone person (24.7%), followed by couple with children (23.8%) and then couple only (23.5%). Waverley has a higher proportion of lone person, group and non-classifiable households than Sydney, but a significantly lower proportion of couples with children.

Despite being marginally the most common household type, there has been a decrease in the proportion of lone person households. A recent increase in household size and decrease in lone person households reflects the need to rely on a larger household to afford housing.

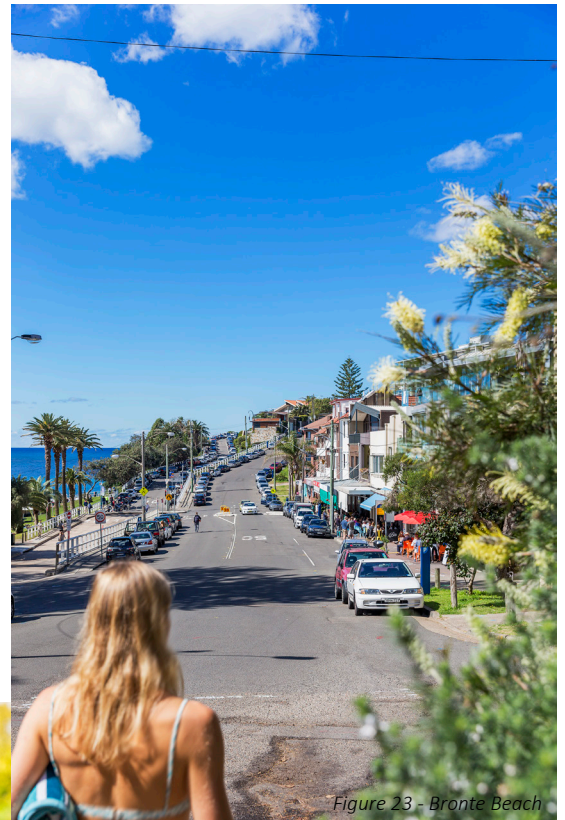


Figure 23 - Bronte Beach



Figure 24 - Waverley Community Garden



Figure 25 - Tamarama Beach

¹ All data sourced from ABS, 2016 Census.

DIRECTION: A CITY FOR PEOPLE

36

PLANNING PRIORITY 5

Increase the sense of wellbeing in our urban environment

This Planning Priority gives effect to

Greater Sydney Region Plan

D3: A city for people

D5: A city of great places

Eastern City District Plan

E4: Fostering healthy, creative, culturally rich and socially connected communities

E6: Creating and renewing great places and local centres, and respecting the District's heritage

Other relevant Council Policies, Plans and Studies

Green Links Project

Complete Streets Project

Open Space and Recreation Strategy

Play Space Strategy

Plans of Management relating to open spaces

The Waverley community currently enjoys access to world famous beaches and world-class open spaces in which to participate in a range of recreation activities. Acquiring large areas of land for additional open space is cost prohibitive due to land prices and existing residential densities. Given the heavy visitation to these open spaces and facilities, our vision for the future is to ensure that we protect the quality of the open space that we have by finding ways to sustainably manage the plants, urban furniture, sports fields and facilities.

To assess the current state of our existing open space and facilities, Council is preparing an Open Space and Recreation Plan (OSRP). The OSRP will identify opportunities to maximise the use of public open space, and investigate ways to increase access to and sharing of existing private open space. It will also review sport and other recreation facilities and amenities in the LGA to assess the level of access, quality of facilities, and identify opportunities to provide upgrades.

The OSRP will be integrated with an Urban Greening Strategy that Council will prepare (see Planning Priority 16), to identify and set out a delivery plan for a network of green infrastructure connections across the LGA to contribute to the 'Greater Sydney Green Grid.' These connections will build on Council's previous 'Green Links' project which aimed to promote active transport along specific routes particularly between Bondi Junction and Bondi, Tamarama and Bronte Beaches.

Our area is host to some small community gardens and weekly farmers markets at Bondi Junction and Bondi Beach that promote access to healthy fresh food. Local fresh food production is unlikely to occur on a commercial scale in the Waverley area due to the urban density and natural landscapes that are protected. Education programs about growing food on balconies have been run through the council and many community groups are quite active in this area.

To create greater resilience, Council may seek to undertake an Urban Food Strategy with surrounding councils to ensure our community has ongoing access to fresh food, either through food markets or through the promotion of backyard and rooftop farms.

Wellbeing is greatly influenced by the amenity of our urban areas, including air quality and noise. Air quality can be improved through tree planting and reduction of traffic. Noise pollution can be mitigated through vegetation as well as built form, as well as a reduction of traffic and minimising the incidence of non-compatible land uses. Planning Priority 1 outlines that Council will continue to encourage a mode-shift in transport from private vehicles to active and public transport. This will help to reduce traffic and noise pollution, as well as increase the wellbeing of our community. Council may investigate other means to reduce air and noise pollution in the future.



Figure 26-1 Waverley Community Garden

Planning Principles

- Promote opportunities for residents to increase the sense of wellbeing in high density environments
- Increase access to high-quality open space and recreation facilities to serve the needs of our local and visiting population
- Promote walking and cycling along key routes by improving amenity and safety
- Support healthy lifestyles and physical activity by increasing the amenity of, and facilities in, parks and open spaces
- Improve and increase access for all to parks, open spaces, and passive and active recreation facilities
- Retain, protect and improve the quality and capacity of parks, open spaces, sporting and recreational facilities to support a diversity of uses by the local community and visitors
- Ensure open spaces provide for a range of active and passive recreation activities

Actions	Timing	Action	Agency
1 Review planning controls to increase vegetation and canopy trees in new developments and public places	S	Plan	W
2 Implement opportunities to connect people to nature in the Open Space and Recreation Plan	S	Plan/Project	W
3 Identify and implement opportunities to improve walking and cycling connections to open spaces and popular destinations via the cycling and pedestrian network and the Green Grid	M	Project	W
4 Identify accessibility issues and improve accessibility to open spaces and recreation facilities, and upgrade play equipment to ensure all play equipment is universally accessible	S M	Project	W
5 Review planning controls and processes to increase public art in new developments and public places	S	Project	W
6 Assist in the implementation of the District Sport Facility Plans, currently being prepared by the Greater Sydney Commission	S	Project	W



Figure 27 - Waverley Green Walks



Figure 28 - Bondi Junction Village Markets

DIRECTION: HOUSING THE CITY

38

PLANNING PRIORITY 6

Facilitate a range of housing opportunities in the right places to support and retain a diverse community

This Planning Priority gives effect to

Greater Sydney Region Plan

D3: A city for people
D4: Housing the city
D5: A city of great places

Eastern City District Plan

E4: Fostering healthy, creative, culturally rich and socially connected communities
E5: Providing housing supply, choice and affordability with access to jobs, services and public transport
E6: Creating and renewing great places and local centres, and respecting the District's heritage

Other relevant Council Policies, Plans and Studies

Local Housing Strategy

Housing to 2036

As outlined in Waverley's Local Housing Strategy, by 2036 we will need to cater for:

- A potential total population of 77,300 people (increase of 5,050 people from 2016).
- A dwelling requirement of 3,400 dwellings from 2016.
- Family with children households are expected to increase by 24%.
- Population aged over 65 years is expected to increase by 38%.

Future Role of Housing in Waverley

To provide an evidence base and address these issues in greater depth, Council is currently preparing a Local Housing Strategy (LHS) that will have sections relating to affordable housing. The strategy will be finalised in 2020. The principles in the strategy as described below will shape the future of housing in Waverley.

Principle H1 Encourage a range of housing options to support and retain a diverse community

A current and future challenge for housing in Waverley will be to support social and cultural diversity through increasing housing diversity and choice. As more people are living in higher density developments, greater focus is needed to facilitate greater diversity and choice of housing that is fit-for-purpose and addresses the needs of specific groups.

Principle H2 Manage housing growth sustainably and in the right location

Future housing should be located close to transport and access, social infrastructure and essential services, community and cultural services and open space and recreation.

Principle H3 Increase the amount of affordable rental housing and social housing

Waverley has had a longstanding commitment to the provision of housing for those on very low to moderate incomes and this will be pursued into the future. This will require a collaborative approach with neighbouring Woollahra, Randwick and City of Sydney Councils, as well as continuing stakeholder relationships with community housing providers.

Principle H4 Improve liveability, sustainability and accessibility through high quality residential design

Future housing should go above and beyond the minimum design and sustainability standards to ensure buildings are resilient and can be adapted for a range of needs.

Principle H5 Ensure new development is consistent with desired future character

As the LGA continues to evolve, it is vital that the local character is enhanced or maintained where appropriate.

What the evidence is telling us

Waverley is one of the most densely populated LGAs in Australia, with a diverse range of dwelling types of different architectural styles from detached dwellings by the beach, medium density townhouses and manor homes, to high-rise living in the Bondi Junction Strategic Centre. Over the last 100 years, Waverley has taken a significant share of dwelling growth, proportionate to the size of the area, across Sydney. In the least dense parts of the LGA such as Dover Heights, the population density of 42 people/ha places it in the top 5% of most dense SA2s in NSW (30th out of 576 SA2s). This reflects the skew of dwelling types towards apartments where they now make up 66% of housing stock in Waverley. There are limited opportunities for significant dwelling growth in the future given the existing density and limited 'low hanging fruit,' i.e. feasible and profitable sites left for redevelopment.

Initial consultation with State government agencies points to the need for further work on understanding

the capacity of local infrastructure for additional dwellings. Council will work with Transport for NSW to understand the capacity of the existing road network and Sydney Water to determine the capacity of the local water and wastewater systems. Future housing stock should cater to particular needs that are not currently being met by the market. Therefore, the planning system will need to intervene to ensure that the delivery of diverse and suitable housing can be facilitated. This housing includes adaptable and accessible housing, seniors housing and larger dwellings for downsizers and families with children. The range of demand points to the importance of a diverse range of housing options, such as design solutions that can cater to a range of physical needs and a variety of number of bedrooms.

Dwelling Capacity and Targets

The Eastern City District Plan identifies Waverley's 0-5 year housing target (to 2021) as 1,250 dwellings. This target has already been exceeded due to the amount of redevelopment undertaken in Bondi Junction Strategic Centre. Waverley Council is required to prepare a 6-10 (to 2026) year housing target in consultation with other councils in the Eastern City District, the Greater Sydney Commission and the Department of Planning, Industry and Environment. This topic is covered in greater detail in the Local Housing Strategy. The 0-5 year target was more than double the dwelling completions in the prior 20 years. The supply of dwellings during this period reflects the large-scale redevelopment of Bondi Junction and redevelopment of remnant large sites across the LGA. This was a unique spike in the number of dwelling completions that won't be repeated in the next 20 years, given that Bondi Junction is nearing capacity and there are no further large urban renewal type sites in the LGA. Therefore, the growth rate for the remainder of the 20 year period covered by the housing targets is lower than the initial 5 years.



Figure 29 - Terrace Housing in Waverley

Council has undertaken capacity analysis to demonstrate that there is capacity within the existing planning controls to provide an additional 3,400 dwellings across the LGA. This capacity analysis included a basic feasibility assessment whereby lots that were strata and company title, heritage items, small lot size, recently built or heavily capitalised were excluded from having any development potential in the next 20 years. Infill development is likely to continue to occur throughout the LGA, however there are no specific areas that are being suggested for additional uplift through revised controls. The Local Housing Strategy addresses this topic in more detail.

Housing Affordability

Housing affordability requires a coordinated approach across all levels of government, with significant intervention required by the State and Federal Governments to have any meaningful impact on addressing the issue holistically. Notwithstanding, Council does have a role in providing, subsidising and facilitating housing for all aspects of the housing continuum.

Waverley has a low proportion of social housing compared to other LGAs across Sydney. To this extent, the amount of social housing should be increased across the LGA. Council currently owns social housing that is allocated to older people on a very low income. It is supported by Government subsidies in partnership with community housing providers. Crisis and transitional housing is also available throughout Waverley for people seeking refuge from violent relationships, homelessness or any other circumstances that place them in a situation where they are without a home.

Housing Definitions

Affordable rental housing - housing that is owned by government or a registered community housing provider and rented to a mix of very low to moderate income households.

Social housing - To qualify for social housing, tenants must be on very low to low incomes, need support to live independently and/or have been unable to find affordable housing in the private market.

Rental stress – A household is in rental stress when it spends 30% or more of household income on rent.

Low cost housing - Housing that is 'naturally' more affordable than other stock, primarily due to their smaller nature e.g. older boarding house rooms, granny flats

Affordable Housing

Council facilitates the provision of affordable rental housing via the *Affordable Rental Housing State Environmental Planning Policy 2009* (ARHSEPP). The key intention of the ARHSEPP is to facilitate more affordable rental housing by encouraging smaller and by nature, less expensive, dwellings into the local housing market. However, the ARHSEPP purely relies on the smaller nature of the housing to make it affordable, with no formal requirements to cap rent at an affordable rate. The affordability outcomes of these dwellings have been varied where new boarding houses are catering to a market for low cost housing, albeit not at the substantially discount rates of older style boarding houses. These new rooms will fill a gap in the market for low cost housing and it is expected that in the longer term will become relatively more affordable compared to existing stock. Additionally, secondary dwellings permissible under the ARHSEPP have become an extension of the family home, becoming a housing option for extended family or older children to live in. Where secondary dwellings are rented out on the private market, they have been found to be more expensive than comparable product in the market. The NSW Government announced in early 2019 that all Councils will be included in *State Environmental Planning Policy 70 – Affordable Housing (Revised Schemes)* (SEPP 70). The premise of SEPP 70 is that it allows Councils to levy new development in areas where significant upzoning has occurred for affordable housing contributions. Council will undertake work to develop appropriate affordable housing contributions across the LGA.

30% of households that rent in Waverley are in rental stress

‘Affordable housing’ is often used an umbrella term for a spectrum of affordable housing options to improve the affordability of housing. The figure below highlights the type of housing available to those needing assistance accessing the housing market depending on income bracket. The income brackets are based on the median weekly household income for Greater Sydney:

- Very low income – less than 50%
- Low income – 50-80%
- Moderate income – 80-120%

Global cities have faced the challenge of losing rental supply to short-term rental accommodation (STRA), such as Airbnb. Sydney is the 10th largest Airbnb market worldwide with listings concentrated in and around the Sydney CBD and the Northern and Eastern Beaches. Airbnb offers around 5,500 listings in Waverley (as at December 2018), representing around 8% of total housing stock in the LGA. STRA has had a detrimental effect on housing affordability, displacement of long-term local residents, residential amenity and businesses. The NSW Government are currently undertaking a review of the policy framework for STRA which will likely take effect in 2020. Council will monitor the implementation of the policy framework.

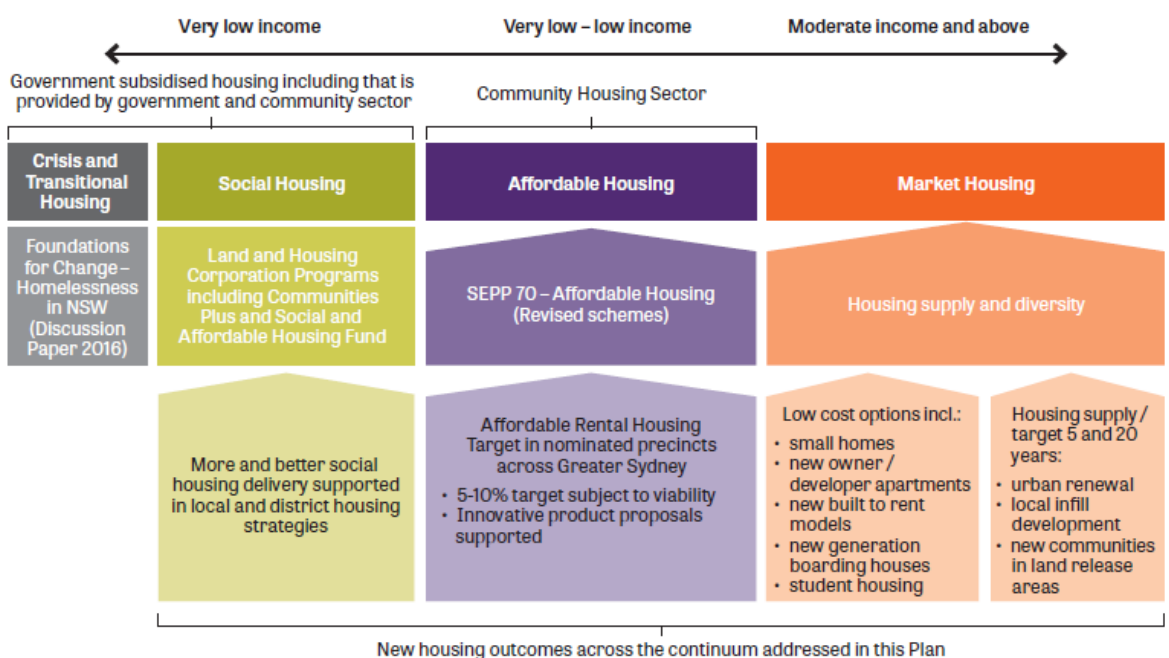


Figure 30 - Housing continuum, initiatives and programs (Greater Sydney Commission 2018).

The Missing Middle

The *Low Rise Medium Density Housing Code* was introduced by the NSW Government to increase the diversity of new housing. The Low Rise Medium Density Housing Code allows one and two storey dual occupancies, manor houses and terraces to be carried out under a fast-track complying development approval as long as it complies with the *State Environmental Planning Policy (Exempt and Complying Development Codes) 2008* (Code SEPP). Further work will be undertaken into where the Code SEPP has unsuitable design controls relative to the surrounding area and where appropriate, seek exemptions for these areas from the Code SEPP. This will also tie-in with work on identifying Local Character Areas and preparing Local Character Statements.

It is also vital that there are affordable and diverse housing options. As housing and living prices continue to increase (both to rent and to buy), continuing to live in the Waverley area cannot be justified for some of our long-term community members and workers on very low, low and moderate incomes. Housing in Waverley is extremely unaffordable where 30% of households that rent are in rental stress. The provision of affordable housing is justified to avoid the social dysfunction and foregone human capital experienced when affordable housing is not provided in areas with good access to opportunity.

Whilst the dwelling typologies within the Code SEPP are generally supported in the Waverley area, the application of some controls are seen to create a potential conflict with the character of the area in terms of landscaping and car parking. For example many streets in Waverley are characterised by their lack of driveways and on-site carparking, providing for larger landscaped frontages and mature street tree planting. Application of the Code SEPP in these areas could be detrimental to the character of these streetscapes.

Council is working with the NSW Government to determine the most appropriate way to permit this type of development without compromising our leafy street character.

Waverley Architectural Mapping Project

The Waverley Architectural Mapping Project sought to create a comprehensive database of information relating to the built form for more than 12,000 lots across the LGA. It painted a holistic picture of development patterns to show how the LGA has evolved over time. A key outcome of the project was to identify 'items of heritage interest.' Identified places were largely based on potential aesthetic values, but also historic values in terms of identifying where there are clusters or precincts of particular architectural styles that demonstrate a commonality in historic development, i.e. forming part of a particular subdivision which could be associated with notable individuals or historic periods. For example, in the Bondi Basin, the project picked up clusters of federation semi-detached dwellings and inter-war style residential flat buildings that still remain from the residential boom of these time periods.

Dwelling Typology

Figure 31 illustrates the predominant dwelling typology in each suburb in Waverley. Dwelling stock in Waverley LGA comprises mostly of Residential Flat Buildings and Manor Homes, with these two categories making up the majority of dwelling types in Vaucluse, Rose Bay, North Bondi, Bondi Beach, Bondi, Tamarama, Bronte, Waverley and Bondi Junction. Queens Park and Dover Heights suburbs comprise predominantly detached dwellings. Interestingly, these two suburbs demonstrate the diversity in dwelling size within this category. Detached dwellings in Queens Park are small cottages, whilst detached dwellings in Dover Heights are large mansion-style developments. Traditionally it has been difficult to deliver three-bedroom apartment stock due to the market preference and profitability associated with two-bedroom apartments. In addition, most of the newer three-bedroom apartments that are delivered are unaffordable for the average family, and are typically occupied by empty-nesters that have 'downsized' from larger dwelling houses. Accordingly delivering affordable dwelling types for younger families is critical to maintaining a vibrant community in Waverley.

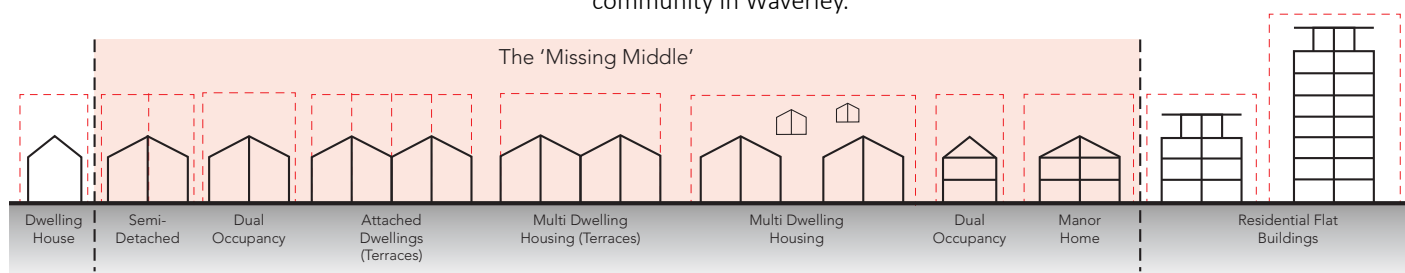
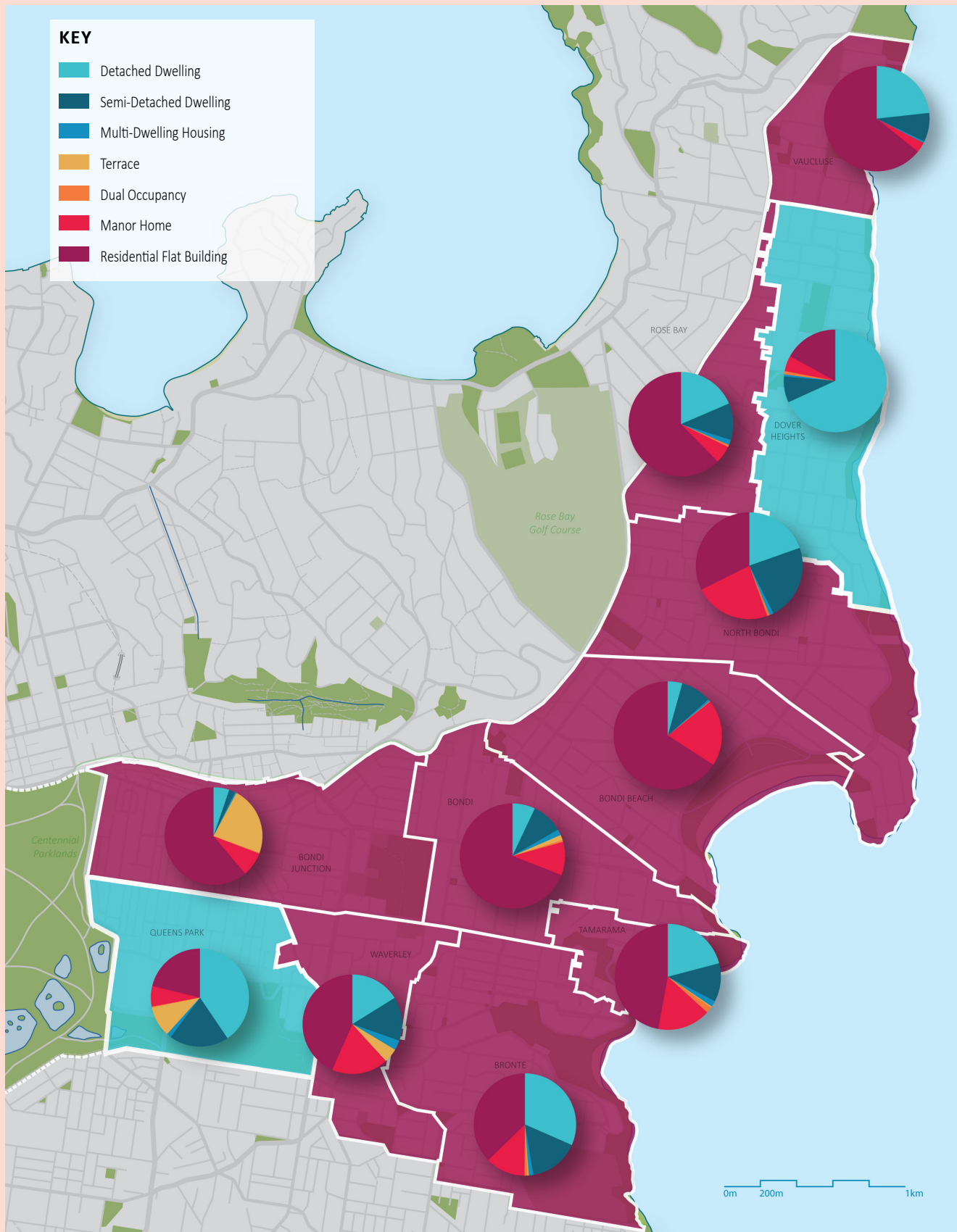


Figure 31 - The Missing Middle (Department of Planning, Infrastructure and Environment, 2019).

















Housing Typology Mix

Figure 32 - Dwelling Typology Mix



Planning Principles

- Grow and improve the provision of social and affordable housing
- Enable a range of housing options in areas close to amenities and public transport
- Balance the competing demands of increasing seniors housing and retaining the importance of key social infrastructure across the LGA
- Support existing social infrastructure and services through increasing accessibility and co-locating other services nearby
- Prioritise place based planning and local character when assessing Planning Proposals and Development Applications
- Ensure adaptable and accessible housing is provided in locations close to existing services, amenities and accessible recreation activities

Actions	Timing	Action	Agency
1 Prepare and implement a Local Housing Strategy that: <ul style="list-style-type: none"> • Sets a 6-10 year and 20 year housing target; • Includes a review of the demand for seniors housing; • Investigates demand for student and worker housing to support the Randwick Health and Education Precinct, and other local needs. 		Plan	
2 To increase the avenues to deliver affordable housing: <ul style="list-style-type: none"> • Work with Woollahra and Randwick Councils to prepare a regional approach to affordable housing; • Involve community housing providers in the preparation of the Affordable Housing Strategy; • Investigate opportunities to form partnerships to increase housing for very low to medium income groups; • Prepare and implement the Affordable Housing Strategy; • Review planning controls to support the delivery of affordable housing 	 	Plan Ops.	  
3 Work with the Department of Planning, Industry and Environment to prepare an affordable housing scheme to ensure SEPP 70 is effective in Waverley		Plan	
4 Review planning controls to provide for diverse types of housing, and work with NSW Government to improve character considerations in the Codes SEPP		Plan	 
5 Implement controls to regulate Short Term Holiday Letting in the LGA		Plan	
6 Advocate for changes to the ARHSEPP to increase the effective application of Part 3 to introduce a maximum cap on permissible rents, and increase effective and localised contributions schemes		Advocacy	

PLANNING PRIORITY 7

Recognise and celebrate Waverley's unique place in the Australian contemporary cultural landscape

This Planning Priority gives effect to Greater Sydney Region Plan

D3: A city for people

D4: A city of great places

Eastern City District Plan

E4: Fostering healthy, creative, culturally rich and socially connected communities

E6: Creating and renewing great places and local centres, and respecting the District's heritage

Other relevant Council Policies, Plans and Studies

Waverley Heritage Review

Waverley Cultural Plan

Waverley contains a vast array of heritage buildings, landmarks, landscapes, and Aboriginal places that need to be protected and conserved for the enjoyment of future generations. One way of doing this is to have a heritage list, which includes heritage listing of individual items, and by establishing conservation zones to protect distinct neighbourhood qualities. Another way is to understand the history of the place and to tell the stories of the people who lived, worked, visited and helped to shape Waverley.

To ensure the heritage register is current, Waverley Council is preparing a heritage assessment to identify potential new items and areas of significance. Council is also focusing on a strategy to better understand the use and connection Aboriginal people made and have with coastal Sydney. Waverley has a number of Aboriginal heritage sites. They form a key part of our cultural heritage and should be celebrated. These sites are often fragile, however, and if over-visitation occurs they can be damaged. This compromises their heritage significance.

The Government Architect NSW is currently preparing an Ochre Grid that will highlight and illustrate the detailed web of Aboriginal heritage across Greater Sydney. Council will work with the NSW Government and the local Indigenous community to implement this important project recognising the cultural significance of Indigenous culture.

Council will also prepare new Local Character Statements to identify areas of notable character and to prescribe additional design objectives in these areas to protect and enhance character.

Local character includes the built form, vegetation, streetscapes, activity types, and emotional and cultural experience of a place. Waverley's defining characteristics include the mature tree canopy, views to the stunning coastline and a large stock of Inter-War buildings, particularly in the Bondi Basin area. Potential Local Character Statements in the LEP and DCP will be investigated, to better guide the desired character of future development.

Waverley is also home to a range of heritage-listed items of cultural infrastructure that are held dear by the community. These include the Bondi Pavilion and the Boot Factory. Bondi Pavilion at Bondi Beach, for example, offers a range of community facilities and services as well as local amenities, cafes and bars that service the beach – all within a building of national heritage significance. Applying conservation best-practice, the Bondi Pavilion is to be restored to enhance and improve the quality of the facilities and amenities in the building and to conserve the built fabric that holds its heritage significance. The Boot Factory in Bondi Junction is another key piece of cultural infrastructure that council is currently conserving and reimagining as one part of a knowledge and innovation hub.

Council is also developing a Cultural Plan to identify untapped pieces of cultural infrastructure and to outline opportunities to foster creative and artistic expression and participation. It seeks to outline and identify events, artworks and arts events that can provide exciting cultural opportunities for the community and help residents better understand the area's heritage. Interpretive events that will help communicate and inform people about Waverley's past include heritage walks and the design and heritage awards.



Figure 33 - The Boot Factory

Planning Principles

- Protect and enhance heritage items and conservation areas
- Support heritage asset revitalisation and adaptive reuse
- Protect, respect and conserve items and places of Aboriginal Heritage
- Engage with Indigenous land management and planning issues
- Ensure that Indigenous planning issues are considered in Council's strategic planning, and involve the local Indigenous community in the preparation of plans
- Maintain and protect the unique cultural value and significance of Waverley's heritage
- Improve access, participation and inclusion for everyone to buildings and cultural activities
- Ensure cultural infrastructure is fit for purpose and supports the cohesion of our community

Actions	Timing	Action	Agency
1 Implement the recommendations of the Waverley Heritage Review into Council's LEP and DCP, including stronger enforcements for curtilage and protecting the context of existing items	S	Plan	W
2 Work with the NSW Government and the local Indigenous community to map the Ochre Grid and to prepare relevant objectives and controls	S	Plan	W S
3 Work with the NSW Government to implement Local Character Statements, including desired future character, into Council's LEP and DCP	S	Plan	W S
4 Develop and regularly review Council's Plans of Management for our cultural infrastructure	O	Plan/ Project	W
5 Identify and protect views of scenic and cultural landscapes from the public realm through Council's LEP and DCP	S	Plan	W
6 Implement findings of the Waverley Architectural Mapping Project	S	Plan	W
7 Prepare and implement the Waverley Cultural Plan and Public Art Masterplan	S	Plan	W
8 Develop strategies and programs that celebrate and share the local heritage and cultural stories of the Waverley area	S O	Project	W
9 Interpret cultural heritage in Council's capital works and public domain projects	O	Project	W
10 Work with neighbouring councils and the NSW Government to investigate a SEPP to protect the heritage qualities of Centennial Parklands	S	Project	W S C



PLANNING PRIORITY 8

Connect people to inspiring and vibrant places, and provide easy access to shops, services, and public transport

This Planning Priority gives effect to

Greater Sydney Region Plan

D1: A city supported by infrastructure

D3: A city for people

D4: A city of great places

D5: A well connected city

Eastern City District Plan

E1: Planning for a city supported by infrastructure

E3: Providing services and social infrastructure to meet peoples' changing needs

E6: Creating and renewing great places and local centres, and respecting the District's heritage

E10: Delivering integrated land use and transport planning and a 30 minute city

E11: Growing investment, business opportunities and jobs in strategic centres

Other relevant Council Policies, Plans and Studies

Village Centres Strategy

Disability Inclusion Action Plan

Local Housing Discussion Paper

Bondi Junction Evening and Cultural

Entertainment Strategy

Our village centres are vibrant and historic, and provide key shops, services and local employment opportunities, as well as being places for our community to gather and celebrate. Council is preparing a Village Centres Strategy (VCS) to identify and protect the character of each centre, and to identify opportunities for increased public space, public domain improvements, precinct based



Figure 35 - Bronte Road, Charing Cross

sustainability initiatives, and to protect floor space for shops and services to ensure that the centres remain viable and continue to serve the community with a mix of uses.

Two key centres in our area are Bondi Junction Strategic Centre and the Bondi Beach Local Centre. Whilst serving as a major transport interchange connecting Waverley to Greater Sydney, Bondi Junction Strategic Centre is a key destination for employment, retail and health related activities, with a mix of residential and employment uses. The quality of the public domain requires improvement, as does wayfinding, accessibility and access to the Bondi Junction Transport Interchange.

Bondi Beach Local Centre also has a mix of residential, retail and a great range of restaurants, bars and cafes which attract people from across Sydney in their own right. Being located adjacent to Bondi Beach, this centre benefits from a high influx of visitors and has a vibrant public domain. Wayfinding and accessibility can be improved, and public domain upgrades to Campbell Parade are currently being investigated.

Bondi Beach Local Centre and Bondi Junction Strategic Centre both regularly foster larger events, and have a more active night life than the remaining centres. Council has developed an evening activation strategy to encourage and support a range of night time activities that are family friendly to promote the local economy and to make Bondi Junction more vibrant.

















The Complete Streets project is part of our plan to enhance the vibrancy of Bondi Junction and its spaces. It involves greening and beautifying the footpaths and public places, making meeting places more vibrant and appealing, and improving connections for cycling, walking and access to public transport. The Complete Streets Report outlines Council's public domain improvements plan for Bondi Junction for the coming 20 years.

Waverley's strategic transport plan *Waverley's People, Movement and Places* identifies opportunities and strategies to minimise car parking, increase active and public transport to and within centres, and identifies design and management actions for Council to enhance the role of streets.

Waverley and Randwick Councils have prepared a Disability Inclusion Action Plan (DIAP) to enhance accessibility to our village centres and other public places.

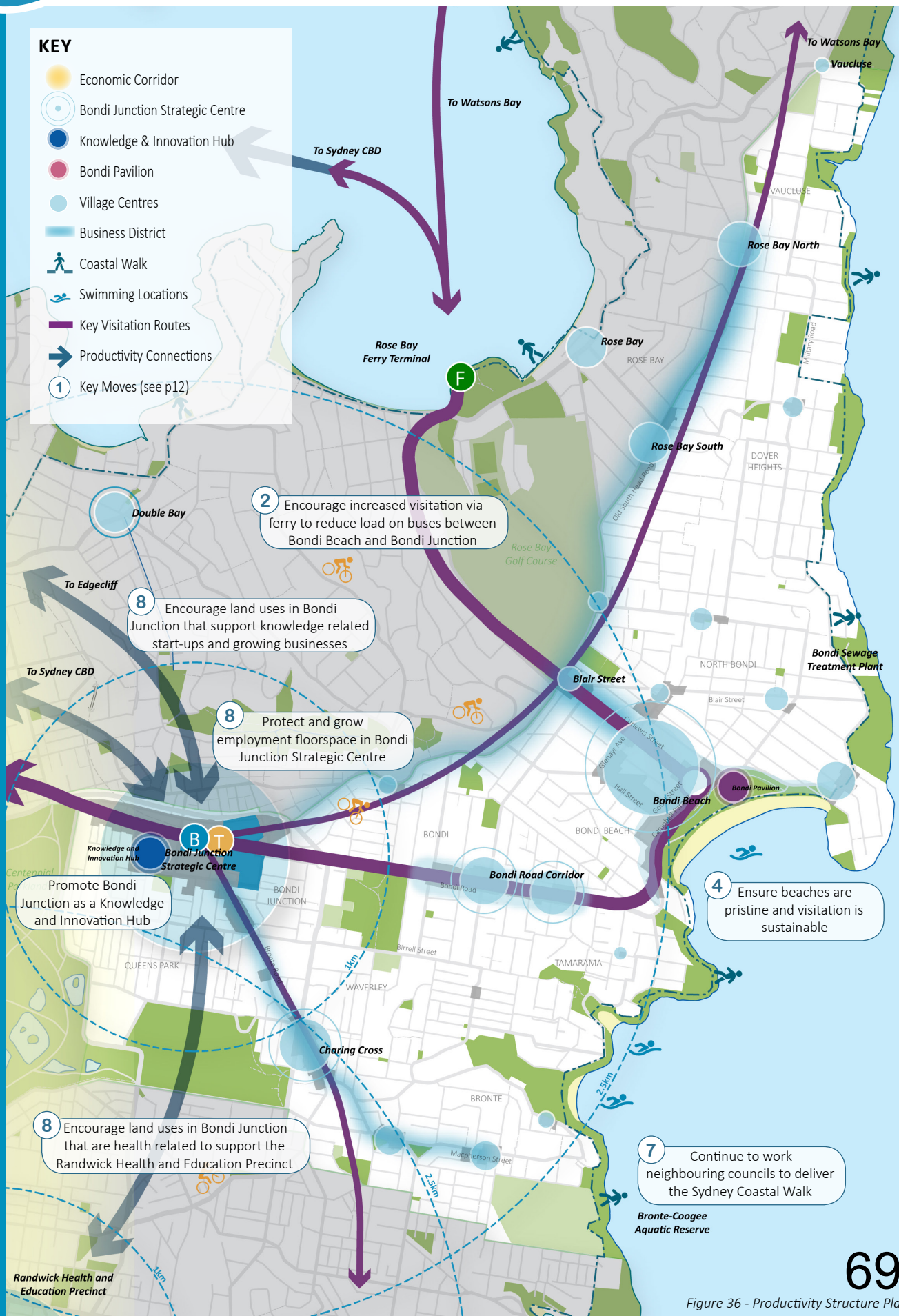
Planning Principles

- Protect floorspace for shops and services in centres to encourage walking and local shopping
- Develop community hubs and co-locate services around these hubs
- Undertake holistic place-based planning and minimise speculative planning proposals
- Increase accessibility to and within our centres and along strategic transport corridors
- Improve amenity and sense of community in centres and shared spaces
- Ensure new development provides a high standard of design quality and does not adversely impact upon the amenity of neighbours or the wider community

Actions	Timing	Action	Agency
1 Work with the NSW Government to amend Council's LEP and DCP to protect and grow floor space for shops and services in centres		Plan	 
2 Investigate and implement innovative funding models to provide community service facilities	 	Ops.	
3 Implement the Village Centres Strategy		Plan	
4 Review Council's policies and guidelines relating to accessibility to improve accessibility in and around centres		Plan	
5 Review and expand Council's development controls, policies and guidelines to increase the application and understanding of Design Excellence, and to encourage innovation and creativity in development		Plan	
6 Review and implement opportunities to facilitate community-led place activations and public art		Plan	
7 Review Council's policies and guidelines to ensure that public domain and infrastructure works improve amenity, design excellence, public art and urban greening		Plan	
8 Identify and implement opportunities for urban greening in centres		Project	
9 Implement wayfinding projects in centres where relevant		Project	
10 Investigate opportunities for precinct-based car parking and infrastructure in lieu of private car parking, and facilitate appropriate partnerships to deliver improved urban outcomes for all		Project	
11 Review planning controls to better manage impacts of driveways, services and freight in village centres and Bondi Junction		Plan	
12 Review development controls to ensure car parking is designed to be adaptable and future proof, and prioritise car parking for people with limited mobility and carers of children		Plan	
13 Implement the Disability Inclusion Action Plan		Project/ Plan	



PRODUCTIVITY



Waverley has a productive and diverse economy, has a range of employment opportunities and supports new ways of working.

Our Productivity Vision for 2036

Ideally located between the Eastern Harbour CBD and Bondi Beach, Bondi Junction Strategic Centre is a world-class place centred on a heart of retail, health and wellness related businesses, an exciting range of cultural and entertainment opportunities, and growing knowledge and innovation industries. The Interchange easily connects the centre to the rest of the Eastern District, truly making Bondi Junction a key destination to work, shop and play in the East.

The local economy is diverse and prosperous, with the village centres providing essential services, exciting retail offerings and employment opportunities. The workforce in Waverley is digitally connected and mobile, with emerging knowledge and innovation businesses supported by flexible and new ways of working in Bondi Junction.

The Context Now

Waverley's economy is underpinned by tourism, retail and health services. These activities will continue to grow in the future, with transport being a major factor in supporting these industries.

Bondi Junction, and many areas within our LGA are within a 30 minute journey to the Sydney CBD, and a number of other Strategic Centres including the Randwick Health & Education Precinct, Maroubra and Eastgardens, Green Square and Mascot. These centres offer a range of additional job opportunities for our residents.

Most residents in Waverley are professionals, followed by managers. The largest industries in which people work are professional, scientific and technical services, financial and insurance services and health care and social assistance. Waverley's largest local industries are retail trade, health care and social assistance, and accommodation and food services. It is important that these uses continue to be supported and protected in centres. In addition, to provide employment opportunities close to home for residents that work in the knowledge-intensive industries (professionals), Waverley is wanting to encourage knowledge and innovation industries in Bondi Junction Strategic Centre, as well as other key centres throughout the LGA. These uses support our residents, workers and visitors by providing an easily accessible location to work, shop and access a range of services including medical centres.

Council is working to increase the range of evening entertainment and cultural offerings to ensure that the Junction provides something for everyone, and to ensure that the centre will continue to support the Randwick Health & Education Precinct through planning regulations that promote health related uses.

Changes and Challenges

A key challenge that the area faces is the loss of commercial floorspace due to residential re-development pressures. Bondi Junction Strategic Centre requires additional floorspace dedicated to commercial uses to achieve the job targets set by the District Plan.

Waverley Council is working to create a Knowledge & Innovation Hub to support changing ways of working, and the professional services economy.

Bondi Beach is one of the most visited sites in Australia. How we manage the pressure of visitors to the area sustainably is a key challenge.

The Future of Work

New technologies, and structural and cyclical changes to the economy can result in changing business requirements over time. This constant state of flux underscores the importance of protecting capacity for employment space into the future. When existing employment space is converted to residential strata uses, these uses are effectively permanent due to the difficulties in consolidating strata ownership structures. Waverley Council considers the economic use of land an important consideration, which includes the efficient allocation of land use and infrastructure, and the benefits that accrue to communities from a mix of land uses often framed in terms of 'liveability'. Planning ensures that urban economies operate efficiently and equitably by encouraging positive, and minimising negative, urban outcomes. Accordingly the financial feasibility or profit derived from a development site is not considered a public planning consideration. Waverley Council is working with the NSW Government to put in place planning regulations to ensure the ongoing economic functioning of our area.



Figure 37 - Bondi Junction

PLANNING PRIORITY 9

Support and grow Waverley's local economy with a focus on wellbeing, knowledge and innovation

This Planning Priority gives effect to

Greater Sydney Region Plan

D6: Jobs and skills for the city

D7: A well connected city

Eastern City District Plan

E7: Growing a stronger and more competitive Harbour CBD

E8: Growing and investing in health and education precincts and the Innovation Corridor

E10: Delivering integrated land use and transport planning and a 30 minute city

E11: Growing investment, business opportunities and jobs in strategic centres

E12: Retaining and managing industrial and urban services land

E13: Supported growth of targeted industry sectors

Other relevant Council Policies, Plans and Studies

Bondi Junction Commercial Centre Review

Bondi Junction Evening and Cultural

Entertainment Strategy

Eastern Suburbs Economic Profile

Waverley Council is supportive of the 30-minute city vision, whereby the average travel time to work for any resident in our area is no more than 30 minutes via public or active transport. Three quarters (74.3%) of our residents work outside of the area, and two thirds (66.5%) of workers in Waverley travel from outside of the area (Profile ID). Improved public transport is crucial to connect both of these groups of people with their destinations – particularly connecting areas within Waverley to key nodes outside of the area. For example strengthening the connection between Bondi Beach and Bondi Junction, and onwards to the Sydney CBD, as well as connecting Bondi Junction to the Randwick Health and Education Precinct, and Maroubra-Eastgardens Strategic Centre. Waverley acknowledges the key role that these surrounding metropolitan centres play in a decentralised economy, with residents that will continue to travel to these centres for employment. *Waverley's People, Movement and Places* document has identified transport investment priorities to assist in delivering the 30 minute city.

Some of our key barriers to achieving the 30-minute city include significant congestion and delays along arterial roads such as Old South Head Road and Bondi Road. Buses that travel between the

Bondi basin and Bondi Junction have traditionally been at capacity through peak hours. In 2018 TfNSW increased the number of services operating between the Sydney CBD and Bondi Beach (route 333), and altered a number of bus routes to drive Bondi Junction as the key interchange for the Eastern Suburbs. These changes have created some additional capacity on the buses in peak hours, however the congestion on the roads themselves remains, meaning that the additional buses provide more capacity but are still stuck in traffic. This needs to be addressed by Council working with TfNSW to create bus-only lanes, to reduce car parking, and to streamline intersections and traffic signals. The Eastern Economic Corridor connects major employment and education hubs in the Eastern and Northern City Districts. To provide a 30-minute commute to work, Council will work with other agencies to improve connections to the Eastern Economic Corridor via the Bondi Junction Transport Interchange, and on road rapid transit services along Bondi Road, Old South Head Road, and Carrington Road City Serving Corridors.

Waverley Council will focus job growth within Bondi Junction to reinforce its role as a key Strategic Centre in the Eastern Suburbs. To do this Council will work to ensure commercial floor space is retained and increased in new developments, as well as working with key stakeholders to develop a Knowledge and Innovation hub. By growing job opportunities in Bondi Junction, residents may be able to relocate to Bondi Junction to work, thus reducing commuting time, as well as providing new employment opportunities for many of the new residents in Bondi Junction.

Whilst Bondi Junction will be the key economic centre in Waverley LGA, it is envisioned that the 17 village centres will play a key role in continuing to provide vibrant places that connect our communities as well as offer local services and shops. There is a strong desire in the community to support the viability of shopping strips and local shopping centres. Council will continue to support local businesses through its operations and running events such as 'Brightest and Best' annual awards program, and the highly popular Business Forums.

The employment forecast for Bondi Junction to 2031 will see increases largely in health care, retail, professional services, and admin and support services. More information is available in the Eastern Suburbs Economic Profile (2013) on Council's website.

Planning Principles

- Support the growth of jobs in Bondi Junction, particularly knowledge-intensive jobs, to meet the District Plan targets
- Protect floorspace for shops and services in centres
- Increase employment opportunities for local residents
- Work with State Government Transportation Authorities and other stakeholders
- Support innovative ways of working to reduce traffic congestion
- Attract start-ups and knowledge intensive businesses

Actions	Timing	Action	Agency
1 Retain shops and services in Bondi Junction and Village Centres	S	Plan	W
2 Improve connections to the Eastern City CBD and District to increase effective job density, including: <ul style="list-style-type: none"> • Randwick Health and Education Precinct • Maroubra-Eastgardens Strategic Centre 	S	Project	W
3 Review planning controls to encourage co-working and shared office style employment floor space in centres	S	Plan	W
4 Any increase in job or residential density is to be supported by improved transport connectivity and services to deliver the 30-minute city	M	Plan	W
5 Prepare an employment forecast for the Waverley, or Eastern Suburbs, area to clarify job demand	S	Plan	W



Figure 38 - Hall Street, Bondi Beach

PLANNING PRIORITY 10

Manage visitation sustainably to protect local amenity and enhance Waverley's natural and built environment

This Planning Priority gives effect to

Greater Sydney Region Plan

- D5: A city of great places
- D6: Jobs and skills for the city
- D7: A well connected city
- D8: A city in its landscape

Eastern City District Plan

- E6: Creating and renewing great places and local centres, and respecting the District's heritage
- E7: Growing a stronger and more competitive Harbour CBD
- E11: Growing investment, business opportunities and jobs in strategic centres
- E13: Supported growth of targeted industry sectors
- E14: Protecting and improving the health and enjoyment of Sydney Harbour and the District's Waterways

Other relevant Council Policies, Plans and Studies

- Sustainable Visitation Strategy
- Bondi Junction Evening and Cultural Entertainment Strategy

Tourism in Waverley presents many challenges and opportunities for the Community. Increasing visitation levels have placed pressure on local amenity, infrastructure and the Community's quality of life. Conversely, it has benefited the local economy due to Waverley's proximity to Sydney's CBD; making it a key destination point for approximately 2.3 million visitors annually (Tourism Research Australia, 2018). The challenge Council faces is to achieve a sustainable level of visitation so that

Waverley can maintain and protect its environment, landscape and heritage, whilst welcoming and sharing it with visitors. Tourism needs to nurture the Community's core values and strengthen its cultural identity. Council is committed to managing tourism sustainably, so that there is little-to-no impact on the environment and local culture, whilst still driving future employment for local people.

Waverley has prepared the *Waverley Sustainable Visitation Strategy* which outlines a detailed implementation plan to effectively manage tourism, grow Waverley's share of higher yielding visitor markets, and support tourism product which generates a sustainable commercial return. A number of key projects include the development of new visitor centres at Bondi Junction and Bondi Beach, to better manage traffic, public transport and wayfinding from the Junction to key destinations in the LGA, and to encourage boutique tourist and visitor accommodation in Bondi Junction.

Council has ongoing relationships and agreements with TfNSW for high impact events to run additional bus services between Bondi Beach and Bondi Junction. Some popular high impact events include: City to Surf, Festival of the Winds, Flickerfest, Sculptures by the Sea, and South American Festival. Agreements such as these will be maintained to lessen congestion and improve sustainability outcomes.



Planning Principles

- Protect, recognise and celebrate Indigenous history
- Support further improvements to local accessibility
- Protect and improve local amenity
- Improve wayfinding across the LGA
- Enhance walking routes across the LGA
- Collaborate with State Government Transportation Authorities to achieve improved transport connections

Actions		Timing	Action	Agency
1	Develop an Indigenous Tourism Strategy to recognize and respect local Aboriginal sites of significance in consultation with the La Perouse Local Aboriginal Land Council and other stakeholders	S M	Project	W
2	Identify key areas and artefacts that need additional protection from high footfall and implement protection measures	S M	Project	W
3	Review development controls to require detailed Plans of Management to accompany all new tourist and visitor accommodation	S	Plan	W
4	Review development controls to balance competing demands for boutique accommodation and employment generating floor space	S	Plan	W
5	Improve public transport and cycling links between key destinations both within the LGA and the District	S O	Project	W S
6	Review Council's policies and guidelines to improve accessibility to events, beach and coastal areas	S	Ops.	W
7	Work with other Councils to manage, maintain and promote coastal walks in the LGA, including the Bondi to Coogee and the Bondi to Manly coastal walks. This will include identifying key public domain and infrastructure upgrades, and opportunities for rest locations	S	Project	W C
8	Develop an Inclusive Tourism Strategy to support access to areas and facilities of natural and cultural importance to those who have special access requirements	M	Project	W
9	Review and implement projects to improve wayfinding across the LGA	S M	Project	W
10	Implement the Sustainable Visitation Strategy	S M	Project	W



DIRECTION: JOBS AND SKILLS FOR THE CITY

54

PLANNING PRIORITY 11

Facilitate Bondi Junction as a lively and engaging strategic centre with a mix of employment, entertainment and housing options

This Planning Priority gives effect to

Greater Sydney Region Plan

- D1: A city supported by infrastructure
- D2: A collaborative city
- D3: A city for people
- D4: Housing the city
- D5: A city of great places
- D6: Jobs and skills for the city
- D7: A well connected city

Eastern City District Plan

- E1: Planning for a city supported by infrastructure
- E3: Providing Services and social infrastructure to meet peoples changing needs
- E4: Fostering healthy, creative, culturally rich and socially connected communities
- E5: Providing housing supply, choice and affordability with access to jobs, services and public transport
- E6: Creating and renewing great places and local centres, and respecting the District's heritage
- E7: Growing a stronger and more competitive Harbour CBD
- E10: Delivering integrated land use and transport planning and a 30 minute city
- E11: Growing investment, business opportunities and jobs in strategic centres
- E12: Retaining and managing industrial and urban services land
- E13: Supported growth of targeted industry sectors

Other relevant Council Policies, Plans and Studies

- Bondi Junction Culture, Evening and Entertainment Strategy
- Bondi Junction Commercial Centre Review
- Bondi Junction Heartbeat of the East
- Bondi Junction Green Infrastructure Master Plan
- Bondi Junction Urban Design Review

Bondi Junction Strategic Centre

The vision for Bondi Junction is to be a highly sought after world-class precinct. Ideally located between the beach and City, the centre will be a thriving liveable and desired destination in its own right with great public spaces and buildings, public art, and streets for all people. Bondi Junction will maintain a high quality of life for our current and future residents, whilst fostering a diverse community supported by affordable and accessible services. The centre will have safe and accessible connections by foot and bicycle to the nearby high-quality open

spaces including Centennial Park and Queens Park, as well as easy connections to village centres and the beaches. With layers of activity to explore after dark, the Junction is an evening destination for well-being, amusement and nourishment. Actions to diversify and increase night time entertainment, and placemaking initiatives are outlined in the *Bondi Junction Evening Culture and Entertainment Strategy*.

In 2016 the centre was estimated to generate approximately 13,800 jobs, mainly in retail trade; health care and social assistance; professional, scientific and technical services; and accommodation and food services.

Almost two-thirds of workers within Waverley (data for Bondi Junction was not available) live outside of the LGA, with more than one-fifth of workers coming from neighbouring LGAs of Randwick and Woollahra. Assuming that the majority of these workers are located in Bondi Junction, this suggests that the Bondi Junction Strategic Centre plays a significant role in providing jobs for a broader catchment than just the Waverley LGA. Encouraging additional jobs for local and neighbouring residents, Bondi Junction reduces the need for local users to travel and thereby reduces commutes and associated emissions.



Figure 42 - Bronte Road, Bondi Junction

In 2036, the vision for the centre is to be the key strategic and economic centre within the Eastern Suburbs with approximately 17,000 – 20,500 jobs. Bondi Junction is connected via rail to other education and employment centres throughout Sydney, making it the ideal place to locate a business to support work-life balance. The Bondi Junction Transport Interchange will offer efficient and safe connections to a range of transport modes. The centre will offer a diversity of commercial, retail and night-time activities around the Interchange, as well as a range of health-related uses that support nearby hospitals including the Randwick Health and Education Precinct. The Creative Industries Sector is encouraged to play an important role in the rejuvenation of Bondi Junction Strategic Centre.

Development in Bondi Junction Strategic Centre is to be better managed in a way that is transparent, to deliver the community's strategic vision for the centre.

Employment Floorspace in Bondi Junction Strategic Centre

Bondi Junction has recently undergone a large amount of redevelopment that has seen the mass conversion of employment floorspace into mixed use development with predominantly residential uses. This pressure has led to a decrease in the amount of employment floor space available in the centre. This is a key strategic issue that Council needs to address urgently with the assistance of the NSW Government. New development will be required to adequately demonstrate how it is balancing residential pressures with the crucial need to prioritise floor space for jobs and services.

To ensure that Bondi Junction Strategic Centre and the village centres will continue to have a diverse range of businesses, local jobs and services, Waverley Council is reviewing controls regarding commercial floor space provisions. To ensure that redevelopment provides adequate floorspace to meet Bondi Junction Strategic Centre's future employment needs, Council has submitted a Planning Proposal to the Department of Planning, Industry and Environment for a minimum non-residential floor space ratio (FSR) for the B4 Mixed Use zone in Bondi Junction, based on the evidence presented in the *Bondi Junction Commercial Centre Review*. This means that every development within this zone will be required to provide a minimum amount of floor space for commercial, business, retail or health related uses. As part of the draft Village Centres Strategy, Waverley Council will also review whether this same measure is appropriate to adopt in any other centres.

Knowledge and Innovation Hub

Bondi Junction is not located within the 'innovation corridor' in the District Plan, however Council is working with land owners and stakeholders to develop a Knowledge and Innovation Hub to support existing health and education businesses, facilitate economic activity and diversify the employment potential of Bondi Junction.

In addition to providing improved transport to key employment and education centres, Council recognises that the Waverley area has a mobile and highly educated workforce, and a high proportion of small businesses, particularly sole business owners that have a more flexible work life that is less bound by needing a traditional office environment. Waverley is looking to support these emerging new ways of working by encouraging co-working spaces in centres, and facilitating the development of a Knowledge and Innovation Hub or precinct in Bondi Junction Strategic Centre.

Urban Services Land

Redevelopment pressure on land in Bondi Junction and throughout the LGA is resulting in the conversion of crucial urban services such as mechanics, bulky retail, storage centres and warehouses to be converted into predominantly residential uses.

It is likely that these redevelopment pressures will continue into the future, which may result in adverse outcomes for our residents in having to travel farther to access these important services. Council will investigate potential mechanisms to ensure that these services are catered for in our area.



Figure 43: Oxford Street Mall, Bondi Junction

Bondi Junction Strategic Centre

KEY

Key Transport Infrastructure

Shopping Centres

All development to have no loss of employment floorspace

Pedestrianised areas

Character street

Knowledge and Innovation Hub

Through site link

Potential for laneway activation

Cycle ways

Open space

Future plazetta

Library

Boot Factory and Mill Hill Centre

Waverley Customer Service Centre

Bicycle Storage

Primary Retail / Business Frontage

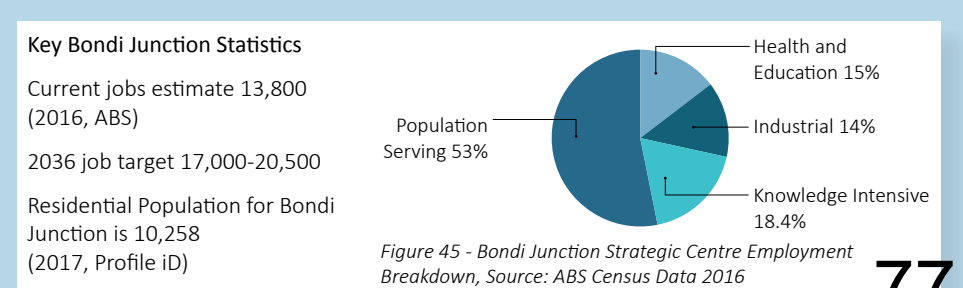
Waverley has a community vision for Bondi Junction Strategic Centre to be the key centre of the Eastern Suburbs for people to visit for retail, health care and other services. The centre will also continue to provide a range of emplyment opportunities. To do this, Council will work with the NSW Government to implement planning control for the area outlined in the map below to:

- firstly ensure there is no additional net loss of employment floor space, particularly knowledge intensive uses, in Bondi Junction; and
- secondly to grow the amount of employment floor space, particularly knowledge intensive uses, in the centre.

In addition to increasing employment opportunities, Council is working to provide increased activities after dark for everyone, including family friendly activities. More of these initiatives can be found in Council’s *Bondi Junction Evening and Culture Strategy*.



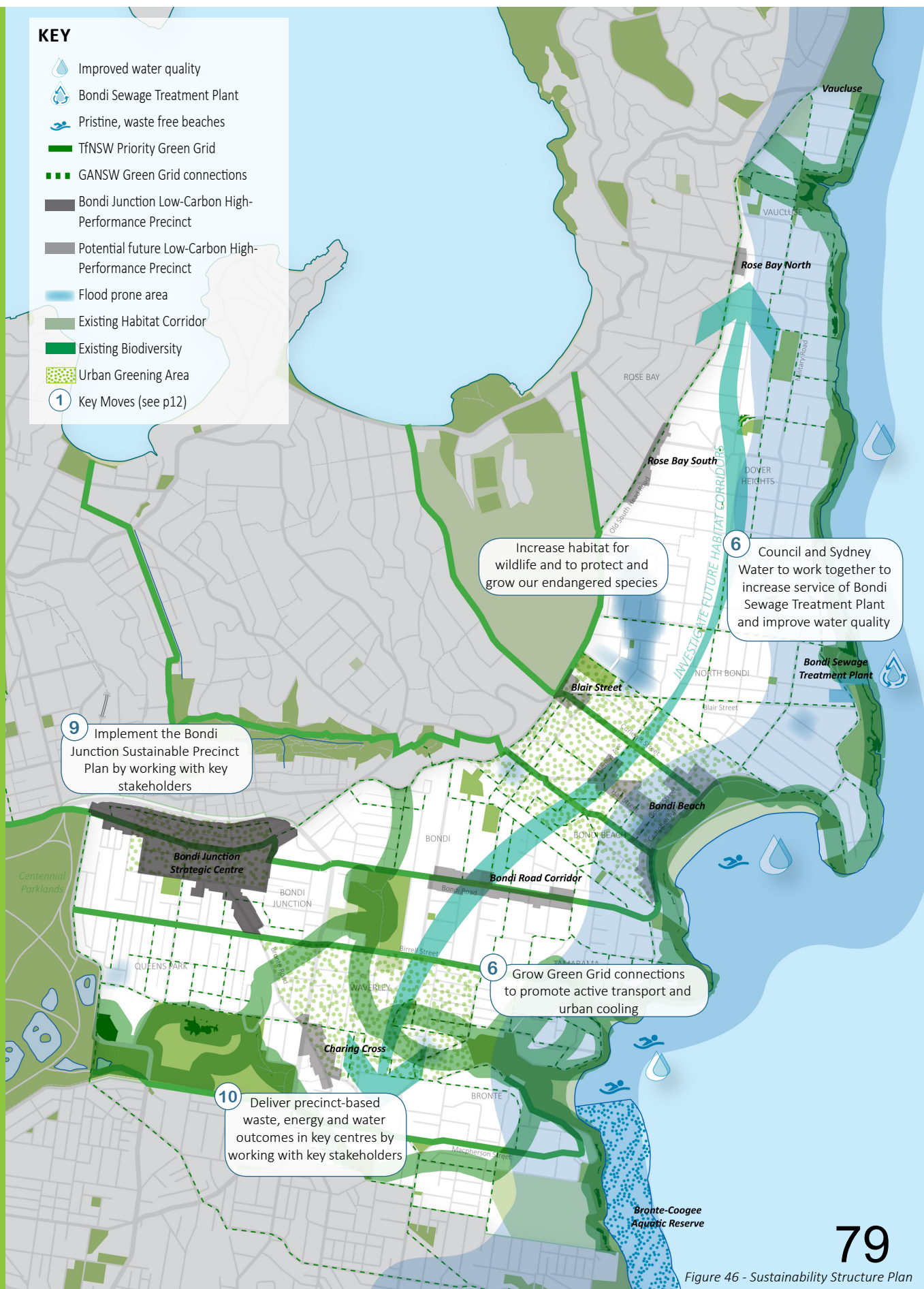
Figure 44 - Bondi Junction Strategic Centre Structure Plan



Planning Principles

- Improve access to and within Bondi Junction
- Improve walkability and wayfinding in Bondi Junction
- Protect and grow employment floor space in Bondi Junction Strategic Centre, and other centres where relevant
- Improve the attractiveness of working and socialising in Bondi Junction
- Improve amenity and safety in Bondi Junction
- Attract start-ups and knowledge intensive businesses and support opportunities for business-to-business interactions

Actions	Timing	Action	Agency
1 Deliver the Complete Streets project to prioritise pedestrians and improve the amenity and appearance of public places in Bondi Junction	M	Project	W
2 Deliver practical cycling paths for increased accessibility to and within Bondi Junction	S	Project	W
3 Deliver improved safety, lighting and wayfinding to and around the Bondi Junction Transport Interchange and bus stops	S M	Project	W
4 Identify and optimise bus routes around Bondi Junction to improve amenity within the centre	M	Plan / Project	W S
5 Amend the LEP and DCP to protect and grow employment floor space in Bondi Junction, and to maintain and encourage health related uses in Bondi Junction	S	Plan	W
6 Amend the LEP and DCP to promote culture and entertainment events and spaces in Bondi Junction	S	Plan	W
7 Review the LEP and DCP to encourage a diversity of land uses in Bondi Junction	S	Plan	W
8 Review hours of operation for late night and early morning activities and appropriate mitigation techniques to maintain amenity	S	Plan	W
9 Review guidelines and processes to encourage alfresco dining in Bondi Junction and other centres where appropriate	S	Plan	W
10 Deliver creative lighting, urban greening and public artworks	S O	Project	W
11 Promote Bondi Junction as a centre for knowledge and innovation jobs	S	Advocacy	W
12 Review the LEP and DCP for Bondi Junction with regards to streetscape amenity, built form, heritage significance, and visual amenity	S	Plan	W
13 Work with private landowners to investigate and support the development of a Knowledge and Innovation Hub	M	Plan / Project	W P
14 Work with private landowners to implement the actions of the Bondi Junction Evening, Culture and Entertainment Strategy	S M	Plan / Project	W P
15 Investigate potential LEP and DCP changes to encourage crucial urban services	S	Plan	W
16 Retain Bondi Junction Bus Terminal for public transport uses	S	Plan	W



The natural environment is pristine and well maintained, and our built environment is resilient, efficient, and minimises its impact on the natural environment.

Our Sustainability Vision for 2036

The spectacular coastline and natural environment is protected and enhanced for future generations, and visitation is sustainably managed. The Waverley Community is resilient, environmentally sustainable and produces zero waste and carbon emissions.

Through the management of the built environment Waverley is a leader in sustainability, demonstrated through the implementation of Bondi Junction as a low-carbon high-performance precinct. Our streetscapes support safe and efficient waste collection and water sensitive urban design, increased biodiversity and opportunities to interact with nature, and our parks and beaches have innovative waste management plans to boost recycling and reduce litter.

The Context Now

Waverley has stunning beaches and coastlines, incredible open spaces and some remaining pockets of biodiversity and remnant bushland. Waverley forms part of both the Port Jackson and Coastal Catchments, which means keeping our oceans clean is a crucial responsibility for our area.

A key challenge in Waverley is that a high proportion of our population is transient, generating a large amount of household waste when people move house, often in the form of illegal dumping. Waverley also has many areas that are medium-high density residential uses which generate a lot of waste.

The area is largely sandstone and sandy soil, and not fit for food production. The environmental aspects of our LGA are to be enjoyed, protected and celebrated.

Waverley has varying urban tree canopy across the area with an average of 15.9% coverage, which correlates to areas in the LGA which are 'urban heat islands'. Waverley will aim to increase tree and vegetation coverage in these areas.

Bondi Beach is a State and National Heritage Item, and requires sensitive management of visitors, climate and surrounding development. Many of our other open spaces are high quality, and allow passive and active recreation by the coast, as well as providing space for much of our biodiversity to thrive.

Figure 47 - Bondi Beach



Waverley has one of the lowest rates of transport-related carbon emissions and electricity useage per person across Greater Sydney. Our water useage per person is relatively high when compared with Greater Sydney, and could be reduced. Waverley residents have some of the lowest rates of solar hot water and energy installations across Greater Sydney, which could be improved.

For more information about Greater Sydney's Sustainability Profile, refer to the Greater Sydney Commission's website.

Environmental risks in the Waverley area are largely related to more frequent and severe storms, coastal inundation, and increased hot days.

PLANNING PRIORITY 12

Conserve our water resources and protect our coasts and beaches

This Planning Priority gives effect to Greater Sydney Region Plan

D8: A city in its landscape

Eastern City District Plan

E14: Protecting and improving the health and enjoyment of Sydney Harbour and the District's Waterways

E15: Protecting and enhancing bushland and biodiversity

E16: Protecting and enhancing scenic and cultural landscapes

E18: Delivering high quality open space

Other relevant Council Policies, Plans and Studies

Coastal Risk Management Policy

Coastal Management Program

Environmental Action Plan 2018-2030

Flood Study

Waverley is known for its beautiful beaches and coastline. Preserving our water resources and ensuring our coasts and beaches are clean is a key priority for our area. However intensification of development and use in coastal catchments, in the context of the projected long term warming and drying of our climate, presents challenges in managing water quality and security, and long term coastal protection. Bondi, Bronte and Tamarama beaches have great scenic and cultural significance for Sydney, and are to be protected and maintained for the enjoyment of not only local residents, but also the wider community and visitors. Waverley has identified in its *Disability Inclusion Action Plan* (2017) measures to ensure that these assets are easily accessible to all.

The *Sustainable Visitation Strategy* (2019) outlines how our key cultural icons will be maintained, and how visitation to the area will be managed effectively. In addition to managing visitation, managing access to views and the impact of development on important cultural and scenic vistas is important, and Council will review the existing planning framework to determine if there are adequate provisions in place to support the protection of and access to these vistas. In developing the new Local Character Statements for the LEP, Council will work with the community to identify scenic landscapes and view corridors that

require protection or consideration in developments. Enjoyable scenic and cultural landscapes foster an appreciation of the natural environment, protect heritage and culture, and create economic opportunities, particularly for recreation and tourism. Aboriginal culture is deeply entwined in the coastal areas of Waverley Council and the protection of these sites is crucial.

As part of the coastal management reforms which came into effect in 2018, Council is working with Woollahra and Randwick Councils to prepare a combined *Coastal Management Program* (CMP) for the whole of the open ocean coastline of the Eastern Suburbs. This CMP will address how the three councils can collaboratively manage the natural coastline, minimise the impacts of development on the environment, and identify measures adapt to a changing climate.

Water scarcity is an issue across Australia, and while the Greater Sydney catchment of rivers, creeks and storage is large, it is sensitive to drought and flood cycles that are projected to increase in intensity and frequency into the future. Our water supply can also be impacted by bushfires, flooding and pollution. Waverley Council proactively maintains and improves our stormwater and living infrastructure so that our beaches and receiving catchments have clean water for people and the environment. Despite this urban run-off and sewer overflows can all result in pollution in our stormwater system that ends up in our oceans. Urban run-off includes litter, viruses, bacteria and nutrients from pet waste, green waste, oil and toxic chemicals from vehicles, heavy metals and sediment from construction sites. Heavy rainfall can cause sewer systems to overflow, causing untreated or partially treated human waste to flow into our coastal waters. Major sources of pollution are Sydney Water's sewer outfalls at Diamond Bay and Vaucluse which discharge untreated wastewater.

Waverley's sports fields, beachside parks and amenities are popular and require significant amounts of water. As these sites are some of our largest water users, we have constructed 5 large water recycling schemes to conserve drinking water and better manage our open space and gardens throughout times of drought.

Council will continue to partner with Sydney Water, Woollahra and Randwick Councils, Centennial Parklands, Sydney Coastal Councils Group, and the NSW Government to deliver these outcomes.

Planning Principles

- Collaborate with neighbouring councils to improve water quality entering our coast, beaches and receiving catchments
- In Council's assets and private developments:
 - Improve water efficiency and recycled water usage
 - Increase water harvesting through stormwater harvesting schemes
 - Increase rainwater capture on private and public land
 - Explore alternative sources of water for resilient whole of water cycle management

Actions	Timing	Action	Agency
1 Work with Woollahra and Randwick Councils to prepare and implement the <i>Eastern Beaches Open Ocean Coastal Management Program</i> (CMP)	M	Plan / Project	W C
2 Amend the LEP and DCP to strengthen provisions for reduced excavation, particularly in flood prone areas	S	Plan	W
3 Update development controls to improve water quality to our coasts and receiving catchments, to increase stormwater harvesting and water recycling in developments, and include water quality as a key objective in the LEP	S	Plan	W
4 Update Council's policies, guidelines and public domain projects to improve water efficiency and include WSUD measures	S O	Plan/ Project	W
5 Advocate for an increased BASIX water and water quality target	S	Advocacy	W
6 Increase permeability both in the public and private domains through LEP and DCP amendments, and public domain improvements	S O	Plan / Project	W
7 Maintain water recycling systems in Bondi, Tamarama and Bronte Beaches and Waverley and Barracluff Parks to reduce potable water use and improve the water quality entering our beaches	O	Ops.	W
8 Advocate for WSUD measures in the Complying Development Code (Code SEPP)	S	Advocacy	W S
9 Collaborate with water service providers to design and deliver infrastructure, water servicing and development approaches that best contribute to local and regional water supply and water cycle management, including stormwater quality improvement devices (SQIDs) to reduce pollutants entering our waterways	S M O	Project / Ops.	W S C
10 Update Council's LEP and DCP to mandate the collection and use of rainwater and recycled water in development across the LGA	S	Ops.	W
11 Maintain, improve and create new habitats for iconic species identified in key catchments and waterways	O	Project	W
12 Work with stakeholders of local catchments to develop whole of catchment land use policy and statutory planning mechanisms that improve water quality across the whole catchment, and protect and enhance high value terrestrial and aquatic ecosystems	O S	Plan / Project	W C
13 Identify opportunities to reduce stormwater runoff by implementing WSUD on public and private land	S	Project	W
15 Collaborate with utilities to understand and implement water efficiency and alternative water supply improvements such as recycled water	O	Plan / Project / Ops.	W S
16 Work with compliance teams to actively patrol our coast to identify environmental pollution incidents and pursue enforcement action under the POEO Act	O	Ops.	W
17 Deliver effective and efficient irrigation of public open spaces (i.e. active and passive recreation including canopy) to support public amenity and urban cooling, exploring stormwater or recycled water where appropriate	O	Ops.	W

PLANNING PRIORITY 13

Protect and grow our areas of biodiversity and connect people to nature

This Planning Priority gives effect to

Greater Sydney Region Plan

D3: A city for people

D8: A city in its landscape

Eastern City District Plan

E4: Fostering healthy, creative, culturally rich and socially connected communities

E14: Protecting and improving the health and enjoyment of Sydney Harbour and the District's Waterways

E15: Protecting and enhancing bushland and biodiversity

E16: Protecting and enhancing scenic and cultural landscapes

E17: Increasing urban tree canopy cover and delivering Green Grid connections

Other relevant Council Policies, Plans and Studies

Biodiversity Action Plans- Remnant Sites
Environmental Action Plan 2018-2030

Despite Waverley LGA being densely populated, the area currently supports 5.8 hectares of coastal native vegetation, and a range of biodiversity including 123 native plant species and over 50 native creatures. Our parks and bushlands protect our local animals, prevent erosion, absorb carbon dioxide and reduce the urban heat island effect. Our green spaces are well loved and provide peace, beauty and solace to our residents and visitors. Our vision for the future is that Waverley will continue to protect, manage and grow our biodiversity to ensure that our flora and fauna are able to thrive, and to protect our unique scenic landscape. Our aim is to continue to improve the quality of these bushland areas to maintain a healthy coast and provide habitat for the local wildlife. By improving conditions for priority vegetation sites, we hope to ensure precious natural bushland sites and endangered species are not lost.

Council has a number of critically threatened ecological communities and non-remnant parkland. There are a number of issues that threaten our biodiversity including climate change, urban development, non-native species, pollution, and loss of habitat. As development increases, further fragmentation and loss of habitat continues. Waverley supports a wide range of birds, insects, reptiles and mammals such as possums and bats. These fauna rely on trees and vegetation as both a food resource and as habitat. Our coast supports a thriving marine biodiversity that relies on us to maintain as pollution free.

The urbanisation of Waverley has resulted in less than 2% of pre-European bushland remaining intact. Our remaining bushland areas are fragmented, and impacted by urban weeds. As development continues there is a further loss of vegetation and habitat on private properties. To reduce the impact of urban development Council's strategy is to continue to grow the urban tree canopy on public and private land, as well as requiring deep soil areas and a range of climate hardy plants on private property to both reduce the urban heat island effect, and improve conditions for wildlife. A changing climate is likely to increase pressures on our local plants due to potential changes in rainfall and temperature. Waverley Council is undertaking work to review methods of adapting its threatened species populations to continue to provide crucial habitat for wildlife, as well as connecting people to nature that is native to the area.

Waverley Council will continue to protect, manage and where possible grow our unique biodiversity values. Our habitat corridors, environmental protection zones, and larger bushland sites are crucial for providing habitat for our wildlife. Council currently runs a number of programs that support biodiversity in the area, including community gardening programs, bushland programs, and advice about the best species to support local wildlife.



Figure 48 – Mature Canopy

Planning Principles

- Maximise opportunities for people to experience nature and to improve amenity
- Increase the resilience of remnant bushland and endangered ecological communities and assist them to adapt to the impacts of climate change
- Identify opportunities for increased connectivity and canopy coverage, and retain mature canopy
- Use biodiversity and habitat corridors to influence strategic planning and local development controls
- Recognise the importance of biodiversity and vegetation in Council's planning framework
- Ensure no loss of, and where possible increase remnant vegetation across the LGA

Actions	Timing	Action	Agency
1 Prepare a Strategic Urban Biodiversity Framework in conjunction with an Urban Greening and Canopy Strategy	S M	Plan	W
2 Advocate for exclusion of sites with biodiversity from the Complying Development Code	S	Advocacy	W
3 Review Council's development controls to identify canopy as a crucial element of the LGA's character	S	Plan	W
4 Identify threatened habitats on private property and work with land owners to develop a Plan of Management to protect and support these habitats and the species that live in them	S	Project / Ops.	W
5 Identify and deliver the Green Grid and opportunities for green infrastructure projects such as increased tree planting and increased coastal bushland areas to improve opportunities for people to connect with nature and to improve amenity	S M	Project	W
6 Review and strengthen development controls to protect existing land with remnant vegetation, and prohibit the removal or damage of remnant vegetation	S O	Plan	W
7 Develop and implement coastal bushland and habitat improvement plans, and implement into planning controls where relevant	S M	Plan	W
8 Identify and implement projects to restore and improve urban habitat and connectivity	M O	Project	W
9 Protect and restore high value ecosystems (even if compromised) to enhance biodiversity and protect environmental values	O	Plan / Project / Ops.	W

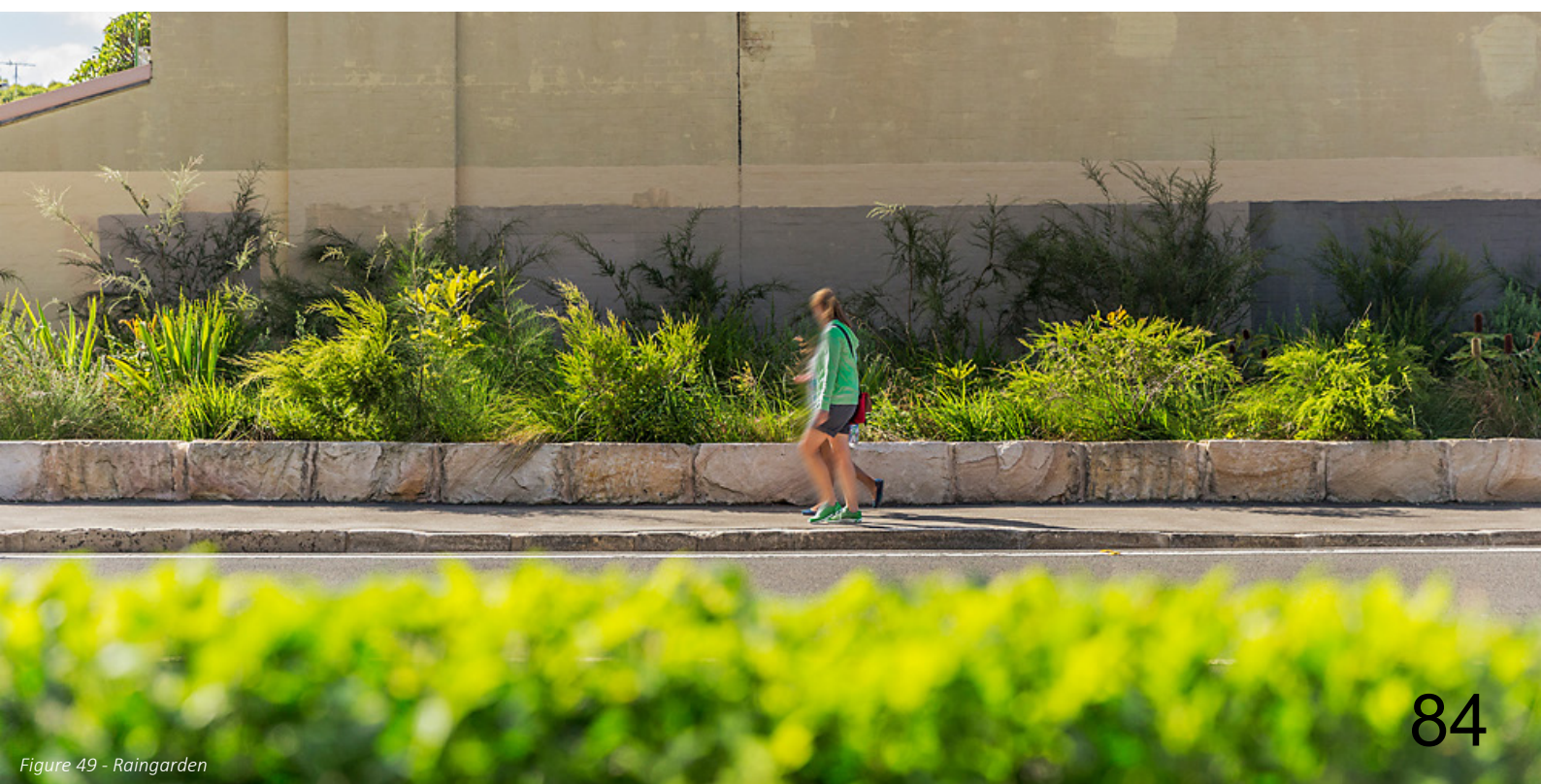


Figure 49 - Raingarden

PLANNING PRIORITY 14

Achieve net zero carbon emissions in the built environment

This Planning Priority gives effect to

Greater Sydney Region Plan

D9: An efficient city

D10: A resilient city

Eastern City District Plan

E19: Reducing carbon emissions and managing energy, water and waste efficiently

E20: Adapting to the impacts and natural hazards and climate change

Other relevant Council Policies, Plans and Studies

Bondi Junction Green Infrastructure Master Plan
Environmental Action Plan 2018-2030
Building Futures Program

Our climate is changing and it is largely due to increases in atmospheric greenhouse gases caused by human activities. These activities include the burning of fossil fuels (coal, oil, and natural gas), agriculture and land clearing. The Australian Government has a target to reduce national emissions to 26-28% on 2005 levels by 2030. The *NSW Renewable Energy Action Plan* outlines the transition to reliable, affordable and clean energy, and the aspirational NSW target of net-zero emissions by 2050.

Waverley Council aims to be a leader in environmental performance. Waverley Council has ambitious environmental targets outlined in the *Waverley Council Environmental Action Plan* (EAP), including reducing Council and Community greenhouse gas emissions (GHG) emissions by 70% (on 2003/04 levels) by 2030. The EAP outlines a number of strategies to reduce emissions including increasing solar panels on public buildings, rental and apartment buildings, increasing renewable energy purchased by Council, and providing planning support and controls to drive innovation and better environmental outcomes in new development.

As part of the Regional Environmental Program between Woollahra, Waverley and Randwick Councils, an evidence based research paper has been prepared regarding the cost implications of high performance buildings (i.e. buildings with a Green Star rating of 5 or 6). This research, as well as ongoing internal assessments of development applications evidences that the current performance of new buildings in our LGA is poor and could drastically be improved. One way of improving the energy and water performance of buildings is to raise the minimum standards required under the *State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004* (BASIX SEPP). The 2017 increase in BASIX energy scores has improved the minimum required performance of new developments, however to be able to achieve Council's ambitious environmental targets, an increase in the minimum energy and water targets in the BASIX SEPP is urgently required.

There is significant potential to increase BASIX energy targets for residential flat buildings (RFBs) at either a precinct, suburb, LGA or even a district scale. The Regional Environmental Program has identified this as an affordable and achievable pathway to ensure that new buildings are constructed to a high operational standard, and to reduce ongoing costs for residents and achieve both local and state objectives. In accordance with clause 8 of the BASIX SEPP, councils are currently prohibited from increasing the minimum standard performance requirements for energy and water for residential buildings, other than by way of incentive provisions. Waverley Council has traditionally been opposed to incentivising high-performance buildings through bonus provisions to achieve our ambitious environmental targets, and instead proposes that BASIX energy targets should be preferably increased across the LGA, or focussed in precincts, to ensure new development contributes to improved environmental performance.

To be able to implement Planning Priority E19 and Objective 33 of the District Plan, Council needs to work with the NSW Government, landowners, residents and applicants to achieve our targets.

Current Emissions Profile

Energy Use by Sector 2016-17

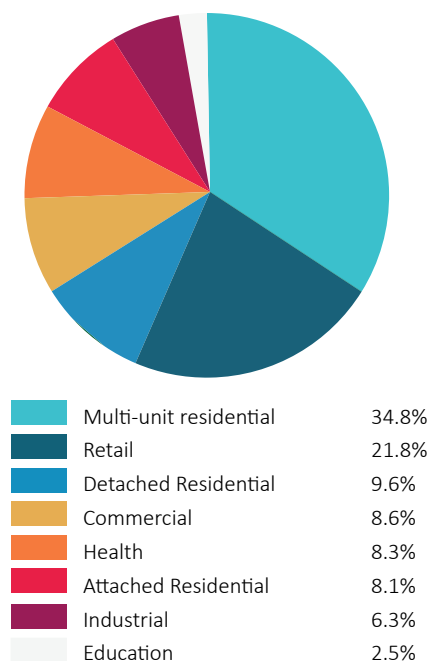


Figure 50 - Energy Use by Sector 2016-17

The current emissions profile in Waverley demonstrates that the majority of energy use in our area is from multi-unit residential development, followed by retail. This is due to the additional load that a multi-unit residential development uses in services and shared areas.

Council's Building Futures program seeks to address this issue by working with Strata bodies to identify opportunities to retrofit their building and reduce their power consumption.

Retail is another large user of energy, focussed mainly in Bondi Junction. Council will continue to work with key stakeholders and commercial businesses to seek to minimise energy consumption, and to encourage the remaining energy to come from renewable sources.

Electricity is currently the largest energy source, which has the opportunity of being able to move to a renewable energy network, to reduce the LGA's overall impact from the energy we do use.

Emissions Reductions Pathway

70% reduction in
Community greenhouse gas emissions of
2003/04 levels by 2030

2005/06	2017/18	Target for 2020	Target for 2030
478,725 tonnes CO2-e	475,763 tonnes CO2-e	335,126 tonnes CO2-e	143,618 tonnes CO2-e

Figure 51 - Community Emissions Reduction Target

Waverley has been working to reduce greenhouse gas emissions from our operations and community since 2009, which was when we committed to our first reduction targets.

The three largest opportunities to reduce carbon emissions are:

- encouraging the uptake of renewables
- waste diversion
- RET- renewable energy target.

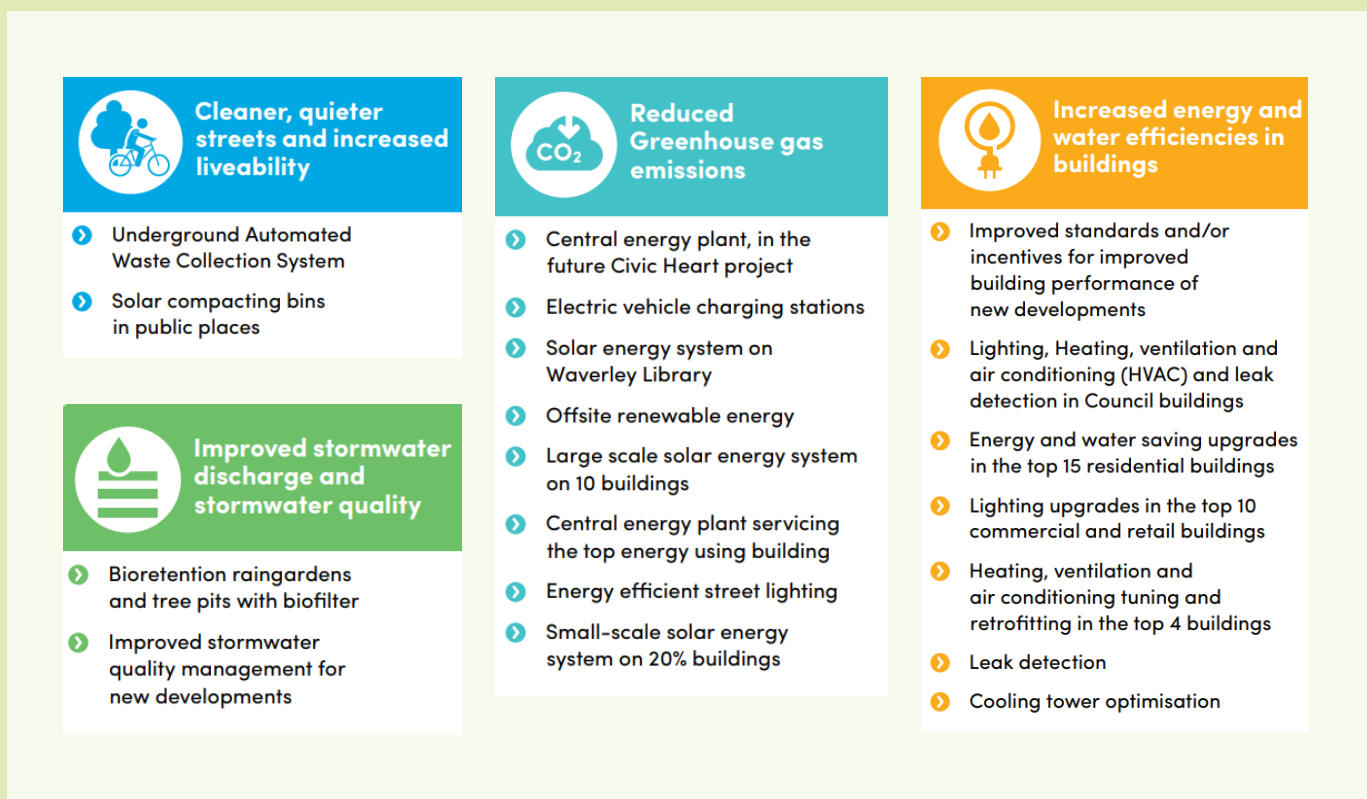
Switching to renewables is a key pathway to emissions reductions in Waverley due to our existing and ageing building stock. Unlike some other councils, Waverley LGA will not see large areas of redevelopment that can capture significant emissions reductions and power generation at a precinct scale.

Accordingly Waverley Council's efforts are best focussed on educating and working with the community to manage energy demand and increase the uptake of renewables, for example through our collaboration on the Solar my School program with our neighbouring councils of Randwick and Woollahra.

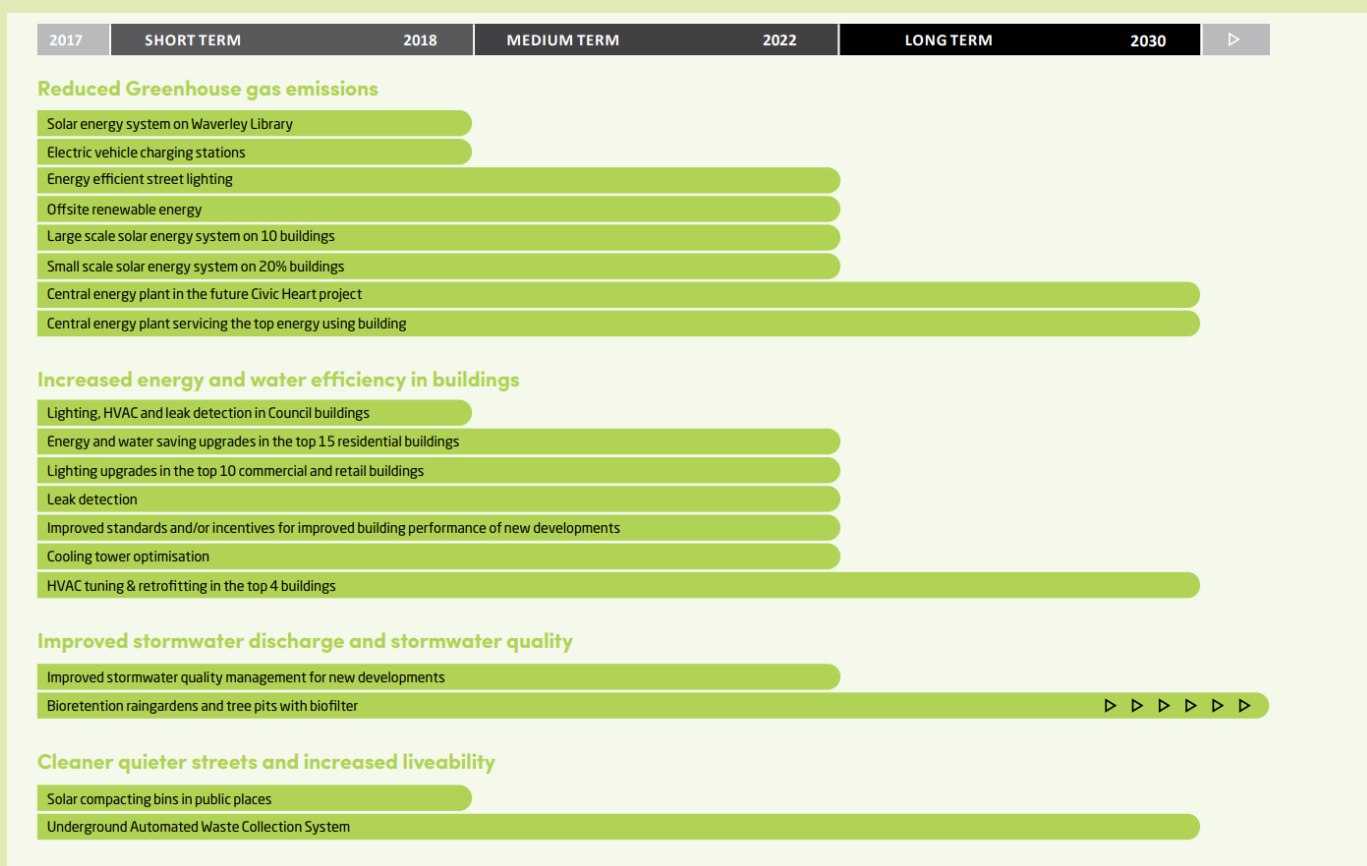
In addition Council will also seek to encourage retrofits in residential and non-residential developments to improve the efficiency of our existing buildings, further improving the efficiency of the network, through planning support, controls and incentives to drive innovation and better environmental outcomes. We are also using social research to target residential sectors, for example pool owners, with technological improvements, to also enable energy and emission savings.

Bondi Junction Sustainable Precinct objectives

Figure 52 - Bondi Junction Sustainable Precinct



Sustainable Precinct Solutions



Bondi Junction Low-Carbon High-Performance Precinct

Council has identified the opportunity for Bondi Junction to be a 'Low-Carbon High-Performance' Precinct demonstrating Waverley Council's commitment to environmental excellence and leadership to deliver on its ambitious environmental targets. The *Bondi Junction Green Infrastructure Masterplan** identifies ways to reduce greenhouse gas emissions, water usage and waste management issues in Bondi Junction. The recommendation with the greatest impact in terms of reducing greenhouse gas emissions is to improve standards for new buildings. To achieve this, Council needs to work with the NSW Government to implement mechanisms to require developments in Bondi Junction to meet increased environmental performance standards. In addition, Council is continuing to work with key stakeholders and landowners to deliver other recommendations from the Masterplan.

The 2017 updated performance standards in the BASIX SEPP are no longer driving best practice design outcomes. From Council's experience with the development assessment of new RFBs in areas such as Bondi Junction the majority of buildings are only achieving the minimum BASIX energy target.

Buildings constructed to only the minimum standard will result in a building stock that will be quickly identified as energy inefficient and inhibit any opportunity for Bondi Junction to become a low-carbon high-performance precinct. In addition to Bondi Junction, Council will also investigate the potential for some of the village centres to become Low-Carbon High-Performance precincts.



Figure 53 - Bondi Junction

*Note: The Masterplan refers to 'Green Infrastructure' as infrastructure that is efficient and sustainable, and hence known as 'green'. Since the GI Masterplan publication, 'Green Infrastructure' has come to be known in planning as the combination of tree canopy and vegetation coverage, open space, biodiversity and waterways. For consistency the latter definition is used throughout this document, and the Masterplan is now referred to as the Bondi Junction Sustainable Precinct Plan.

Building Retrofits

This discrepancy between State and local strategic objectives and on the ground outcomes has been demonstrated by Council's successful Building Futures program which promotes energy efficiency in large existing strata RFBs in Waverley. This new program commenced in 2018 and involved 10 buildings in Bondi Junction, which were all residential apartments over eight storeys. Two participating buildings that had been completed the previous year, have implemented major energy saving opportunities including LED lightings upgrades in carparks and fire stairs. These costs are being passed onto the community, when they are easily incurred as part of the development cost, and result in major savings for the residents and community.

Precinct Based Energy Generation

A longer term objective for Council is to investigate opportunities to implement precinct based energy generation through tri-generation or solar power. Council will investigate the potential to remove barriers to implementation where possible to encourage the uptake of de-centralised utilities, particularly where these are community-led initiatives.

For example Bondi Sewage Treatment Plant currently produces enough renewable energy from local organic waste biogas in a cogeneration plant to meet 100% of its own requirements.

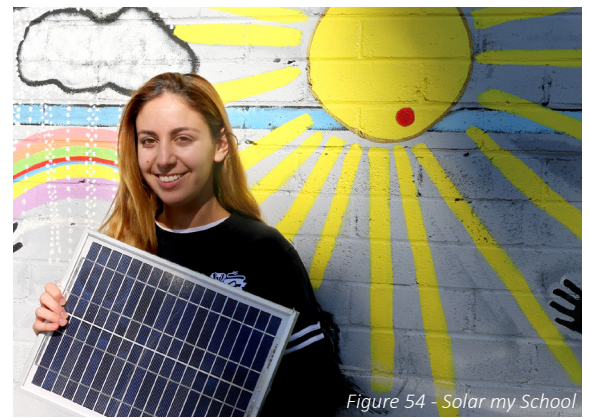




Figure 54 - Solar my School



Figure 55 - Building Futures

Planning Principles

- Work with applicants of large developments to deliver net zero emissions
- Encourage uptake of renewable and community based energy
- Reduce carbon emissions across Council and the community by promoting renewable energy and minimising overall resource consumption
- Improve energy efficiency in developments and when retrofitting existing Council buildings
- Facilitate and support opportunities for decentralised renewable power generation

Actions	Timing	Action	Agency
1 Advocate for increased BASIX targets for residential developments to achieve Council's ambitious environmental targets		Advocacy	
2 Facilitate Bondi Junction becoming a low-carbon high-performance precinct through the Building Futures program, and amending the LEP and DCP		Plan	
3 Implement a development pathway to promote, deliver and monitor sustainable housing that: <ul style="list-style-type: none"> • provides planning support to drive innovation in performance and improved environmental outcomes in developments • encourages passive design to minimise energy consumption • encourages on-site generation of renewable energy • encourages the use of recycled and low-embodied carbon materials • measures the uptake of sustainable housing • implements compliance processes to ensure that all buildings are delivering required and aspirational environmental outcomes • investigates a contribution to fund off-site renewable energy • investigates density bonuses related to high performance buildings • promotes the uptake of sustainable housing through open days, awards and other methods of recognition • provides a community education program to accelerate behaviour change and retrofits to reduce energy and resource consumption 		Plan	
4 Prepare an Adaptive Reuse Strategy that promotes the reuse of existing buildings through alterations and additions to reduce embodied carbon and improve building performance		Plan	
5 Work with the NSW Government to develop a pathway to Net Zero Carbon buildings to achieve the NSW Government's target of net zero carbon emissions by 2050		Plan	 
6 Amend the LEP and DCP to ensure new development is 'future ready' by providing the ability to adapt to existing and emerging technologies for building efficiency such as requiring dual piping for recycled water, connections for solar panels, and rooftop gardens		Plan	
7 Work with private landowners to continue to implement the Building Futures Program to achieve ambitious environmental targets across the LGA		Ops.	 
8 Work with private landowners to encourage uptake of renewable energy sources by removing barriers to solar power and facilitating solar power installation in Waverley across all of our different building types		Advocacy	 
9 Investigate opportunities with utility providers to deliver integrated energy, water and waste infrastructure where it delivers broad community benefits		Plan	  
10 Manage land use conflicts in the LEP and DCP to enable the conversion of organic waste to electricity and/or heating/cooling		Plan	
11 Collaborate with the NSW Government, private landowners and community groups to identify opportunities for decentralised power generation		Plan/ Project	  
12 Partner with regional stakeholders and the NSW Government to investigate and implement new technologies to improve building performance and utility provision		Project	 

PLANNING PRIORITY 15

Achieve zero waste in the built environment

This Planning Priority gives effect to

Greater Sydney Region Plan

D9: An efficient city

D10: A resilient city

Eastern City District Plan

E19: Reducing carbon emissions and managing energy, water and waste efficiently

E20: Adapting to the impacts and natural hazards and climate change

Other relevant Council Policies, Plans and Studies

Sustainable Waste Strategy 2015-2020

Environmental Action Plan 2018-2030

Residential Waste Management

In 2019, Council implemented its Recycling Improvement Program for Residential Flat Buildings (RFBs) which stemmed from a need to minimise contamination rates in kerbside recycling streams. Council staff identified that higher levels of contamination were occurring in RFBs, which can be attributed to: a lack of ownership over shared bin systems; difficulties with residents accessing bin rooms; older properties being designed with inadequate capacity; and often transient populations and high-resident turnover.

The Program resulted in a 50% improvement in recycling at 60 apartment blocks. This means that we created a cleaner stream of recycling that is more likely to be recycled. The program is currently being rolled out to all apartment buildings with 20 units or more. Resources to improve recycling are available on Council's website.

Although there is no metric to rate the waste management performance of buildings, Council is tracking these improvements with plans to recognise buildings that have a high score for sustainable waste management.

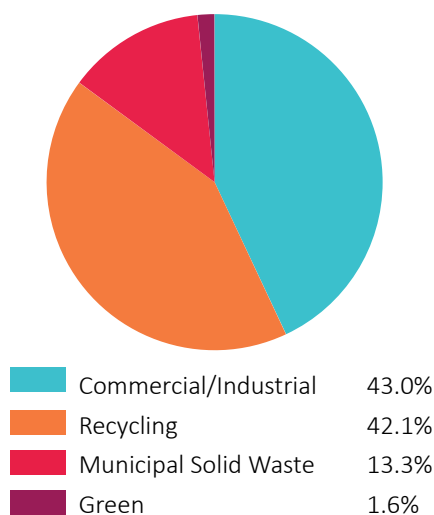
Waste management in densely populated areas is an ongoing challenge across Greater Sydney. There are many examples in Waverley of kerbs dotted with numerous waste and recycling bins presented on collection day that are often overflowing, creating litter issues and causing safety concerns for pedestrians and cyclists, as well as presenting additional pressures on local traffic on collection days.

In larger RFBs and mixed-use developments, Council advocates for on-site waste storage and collection to minimise bins on the street. This however comes with its own range of issues including loss of amenity and useable floor space at ground level, of particular importance in the village centres and Bondi Junction, where the ground level is meant to be active and present attractive pedestrian friendly uses such as shops and cafes. Council is looking to undertake a coordinated precinct-based approach to waste collection in the future, particularly in the village centres and Bondi Junction, to better manage the collection and storage of waste, and to provide a means of recovering a variety of waste streams for recycling or reuse, while also improving the safety, amenity, and useable floor space in our centres. A key aspect of this vision includes on-site waste collection where the access point is at the rear of the building to minimise the street frontage number of roller doors which impacts on the active street frontage.

Council also requires that each building has a Waste Management Plan that outlines waste storage and management, contractor details, points of collection, and roles and responsibilities for tenants, residents, cleaners and property managers. In doing so, Council hopes to instil a sense of responsible citizenship in our residents to effectively manage waste in our community and keep bins and bulky waste off the kerbside.



Figure 56 - Waste Collection in Bondi Junction

Waste by Type 2016-17

Residential waste accounts for 57% of the LGA, and Council's Recycling Improvement Program aims to work with apartment blocks to provide the correct infrastructure and education to increase recycling, while offering programs for reuse. Council will aim to work with the commercial/industrial sector to target the remaining 43% of waste generated.

Council continues to work towards a zero community through identifying opportunities to divert materials from waste and towards creating a circular economy.

Figure 57 - Current Emissions Profile

Zero Waste

To guide us into the future, the NSW Government is drafting a 20 year Waste Strategy that is built on a comprehensive understanding of the issues that we are facing in the waste sector today. It is an evidence-based approach, drawing on expert advice that can guide robust decision making.

Waverley Council aims to prepare a future Zero Waste Strategy to align with the NSW Government's vision. The Zero Waste Strategy will supersede the *Sustainable Waste Strategy* which has targets of:

1. No net increase in waste generation from 2004/5 levels
2. Increase resource recovery to 75% by 2020

Additionally, council's *Environmental Action Plan* also sets a target to increase resource recovery to 90% by 2030.

Council aims to be a leader in reducing waste sent to landfill as it moves towards a zero-waste community. The Zero Waste Strategy which is currently being prepared provides a framework for a sustainable approach to inform and upskill our community in areas of reuse and repair, so they can make effective decisions with minimal impact to the environment. It outlines key actions for increasing the uptake of a circular economy and the sharing culture, ultimately reducing the amount of waste being sent to landfill.

The Zero Waste Strategy will also outline collaborations to increase the percent of recycled content used in materials purchased by Council, increase waste management planning controls for residential and commercial buildings, and provide guidelines for waste minimisation and innovative waste infrastructure and planning in new development to support a zero-waste community.

Waste and Visitation

Waverley's topography and location close to the coast is spectacular to visit, however this can also cause problems with waste polluting our oceans, both from littering and stormwater drains and overflows transporting waste directly out to the ocean. Tourists and visitors to the area are also a major polluter in terms of contributing to problem waste and illegal dumping as they often are here for a short time and are unaware of proper waste disposal or services available. Council has developed a *Sustainable Visitation Strategy* that has targets for engaging with short-term stayers to promote council's services, proper waste disposal, and the rental of furnished apartments. Council Rangers also patrol the Waverley area and pursue illegal dumping or environmental pollution incidents in accordance with the *Protection of the Environment Operations Act* (POEO Act 1997).

Council is working to encourage our community to take responsibility to avoid waste to begin with, and where waste is created, to ensure there is a circular economy for furniture and other goods that can be shared and upcycled for renters and travellers, reducing illegal dumping of furniture at the end of a lease period.

Waste is associated with human consumption behaviour, and as a result requires careful planning to ensure our community has effective waste storage, transport and overall management. Through planning waste collection at a precinct level and requiring improved design of developments, Council aims to drastically improve the impacts of waste on the amenity and safety of our centres, neighbourhoods and minimise pollution incidents in our natural environments.

The Circular Economy

Council supports the *NSW Government Circular Economy Policy*, which is about changing the way we produce, assemble, sell and use products to minimise waste, and to reduce our environmental impact. The circular economy can also be great for business; by maximising the use of our valuable resources, and by contributing to innovation, growth and job creation. Moving to a circular economy will provide long-term economic, social, and environmental benefits for NSW. This transition will generate jobs, increase the robustness of the economy, increase the accessibility of goods, maximise the value of resources, and reduce waste.


















Council also supports various schemes to recycle and recover as many products as possible including the state government's Container Deposit Scheme and Producer Responsibility Schemes, like The National Television and Computer Recycling Scheme which aims to boost recycling of televisions and computers and divert them from landfill disposal. Council promotes Reverse Vending Machines (RVM) in key locations in our area where residents can return their containers for 10 cents, and Council offers various education events and problem waste collection points for our community.



Figure 58 - The Circular Economy, Source: Too Good To Waste, NSW Government

Planning Principles

- Avoid waste generation and maximise resource recovery
- Engage and educate the community to change behaviours
- Efficiently integrate public, private and illegal waste
- Promote innovation to better manage waste storage and collection in development

Actions	Timing	Action	Agency
1 Research and deliver sustainable waste management policies and procedures for Council and the community and engage with internal departments to enforce the policies		Plan	
2 Review opportunities for shared waste facilities and shared commercial waste contracts in precincts and centres to better manage amenity and traffic issues	 	Plan / Project	
3 Investigate and implement sustainable waste management guidelines for Council and the community including innovative ways to reduce waste generation, reuse and recycling including incentives for users		Ops.	
4 Investigate opportunities to promote a circular economy, including the offer of reuse and rehoming schemes for people moving out; increased recycle content in all council purchasing; and more local reuse and recycling opportunities		Project/ Ops.	
5 Amend the LEP, DCP and other policies to minimise waste generation and increase recycling in construction and demolition, including the promotion of and support for innovative technologies and use of recycled materials in development design		Plan	
6 Review opportunities and incentives for minimising food waste, and maximise waste diversion from landfill for food, problem wastes and hazardous waste		Project/ Ops.	
7 Increase accountability for residents and businesses to keep bins off the footpath and prevent excess waste or litter from occurring through DCP amendments, waste compliance policy and procedure		Plan/ Ops.	
8 Ensure an evidence based approach to informing direction of future waste programs and building development specifications (using qualified research and consultancy reports)		Plan	

DIRECTION: A RESILIENT CITY

PLANNING PRIORITY 16

Plan for and manage our assets and urban environment, and support our community to adapt and be resilient to a changing climate

This Planning Priority gives effect to

Greater Sydney Region Plan

D8: A city in its landscape

D9: An efficient city

D10: A resilient city

Eastern City District Plan

E15: Protecting and enhancing bushland and biodiversity

E17: Increasing urban tree canopy cover and delivering Green Grid connections

E18: Delivering high quality open space

E19: Reducing carbon emissions and managing energy, water and waste efficiently

E20: Adapting to the impacts of urban and natural hazards and climate change

Connected Communities

E4: Fostering healthy, creative, culturally rich and socially connected communities

Other relevant Council Policies, Plans and Studies

Environmental Action Plan 2018-2030

Coastal Risk Management Policy

A coastal climate and landscape can experience natural hazards such as heatwaves, flooding, storms and storm surges, coastal inundation and erosion. Climate change is exacerbating these natural hazards by making the events more frequent and more severe. Effective planning should reduce exposure to natural and urban hazards and build resilience in the built environment and community to these shocks and stresses.

Waverley Council is particularly subject to flooding after heavy rain periods, and coastal inundation and erosion, and potential sea level rise and storm surges that could lead to damage of coastal open space, infrastructure and property. Council has identified areas in the LGA that are exposed to natural hazards, and will revise and implement new development standards to ensure no intensification of development in these existing areas. Council is currently developing a Flood Study in conjunction with Sydney Water to better plan for these events.

Council does not have a consolidated Resilience and Climate Change policy. This is a priority for Council to identify critical infrastructure and community assets that are most vulnerable to hazards, and to develop strategies to strengthen the resilience of these assets

in the face of changing climatic conditions. Council prepared a Climate Change Risk Assessment, which reviewed coast, health and biodiversity, however this will need to be expanded in the future.

With increasing occurrence and intensity of hot days, and decreasing but more severe rain events, the impact on our open spaces and infrastructure will also be felt. To reduce the urban heat island effect in our area, Council intends to grow the urban tree canopy which includes canopy on both private and public property. This is a key priority for our area to continue to provide shade in open spaces and along key walking and cycling routes to encourage active transport and outdoor activity. The existing coverage across NSW was measured by the NSW Government in 2016. The Waverley LGA coverage was 15.9% tree canopy cover and 19% shrub cover. Council has a commitment in the CSP to deliver an increase in the tree canopy to 29% by 2029, and will investigate mechanisms to minimise existing canopy loss, and increase new canopy. Some parts of the LGA have less tree canopy cover than others, and it is these 'hot spots' that Council will aim to target through urban greening and cooling strategies.

Council will also investigate other urban cooling strategies to reduce the urban heat island effect. Strategies may include methods to capture and retain water in the urban landscape to better mitigate drought conditions and provide opportunities to cool the environment through the use of water.

The adaptation of biodiversity to a changing climate is another area that Council is investigating, with the view to implement measures to ensure that endangered species are able to continue to flourish.



Figure 59 - Mature Canopy

Planning Principles

- Ensure critical infrastructure is upgraded to be resilient to changes in climate and severe weather events
- Plan for and manage climate change impacts
- Provide information to the community on relevant climate related risks and help grow the capacity and resilience of Waverley Community
- Protect and grow the tree canopy and shrub layer to reduce the urban heat island effect
- Acknowledge and include the expertise of Aboriginal and Torres Strait Islander leaders and elders when planning for resilience
- Promote and implement passive cooling and warming of buildings, streets and public spaces
- Support and plan for cool, green links to waterways, open space and bushland for recreation, and to support cultural values through the implementation of the Greater Sydney Green Grid and expansion of green infrastructure network
- Prioritise enhanced amenity around areas of highest density to promote wellbeing and cohesion

Actions	Timing	Action	Agency
1 Prepare and implement an Urban Greening and Canopy Strategy to: <ul style="list-style-type: none"> • implement stronger controls and mechanisms to protect and increase canopy, to reduce the Urban Heat Island effect • protect and increase the quantity and diversity of trees and plants in the public and private domain, to ensure that the tree canopy continues to be a dominant feature of the area and that species are resilient to projected changes in climate • identify opportunities to increase green walls and roofs on public and private land • identify opportunities for bio retention systems along Green Grid, biodiversity and habitat corridors • identify and secure future funding sources to increase planting and green infrastructure • identify opportunities for retention of water and water bodies in the landscape to effectively irrigate open spaces and increased greenery, and to support urban cooling 		Plan / Ops.	
2 Involve La Perouse Local Aboriginal Land Council, and other relevant Indigenous groups, when preparing environmental plans and strategies	 	Plan	
3 Finalise and respond to risks identified in the Flood Study		Plan	
4 Finalise and respond to risks identified in the Coastal Management Plan scoping study, where appropriate, through LEP and DCP provisions		Plan	
5 Work with neighbouring councils to better understand project climate changes, map climate change vulnerabilities, assess climate risks and local adaptation planning	 	Plan	 
6 Work collaboratively with other Councils and stakeholders to evaluate and plan for the community impacts of natural disaster events, Emergency services and prepare recovery plans		Plan	 
7 Review development controls and pathways to ensure new buildings and alterations and additions produce adaptable and resilient buildings that minimise the urban heat island, and advocate for the NSW Government to update the complying development code		Plan	 
8 Investigate and implement new funding streams to deliver infrastructure	 	Ops.	
9 Work with utilities to understand water efficiency and alternative water (including recycled water) supply opportunities		Plan / Project / Ops.	 
10 Review development controls to limit the intensification of development in existing urban areas most exposed to hazards		Plan	



IMPLEMENTATION PLAN

Council is required to monitor and report on the implementation of this Local Strategic Planning Statement. A number of the Actions align with the Goals and Strategies from the Waverley Community Strategic Plan. Where possible, Council will use the same metrics or measures to report on our progress through the Integrated Planning & Reporting Framework as part of the annual plan report.

To implement a number of the Actions outlined through this Statement, changes are required to Council's Local Environmental Plan and Development Control Plan. These changes may be undertaken as part of a comprehensive review of the LEP and DCP, or they may be undertaken as separate amendments. A list of potential amendments is provided here:

- Update LEP controls to improve sustainability of buildings
- Update LEP controls to require a minimum employment floorspace in Bondi Junction Strategic Centres and other centres
- Update Schedule 5 of the LEP to reflect the new Heritage Study
- Update the LEP to include an affordable housing provision
- Update the LEP to provide Local Character Overlays and Statements





The facing page is a list of all of the relevant strategies that have been used to inform this LSPS. These strategies, plans and studies, as well as a number of other plans identified in the Actions throughout this LSPS will help to inform a review of the adequacy of the Waverley Local Environmental Plan and the Waverley Development Control Plan.

The following pages illustrate how each of the Planning Priorities and Actions from this Statement align with the Waverley Community Strategic Plan, the Eastern City District Plan, and A Metropolis of Three Cities (Region Plan), and how Council intends to implement a number of the Planning Priorities and Actions.

The Greater Sydney Commission has established a number of scalable indicators in their implementation report *Pulse of Greater Sydney*. More information on these Performance Indicators is also outlined in this section.



Figure 60 - Bondi Junction After Dark

Relevant Strategies, Plans and Studies		   				Status (March 2020)
Waverley Local Environmental Plan 2012	2012	•	•	•	•	Adopted
Waverley Development Control Plan 2012	2012	•	•	•	•	Adopted
Waverley Community Strategic Plan 2018-2029	2018	•	•	•	•	Adopted
Waverley Environmental Action Plan 2018-2030	2018				•	Adopted
Community Participation Plan	2019	•	•			Adopted
Street Tree Master Plan	2008		•		•	Adopted
Bondi Junction Urban Design Review	2011		•			Adopted
Waverley Council Green Links Project	2011	•	•	•	•	Adopted
Cultural Diversity Policy	2011		•			Adopted
Bondi Junction Complete Streets Plan	2013	•	•		•	Adopted
Waverley Bike Plan	2013	•	•	•	•	Adopted
Waverley Council Play Space Strategy	2014	•	•		•	Adopted
Public Art Policy	2014		•			Adopted
Waverley Economic Development Strategy 2015-2020	2015			•		Adopted
Sustainable Waste Strategy	2015	•			•	Adopted
Bondi Junction Heartbeat of the East	2016		•	•		Adopted
Community Engagement Strategy	2017	•	•	•	•	Adopted
Waverley's People, Movement and Places	2017	•	•	•	•	Adopted
Bondi Junction Green Infrastructure Masterplan	2017	•			•	Adopted
Disability Inclusion Action Plan	2017	•	•			Adopted
Bondi Junction Commercial Centre Review	2017			•		Evidence base
Waverley Housing Issues Paper	2017		•			Evidence base
Bondi Junction Evening Culture and Entertainment Strategy	2018		•	•		Adopted
Development Contributions Plan	2018	•				Adopted
Creative Lighting Strategy	2018		•			Adopted
Urban Intervention Framework	2018		•			Evidence base
Community Engagement Report	2018	•	•	•	•	Evidence base
Sustainable Visitation Strategy	2019	•	•	•		Adopted
Reconciliation Action Plan	2019	•	•			Adopted
Tree Management Policy	2019				•	Adopted
Public Domain Technical Manual	2019	•			•	Adopted
Waverley Smart Cities Strategy	2019	•	•	•	•	Adopted
January 2019 Office Market Snapshot Bondi Junction	2019			•		Evidence base
Waverley Architectural Mapping Project	2019		•			Evidence base
Waverley Heritage Review	2020		•			Draft
Cultural Plan	2020		•			Draft
Waverley Local Housing Strategy	2020		•			Draft
Waverley's Village Centres Strategy	2020	•	•	•	•	Draft
Waverley Open Space and Recreation Plan	2020	•	•		•	Draft
Local Character Statements	2020		•			Draft
Waverley Street Design Manual	2020		•			To be prepared
Waverley Social Sustainability Strategy	TBC	•	•			To be prepared
Flood Study	TBC				•	To be prepared
Urban Forest Strategy	TBC	•	•		•	To be prepared
Coastal Management Program	TBC				•	To be prepared
Zero Waste Strategy	TBC				•	To be prepared
Climate Change, Adaptation and Resilience Strategy	TBC	•	•		•	To be prepared



ALIGNMENT TO OTHER PLANS

Figure 62 - Alignment to Other Plans

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REGION PLAN DIRECTIONS	DISTRICT PLAN PLANNING PRIORITIES	W1: Deliver public and active transport projects to achieve the 30 minute city	W2: Collaborate and deliver optimised 'last mile' transport and freight outcomes	W3: Digitally manage infrastructure to ensure it is efficient, fit for purpose, and well maintained	W4: Ensure the community is well serviced by crucial social infrastructure	W5: Increase the sense of wellbeing in our urban environment
A city supported by infrastructure	E1: Planning for a city supported by infrastructure	●	●	●	●	
A collaborative city	E2: Working through collaboration	●	●	●	●	
A city for people	E3: Providing Services and social infrastructure to meet peoples changing needs				●	
	E4: Fostering healthy, creative, culturally rich and socially connected communities				●	●
Housing the city	E5: Providing housing supply, choice and affordability with access to jobs, services and public transport					
A city of great places	E6: Creating and renewing great places and local centres, and respecting the District's heritage					●
Jobs and skills for the city	E7: Growing a stronger and more competitive Harbour CBD					
	E8: Growing and investing in health and education precincts and the Innovation Corridor					
A well connected city	E10: Delivering integrated land use and transport planning and a 30 minute city					
	E11: Growing investment, business opportunities and jobs in strategic centres					
	E12: Retaining and managing industrial and urban services land					
	E13: Supported growth of targeted industry sectors					
A city in its landscape	E14: Protecting and improving the health and enjoyment of Sydney Harbour and the District's Waterways					●
	E15: Protecting and enhancing bushland and biodiversity					
	E16: Protecting and enhancing scenic and cultural landscapes					
	E17: Increasing urban tree canopy cover and delivering Green Grid connections					●
	E18: Delivering high quality open space					●
An efficient city	E19: Reducing carbon emissions and managing energy, water and waste efficiently					
A resilient city	E20: Adapting to the impacts and natural hazards and climate change					
Governance	E21: Prepare LSPS informed by strategic local planning					
	E22: Monitoring and Reporting of the delivery of the Plan					



W6: Waverley has a range of housing opportunities to support and retain a diverse community

W7: Waverley's unique place in the Australian contemporary cultural landscape is recognised and celebrated

W8: Connect people to inspiring and vibrant places, and provide easy access to shops, services and public transport

W9: Support and grow Waverley's local economy with a focus on wellbeing, knowledge and innovation

W10: Manage visitation sustainably to protect local amenity and enhance Waverley's natural and built environment

W11: Bondi Junction is a lively and engaging strategic centre with a mix of employment, entertainment and housing options

W12: Conserve our water resources and protect our coasts and beaches

W13: Protect and grow our areas of biodiversity and connect people to nature

W14: Waverley is a leader in moving towards net zero carbon emissions in the built environment

W15: Waverley is a leader in moving towards zero waste

W16: Plan for and manage our assets and urban environment to be resilient to a changing climate

W17: Transparency in the planning process



PLANNING PRIORITY 17

Provide transparency in the planning process

This Planning Priority gives effect to Greater Sydney Region Plan

Governance

Eastern City District Plan

E21: Prepare LSPS informed by strategic local planning

E22: Monitoring and Reporting of the delivery of the plan

Other relevant Council Policies, Plans and Studies

Waverley Community Participation Plan

Immediate Priorities

Complete the following strategies by mid-2020:

- Local housing strategy
- Village Centres Strategy
- Open Space and Recreation Strategy
- Heritage Review
- Local Character Statements
- Cultural Plan
- Social Sustainability Strategy
- Flood Study

Prioritise the preparation of the following 2020-21:

- Urban Greening Strategy
- Coastal Management Program
- Climate Change, Adaptation and Resilience Strategy

Collaboration

- Collective action from all stakeholders, various levels of government and the private sector as identified throughout this LSPS.
- Collaboration through inter-agency workshops; regional planners meetings; traffic committee meetings; and quarterly meetings with NSW Department of Planning, Industry and Environment.

Studies, strategies and plans

- New and updated studies, strategies, plans, guidelines, and policies, including place plans, will align with this LSPS. Similarly, future updates to this LSPS will consider findings from new studies, strategies or plans.

Planning Controls

- The new Waverley LEP and DCP will align with this LSPS.
- This LSPS includes a number of actions to prepare new LEP and DCP controls. These will be addressed in our initial LEP and DCP, where possible. Where further work is required, it will be addressed in future amendments.
- Planning Proposals to amend the LEP, prepared by Council or proponents, must accord with the *Environmental Planning and Assessment Act 1979*, and will be assessed in accordance with the Principles for Change outlined in this LSPS.
- Planning Proposals must include an assessment of whether they will give effect to this LSPS. In making this assessment, the priorities and related principles must be considered together. It is not appropriate to justify a Planning Proposal based on a single element of this LSPS.

Project Delivery

- Capital works projects and actions that contribute to this LSPS will be outlined in Council's delivery program.

Funding and Investment

- Actions in this LSPS will be addressed in the four-year delivery program and implementation of the LGA-wide Section 7.12 plan.

Monitoring and Reporting

- Following adoption of this LSPS by Council, baseline reporting will be established in August 2020 to align with end-of-term reporting for the *Waverley Community Strategic Plan 2018-2029*.
- Council will report on the actions of this LSPS annually.
- Council will report against the LSPS measures and CSP through the existing Integrated Planning and Reporting framework under the *Local Government Act 1993* every four years from 2024.
- Some measures identified in this LSPS rely on Census data only available every five years. The next Census is due in 2021.

Review

- This LSPS is a living document that will be updated as required and reviewed at least every seven years.

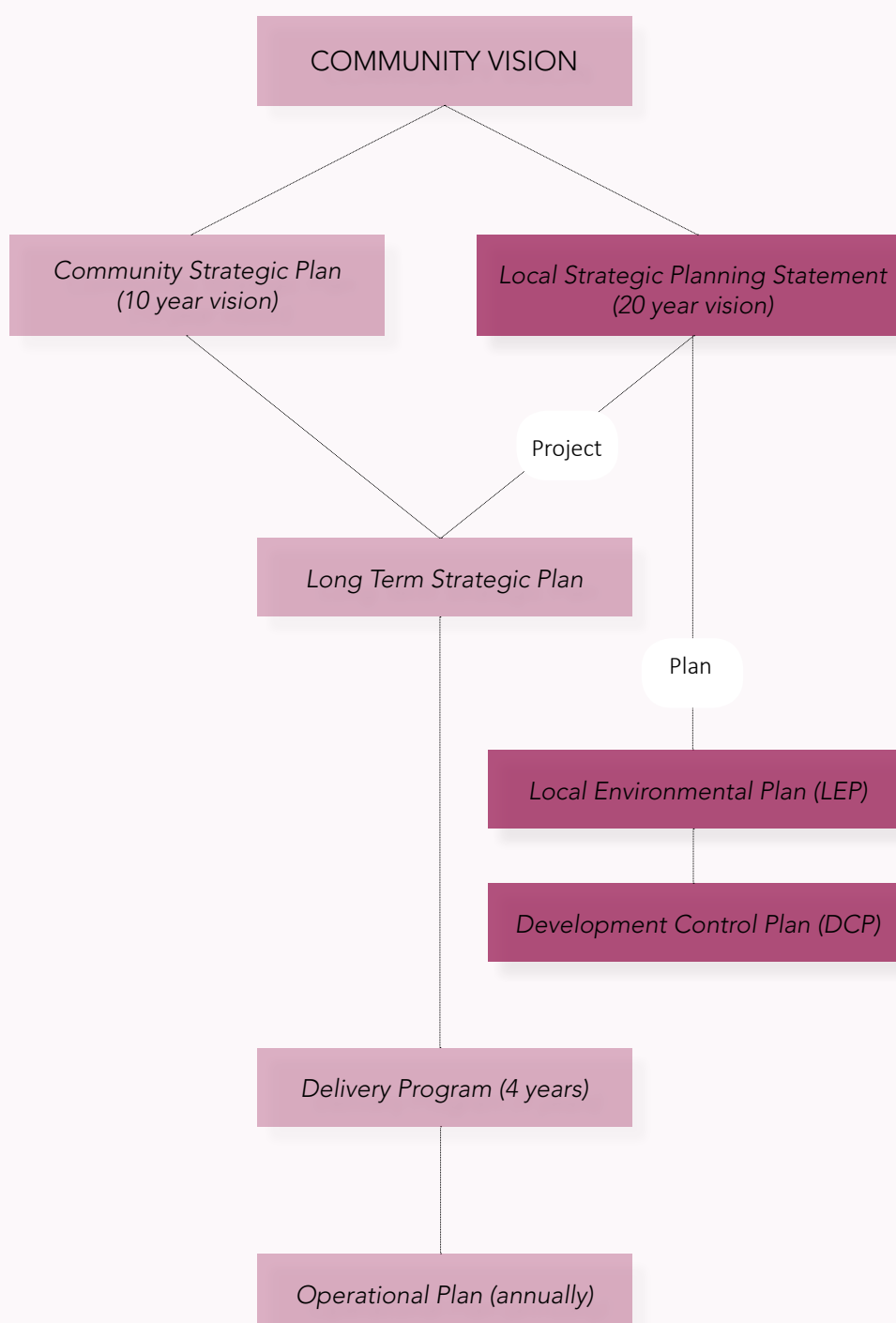
Planning Principles

- Ensure the planning process and planning regulations provide transparency in delivering this LSPS

Actions

- | Actions | Timing | Action | Agency |
|---|--------|-------------|--------|
| 1 Prepare baseline measures for key actions and integrate into Council's IP&R Framework | S | Plan / Ops. | W |

Figure 63 - Framework for implementation in Waverley



THE PULSE OF GREATER SYDNEY

Key Performance Indicators for the Eastern City District

The Greater Sydney Commission has established a number of scalable indicators that can be used at a regional, district and local government area geography to measure the implementation of the Region and District Plan, as well as the Local Strategic Planning Statements. These Indicators are provided below for the Eastern City District, and outlined in greater detail in the document *Pulse of Greater Sydney*, prepared by the Greater Sydney Commission. The Greater Sydney Commission prepared the Performance Indicators in consultation with State agencies, the community, councils, and social, environment and industry peak groups. A Citizens Panel of 100 people from across Greater Sydney were also involved.

Performance Indicator 1: Jobs, education and housing

This indicator monitors the spatial aspects of Greater Sydney's development, the places where jobs, education and housing are located. These are fundamental to understanding progress towards achieving the metropolis of three cities. The goal is better alignment of jobs, education and housing opportunities across the three cities. For jobs and education this means improving access to these opportunities alongside population growth. For housing this means providing a diversity of housing types that respond to changing community preferences and needs at different life stages.

Performance Indicator 2: 30-minute city

This indicator measures the proportion of residents able to reach their nearest metropolitan centre/ cluster or strategic centre using public transport and/or walking within 30 minutes. The goal is to improve connectivity within and between the three cities.

Performance Indicator 3: Walkable places

To understand the contribution that walking makes to the liveability of a city this indicator examines walking as a mode of transport generally. The goal is more convenient walking and cycling access to schools, shops, public transport and open space.

Performance Indicator 4: Addressing urban heat

This indicator helps to understand the value of green infrastructure such as tree canopy, vegetation and waterways in reducing the impact of extreme heat on people's health and improving local amenity. The goal is to increase the contribution that the urban tree canopy can make to the quality of public places, streets and open spaces which improves amenity

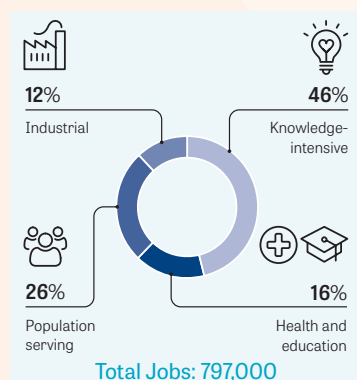
		Performance Indicators			
Ten Directions		Jobs, education and housing	30-minute city	Walkable places	Addressing urban heat
	A city supported by infrastructure	●	●		
	A collaborative city	●	●	●	●
	A city for people	●	●	●	●
	Housing the city	●			
	A city of great places			●	●
	A well-connected city	●	●	●	
	Jobs and skills for the city	●	●		
	A city in its landscape			●	●
	An efficient city	●		●	
	A resilient city	●	●		●

Figure 64 - Performance Indicator Alignment with Ten Directions
Source: *The Pulse of Greater Sydney*, 2019, Greater Sydney Commission

Figure 65 below identifies the findings from the Performance Indicators as applied in the Eastern City District. To assist in the measurement of these Performance Indicators moving forwards, and to ensure that the implementation of this LSPS in

Waverley is correctly measured and captured, these Performance Indicators will be scaled to the Waverley LGA as measures for implementation and reporting through the IP&R framework.

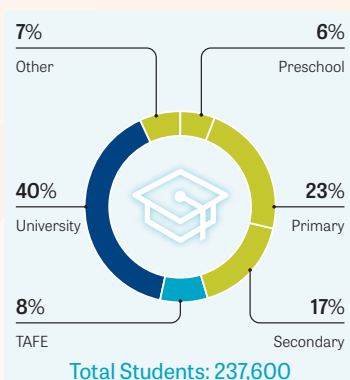
PI 1 Jobs, education and housing



Job types (2016)

The Eastern City District is home to **38%** of the Region's jobs and **22%** of the Region's population. In 2016, **78%** of the District's working residents worked within the District. Between 2006–2016 the Eastern City District attracted **44%** of the Region's jobs growth and **26%** of the Region's population increase. This means District job growth has been faster than population increase.

In 2016, **70%** of the District's jobs were located in metropolitan or strategic centres and **10%** were in industrial precincts. Growing centres and supporting new industries will help strengthen jobs growth in the District.

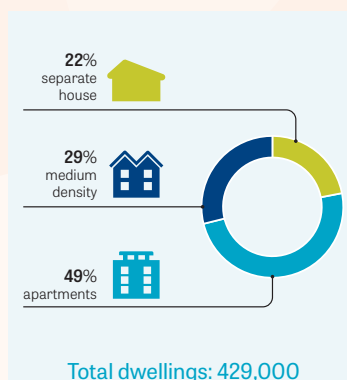


Education type (2016)

Of the total population of 1,030,600, 23% (237,600 people) were students in 2016.

In 2016, university or other tertiary institution students were the highest share of all students in the District at **40%**.

48% of students that lived in the District were studying at a university or TAFE. There has been a major increase in university students of **66%** between 2006–2016 to 94,200 students.



Housing type (2016)

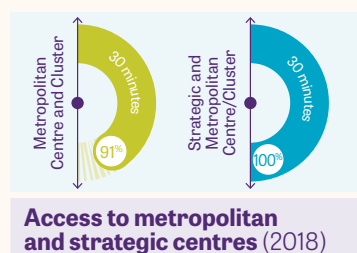
In 2016, there were **429,000 dwellings** in the District. This includes 56,700 new dwellings in the period 2006–2016, which is a **15%** increase in total dwellings.

The types of households that occupied these total dwellings included:

- **23%** couples with children;
- **24%** couples with no children; and
- **26%** lone person households.

The largest total increase in household type between 2006–2016 was couples with no children, which increased by 20,300 households (**27%**).

PI 2 30-minute city – network capability



The network capability tool measures 30-minute travel by public transport (based on current infrastructure and 2018 timetabled service provision in the 6am–10am morning peak). It shows:

- **91%** of the District's dwellings are within 30-minutes by public transport to a metropolitan centre or cluster; and
- **100%** of the District's dwellings are within 30-minutes by public transport to a metropolitan or strategic centre.

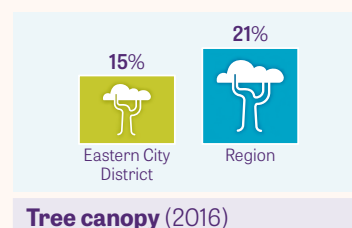
PI 3 Walkable places



In 2017, **32%** of all trips in the Eastern City District were walking trips, while **18%** of all trips across the region were walking trips. Walking distance to open space becomes more important as densities increase, as does the need for public spaces. Measured using the street network, across the District:

- **73%** of low-medium density dwellings are located within 400 metres walk to open space; and
- **44%** of high-density dwellings are located within 200m walk to open space.

PI 4 Addressing urban heat



Over the 2018–19 summer the Harbour CBD (Observatory Hill) experienced **6 days** over 35°C and Sydney Airport experienced **9 days** over 35°C.

Green infrastructure including trees and other vegetation as well as water in the landscape are an important part of place-making and can also help mitigate urban heat.

Currently, the Eastern City District has a lower proportion of tree canopy cover in the urban area (**15%**) compared to the Greater Sydney Region as a whole (**21%**).

For details of data source please refer to Greater Sydney Dashboard

Figure 65 - Performance Indicator Findings for the Eastern City District
Source: The Pulse of Greater Sydney, 2019, Greater Sydney Commission

LOCAL IMPLEMENTATION PLAN

VAUCLUSE, DOVER HEIGHTS, ROSE BAY

What's happening in my area?

Local Actions

- ① Improve quality, and increase pedestrian safety and amenity of Old South Head Road and Military Road
- ② Collaborate with Woollahra Council on placemaking initiatives for Rose Bay centres
- ③ Investigate opportunities to share privately owned open space
- ④ Make improvements and connections to improve the quality, safety and accessibility of the Coastal Walk, and provide interpretive wayfinding, including at Diamond Bay
- ⑤ Create safe lookouts along the Coastal Walk
- ⑥ Maintain key views from public places
- ⑦ Convert entire LGA to a 40km/h zone
- ⑧ Focus tree planting along key streets
- ⑨ Vauclose, Dover Heights and Rose Bay to retain existing character
- ⑩ Work with NSW Government to improve public transport along key routes
- ⑪ Work with SydneyWater to close raw effluent outlets and divert sewage to the Bondi Sewage Treatment Plant
- ⑫ Work with SydneyWater to create a circular water economy and improve energy efficiency and generation
- ⑬ Underground power lines in key centres
- ⑭ Manage impacts of schools throughout Waverley
- ⑮ Improve facilities in open spaces
- ⑯ Work with Woollahra and Randwick Councils to prepare a Coastal Management Program
- ⑰ Maintain local open space to provide shade and nature connection
- ⑱ Upgrade playspaces to be accessible by all

LSPS Key Moves

- ④ Ensure beaches and coastline are pristine and visitation is sustainable by working with community and key stakeholders
- ⑥ Prioritise and deliver urban greening in key centres to increase amenity and reduce the Urban Heat Island effect, and grow the urban canopy across the LGA
- ⑦ Deliver the Sydney Coastal Walk by working with neighbouring councils
- ⑩ Deliver precinct-based waste, energy and water outcomes in key centres by working with key stakeholders
- ⑪ Roll out placemaking initiatives to improve key corridors of Bondi Road, Bronte Road/Macpherson Street, and Old South Head Road
- ⑫ Deliver a principal bicycle network



Figure 66 - Implementation Plan Vaucluse, Dover Heights, Rose Bay

LOCAL IMPLEMENTATION PLAN

NORTH BONDI AND BONDI BEACH

What's happening in my area?

Local Actions

- ① Upgrade Campbell Parade to provide a world class destination at Bondi Beach and North Bondi Village Centre
- ② Upgrade facilities at South Bondi
- ③ Increase opportunities to share privately owned open space
- ④ Make improvements and connections to improve the quality, safety and accessibility of the Coastal Walk, and provide interpretive wayfinding
- ⑤ Continue to curate Bondi Beach Sea Wall
- ⑥ Maintain key views from public places
- ⑦ Entire LGA to become a 40km/h zone
- ⑧ Bondi Basin to retain character of medium scale high density areas and inter-war and art deco buildings
- ⑨ Improve quality, and increase pedestrian safety and amenity of Old South Head Road
- ⑩ Work with SydneyWater to create a circular water economy and improve energy efficiency and generation
- ⑪ Manage impacts of schools throughout Waverley
- ⑫ Improve facilities in open spaces
- ⑬ Increase urban greening along key Green Grid links, in parks, and on private property
- ⑭ Work with Woollahra and Randwick Councils to prepare a Coastal Management Program
- ⑮ Retain and enhance local open space to provide shade and nature connection
- ⑯ Continue to activate Bondi Beach and coastline with cultural festivals and activities
- ⑰ Placemaking activations to improve quality of public domain
- ⑱ Increase urban greening through Bondi Basin
- ⑲ Implement Creative Lighting projects in key public areas
- ⑳ Improvements to North Bondi ocean pool
- ㉑ Create a Visitor Information Centre at Bondi Beach
- ㉒ Upgrade streetscape at Notts Avenue
- ㉓ Improve public domain along Gould Street
- ㉔ Investigate shared streets in Bondi Beach, such as Hall Street and Gould Street

Key Moves

- ① Improve connections from Bondi Beach to Bondi Junction, and onward to the CBD
- ② Increase travel via ferry and improve connections along Curlew Street and O'Sullivan Road to reduce load on buses between Bondi Beach and Bondi Junction
- ④ Ensure beaches are pristine and visitation is sustainable by working with community and key stakeholders
- ⑤ Upgrade Bondi Pavilion and Boot Factory to provide fit-for-purpose cultural infrastructure
- ⑥ Prioritise and deliver urban greening in key centres to increase amenity and reduce the Urban Heat Island effect, and grow the urban canopy across the LGA
- ⑦ Deliver the Sydney Coastal Walk by working with neighbouring councils
- ⑩ Deliver precinct-based waste, energy and water outcomes in key centres by working with key stakeholders
- ⑪ Roll out placemaking initiatives to improve key corridors of Bondi Road, Bronte Road/Macpherson Street, and Old South Head Road
- ⑫ Deliver a principal bicycle network

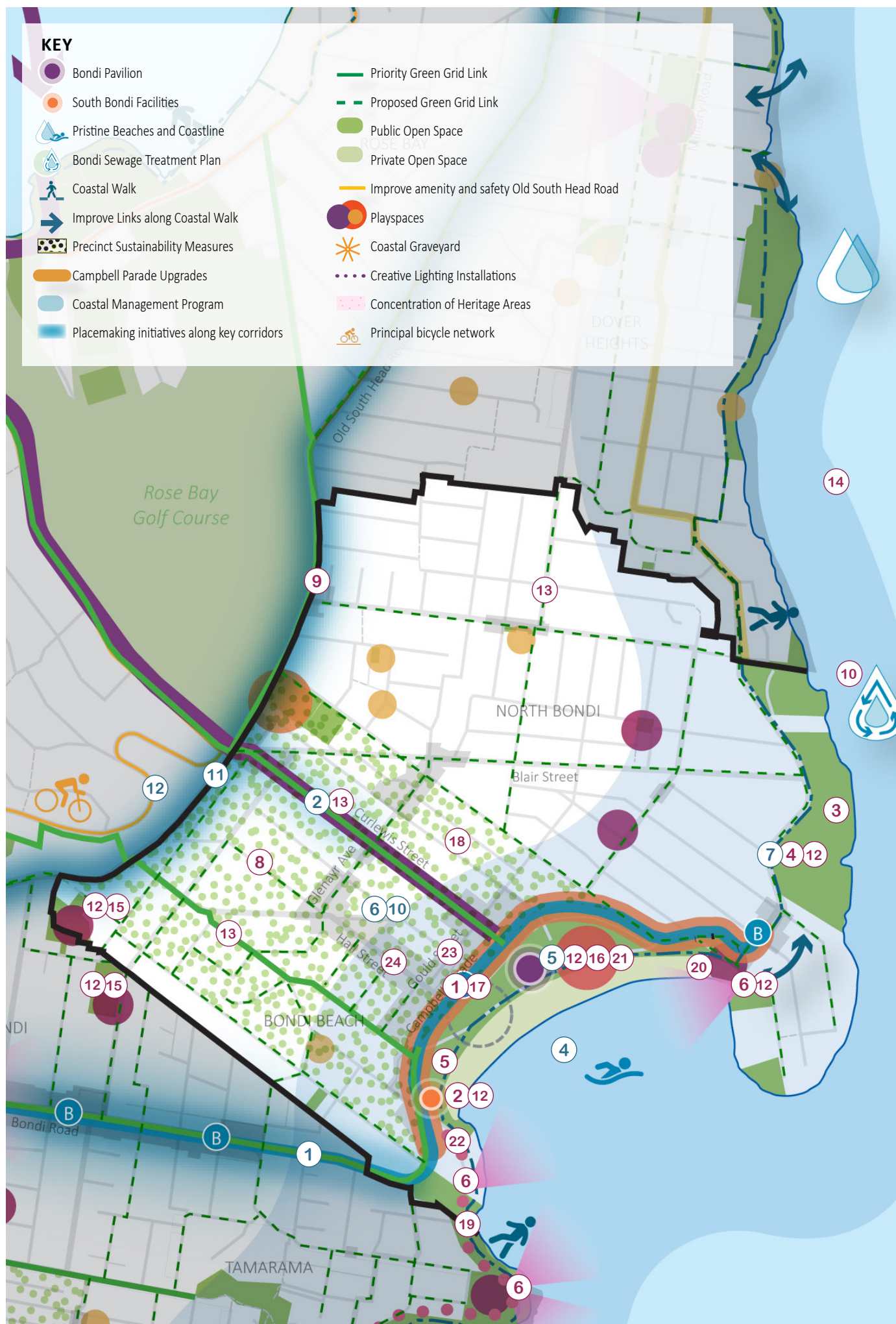


Figure 67 - Implementation Plan North Bondi and Bondi Beach

LOCAL IMPLEMENTATION PLAN

BONDI, TAMARAMA, AND BRONTE

What's happening in my area?

Local Actions

- ① Increase opportunities to share privately owned open space
- ② Make improvements and connections to improve the quality, safety and accessibility of the Coastal Walk, and provide interpretive wayfinding- particularly at Bronte Cutting
- ③ Maintain key views from public places
- ④ Entire LGA to become a 40km/h zone
- ⑤ Manage impacts of schools throughout Waverley
- ⑥ Improve facilities in open spaces
- ⑦ Increase urban greening along key Green Grid links, in parks, and on private property
- ⑧ Work with Woollahra and Randwick Councils to prepare a Coastal Management Program
- ⑨ Retain and enhance local open space to provide shade and nature connection
- ⑩ Placemaking activations to improve quality of public domain
- ⑪ Celebrate the history and heritage of Waverley
- ⑫ Enhance landscape qualities of Bronte Gully
- ⑬ Increase urban greening through Waverley and Bronte
- ⑭ Retain Penkivil Precinct as highest density residential precinct in the LGA
- ⑮ Celebrate Aboriginal history including engravings, walking tracks, signage and interpretive signage
- ⑯ Implement Creative Lighting projects in key public areas
- ⑰ Celebrate history of Wonderland with interpretive signage
- ⑱ Make existing playgrounds accessible for all
- ⑲ Maintain existing development density, and recognise mature canopy as a contributing feature to the character of Bronte and Tamarama Basins and Bondi
- ⑳ Celebrate historic coastal cemetery of Sydney
- ㉑ Enhance Marks Park for the community and events

LSPS Key Moves

- ① Improve connections from Bondi Beach to Bondi Junction, and onward to the CBD
- ④ Ensure beaches are pristine and visitation is sustainable by working with community and key stakeholders
- ⑥ Prioritise and deliver urban greening in key centres to increase amenity and reduce the Urban Heat Island effect, and grow the urban canopy across the LGA
- ⑦ Deliver the Sydney Coastal Walk by working with neighbouring councils
- ⑩ Deliver precinct-based waste, energy and water outcomes in key centres by working with key stakeholders
- ⑪ Roll out placemaking initiatives to improve key corridors of Bondi Road, Bronte Road/Macpherson Street, and Old South Head Road
- ⑫ Deliver a principal bicycle network

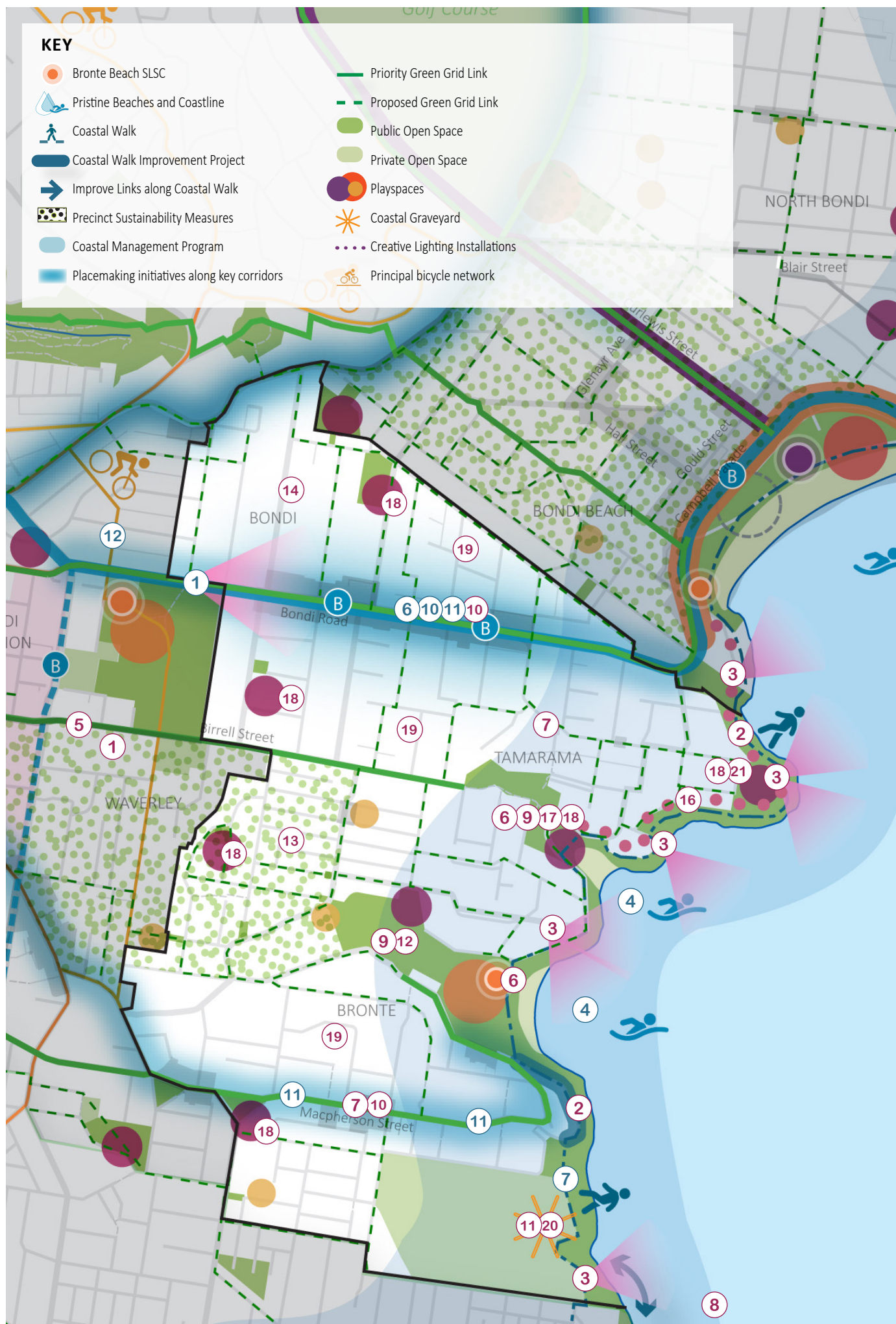


Figure 68 - Implementation Plan Bondi, Tamarama and Bronte

LOCAL IMPLEMENTATION PLAN

BONDI JUNCTION, QUEENS PARK AND WAVERLEY

What's happening in my area?

Local Actions

- 1 Enhance public domain throughout Bondi Junction, and curate a 'village feel' along West Oxford Street and Bronte Road
- 2 Carefully preserve the character of our Heritage Conservation Areas and protect heritage within and surrounding Bondi Junction and Queens Park
- 3 Improve connections between Bondi Junction and Centennial Park and Queens Park
- 4 Maintain key view corridors and lookout points from the public domain
- 5 Increase urban greening through Waverley and Bondi Junction
- 6 Celebrate Aboriginal history including engravings, walking tracks, signage and interpretive signage
- 7 Upgrade Council Chambers facilities
- 8 Maintain Waverley Park as a major recreation facility and open space and Queens Park as a key regional recreational facility
- 9 Activate Charing Cross with placemaking initiatives, including improving the quality and safety of laneways and providing urban open space
- 10 Retain Waverley Bus Depot
- 11 Maintain Bondi Junction as a densely concentrated employment centre with retail, commercial and health related jobs, and improved cultural and entertainment offerings
- 12 Promote Bondi Junction as a Knowledge and Innovation hub
- 13 Activate Bondi Junction with curated evening activities for all ages, cultural events and festivals, creative lighting projects and small business engagement
- 14 Improve footbridge connection with Woollahra
- 15 Improve connectivity within Bondi Junction, including between the Transport Interchange and Oxford Street Mall
- 16 Minimise volume of traffic along Newland Street with traffic calming and diversion
- 17 Work with NSW Government and neighbouring Councils to protect and enhance views from and curtilage of Centennial Park
- 18 Work with NSW Government to improve quality, safety and amenity of Syd Einfeld Drive, including improvements to the undercroft area

Key Moves

- 1 Improve connections from Bondi Beach to Bondi Junction, and onward to the CBD
- 3 Improve connections to Randwick Health & Education Precinct
- 5 Upgrade Bondi Pavilion and Boot Factory to provide fit-for-purpose cultural infrastructure
- 6 Prioritise and deliver urban greening in key centres to increase amenity and reduce the Urban Heat Island effect, and grow the urban canopy across the LGA
- 8 Protect and grow employment floorspace in Bondi Junction Strategic Centre, and support connections with neighbouring centres
- 9 Implement the Bondi Junction Sustainable Precinct Plan by working with key stakeholders
- 10 Deliver precinct-based waste, energy and water outcomes in key centres by working with key stakeholders
- 11 Roll out placemaking initiatives to improve key corridors of Bondi Road, Bronte Road/Macpherson Street, and Old South Head Road
- 12 Deliver a principal bicycle network



Figure 69 - Implementation Plan Bondi Junction, Queens Park and Waverley



Attachment 2 – Submissions Received

Issue	Issue / Comment	Action / Response
1.	- Dates of the plan 2016-2036 – wouldn't this be from 2019 or the date it is adopted?	This has been clarified on the inner front cover.
2.	- Typo p.7 'high employment sectors' section. - P.12, 9 th bullet from bottom – and? Now and into the future?	Amended. Amended.
3.	- Support for the intention for the LSPS to set out a 20-year vision for land use and to identify how growth and change will be managed into the future, and for the LSPS to provide a line of sight to the applicable District Plan and the Greater Sydney Region Plan.	Noted
4.	- Support for the key themes of the LSPS, being 'Infrastructure and collaboration', 'liveability', 'productivity' and 'sustainability'.	Noted
5.	- Support for an evidence-based approach to developing a strategic vision for Waverley, which in turn will inform the planning framework i.e. LEP, DCP and supporting policies.	Noted
6.	- Support for layout, nice and easy to read and navigate.	Noted
7.	- Comment - The GSC is built on unsustainable (in every sense of the word) never-ending exponential population growth. This is a federal policy with state government buy-in. Waverley Council appears to "have drunk the kool-aid". In the brief population growth discussion the draft notes that Waverley's growth is at 11% less than the overall growth of 15% for the Greater Sydney region (p41 - period not stated but think this is for 2011-2016 i.e. between the last two census). This ignores the fact that Waverley is a well-established over-developed very high density very small LGA with a significant coastal boundary at risk from sea-level rise. It is obvious that the relative impact on the built-out 9.2 sq km is far higher than the average Greater Sydney LGA. It is also obvious that there is minimal flexibility for new infrastructure. And despite there is another 10% (approx.) growth forecast in the next eleven years, duplicating the growth over the past decade. Madness. Underpinning the draft is an emphasis on growth. Where is the economic analysis as to who benefits from all this growth?	A number of these issues have addressed through an expanded discussion in Planning Priority 6, p38.
8.	- Concern raised over data accuracy. Eg, the draft states Waverley's population is 73,300 (p.6.) but on Waverley's 'profile' (https://profile.id.com.au/waverley) "Estimated Resident Population for 2018 is 74,114."	The figures in the LSPS are drawn from 2016 Census data.
9.	- The Example LSPS prepared by the NSW DPE includes the following goals and actions for Local Councils to work in partnership with LALCs to: - Promote tourism; - Enhance the economic self-determination of Aboriginal communities through their land holdings; and - Protect and celebrate Aboriginal culture and heritage. - Recommendation to use these goals, and similar actions and priorities as set out in the District Plans, as a starting point for discussions with LALC(s) in your boundary. Please engage with your LALC(s) to develop your LSPS.	The LALC has been notified and has to date not made a submission. Waverley is working with other Councils in the Eastern District to have a coordinated response to consulting with the La Pouse LALC.
10.	- Recommend including 'relationship with the local Aboriginal community' in final LSPS.	Included in Vision and Structure Plan, p12
Infrastructure and Collaboration		
11.	- TfNSW has been preparing a number of Road Network Plans in the Waverley LGA. TfNSW are in the process of preparing the RNP for the Old South Head Road / New South Head Road / Bondi Road. TfNSW will work with Council on the RNP process and Council will be provided a copy of the RNP Summary Report, when completed. - A public transport network map showing the comprehensive service and coverage currently provided to the LGA (and beyond) is missing from this document.	Noted. An updated map has been provided, p26.

Issue	Issue / Comment	Action / Response
	<ul style="list-style-type: none"> - In Waverley growing car usage is now creating unsustainable spatial demand for multiple car parking spaces at key destinations such as shopping centres and beaches. Multiple car households are also problematic in an area like Waverley and the many small narrow Victorian era streets and lanes make the car a poor fit into what is essentially a pre-automotive landscape. Council needs to consider travel demand measures to minimise the growth in car-dependent trips. - It has been suggested in the media that part of Waverley Depot be used as a site for a vertical high school. Transport for NSW considers the bus depot as critical public infrastructure and will need to be consulted on any proposed changes to the site as operating costs would increase and service reliability would likely decrease in an area heavily reliant on bus services. Transport for NSW believes that there are better sites in the area for a new high school. - Periodic increases of existing bus services are not mentioned in the LSPS. Many eastern routes have had services increased over the last few years and in the case of the Bondi Rd route the 333 service has had a significant increase in services. - The collection of household garbage by Council trucks during AM peak periods on narrow roads in Waverley often ensures that traffic flows are impeded unnecessarily during key times. Council should consider shifting collection times which would greatly assist general traffic and bus flows and benefit many residents travel. - Council's Village Policy needs to take public transport facilities and operations into consideration, including the bus terminus at North Bondi. TfNSW will work with Council on understanding the transport needs throughout the area. - The efficiency and effectiveness of the street based public transport system should not be compromised by the delivery of separated cycle-ways. Care needs to be exercised to ensure that effective and equitable access to the street based public transport system is maintained when cycle-ways are being designed. - TfNSW supports in-principle a potential upgrade to the Bondi Junction Interchange. We recognise that improving pedestrian links is a requirement in the area and will work with Council on any proposals for the interchange. - TfNSW will work with Council on travel demand measures to reduce car dependency in the area to aid public transport services particularly in the Charing Cross area. - Council should note that bus operations in constrained environments are characteristic of the eastern suburbs where narrow roads occupied by on-street parking and centres of activity are numerous due to the fine grained nature of the urban landscape are the norm rather than the exception. - The LSPS seeks improved connections to the ferry wharf at Rose Bay from the Bondi area. TfNSW currently has no plans to introduce additional public transport links to this location as access is currently provided by bus routes which operate at frequent intervals on New South Head Rd – a short walk from the ferry wharf. Physical constraints at Rose Bay wharf preclude direct bus services as the area contains a car park frequented by vehicles towing boats. - In relation to Bondi Rd, it should be noted that Transport for NSW has previously examined this road and adjustments to stops were made on Bondi Rd and several other streets in Waverley, in order to improve on time running of bus services. Please refer to: https://www.rms.nsw.gov.au/projects/sydney-inner/vaocluse-bondi-bus-priority/index.html - Given the heavy focus on improving active transport in the area, the maps provided in the Draft LSPS should provide more detail on the proposed walking and cycling routes. - Council's overall vision of Bondi Junction to be a lively and engaging strategic centre and Knowledge and Innovation Hub must be balanced by the impacts of the added pressure on public transport operations at Bondi Junction Railway Station and added risks associated with the maintenance and protection of rail infrastructure facilities in and around the station. It is advised that Council advocate for delivery of transport related infrastructure and services around Bondi Junction that can be well integrated into land use planning so as to support the growth of the area and adequately distribute reliance on various transport modes - It is recommended that Council engage and collaborate closely with the Transport cluster during future stages of the strategic planning process including the new LEP process. 	<p>Noted. This is addressed in an expanded discussion in Planning Priority 1, p20.</p> <p>Noted. The depot is noted to be retained, p90</p> <p>Amended - Planning Priority 1, p20.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted. Council will continue to work with TfNSW on this matter.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted. Provided Planning Priority 1, p25</p> <p>Noted.</p> <p>Noted.</p>

Issue	Issue / Comment	Action / Response
	<ul style="list-style-type: none"> - Any changes in the LEP to accommodate the density changes or rezoning should take into account the rail tunnels below ground as these may impact on development potential that is envisaged. - TfNSW notes Council's decision to retain SP2 land within Waverley LGA when it moved to the Standard Instrument LEP. TfNSW will work with Council on the future of Waverley bus depot, particularly how it can be used to support future transport needs while also activating Oxford street and supporting Bondi Junction's role as a strategic centre. - TfNSW is committed to improving safety on our roads with Safety and Performance being one of the six key outcomes identified in Future Transport 2056. TfNSW will partner with local councils to further embed the safe system approach into planning and everyday operations which will assist Council in reducing road trauma in their own communities. The future planning of local communities should consider and explore options to include safety upgrades at intersections to deliver safer and more controlled vehicle turning to reduce the risk of dangerous side impact crashes, especially in locations with older and vulnerable road users. - Council should consider a movement and place approach to achieving both the transport and land use (place) aspects of the LSPS which will highlight any key conflicts, trade-offs, decisions or opportunities for achieving your vision. This can be through: - Establishing a vision to support successful places within your LGA (e.g. map desired future place improvements or place outcomes) - Map major movement corridors and identify future transport needs to support the place vision - Overlay these two maps to identify key conflicts, trade-offs, decisions or opportunities for achieving your vision. TfNSW will work with council on the application of movement and place should it be required. - P38, Action 6 - how does Waverley's people, movement and places hierarchy align with TfNSW place and movement. Further consideration is needed to ensure priorities aren't identified that will not be able to be implemented. - P34, Development must be preceded by sufficient infrastructure' - this should include regional and state infrastructure and not be limited to local infrastructure - P39, PP8, RMS/TfNSW strongly support mode shift to public transport. Considering that the Draft LSPS states that 9/10 residents have indicated that they would consider switching car travel to other transport modes, Council should consider revising DCP's in relation to car parking rates to reduce car ownership and reduce traffic congestion. 	<p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted. This has been discussed in Planning Priority 1, p20.</p> <p>Noted. This has been discussed in Planning Priority 1, p20.</p> <p>Noted.</p> <p>Noted.</p>
12.	<ul style="list-style-type: none"> - Recommendation that Waverley advocate for an urban development program (coordination of infrastructure, housing, integrated delivery) as an action in the LSPS. 	Noted.
13.	<ul style="list-style-type: none"> - Concern raised over cumulative impact which layered contributions may have, including local and state contributions, value capture and VPAs as well as uncertainty in timing should be addressed. Particular concern raised over sustainability commitments and the cost implications. Certainty regarding contributions is required to ensure the cumulative cost is not placing further pressure on housing or affordability. 	<p>Waverley is working with the NSW Government to create a clear framework and certainty around contributions, value capture and VPAs. Sustainability costs incurred now are less than those incurred later.</p>
14.	<ul style="list-style-type: none"> - Comment – the LSPS recognises the importance of contributions in delivering critical infrastructure, but these are limited and other funding sources are needed. Any review of contribution or funding approaches should also include stormwater infrastructure and associated water quality devices. More growth and associated development will result in greater pressure on aging infrastructure that may require replacement and ongoing maintenance. 	Reflected in a new action in Planning Priority 1, p20.
15.	<ul style="list-style-type: none"> - Recommend that cumulative impact of layered contributions, as well as uncertainty regarding the timing of those contributions, should be addressed. Certainty on required contributions is needed to provide certainty to the industry. 	<p>Waverley is working with the NSW Government to create a clear framework and certainty around contributions, value capture and VPAs.</p>

Issue	- Issue / Comment	Action / Response
16.	- Recommend Priority 3, Action 5 be refined to provide greater specificity around the nature of funding streams and whether funding streams will be levied against new development as a form of contribution, or more equitably across the LGA in the form of rates. The timing of the investigation should be clarified, and its findings should inform the preparation of the final LSPS.	Noted.
17.	- Concern raised that traffic implications are not mentioned in Action 6 (Priority 4) which focuses on the co-location of social infrastructure in Bondi Junction and along strategic corridors.	Noted.
18.	- Comment – Council may wish to consult the US EPA best practice approaches to mitigating school children’s exposure to air pollution and recognise this guideline in relation to the suitability of any proposed location of school sites (Planning Priority 4, Action 3).	Noted.
19.	- Comment – spaces to provide education and counselling to those in need is critical for the health and safety of the local community. This may have been considered / included in the community use spaces. - Recommend Planning Priority 6 and 8 reflect the above.	Reflected in updates to text.
20.	- Support for Planning Priority 3, Action 7. Seek to work with Council on implementing digital infrastructure projects.	Noted.
21.	- Recommend contacting the State Library for assistance with the preparation of the Bondi Junction Library and Library Plan (?). (Priority 4).	Noted.
22.	- recommend the Draft LSPS provide further information, detailing the infrastructure that is needed to service the demands of the growing population;	Noted. This is a further piece of work to be prepared.
23.	- Support for the consideration of new transit options, in particular ‘last mile’ transit and freight options (Planning Priority 2).	Noted.
24.	- Support for Priority 2 given it recognises (amongst other things) the evolving nature of freight and service delivery, and in particular, the potential to co-locate freight / distribution uses with other uses in existing centres. Support for investigation into the provision of freight terminals within existing mixed-use zones.	Noted.
25.	- Priority 2, Action 2 should have scope which not only reviews existing freight conditions but investigates solutions to the problem. The investigation should ascertain the potential viability of freight terminals, their potential location and compatibility to help establish a framework for implementation. The investigation should also consider realistic modes of travel, other than bicycles and motorcycles, to deliver freight.	Amended.
26.	- Comment – an important consideration in this investigation [freight and service delivery] should be the management of noise from [freight] terminals but also associated road noise implications... this review could also include an examination of approaches to manage potential risks from land-use conflict.	Reflected in new text throughout Infrastructure & Collaboration section.
27.	- Recommendation Council continue to look at mode shifting to reduce congestion and improve connectivity across then LGA and neighbouring LGAs to support a 30-minute city.	Reflected in text in Planning Priority 1, p20.
28.	- Support for “Working with State Agencies and private operators to deliver improved public transport to and from the Waverley area, as well as within the LGA” and “upgrading the Bondi Junction Transport Interchange”	Noted.
29.	- Support for Planning Priority 1 to “Deliver public and active transport projects to achieve the 30-minute city”, we understand and appreciate the need to improve connectivity within the LGA and between other strategic centres across Sydney. Efficient access supports the vitality of retail centres.	Noted.
30.	- Recommend incorporating site specific public art into the Bondi Junction Transport Interchange upgrade (Planning Priority 1).	Reflected in Planning Priority 1, Action 1.

Issue	- Issue / Comment	Action / Response
31.	- Support for commitment to improve walkability and cycling.	Noted.
32.	- Comment - the 30-minute concept is distance to travel by public transport to the nearest Strategic Centre. Waverley achieves this target already. The concept is more directed at the western suburbs that don't achieve 30-minute travel times due to spatial distribution, infrastructure provision. A more appropriate indicator for Waverley is 'Walkable Places'. Whilst Waverley is above the Greater Sydney average, there is the opportunity to further improve walkability throughout the development of a 'walking strategy'.	Noted. Council may seek to undertake a walking audit in the future.
33.	- Concern is raised over the emphasis on continued growth and importance of Bondi Junction as a hub for employment etc. and its links with other centres at Randwick and Maroubra will inevitably increase traffic through Queens Park, which is of major concern. There is no mention of managing traffic from areas leading to BJ from the south, connecting other major centres such as Randwick education and health precincts (Priority 1).	Noted.
34.	- Recommend the LSPS provide a mechanism to review key roadways where future change in traffic growth is predicted and set appropriate noise controls early to guide future development in the vicinity of the roadway.	Noted. Planning Priority 1 expands on this issue.
35.	- Comment - the continued emphasis on bricks and mortar activity re our parks and cycleways - we need more parks to provide for the 20% increase in population not more built structures - we could have a 30 kph road speed (as in many places in Europe) for many of our streets, making cyclists feel safe and reducing the risk from cars to pedestrians and cyclists at the cost of a few signs.	Noted. Waverley Council has adopted a plan to move towards an LGA wide 40km/h zone.
36.	- Concern raised over data sources. In the discussion on transport (p13) much of the rail data appears to come from the "2010 CityRail Compendium". Surely with Opal now recording every trip surely more recent data is available from the State Government.	Figures have been updated.
37.	- Do not support precinct-based car parking within centres (Priority 8, Action 12). It does not reflect the dependency retail development has on privately dedicated and closely located car parking. It also does not take into account the following which would influence the suitability of precinct-based car parking: <ul style="list-style-type: none"> - Its potential to inadvertently increase on-street parking as consumers look to park closer to their destination; - Waverley's centres and anticipated growth of BJ, which is underpinned with a commitment to prioritising commercial floor space (Priority 8, 11) - Actual employment and subsequent parking demand within centres and the broader LGA are yet to be confirmed (given Employment Forecast is yet to be undertaken) 	Noted.
38.	- P9, A potential additional challenge to consider is freight and servicing of the retail area within the Council.	Noted.
39.	- P8, 18, 21, Support for an additional high school in Waverley is mentioned on several pages. The logical place for such a facility is at a location with extensive public transport access - i.e. in Bondi Junction centre (high transport access) or potentially at Randwick TAFE site (Outside of this LGA). It is recommended that Council consult with TfNSW and Schools Infrastructure early when considering options.	Noted.
40.	- P10, Whilst the Draft LSPS mentions that 'Active Transport is encouraged and supported with quality separated bike lanes and footpaths' the Draft LSPS does not demonstrate the proposed Transport Infrastructure within its Actions and the specific alignment to Future Transport Strategy 2056 Committed Initiatives or Initiatives for Investigation.	Noted. There are no committed initiatives in Waverley.
41.	- P13, Investigation of an express public transport service from the south (Randwick and Maroubra) is mentioned on P13. The 400 (Limited Stop) service provides such a link now between Randwick and Bondi Junction. TfNSW note that introducing any additional	Noted. This has been removed.

Issue	- Issue / Comment	Action / Response
	service that effectively duplicates existing services is undesirable and that the interchange at Bondi Junction is essentially at capacity now in the AM peak.	
42.	- Map P16, TfNSW will continue to work with Waverley Council to improve bus connections to Randwick and Maroubra and through to Bondi Junction	Diagram updated, p18.
43.	- P17, 19, "Accommodates 86,500 passengers a day / 3 million a year" to be read as accommodates 86,500 passengers a day / 30 million a year. Currently states 3 million and the number needs to be updated.	Amended.
44.	- P19, 22 Suggest including train service statistics and span of service into the discussion	Updated text Planning Priority 1, p20.
45.	- P20, The proposed Principal Bicycle Network does not seem to have been acknowledged in this section. This will have impacts on where the routes go.	Updated.
46.	- P20, 23 Action 6, It may be useful to overlay the Waverley People, Movement and Places approach with the Future Transport Movement and Place Framework to ensure that the road network functions efficiently to support the needs of different users and deliver place outcomes	Noted. Discussion about the Movement and Place Framework has been added to Planning Priority 1, p20.
47.	- P21, PP1 Clarity is sought on the diagram and what the numbers refer to, do they refer to the 12 priority projects on Page 20?	This diagram has been updated.
48.	- P22, A key issue noted in the Draft LSPS is the upgrading and improvement of the Bondi Junction Transport Interchange, there is limited detail on the actions that will be used to achieve this. TfNSW will work with Waverley Council on the Bondi Junction Transport interchange.	Noted.
49.	- P22, TfNSW is supportive of improving public transport reliability and travel times. Provision of bus lanes and changes to traffic signals for bus priority requires the removal of parking in Bondi Road. Council should consider preparing a study to identify the travel mode used by customers that visit the strip shops along Bondi Road. This will identify the parking requirements for this commercial area and the impacts of installing part time bus lanes in Bondi Road. Parking changes may be required in the side streets to address the car parking needs of the commercial strip.	Noted. Council will endeavour to work with TfNSW on this issue.
50.	- P22, PP2, The Bondi Road corridor has a number of different place and modal challenges, and the text relating to the City-Serving Corridor does not acknowledge this. TfNSW suggests acknowledging the balance of accessibility to retail and commercial development and to ensure the viability of retail development on the corridor.	Noted.
51.	- P22, The combined frequency of 17 buses per hour on Bondi Rd inbound is operative during weekdays and off peak times. During peak periods service frequencies are much higher and more intense and need to be reflected in the Draft document. Service enhancements for beach based routes during summer months should also be acknowledged. TfNSW continually considers increasing services subject to other constraints on the network.	More discussion has been provided around this, Planning Priority 1, p20.
52.	- P23, Suggest adding the following Action to align with the Region Plan and the District Plan. "We will work with Transport for NSW to support and implement travel behaviour change programs to help manage demand on the transport network, including by requiring new developments and businesses operating in key precincts to develop and implement travel plans to encourage the use of sustainable transport choices."	New PP1 Action 11.
53.	- P24, Urban design that optimises freight and servicing operations should be a planning priority. There are no initiatives to accommodate freight and servicing in areas of dense urban development, common-user loading docks for receiving of home deliveries and service vehicles (tradies etc.) should be included in new medium to high density residential and commercial	Planning Priority 3 updated to reflect this.

Issue	Issue / Comment	Action / Response
	developments. Consolidation facilities won't replace all smaller freight deliveries in commercial areas. Freight corridors and precincts need to be protected to enable 24/7 operations.	
54.	- P24, TfNSW are happy to work with Council early to assess locations identified as potential freight terminals / consolidation hubs.	Noted.
55.	- P24, TfNSW will work with Council on the development of standardised signage and linemarking that will be required for the rollout of EV charging stations.	Noted.
56.	- P25, Action 2, Suggest that this action could be strengthened slightly by considering ways that planning and management of the freight and servicing task around the LGA can be leveraged to achieve people, movement and place outcomes.	Amended.
57.	- P26, Waste is also an area of opportunity in digital infrastructure, potentially minimising servicing movements	Noted.
58.	- Supportive of transport and parking models that are enabling of local businesses, not an inhibitor. Excessive parking requirements for small local businesses, especially in a change of use situation, is a significant impingement on the success of businesses that is disproportionate to the importance of many businesses who do not require onsite parking or are located within walking distance from public transport - specifically in Bondi Junction.	Noted. Council currently has zero minimum car parking requirements and a maximum provision across the LGA for all developments.
59.	- P28, TfNSW supports retention and protection of SP2 land for transport infrastructure, and notes the need to identify and protect future corridors early.	Noted.
60.	- Comment - general attitudes of retain and protect of SP2 zoned lands unnecessarily restrict future development. Given quantity of SP2 zoned land throughout the LGA, proposals to rezone the land should be considered on a site-by-site basis. - Recommendation that Action 4 (Priority 4) be amended or removed to reflect a site-by-site review of retention factors.	Text has been amended to reflect why Council would seek to protect certain SP2 zoned land.
61.	- Comment – agree that SP2 zoned land and its existing uses are highly important to the LGA. Given the quantity of SP2 zoned land throughout the LGA, proposals to rezone the land should be considered on merit and a site-by-site basis.	See above.
62.	- Recommendation to include action to investigate potential of applying the SP2 Zone for cultural institutions including pubs, community centres, sports centres, etc.	PP4, Action 4 can cover this in greater detail.
63.	- Protecting Waverley's critical urban services and employment by maintaining an industrial zoning and supporting proposals which seek to intensify the precinct's urban services role and employment consistent with the zoning is positive as it will service the future growth - recommend that the Draft LSPS discusses the future role the industrial precinct will play in the expected development within the Waverly LGA and identify opportunities for employment intensification;	Waverley does not have an industrial zone or precinct, however protecting low value urban services uses is an issue that Council will seek to investigate. New text added p55
Liveability – housing		
64.	- Comment – the role of Bondi Junction is best suited towards predominantly residential uses supported by other commercial and retail uses. We recommend Council continue to emphasise residential uplift in and around the core of Bondi Junction, to support a vibrant centre. Restrictions of residential FSR in favour of commercial floor spaces may unnecessarily limit development potential in BJ (p.2).	Noted and not supported. Council has submitted a Planning Proposal to DPIE to apply a non-residential FSR to the Bondi Junction Strategic Centre, as identified on p56. Surrounding areas of the suburb of Bondi Junction will continue to remain residential.

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65.	- Support for “Priority 6 Facilitate a range of housing opportunities to support and retain a diverse community”, and in particular notes the opportunity for mixed-use precincts within the LGA to can play a significant role in delivering on this planning priority.	Noted.
66.	- Support for Priority 6... to facilitate a range of housing opportunities to support and retain a diverse community.	Noted.
67.	- Recommendation to offset the cost of additional non-resi FSR: <ul style="list-style-type: none"> - Council investigate opportunities within BJ to accommodate more resi FSR; and - Investigate opportunities to increase density at the periphery of the centre, allowing future growth of town centre. - BJ do ‘heavy lifting’, in turn this would protect character of lower-density residential areas in LGA. - LSPS to identify areas to accommodate additional residential density.	Noted and not supported. Bondi Junction has recently accommodated the majority of residential growth in the LGA and there are limited opportunities for expansion of the high rise beyond current boundaries given fine grain character and heritage areas immediately adjoining Bondi Junction.
68.	- Comment – reserve judgement on the housing targets until review of Sydney’s housing supply. - Recommend Council review housing targets following the finalisation of the other district plans (?).	Noted.
69.	- Recommendation for housing targets in the LHS should be incorporated within the final LSPS and the LSPS re-exhibited. Amend Action 1 (Priority 6) to reflect this.	Amended.
70.	- Comment – the Waverley LSPS must look beyond what the existing controls will deliver in terms of housing and jobs growth and whether they will simply meet current targets. Concern is raised that Council views the housing target as a maximum, whereas it should be viewed as a minimum.	Noted. More information provided in discussion of Planning Priority 6, p38 and the Local Housing Strategy.
71.	- Comment – to assist Council in aligning growth with the delivery of water related services, Sydney Water requests that Council regularly inform Sydney Water of any changes to projected population, dwelling and employment data.	Noted.
72.	- Comment – it is unclear how housing targets will be accommodated spatially within the LGA and within the existing controls. The existing medium density supply limits renewal opportunities i.e. limited feasibility in demolition of 3-storey and construction of 5-storey RFB. Zoning, FSR and height should be reviewed in these locations to ensure that development potential can be realised and density appropriately located.	Noted. More information provided in discussion of Planning Priority 6, p38 and the Local Housing Strategy.
73.	- Comment – the current dwelling stock profile and ownership pattern (with a large number of strata-owned properties) means that the opportunity for redevelopment of older stock is considerably more constrained than other parts of Greater Sydney. This has implications for the application of SEPP 70, with the opportunities for substantial rezoning, development or uplift being limited.	Noted.
74.	- Recommendation for a clear strategy to enable centres to continue to be viable and a pathway to renew older buildings i.e. walk-up flats. Recommend Council investigate opportunities for strata renewal.	Noted. A new action in Planning Priority 14, Action 4 provided, p69.
75.	- Comment – the LHS and LSPS should detail where density and growth will be located. Critical additional housing is assigned to specific locations. An overarching LGA-wide approach to housing supply is considered inappropriate given the various development constraints across the LGA. It is recommended Council locate areas in which additional dwelling supply is to be accommodated within the structure plan.	Noted. More information provided in discussion of Planning Priority 6, p38 and the Local Housing Strategy.
76.	- Support Councils intention to work to find appropriate forms of medium density infill housing to provide diversity of housing choice whilst maintaining local character.	Noted.
77.	- Recommend Council identify sites and precincts where rezoning will give rise to the requirement for affordable housing provision subject to viability.	More information provided in discussion of Planning Priority 6, p38 and the Local Housing Strategy

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78.	- Supports and encourages new housing in areas close to services, facilities and public transport. It is recommended that provision is also made for commercial and retail opportunities close to new housing to support a 30-minute city as advocated in the Greater City Region Plan and providing improved accessibility through the Eastern economic corridor to enable communities and construction businesses to access the industrial areas in Waverley. The preparation of a Local Housing Strategy and Industrial Lands strategy is vitally important in this regard and should be continually be monitored, reviewed and updated as relevant.	Noted. Council does not have any industrial zoned land but notes the importance of existing urban services and will investigate ways to maintain these services where possible.
79.	- Support for Planning Priority 6, Action 5 "Review planning controls to provide for diverse types of housing".	Noted.
80.	- Support for Planning Priority 6, Action 8 "Review demand for seniors housing in the Eastern suburbs area".	Noted.
81.	- Support for Planning Priority 6, Action 12 relating to the provision of student and worker housing, being undertaken urgently, particularly to support key workers in the area.	Noted.
82.	- Support for the provision of a diverse mix of housing typologies and tenures to cater for the needs of people at all stages of their lives including the important provision of affordable housing.	Noted.
83.	- Comment – alternative rental models are not referenced in LHS or LSPS. 'Build to rent' development models should be considered. Investigate planning concessions to further promote this alternative housing typology. Refer to submission for detailed information. LSPS should acknowledge that future planning controls should accommodate this housing typology, and appropriate density incentives to encourage best practice design and construction procedures. - Recommendation to insert new action (Priority 6) investigating Build to Rent in commercial zones, consistent with the treatment of certain residential uses such as hotels.	Noted. Build to rent is an ownership model and not a land use term. There are no restrictions limiting the development of this typology in the LGA.
84.	- Recommend greater acknowledgement of the need for integrated housing options and greater social and cultural diversity within the LGA. There is an acknowledgement of the need for student and worker housing in Randwick Health and Education precinct but not throughout LGA in general – the LSPS only refers to people who can no longer afford to stay in Waverley.	Noted. More information provided in discussion of Planning Priority 6, p38 and the Local Housing Strategy.
85.	- Clarification sought. At p.31 there is mention of "lone person" households. Is this a typo? Should it be "one person" households?	Lone person households is the term utilised by the ABS.
86.	- Comment – recognises that in some key locations, short-term letting is undermining the supply of affordable housing. However, in certain circumstances short-term letting can support the provision of affordable housing (e.g. genuine boarding house accommodation). This policy area should be carefully explored as part of the Affordable Housing Strategy (Planning Priority 6, Action 7).	Noted. More information provided in discussion of Planning Priority 6, p38 and the Local Housing Strategy.
87.	- Comment – Whilst the provision of crisis accommodation may be included within social housing it is highlighted that short-term accommodation provision is a key consideration in the area... this should therefore be considered as part of the social housing provision or noted in addition to the social housing. Short-term crisis accommodation needs to be fit for purpose in terms of location and the type of accommodation it provides. This should be a consideration in the provision of the accommodation. - Recommend Priority 6 be updated to reflect above.	Noted. There are currently no planning restrictions placed on crisis accommodation – however Council encourages the increased provision of this type of social housing.
88.	- Support for the commitments and actions outlined in the LSPS as they relate to housing affordability and diverse housing including the development of a Local Housing Strategy and an Affordable Housing Strategy.	Noted.
89.	- Support for the inclusion of affordable housing within the LGA. - "... it keeps a greater, more diverse mix of people in the area, keeping people's minds and hearts open to 'difference' and addressing the (globally) rising levels of inequality in a way that is fairer and more considered than just following the 'gentrify / money talks' route that we may be drawn further into..."	Noted.

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	<ul style="list-style-type: none"> - "More affordable housing in Waverley sends a signal to all-comers that the beauty of the coast and the LGAs facilities are open to all, and not dependent on having gone to the right school or entered the right profession." - More affordable housing... means a denser, more diverse resident population, which allows for more amenity and activity, more walkable neighbourhoods, and a transition to smaller dwelling houses, in favour of an increased provision of shared civic amenity... develop a genuine Public Luxury..." 	
90.	- Recommend the LSPS recognise that housing affordability is an issue within the area. It should include some high-level measures of this need such as the proportion of households in the area who are in housing stress, and/or the proportion of very low- and low-income households in the area. The LSPS should commit to further quantifying and measuring the need for affordable housing within the LGA as a component of an LHS.	Noted. Expanded on in Local Housing Strategy.
91.	- Recommend Council to acknowledge the economic and social benefits of affordable rental housing and the role it plays in supporting job growth and economic prosperity for local communities.	Noted. Expanded on in Local Housing Strategy.
92.	- Recommend an Affordable Housing Strategy should be finalised prior to the finalisation of Council's LSPS. Findings of the Affordable Housing Strategy should be incorporated within the final LSPS. Amend Action 4 (Priority 6) to reflect this.	Noted. An Affordable Housing Strategy will be developed with input from Woollahra and Randwick Council to take a regional approach.
93.	- Support for Council's commitment to preparing an Affordable Housing Strategy and an Affordable Housing Scheme to implement SEPP 70 locally (Planning Priority 6, Action 3).	Noted.
94.	- Support for the use of SEPP 70.	Noted.
95.	- Comment – an Affordable Housing Strategy is currently listed as a short-term project (5-years), however should be undertaken as soon as possible with a target of completing this action as part of the current LEP Review process.	Noted.
96.	- The LSPS should commit to developing a comprehensive LHS based on current housing growth, housing demand and growth trends. The LSPS should make clear that the LHS will identify and prioritise areas for growth. The LSPS should also state that the LHS will integrate principles related to affordable housing, including potentially a Local Affordable Housing Strategy and/or specific Affordable Housing programs.	Noted. More information provided in discussion of Planning Priority 6, p38 and the Local Housing Strategy.
97.	- Recommend Council establish clear five-year targets for the delivery of affordable housing and a framework that assesses the relative success rates of each identified mechanisms.	Noted. To be included in an Affordable Housing Strategy, which will be developed with input from Woollahra and Randwick Council to take a regional approach.
98.	- Support for Council's commitment to working with neighbouring councils of Woollahra and Randwick to develop a regional approach to affordable housing (Planning Priority 6, Action 13) and a collaborative effort in the region to maximise the delivery of affordable housing.	Noted.
99.	- Support for Planning Priority 6, Action 4. Suggest that a forum for developing ideas to leverage every available mechanism should be conducted as part of drafting the Affordable Housing Strategy.	Noted.
100.	<ul style="list-style-type: none"> - Comment – recognise the limitations of SEPP 70, particularly that only locations that are subject to substantial development uplift through zoning are eligible for inclusion in an Affordable Housing Contributions Scheme. This is not suitable for areas such as Waverley LGA where generally only infill development opportunities are available. - Support for the option of developers being able to make cash payment under SEPP 70 or alternative mechanisms. 	Noted.

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101.	- Recommend a commitment to seeking approval for SEPP 70 schemes is strongly desired.	Amended in new Action 3, Planning Priority 6.
102.	- Recommend commitment to an explicit target for affordable housing (e.g. at least 10% of total floor space of new developments, preferably delivered on-site).	Noted.
103.	- Recommend small number of developments that primarily target affordable housing instead of sprinkling 5-10% affordable housing in every development project. Consolidating affordable housing in a fewer projects would still achieve the required numbers for affordable housing. Delivery of affordable housing through such developments would achieve desired efficiency, in both development and operational phase and will remain available in perpetuity for affordable housing purposes.	Noted. To be included in an Affordable Housing Strategy, which will be developed with input from Woollahra and Randwick Council to take a regional approach.
104.	- Recommend Council acknowledge the GSC affordable housing targets.	Noted. To be included in an Affordable Housing Strategy, which will be developed with input from Woollahra and Randwick Council to take a regional approach.
105.	- Recommend Council identify how the council will work in partnership with community housing providers and the NSW and federal governments to deliver affordable rental housing in their communities. - Recommend the LSPS should recommend further advocacy by Council to the NSW and Australian Governments for more social and affordable housing to be developed in the local area, to be funded by mechanisms outside of the planning system such as state and federal budgets.	Noted. This will be undertaken as part of the Affordable Housing Strategy brief, yet to be developed.
106.	- Recommend Council investigate mechanisms for maximising the amount of affordable rental housing delivered through the planning system by leveraging registered community housing provider's borrowing to redevelop council owned land, social housing sites or other land resources.	Noted.
107.	- Recommend use of an incentive-based approach to deliver affordable housing as opposed to a penalty, so not to impact the viability of the development in the area. Penalty imposed by inclusionary zoning has been empirically shown to increase house prices. Caution against SEPP 70 approach.	Noted.
108.	- Recommend the delivery of affordable housing be incentivised rather than penalised and proactive councils and communities should be rewarded for accommodating additional affordable housing. The LSPS should include a statement to this effect.	Noted.
109.	- Support for the introduction of rent control mechanism for boarding houses in appropriate circumstances as part of Planning Priority 6, Action 9.	Noted.
110.	- Recommend Council advocate to the NSW Government to amend the ARHSEPP to require boarding housing dwellings to be let at affordable housing rents.	Noted.
111.	- Support for Councils intention to advocate for changes to improve its effectiveness. Recommend requiring developers availing themselves of the planning concessions for RFB and boarding houses to not be able to receive an occupancy agreement until there is written confirmation from a registered CHP that a contract or management agreement is in place for the AH to be managed by a CHP.	Noted.
112.	- Recommend Council investigate whether new generation boarding Houses should only be allowed if developed with and managed by a community housing providers to ensure they are rented at affordable rents.	Noted.

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113.	- Recommend Council investigate reduced car parking provision rates and other development standard variations to incentivise the delivery of affordable housing.	Noted. Council currently does not require car parking to allow for more sustainable and affordable development.
114.	- Recommend Council investigate opportunities to improve occupation of 1 st floor apartments above shops in Charing Cross and other village centres.	Noted.
115.	- Recommend the explicit listing of planning mechanisms which can be used to support the delivery of affordable housing dwellings, such as S7.11 and S7.12 Contribution Plans.	Noted.
116.	- Recommend the LSPS should make clear that all s7.11 and s7.12 Contributions Plans exclude affordable housing from contributions.	Noted.
117.	- Support provided for the following elements of the LSPS relating to the provision of affordable housing: <ul style="list-style-type: none"> - Recognition of the rapid and continual expansion of the residential population of inner-metropolitan Sydney, and the pressure that continuing urban development will place on the Waverley LGA to provide affordable housing, improved social services, and community infrastructure while protecting shared green spaces. The LSPS (p. 9 and throughout) explicitly acknowledges that: <ul style="list-style-type: none"> o Housing affordability is an issue with both younger and senior residents of Waverley LGA, with many existing residents facing pressure to move outside the area due to housing stress and a lack of dwellings dedicated to low to moderate income earners; o The proportion of both young families and older residents (>70 y.o.) will continue to increase, as will the population density of the LGA overall, and that development will need to accommodate these demographic changes; but o Development is and will continue to contribute to the loss of existing low-cost housing as a result of gentrification, in combination with other factors such as the high proportion of short-term rental accommodation in the area. - Clear commitment to addressing the matter, through several mechanisms: <ul style="list-style-type: none"> o Action 6.1 – the preparation and implementation of the LHS, including targets for affordable housing; o Actions 6.3 and 6.9 – the commitment to apply for SEPP 70 to be effective in Waverley and to push for changes to ARHSEPP to make this as effective as possible; o The acknowledgement that affordable housing options are needed for residents on very low to moderate incomes throughout the LGA (A6.4), and specifically for students and workers in the Randwick Health and Education Precinct (A6.12) and seniors in the Eastern Suburbs (A6.8); o commitment to providing diverse and accessible (or adaptable) medium density housing options through a revision of planning controls (Priority 6 and 7). - Commitment to community welfare and cohesion throughout the LSPS 	Noted.
118.	- Recommend LSPS include an action which acknowledges the Communities Plus program and Council's role in supporting LAHC in its implementation: <ul style="list-style-type: none"> - Council will continue to work with the NSW Land and Housing Corporation to support the renewal of social housing within the LGA, consistent with the Communities Plus program, including through facilitating changes to the planning framework for public assets. 	Noted.
119.	- Recommend a strategy or action which advocates for additional social housing. Social housing is essential infrastructure.	Noted. To be included in an Affordable Housing Strategy, which will be developed with input from Woollahra

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		and Randwick Council to take a regional approach.
120.	- Comment – continued gentrification, together with the LGA’s desirable location close to the City, beaches and amenities continues to put a strain on the ability to meet housing needs for all sectors of the local community.	Noted.
121.	- Comment – anecdotal evidence to suggest gentrification of the area and the squeezing out of affordable housing and more diverse members of the community. From professional experience [company name] has witnessed the detrimental effect of sky-rocketing housing costs (and heating) on people’s mental health and well-being.	Noted.
122.	- Comment – anecdotal evidence to suggest that teachers, nurses and other key people in the community struggle to live near where they work, unless they have two incomes.	Noted.
123.	- Comment - anecdotal evidence to suggest that every 5-7 years low income people leave, a strata of higher income people arrive. Particularly low income single mothers. Witnessed single mothers renting / living in lounge rooms to afford the rising rents and to provide continuity of education for their children. Now that the children have finished school, these people have left Waverley.	Noted.
124.	- Recommend Council advocate for reform of no-grounds evictions. This will give renters the stability and the peace of mind they need to fully participate in the life of their community.	Noted.
Liveability – open space		
125.	- Refer to EPA guidelines for further information on air quality, noise, land-use conflicts	Noted. Updated text in Planning Priority 1.
126.	- Support for the improvement of open spaces, considering them to be part of supporting social infrastructure for development.	Noted.
127.	- Support for the draft LSPS in particular, support for Action 2 (Priority 4) ‘prepare and implement the Open Space and Recreation Strategy.	Noted.
128.	- Support for Planning Priority 5, Action 4 and 5. Recommend opportunities to integrate active transport routes with the green grid and future coastal walks, to strengthen effective management of the grid and tree canopy.	Noted.
129.	- Recommend including an additional action within the most relevant priority to support and assist in the implementation of the District Sport Facility Plans, a GSC initiative. The Plans are currently being prepared.	Added new Action 6, Planning Priority 6, p37.
130.	- Recommend incorporation of the Walkable Places indicator.	Updated p82.
131.	- Concern raised over term ‘Open Space’ – are we stuck with that? It sounds like it is space that we (or developers) need to put something on. I would prefer something that suggests that something is in there such as Parks and Reserves. I realise that ‘Open Space’ is a commonly used term, but as an innovative Council, I think we need to move away from it.	Noted. Open space is the commonly accepted planning term.
132.	- Concern is raised over the complete absence of the impact of the alcohol economy (is 'night dining options' code for this?). 'Alcohol', the most damaging drug in our society, is not mentioned in the draft. Bondi hosts one of the most dangerous hotels in the state. Over the years the alcohol-related assault hotspots (BOCSAR) for Waverley have been increasing and the average per capita rate is stable while the rest of the state experiences a significant decline. The assault data is a proxy for a wide range of anti-social behaviour. Is there an LGA with a greater percentage of its land area classified as an alcohol-related assault hotspot? I doubt it. There is significant literature on how urban design can reduce these issues (e.g. don't have fast food and alcohol outlets in close proximity). The disruption of sleep from the police and emergency agencies impacts on health (disturbed sleep) and amenity. No mention of any of this.	Noted. Any development application with a liquor licence goes through a strict assessment process with input on the social impacts from NSW Police.

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133.	- Recommend including a priority to support a variety of recreational and passive uses that reflect the changing needs of the community when planning for existing and new open space.	Noted. An Open Space and Recreation Study is being prepared to assess current and future utilisation needs.
134.	- Comment – there are a range of opportunities in the Draft LSPS to help better understand and deliver noise management approaches to improve local amenity. These include the VCA, reviewing development controls, public domain improvements and precinct-based sustainability initiatives.	Noted.
135.	- Comment – the need for welfare support services has escalated dramatically in the community over the last few years. This can be attributed to the lack of similar services available in our community, the increasing population in our area and the significant increase in the incidence and awareness of domestic violence.	Noted.
136.	- Spaces to provide education and counselling to those in need is critical for the health and safety of the local community. This may have been considered / included in the community use spaces.	Noted.
137.	- Recommend the Seven Principles of Universal Design 7, (to enhance accessibility of public space) can be referenced to support Council's housing options for older people and people living with disability.	Noted. These are included in Council's DCP.
Liveability – public domain, heritage and local character		
138.	- Comment - commitment to improving public domain through undertaking a holistic place-based approach in the heart of Charing Cross will have a positive impact on the amenity of the area through sensitive urban design excellence, urban greening and public art	Noted. This is addressed in more detail in the Village Centres Strategy.
139.	- Recommend Council identify views from the public domain which are iconic and should be recognised in the LEP for protections which have the capacity to override permissible development standards. Check public views from streets and parks towards the beaches, cliffs, over the Botany Basin. For example: <ul style="list-style-type: none"> - Military Road, Dover Heights, (corner Loombah Road), southwards towards Bondi Beach. Thousands of participants in the City to Surf used to be able to view the rolling surf at their destination. This view has gone, blocked by overly large buildings. - Macpherson Street / Gardyne Street lookout towards Bronte, much diminished; - east / west routes of Bondi Road, Hewlett Street and Macpherson Street frame views towards the ocean; - easterly view from Birrell / Cross Street intersection over Tamarama Park to Tamarama beach; - any other iconic views along the coastal high ground should be identified for protection, as well as westward views over the Centennial Parklands and southerly views from Macpherson Street at Simpson and Macpherson Parks 	Noted. These will be reviewed as part of the Local Character Statements work.
140.	- It is concerning that the LSPS 'Vision on a page' includes no reference to the preservation of heritage values (either in heritage conservation areas within the Waverley LGA or the heritage values of neighbouring Centennial Park). Similarly, the planning priorities do not include the high-level objectives of protecting local heritage, and protecting the amenity and heritage values of parks, including Centennial Park. Overdevelopment is eroding the heritage values of conservation areas in the Waverley LGA and the new LEP needs to incorporate controls that will put a stop to this. Housing targets in the area have been met, and more high rise towers along Oxford Street should not be permitted to proceed in response to developer pressure. <ul style="list-style-type: none"> - The current height and FSR controls in the LEP (leaving aside the site at 194 Oxford St) are designed to achieve a transition in building heights and density between the commercial centre of Bondi Junction and the western end of Oxford Street/Centennial Park. These height limits should be preserved in the revised LEP. The Department's decision to approve the planning proposal in 	Amended Vision and Structure Plan on p12 to reflect protection of heritage qualities of Centennial Park, and this has been identified also in the Liveability section p34, and 45. Planning Priority 7 wording strengthened and new actions around heritage conservation and the protection of centennial park. Noted. A review of historical urban design strategies and ensuing development in Bondi Junction is being

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	relation to 194 Oxford Street does not constitute grounds for amending the height limits governing other sites in the vicinity. Indeed, the Department's decision makes it all the more important for the LEP to adopt height limits that will preserve the heritage values of these remaining heritage areas and limit the overshadowing, loss of amenity, congestion etc that will follow if further developments of this scale are permitted.	completed with a view to respond to the issues outlined in this comment.
141.	<ul style="list-style-type: none"> - Include West Bondi Junction as a village in the Waverley Village Centres Strategy (currently we are not included in the list of 19 villages - even though smaller shopping strips such as at Bronte Beach have been included) and - importantly - to rezone the west Oxford Street village as B1 Neighbourhood Centre rather than B4 Mixed Use. - Seek judicial review of the Department of Planning's decision - Ensure that the Draft Waverley Local Strategic Planning Statement (which will inform the next revision of the LEP) includes as a planning priority the protection of our local heritage, including appropriate planning controls to protect Centennial Park from visual encroachment by more and more high rise. - If any development does go ahead then the DCP could include a requirement that the developer include in contracts for the sale of apartments a condition making clear that residents will not be eligible for on street parking permits. Sydney City Council has been doing this for 20 years to manage on street parking pressure. 	West Oxford Street has been identified as having a village character which is to be protected, p56, p90.
142.	- Comment - the Waverley Architectural Mapping Project could assist identify heritage characteristics of the area by the project must be undertaken methodically, comprehensively and professionally to be of value (Action 7, Priority 7)	Noted.
143.	- Recommend Council offer, via owners of relevant properties, specialist advice regarding building conservation and enhancement. Limited architectural and structural advice could be allied with limited offers of the supply of paint to enable re-presentation of key existing (generally heritage) buildings. In our view, a budget of \$10,000 to provide considered professional advice, plus a budget of \$5,000 to provide supply of paint could achieve some worthy outcomes.	Noted.
144.	- Comment - Conserving, celebrating and enhancing the unique cultural landscape of Charing Cross in the context of the Waverley LGA through the maintenance of heritage listed façades, whilst providing opportunity for revitalization and incentive for renewal on detracting or underutilized sites (Priority 7).	Noted. More information provided in the Village Centres Strategy.
145.	<ul style="list-style-type: none"> - Recommend Council identify context around individual items - strengthen recognition and controls; - Recommend Council identify and recognise curtilage in LEP of larger items such as heritage listed parks and cemeteries and develop process for response to heritage setting for any DA within curtilage and/or direct visual catchment of heritage items including: <ul style="list-style-type: none"> - Queens Park: Queens Park Road, John Street, Henry Street and Carrington Road - Waverley Cemetery: Trafalgar Street, St Thomas Street, Fig Lane - South Head Cemetery: Burge Street, Young Street - Waverley Park: Park Parade, Birrell Street, Bondi Road and Paul Street - Bronte Park: Bronte Road, Bronte Marine Drive, Bayview Street 	Noted. Updated Planning Priority 7, Action 1.
146.	- Comment – Local Character Statements (Priority 7, Action 4) need to recognise the potential for growth and not only seek to protect and maintain existing areas. They should not preclude new development or density and recognise the potential to consolidate land and provide new development which can be sympathetic to the existing character of neighbourhoods. Further, character statements are better suited for inclusion within the DCP, rather than the LEP, which should continue to provide the broad statutory framework for land use and development control and not be the premature focus on specific detailed issues better suited to the DCP.	Noted.
147.	- Comment – the LSPS demonstrates a commitment to recognising and celebrating local Indigenous culture. It also articulates a strong understanding of the arts and culture needs in the area and a desire to address deficiencies, as well as a desire to diversify	Noted.

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	tourism and the night-time economy. We are also pleased to see upcoming projects including the Boot Factory Project and the Indigenous Tourism Strategy.	
148.	<p>- Comment - we also note that your Cultural Plan is at draft stage and would be happy to provide advice or feedback where possible. Recommend including:</p> <ul style="list-style-type: none"> - Existing cultural infrastructure (The NSW Cultural Infrastructure Plan 2025+ (2019) provides a framework for planning and delivery of cultural infrastructure across NSW) - Cultural diversity within Waverley - The benefits of art and culture to a successful night time economy - The existence or potential of cultural industries in your area - Existing and future public art projects - Joint-use opportunities - Tourism opportunities - The impact of arts and culture to successful place making - The benefit of access to arts and culture for the health and wellbeing of your residents, paying consideration to access by people with disabilities, seniors and children and young people. 	Noted.
149.	<p>- The Draft LSPS has a strong focus on the coastal environment and does not discuss Centennial Park. While not in the Waverley LGA, land along the eastern perimeter of the Park is in the Waverley LGA and it is important that the Waverley LEP/DCP planning controls governing these neighbouring areas have regard for the protection of Centennial Park's heritage values and amenity, consistent with the Centennial Park plan of management. Planning should also have regard to the importance of improved connectivity to the park, noting the GSC and LSPS objectives around active transport, liveability etc. (For example, save for a couple of narrow 'islands', there is no formal pedestrian crossing between the intersection of Oxford Street and York Road, and the intersection of York Road and Darley Road.) Residents are grateful to Council for talking to Minister Stokes the suggestion to create a SEPP to protect Centennial Park (included at Appendix C for ease of reference). We urge Council to continue their efforts in this regard, in collaboration with neighbouring Councils, and – importantly – to reflect this approach in the final LSPS and revised LEP.</p>	<p>Noted. Amended Vision and Structure Plan on p12 to reflect protection of heritage qualities of Centennial Park, and this has been identified also in the Liveability section p34, and 45.</p> <p>Planning Priority 7 wording strengthened and new actions around heritage conservation and the protection of centennial park.</p>
150.	<p>- Ensure that the Draft Waverley Local Strategic Planning Statement (which will inform the next revision of the LEP) includes as a planning priority the protection of our local heritage, including appropriate planning controls to protect Centennial Park from visual encroachment by more and more high rise.</p>	See above.
151.	<p>- Residents call on Council to recognise the western end of Oxford Street as a village: from Denison Street west to York Road and, on the north side of Oxford Street, from Leswell Street west to York Road. We note that the shopping strips at Bronte beach and on MacPherson Street have been included in the Village Centres Strategy as villages, and query why a consistent approach has not been adopted in relation to West Oxford Street.</p> <p>- The area has a distinct sense of place and much-loved character which sets it apart from the soulless shopping strip to the east. It should be recognised and protected, consistent with the stated LSPS vision of 'Protecting and encouraging shops and services in village centres that satisfy demand' and the GSR Plan which states: 'Strategic planning will capitalise on <i>local identity, heritage and cultural values</i> ... Great places recognise <i>local characteristics and the qualities people value</i> ... These places will <i>respect heritage</i> and foster interaction and healthy lifestyles by encouraging exercise, creativity, enterprise and innovation.' (p 46 GSR Plan, emphasis added).</p> <p>- Residents urge the Council to rezone this area B1 Neighbourhood Centre, consistent with the zoning of the shopping areas on Bronte Road and MacPherson Street. These have a similar look and feel to the shopping strip at the western end of Oxford Street</p>	West Oxford Street has been identified as having a village character which is to be protected, p56, p90.

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	and consistent zoning would allow for the preservation of local character, local heritage items (e.g. the Nelson Hotel) and residential areas in the vicinity (including both the Mill Hill heritage area and the Woollahra heritage area to the north).	
152.	<p>- Congratulates Waverley Council on its strong recognition of heritage, culture and diversity as a fundamental aspect of the identity of the city. Heritage NSW supports many of the initiatives in Council's LSPS, including:</p> <ul style="list-style-type: none"> - undertaking a Heritage Study to review the existing heritage items and conservation areas identified in the LEP, and to identify potential new items of heritage significance, including Aboriginal heritage - working with the NSW Government to inform and implement the Government Architect's Ochre Grid, which will illustrate the detailed web of Aboriginal heritage across Greater Sydney - recognition of the importance of Council's built heritage including Bondi Pavilion and the Boot Factory, and the importance of restoration, enhancement and adaptive reuse of these places - respect, protection and conservation of items and places of Aboriginal heritage, engagement with Indigenous land management and planning issues, as well as maintaining and protecting the cultural value and significance of your local government area's heritage - engagement with diverse cultural and social groups, including the Local Land Council, to prepare a Community Participation Plan - preparation and implementation of Local Character Statements, including desired future character, into Council's Local Environmental Plan and Development Control Plan, and - recognition that Council can maintain and protect its environment, landscape and heritage, whilst welcoming and sharing it with visitors, and that tourism needs to nurture the Community's core values and strengthen its cultural identity. <p>- Areas we suggest that Council consider when finalising your LSPS are:</p> <ul style="list-style-type: none"> - considering how Aboriginal cultural heritage and cultural landscapes can be protected in your LEP alongside non-indigenous heritage - considering the linkages between culture, heritage and tourism, and the opportunities culture and heritage bring for economic growth - clearly articulating heritage as it relates to the character of the city, including potentially identifying clusters of places and items which contribute to the significant character of the place, and - considering the linkages between actions and priorities, for example the ways in which heritage and culture contribute to an attractive and liveable city, as well as local employment and community wellbeing. 	Noted. Suggestions have been incorporated into Planning Priority 7, p44.
153.	<p>- As part of the preparation of the DCP for the area we ask you to include West Bondi Junction as a village in the Waverley Village Centres Strategy. We are not currently included in the list of 19 villages - even though much smaller strips such as Bronte Beach are (???) and - importantly - to rezone the west Oxford Street village as B1 Neighbourhood Centre rather than B4 Mixed Use</p> <p>- As this will inform the next revision of the LEP it must include as a planning priority the protection of our local heritage, including appropriate planning controls to protect Centennial Park from visual encroachment by more and more high rise.</p> <p>- As you are aware, due to poor urban planning and controls the podium level of the developed portion of Oxford street is now dead and unsafe with wind tunnels, cold uninviting paved areas, unattractive retail spaces and complete overshadowing. The West portion is still functioning very well and is a Neighbourhood Centre. There are countless exemplary contemporary development models which can be used as precedents - council needs to be studying such models - e.g. the work of Danish Urban Planner Jan Gehl.</p>	Noted. West Oxford Street has been identified as having a village character which is to be protected, p56, p90.

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154.	- Revise the Draft Local Strategic Planning Statement to recognise the importance of heritage protection, including an appropriate transition in building heights from central Bondi Junction to the western end of Oxford Street, and appropriate planning controls on the perimeter of Centennial Park to protect the Park's heritage and amenity values for generations to come.	See above.
155.	- Revise the Village Centres Strategy to include the village at the western end of Oxford St, and rezone this area B1 Neighbourhood Centre (consistent with the zoning of the shopping areas on Bronte Road and MacPherson Street), rather than B4 Mixed Use - RE Bondi Junction - The DCP could include a requirement that the developer include in contracts for the sale of apartments a condition making clear that residents will not be eligible for on street parking permits. Sydney City Council has been doing this for 20 years to manage on street parking pressure.	See above. Noted. This will be considered in the DCP review.
156.	- Comment - the LHS does not recommend changes to planning controls as it would place unreasonable pressures on an already dense LGA. This contradicts multiple actions in the LSPS which reference review of planning controls to facilitate future development and support housing diversity, relieve rental pressure and encourage key worker, affordable or seniors housing. We do not support this statement and recommend it being removed from the LHS.	More discussion has been provided around this on p16, p38 and in the LHS.
Productivity		
157.	- Recommend Council collaborates closely with industry to create controls that enable mixed-use precincts that reflect then local flavour i.e. opportunities for co-working / shared office to retain economic growth in Waverley.	Noted.
158.	- Support for "Priority 11: "Facilitate Bondi Junction as a lively and engaging strategic centre with a mix of employment, entertainment and housing options", and maintaining Bondi Junction's role as a key Strategic Centre in the eastern suburbs.	Noted.
159.	- Support for Priority 11 and in particular support for Council's vision for Bondi Junction to be a highly sought-after, world-class precinct. The intent to grow employment floor space also supported, given it does not restrict the size and format of retail uses.	Noted.
160.	- Support for Planning Priority 11, Actions 5, 6, 13 and 15. - Recommend Council includes an additional action or amends Priority 11, Action 5 to protect existing or grow affordable commercial space, e.g. B or C grade. - Recommend Council clarify in Action 15 that the development of a Knowledge and Innovation Hub is to support innovative companies with high-growth potential. - Recommend Council acknowledge in the LSPS that successful knowledge and innovation hubs require a critical mass of floor space, accommodating large and small companies supported by a curated program of networking and education.	Noted. Updated Key Move 8, and discussion in Planning Priority 11.
161.	- Comment - the first four actions (Planning Priority 11) suggest Bondi Junction will keep increasing in size, in terms of buildings and people. Traffic implications are not mentioned. Support for an increased emphasis on streetscapes, amenity, heritage, built form and visual amenity.	Noted.
162.	- Support for Action 5 (Planning Priority 9) to "Prepare an Employment forecast for the Waverley, or Eastern Suburbs, area to clarify job demand".	Noted.
163.	- Support for Priority 9, Action 5. This will help to determine whether the minimum non-residential floor space provisions currently proposed in Bondi Junction and to be investigated in the Village Centres can meet demand. The forecast can also help to determine the suitability of additional employment generating land uses such as retail in out-of-centre locations.	Noted. The issue of out-of-centre retail will be dealt with in more detail in the Village Centres Strategy.
164.	- Support for the retention of jobs and services within Bondi Junction (Priority 9, Action 1) and the prioritisation of development (particularly commercial development) within Bondi Junction and Village Centres. This should not detract from the consideration of out-of-centre retail across the LGA. Retail floor space, however, should not be unnecessarily restricted in terms of size and format, and should continue to support the delivery of supermarkets. Any restrictions on retail should be based on detailed feasibility studies on anticipated future retail demand.	Noted. This will be dealt with in more detail in the Village Centres Strategy.

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165.	<ul style="list-style-type: none"> - Do not support the introduction of a minimum non-residential floor space ratio for the B4 mixed use zone in Bondi Junction. Council currently enforce a quantum of non-residential floor space on shop-top housing schemes [zone objectives, active streets and laneway objectives]. This current position [private property] is without any mandated floor space requirements and is at Council's discretion. - Recommend that that existing B3 Commercial Core be explored for additional uplift opportunities to ensure that this takes the majority of additional job growth in the precinct. To introduce changes to the existing FSR standard adds a layer of complexity and a lack of flexibility in allowing the market to adapt to. - The proposed Planning Proposal is based on the Bondi Junction Commercial Centre Review (2017) which does not appear to be available for public comment of review. Recommend the evidence base [updated to 2019] supporting potential land use changes in Bondi Junction Centre should be made available to the public for comment in advance of, or indeed concurrent to the exhibition of the LSPS. 	Noted. Council has submitted the <i>Bondi Junction Strategic Centre Protecting and Promoting Commercial Floorspace Planning Proposal</i> to the DPIE for assessment. This Planning Proposal is available through the NSW Government's Planning Portal.
166.	<ul style="list-style-type: none"> - Recommend detailed feasibility (i.e. Action 5, Priority 9) be undertaken to underpin min. non-residential FSR in Bondi Junction (Planning Proposal). Ensure implementation of additional commercial FSR is viable and prevent high vacancy scenarios. If sufficient demand does not exist, further commercial development should not be required in the Waverley LGA. Restrictions of residential FSR in favour of commercial floor spaces may unnecessarily limit development potential in BJ. Council should provide additional information of the proposed PP through the LSPS process. A new action (Priority 9) to finalise Employment forecasting prior to finalisation of LSPS. 	Noted. Council has submitted the <i>Bondi Junction Strategic Centre Protecting and Promoting Commercial Floorspace Planning Proposal</i> to the DPIE for assessment. This Planning Proposal is available through the NSW Government's Planning Portal.
167.	<ul style="list-style-type: none"> - Comment – does not substantially indicate specific planning controls that are likely to occur in the BJ centre to ensure that both a net loss of employment opportunities does not result and increase of employment floor space results. Commentary is provided which outlines Council will work with NSW government to prepare a Planning Proposal in this regard. Further clarity is sought in this regard. Could additional yield be awarded to sites that demonstrate, not only no net loss but also a net increase in employment floor space? This would directly respond to an identified challenge which outlines that competing market pressures for residential development have led to a loss of commercial floor space in centres, particularly Bondi Junction Strategic Centre. 	Noted. Council has submitted the <i>Bondi Junction Strategic Centre Protecting and Promoting Commercial Floorspace Planning Proposal</i> to the DPIE for assessment. This Planning Proposal is available through the NSW Government's Planning Portal.
168.	<ul style="list-style-type: none"> - Concern is raised over traffic through the Queens Park area. The LSPS emphasises the importance of Bondi Junction as a hub for employment etc. and its links with other centres at Randwick and Maroubra. There is no mention of traffic implications of maintaining Bondi Junction's role as a key Strategic Centre. 	Noted. Text has been amended. p26 and p90.
169.	<ul style="list-style-type: none"> - Concern is raised over traffic through the Queens Park. How will this be managed? Connection to surrounding centres (i.e. Randwick Health and Education Precinct and Maroubra-Eastgardens Strategic Centre). (Priority 9, Action 2). 	Noted. Text has been amended. p26 and p90.
170.	<ul style="list-style-type: none"> - Comment - the emphasis on bricks and mortar economy (jobs in BJ commercial area) without quantifying the potential of home-based internet-based activity - why can't this home-based internet-based economic activity be considered as a replacement for the bricks and mortar development-based BJ jobs growth - also reducing the need for more transport infrastructure (do I see another Bondi Rd light rail proposal between the lines?). New economy jobs are jobs, just the same as old economy jobs. 	Noted.
171.	<ul style="list-style-type: none"> - Support for preparation of a VCS. It is noted that under the Strategy Council will review the provision of a minimum non-residential floor space requirement in any Village Centre. The perceived demand and protection of commercial floor space should not however be pre-emptively locked in by Council until a detailed study is undertaken in order to determine an appropriate provision of commercial floor space to meet demand. 	Noted.
172.	<ul style="list-style-type: none"> - Waverley Council include a focus on innovation in the preparation of its Planning Proposal for a minimum non-residential floor space ratio (FSR) for the B4 Mixed Use zone in Bondi Junction. For example, this could include that every development within this 	Noted.

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	zone will be required to provide a minimum amount of floor space for commercial, business, retail or health related uses with a focus on innovation or knowledge intensive uses.	
173.	- Support for the preparation of a VCS as a short-term goal.	Noted
174.	- Support of the revitalisation, growth and evolution of the Charing Cross Precinct. Note that some parts of the area are underutilised in the context of the Waverley LGA and offer little to the overall amenity of the village. The area provides the opportunity to demonstrate, through a design led approach, the integration of public open spaces, in the form of laneways and urban courtyards, with the heritage fabric, in a way which develops a fine grain urban form, promotes pedestrian permeability through the precinct, and encourages community interaction through a range of retail and residential uses.	Noted. To be dealt with in more detail in the Village Centres Strategy.
175.	- Comment - Charing Cross can be seen as a prime site for sensitive urban renewal and create a walkable neighbourhood equipped with accessible services, health and transport facilities. Any possible development could be uniquely undertaken as place-based renewal.	Noted. To be dealt with in more detail in the Village Centres Strategy.
176.	- Comment – support increasing the number of shops and services to the community and their needs in the Village Centre and creating a focal point in Charing Cross (Priority 9, Action 1).	Noted.
177.	- Support for Priority 8 and its actions which support the retention of jobs and services within existing centres.	Noted.
178.	- Recommend that further articulation of each village's role and function in supporting economic activity and jobs growth be included in the LSPS. The LSPS also gives only minor consideration to the many villages within the LGA and their role in supporting the local economy. - Recommendation to amend Action 3 (Priority 8) to ensure VCS is finalised prior to final LSPS.	Noted.
179.	- Recommend incorporating joint-use facilities and artist making spaces in your Village Centres Strategy (Priority 8).	Noted.
180.	- Support for Priority 9, Action 3 to review planning controls to encourage co-working and shared office style employment floor space.	Noted.
181.	- Support the creation of commercial floor space in existing Village Centres to provide jobs and workspace for the local community (Priority 9, Action 3).	Noted.
182.	- Support for increasing job and residential density in Charing Cross is consistent with Bronte Road being identified as a major corridor for future public transport within the Waverley LGA (Priority 9, Action 4)	Noted.
183.	- Comment - the LSPS should recognise role of mixed-use precincts / developments in delivering GSC and Council priorities (i.e. priority 6).	Noted.
184.	- Recommend the LSPS promote and provide for sufficient retail floor space in centres by allowing for mixed-use zoning, avoiding restrictions on the size of retail premises, and considering the requirements of retailers, such as servicing, location, visibility and accessibility.	Noted. To be dealt with in more detail in the Village Centres Strategy.
185.	- Recommend Council works with industry through the LSPS process to identify and facilitate site specific opportunities for retail and mixed-use renewal.	Noted. To be dealt with in more detail in the Village Centres Strategy.
186.	- Recommend council further acknowledge and encourage flexibility in planning controls to recognise and accommodate the changing needs of business. Digital and physical spaces are increasingly merging. Hybrid distribution models to cater to a new retail economy and seek supportive land use environments to encourage this flexibility to innovate. - Recommend the LSPS support and nurture new retail formats by allowing for flexibility in land uses and the size of retail premises across the LGA.	Noted. To be dealt with in more detail in the Village Centres Strategy.

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	- Recommend Council undertake a review of existing land use tables to increase flexibility and allow for a greater range of uses in mixed-use zones. Foster co-location of uses.	
187.	- Recommend Council and the LSPS support in principle out-of-centre retail. Council should continue to consider where demand can be appropriately justified, and where appropriate mechanisms can be implemented to control intensity and ensure the vitality of existing retail centres are not adversely impacted. - Recommend a new action under Priority 9 which focuses on the potential for future out-of-centre retail on a merit basis give its potential to support local employment opportunities and vibrancy of places.	Noted. To be dealt with in more detail in the Village Centres Strategy.
188.	- Do not support precinct-based car parking within centres (Priority 8, Action 12). It does not reflect the dependency retail development has on privately dedicated and closely located car parking.	Noted.
189.	- Comment - the Waverley LSPS must strike an appropriate balance between preserving the character of particular areas where they have a strong local character and accommodating growth, particularly in proximity to areas served by and identified for high frequency public transport. The delivery of quality, multi-use developments close to transport infrastructure is critical to achieving this balance.	Noted.
190.	- Recommend the VCS to examine how the vibrant mixed-use vision for the Bondi Road Centre can be enhanced, how the architectural quality of development in the corridor can contribute to a sense of place, and how the quality of the public domain can reinforce pedestrian activity and deliver public transport improvements. As part of the Strategy a review of existing development standards (height and floor space ratio) needs to be undertaken and opportunities to encourage new building stock identified. Renewal of building stock can in our view contribute toward renewal of Bondi Road, including upgrades to transport and the public domain.	Noted. To be dealt with in more detail in the Village Centres Strategy.
191.	- Recommend Council consider the zones and controls applying to the Bondi Road shopping area. Unfortunately, current zones and planning controls limit the ability for renewal to be viably undertaken. The physical renewal of private sites will contribute to an enhanced public domain and amenity, with benefits for the entire local community. Recommend the LSPS commit to: - Renewal of the public and private domain in the Bondi Road shopping area; - Engage directly and early with local owners and businesses; and - Review the planning context of the shopping area and its adjoining local, particularly: o Zones, floor space ratios, heights and amalgamation provisions; o Detailed development controls; and o Local contribution plans.	Noted. To be dealt with in more detail in the Village Centres Strategy.
192.	- Do not support the introduction of a 'neighbourhood supermarket' definition in B1 zones, allowing Councils to restrict supermarket size to 1,000sqm (GFA). Applying a restrictive, blanket cap on supermarket sizes is not supported as it may limit the ability to fully service community retail needs, see retail spend leaving local areas and in turn lead to increased traffic generation at a regional level.	Neighbourhood supermarket is a mandated use in the Standard Instrument and applies across NSW.
193.	- Recommend adequate planning controls are in place to help manage any potential noise and air related environmental issues in order to prevent land use conflict. E.g. mechanical ventilation, event noises, sirens, night cleaning. Council may want to undertake a review of any existing controls to assess if they are contemporary and meet the community expectation for these new places in relation to amenity and liveability.	Noted. Text updated on p22.
194.	- Recommend new developments should be planned to avoid noise-related land use conflicts up front through spatial separation, best practice building design, siting and construction, appropriate air and noise mitigation techniques.	Noted. Text updated on p22.

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195.	- Recommend the LSPS recognise the need for a proactive approach to light and noise in mixed use centres. The Agent of Change mechanism protects existing uses and is very reactive.	Noted.
196.	- Comment – the LSPS highlights the importance of the night-time economy. It is also supported by a review of hours of operation for late night and early morning activities and appropriate mitigation techniques to maintain amenity. It will be important that any such review include the management of noise especially in areas where there is mixed use development.	Noted.
197.	- Support for Priority 10, Action 4 – however development controls should not unduly constrain the size and format of retail development.	Noted.
198.	- Concern is raised over tourism. 'Waverley's economy is underpinned by tourism, retail and health services.' (p41). When Council secretively (no resident consultation) engaged with the state government on the Destination Management Strategy there was no economic analysis of who benefited. I see the Waverley Destination Management Plan is not listed in the references (p65). The draft acknowledges tourism is problematic for the community but the draft seems to encourage growth in tourism. What exactly is Council's real agenda for tourism? Do ratepayers keep paying to manage all the visitation and clean up the mess, and suffer the reduced amenity of congestion etc. while an unknown privileged select few reap the economic benefits? Council should not encourage tourism full stop.	Noted. The <i>Waverley Destination Management Plan</i> is now called the <i>Sustainable Visitation Strategy</i> , which addresses sustainable management of visitors and was adopted in early 2019.
199.	- Provision of well-designed child care in the community and the location of this childcare is an important consideration to support the Waverley Community to achieve the health, economic and social outcomes envisaged in the Statement. Co-location of the support services and child care services assists in achieving the best outcomes. - Recommend Priority 4 be updated to reflect above.	Noted. The State Environmental Planning Policy (Educational Establishments and Child Care Facilities) 2017 sets out controls and provisions for the location and design of Child Care facilities.
200.	- It is suggested that a relevant action for Council to work with businesses to attract new investment be included in the document to support the planning policies associated with protecting jobs in the city. While the strategy mentions attracting business due to community and connectivity development, it does not actively encourage business attraction as a priority for the Waverly area and it is considered the Draft LSPS would benefit from the economic activity of intensifying retailing in Waverley.	Noted.
201.	- Recommend that any updates to the Waverley Council's economic development strategy includes an understanding to the importance service industries such as retail will have in meeting the demands of the projected population and outline opportunities for intensification;	Noted. Urban services has been included on p55.
202.	- Supports the recognition of the local economy in the Draft LSPS. However, further consideration should be given to the contributions and potential of the Creative Industries Sector particularly role planning in supporting the Creative Sector. - Providing strategic land use planning direction that actively encourages this sector through the LSPS is recommended. Specifically we would like to see the LSPS explicitly support the role of the Creative Industries Sector in contributing to the vision for Bondi Junction as a lively and engaging Strategic Centre. - Supporting Creative Sector participants to undertake the appropriate use of often derelict and underutilised spaces and buildings encourages sustainable land use, community benefit, amenity improvements and economic development at the local level. This flexible approach will help the Creative Sector participants contribute to the local economy through enabling spaces for making and display. Specifically, the ability for creatives to work from home is a significant enabler for Sector participants. The planning system is a critical factor in the success of local creative representation and outcomes. We would like to see Council prioritise appropriate and effective amendments to support the Sector such as definitions that reflect the Creative Industries Sector.	Noted. This has been updated in the discussion on p55. Further detail will be provided in the Cultural Plan.

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	<ul style="list-style-type: none"> - To complement a strategic and statutory environment that supports and actively encourages a strong and dynamic creative economy in Waverley, Council should prioritise a development application process that is easily navigable and welcoming to applicants seeking to participate in the Creative Industries Sector. - Engaging with the local Creative Industries Sector is an essential part to ensuring new and/or improved systems are appropriate and successful. We support clear, consistent and customer focussed development assessment support through the following means; industry and use specific application guidance (e.g. Development Applications for the Creative Industry Sector), in-house subject matter experts and reduced fees. 	
Sustainability		
203.	- Recommend review of the EPA guidance notes to incorporate further content on managing healthy waterways for community and environmental values. Refer to submission.	Noted.
204.	- Recommend Council be responsive to best practice and changing technology.	Noted.
205.	- Support for strong commitment to environmental sustainability throughout the LSPS.	Noted.
206.	- Support for commitment to increase tree canopy which will assist with capturing particle air pollution and shading active transport routes.	Noted.
207.	- Support for increased tree planting and urban greening strategies through community-based precincts or corridors to assist with decreasing the impact of urban heat island effect on the community.	Noted.
208.	- Comment – the NSW Air Emissions Inventory shows that the major source of human-made fine particle emissions in the Waverley Council area is domestic wood heaters. Council can mitigate this hazard by planning for energy efficient development with cleaner forms of heating. Consideration could be given to controls on wood heater installation.	Noted. Waverley has previously banned the use of domestic wood heaters. This might require a public education program rather than reviewing the controls.
209.	<ul style="list-style-type: none"> - Recommend a range of actions in the draft LSPS that could help address air quality outcomes: <ul style="list-style-type: none"> - Review and expand Councils strategies, development controls, policies and guidelines to increase the application and understanding of Design Excellence. Council may also wish to include environmental considerations such as the management of noise and air quality including sustainability outcomes in delivering such excellence. - Review Council policies and guidelines to ensure that public domain and infrastructure works improve amenity, design excellence, public art and urban greening. Air Quality and noise considerations and outcomes could form an element to these policies and guidelines. - Ensuring that proponents address the air quality protection principles in 'Development near rail corridors and busy roads – interim guideline' and the 'Child Care Planning Guideline'. - Council may also want to include guiding principles and controls to help address air quality and noise related issues along major roads especially if they are undergoing transformation (e.g., Parramatta Rd Corridor approach) 	Noted. Some of these are more appropriate at the DCP level.
210.	- Comment –the LSPS recognises the importance of contributions in delivering critical infrastructure, but these are limited and other funding sources are needed. Any review of contribution or funding approaches should also include stormwater infrastructure and associated water quality devices	Noted.
211.	- Recommend the LSPS include an action to review local planning instruments through the inclusion of LEP clauses and DCP controls on water quality and waterway health outcomes that achieve community expectations of waterways, such as swimming and fishing.	Noted.

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212.	- Support for Planning Priority 12, specifically Actions 5 and 19 advocating for an increased BASIX water target and Actions 6, 10 and 16 relating to WSUD and improved waterway health. Support for Council's commitment to improving water quality outcomes by reviewing zone objectives in the LEP to include water quality, Action 9.	Noted.
213.	- Recommend Council expand the principles of Priority 12, Action 13 to include natural and freshwater creeks.	Noted.
214.	- Support for Planning Priority 5. Sydney Water is currently accepting pre-consumer food waste at some wastewater treatment plants for co-digestion and can share its learnings with Council.	Noted.
215.	- Recommend Council ensure that higher order outcomes, particularly waste prevention and minimisation, remain at the forefront of waste projects.	Noted and reflected in text in Planning Priority 15.
216.	- Comment – adopting a circular economy approach should also be considered... use of community space to facilitate shared products and resources... food donation, organic waste management infrastructure, or reuse and repair centres.	Noted and reflected in text in Planning Priority 15.
217.	- Comment – it appears that Planning Priority 20 only relates to natural hazards. The District Plan also recognises soil and groundwater contamination as an urban hazard. The LSPS provides an opportunity to review current planning approaches for the management of contaminated land. - Recommend the LSPS support the requirements of SEPP 55 and its associated guidelines to manage the rezoning and development of contaminated land. The LSPS could set directions for enhanced planning controls, especially for more sensitive uses (eg, schools).	Noted. These are not major issues in Waverley, however is included in our detailed assessments at PP and DA stage.
218.	- Comment – how is the LEP / DCP process meshing into the NSW government's emissions reductions targets (zero by 2050)? It's an opportunity to ramp up "green" credentials (i.e. whole of life cycle costing, green star rating, green roofs and solar PVs etc). I've even seen a vertical axis wind turbine in the urban environment (in Pyrmont) - would be brilliant in windy Bondi Junction on top of a high-rise building. Also canopy cover in suburban streets.	Planning Priority 14 addresses this issue.
219.	- Recommend Council develop rigorous sustainability standards for all new institutional, multi-storey and high-rise buildings, and refurbishment or re-development of existing large buildings (such as Council Chambers) including: - green star rating lifted to minimum of 6-star (Green Building Council of Australia) - life cycle costing mechanism to capture embodied energy in existing buildings to reduce demolition losses, and all new construction, including all materials, noting that concrete is a large and fast-growing source of emissions - upgraded BASIX to capture construction emissions in addition to post construction energy consumption	Noted. Planning Priority 14 addresses this issue, however there are currently legislative challenges associated with mandating high-performance buildings.
220.	- Recommend Council establish green roofs as a requirement for Bondi Junction CBD and any other flat roof, or high rise building, see North Sydney Manual - NSC_Green_Roof_Resource_Manual.pdf and promote green roof retrofit potential to reduce heat island effect and improve biodiversity, thermal control of buildings and stormwater capture; see experimental roof top planting in New York (and I'm sure there will be local examples) https://www.greenroofs.com/projects/nyc-parks-five-borough-5-boro-administrative-building/	Noted. The DCP currently encourages this, however Council is investigating how we might mandate this in the future.
221.	- P59, Suggest adding Action to align with the Region and District plans: "Transport demand management initiatives including working from home, improved walking and cycling routes, improved access to car sharing, carpooling and on-demand transport will also be considered in helping to achieve net-zero greenhouse gas emissions." - P62, PP16, Whilst TfNSW supports increasing tree canopy to provide shade along key walking and cycling routes the species of vegetation and planting locations requires careful consideration to ensure that the vegetation does not reduce safety by reducing sight lines, or creating obstructions for buses.	Noted. Additional text has been added in discussion on p22. Noted.
222.	- Comment - will the implementation/finalisation of the draft LSPS be re-exhibited for public view?	The final LSPS will be reported to Council on 4 February 2020. This is a

Issue	- Issue / Comment	Action / Response
		living document and will be revised regularly.
223.	- Recommend Council consider appropriate land use zoning for water related operational infrastructure.	Noted.
224.	- Recommend the LSPS acknowledge that high quality development outcomes are desirable where they are consistent with the strategic objectives of the LSPS.	High quality development outcomes will always be consistent with the strategic objectives of the LSPS.
Implementation		
225.	- Comment - greater understanding of implementation path. Seek to work collaboratively with Council. Concerned that the strategic collaboration between communities has been missing in the development of the strategies. Thereby, potentially not leading to adequate rezoning and supply in LEP review. LSPS identify future character of an area and with it, compatible and incompatible uses. Concern that LSPS requires strategies / studies to be completed prior to rezoning sites.	Noted. The Implementation section of the LSPS has been expanded. Draft strategies will shortly be placed on public exhibition, and these strategies will also be used to guide any changes to Council's LEP and DCP.
226.	- Recommend the LSPS should include clear timelines for the completion of studies and the rezoning of sites. Could constrain sensible growth and meritorious planning proposals. We recommend Council set out an approach for new sites to be included.	Noted. The Implementation section of the LSPS has been expanded. Draft strategies will shortly be placed on public exhibition, and these strategies will also be used to guide any changes to Council's LEP and DCP.
227.	- Comment - there still may need to be a framework for site-specific planning proposals. Some sites that warrant a review may not be captured by larger scale precinct planning, may be located outside identified precincts or may be responding to emerging disruptive technologies but can still deliver great outcomes for the LGA and the community.	Noted. The framework for Planning Proposals has been provided on p16-17.
228.	- Comment - zoning, FSR and height should be reviewed in locations (i.e. close proximity to BJ) that can support increased density to ensure that development potential can be realised and density appropriately located. Unlock medium density sites for redevelopment. A new action (Priority 6) should be included to give effect to this.	Noted. Bondi Junction Strategic Centre is surrounded by Heritage Conservation Areas, however there are many areas within Bondi Junction the suburb that are zoned for medium or high-density residential development.
229.	- Recommend the LSPS emphasise strategic land use and more clearly articulate how the LGA will accommodate growth and change over the next 20 years. The LSPS would be strengthened by focusing on identifying the opportunities and areas where additional housing growth should occur beyond the immediate future to ensure that supporting infrastructure at a local and State level can also be planned for.	Noted. This has been addressed on p16.
230.	- Comment - consideration of 'Build to Rent' schemes within commercial zones, consistent with treatment of certain residential uses like hotels.	Noted. Build to rent is an ownership model, not a land use. Hotels are a tourist and visitor accommodation use, not a residential use. Residential development eroding commercial uses in commercial centres is addressed on

Issue	- Issue / Comment	Action / Response
		p55. This is a key issue in the Waverley area.
231.	- Concern over implementation timeframes slow. "Everything is annoyingly slow! We don't see any visible changes on Bondi beach in years! Only talks and discussions! No actual deeds! Everything stays the same as 5 years ago".	Noted.
232.	- Recommend the LSPS is reviewed every 3-5 years. We also recommend that the LHS is also reviewed regularly to align with the review of the LSPS.	Noted. This is outlined more in the new Implementation section of the LSPS.
233.	- Recommend review of LSPS regularly to ensure relevancy.	Noted. This is outlined more in the new Implementation section of the LSPS.
234.	- Recommend provision be made for out-of-cycle updates to the LSPS, or planning proposals that propose alternatives to the LSPS where it can be demonstrated that its objectives and actions have been superseded or are no longer relevant.	Noted. This is outlined more in the new Implementation section of the LSPS and on p16.
235.	- Comment – the LSPS has not been supported by a Local Housing Study, Employment Land Study or Economic Development Strategy. While the LSPS has been informed by Council's recently formed CSP, this does not represent thorough consideration of the LGA's housing and employment needs. Therefore, it is recommended that Council finalise the abovementioned studies / strategies prior to the finalisation of the LSPS. This is specifically relevant given the statutory weight of the LSPS. The draft LSPS should be re-exhibited following the incorporation of these studies and their findings.	This is outlined more in the new Implementation section of the LSPS. The preparation of the LSPS has been informed by a number of draft strategies and based on community feedback from the Community Strategic Plan, community engagement workshops for the Village Centres Strategy, and feedback received on the Local Housing Strategy.
Site Specific Proposals		
236.	- 260A Bondi Road – corner Bondi Rd / Imperial Avenue. Approx. 293m ² . Underdeveloped site that does little to contribute to the quality of Bondi Rd. Under the existing planning controls, it is not economically feasible to redevelop the site due to the highly constrained FSR. An indicative development concept has been prepared, consistent with the 12.5m HOB control (2-4 storeys). Renewal of the site would contribute to key actions under LSPS. Demonstrates that there are sites with high individual merit for a review of planning controls.	Noted. Any changes to the development standards or controls of this site will need to be made to the LEP. These require a Planning Proposal led by either Council or a proponent. Council is completing a new LEP for exhibition towards the end of 2020. A submission could be made while this document is on exhibition. A Planning Proposal would be considered against the LSPS, and any other relevant environmental studies such as the Local Housing Strategy, Village Centres Strategy and Open Space and Recreation Strategy.
237.	- 15 Adelaide Street, Bondi Junction	Noted. Any changes to the development standards or controls of

Issue	Issue / Comment	Action / Response
	<ul style="list-style-type: none"> - Recommend the site be identified for investigations to be zoned to allow additional uses and uplift as it is in proximity to Bondi Junction, existing public transport infrastructure and provides opportunities to deliver upon objectives of the draft LSPS. - The site is currently zoned RE1. A site-specific planning approach and review of planning controls will facilitate redevelopment of the site in line with Council's LSPS objectives. Represents an opportunity to deliver housing, particularly affordable housing, as part of a mixed-use development, including community services, child care centre. Potential build-to-rent scheme. Maintain some level of publicly accessible open space if possible, through-site link from Fern Place, cycle-link. - The following key matters should be considered in the finalisation of the LSPS, Local Housing Strategy, Open Space and Recreation Strategy and subsequent new Waverley Local Environmental Plan 2021: - the Site be recognised as a key opportunity to deliver upon the priorities of the draft LSPS and LHDP such as provision of transit orientated development, community services and employment in strategic centres - in planning to implement needed housing, including diversity of housing typologies within Waverley, Council consider amending the planning controls for the Site, given its strategic location, and opportunity to deliver increased medium/high density housing within the LGA, and - Council recognise within the future Open Space and Recreation Strategy that the Site is largely unsuitable to continue operating as private open space. The strategy should acknowledge the Site's development as an opportunity to resolve existing anti-social and disruptive conditions currently present. 	<p>this site will need to be made to the LEP. These require a Planning Proposal led by either Council or a proponent. Council is completing a new LEP for exhibition towards the end of 2020. A submission could be made while this document is on exhibition. A Planning Proposal would be considered against the LSPS, and any other relevant environmental studies such as the Local Housing Strategy, Village Centres Strategy and Open Space and Recreation Strategy.</p>
238.	<ul style="list-style-type: none"> - Bondi Junction: there is a very poorly designed walkway from Hollywood Avenue through to the eastern end of Gray Street - I think it is on land at 17 Hollywood Avenue. Please can this be identified in the LEP so that the pedestrian through route is upgraded if any redevelopment occurs at 17 Hollywood? 	<p>Noted. This has been identified on the Bondi Junction Strategic Centre map on p56 of the LSPS.</p>
239.	<ul style="list-style-type: none"> - 47-49 and 53-57 Oxford Street, Bondi Junction - Proposed redevelopment of the site is at then initial conceptual stage. Submission identifies the strategic significance of the site, consistency of proposal with LSPS planning priorities. The redevelopment of the Site can provide suitable responses which align with the vision of the LSPS. Therefore, it is requested that the Waverley Council considers the suitability of the Site to facilitate additional densities in this strategic location, to ensure a viable and sustainable future for the Bondi Junction Strategic Centre is provided. 	<p>Noted. Any changes to the development standards or controls of this site will need to be made to the LEP. These require a Planning Proposal led by either Council or a proponent. Council is completing a new LEP for exhibition towards the end of 2020. A submission could be made while this document is on exhibition. A Planning Proposal would be considered against the LSPS, and any other relevant environmental studies such as the Local Housing Strategy, Village Centres Strategy and Open Space and Recreation Strategy.</p>
240.	<ul style="list-style-type: none"> - 439-445 Old South Head Road and 1 The Avenue, Rose Bay - Proposed redevelopment of the site. Submission identifies significance of the site and consistency of the proposal with the LSPS planning priorities. It is requested that the Waverley Council considers the suitability of the Site to facilitate additional densities in this location, to ensure a viable and sustainable future for the Waverley LGA. 	<p>Noted. Any changes to the development standards or controls of this site will need to be made to the LEP. These require a Planning Proposal led by either Council or a proponent.</p>

Issue	Issue / Comment	Action / Response
		Council is completing a new LEP for exhibition towards the end of 2020. A submission could be made while this document is on exhibition. A Planning Proposal would be considered against the LSPS, and any other relevant environmental studies such as the Local Housing Strategy, Village Centres Strategy and Open Space and Recreation Strategy.
241.	<ul style="list-style-type: none"> - Comment – opportunity to transform the Spotlight and Officeworks sites to develop an innovation hub which has enough scale to truly achieved Waverley Council’s economic objectives while being revenue neutral from their current usage. - Recommend Council acknowledge in the LSPS that the buildings currently occupied by Spotlight and Officeworks provide an opportunity to develop an innovation hub (with a number of revenue-neutral options) which has enough scale to truly achieve Waverley Council’s economic and community objectives and support long-term prosperity in the region. - Refer to the Bondi Innovation Alliance vision. 	Noted. These are Council owned assets and are subject to Council’s internal economic viability assessments and portfolio management.
242.	<ul style="list-style-type: none"> - Comment – it is important that Charing Cross retain its height limits, understood to be based on two storeys to the street, with a third storey set back from the street frontage. Modern developments such as Axia at 284 Bronte Road show a successful application of this principle. 	Noted. This is dealt with in more detail in the Village Centres Strategy.
243.	<ul style="list-style-type: none"> - Recommend the introduction of 3 or 4 carefully positioned additional trees along Bronte Road; also, the long-term objective of undergrounding the overhead wires in Bronte Road. 	Noted. This is dealt with in more detail in the Village Centres Strategy.
244.	<ul style="list-style-type: none"> - There are several key sites in the Charing Cross precinct that will probably be considered for redevelopment in the near future. They need to follow established design guidelines, rather than break with established rules through spot rezoning, possibly allied to assessment by persons unconcerned with local character or community. The obvious sites are: <ul style="list-style-type: none"> - Reece at 98 Carrington Road - Stamitiko Flats at 94 Carrington Road - Charing Cross Hotel (203 Bronte Road) drive-in bottle shop in Carrington Road: part of an application for a major redevelopment named Charing Square with heights understood to exceed current controls - Kennard’s Hire at 340 Bronte Road - It is recommended that Council, working with the local community, prepare specific design outcomes and controls for these sites; site-specific Development Control Plans would seem appropriate. - It is requested that Council resolve to commission such studies and endorse appropriate controls at the earliest opportunity. 	Noted. This is dealt with in more detail in the Village Centres Strategy.
245.	<ul style="list-style-type: none"> - FEWS Block (Francis, Edward, Wellington and Simpson Streets) - recommend Council consider the strategic benefit for the redevelopment of the site. Rezoning the site [from R2 to R3] will provide Council with the following strategic benefits: <ul style="list-style-type: none"> - Allow Council to obtain dwellings within any development for low-cost housing - Give Council the opportunity to sell what is otherwise redundant land it owns into any development. - Provide additional housing in the Bondi Beach area with minimal, if any, impact on other residents - Alleviate some of the parking issues in the vicinity of the FEWS Block. 	Noted. Any changes to the development standards or controls of this site will need to be made to the LEP. These require a Planning Proposal led by either Council or a proponent. Council is completing a new LEP for exhibition towards the end of 2020. A submission could be made while this

Issue	- Issue / Comment	Action / Response
		document is on exhibition. A Planning Proposal would be considered against the LSPS, and any other relevant environmental studies such as the Local Housing Strategy, Village Centres Strategy and Open Space and Recreation Strategy.

Attachment 3 – Changes Made

Page	Section / Planning Priority	Change	Issue / Comment	Source
General				
-	All Planning Priorities	New alignment tables	Alignment tables have been included with each Planning Priority to indicate how the Planning Priority 'gives effect to' the Directions and Planning Priorities from the District and Region Plan, as well as other relevant Council strategies.	GSC Assurance Panel
	All Planning Priorities	New Planning Principles	All Planning Priorities have a table that outlines 'Planning Principles' and 'Actions'. The Planning Principles will be used to guide Council's assessment and preparation of strategies, policies and Planning Proposals.	Internal
-	All Planning Priorities	All actions	Actions throughout the document have been rationalised to reduce overall number of actions.	GSC Assurance Panel
-	Implementation	Expanded Implementation section	The Implementation Part has been expanded to outline how Council will implement the LSPS, as well as the alignment of the LSPS with the Region and District Plans.	GSC Assurance Panel
-	All Planning Priorities	Revised Structure Plans	Greater resolution in all structure plan diagrams to better illustrate the key ideas.	GSC Assurance Panel
	All Planning Priorities	Structure Plan and Introductions	The titles have been updated for these sections due to confusion that the document was conveying the 'Vision' as the current situation. The two sections have been retitled to clarify that the "Our [Infrastructure] Vision for 2036" is our vision for the future, whilst the section "The Context Now" is explaining the current situation and any relevant opportunities/challenges.	Submissions
	Throughout	Typos and Grammar	Spelling and grammatical errors have been corrected throughout the document.	Internal
Introduction				
-	Cover and Inside Cover	Date on cover revised.	Update date range on the cover of the document, and add March 2020 to indicate adoption date, as well as the vision range date to 2036. The document must be adopted by March 2020, however for consistency the base data utilised has been taken from the 2016 Census.	External and internal submission
3	Contents	Updated table of contents	Updated to reflect changes through the document.	Internal
4	List of Figures	New list of figures	Updated to outline all figures in document.	Internal
5	Acknowledgement of Country	Updated acknowledgement of country	This section has been expanded to more adequately acknowledge and honour the traditional custodians and to provide greater context around Indigenous history specific to Waverley, and to provide information about the Reconciliation Action Plan.	Internal
6	About the Plan	Updated text	Text has been updated to indicate that State Environmental Planning Policies (SEPPs) and Ministerial Directions will continue to apply over the LSPS.	GSC Assurance Panel

Page	Section / Planning Priority	Change	Issue / Comment	Source
6	About the Plan	Figure 2 – new diagram	This diagram has been included to illustrate the relationship between the Planning Policy “Line of Sight” and the Community Strategic Plan.	Internal
7	How To Read This Plan	Implementation Diagram changed	The ‘Key to Actions’ has been updated with the implementation measures removed, as this will be finalised as outlined in the Implementation Plan section at the end of the document.	Internal
8	Vision and Context	Population figures	Population updated to reflect the 2016 Census figures.	Internal
10/11	The Eastern City District	Updated Plan	The plan has been updated to provide greater detail and alignment to the Eastern City District Plan.	Internal / GSC Assurance Panel
12	Vision and Structure Plan	Key Moves	13 Key Moves have been drawn out and repeated throughout the document to focus attention on the main priorities of Council.	Internal
12	Vision and Structure Plan	‘Council will’	Changed wording to ‘relationship with the local Aboriginal community’ in final LSPS.	State Agency
13	Vision and Structure Plan	Structure Plan	Additional detail has been provided to illustrate the key moves, as well as the high level ‘strategy’ for Waverley.	Internal
15	Themes and Planning Priorities	New Implementation PP	A new Implementation Planning Priority has been added “17. Provide transparency in the Planning Process”	Internal
16, 17	Principles for Change	New section	This section has been added to provide clarity around the ongoing pressures that Waverley Council will continue to face due to it being an ideal place for people to live, work and play. This section outlines how Council will manage change, and clarifies that any changes to the LEP will continue to be managed via site-specific Planning Proposals, and the Principles for Change (Figure 6, p17) outlines the local strategic and site-specific principles that any Planning Proposal will be assessed against.	Internal
Infrastructure and Collaboration				
18,19	Introduction	Structure Plan	The structure plan has been updated with greater detail, additional annotations and the ‘Key Moves.’	Internal
20	A Collaborative City	Updated text	Text has been updated to reflect: <ul style="list-style-type: none"> - The collaborative nature of a principal bicycle network, as well as the wording of the “Principal Bicycle Network” to “a principle bicycle network” so as not to refer to a document that has not yet been adopted. - That Council will work with all neighbouring councils to investigate potential locations for a new public school. - Remove references to ‘RMS’. 	GSC Assurance Panel
21	PP1	Discussion	Changes to discussion to reflect: <ul style="list-style-type: none"> - Correct number of passengers annually 	State Agency

Page	Section / Planning Priority	Change	Issue / Comment	Source
			<ul style="list-style-type: none"> - Include the Movement and Place Framework in the discussion and as Figure 12 - Various comments made by TfNSW, as outlined in Attachment 2. 	
23	PP1	Discussion	Further discussion added to City Serving Corridors to reflect TfNSW concerns about place vs. movement framework. Text has also been updated to reflect feedback from TfNSW: 'the investigation of an express public transport service from the south (Randwick and Maroubra) is mentioned on P13. The 400 (Limited Stop) service provides such a link now between Randwick and Bondi Junction. TfNSW note that introducing any additional service that effectively duplicates existing services is undesirable and that the interchange at Bondi Junction is essentially at capacity now in the AM peak.'	State Agency
25,26	PP1	New maps	New Principal Bicycle Network and Public Transport Routes maps to better illustrate the connectivity in the area.	GSC Assurance Panel / State Agency
27	PP1	New Actions	<p>New actions have been included as a result of public exhibition feedback and State Agency submissions. Changes include:</p> <ul style="list-style-type: none"> - Incorporate public art into the Bondi Junction Transport Interchange - Additional action to reflect behaviour change - the LSPS recognises the importance of contributions in delivering critical infrastructure, but these are limited and other funding sources are needed. Any review of contribution or funding approaches should also include stormwater infrastructure and associated water quality devices. More growth and associated development will result in greater pressure on aging infrastructure that may require replacement and ongoing maintenance. 	State Agency
28	PP2	Planning Priority wording	Wording of Planning Priority changed to reflect that Council will have main impact over the urban design interface of freight, and to work with TfNSW on finding ideal locations for freight transfer stations	State Agency
28	PP2	Updated action	Priority 2, Action 2 has been amended in response to the investigation and implementation of a solution.	Submission
28	PP2	Subheading in discussion	'Integrated Kerbside Management' has been changed to 'Smart City Transport and Parking' to reflect the evolution of this project at Council.	Internal
30	PP3	Discussion updated	An example of how smart technology might be implemented has been added.	Internal
31	PP3	Consolidate actions	Actions have been consolidated where there was a duplication.	Internal
32	PP4	Discussion updated	Discussion has been amended to reflect why Council would seek to protect certain SP2 zoned land, rather than simply stating that it will be protected.	State Agency and Submissions
Liveability				

Page	Section / Planning Priority	Change	Issue / Comment	Source
34	Liveability	Structure Plan	The structure plan has been updated with greater detail, additional annotations and the 'Key Moves.'	Internal
34	Liveability	Structure Plan	Centennial Parklands SEPP has been identified as a key move.	Internal
36	PP5	Discussion	Discussion around noise and air quality has been added.	State Agency
36	PP5	Discussion	Greater discussion around the preparation of an Urban Food Strategy has been added.	Internal
37	PP5	Actions	Actions have been consolidated where there was a duplication.	Internal
37	PP5	New Action	Recommend including an additional action within the most relevant priority to support and assist in the implementation of the District Sport Facility Plans, a GSC initiative. The Plans are currently being prepared.	Added new Action 6, Planning Priority 5, p37.
38	PP6	Updated Planning Priority wording and Discussion	Planning Priority 6, Facilitate a range of housing opportunities in the right places to support and retain a diverse community – has been expanded to include the role of housing in the future, and a discussion on the Missing Middle, and the role of the Code SEPP in the LGA.	GSC Assurance Panel
38	PP6	'Housing to 2036' Call-out	A new call-out has been added to outline the key dwelling requirements for our area.	GSC Assurance Panel
38	PP6	Discussion – The Future Role of Housing and LHS Principles	The future role of housing in Waverley has been added and the 5 principles from the LHS.	GSC Assurance Panel
39	PP6	'Housing Definitions' Call-out	A new call-out has been added to provide definitions for different types of housing, in response to a number of submissions from the community that illustrated a lack of understanding of 'planning' terminology.	GSC Assurance Panel
38,39	PP6	Discussion – Dwelling Capacity Targets	Increased discussion around Dwelling Capacity Targets, and Council's proposed approach to development pressures.	GSC Assurance Panel, Submissions
40	PP6	'30% of households that rent in Waverley are in rental stress' call-out	Call-out added to provide context around affordable housing, rental stress and the three income brackets often referred to in the housing needs continuum.	Internal
40	PP6	Figure 30 – Housing Continuum	GSC image added to illustrate the various approaches to providing affordable housing.	Internal
41	PP6	Discussion – Waverley Architectural Mapping Project	Additional text to outline the purpose of this project and the data that has been collected.	Internal
41	PP6	Discussion - The Missing Middle and Dwelling Typology.	New discussion added to address the mix of dwellings available in Waverley. Figure 31 provided to illustrate the range of dwelling typologies and their 'land use planning' term.	Internal
42	New Diagram	New Diagram Figure 32	Housing Typology Mix to illustrate the predominant housing mix in each suburb.	Internal
43	PP6	Actions	Actions have been consolidated where there was a duplication.	Internal
44	PP7	Discussion	Additional discussion has been added to reflect the more detailed work that has been carried out on the Heritage Review.	Internal
44	PP7	Discussion and Actions	Wording around heritage has been strengthened in the Discussion and Actions	Internal

Page	Section / Planning Priority	Change	Issue / Comment	Source
45	PP7	New actions	New action to Work with neighbouring councils and the NSW Government to investigate a SEPP to protect the heritage qualities of Centennial Parklands New action to Prepare and implement the Waverley Cultural Plan and Public Art Masterplan	Internal
46	PP8	Actions	Actions have been consolidated where there was a duplication.	Internal
Productivity				
48	Productivity	Structure Plan	Refinements have been made to the structure plan, and 'Key Moves' added.	Internal
49	Productivity	Introduction	Additional sections have been added to this introduction, as there were a number of key points that apply to all of the Productivity Planning Priorities. These include Changes and Challenges, and The Future of Work.	Internal / State Agency / GSC Assurance Panel
54	PP11	Discussion - 'Employment Floorspace in Bondi Junction Strategic Centre'	Additional text has been added in the discussion under 'Employment Floorspace in Bondi Junction Strategic Centre' that outlines why Council has submitted a planning proposal to provide a minimum non-residential FSR in Bondi Junction Strategic Centre.	Internal
54	PP11	Discussion - 'Urban Services Land'	Additional text under 'Urban Services Land' has been provided to address the key issue of development pressure on land that currently has urban services such as mechanics, bulky retail, storage centres and warehouses.	Internal / Submission
54	PP11	Discussion - 'Knowledge and Innovation Hub'	Added text that Waverley is looking to support emerging ways of working, start ups and to help develop a Knowledge and Innovation Hub.	Internal / Submission
55	PP11	Discussion	Additional text has been added to support the role of the Creative Industries Sector.	Submission
56	PP11	Figure 44	Updated Figure 44 to include: <ul style="list-style-type: none"> - West Oxford Street (to maintain character) and Bronte Road (to enhance character) as 'Character Streets' - Bus Depot identified - Additional Key Bondi Junction Statistics added to illustrate key areas of employment 	Internal
57	PP11	Actions	Actions have been consolidated where relevant.	Internal
Sustainability				
58	Sustainability	Structure Plan	Structure plan has been refined with further detail, and 'Key Moves' added. The Bronte-Coogee Aquatic Reserve has been added.	Internal / GSC Assurance Panel
58	Sustainability	Introduction	% of tree canopy coverage corrected to align with NSW Government data.	GSC Assurance Panel
61	PP12	Actions	Actions have been consolidated where relevant.	Internal
63	PP13	New Action	New Action added 'Protect and restore high value ecosystems (even if compromised) to enhance biodiversity and protect environmental values'.	Internal

Page	Section / Planning Priority	Change	Issue / Comment	Source
64	PP14	New Planning Priority Wording	Planning Priority 14 reworded to 'Achieve net zero carbon emissions in the built environment' to have more weight (rather than 'towards net zero').	Internal
65	PP14	Current Emissions Profile and Emissions Reduction Pathway updated	The Emissions Profile and Reduction Pathway have been updated with further description about how Council intends to achieve the emissions reduction pathway.	Internal
64-68	PP14	Formatting changes	Sections of text have been relocated to better accommodate the additional information and images.	Internal
69	PP14	Actions	Actions have been consolidated where relevant.	Internal
70	PP15	New Planning Priority Wording	Planning Priority 15 reworded to 'Achieve zero waste in the built environment' to have more weight (rather than 'towards zero waste').	Internal
70	PP15	Discussion	Discussion has been updated to better reflect recent work.	Internal
71	PP15	Discussion – Zero Waste	Discussion has been updated to reflect Council's recent and future work in this space.	Internal
72	PP15	New subheadings	New subheadings to break down text in discussion – Waste and Visitation and The Circular Economy.	Internal
73	PP15	Revised and expanded Actions	The actions for this PP have been revised and expanded.	Internal
74	PP16	New Planning Priority Wording	Planning Priority 16 reworded to 'Plan for and manage our assets and urban environment and support our community to adapt and be resilient to a changing climate' to include community resilience.	Internal
74	PP16	Discussion	Additional discussion added that there will be no intensification of density in areas more susceptible to natural hazards.	State Agency
75	PP16	Actions	Actions have been rationalised and consolidated.	Internal
Implementation				
76	Implementation Plan	Introduction	This section has been significantly expanded to: <ul style="list-style-type: none"> - Outline likely changes to the LEP - Outline the role of the GSC scalable indicators as outlined in the 'Pulse of Greater Sydney' report 	Internal / GSC Assurance Panel
77	Implementation Plan	Updated Figure 61	Updated list of strategies listed chronologically.	Internal / GSC Assurance Panel
78	Alignment to Other Plans	Updated Figure 62	Updated table to identify alignment to the Region and District Plans.	Internal
80	PP17	New Planning Priority 17	New Planning Priority 17 'Provide transparency in the planning process' to provide greater clarity on how the LSPS will be implemented, what timeframe	Internal / GSC Assurance Panel

Page	Section / Planning Priority	Change	Issue / Comment	Source
			implementation will take, how Council will report on the plan, and how regularly the plan will be reviewed.	
81	PP17	New Action	New action to implement the Actions of the LSPS into Council's IP&R framework	Internal
81	PP17	New Figure 63	New figure to illustrate how various actions will be implemented through either the Long Term Strategic Plan, Delivery Program and Operational Plan, or through changes to the LEP and DCP.	Internal
82	PP17	The Pulse of Greater Sydney	New section to outline the Pulse of Greater Sydney document, and the four scalable performance indicators that Council will implement (in addition to other local measures)	Internal
84-91	PP17	New Local Implementation Plans	New suburb-based implementation maps have been prepared and included for residents to more readily identify changes in their local area.	GSC Assurance Panel

REPORT
PD/5.2/20.02

Subject: Waverley Development Control Plan 2012 (Amendment No. 7) - SEPP (Vegetation in Non-rural Areas) 2017 - Adoption

TRIM No: SF20/107

Author: Jaime Hogan, Senior Strategic Planner

Director: Peter Monks, Director, Planning, Environment and Regulatory

RECOMMENDATION:

That Council adopts the Waverley Development Control Plan 2012 (Amendment No. 7) attached to this report in accordance with section 21 of the *Environmental Planning and Assessment Regulation 2000*, to take effect on 2 March 2020.

1. Executive Summary

The purpose of this report is to:

- Outline feedback received during exhibition of the Draft Waverley DCP Amendment SEPP Vegetation in Non-Rural Areas, to be known as Amendment No. 7.
- Obtain Council resolution to adopt the Waverley Development Control Plan 2012 (Amendment No. 7), as attached at Attachment 1.
- Provide an update on the Waverley Tree Management Policy and Waverley Tree Permit Application form amendments.

2. Introduction/Background

As part of the Biodiversity Conservation reforms introduced by the NSW Government, State Environmental Planning Policy (Vegetation in Non-rural Areas) 2017 (Vegetation SEPP) now provides the statutory framework for Council to regulate clearing of vegetation and trees in Waverley. A draft amendment to Parts B3 Biodiversity and Landscaping, and B5 Tree Preservation of the Waverley Development Control Plan 2012 (WDCP) has been prepared to respond to these changes in the WDCP (Attachment 1).

The Vegetation SEPP was introduced in 2017 and repealed clauses 5.9 (preservation of trees or vegetation) and 5.9AA (Trees or vegetation not prescribed by development control plan) from the Standard Instrument Local Environmental Plan, which previously set out how Council managed tree removal via the WDCP and the Waverley Tree Management Policy (WTMP).

The WDCP and WTMP are required to be amended to ensure clarity in how Council regulates and preserves vegetation (including trees) in the Waverley area on both private and public property. The WDCP applies to private land only, while the WTMP generally applies to public land. The Draft WDCP (Amendment No. 7) now provides greater detail regarding the circumstances when a Vegetation Clearing Permit is required and when a Development Application is required for the removal of vegetation (including trees). It has also been updated to include parts of the WTMP that relate to private land. The WTMP has been amended

separately to reference the correct legislation, and Council will undertake a housekeeping review of the policy to ensure it is up to date and reflects best practice.

3. Relevant Council Resolutions

Meeting and date	Minute No.	Decision
Strategic Planning and Development Committee 5 November 2019	PD/5.2/19.11	<p>That Council:</p> <ol style="list-style-type: none"> Exhibits the draft Waverley Development Control Plan 2012 attached to this report for a period of 28 days in accordance with section 3.43 of the <i>Environmental Planning and Assessment Act 1979</i> and clause 18 of the <i>Environmental Planning and Assessment Regulation 2000</i>, subject to the following changes: <ol style="list-style-type: none"> Page 68: correct spelling under 'Common Name' column, if needed, of 'Cocos Parlm' to 'Cocos Palm'. Page 69: under the heading 'Tree Assessment', add at the first dot point after the word 'environmental', 'Aboriginal'. Page 70: under the 'Arborist and Other Specialist Reports' paragraph, add the word 'to' after the word 'applicant'. Notes that the Waverley Tree Management Policy and the Waverley Tree Permit Application Form will be amended to reflect the Vegetation SEPP.

4. Discussion

The Draft WDCP (Amendment No. 7) was placed on public exhibition from 13 November–13 December 2019. An advertisement was placed in the Wentworth Courier and all relevant documentation was available at the Customer Service Centre and Waverley Library. The draft information was also placed on the Waverley 'Have Your Say' website. No submissions were received.

The WTMP available on Council's website has been updated to reflect the new legislation wording, and the Waverley Tree Permit Application Form will be amended in conjunction with the effective date of the WDCP (Amendment No. 7). The new form will provide an application pathway for the clearing of vegetation that does not require development consent.

The Draft WDCP has also been reviewed by an independent environmental law firm Maddocks to ensure consistency with the NSW Government Biodiversity Conservation legislation reform changes, including the Vegetation SEPP

5. Financial impact statement/Time frame/Consultation

Following the adoption of the WDCP (Amendment No. 7), a notification stating 2 March 2020 as the effective date of the DCP will be placed in the Wentworth Courier and on Council's website.

6. Conclusion

The Draft WDCP has been consulted on internally and through a public exhibition process and has been reviewed by Maddocks to ensure consistency with the NSW Government Biodiversity Conservation legislation reform changes, including the Vegetation SEPP. The proposed changes are important and will ensure that Council can effectively regulate the clearing of vegetation in the Waverley LGA.

7. Attachments

1. Waverley Development Control Plan 2012 (Amendment No. 7) [↓](#)

B3 LANDSCAPING AND BIODIVERSITY

3.2 BIODIVERSITY

This Part aims to retain, protect and promote the recovery of remnant native vegetation and native flora and fauna, threatened species, populations, ecological communities and their habitats. The requirements for biodiversity provided by this Part are to be considered in parallel with the Biodiversity Conservation Act 2016.

Waverley contains 5.9 hectares of remnant bushland, occurring as scattered pockets on cliff edges, in parklands, road reserves and within private property, providing habitat and food for native wildlife. Since European Settlement, Waverley has lost over 99% of its original vegetation. Due to their local significance, these remnants must be protected. These areas also contain the threatened plant species, Sunshine Wattle, and the threatened ecological community, Eastern Suburbs Banksia Scrub.

Areas of introduced native and non-native vegetation have also been recognised as providing important habitat for native wildlife. Habitat corridors link areas of remnant vegetation with recognised habitat areas.

Council acknowledges the intrinsic value of remnant vegetation or bushland, as well as the habitat and other environmental values of revegetated areas and the need to protect them from the degrading influences of surrounding development.

3.2.1 Remnant Vegetation

Within Waverley's remnant vegetation, the plant species Sunshine Wattle, *Acacia terminalis* subsp *terminalis*, and the ecological community, Eastern Suburbs Banksia Scrub (ESBS) are listed as threatened in the Commonwealth *Environment Protection and Biodiversity Conservation Act 1999*, and in the NSW *Biodiversity Conservation Act 2016*.

The following objectives and controls relate to land identified in the Terrestrial Biodiversity Maps located within WLEP 2012 as remnant vegetation, or land adjoining remnant vegetation. Definitions are included at the end of this DCP.

Objectives

- (a) To retain, protect and enhance remnant native vegetation for local wildlife and benefits to the community.
- (b) To protect and promote the recovery of threatened species, populations, and endangered ecological communities.

Controls

- (a) A minimum of 90% of the proposed plantings (not including turfed areas) are to be indigenous or local native plants listed in *Annexure B2 - 1*.

- (b) All noxious weeds on the property at the time of development are to be removed by a suitably qualified person.
- (c) Trees with hollows are to be retained for habitat wherever possible to provide habitat for arboreal fauna. Consideration must be given to the potential risk of damage to public or private property as determined by a suitably qualified arborist.
- (d) Sites that are undeveloped should be protected to encourage regeneration from the seed bank. *Sunshine Wattle* has a persistent soil seed bank which may last for up to 50 years (DECCW, 2007:8).
- (e) Council may require additional supporting information for an application including the following:
 - (i) Vegetation management/protection plan; and
 - (ii) Flora or fauna impact assessment; and/or
 - (iii) An indication as to whether the proposed development is likely to significantly affect threatened species, populations, ecological communities or their habitat assessed in accordance with the *Biodiversity Conservation Act 2016*.
- (f) Remnant vegetation is to be protected ~~unless. However, the removal of remnant vegetation may be authorized under other legislation including:~~
 - (i) Trees and vegetation are removed/trimmed in accordance with the *Roads Act 1993*;
 - (ii) The work needs to be carried out by Council, the State Emergency Services, the Rural Fire Service of NSW, or a public authority in response to an emergency;
 - (iii) Works are carried out by State or Federal Government Departments or Authorities under current legislative requirements; or
 - (iv) The tree or vegetation is a recognised noxious weed (~~*Noxious Weeds Act 1993*~~*Biosecurity Act 2015*). The applicant must first seek advice from Council and Council must be notified in writing seven (7) days prior to the commencement of removal work.

3.2.2 Habitat Corridors and Recognised Habitat

Wildlife movement allows dispersal, interbreeding and recolonisation to occur, improving long-term viability of the species. Wildlife movement also facilitates pollen and seed dispersal, thus enhancing the viability of plant populations. Continuous Habitat Corridors are preferable, but discontinuous corridors still contribute to fauna movement and can potentially be improved through habitat enhancement.

This part refers to land identified in the 'Biodiversity Habitat Corridor' Layer on Council's mapping website.

Waverley Online Mapping Tool	
https://planning.waverley.nsw.gov.au/connect/analyst	
Map Configuration	Planning
Layer	Biodiversity Habitat Corridor

Definitions are included at the end of this DCP.

Objectives

- (a) To ensure development contributes to the landscape character of the area.
- (b) To enhance planted native vegetation and the ecological functions of habitat corridors.
- (c) To reconstruct habitat in non-vegetated areas of designated wildlife corridors that will as far as possible, represent the combination of plant species and vegetation structure of the original community.

Controls

- (a) A minimum of 50% of the proposed trees, 50% of the shrubs and 50% of the grasses and groundcovers (not including turfed areas) are to be indigenous or local native plants listed in *Annexure B2-1*.
- (b) Any priority weeds as prescribed by the Biosecurity Act 2015 ~~All noxious weeds~~ on the property at the time of development are to be removed by a suitably qualified person.
- (c) Trees with hollows will be retained for habitat wherever possible to provide habitat for arboreal fauna. Consideration must be given to the potential risk of damage to public or property as determined by a suitably qualified arborist.
- (d) Council may require additional supporting information for an application including the following:
 - (i) Vegetation management/protection plan; and/or
 - (ii) Flora or fauna impact assessment; and/or
 - (iii) An indication as to whether the proposed development is likely to significantly affect threatened species, populations, ecological communities or their habitat assessed in accordance with the Biodiversity Conservation Act 2016.

3.2.3 ~~Vegetation Requiring a Clearing Permit~~

~~State Environmental Planning Policy (Vegetation in Non-Rural Areas) 2017 (the Vegetation SEPP) regulates the clearing of vegetation that is below the Biodiversity Offset Scheme threshold referred to in the Biodiversity Conservation Act 2016.~~

Controls

- (a) ~~In accordance with Part 3 of the Vegetation SEPP, a permit is required from Council to clear any vegetation in an area identified:~~
 - (i) ~~as 'Biodiversity' on the Terrestrial Biodiversity Map in WLEP 2012; and/or~~
 - (ii) ~~as 'Biodiversity Habitat Corridor' in WDCP2012.~~

B5 ~~VEGETATION~~^{TREE} PRESERVATION

Trees are an integral component of the urban environment. They provide habitat for animals, create a distinctive character for an area, visually soften the built environment and improve the natural environment through improved water infiltration, soil stability and air quality.

This part ~~is to be read in conjunction has been developed in accordance~~ with *State Environmental Planning Policy (Vegetation in Non-Rural Areas) 2017* (*Vegetation SEPP*) which outlines additional provisions relating to the protection and preservation of trees and vegetation. ~~The terms 'vegetation' and 'clear' have specific meanings under the Vegetation SEPP. This Part adopts the definitions as outlined in the Vegetation SEPP.~~

~~Clearing that is ancillary to development requiring consent will be assessed as part of the development assessment process and may require further assessment and approval under the Biodiversity Conservation Act 2016.~~

~~This Part of the DCP regulates the clearing of vegetation that is below the Biodiversity Offset Scheme threshold referred to in the Biodiversity Conservation Act 2016, and specifies the species, kinds and size of trees protected from damage or removal in the Waverley local government area and for which Council may issue a Vegetation Clearing Permit.~~

~~For the purposes of Part 3 of the Vegetation SEPP, the following vegetation is declared to be vegetation to which the Vegetation SEPP applies:~~

- ~~(i) Any vegetation on Land identified as 'Biodiversity' on the Terrestrial Biodiversity Map in WLEP 2012; or~~
- ~~(ii) Any vegetation on Land identified as 'Biodiversity Habitat Corridor' in WDCCP2012; or~~
- ~~(iii) A tree identified on the Waverley Significant Tree Register; or~~
- ~~(iv) A tree or vegetation that forms part of a Heritage Item or is within a Heritage Conservation Area;~~
- ~~(v) Any tree with a height of five metres or greater and trunk width of 300mm or greater at ground level; or~~
- ~~(vi) Any tree with a canopy spread of five metres or greater and trunk width of 300mm or greater at ground level.~~

~~In addition to this Part of the DCP, the Waverley Tree Management Policy (WTMP) also outlines the requirements for all tree and vegetation related activity. Please refer to the WTMP for additional information relating to the protection of trees, and the requirements for applicants.~~

~~The objectives and controls in this section apply to trees and vegetation on all land. In the first instance, refer to the WTMP for the relevant requirements. Where there is any inconsistency between the WTMP and this DCP, the WTMP prevails.~~

5.1 GENERAL PROVISIONS

Objectives

- (a) To ensure the conservation of trees of ecological, environmental, heritage and aesthetic significance.
- (b) To ensure development does not impact on the health of a tree on the site or adjoining properties or street trees.
- (c) To ensure all works to trees are conducted in accordance with the relevant Australian Standards.
- (d) To increase the level of canopy cover by minimising the loss of vegetation and trees.

5.1.1 Exempt Vegetation

The trees listed in the table below are exempt and do not require a Vegetation Clearing Permit for removal. However, Council must be notified a minimum of seven days prior to removing any such trees.

<u>Botanic Name</u>	<u>Common Name</u>
<u><i>Celtis sinensis</i></u>	<u>Hackberry</u>
<u><i>Citrus spp</i></u>	<u>Citrus</u>
<u><i>Ligustrum sinense</i></u>	<u>Narrow leaved Privet</u>
<u><i>Ligustrum lucidum</i></u>	<u>Broad leaved Privet</u>
<u><i>Nerium oleander</i></u>	<u>Oleander</u>
<u><i>Olea Africana</i></u>	<u>Wild or African Olive</u>
<u><i>Salix spp</i></u>	<u>Willows</u>
<u><i>Syagrus romanzoffianum</i></u>	<u>Cocos Palm</u>
<u><i>Toxicodendron spp</i></u>	<u>Rhus Tree</u>

Despite any other provisions in this DCP, clearing of vegetation is exempt from the requirement to obtain a Vegetation Clearing Permit in the following circumstances:

- (i) Pruning of a hedge by no more than 20 per cent of its height or width in any 12 month period;
- (ii) Removal of dead branches, palm fronds or palm fruit;
- (iii) Pruning of branches from electricity wires as required by the *Electricity Supply Act 1995*;
- (iv) If Council is satisfied that there is a risk to human life or property, e.g. in response to severe storm damage or sudden branch failure. Evidence of the tree's condition (e.g. arborist or SES report) must be produced at Council's request. Replacement native trees must be planted if tree/s are removed;
- (v) Works carried out by state or federal government departments or authorities under current legislative requirement; or
- (vi) If Council is satisfied that the vegetation is dying or dead and is not required as the habitat of native animals.

5.1.12 ~~When consent is required~~ Vegetation Clearing Requiring a Permit

A Vegetation Clearing Permit is required to clear:

- (i) Native vegetation on land identified as 'Biodiversity' on the Terrestrial Biodiversity Map in WLEP 2012; or
- (ii) Vegetation larger than 500m² on land identified as 'Biodiversity Habitat Corridor' in WDCP2012; or
- (iii) A tree with a height of five metres or greater and trunk width of 300mm or greater at ground level; or
- (iv) A tree with a canopy spread of five metres or greater and trunk width of 300mm or greater at ground level.

Note: Development consent (via a Development Application) is required for clearing:

- (i) Done in conjunction with development that requires consent under Part 4 of the EP&A Act;
- (ii) Of a tree listed on the Waverley Significant Tree Register;
- (iii) Of any vegetation that forms part of a Heritage Item or is within a Heritage Conservation area (refer to Clause 5.10(3) of WLEP2012);
- (iv) Of vegetation that is an Aboriginal object or that is located in an Aboriginal place of heritage significance.

Where a development has any potential impact on existing trees an arborist report must be submitted.

Tree Assessment

When an application for consent, or a Vegetation Clearing Permit is made, one of Council's qualified arborists will inspect any tree/s to be cleared and undertake a Visual Tree Assessment (VTA). This is a widely accepted arboricultural assessment based on the current health, condition and structure of the tree. Additional criteria are also taken into consideration including:

- the environmental, Aboriginal, cultural and amenity value of the tree;
- the effect on the health of the tree from pruning;
- whether the tree shows poor form and shape/vigour typical of the species;
- its location within 3 metres of a residence, main building or other significant structure;
- the occurrence (or lack of) other vegetation nearby and whether appropriate replacement species can be planted;
- whether the tree is the identified cause of structural damage to a building, ancillary structure, water main or sewer and if all alternative options of remedying the damage have been considered.

After assessment, the application will either be:

- a. approved; or approved with conditions
- b. pending; awaiting further information or supporting evidence from the applicant
- c. refused; or refused with conditions.

Any application for a Vegetation Clearing Permit should be accompanied with supporting information/evidence such as documented and photographic history of branch failures, the weather conditions at the time of the branch failure; sewer blockages etc.

Presenting this evidence with the initial application can be helpful as it will provide a more complete history of the tree. If no evidence is presented it may result in the refusal of the application.

Tree Replacement

To maintain urban tree canopy cover, when a Vegetation Clearing Permit is granted to clear vegetation, the applicant may be required to replace the vegetation with an advanced approved species which is to be established on their property and maintained to maturity. Where there is insufficient space for replanting advanced vegetation the applicant may provide offset planting on public land. This may be undertaken by entering into a deed of agreement with Council. Audit checks of replacement planting will be carried out by Council.

Arborist and Other Specialist Reports

Supporting evidence for the removal or pruning of a tree/s may require a report from a consulting arborist (AQF Level 5) where there is insufficient evidence to support the removal of a tree as assessed against the above criteria. Council may request the applicant to provide an arborist's report for more complex tree assessments such as an aerial inspection; root mapping or identification; fungal or pest problems; or internal diagnostic assessment.

Further supporting evidence may also be required from a structural engineer or licensed plumber if buildings or underground services are affected. Details of requirements for arborist and other specialist reports are listed in the appendices of the WTMP.

Controls

- ~~(a) — Where a development has any potential impact on existing trees an arborist report must be submitted.~~
- ~~(b) — Consent is required to do work on any part of a tree above or below ground. This applies to any tree:
 - ~~(i) — With a height of five metres or greater and trunk width of 300mm or greater at ground level; or~~
 - ~~(ii) — With a canopy spread of five metres or greater and trunk width of 300mm or greater at ground level; or~~
 - ~~(iii) — Listed on the Waverley Register of Significant Trees; or identified as 'Biodiversity' on the Terrestrial Biodiversity Map in WLEP 2012; or~~
 - ~~(iv) — Identified as 'Biodiversity Habitat Corridor' in WDCP2012.~~~~
- ~~(c) — An applicant may be able to apply for a complying development certificate if the provisions of the State Environmental Planning Policy (Exempt and Complying Development Codes) 2008 are satisfied.~~
- ~~(d) — If the tree or other vegetation is, or forms part of a Heritage Item or is within a Heritage Conservation Area, then development consent is required. (Refer to Clauses 5.10(3) of WLEP 2012).~~
- ~~(e) — Any person who contravenes, or causes to be contravened, the provisions of Part B5 Tree Preservation shall be guilty of an offence. In any proceedings under this~~

~~plan, it shall be sufficient defence to prove that the tree or trees and vegetation were dying or dead or had become dangerous.~~

5.1.2 Trees considered to pose an imminent danger

- (a) Except for specified emergency situations, expert advice should always be obtained with respect to hazardous trees to confirm their condition.
- (b) Where a hazardous tree is removed (in an emergency situation) due to obvious instability or hazard (e.g. following a storm), Council's Rangers must be notified prior to removal. It is recommended that evidence of the tree's condition be retained for a period of at least six (6) months after the event and produced at Council's request if needed. Such evidence might include a:
 - (i) Report by a consulting arborist including photographs; and/or
 - (ii) Written statement from the State Emergency Services, if the Service carried out the emergency work at the owner's request.
- (c) If trees are removed for the above reasons it is a requirement to plant replacement trees of a suitable native species to maintain canopy cover in Waverley.

5.2 PROTECTING TREES ON DEVELOPMENT SITES

Damage to trees on development sites is often caused because of a failure to appreciate their vulnerability, particularly the root system which can decline in health over several seasons following detrimental alterations to the soil environment. It is necessary that development takes into consideration trees both on the site and those on adjoining sites including street trees.

Objectives

- (a) To ensure development does not impact on the health of a tree on the site or adjoining properties or street trees in accordance with *Australian Standard – AS 4970 – 2009 - Protection of Trees on Development Sites*.

Controls

- (a) When a proposed development may have an impact on trees on the site, on adjoining properties or public trees within 4 metres of the site, the following information is required at these stages:
 - (i) Pre Development Application.
 - Preliminary Tree Assessment.
 - (ii) Lodgement of Development Application.
 - Arboricultural Impact Assessment (include data if previous preliminary tree assessment submitted);
 - Tree Protection Plan – for trees identified as moderate to high retention; and
 - Root mapping report if construction works will occur in structural root zone (SRZ) or there is major encroachment in the tree protection zone (TPZ) of trees to be retained.
 - (iii) Prior to Construction Certificate.
 - Final Tree Protection Plan (if modifications are required);
 - Tree Protection Certification during works.
 - (i) Prior to Occupation Certificate.
 - Tree Monitoring Report / Final Tree Protection Certification.
- (b) Details of requirements of the above reports are listed in the Waverley Tree Management Policy appendices. Development ~~proposals~~applications must show all associated building works (including stormwater, hydraulic and sewerage works) located within any tree protection zone.
- (c) Selective pruning or removal of trees that conflict with proposed building works may be approved where redesign of the building work is not possible or will result in inferior building performance. However, Council may require the redesign of a development proposal to retain or lessen the impact on a significant or prominent tree.

5.32.1 PENALTIES

Any ~~works-clearing of vegetation~~ carried out without ~~approval~~ a Vegetation Clearing Permit, not in accordance with ~~an approval~~ a development consent, or that is not exempt will be dealt with in accordance with the relevant legislation. This may result in a Penalty Infringement Notice or legal action through either the Local Court or the Land and Environment Court against all parties involved in any breach of the WLEP, the Vegetation SEPP, or any conditions of ~~approval~~ consent.

Where a person is guilty of an offence involving the destruction of, injure or damage to ~~a tree-or~~ vegetation, the court dealing with the offence may, in addition to or in substitution for any pecuniary penalty imposed or liable to be imposed, direct that person to:

- (a) Repair or remedially prune damaged trees;
- (b) Plant new trees and vegetation and maintain those trees and vegetation to a mature growth/or minimum height of five (5) metres; and
- (c) Provide security for the performance of any obligation imposed under paragraph (a) & (b) above.

Note: *injure a tree means but is not limited to:* poisoning; spilling or washing off toxic chemicals; applying herbicides to a tree or within its Tree Protection Zone; damage to tree roots from stockpiling materials, soil compaction, filling, excavation or altering soil levels within its Tree Protection Zone; wounding to tree trunks or the breaking or tearing of roots or branches; wounding to trunks or branches from fixing objects using nails, wires, staples or similar fastening materials e.g. attaching signs, swings, platforms or cubby houses.

REPORT
PD/5.3/20.02

Subject: Street Pedestrianisation - Street Play Policy

TRIM No: SF20/775

Author: Nikolaos Zervos, Manager, Asset Systems and Planning

Director: Emily Scott, Director, Community, Assets and Operations

RECOMMENDATION:

That Council adopts the Street Play Policy attached to this report.

1. Executive Summary

Street play involves the closure of parts of or whole streets to facilitate small community events. The concept originated from various parts of the world but most commonly the United Kingdom. Originally, in the United Kingdom, neighbours would get together for tea parties on special occasions (usually related to a royal event). This graduated to street closures to enable neighbours to mingle and develop closer bonds in a festive environment. People of all ages and abilities participate in these events. Street play now occurs around the world. Numerous councils in Australia have adopted guidelines specific to their municipality to facilitate these events.

Residents are looking for alternative spaces to undertake events in the ever-increasing density of the Waverley Community and limited open space. These events include sports, games, and lunch/afternoon tea/dinner get-togethers.

The Waverley Street Play Policy has been triggered by community representations and Councillor motions. It has been designed to address issues specific to Waverley. It is intended for parties of 30 to 100 people that involve some form of road closure or restrictions to traffic. It has been developed to be easy and seamless to implement. It is open to all members of the Waverley community.

2. Introduction/Background

Council has received continued interest from the community to assist in providing the framework and support required to operate small community events within the road reserve. Council is also in the process of making amendments to the draft the Open Space and Recreation Strategy out of the December 2019 Strategic Planning and Development Committee decision, which supports additional play space options for the community.

Council passed two resolutions in February 2018 and April 2019 to investigate trial locations for street pedestrianisation that can be categorised as a street play.

3. Relevant Council Resolutions

Meeting and date	Minute No.	Decision
Strategic Planning and Development Committee 3 December 2019	PD/5.1/19.12	<p>That:</p> <ol style="list-style-type: none"> 1. Council defers the public exhibition of the draft Open Space and Recreation Strategy attached to this report to February 2020. 2. The Draft Open Space and Recreation Strategy be amended as follows: <ol style="list-style-type: none"> (a) Clause A3.1: deleting the words 'Redevelopment of the Waverley Bus Depot'. (b) Deleting clause A3.2. (c) Clause A3.3: deleting the words 'to develop a community and recreation facility with potential for indoor pool' in the first bullet point. (d) Clause F1.1: insert the word 'or' after the words 'Prepare and' in the first line. (e) Incorporating strategies that encompass Council's soon-to-be-piloted Street Play Policy. (f) Revising the document to more clearly differentiate between ideas that have come through public consultation and those that are based on Council policies. (g) Page 2 of the Strategy, Acknowledgment: <ol style="list-style-type: none"> (i) Insert an additional dot point: 'Demonstrate and celebrate their living culture and ongoing heritage proudly.' (ii) In the last sentence, change 'land and waters' to 'land, water and sky.' (h) Page 68 of the Strategy, Our vision: <ol style="list-style-type: none"> (i) Amend the second paragraph to read as follows: 'Our parks provide a green sanctuary protecting and supporting biodiversity and an opportunity to implement the ongoing Aboriginal traditional custodianship of land which forms our local government area.' 3. A further draft of the document reflecting these proposed amendments come back to Council prior to placing the document on public exhibition.

Council 16 April 2019	CM/8.3/19.04	<p>That Council:</p> <ol style="list-style-type: none"> 1. Notes its previous resolution of 20 February 2018 concerning street pedestrianisation. 2. Following Council endorsement of the report from the February 2018 resolution: <ol style="list-style-type: none"> (a) Undertakes street pedestrianisation pilots for: <ol style="list-style-type: none"> (i) St James Road, Bondi Junction. (ii) Cox Avenue, Bondi. (iii) Miller Street, Bondi. (iv) Busby Parade, Bronte. (b) Undertakes appropriate training of parents and residents to ensure the safety of children playing in the street. 3. Applies for any relevant funding that may support such a program.
Council 20 February 2018	CM/8.6/18.02	<p>That, given latest scientific studies showing the pedestrianisation of selected streets have increased youngsters' activity fivefold, Council:</p> <ol style="list-style-type: none"> 1. Investigates the trialling of one pilot in each Ward including: <ol style="list-style-type: none"> (a) Identifying a suitable location, such as a lane or quiet street. (b) Determining suitable times and durations for the closure of the pilot sites. (c) Adapting/modifying the trial sites to provide appropriate surfaces, greening, sun protection and other relevant actions that may be necessary. 2. Consults with residents, children and community in the development of these pilots in order to: <ol style="list-style-type: none"> (a) Establish clear goals. (b) Identify measurement processes to evaluate the success of the initiatives against these criteria. 3. Consults with relevant state authorities and others. 4. Allocates suitable budget subject to the outcome of the

		investigation.
		5. Provides a report to Council detailing the above including an implementation strategy.

4. Discussion

Council officers have developed a policy and guidelines for Street Play Events. This is in response to community representations and Council resolutions to investigate trial locations suitable for street play. Officers have undertaken a comparative review of policies and guidelines from other Councils in Australia and the United Kingdom.

There is precedent across Australia for successful implementation of small community events using the roadway as a suitable space. The uptake of such events is relatively small and does not pose major concerns in relation to safety, traffic congestion and access to property. The communities involved and other residents generally support these events, even if not directly involved.

Officers acknowledge previous Council resolutions for four trial locations where interest has been made known from residents. To support a successful program, it is beneficial to open this program for uptake across the whole community and not limit it to four locations. This will be governed through the Street Play Policy and supported by the appropriate guidelines and procedures.

Operational logistics in implementing this program are of low impact. The following measures apply:

1. Applications to Council's Traffic and Transport team will be required for each event.
2. The application will be assessed based on its merits set out in the Street Play Guidelines and the Street Play Policy.
3. A one-off annual application fee is listed in Councils 2019–20 Fees & Charges. It is payable to cover the cost of administration.
4. Public liability insurance is required for each event. This can be covered by the applicant or through a consolidated insurance policy through Council. It is cheaper to offer the insurance through Council's Fees and Charges than to impose applicant insurance requirements.
5. Officers will monitor the program and document active locations and general community sentiment. Changes to the Policy from that feedback will be presented to Council for further consideration.
6. There is administrative work required to ensure information is up to date, insurances are in effect, traffic management plans are approved, and residents are adequately resourced and trained to manage the events. This, of course, is dependent on the uptake of the program.
7. Equipment, including barricades, cones and signs will need to be available to residents at the original approval time. These will be provided by Council where necessary. Residents can supplement the equipment with their own store bought or ready-made equipment. All equipment will need to be stored on private property when not in use for each event.
8. Council officers will provide training to residents who will manage the on-site traffic and pedestrian management. This will be informal training by Council.

5. Financial Impact statement/Time frame/Consultation

There are some financial considerations that impact on the implementation of the Street Play Program. Officers have estimated these costs based on 12 active locations in the local government area. These include:

- Supply of equipment. It is estimated that the cost of signs, cones and barriers would be around \$400 per site. This is around a cost of \$4,800 (initial setup). Existing budgets can accommodate these requirements.
- An annual application fee is payable by the applicant of \$153.70 as set out in Councils 2019–20 Fees and Charges is payable to cover the cost of administration. This fee covers the review of traffic control plans, required training, record keeping and coordination between authorities including TfNSW and NSW Police. For an application with the minimum 30 persons and only one event a year the cost is around \$5 per person, the more events, the more attendees, the cheaper this becomes.
- The cost of public liability insurance can vary depending on the insurer. The cost can either be covered through third party insurance (resident-initiated) or through a consolidated cover through Council. Officers estimate that the cost through Council is around \$80 per event. Officers propose charging a reduced \$60 fee as of FY 2020–21 to cover most of the cost (through the Fees and Charges annual review). The difference can be accommodated in existing budgets.
- The Executive Manager, Infrastructure Services, will monitor resourcing requirements to oversee the program and will accordingly respond to Council for consideration if ongoing resourcing changes are required. It is not foreseen that the workload will impact on the Traffic and Transport teams' workload in any substantial manner.

Officers propose to have the policy effective upon Council adoption. Applications will be accepted moving forward and will be assessed by the Service Manager, Traffic and Transport.

There is no need to seek funding for this program.

6. Conclusion

The initiative to implement the Street Play Policy is in line with the ongoing demand for open spaces and will complement the Open Space and Recreation Strategy. The policy creates the framework necessary to safely undertake community events in the road reserve.

7. Attachments

1. Street Play Policy - Draft [↓](#)
2. Small community events involving road closures - Notes for applicants [↓](#)
3. Small community events involving road closures - Guidelines for traffic controllers [↓](#)



WAVERLEY
COUNCIL

Street Play Policy

Street Play Policy

Policy owner	
Approved by	
Date approved	
Commencement date	
TRIM Reference	SF20/775
Next revision date	2023
Relevant legislation/codes	Local Government Act 1993
Related policies/procedures/guidelines	Waverley Council Events Policy - Approved October 2015 Waverley Council Events Management and Delivery Guidelines V9 October 2015 NSW government Guide to Traffic and Transport Management for Special Events Version 3.5 - July 2018
Related forms	NSW Police "Notice of Intention to Hold a Public Assembly"

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DRAFT

1. Background

Waverley Council wants to encourage residents to get to know each other, build connections and through this become more resilient. Community events and celebrations are a great way of doing this. Waverley's Street Play Policy is a mechanism by which we can make use of our roads as part of small community events.

Residents are looking for alternative spaces to undertake events in the ever-increasing density of the Waverley community and limited open space. These events include sports, games, and lunch/afternoon tea/dinner get togethers.

Street play involves the closure of parts of or whole streets to facilitate small community events. The concept originated from various parts of the world but most commonly the United Kingdom. In the early 20th century residents in the United Kingdom would get together for tea parties on special occasions (usually related to a royal event). This graduated to street closures to enable neighbours to mingle and develop closer bonds in a festive environment. People of all ages and abilities participate in these events. Street play now occurs around the world. Numerous local Councils in Australia have adopted guidelines specific to their municipality to facilitate these events.

The Waverley Street Play Policy has been triggered by community representations and Councillor motions. It has been designed to address issues specific to Waverley. It is intended for parties of 30 to 100 people which involve some form of road closure or restrictions to traffic. It has been developed to be easy and seamless to implement. It is open to all members of the Waverley community.

2. Purpose

This policy establishes an efficient means by which community members can safely access public land (roads) for the purpose of community gatherings.

3. Scope

This Policy applies to community events catering for 30 to 100 people which involve a full or partial road closure.

This policy is intended to be read in conjunction with the associated application form and guidelines prepared by Council.

Gatherings of more than 100 people are outside the scope of this policy. Organisers of these events should refer to:

- a) Waverley Council Events Policy
- b) Waverley Council Events Management and Delivery Guidelines
- c) The NSW government Guide to Traffic and Transport Management for Special Events

4. Policy Content

The Waverley Council Street Play Policy covers small events held within the local community for people to gather. This would typically be neighbours having a small celebration or a local institution (say a church) having a gathering.

The event involves people congregating within a section of road that has been temporarily closed to traffic. Access for residents and emergency services would still be possible under guidance.

It is an event:

- a) organised and funded by residents
- b) with only about 30 to 100 people attending
- c) without external publicity
- d) in a single or linked couple of streets
- e) not having structures such as stages
- f) not requiring a licence (apart from a NSW Police "Notice of Intention to Hold a Public Assembly" acknowledgement)

It is not:

- a) an event that attracts significant numbers of people from outside the immediate community
- b) an event with products (food or otherwise) for sale unless authorised by Council
- c) a party advertised on social media to the general public

An event such as a sausage sizzle raising money for a recognised charitable purpose will be considered by Council for approval.

It is classified as a "Private Event" under the Waverley Council Events policy. It is an event with minimal impact on local roads and negligible impact on the non-event community.

Council will consider applications for road closures for community events involving 30 to 100 people. If your event is smaller than 30 people, it should be held on a footpath or another area which doesn't require approval.

5. Review of Policy

- 5.1. This policy will be reviewed every 3 years or as required. The policy may also be changed as a result of other amendments. Any amendments to the policy must be way of a Council resolution.
- 5.2. Council staff and members of the public may provide feedback about this document by emailing "info@waverley.nsw.gov.au".

Information on small community events involving a road closure (Street Play)

Waverley Council wants to encourage residents to get to know each other, build connections and through this become more resilient. Community events and celebrations are a great way of doing this. These guidelines will help make the approval process for events involving road closures as easy as possible.



What is a small community event involving a road closure?

It is a small event held within the local community for people to gather. This would typically be neighbours having a small celebration or a local institution (say a church) having a gathering.

The event involves people congregating within a section of road that has been temporarily closed to traffic. Access for residents and emergency services would still be possible under guidance.

It is an event:

- organised and funded by residents
- with only about 30 to 100 people attending
- without external publicity
- in a single or linked couple of streets
- not having structures such as stages
- not requiring any licence (apart from a police acknowledge of notification)

It is not:

- an event that attracts people from outside the immediate community
- an event with products (food or otherwise) for sale unless authorised by Council
- a party advertised on social media to the general public



An event such as a sausage sizzle raising money for a recognised charitable purpose will be considered by Council for approval.

It is classified as a "Private Event" under the Waverley Council Events policy. It is an event with minimal impact on local roads and negligible impact on the non-event community.

Council will consider applications for road closures for community events involving 30 to 100 people. If your event is smaller than 30 people, it should be held on a footpath or another area which doesn't require approval.

For gatherings of more than 100 people, please see "Waverley Council Events Policy". You may be referred to Council's Traffic Committee for review and then approval by our elected councillors.

Do you need to close the road?

Before considering whether you want to close the road consider whether you could hold your event within the footpath / verge / parking spaces or within public open space at the end of the street or nearby. These alternatives could prove easier to manage on the day.

Closing the road

Closing the road for events is usually OK for streets with low traffic volumes, low speeds, and minimal through traffic.



You can use waste bins, witches hats, bunting and signs to identify the road closure. You may need some advance warning signs.



Relevant guidelines

There are a number of guidelines which apply to events. They are mostly relevant to events larger than a community event. They include:

- Waverley Council Events Policy - Approved October 2015
- Waverley Council Events Management and Delivery Guidelines V9 October 2015
- The NSW government Guide to Traffic and Transport Management for Special Events Version 3.5 - July 2018 (found on the RMS website)

Read these documents to find out more information about larger events.

What you need to do

There are a number of things you need to consider if you want to hold a community event. They include:

- 1) Step 1 – who does what
 - a) Who is to take responsibility as the event organiser?
 - b) Who is to take responsibility for the road closure?
 - c) Who else is needed to form the core organising team?

- 2) Step 2 – who do we invite → You need to ensure that the event is accessible to the local community.
- 3) Step 3 – how will we let them know → A letterbox drop early in the piece will help you learn the support for the road closure.
- 4) Step 4 – what day and times do we plan to hold the event → don't forget that some people like an early night (say a 7.00 pm close).
- 5) Step 5 - how are we going to close the street → signs, bunting, witches hats?
- 6) Step 6 – how much is this going to cost → relatively little if tasks are shared. Information on public liability insurance requirements is available from Council.

Questions relating to these issues are contained in the application form.

Notification letters

A notification letter to affected residents is a courtesy that is good for the neighbourhood and helps with your application. You should advise residents and businesses of the proposed event, date, and times by letterbox drop (or just a note under their front door).

People to be notified should include properties, residential or commercial, which are located on or accessed only by the road/s you wish to close. Include properties with pedestrian access onto the street even if they don't have driveways directly connecting to the street.

What days and times are good?

You would generally hold a community event on a Friday evening, Saturday, Sunday or public holiday. Some events may be held on a weekday evening (e.g. Halloween). Events mid-week which run late can disturb some residents.

Try finish the event by 7.00 pm so noise issues do not arise with neighbours. Try to have the main event indoors if you are watching/celebrating a sporting event that goes late.

Traffic management plan requirements

A traffic management plan is required as part of the special event. It is not complicated. It is just of record of what you plan to do and how you plan to manage the traffic.

Managing of traffic simply relies on someone setting up and taking down the road closure and someone being available to assist if a driver of a vehicle needs access into or out of the closed section of road. It could be an ambulance, fire engine, or just a local resident. Plan for these exceptions even if they are unlikely to occur.

If on-street parking is affected, then you will need to advise how you will be accommodating this.

Most of the details required for the Traffic Management Plan are covered by the completion of the application form. It doesn't hurt for you to have your own separate plan which fleshes out the details in the application. Your plan can be distributed to neighbours involved in organising the event.

We're ready to go. What do we do now?

Lodge your application with Council. Some question from Council are likely to follow. Council will then:

- notify the NSW Police of the application (see below)
- give you feedback from Council's review of the application
- RMS and police feedback will be included in Council's review
- hopefully Council will send an approval with the conditions that need to be met
- if Council has problems we will try to resolve them with you

Notifying NSW Police

Public Assemblies are authorised by the NSW Commissioner of Police under Section 23 of the Summary Offences Act 1988.

Police are to be notified by submitting A Notice of Intention to Hold a Public Assembly form. The Police may place restrictions on the event.

Use the web and search for "Notice of Intention to Hold a Public Assembly" or copy this link into your web browser:

https://www.police.nsw.gov.au/_data/assets/pdf_file/0007/275560/Notice_of_Intention_to_Hold_a_Public_Assembly.pdf

Submit the form to:

Eastern Suburbs Police Area Command - Traffic Services

Waverley Police Station, 153 Bronte Road, Waverley NSW 2024

Email: eastsubtraffic@police.nsw.gov.au

Council will need a copy of the approval.

What are the clinchers?

It's simple – have a good traffic plan and have community support

Public Liability Insurance

The provision of insurance is non-negotiable. Council will advise you on what insurance is required and how it can be obtained.

Timing

Allow at least 2 weeks for the application to be processed. The earlier you submit the better. You will want your approval some weeks before the event so you can finalise the organising at your end.

Small community events involving a road closure

Guidelines for traffic controllers

It is essential that someone is responsible for monitoring a road closure associated with a small community event. This person will also be responsible for implementing the closure. He or she will most likely need assistant traffic controllers for the monitoring function. The guidelines below provide important information which the traffic controller and assistants must be aware of.

The information based on guidelines contained in Australian Standard "AS1742.3 - 2009 Manual of uniform traffic control devices - Traffic control for works on roads".

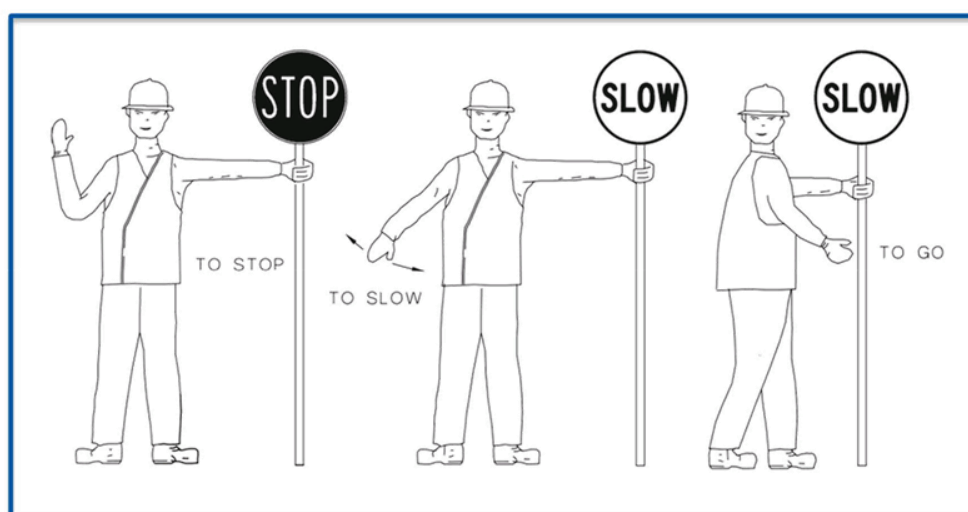
As a traffic controller it is important that people can identify you. Wear an orange or yellow high vis day / night safety vest. Have some spares for assistant controllers. They cost around \$7.00 each.



Your tasks

As a traffic controller or assistant, you must observe the following instructions:

1. The traffic controller and assistants are responsible for setting up the closure and removing it.
2. Try to locate yourself where you can see the closure and cars coming from either direction.
3. Stay outside the path of vehicles.
4. You must make sure you do not obstruct a driver's view of other signs and devices and that you are not yourself partially hidden by one of these.
5. Work out what you would do if a vehicle came towards you and appeared not to be stopping. Have an escape path ready.
6. You must give definite and clear signals. Signals you will use are shown below. Stop/go bats are optional.
7. To stop a vehicle, raise your hand into the stop position with the palm towards the traffic.
8. To allow traffic to proceed, wait until the road closure barrier has been removed, move to the side of the road, and with your other hand give the 'to go' signal.
9. To slow traffic, face traffic, extend the free arm and wave it up and down but not above shoulder level.
10. Make sure you stand clear of traffic before allowing it to proceed.
11. Take care that you do not inadvertently display a STOP sign to a stream of traffic.
12. You must remain at your station until directed by the main traffic controller to leave or be relieved by another employee.
13. Traffic controllers should be relieved every 2 hours.
14. Always be courteous in dealing with the public. If requested, tell the driver the reason for the closure but be brief. Never let yourself be provoked by a member of the public.



Signals to use to direct traffic (stop/go bat optional)

REPORT
PD/5.4/20.02

Subject: Undergrounding Power - Council Contributions

TRIM No: SF20/774

Author: Nikolaos Zervos, Manager, Asset Systems and Planning

Director: Emily Scott, Director, Community, Assets and Operations

RECOMMENDATION:

That Council:

1. Does not support funding the extension to the undergrounding of power at Bronte Beach Village between 495 and 499 Bronte Road.
2. Endorses the following position on the undergrounding of power:
 - (a) Undergrounding is not the responsibility of Council.
 - (b) Where Council undertakes village centre upgrades or major capital works projects that require multi-function poles, Council will underground power to facilitate this.
 - (c) Council will condition developments through the development application process to underground along major routes and in commercial areas.
 - (d) If residents wish to underground in residential areas, they must undertake the project through an accredited service provider as mandated by Ausgrid. Council's involvement will be in approving street lighting changes and reviewing road opening applications.
 - (e) Council's contribution to these projects will be limited to restoration costs of footpaths, kerb and gutter, nature strips and road surfaces where deemed that the condition of the existing assets is condition 3 or worse.
 - (f) Council will co-ordinate restorations with undergrounding works.

1. Executive Summary

Council regularly receives applications to contribute to undergrounding projects that are initiated by residents. These projects generally constitute the decommissioning of Ausgrid overhead wiring and the installation of underground networks. The works required to facilitate this change are of a high cost and require substantial civil works. Council is not obligated to undertake these works and the costs would be beyond Council's financial capacity.

2. Introduction/Background

The Waverley local government area (LGA) has a mix of both underground and overhead supply of electricity. The significant majority of this network of power and streetlighting is owned and operated by Ausgrid.

Before Ausgrid was established, Energy Australia had delivered multiple programs within the LGA to convert overhead supply to underground supply. A map showing the extent of this is attached to this report (Attachment 1). This generally consists of Bondi Junction and the Bondi Beach areas.

Over the years post-Ausgrid's establishment, residents saw value in continuing similar undergrounding outside their homes to increase views and potential value of properties. There have been a number of these project delivered and fully funded by the residents, these include:

- Bronte Marine Drive.
- Thompson Street.
- Marks Lane (two projects).
- Pembroke Street.

Additional to the above, there have also been other projects initiated that have been slow in progressing or have been halted. Factors that affect these include the finances being raised by residents, requests to Council for contribution and in general the overwhelming and complex process required to deliver the projects. Projects requesting financial contribution from Council include:

- Kenneth Street.
- Thompson Street.
- Wolaroi Crescent.
- 495–499 Bronte Road.

3. Relevant Council Resolutions

Meeting and date	Minute No.	Decision
Council 19 February 2019	CM/8.3/19.02	<p>That:</p> <ol style="list-style-type: none"> 1. Council: <ol style="list-style-type: none"> (a) Investigates the undergrounding of the remaining Ausgrid wires and poles in the Bronte Beach Village block between 459 and 499 Bronte Road, including asking the owners regarding funding. (b) Identifies costs to undertake this work. 2. A report be submitted to Council for its consideration.

4. Discussion

Undergrounding logistics

Undergrounding projects require extensive co-ordination of a range of consultants and trades, undergo strict approval processes through Ausgrid and require accredited electrical providers to deliver the work. In general, the cost of undergrounding between two wooden poles (one span) is around \$100,000.

There are a range of factors that determine the true cost of the project, including the number of property connections, type and volume of excavation and Ausgrid requirements. Residents have traditionally found it difficult to raise the required funds to cover all the components of these projects.

In assisting with the implementation, Council officers have been reviewing the restoration works from the excavations and, where possible, co-ordinating SAMP renewal of poor condition assets and not on-charging the restoration cost to residents. In many instances, however, these projects would be destroying new and good condition assets not planned to be renewed.

Multi-function poles – Village centres, main roads and commercial precincts

Through Council's capital works program, undergrounding works are being undertaken and this is generally occurring in village centres and Bondi Junction. The primary purpose of undertaking these works is to facilitate the installation of multi-function poles (aluminium design poles).

Multi-function poles accent the village centres, main roads and commercial precincts to provide a sense of place 'special.' They also form functional needs for amalgamation and consolidation of street clutter, street lighting and traffic signals. The envisaged multi-function pole network map is attached (Attachment 2). Multi-function poles are not envisaged to be installed in residential areas and have high lifecycle costs compared to standard Ausgrid light columns.

Undergrounding, in principle, provides a range of benefits to the directly adjacent properties, tree canopy, street clutter and overall visual impact of local areas. Officers support the undergrounding of power in the Waverley LGA.

Development applications

Officers have developed an undergrounding zone map to identify potential undergrounding through the development process and have conditioned developments that occur within the specified zones /roads. The map attached (Attachment 1) shows the roads where Council would condition undergrounding on developments. This is determined through the planning process and the scale of the development.

This allows main corridors, village centres and commercial areas to have consistent visual results. If developments also fall within the multi-function pole zones, they will also be installing these as a Council lighting network.

Response to Council resolution CM/8.3/19.02

The area outside 495–499 Bronte Road is adjacent to the Bronte Village Centre and has not been included in the undergrounding and multi-function pole area through Bronte Village upgrade project. The area is identified in the undergrounding zone for development purposes only and would be funded wholly by the owners of those properties.

Council approached these affected residents during the construction of Bronte Village and provided indicative costs on several occasions in late 2018 and early 2019 without any commitment from the residents. These costs considered already committed works and no future establishment of site, Ausgrid fees and additional timeframes.

Officers do not support undergrounding this area using Council funding for the following reasons:

1. The cabling is bundled and has minimal visual impact compared to other properties. This type of bundling is not commonly found and achieves a good outcome.
2. The area is within a residential zone.
3. The area is not a designated multi-function pole area.
4. Traditional Ausgrid lighting is most suitable for this area.
5. The main beneficiaries of the outcomes of undergrounding this area are the adjacent owners.
6. The adjoining residents can fund and undertake the project with minimal impact on the remaining community.

Future requests – Council's position

Undergrounding is a complex undertaking and requires both financial and physical resources to deliver. Officers recommend the following position to be held moving forward:

1. Undergrounding is not the responsibility of Council.
2. Where Council undertakes village centre upgrades or major capital works projects that require multi-function poles, Council will underground power to facilitate this.
3. Council will condition developments through the development application process to underground along major routes and in commercial areas.
4. If residents wish to underground in residential areas, they must undertake the project through an accredited service provider as mandated by Ausgrid. Council's involvement will be in approving street lighting changes and reviewing road opening applications.
5. Council's contribution to these projects will be limited to restoration costs of footpaths, kerb and gutter, nature strips and road surfaces where deemed that the condition of the existing assets is condition 3 or worse.
6. Council will co-ordinate restorations with undergrounding works.

5. Financial impact statement/Time frame/Consultation

Undergrounding requires extensive capital and resources to deliver effectively. The risk of budgeting incorrectly is exacerbated by many unknowns. These include:

- Accredited provider costs.
- Ausgrid processes and rescheduling.
- Excavation of rock.
- Contaminated material disposal.
- The number of property connections
- Interest and investment by the adjoining residents.
- Restoration extent.

In general, undergrounding costs approximately \$100,000 per span, linking from one pole to the next. This cost in general does not represent value for money outcomes within residential areas. In commercial areas, undergrounding facilitates the installation of multi-function poles and the creation of a lighting network owned by Council.

Response to Council resolution CM/8.3/19.02

The cost to underground the area outside 495-499 Bronte Road would represent the following:

- Two spans directly outside the residences: \$200,000.
- One span crossing the Bronte Road: \$100,000.
- One span crossing Pacific Street: \$100,000.

With a total undergrounding cost of around \$400,000.

Through the Bronte Village Upgrade project, officers provided quotes to the residents seeking their contribution to undertake the extended undergrounding of two spans directly outside their homes. Ausgrid would likely impose the additional two spans to rationalise overhead assets at the intersection. No interest was shown by the residents to participate. The cost at the time was \$180,000 for the two spans. The above quoted cost is indicative of a full project initiation from scratch.

6. Conclusion

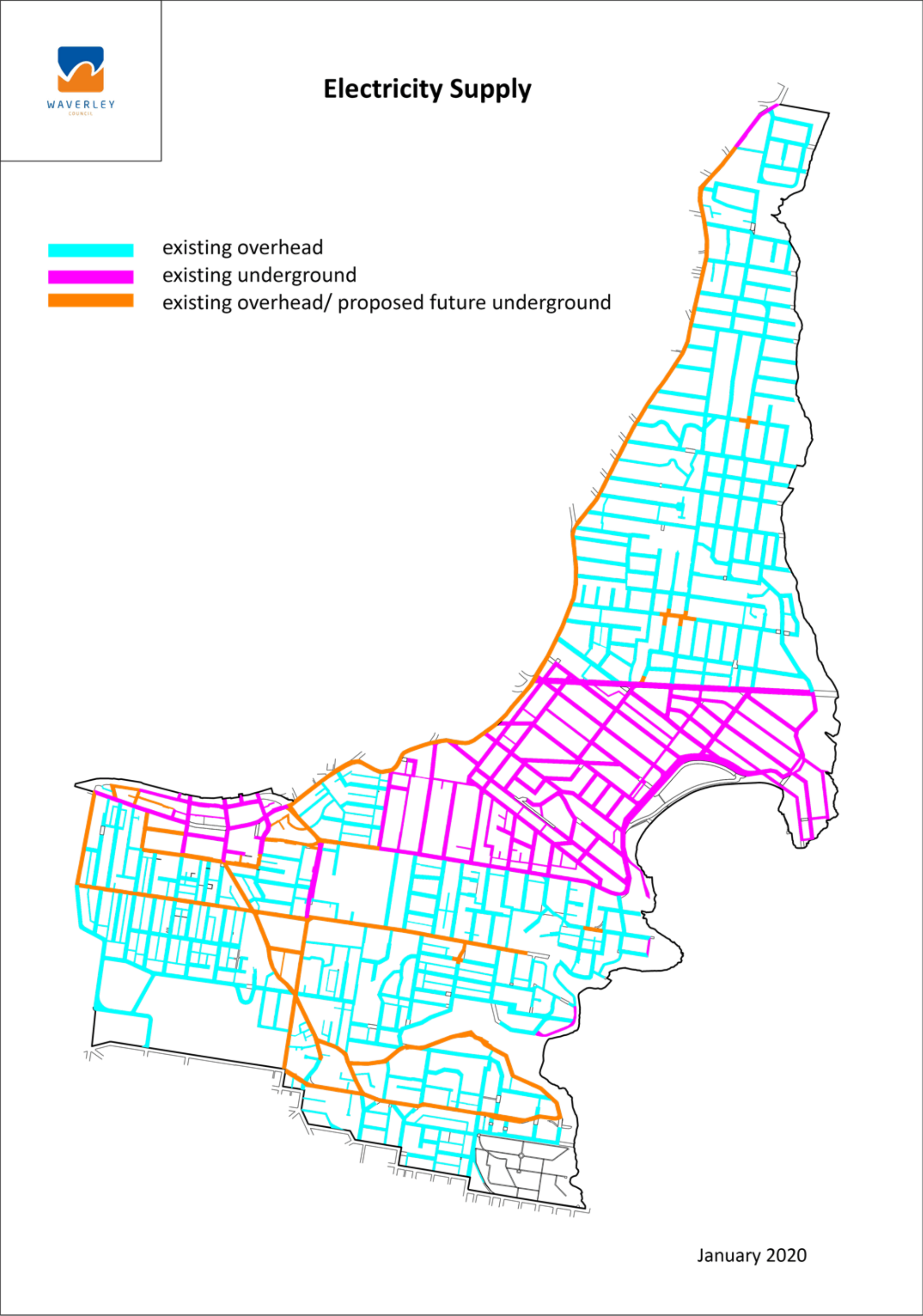
With the ever-increasing demand for reducing street clutter, improving views and beautifying streetscapes Council is taking steps to facilitate undergrounding and multi-function pole installations through major capital works projects within village centres, main roads and other commercial areas.

Council is also reviewing development applications and conditioning undergrounding in zones that represent community benefit. The map attached shows the extent of undergrounding sought.

Officers recommend that Council's contribution to undergrounding in residential areas be limited and allow for asset restoration where assets are of poor condition only. Officers do not support Council funding for the undergrounding outside 459–499 Bronte Road.

7. Attachments

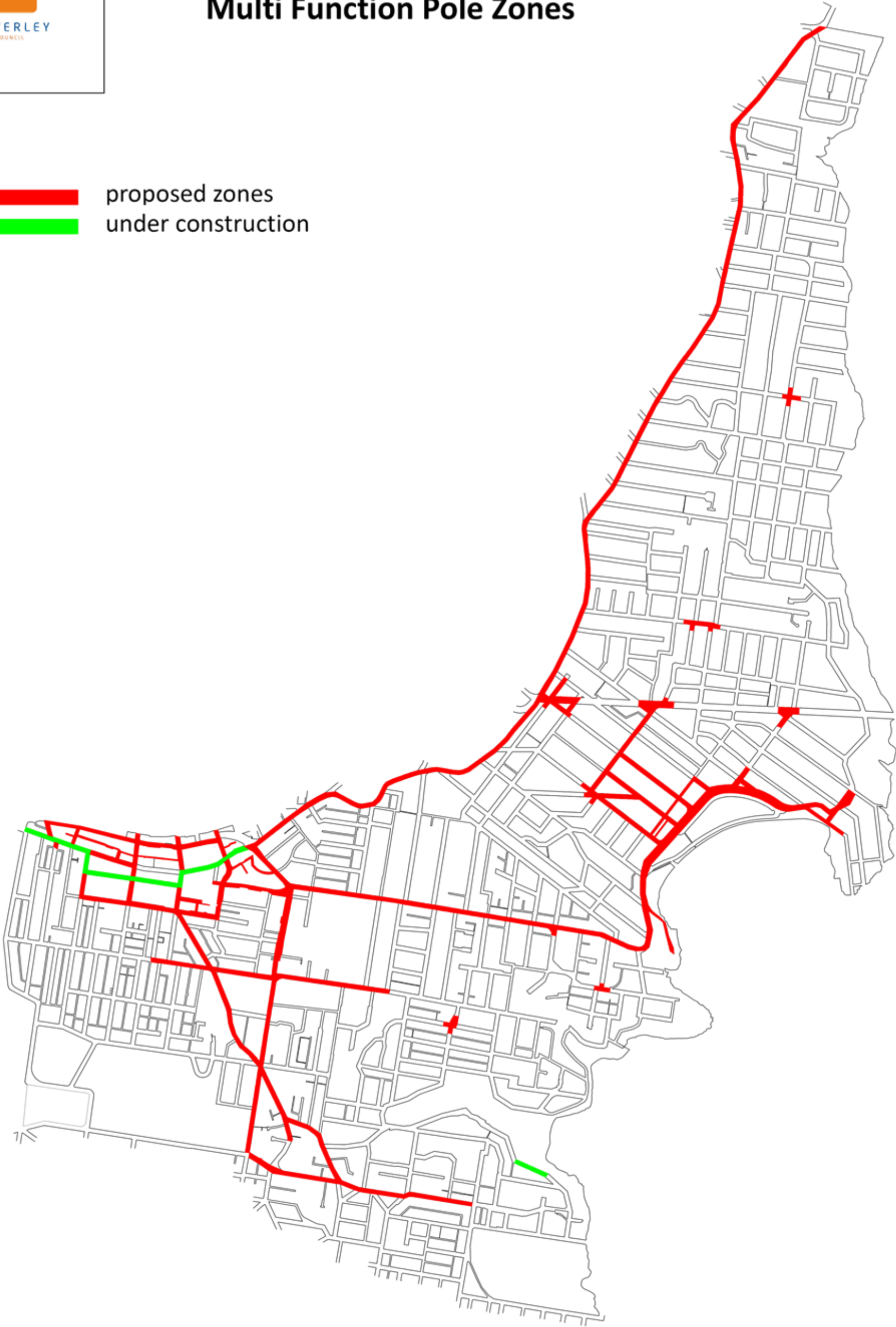
1. Electricity supply network map [↓](#)
2. Multi-function poles network map [↓](#)





Multi Function Pole Zones

- proposed zones
- under construction



January 2020

REPORT
PD/5.5/20.02**Subject:** Notts Avenue Safety and Streetscape Upgrade - Update**TRIM No:** A18/0525**Author:** Jordan Lavery, Project Manager**Director:** Emily Scott, Director, Community, Assets and Operations

RECOMMENDATION:

That Council:

1. Receives and notes this update on the Notts Avenue Safety and Streetscape Upgrade project.
2. Notes the outcomes of the community consultation completed in June 2019.
3. Endorses the updated Notts Avenue Safety and Streetscape Upgrade design attached to this report, including the proposed vehicle-rated balustrade on the cliff's edge on Notts Avenue as an additional safety measure.
4. Notes that the proposed design will be reported to the Waverley Traffic Committee on 27 February 2020 for consideration, with meeting minutes to be reported to Council on 17 March 2020 for adoption.
5. Progresses to a tender for construction services.
6. Informs the community on the final design endorsed by Council, noting the original 'left in, left out' proposal (banning of right-hand turns) at the Notts Avenue and Campbell Parade intersection has been removed from the scope of this project.

1. Executive Summary

The purpose of this report is to update Council on the Notts Avenue Safety and Streetscape Upgrade project.

Stakeholder and community consultation was undertaken following a Councillor workshop on 9 April 2019 and email notification to Councillors on 20 May 2019. The consultation outcomes were reported to Council via email in July 2019, with the project progressing to detailed design.

There have been changes to the design following the consultation period, with the project now at 100% detailed design stage. This report details these changes.

2. Introduction/Background

In Council's People, Movement and Places Strategy, the community outlined pedestrian safety as a major priority. Council reflects this in its transport hierarchy where pedestrians are ranked first. Notts Avenue has been identified as a priority within Council's Walking Strategy, as it is one of the main access ways to Bondi Beach via the Coastal Walkway, with over one million pedestrians accessing this space per year.

In November 2017, Council resolved to commence the process of introducing a 10 km/h shared zone in Notts Avenue. Following the development of a concept design and Councillor workshop on 9 April 2019, a concept design was taken to stakeholder and community consultation.

3. Relevant Council Resolutions

Meeting and date	Minute No.	Decision
Council 16 July 2019	CM/7.6/19.07	<p>That:</p> <ol style="list-style-type: none"> 1. Council receives the petition against banning right-hand turns out of Notts Avenue into Campbell Parade, Bondi Beach, and investigates a design and public consultation process to create: <ol style="list-style-type: none"> (a) An intersection that allows a right-hand turn out of Notts Avenue into Campbell Parade. (b) Ensures safer pedestrian outcomes crossing both Notts Avenue and Campbell Parade. (c) Recognises the importance of the location as the entry to Bondi Beach. (d) Gives consideration to public transport improvement in any work. (e) Takes account of potential works on the corner of Francis Street and Campbell Parade. 2. A report come back to Council, after consideration by the Traffic Committee, detailing the design and consultation process. 3. Council informs all petitioners of this resolution.
Council 21 November 2017	CM/8.9/17.11	That Council notes the commencement of the process of introducing a 10 km/hr shared zone in Notts Avenue, Bondi, in consultation with the RMS, the Police and local residents.
Operations and Community Services 7 November 2017	OC/5.10/17.11	<p>That:</p> <ol style="list-style-type: none"> 1. The petition requesting Council to reduce the speed limit, and cantilever the northern footpath, in Notts Avenue, Bondi Beach, to improve pedestrian safety be forwarded to the Executive Manager, Creating Waverley, for appropriate action. 2. Council prepares a report on the progress of the investigation into a 10 km/h speed zone, consistent with the 2008 resolution of Council.
Council 20 May 2008	0805.10.5	<p>That Council:</p> <ol style="list-style-type: none"> 1. Investigate making Notts Avenue, Bondi Beach a 10kph

		Shared Zone and refer the matter to the Waverley Traffic Committee.
		2. Install signage to direct all pedestrian traffic to seaward side of the Bondi Iceberg building.

4. Discussion

Consultation and design development

On 31 July 2019, the consultation report was provided to all Councillors via email. The report outlines the process and feedback of the community consultation on the Notts Avenue Safety and Streetscape Upgrade concept design. Council Officers undertook the following as part of the consultation:

- 'Have your Say' advertised on Council's website and social media platforms.
- Two information sessions were held at Icebergs specifically for the residents of Notts Avenue.
- Two 'Have your Say' days were held on Notts Avenue to capture feedback of the users of the space.
- Presentations were made at the Bondi, Bondi Beach, Tamarama and South Bondi Precinct groups.
- Letter drop to residents of Notts Avenue and flyer drop to surrounding residents.
- The five occupying businesses of Icebergs were consulted.
- Advertised in Council's Engagement Newsletter and the Wentworth Courier.
- Contact made with strata managers to inform property owners not living in Notts Avenue.
- Meeting with Sculpture by the Sea representative.

Officers spoke to approximately 120 community members across the engagement activities. Positive feedback was received throughout the consultation process with 69.7% of respondents in support of Council's proposal and a further 28.6% in support with a few changes. Key areas of discussion include:

1. Concern for the 'left in, left out' proposal (banning of right-hand turns) at the intersection of Notts Avenue and Campbell Parade (including a petition that was presented to Council in July 2019).
2. Concern for loss of parking to incorporate soft landscaping into the space.
3. Concern about the proposed southern look-out and the pinch point this creates in the road.
4. Concern the proposed seating would encourage anti-social behaviour.
5. Icebergs deliveries and loading zones.
6. Better signage, including a 'No Through Road' sign at the entry.
7. Ensuring the height of trees does not impact views.
8. Allow for a drop-off zone for taxis and rideshares.

Following the consultation period, the following amendments have been incorporated into the 100% detailed design:

1. The 'left in, left out proposal' at the Notts Avenue and Campbell Parade intersection has been removed from the scope. The design includes a raised threshold at the entry of Notts Avenue and narrowing of the road to increase the safety of pedestrians in this space. In addition, Council officers are proposing to extend the 40 km/h HPAA area on Campbell Parade from Lamrock Avenue to Francis Street to further increase safety at this intersection. This will be reported to Waverley Traffic Committee for consideration on 27 February 2020.
2. Following consultation, there have been no changes to the number of parking spaces. The design includes 19 car spaces, one compliant accessible space and a motorbike parking area. This results in a net loss of approximately nine car spaces. The loss of parking is as a result of RMS technical direction stating car spaces must be marked in a shared zone and the addition of soft landscaping,

including trees to the space.

3. The southern lookout has been removed from the scope and the road widened to facilitate delivery vehicles and garbage trucks. The northern lookout has been extended slightly and re-shaped to further facilitate the pedestrian pinch point at the northern stairs to Icebergs.
4. There are currently five existing bench seats located on Notts Avenue. These seats are proposed to be upgraded as part of the design, with no net gain from the existing number. The increase in concentrated lighting on the road reserve will further prevent anti-social behaviour through passive surveillance.
5. The existing delivery spaces have been maintained as part of the design, with signage times updated to reflect Icebergs' approved Plan of Management from 2005 (6 am–11 am). Icebergs are required to comply with DA consent conditions previously approved by Council.
6. 'No Through Road' signage has been installed at the entry to Notts Avenue and is included within the design.
7. The design has been updated to ensure the height of trees adjacent to Notts Avenue properties is limited to the height of the Icebergs building. Ongoing maintenance by Council will ensure the height of the trees don't impact views following construction.
8. Several spaces have been left between garden beds along the frontage of Icebergs as informal drop-off zones. Formalising a drop off zone would require removal of parking spaces.

5. Financial impact statement/Time frame/Consultation

Financial impact statement

The anticipated construction budget is \$4.85 million. The capital works program for 2019–2020 currently has \$1.12 million. The 2020–2021 capital works program has \$3.75 million, equalling a total construction budget of \$4.87 million across two financial years. The 2020–2021 capital works program is subject to Council approval.

Project staging and construction program

Construction will be undertaken in stages to ensure access for delivery vehicles to Icebergs and residents is maintained. The final staging plan is subject to review and confirmation of the successful tenderer for construction services.

It is anticipated that procurement of a head contractor will be undertaken in February 2020. A report will be submitted to the March Council meeting to seek endorsement of the preferred contractor. Construction is anticipated to commence in early April 2020 and is estimated to take six months.

6. Conclusion

It is recommended that Council progresses to a request for tender for construction services.


7. Attachments

1. Notts Avenue - Detailed design landscape plan [↓](#)
2. Notts Avenue - Detailed design perspective [↓](#)


Landscape Plan




LEGEND




shared space paving




stone paving highlight bands




gravel paving




extent of proposed cantilevered deck




proposed garden beds / coastal planting




proposed shade structure




proposed concrete bench seat




new light poles




proposed small coastal tree planting




proposed palm tree plantings at Campbell Parade Intersection



upgraded vehicle and pedestrian barrier
vehicle-impact rated stainless steel posts with non-climbable stainless steel infill panels, fixed to reinforced concrete base.



pedestrian barrier.
new marine-grade stainless steel balustrade to match existing Coastal Walk barriers. (Not rated for vehicle impacts)



limit of works

① shared zone

- 10kph speed limit
- existing road width retained
- existing kerbs removed

② proposed cantilevered lookout deck

③ proposed kerb realignment

④ raised threshold transition into shared zone

⑤ existing rooftop lookout

⑥ proposed drinking fountain

⑦ new step access to coastal walk path

⑧ proposed bench seats at lookout

⑨ repainting of existing concrete wall

⑩ motorbike / scooter parking

⑪ accessible mobility parking



REPORT
PD/5.6/20.02

Subject: Planning Proposal - 96-122 Ebley Street, Bondi Junction - Post-exhibition

TRIM No: PP-1/2016

Author: Patrick Connor, Strategic Planner

Director: Peter Monks, Director, Planning, Environment and Regulatory

RECOMMENDATION:

That Council:

1. Notes the matters raised in the submissions made on the Planning Proposal at 96–122 Ebley Street, Bondi Junction.
2. Supports the planning proposal lodged by CityPlan Services to amend the Waverley Local Environment Plan 2012 (WLEP) in respect of 96–122 Ebley Street, Bondi Junction.
3. Supports making the amendments to the WLEP 2012 outlined in the planning proposal in conjunction with Parliamentary Counsel under the delegation received from the Department of Planning, Industry and Environment.
4. Notifies property owners of Council's decision.

1. Executive Summary

The purpose of this report is to outline Council Officer's recommendation of support for the amendment to Planning Proposal PP-1/2016 (the Proposal) for 96–122 Ebley Street, Bondi Junction.

The Proposal seeks to amend the Waverley Local Environmental Plan (LEP) 2012 as follows:

- Retain the B3 Commercial Core Zone across the site.
- Retain the existing 32 m height limit across the site.
- Increase the FSR to 6:1 on approximately half the site.
- Introduce a minimum non-residential floor space requirement of 5:1 across the entire site, which could provide 16,450 m² of commercial floor space.
- Introduce 'shop-top housing' as a permissible use on this site through an additional permitted use under Schedule 1 in the Waverley LEP.
- Prohibition of serviced apartments in the non-residential floor space component.

The aim of this revised Planning Proposal is to create the provision for residential accommodation on the subject sites to facilitate the redevelopment of these sites to reach their commercial floor space potential. The proposal intends to protect the existing B3 Commercial Core zoning and the commercial floor space capacity of these lots, with no net loss of commercial capacity. The revised proposal is now consistent with these new strategies and the strategic intent of the Bondi Junction Strategic Centre. This revision to protect commercial capacity is supported by Council officers.

2. Introduction/Background

The subject sites are located within the Bondi Junction Commercial Centre and consist of five allotments with a total site area of 3,383 m². Figures 1 and 2 illustrate the subject site.

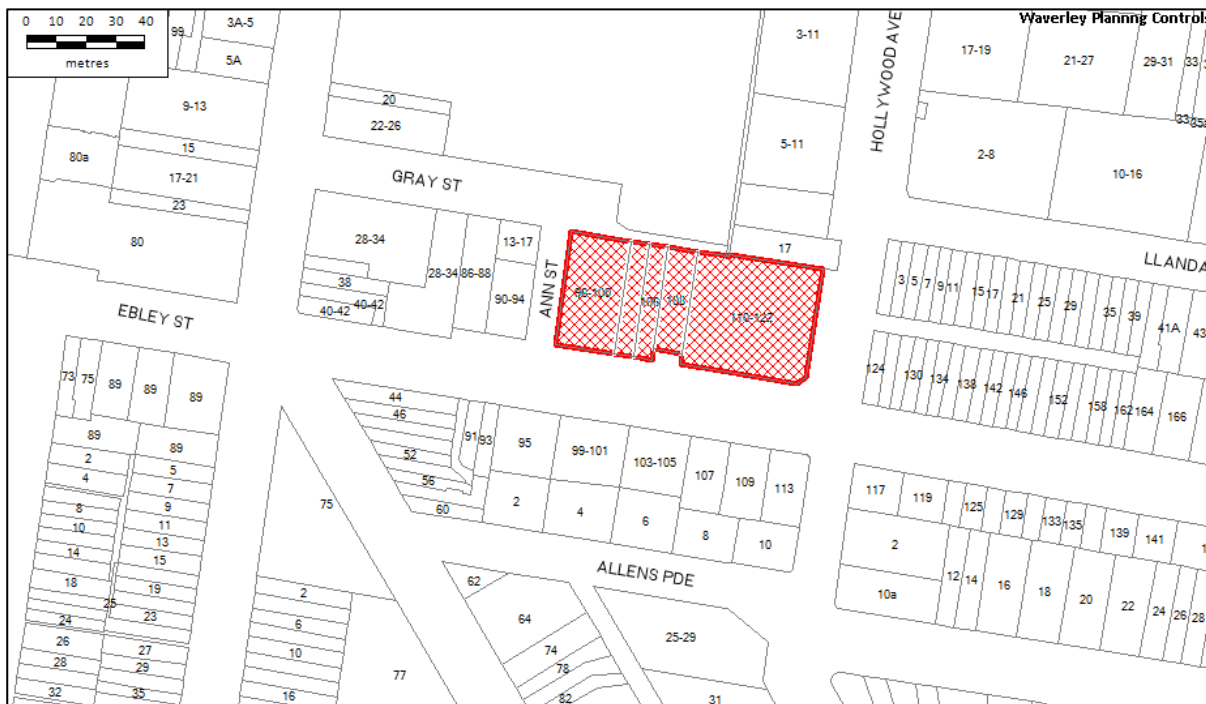


Figure 1. Site of the planning proposal, 96-122 Ebley Street, Bondi Junction.

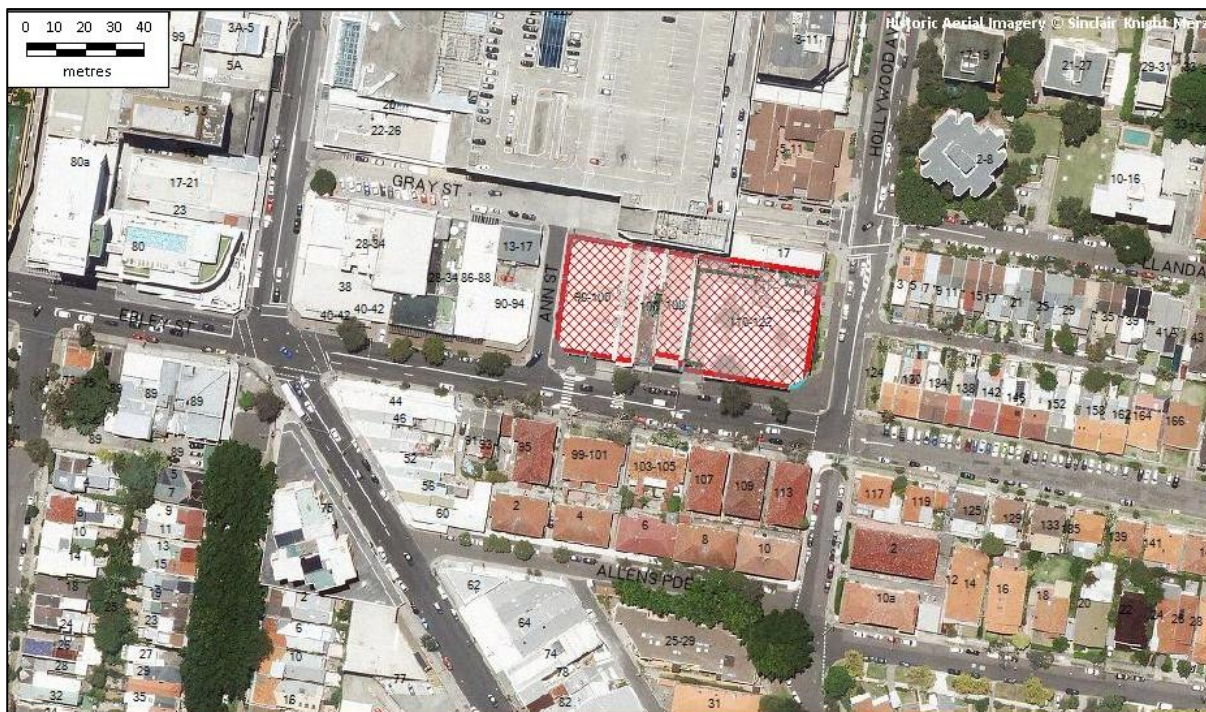


Figure 2. Aerial photograph of the site of the planning proposal, 96-122 Ebley Street, Bondi Junction.

Existing development on the site

The existing development on the site is a mix of two, three and four-storey commercial development. The existing commercial floor space on the site totals 6,739 m², with the following uses:

Table 1: Current use of site and ownership structure		
Address	Current use of site	Ownership structure
96-100 Ebley Street	Two-storey commercial building with education and gymnasium uses	Torrens title
102-104 Ebley Street	Two-storey commercial building with sex services use	Torrens title
106 Ebley Street	Three storey commercial building with retail on ground floor	Strata title
108 Ebley Street	Four-storey mixed use building with business premises on lower ground and ground floor, and residential uses on first and second floor	Strata title
110-122 Ebley Street	Three-storey commercial building	Torrens title

2.2 Current planning controls for the site

The *Waverley Local Environmental Plan 2012* (WLEP 2012) applies to the subject sites (96–122 Ebley Street, Bondi Junction), which are zoned B3 Commercial Core with a maximum height of 32m and floor space ratio of 4:1 and 6:1. The existing controls, originally proposed controls and revised controls are outlined in Table 2 below.

Table 2: Proposed changes to LEP controls			
	Current	Original Proposal	Proposed Amendments
Zone	B3 Commercial Core	B4 Mixed Use	Retain B3 Commercial Core and introduce residential development as a Schedule 1 additional permitted use
Building Height	32 m	32 m	32 m
Floor Space Ratio	4:1	5:1	6:1
	6:1	6:1	6:1
Non-Residential Floor Space Ratio	-	Minimum 3.5:1 (excluding serviced apartments)	Minimum 5:1 (excluding serviced apartments)

Table 3: Floor space increases from existing controls to proposed				
	Existing Controls (sqm)	Original Proposal (sqm)	Amended Proposal (sqm)	Floor space increase (sqm) from existing to proposed
Total Floor space	Com = 16,440	Com = 11,515	Com = 16,450	Com = 10
	Res = 0	Res = 6,575	Res = 3,290	Res = 3,290
	Total = 16,440	Total = 18,090	Total = 19,740	Total = 3,300

2.3 Planning proposal history

Original planning proposal

The original planning proposal, lodged on 31 March 2016, sought the following amendments to WLEP2012:

- Rezone the subject sites from B3 Commercial Core to B4 Mixed Use.
- Increase the height standard from 32 m to 39 m.
- Include a non-residential FSR of 2:1.
- Increase the FSR from 4:1 to 5:1.
- The planning proposal also included a 4.5 m road widening of Ann Street which would provide a public benefit by increasing the road and footpath width for improved vehicle capacity and pedestrian safety.

On 6 December 2016, Council considered that the Proposal demonstrated sufficient 'strategic merit' for the purposes of public exhibition, subject to the following:

- Not supporting the proposed increase in height (i.e. retaining the 32 m height limit).
- Increasing the non-residential FSR to 3.5:1.
- Noting the importance of 4.5 m road widening and extending that 4.5 m setback across all floors of the development.
- Enter planning agreement negotiations to secure a public benefit.
- Restricting 'serviced apartments' on the site to increase job density.
- Placing on record the desire to further increase the non-residential FSR on the site to a minimum of 60% of the gross floor area.

The above amendments were considered an appropriate compromise in light of the significant value uplift associated with the rezoning of the subject site. Following Council's decision of 16 December 2016 to support the planning proposal subject to amendments, the applicant advised that the proposed 4.5 m road widening could no longer be provided. The property owners of 96–100 Ebley Street, Bondi Junction, withdrew their support for the road widening given that it burdened only their land to the benefit the other property owners.

In response, Council officers requested that the applicant consider a commensurate public benefit offer that could form the basis of planning agreement negotiations. After lengthy discussions between land owners, the applicant decided to enter into negotiations. It was during this phase of negotiations that Council determined the proposal should be reassessed against the relevant planning strategies that had been made active since the lodgement of the planning proposal. As a result, no planning agreement was prepared.

Original Planning Proposal Gateway Determination

The NSW Department of Planning and Environment notified Council of Gateway Determination on 20 July 2017, the Gateway Determination allowed for the rezoning of B3 Commercial Core zoned land to B4 Mixed Use and to amend the floor space ratio controls. It was determined at the original Gateway Determination that the proposal would have no adverse environmental impacts. The Gateway Determination required Office of Environment and Heritage to make a referral; they noted that there was no heritage items on the site but required a heritage impact statement. The proposal complied with the requirements of Gateway Determination and was subsequently put on exhibition.

During the re-assessment of the Proposal against the current planning strategies, Council officers recommend refusal for the Proposal as it was inconsistent with key Planning Priorities and Actions in the Region Plan, District Plan, Draft WLSPS, CSP and BJCCR. This recommendation of refusal was reported to

the 2 April 2019 Strategic Planning and Development Committee Meeting. The applicant addressed the Council asking for more time to work through the Proposal's identified non-compliances with the new strategies and the Proposal was deferred for further briefing of the Councillors.

Revised Planning Proposal

The applicant submitted a revised Proposal on 24 April 2019 which is the subject of this report.

As discussed previously, the aim of this proposal is to create the provision for residential accommodation on the subject sites to facilitate the redevelopment of these sites to reach their commercial floor space potential. The proposal intends to protect the existing B3 Commercial Core zoning and protect the potential commercial floor space of these lots.

This will be achieved through amending the Waverley LEP as follows:

- Retain the B3 Commercial Core Zone across the site.
- Retain the existing 32m height limit across the site.
- Increase the FSR to 6:1 across the site.
- Introduce a minimum non-residential floor space requirement of 5:1 across the entire site, which would provide 16,450m² of commercial floor space.
- Introduce 'shop-top housing' as a permissible use on this site through an additional permitted use under Schedule 1 in the Waverley LEP.
- Prohibition of serviced apartments in the non-residential floor space component.

3. Relevant Council Resolutions

Meeting and date	Minute No.	Decision
Strategic Planning and Development Committee 2 July 2019	PD/5.1/19.07	<p>That Council:</p> <ol style="list-style-type: none"> 1. Supports the planning proposal lodged by CityPlan Services to amend the Waverley Local Environment Plan 2012 (WLEP) in respect of 96–122 Ebley Street, Bondi Junction, for the following reasons: <ol style="list-style-type: none"> (a) The revised proposal has addressed concerns around commercial capacity and is now consistent with the Draft Waverley Local Strategic Planning Statement, Bondi Junction Commercial Centre Review, Eastern City District Plan, and Waverley Community Strategic Plan as it maintains the existing commercial floor space capacity available on the site, and acts as a catalyst for redevelopment thereby realising this existing potential. 2. Forwards the Planning Proposal to the Department of Planning and Environment to seek a Revised Gateway Determination. 3. Places the planning proposal on public exhibition in accordance with any conditions of the Revised

		<p>Gateway Determination should that be approved by the Department of Planning and Environment.</p> <p>4. Officers report back to Council post-exhibition for recommendation on a final decision.</p>
Strategic Planning Development Committee 2 April 2019	PD/5.8/19.04	That Council defers this matter to a Councillor workshop to discuss changes made by officers on the position of Council in this report since the previous resolution.
Council 19 June 2018	CM/8.11/18.06	<p>That:</p> <ol style="list-style-type: none"> 1. Council recognises it must provide a minimum of 10,000 jobs in order to maintain its status as a Strategic Centre within the metropolitan centres hierarchy. 2. Council recognises that Bondi Junction's 2016 job estimate is 13,800 jobs and that it is required to accommodate between 17,000 and 20,500 jobs forecast in the Eastern City District Plan by 2036. 3. Council is concerned about the findings highlighted in the Bondi Junction Commercial Centre Review including: <ol style="list-style-type: none"> (a) The existing re-development of commercial office and retail into residential towers has already resulted in the loss around 10,000sqm of commercial floor space in recent years. (b) The conversion of commercial office space to build residential towers, which could entail the loss of 64,000sqm of floor space (around 2,500 jobs) in the longer term and 40,000sqm of floor space (around 1,600) in the short-term. (c) The limited sites remaining in the B3 Commercial Core zone for office-only development. (d) The development of non-office uses in the B3 Commercial Core zone, such as serviced apartments. (e) Impact the lack of appropriate commercial space has on driving very high levels of commuting and the deleterious effects this has on the lifestyle of working residents. (f) Potential for a continued decline in local

		<p>jobs on existing activity in the Junction and the prospect of it gaining momentum and triggering further decline.</p> <ol style="list-style-type: none"> 4. Council acknowledges the growing concern with the ever-increasing push by developers to build higher buildings with limited setbacks that challenge LEP/DCP regulations and guidelines. 5. Council undertakes a review of the Waverley LEP as a matter of urgency to introduce protections for commercial buildings 6. Council officers report back to Council as a matter of urgency. 7. A delegation of the Mayor, Ward Councillors and appropriate staff meet with the Minister for Planning, The Hon. Anthony Roberts, as a matter of urgency.
Council 6 December 2016	CM/7.3/16.12	<p>That Council:</p> <ol style="list-style-type: none"> 1. Supports the planning proposal lodged by Xpace Design Group to amend Waverley Local Environmental Plan 2012 (WLEP 2012) in respect of 96-122 Ebley Street, Bondi Junction, being submitted to the Department of Planning and Environment for a Gateway Determination to proceed to formal public exhibition, subject to the following: <ol style="list-style-type: none"> (a) The proposed change in height from 32 to 39 metres is not supported. (b) The proposed increase in floor space ratio from 4:1 to 5:1 at 96-108 Ebley Street, Bondi Junction is supported. (c) The planning proposal is amended to provide an increased non-residential FSR from 2:1 to 3.5:1 to replace the current commercial floor space that would be lost as a result of this planning proposal and provide additional capacity for future growth in line with strategic planning objectives. (d) Restrictions be placed on the non-residential FSR to prohibit certain uses such as serviced apartments which would be inconsistent with employment generating uses. (e) The proposed land dedication to Council – a 4.5m setback from the western boundary on

		<p>Ann Street is expanded so as to apply across all floors of the development.</p> <p>(f) The planning proposal and supporting documentation is to be updated to reflect the amendments to the initial Planning Proposal documentation received by Council on 3 and 7 June 2016 and recommended amendments as per (a) – (e) above.</p> <p>(g) The proponent's offer and intent to enter into Planning Agreement negotiations is noted and that Council and the proponent will engage in the planning agreement negotiation process.</p> <p>2. Places the planning proposal on public exhibition in accordance with any conditions of the Gateway Determination should that be approved by the Department of Planning and Environment.</p> <p>3. Accepts the role of Relevant Planning Authority from the Department of Planning and Environment, if offered, to exercise the delegations issued by the Minister under Section 59 of the <i>Environmental Planning and Assessment Act 1979</i> in relation to the making of the amendment.</p> <p>4. Investigates the potential for a non-residential FSR to be applied more broadly to B4 Mixed Use zoned land within Bondi Junction.</p> <p>5. Desires that the final development contains a minimum 60 per cent commercial floor space.</p>
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4. Discussion

Consultation

Revised Gateway Determination – Public Exhibition

The revised Planning Proposal was placed on exhibition from 20 November – 20 December 2019. During the exhibition period the Planning Proposal received three submissions. The submissions were from residents, all in objection to the Planning Proposal.

The first submission came from a resident living in a mixed-use strata building subject to this Planning Proposal. The submitter was concerned that they may be forced out of their property. The submission noted that there needs to be more affordable housing in Bondi Junction and sought clarification on the definition of FSR. The second submission also objected, outlining that there will be major traffic impacts as a result of the increased commercial and residential floor space. The submission also states that the traffic impact statement is unconvincing.

The third submission objected to the Planning Proposal on grounds of any future development built to this FSR being out of character with the surrounding area. The submission also outlined issues of increased traffic and parking pressures and the associated increases in noise generation.

Whilst these submissions express concerns about increased traffic generation and parking pressure, the traffic impact statement states that the increase in FSR will make minimal difference to increases in traffic if the sites were to be redeveloped under current controls. Furthermore, the increase in FSR occurs across three strata subdivided sites 102–108 Ebley Street that may not develop (and the largest site is not experiencing any FSR increase). Traffic generation and parking will both be considered as part of any future development applications. Council appreciates the concerns about future development being out of scale with the surrounding area. However, Council officers completed detailed 3D modelling to ensure that the proposed change in FSR would not create additional unreasonable impacts, given that no change in height is being considered. Furthermore, the proposed FSR is in keeping with the existing FSR of 110–122 Ebley Street, which is not out of scale with this commercial core precinct. The additional FSR and associated additional permitted use will create the incentive for redevelopment which will unlock the latent potential for commercial activities on these sites. Additional commercial development in Bondi Junction is critical given the potential loss of commercial floor space elsewhere in Bondi Junction. Affordable housing provisions and increased noise generation will be considered as part of any future development application.

Further to the points listed above, the Planning Proposal was referred to Council's Traffic and Transport team for their comment. The referral did not suggest any issues relating to increased traffic generation. The referral proposed three possible ingress/egress locations via Anne, Ebley or Gray Street and proposed on-site parking. It is therefore considered that any changes to traffic generation and the availability of parking spaces would be minimal.

It is considered that as the proposal will provide the incentive for unlocking the commercial floor space potential on these sites that the benefits outweigh the issues raised. Creating more commercial floor space for employment opportunities in the Bondi Junction Strategic Centre is an action in line with various Council endorsed planning strategies as well as the Metropolitan and District plans.

5. Financial impact statement/Time frame/Consultation

Financial impact statement

There have been no upfront or recurrent costs associated with this Planning Proposal other than staff costs associated with the administration, assessment and exhibition of the proposal, and these have been budgeted.

Time frame

The estimated timeframe for completing of the LEP amendment is set out below and satisfies the requirement of nine months specified in the Gateway Determination:

Gateway Determination	November 2019
Public exhibition	November–December 2019
Report to Council	February 2020
Make the plan	February–April 2020

6. Conclusion

It is recommended that Council supports the Planning Proposal.

7. Attachments

Nil.

REPORT
PD/5.7/20.02

Subject: Reverse Vending Machine at Bondi Beach

TRIM No: A17/0647

Author: Patrick Hay, Acting Manager, Sustainable Waste

Director: Peter Monks, Director, Planning, Environment and Regulatory

RECOMMENDATION:

That Council:

1. Extends its contract with the NSW Government representative Tomra-Cleanaway until 30 April 2020 when the Bondi Pavilion Restoration Project commences.
2. Following the removal of the Reverse Vending Machine (RVM), continues to support the 'Return and Earn' State Government initiative through promotion of RVM and other collection options provided by Tomra-Cleanaway.

1. Executive Summary

Since June 2018, a Reverse Vending Machine (RVM) as part of the NSW container deposit scheme has been operational at a location behind the Bondi Pavilion in the car park along Park Parade, Bondi Beach. During this time, the RVM has collected in excess of 4.5 million containers.

Council has previously endorsed the RVM at this location until February 2020, which was the expected date for early works for the Bondi Pavilion Restoration Project. The Bondi Pavilion Restoration Project is now scheduled to commence in the first week of May 2020, and this report recommends that the RVM be removed by 30 April 2020.

2. Introduction/Background

The container deposit scheme, known as the Return and Earn Program, is led by the NSW Environment Protection Authority (EPA) that commenced state-wide on 1 December 2017. The goal of the scheme is to reduce litter by 40% by 2020. It also meets key deliverables in Council's Environmental Action Plan (EAP). The scheme functions by providing drop off locations (RVMs) for containers to be returned for a 10-cent refund.

The NSW EPA identified that Bondi Beach would be an ideal location for a large RVM to service the Vaucluse electorate. Following internal stakeholder engagement, the location at Park Drive North, behind the Bondi Pavilion, was selected for the RVM.

The RVM was initially trialled at its current location prior to the agreement of a contract extension with Tomra-Cleanaway in May 2019. This length of the extension agreed upon was until 14 February 2020, based on the estimate that the Bondi Pavilion Restoration and Conservation Project early works would commence in February 2020. The construction of the Bondi Pavilion Restoration and Conservation Project is scheduled to commence in the first week of May.

Since June 2018, the RVM has been actively used during this time, with over 4.5 million containers returned and recycled.

3. Relevant Council Resolutions

Meeting and date	Minute No.	Decision
Strategic Planning and Development Committee Meeting 7 May 2019	PD/5.2/19.5	<p>That Council:</p> <ol style="list-style-type: none"> 1. Extends the contract agreement with the NSW Government representative Tomra-Cleanaway for a Reverse Vending Machine at Park Drive, Bondi Beach, until February 2020 when the Bondi Pavilion upgrade commences. 2. Following the removal of the RVM in February 2020, continues to support the 'Return and Earn' state government initiative by supporting Tomra-Cleanaway during their scoping of other potential RVM locations in Waverley. 3. Gives further consideration to the amelioration of noise impacts from the facility for the duration of the operation that the facility will remain at that location. 4. Ensures consultation with the community before relocating the Reverse Vending Machine. 5. Officers liaise with the operator and the NSW Environment Protection Agency about any potential public liability from adverse noise impacts on the surrounding residential neighbourhood.

4. Discussion

Following the development application approval for the Bondi Pavilion Restoration and Conservation Project on 19 December 2019, an extension of the contract agreement with Tomra-Cleanaway is sought until 30 April 2020, prior to the commencement of works in May 2020.

Should the proposed extension of the agreement be endorsed, the extension period will provide an appropriate lead-time for Council staff to work with Tomra-Cleanaway to implement effective communications with the relevant stakeholders surrounding the removal of the RVM.

The benefit to having the RVM in the Waverley local government area is that it provides a 'clean stream' recycling product that is required to be recycled as part of the EPA container deposit scheme agreement. As a result, Council can be confident that the containers placed in the RVM are recycled. This is a great message to the community and contributes to Council's recovery target of 75% by 2020.

Despite the success of the RVM in this location, there are numerous issues, including traffic safety, additional litter and rubbish, noise and anti-social behaviour. The size of the RVM and the access requirements for servicing it severely limit the alternative locations available to relocate the RVM.

5. Financial impact statement/Time frame/Consultation**Financial impact statement**

The RVM is cost-neutral to Council. Council receives a monthly lease fee from the service provider Tomra-Cleanaway. This fee covers loss of parking revenue for the four spaces occupied by the RVM and for the cost of Council collecting bins adjacent to the RVM.

Time frame

The RVM will be removed by 30 April, prior to the commencement of works on the Bondi Pavilion Restoration Project.

6. Conclusion

It is recommended that the RVM remain at its current location until April 2020 when it will be removed to allow access for the commencement of the Bondi Pavilion Restoration Project.

7. Attachments

Nil.

REPORT
PD/5.8/20.02

Subject: Boot Factory Adaptive Reuse Project - Update

TRIM No: A19/0074

Author: Sharon Cassidy, Executive Manager, Major Projects
Matt Henderson, Senior Project Manager

Director: Emily Scott, Director, Community, Assets and Operations

RECOMMENDATION:

That Council:

1. Receives and notes this update on the Boot Factory Adaptive Reuse project.
2. Endorses the design for the Boot Factory Adaptive Reuse project attached to this report, noting that the design involves restoration of the original building in line with the conservation strategy for the building and the Council resolution of 7 May 2019.
3. Continues with detailed design and progresses to a tender for a head contractor following DA approval.

1. Executive Summary

The purpose of this report is to update Council on the Boot Factory Adaptive Reuse project.

While there were no significant changes to the concept design for the Boot Factory that was included in the Boot Factory Restoration Options Analysis report that was endorsed by Council on 7 May 2019, there have been changes to the design package included in the development application (DA) that was lodged on 25 November 2019. The changes include the addition upgrade of the Mill Hill Community Centre (MHCC) levels 1 and 2.

2. Introduction/Background

The Boot Factory building is located at 27–29 Spring Street, Bondi Junction, and was constructed between 1890 and 1915 by William Sidaway and Son, who began to produce footwear in Bondi Junction around 1887.

The building consists of three storeys of face brick with rendered, pilasters and string courses, multi-paned double hung timber windows and a simple moulded parapet bearing the signage 'Boot Factory'. Waverley Council acquired the building in 1984.

In 2009, the building was deemed unsafe due to structural concerns. The building has remained empty since then. Council considered demolishing the building, but in August 2013 significant remedial structural bracing was installed to ensure the stability of the building until maintenance works initiated an alternative use for the building could be found.

Various options for the building were considered as part of the Civic Heart project, but this project did not proceed.

Archer Office was engaged through a tender process on 17 July 2018 as the head consultant to lead a team of professional engineers and consultants for the preparation of an upgrade options analysis report, the upgrade options analysis report included the Boot Factory building, Norman Lee Place and associated compliance upgrades to the MHCC lobbies and bathrooms.

A Councillor presentation was undertaken on 27 November 2018 and at the completion of the upgrade options analysis report, and this report was also presented several times to the steering group committee consisting of both Councillors and community members. The presentation was extremely well received by all members of the steering group committee.

On 7 May 2019, Council endorsed progressing to detail design including:

- Retaining the masonry perimeter walls.
- Replacing the roof sheeting and review the opportunity to improve roof performance.
- Upgrading or reconstructing existing floors, noting that the upgrade options analysis report outlines five options for the internal floor structure. These will be developed further at the detailed design stage, with careful consideration to heritage outcomes.
- Maintaining natural ventilation.
- New connection openings to access a shared lift and sanitary facilities within the Mill Hill Building.
- Noting that fit-out options will be developed based on the outcomes of the Knowledge and Innovation Hub Strategy.

Subsequently, on 18 June 2019, Council endorsed engaging Archer Office as the head consultant to lead a multi-disciplinary consultant team to undertake all necessary consultancy services, including the following project phases:

- Authority approval documentation.
- Detailed design development.
- Tender and construction documentation.
- Construction phase services.

3. Relevant Council Resolutions

Meeting and date	Minute No.	Decision
Strategic Planning and Development Services Committee 7 May 2019	PD/5.1/19.05	<p>That Council:</p> <ol style="list-style-type: none"> 1. Receives and notes the project status update on the Boot Factory Restoration Options Analysis included in this report. 2. Progresses to detailed design that includes: <ol style="list-style-type: none"> (a) Retaining the masonry perimeter walls. (b) Replacing the roof sheeting and review the opportunity to improve roof performance. (c) Upgrading or reconstructing existing floors, noting that the upgrade options analysis report outlines five options for the internal floor structure. These will be developed further at the

		<p>detailed design stage, with careful consideration to heritage outcomes.</p> <p>(d) Maintaining natural ventilation.</p> <p>(e) New connection openings to access a shared lift and sanitary facilities within the Mill Hill Building.</p> <p>3. Notes that fit-out options will be developed based on the outcomes of the Knowledge and Innovation Hub Strategy.</p>
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A program update was reported to the Operations and Community Services Committee meeting on 5 November 2019 in the Community, Assets and Operations Councillor bulletin.

4. Discussion

The DA was lodged on 25 November 2019 and included the following building elements and areas:

- Retaining the masonry perimeter walls.
- Replacing the roof sheeting and review the opportunity to improve roof performance.
- Upgrade to achieve compliance with relevant Australian building codes.
- Upgrade or reconstruct existing floors, noting that the upgrade options analysis report outlines five options for the internal floor structure. These will be developed further at the detailed design stage, with careful consideration to heritage outcomes.
- Maintain natural ventilation.
- New connection openings to access a shared lift and sanitary facilities within the Mill Hill Building.
- Upgrade exterior windows with automatically closing in case of a fire, with upgraded external drencher system.
- Upgrade to Norman Lee Place.

Plans were also submitted as part of the DA for a more efficient layout of MHCC levels 1 and 2 to give Council future flexibility in use of the building.

5. Financial impact statement/Time frame/Consultation

The project has been separated into the following costs:

Boot Factory restoration works	\$2,795,366
MHCC lobbies/connections	\$943,741
MHCC upgrade and fitout	\$2,114,571
External works	\$869,031
TOTAL PROJECT COST	\$6,772,710

The total 2019–20 budget allocation for the Boot Factory Restoration Project is \$250,000, which is sufficient for the design fees required this financial year. The current LTFP includes a budget of \$3.5 million, which is close to the anticipated cost for the restoration and lobbies/connections works. Additional funding would be required for the external works and MHCC upgrade and fitout. The 2020–21 Capital Works Plan and LTFP currently being prepared for Council review include allowance for the full budget listed above.

Time frame

It is anticipated that, subject to DA and budget approval, head contractor procurement will be undertaken in June 2020, with a construction start date of August 2020. It is estimated that the construction duration will be approximately 12 months and will be completed by August 2021.

6. Conclusion

It is recommended that Council continues with detailed design and, subject to DA approval, undertakes head contractor procurement in June 2020 and commences construction in August 2020.

7. Attachments

1. Boot Factory Adaptive Reuse - DA design [↓](#)



REV	DATE	DESCRIPTION	NOTES	CONSULTANTS		ARCHITECT	DRAWING TITLE	DRAWN	
A	02/12/2019	FOR DA	THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH ALL RELEVANT CONTRACTS, SPECIFICATIONS, REPORTS AND DRAWINGS. DO NOT SCALE DRAWINGS. DIMENSIONS GOVERN. VERIFY ALL DIMENSIONS ON SITE BEFORE CONSTRUCTION. COPYRIGHT OF THIS DRAWING IS VESTED IN ARCHER OFFICE PTY LTD.	ACCESS CONSULTANT BCA LOGIC PHONE : (02) 8484 4009 EMAIL: BLONG@BCALOGIC.COM.AU	ARBORIST EARTHSCAPE HORTICULTURAL SERVICES PHONE : (02) 9456 4787 EMAIL: EARTHSCAPE@INET.NE.TAU	ARCHER OFFICE SUITE 76, 61 MARLBOROUGH ST SURRY HILLS NSW 2010 ABN 78162692293 P: +612 9191 7326 E: STUDIO@ARCHEROFFICE.COM NOMINATED ARCHITECT: TOMEK ARCHER 9495	PHOTOMONTAGE 01	AC	CHECKED
				MEP ADP CONSULTING PHONE : (02) 8202 5447 EMAIL: G.WHITE@ADPCONSULTING.COM.AU	PCA PHILP CHUN PHONE : (02) 9412 2322 EMAIL: PHILP.SMILLIE@PHILPCHUN.COM		SHEET SCALE	NTS @A1	DATE
								NTS @A3	02/12/2019
							PHASE	DRAWING NO	REV
							DA	V01	A



REV A	DATE 02/12/2019	DESCRIPTION FOR DA	NOTES	CONSULTANTS						CLIENT	PROJECT	ARCHITECT	DRAWING TITLE	DRAWN AC	
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THE BOOT FACTORY



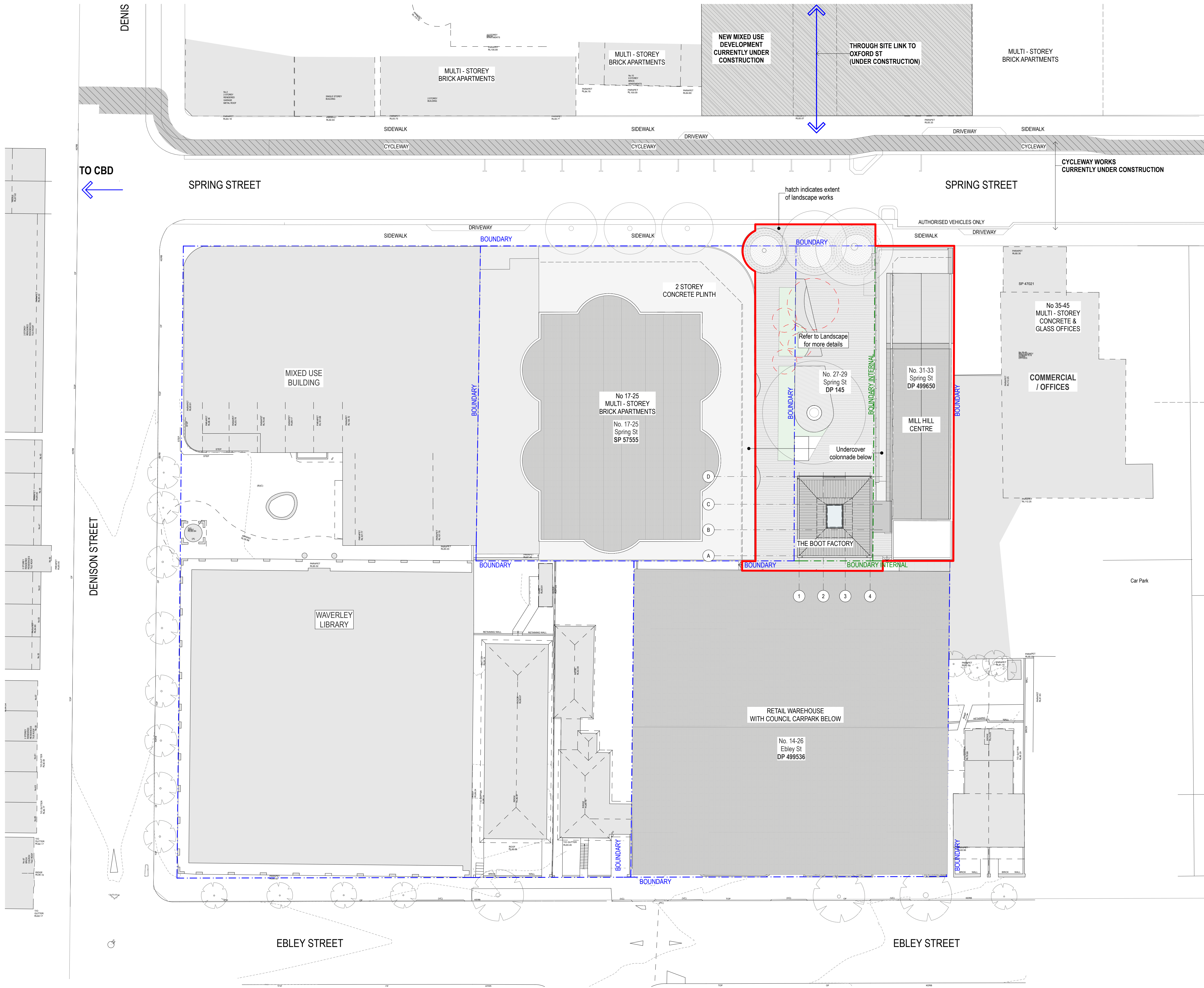
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A010	LOCATION / CONTEXT PLAN	1 : 1500
A011	SITE ANALYSIS PLAN	1 : 500
A020	SITE PLAN	1 : 300
A030	PHOTOMONTAGES	NTS
A050	GROUND FLOOR DEMOLITION PLAN	1 : 100
A051	LEVEL 1 DEMOLITION PLAN	1 : 100
A052	LEVEL 2 DEMOLITION PLAN	1 : 100
A053	ROOF DEMOLITION PLAN	1 : 100
A055	ELEVATIONS DEMOLITION	1 : 100
A100	BASEMENT LEVEL	1 : 100
A101	GROUND FLOOR PLAN	1 : 100
A102	LEVEL 1 PLAN	1 : 100
A103	LEVEL 2 PLAN	1 : 100
A104	ROOF LEVEL	1 : 100
A200	NORTH ELEVATION	1 : 100
A201	EAST ELEVATION	1 : 100
A202	SOUTH ELEVATION	1 : 100
A203	WEST ELEVATION	1 : 100
A300	SECTION A	1 : 100
A301	SECTION B	1 : 100
A500	SHADOW DIAGRAMS - 21st JUNE	1 : 300
A600	GFA DIAGRAMS	1 : 250
A700	MATERIAL SCHEDULE	NTS

LEGEND	
Acc	ACCESSIBLE TOILET
BA1	BALUSTRADE, STEEL VERTICAL RODS
CL1	CEILING, EXPOSED NEW TIMBER FLOOR STRUCTURE
CL2	CEILING, EXPOSED NEW TIMBER ROOF STRUCTURE
DP	DOWNPIPE
DR1	NEW DOOR, TEXTURED METAL, DARK COLOUR
FL1	FLOOR FINISH, CONCRETE
FL2	FLOOR FINISH, TIMBER
FL3	FLOOR FINISH, CARPET
FL4	FLOOR FINISH, TILES
GL1	GLASS DOUBLE SLIDING DOOR
GL2	GLASS SWINGING DOOR
GL3	FIXED GLASS
GL4	SHASHLESS WINDOW, OBSCURE GLASS
RL	RELATIVE LEVEL
PL1	LINEAR PLANTER FIXED TO BRICK WALL, DARK COLOUR
PL2	LINEAR PLANTER BEHIND ROOFTOP PARAPET, DARK COLOUR
PT1	PAINT, DARK COLOUR
RF1	ZINC STANDING SEAM ROOF, NATURAL COLOUR
RF2	SKYLIGHT CUSTOM, FIXED GLASS
RF3	POLYCARBONATE ROOF, TRANSLUCENT
RF4	LIGHTWEIGHT METAL ROOF
SC1	EXTERIOR METAL FIRE SCREEN OVER WINDOW, BRASS
WC F	FEMALE TOILET
WC M	MALE TOILET
WC U	UNISEX TOILET
XBR	EXISTING BRICK WALL
XCR	EXISTING CEMENT RENDER, TO BE REPAIRED
XDP	EXISTING DOWNPIPE
XRL	EXISTING RELATIVE LEVEL
XW	EXISTING WINDOW, TO BE REPAIRED. TIMBER FRAME TO BE PAINTED DARK COLOUR

1


THE BOOT FACTORY - AERIAL VIEW

REV	DATE	DESCRIPTION	NOTES	CONSULTANTS	ARBORIST	BCA CONSULTANT	CIVIL ENGINEER(STORMWATER)	FIRE ENGINEERING	HERITAGE	LANDSCAPE ARCHITECT	CLIENT	PROJECT	ARCHITECT	DRAWING TITLE	DRAWN		
A	11/10/2019	FOR INFORMATION	THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH ALL RELEVANT CONTRACTS, SPECIFICATIONS, REPORTS AND DRAWINGS. DO NOT SCALE DRAWINGS. DIMENSIONS GOVERN. VERIFY ALL DIMENSIONS ON SITE BEFORE CONSTRUCTION. COPYRIGHT OF THIS DRAWING IS VESTED IN ARCHER OFFICE PTY LTD.	ACCESS CONSULTANT BCA LOGIC PHONE : (02) 8484 4009 EMAIL: BLONG@BCALOGIC.COM.AU	EARTHORBIT EARTHSKAPE HORTICULTURAL SERVICES PHONE : (02) 9456 4787 EMAIL: EARTHSKAPE@INET.NE.TAU	BCA CONSULTANT BCA LOGIC PHONE : (02) 8484 4009 EMAIL: BLONG@BCALOGIC.COM.AU	CIVIL ENGINEER(STORMWATER) PARTTRIDGE HYDRAULIC SERVICES PHONE : (02) 9450 9000 EMAIL: GUY.BARWELL@PARTTRIDGE.COM.AU	FIRE ENGINEERING BCA LOGIC PHONE : (02) 9411 5360 EMAIL: LEONARD@BCALOGIC.COM.AU	HERITAGE MATT DEVINE & CO PHONE : (0417 244 454 EMAIL: MATT@MATDEVINE.COM.AU	LANDSCAPE ARCHITECT ASPECT STUDIOS PHONE : (02) 9699 7182 EMAIL: BIANCA.PINEDA@ASPECT-STUDIOS.COM	WAVERLEY COUNCIL PHONE : (02) 9383 8698 EMAIL: MATTHEW.HENDERSON@WAVERLEY.NSW.GOV.AU	THE BOOT FACTORY ADAPTIVE REUSE PROJECT	ARCHER OFFICE SUITE 76, 61 MARLBOROUGH ST SURRY HILLS NSW 2010 ABN 78162692293 P: +612 9191 7326 E: STUDIO@ARCHEROFFICE.COM NOMINATED ARCHITECT: TOMEK ARCHER 9495	COVER PAGE	AC		
B	04/11/2019	FOR INFORMATION		MEP ADP CONSULTING PHONE : (02) 8202 5447 EMAIL: G.WHITE@ADPCONSULTING.COM.AU	PCA PHILIP CHUN PHONE : (02) 9412 2322 EMAIL: PHILIP.SMILLIE@PHILIPCHUN.COM	QUANTITY SURVEYOR MBM PHONE : (02) 8270 1000 EMAIL: KETH.BRANDON@MBMPL.COM.AU	STRUCTURAL ENGINEER PARTTRIDGE STRUCTURAL PHONE : (02) 9460 3600 EMAIL: TIM.MARCOY@PARTTRIDGE.COM.AU	TOWN PLANNER CITY PLAN PHONE : (02) 8270 3507 EMAIL: JULIE@CITYPLAN.COM.AU	WASTE CONSULTANT ELEPHANTS FOOT RECYCLING SOLUTIONS PHONE : (02) 9789 3571 EMAIL: WAF@ELEPHANTSFOOT.COM.AU	ENERGY BCA ENERGY PHONE : (02) 930 787 302 EMAIL: NORMANCOUS@BCAENERGY.COM.AU	SHEET SCALE				NTS @A1 NTS @A3	DATE	15/11/2019
C	13/11/2019	FOR INFORMATION															
D	15/11/2019	FOR DA		PHASE	DRAWING NO	REV											
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SITE		AREA
SP 57555	No. 17-25 SPRING ST (mixed use building - commercial & apartments)	2390.81 m2
DP 145	No. 27-29 SPRING ST (The Boot Factory and Norman Lee Place site)	597.7 m2
DP 499650	No. 31-33 SPRING ST (Mill Hill Centre site)	602.7 m2
DP 499536	No. 14-26 EBLEY ST (Retail warehouse with Waverley Council carpark beneath)	2393 m2
TOTAL AREA		5984.36 m2

Extent of works

REV	DATE	DESCRIPTION	NOTES	CONSULTANTS	ARBORIST	BCA CONSULTANT	CIVIL ENGINEER/STORMWATER	FIRE ENGINEERING	HERITAGE	LANDSCAPE ARCHITECT	CLIENT	PROJECT	ARCHITECT	DRAWING TITLE	DRAWN		
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B	04/11/2019	FOR INFORMATION													CHECKED		
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D	15/11/2019	FOR DA			MEP ADP CONSULTING PHONE: (02) 8202 5447 EMAIL: G.WHITE@ADPCONSULTING.COM.AU	PCA PHILIP CHUN PHONE: (02) 9412 2322 EMAIL: PHILIP.SMILLER@PHILIPCHUN.COM	QUANTITY SURVEYOR MEM PHONE: (02) 8270 1000 EMAIL: KETHI.BRANDON@MEMPL.COM.AU	STRUCTURAL ENGINEER PARTIRIDGE STRUCTURAL PHONE: (02) 9480 9800 EMAIL: TIM.MARCOOT@PARTIRIDGE.COM.AU	TOWN PLANNER CITY PLAN PHONE: (02) 8270 3500 EMAIL: JULIET@CITYPLAN.COM.AU	WASTE CONSULTANT ELEPHANTS FOOT RECYCLING SOLUTIONS PHONE: (02) 9789 3571 EMAIL: WMP@ELEPHANTSFOOT.COM.AU	ENERGY BCA ENERGY PHONE: 1300 787 302 EMAIL: NORMAN@BCAENERGY.COM.AU		PROJECT NUMBER : 1803		SHEET SCALE	1:300 @A1 1:600 @A3	15/11/2019
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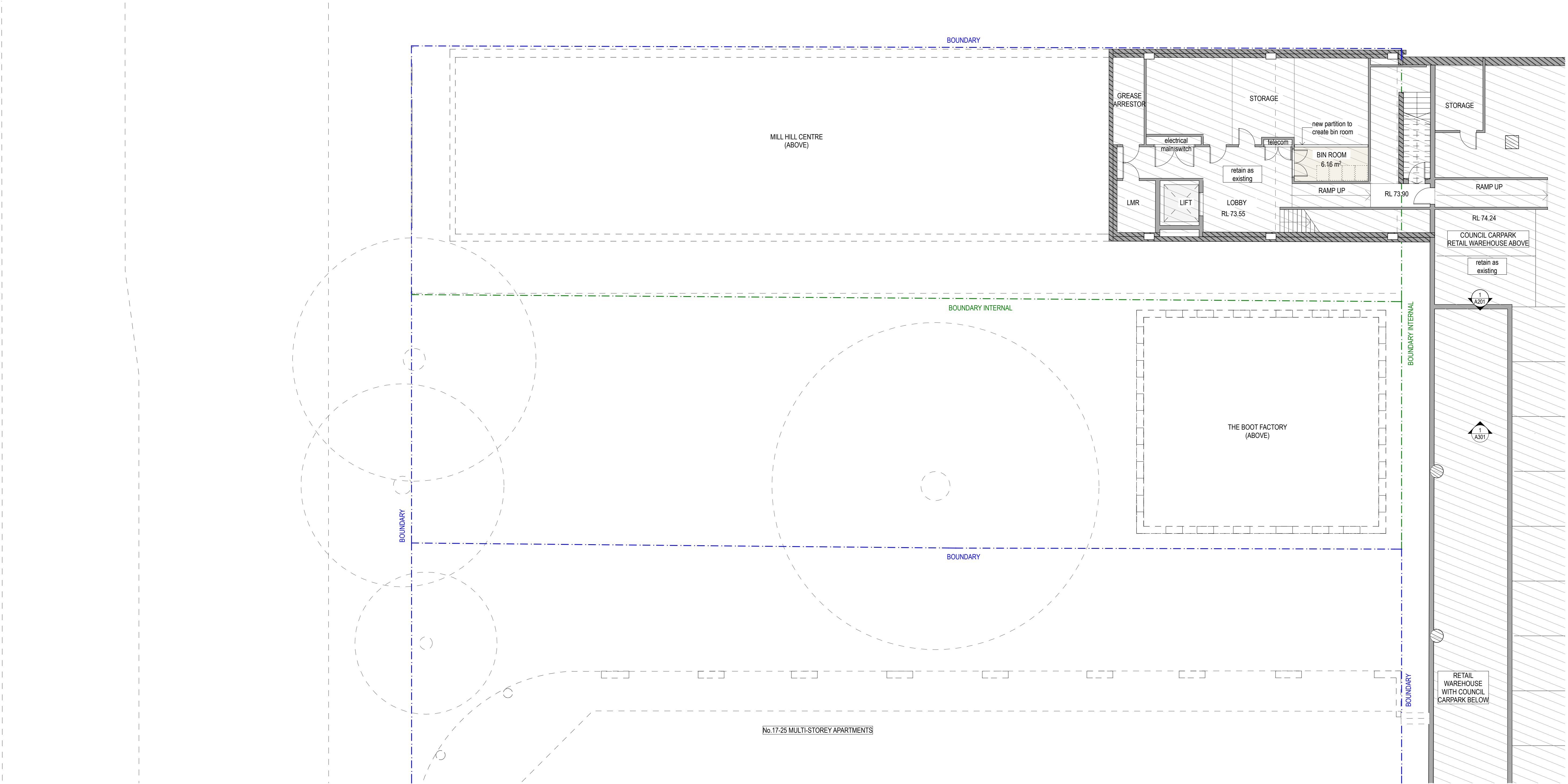
NORTH WEST PERSPECTIVE



2


SOUTH EAST PERSPECTIVE

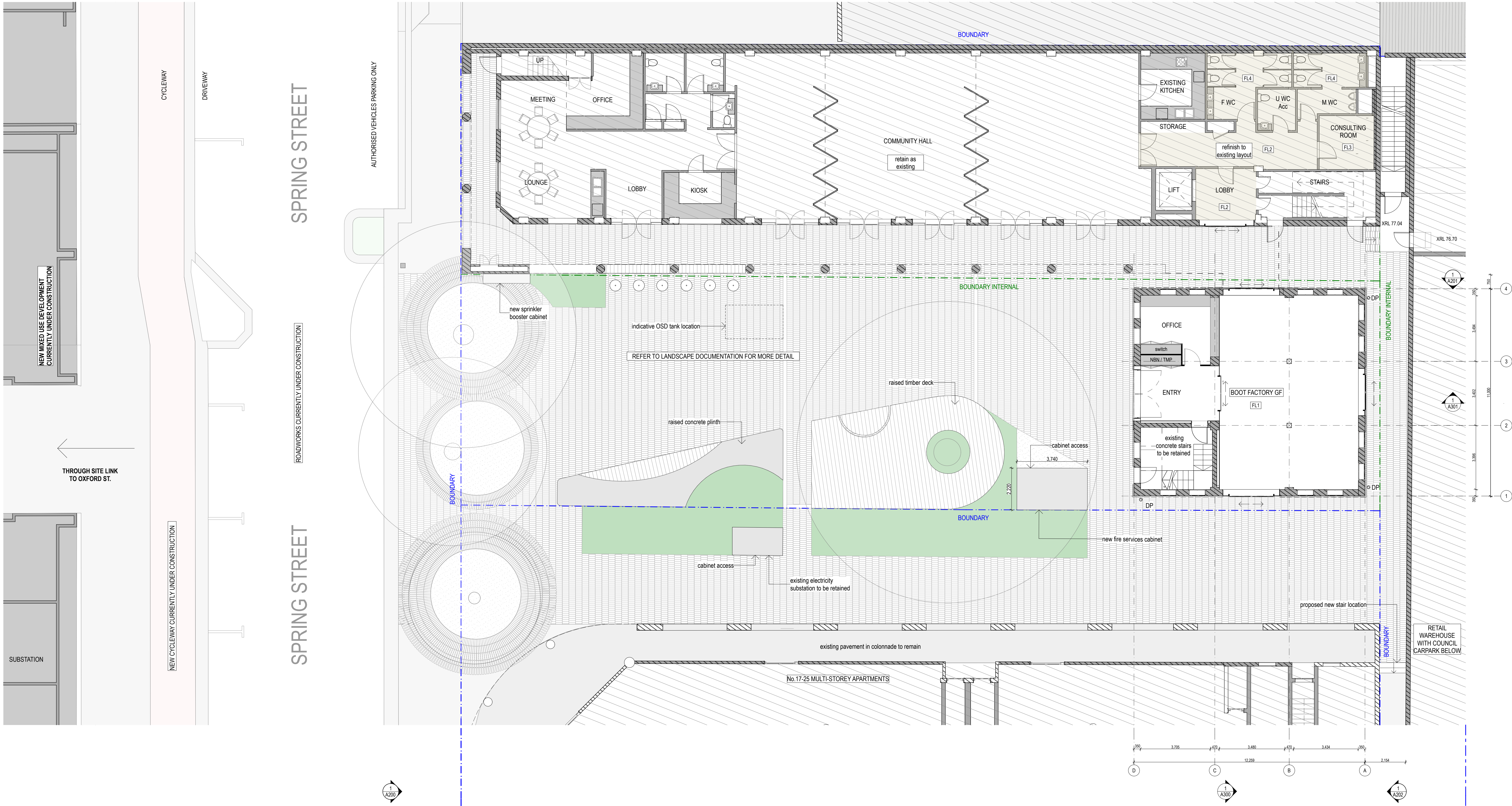
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B	04/11/2019	FOR INFORMATION		BCA LOGIC PHONE: (02) 9884 4009 EMAIL: BLONG@BCALOGIC.COM.AU	PHONE: (02) 9484 4009 EMAIL: BLONG@BCALOGIC.COM.AU	PHONE: (02) 9450 9000 EMAIL: GUY.BARWELL@PARTIRIDGE.COM.AU	PHONE: (02) 9411 5360 EMAIL: LEONARD@BCALOGIC.COM.AU	PHONE: (047) 244 454 EMAIL: MATT@MATTEVINE.COM.AU	PHONE: (02) 9699 7182 EMAIL: BIANCA.PINEDA@ASPECT-STUDIOS.COM	PHONE: (02) 9083 8698 EMAIL: MATTHEW.HENDERSON@WAVERLEY.NSW.GOV.AU	SUITE 76, 61 MARLBOROUGH ST SURRY HILLS NSW 2010 ABN 78162692293	P: +612 9191 7326 E: STUDIO@ARCHEROFFICE.COM NOMINATED ARCHITECT: TOMEK ARCHER 9495	P: +612 9191 7326 E: STUDIO@ARCHEROFFICE.COM NOMINATED ARCHITECT: TOMEK ARCHER 9495	SHEET SCALE NTS @A1 NTS @A3	DATE 15/11/2019		
C	13/11/2019	FOR INFORMATION		MEP	PCA	MEM	STRUCTURAL ENGINEER	TOWN PLANNER	WASTE CONSULTANT	ENERGY							
D	15/11/2019	FOR DA		ADP CONSULTING PHONE: (02) 9202 5447 EMAIL: G.WHITE@ADPCONSULTING.COM.AU	PHILIP CHUN PHONE: (02) 9412 2322 EMAIL: PHILIP.SMILLIE@PHILIPCHUN.COM	QUANTITY SURVEYOR PHONE: (02) 9270 1000 EMAIL: KETH.BRANDON@MBMPL.COM.AU	PARTIRIDGE STRUCTURAL PHONE: (02) 9480 9800 EMAIL: TIM.MARCO@PARTIRIDGE.COM.AU	CITY PLAN PHONE: (02) 9270 3590 EMAIL: JULIET@CITYPLAN.COM.AU	ELEPHANTS FOOT RECYCLING SOLUTIONS PHONE: (02) 9789 3571 EMAIL: WAP@ELEPHANTSFOOT.COM.AU	BCA ENERGY PHONE: 1300 787 302 EMAIL: NORMAN@BCAENERGY.COM.AU							
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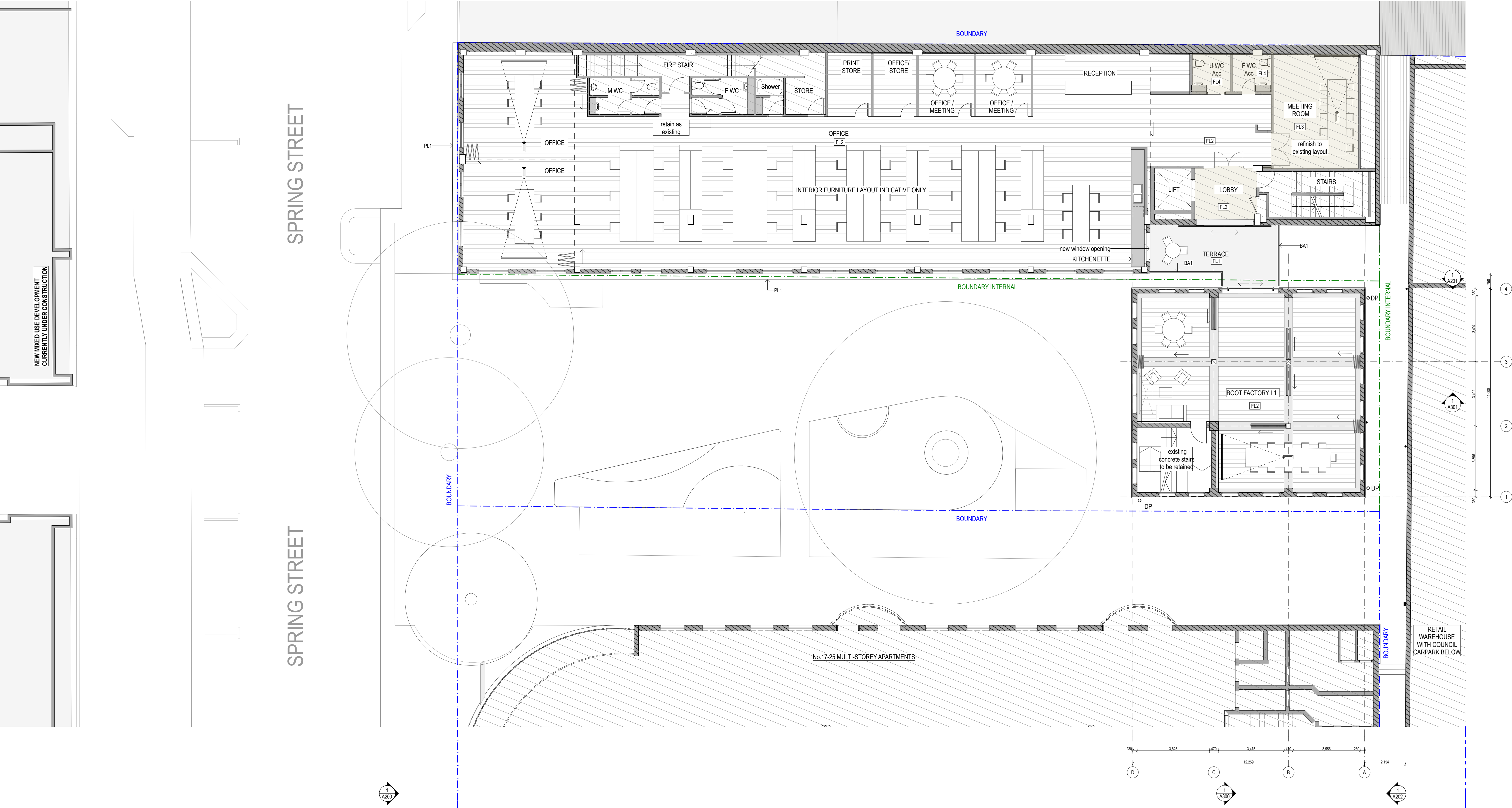
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REV	DATE	DESCRIPTION	NOTES	CONSULTANTS	ARBORIST	BCA CONSULTANT	CIVIL ENGINEER(STORMWATER)	FIRE ENGINEERING	HERITAGE	LANDSCAPE ARCHITECT	CLIENT	PROJECT	ARCHITECT	DRAWING TITLE	DRAWN	
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B	04/11/2019	FOR INFORMATION												CHECKED	TA	
C	13/11/2019	FOR INFORMATION			MEP ADP CONSULTING PHONE : (02) 8203 5447 EMAIL: G.WHITE@ADPCONSULTING.COM.AU	PCA PHILIP CHUN PHONE : (02) 9413 2322 EMAIL: PHILIP.SMILLER@PHILIPCHUN.COM	QUANTITY SURVEYOR MBM PHONE : (02) 8270 1000 EMAIL: KETH.BRANDON@MBMPL.COM.AU	STRUCTURAL ENGINEER PARTBRIDGE STRUCTURAL PHONE : (02) 9480 8600 EMAIL: TIM.MARCOY@PARTBRIDGE.COM.AU	TOWN PLANNER CITY PLAN PHONE : (02) 8270 3500 EMAIL: JULIET@CITYPLAN.COM.AU	WASTE CONSULTANT ELEPHANTS FOOT RECYCLING SOLUTIONS PHONE : (02) 9789 3571 EMAIL: WWP@ELEPHANTSFOOT.COM.AU	ENERGY BCA ENERGY PHONE : 1300 787 302 EMAIL: ROSAMANDUS@BCAENERGY.COM.AU		PROJECT NUMBER : 1803		PHASE	REV
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GROUND FLOOR
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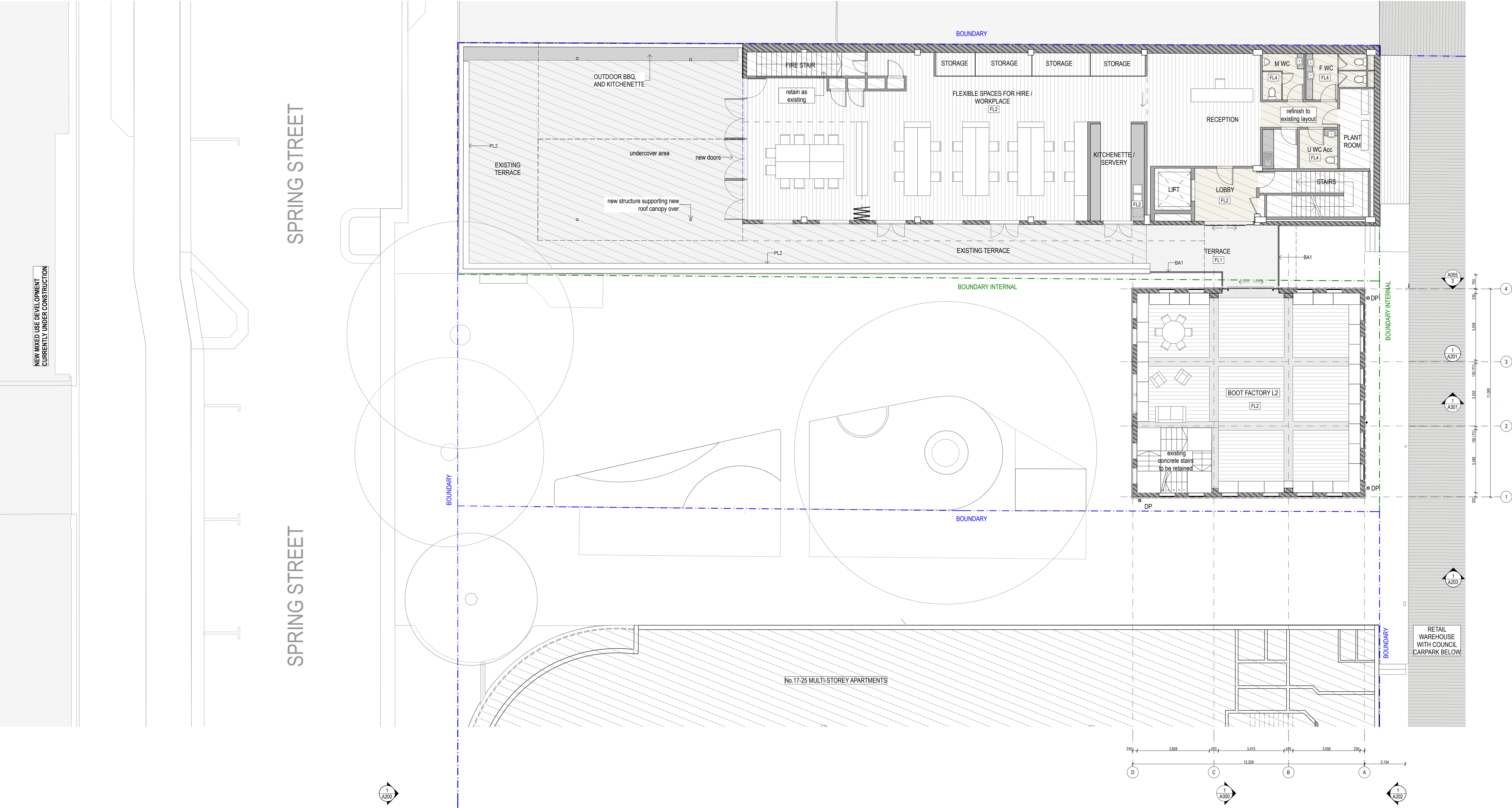
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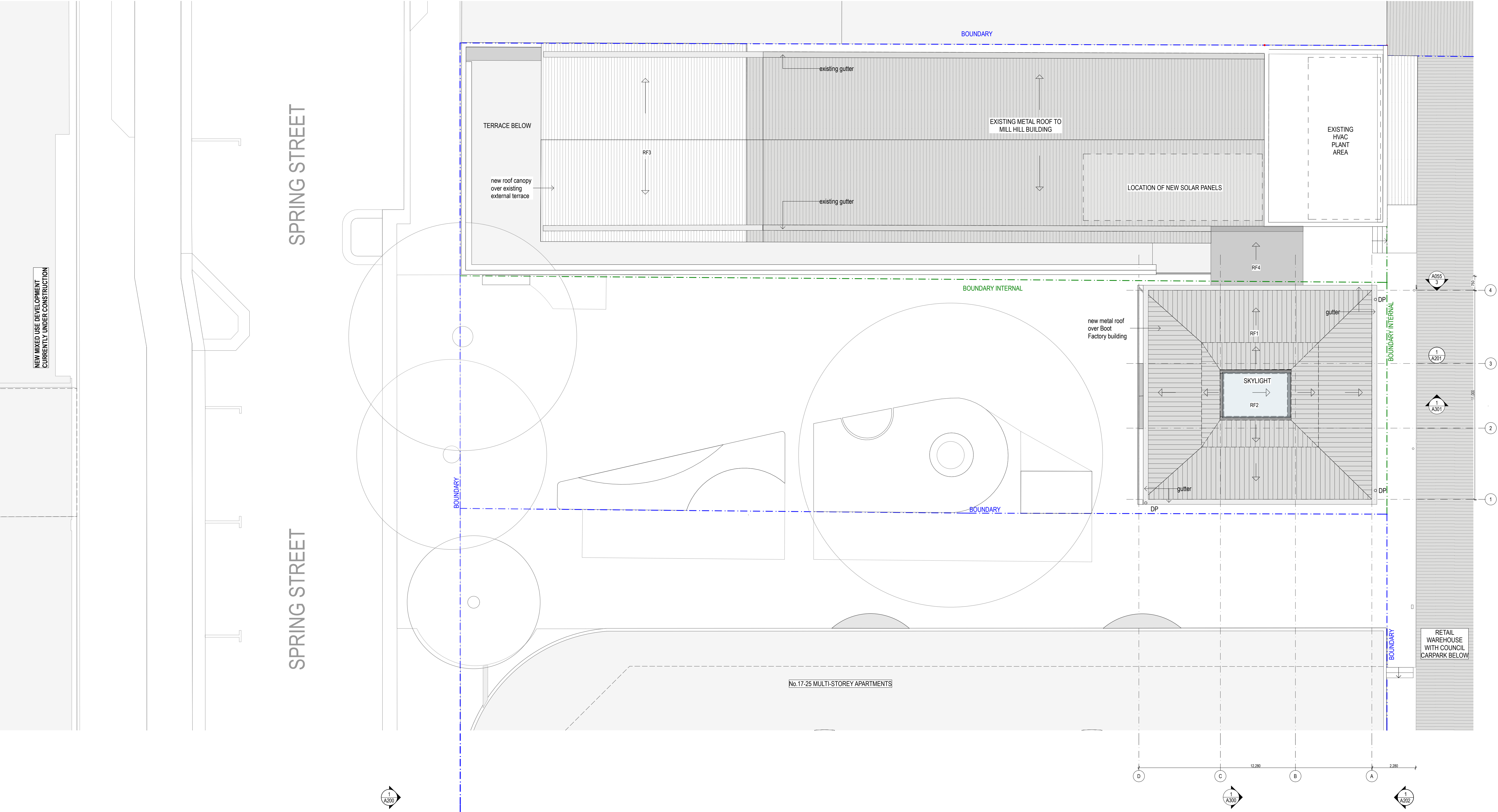
REV	DATE	DESCRIPTION	NOTES	CONSULTANTS	ARBORIST	BCA CONSULTANT	CIVIL ENGINEER(STORMWATER)	FIRE ENGINEERING	HERITAGE	LANDSCAPE ARCHITECT	CLIENT	PROJECT	ARCHITECT	DRAWING TITLE	DRAWN	
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B	04/11/2019	FOR INFORMATION													CHECKED	
C	13/11/2019	FOR INFORMATION													DATE	
D	15/11/2019	FOR DA			MEP ADP CONSULTING PHONE: (02) 8203 5447 EMAIL: G.WHITE@ADPCONSULTING.COM.AU	PCA PHILIP CHUN PHONE: (02) 9413 2322 EMAIL: PHILIP.SMILLIE@PHILIPCHUN.COM	QUANTITY SURVEYOR MEM PHONE: (02) 8270 1000 EMAIL: KEITH.BRANDON@MEMPL.COM.AU	STRUCTURAL ENGINEER PARTBRIDGE STRUCTURAL PHONE: (02) 9480 9800 EMAIL: TIM.MARCOOT@PARTBRIDGE.COM.AU	TOWN PLANNER CITY PLAN PHONE: (02) 8270 3509 EMAIL: JULIET@CITYPLAN.COM.AU	WASTE CONSULTANT ELEPHANTS FOOT RECYCLING SOLUTIONS PHONE: (02) 9789 3571 EMAIL: WWP@ELEPHANTSFOOT.COM.AU	ENERGY BCA ENERGY PHONE: 1300 787 302 EMAIL: RICHMANC@BCAENERGY.COM.AU		PROJECT NUMBER : 1803		SHEET SCALE 1.100 @A1 1.200 @A3	15/11/2019
														PHASE DA	DRAWING NO A102	REV D



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LEVEL 2
1:100

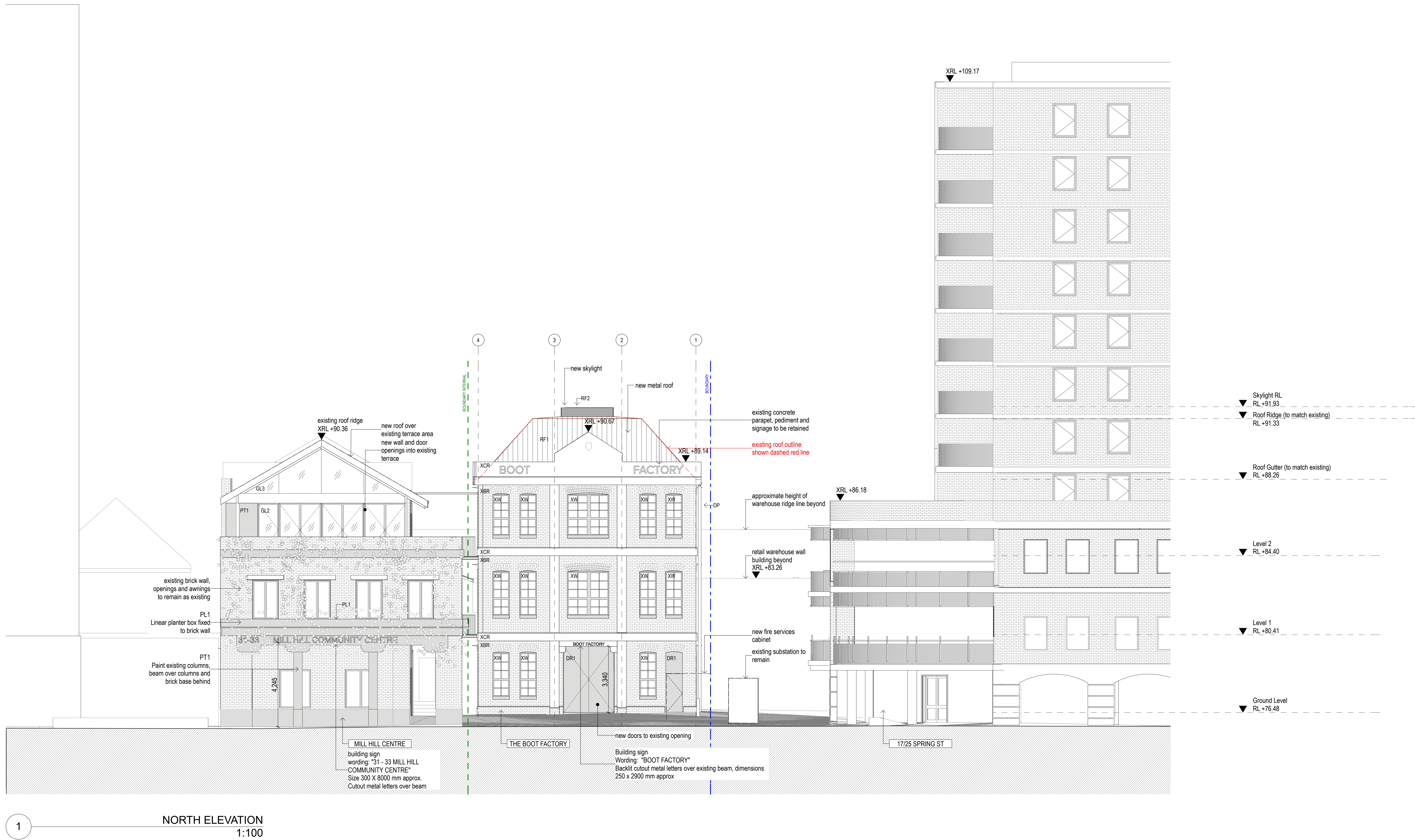
REV	DATE	DESCRIPTION	NOTES	CONSULTANTS		CIVIL ENGINEER(STORMWATER)	FIRE ENGINEERING	HERITAGE	LANDSCAPE ARCHITECT	CLIENT	PROJECT	ARCHITECT	DRAWING TITLE	DRAWN	
A	11/10/2019	FOR INFORMATION	THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH ALL RELEVANT CONTRACTS, SPECIFICATIONS, REPORTS AND DRAWINGS. DO NOT SCALE DRAWINGS. DIMENSIONS GOVERN. VERIFY ALL DIMENSIONS ON SITE BEFORE CONSTRUCTION. COPYRIGHT OF THIS DRAWING IS VESTED IN ARCHER OFFICE PTY LTD.	ACCESS CONSULTANT BCA LOGIC PHONE: (02) 8484 4009 EMAIL: BLONG@BCALOGIC.COM.AU	ARBORIST EARTHSCAPE HORTICULTURAL SERVICES PHONE: (02) 9456 4787 EMAIL: EARTHSCAPE@INET.NET.AU	BCA CONSULTANT BCA LOGIC PHONE: (02) 8484 4009 EMAIL: BLONG@BCALOGIC.COM.AU	BCA LOGIC PHONE: (02) 9411 5360 EMAIL: LEONARD@BCALOGIC.COM.AU	MATT DEVINE & CO PHONE: (0417) 244 454 EMAIL: MATT@MATDEVINE.COM.AU	ASPECT STUDIOS PHONE: (02) 9699 7182 EMAIL: BIANCA.PINEDA@ASPECT-STUDIOS.COM	WAVERLEY COUNCIL PHONE: (02) 9383 8698 EMAIL: MATTHEW.HENDERSON@WAVERLEY.NSW.GOV.AU	THE BOOT FACTORY ADAPTIVE REUSE PROJECT	ARCHER OFFICE SUITE 76, 61 MARLBOROUGH ST SURRY HILLS NSW 2010 ABN 78162692293 P: +612 9191 7326 E: STUDIO@ARCHEROFFICE.COM NOMINATED ARCHITECT: TOMEK ARCHER 9495	LEVEL 2 PLAN	AC	
B	04/11/2019	FOR INFORMATION												CHECKED	
C	13/11/2019	FOR INFORMATION												DATE	
D	15/11/2019	FOR DA			MEP ADP CONSULTING PHONE: (02) 8203 5447 EMAIL: G.WHITE@ADPCONSULTING.COM.AU	PCA PHILIP CHUN PHONE: (02) 9413 2322 EMAIL: PHILIP.SMILLIE@PHILIPCHUN.COM	QUANTITY SURVEYOR MEM PHONE: (02) 8270 1000 EMAIL: KETH.BRANDON@MEMPL.COM.AU	STRUCTURAL ENGINEER PARTDRIDGE STRUCTURAL PHONE: (02) 9480 9800 EMAIL: TIM.MARCOY@PARTDRIDGE.COM.AU	TOWN PLANNER CITY PLAN PHONE: (02) 8270 3500 EMAIL: JULIET@CITYPLAN.COM.AU	WASTE CONSULTANT ELEPHANTS FOOT RECYCLING SOLUTIONS PHONE: (02) 9789 3571 EMAIL: WWP@ELEPHANTSFOOT.COM.AU	ENERGY BCA ENERGY PHONE: 1300 787 302 EMAIL: RICHMANC@BCAENERGY.COM.AU		PROJECT NUMBER : 1803	PHASE DA	DRAWING NO A103



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ROOF
1:100

REV	DATE	DESCRIPTION	NOTES	CONSULTANTS						CLIENT	PROJECT	ARCHITECT	DRAWING TITLE	DRAWN		
A	11/10/2019	FOR INFORMATION	THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH ALL RELEVANT CONTRACTS, SPECIFICATIONS, REPORTS AND DRAWINGS. DO NOT SCALE DRAWINGS. DIMENSIONS GOVERN. VERIFY ALL DIMENSIONS ON SITE BEFORE CONSTRUCTION. COPYRIGHT OF THIS DRAWING IS VESTED IN ARCHER OFFICE PTY LTD.	ACCESS CONSULTANT BCA LOGIC PHONE : (02) 8484 4009 EMAIL: BLONG@BCALOGIC.COM.AU	ARBORIST EARTHSCAPE HORTICULTURAL SERVICES PHONE : (02) 9456 4787 EMAIL: EARTHSCAPE@INET.NE.TAU	BCA CONSULTANT BCA LOGIC PHONE : (02) 8484 4009 EMAIL: BLONG@BCALOGIC.COM.AU	CIVIL ENGINEER(STORMWATER) PARTBRIDGE HYDRAULIC SERVICES PHONE : (02) 9450 9000 EMAIL: GUY.BARWELL@PARTBRIDGE.COM.AU	FIRE ENGINEERING BCA LOGIC PHONE : (02) 9411 5360 EMAIL: LEONARD@BCALOGIC.COM.AU	HERITAGE MATT DEVINE & CO PHONE : (04) 724 454 EMAIL: MATT@MATTHEVINE.COM.AU	LANDSCAPE ARCHITECT ASPECT STUDIOS PHONE : (02) 9699 7182 EMAIL: BIANCA.PINEDA@ASPECT-STUDIOS.COM	WAVERLEY COUNCIL PHONE: (02) 9383 8698 EMAIL: MATTHEW.HENDERSON@WAVERLEY.NSW.GOV.AU	THE BOOT FACTORY ADAPTIVE REUSE PROJECT	ARCHER OFFICE SUITE 76, 61 MARLBOROUGH ST SURRY HILLS NSW 2010 ABN 78162692293 P: +612 9191 7326 E: STUDIO@ARCHEROFFICE.COM NOMINATED ARCHITECT: TOMEK ARCHER 9495	ROOF LEVEL	AC	
B	04/11/2019	FOR INFORMATION												CHECKED		
C	13/11/2019	FOR INFORMATION												DATE		
D	15/11/2019	FOR DA			MEP ADP CONSULTING PHONE : (02) 8203 5447 EMAIL: G.WHITE@ADPCONSULTING.COM.AU	PCA PHILIP CHUN PHONE : (02) 9413 2332 EMAIL: PHILIP.SMILLIE@PHILIPCHUN.COM	QUANTITY SURVEYOR MEM PHONE : (02) 8270 1000 EMAIL: KETH.BRANDON@MEMPL.COM.AU	STRUCTURAL ENGINEER PARTBRIDGE STRUCTURAL PHONE : (02) 9480 9800 EMAIL: TIM.MARCOT@PARTBRIDGE.COM.AU	TOWN PLANNER CITY PLAN PHONE : (02) 8270 3500 EMAIL: JULIET@CITYPLAN.COM.AU	WASTE CONSULTANT ELEPHANTS FOOT RECYCLING SOLUTIONS PHONE : (02) 9789 3571 EMAIL: WWP@ELEPHANTSFOOT.COM.AU	ENERGY BCA ENERGY PHONE : 1300 787 302 EMAIL: RICHMAN@BCAENERGY.COM.AU			15/11/2019		
														PHASE	DRAWING NO	REV
														DA	A104	D

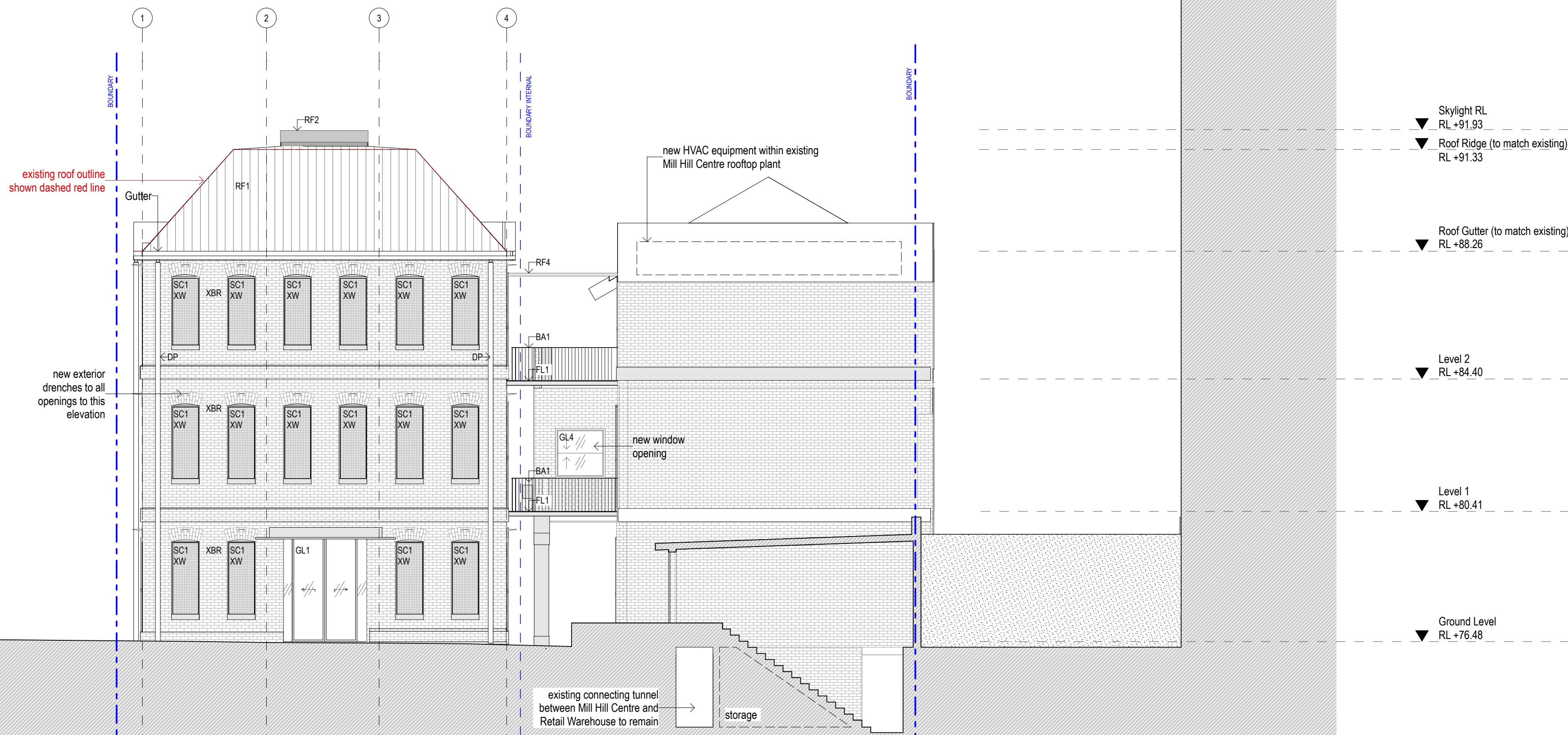


REV	DATE	DESCRIPTION	NOTES	CONSULTANTS		RIST	BCA CONSULTANT	CIVIL ENGINEER/STORMWATER)	FIRE ENGINEERING	HERITAGE	LANDSCAPE ARCHITECT	CLIENT	PROJECT	ARCHITECT	DRAWING TITLE	DRAWN	
A	11/10/2019	FOR INFORMATION	THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH ALL RELEVANT CONTRACTS, SPECIFICATIONS, REPORTS AND DRAWINGS. DO NOT SCALE DRAWINGS. DIMENSIONS GOVERN. VERIFY ALL DIMENSIONS ON SITE BEFORE CONSTRUCTION. COPYRIGHT OF THIS DRAWING IS VESTED IN ARCHER OFFICE PTY LTD.	ACCESS CONSULTANT	PCA	MEP HORTICULTURAL SERVICES	BCA LOGIC	PARTIDGE HYDRAULIC SERVICES	BCA LOGIC	MATT DEVINE & CO	ASPECT STUDIOS	WAVERLEY COUNCIL	THE BOOT FACTORY ADAPTIVE REUSE PROJECT	ARCHER OFFICE	NORTH ELEVATION	AC	
B	04/11/2019	FOR INFORMATION		BCA LOGIC	PCA	PHONE: (02) 9684 4030	PHONE: (02) 9684 4030	PHONE: (02) 9460 9000	PHONE: (02) 9411 5360	PHONE: (0417) 244 454	PHONE: (02) 9693 7192					PHONE: (02) 9693 8698	CHECKED
C	13/11/2019	FOR INFORMATION		EMAIL: EARTH@BCALOGIC.COM.AU	EMAIL: EARTH@BCALOGIC.COM.AU	EMAIL: EARTH@BCALOGIC.COM.AU	EMAIL: EARTH@BCALOGIC.COM.AU	EMAIL: EARTH@BCALOGIC.COM.AU	EMAIL: EARTH@BCALOGIC.COM.AU	EMAIL: EARTH@BCALOGIC.COM.AU	EMAIL: EARTH@BCALOGIC.COM.AU					EMAIL: EARTH@BCALOGIC.COM.AU	DATE
D	15/11/2019	FOR DA		MEP	QUANTITY SURVEYOR	STRUCTURAL ENGINEER	TOWN PLANNER	WASTE CONSULTANT	ENERGY	PROJECT NUMBER : 1803	15/11/2019						
				ADP CONSULTING	PHILIP CHUN	MEM	PARTRIDGE STRUCTURAL	CITY PLAN	ELEPHANTS FOOT RECYCLING SOLUTIONS	BCA ENERGY	PROJECT NUMBER : 1803						
				PHONE: (02) 8203 5447	PHONE: (02) 8270 1232	PHONE: (02) 9270 1000	PHONE: (02) 8460 9000	PHONE: (02) 8270 3500	PHONE: (02) 9270 3531	PHONE: 1300 787 302							
				EMAIL: G.WHITE@ADPCONSULTING.COM.AU	EMAIL: PHILIP@CHUN.COM	EMAIL: KETH@BRANDON@BMPL.COM	EMAIL: TIM@ARCO@PARTIDGE.COM.AU	EMAIL: JULIET@CITYPLAN.COM.AU	EMAIL: WIMP@ELEPHANTSFOOT.COM.AU	EMAIL: ROMAN@BCA@ENERGY.COM.AU							



1 EAST ELEVATION
1:100

REV	DATE	DESCRIPTION	NOTES	CONSULTANTS	ACCESS CONSULTANT	RIST	BCA CONSULTANT	CIVIL ENGINEER(STORMWATER)	FIRE ENGINEERING	HERITAGE	LANDSCAPE ARCHITECT	CLIENT	PROJECT	ARCHITECT	DRAWING TITLE	DRAWN	
A	11/10/2019	FOR INFORMATION	THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH ALL RELEVANT CONTRACTS, SPECIFICATIONS, REPORTS AND DRAWINGS. DO NOT SCALE DRAWINGS. DIMENSIONS GOVERN. VERIFY ALL DIMENSIONS ON SITE BEFORE CONSTRUCTION. COPYRIGHT OF THIS DRAWING IS VESTED IN ARCHER OFFICE PTY LTD.	BCA LOGIC PHONE: (02) 8484 4009 EMAIL: B.LONG@BCALOGIC.COM.AU	MEP ADP CONSULTING PHONE: (02) 8202 5447 EMAIL: G.WHITE@ADPCONSULTING.COM.AU	PCB PHILIP CHUN PHONE: (02) 9412 2322 EMAIL: PHILIP.SMILLIE@PHILIPCHUN.COM	MEM PHONE: (02) 8270 1000 EMAIL: KETH.BRANDON@MEMPL.COM.AU	PARTRIDGE HYDRAULIC SERVICES PHONE: (02) 9450 9000 EMAIL: GUY.BARWELL@PARTRIDGE.COM.AU	BCA LOGIC PHONE: (02) 8484 4009 EMAIL: B.LONG@BCALOGIC.COM.AU	PARTRIDGE HYDRAULIC SERVICES PHONE: (02) 9450 9000 EMAIL: GUY.BARWELL@PARTRIDGE.COM.AU	ASPECT STUDIOS PHONE: (02) 9699 7182 EMAIL: BLANCA.PINEDA@ASPECT-STUDIOS.COM	WAVERLEY COUNCIL PHONE: (02) 9383 8698 EMAIL: MATTHEW.HENDERSON@WAVERLEY.NSW.GOV.AU	THE BOOT FACTORY ADAPTIVE REUSE PROJECT	ARCHER OFFICE SUITE 76, 61 MARLBOROUGH ST SURRY HILLS NSW 2010 ABN 78162692293 P: +612 9191 7326 E: STUDIO@ARCHEROFFICE.COM NOMINATED ARCHITECT: TOMEK ARCHER 9495	EAST ELEVATION	AC	
B	04/11/2019	FOR INFORMATION														CHECKED	
C	13/11/2019	FOR INFORMATION														TA	
D	15/11/2019	FOR DA														DATE	15/11/2019
SHEET SCALE 1:100 @A1 1:200 @A3																	
PHASE DA DRAWING NO A201															REV	D	
PROJECT NUMBER : 1803																	



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REV	DATE	DESCRIPTION	NOTES	CONSULTANTS									CLIENT	PROJECT	ARCHITECT	DRAWING TITLE	DRAWN
A	11/10/2019	FOR INFORMATION	THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH ALL RELEVANT CONTRACTS, SPECIFICATIONS, REPORTS AND DRAWINGS. DO NOT SCALE DRAWINGS. DIMENSIONS GOVERN. VERIFY ALL DIMENSIONS ON SITE BEFORE CONSTRUCTION. COPYRIGHT OF THIS DRAWING IS VESTED IN ARCHER OFFICE PTY LTD.	ACCESS CONSULTANT BCA LOGIC PHONE : (02) 8484 4000 EMAIL: B.LONG@BCALOGIC.COM.AU	RIST UPE HORTICULTURAL SERVICES PHONE : (02) 9486 4027 EMAIL: EARTHS@RISTINET.NET.AU	BCA CONSULTANT BCA LOGIC PHONE : (02) 8484 4000 EMAIL: B.LONG@BCALOGIC.COM.AU	CIVIL ENGINEER(STORMWATER) PARTNODGE HYDRAULIC SERVICES PHONE : (02) 9446 1000 EMAIL: GUY@BARVELL@PARTNODGE.COM.AU	FIRE ENGINEERING BCA LOGIC PHONE : (02) 9411 5380 EMAIL: LEONARDI@BCALOGIC.COM.AU	HERITAGE MATT DEVINE & CO PHONE : (02) 9447 5444 EMAIL: MATT.MATTHEVINE.COM.AU	LANDSCAPE ARCHITECT ASPECT STUDIOS PHONE : (02) 9699 7182 EMAIL: BANCA.PINES@ASPECT-STUDIOS.COM	ENERGY BCA ENERGY PHONE : (02) 9699 7182 EMAIL: BANCA.PINES@ASPECT-STUDIOS.COM	CLIENT WAVERLEY COUNCIL PHONE : (02) 9083 8658 EMAIL: MATTHEW.HENDERSON@WAVERLEY.NSW.GOV.AU	THE BOOT FACTORY ADAPTIVE REUSE PROJECT	ARCHER OFFICE SUITE 76, 61 MARLBOROUGH ST SURRY HILLS NSW 2010 ABN 78162692293 P: +612 9191 7326 E: STUDIO@ARCHEROFFICE.COM NOMINATED ARCHITECT: TOMEK ARCHER 9495	SOUTH ELEVATION	DRAWN AC CHECKED TA	
B	04/11/2019	FOR INFORMATION															
C	13/11/2019	FOR INFORMATION			MEP ADP CONSULTING PHONE : (02) 8203 5447 EMAIL: G.WHITE@ADPCONSULTING.COM.AU	PCHA PHILIP CHUN PHONE : (02) 9473 2322 EMAIL: PHILIP.SMILLIE@PHILIPCHUN.COM	QUANTITY SURVEYOR MMB PHONE : (02) 9270 1100 EMAIL: KEITH.BRANDON@MMBPM.COM.AU	STRUCTURAL ENGINEER CITY PLAN PHONE : (02) 9460 9000 EMAIL: TIM.MARCOIT@PARTNODGE.COM.AU	TOWN PLANNER BCA ENERGY PHONE : (02) 9270 3000 EMAIL: JULIET@CITYPLAN.COM.AU	WASTE CONSULTANT ELEPHANTS FOOT RECYCLING SOLUTIONS PHONE : (02) 9792 3271 EMAIL: VMPP@ELEPHANTSFOOT.COM.AU							
D	15/11/2019	FOR DA															
														PROJECT NUMBER : 1803			

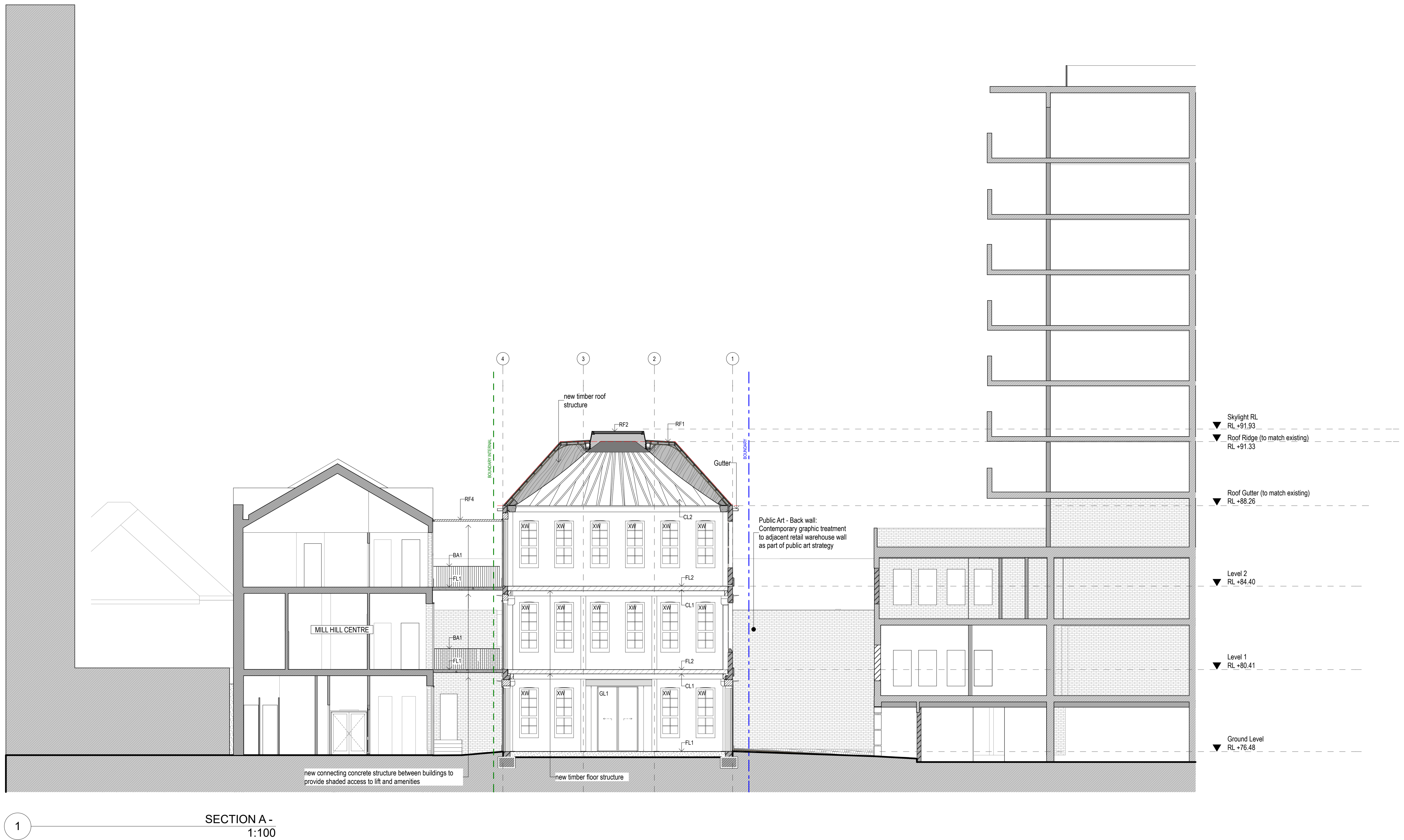


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WEST ELEVATION

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REV	DATE	DESCRIPTION	NOTES	CONSULTANTS						CLIENT	PROJECT	ARCHITECT	DRAWING TITLE	DRAWN				
A	11/10/2019	FOR INFORMATION	THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH ALL RELEVANT CONTRACTS, SPECIFICATIONS, REPORTS AND DRAWINGS. DO NOT SCALE DRAWINGS. DIMENSIONS GOVERN. VERIFY ALL DIMENSIONS ON SITE BEFORE CONSTRUCTION. COPYRIGHT OF THIS DRAWING IS VESTED IN ARCHER OFFICE PTY LTD.	ACCESS CONSULTANT BCA LOGIC PHONE: (02) 8684 4030 EMAIL: EARTH@BCALOGIC.COM.AU	RIST MPE HORTICULTURAL SERVICES 7/18 RIVER EMAIL: RIST@MPE.NET.AU	BCA CONSULTANT BCA LOGIC PHONE: (02) 8684 4030 EMAIL: EARTH@BCALOGIC.COM.AU	CIVIL ENGINEER/STORMWATER/ PARTRIDGE HYDRAULIC SERVICES PHONE: (02) 9460 9000 EMAIL: CIVIL@PARTRIDGE.COM.AU	FIRE ENGINEERING BCA LOGIC PHONE: (02) 8611 5360 EMAIL: MATT@BCALOGIC.COM.AU	HERITAGE MATT DEVINE & CO PHONE: 0417 244 454 EMAIL: MATT@DEVINCORP.COM.AU	LANDSCAPE ARCHITECT ASPECT STUDIOS PHONE: (02) 9699 7192 EMAIL: LIZ@ASPECTSTUDIOS.COM	WAVERLEY COUNCIL PHONE: (02) 9693 8686 EMAIL: MATTHEW.HENDERSON@WAVERLEYNSW.COV.AU	THE BOOT FACTORY ADAPTIVE REUSE PROJECT	ARCHER OFFICE SUITE 76, 61 MARLBOROUGH ST SURRY HILLS NSW 2010 ABN 78162692293 P: +612 9191 7326 E: STUDIO@ARCHEROFFICE.COM NOMINATED ARCHITECT: TOMEK ARCHER 9495	WEST ELEVATION	AC			
B	04/11/2019	FOR INFORMATION													CHECKED			
C	13/11/2019	FOR INFORMATION													DATE			
D	15/11/2019	FOR DA			MEP ADP CONSULTING PHONE: (02) 8203 5447 EMAIL: G.WHITE@ADPCONSULTING.COM.AU	PCA PHILIP CHUN PHONE: (02) 8212 2322 EMAIL: PHILIP.SMALLE@PHILIPCHUN.COM	QUANTITY SURVEYOR BCA ENERGY PHONE: (02) 9270 1000 EMAIL: KETH@BRANDON@BMPL.COM	STRUCTURAL ENGINEER PARTRIDGE STRUCTURAL PHONE: (02) 9460 9000 EMAIL: TIM.MARCO@PARTRIDGE.COM.AU	TOWN PLANNER CITY PLAN PHONE: (02) 9270 3500 EMAIL: JULIET@CITYPLAN.COM.AU	WASTE CONSULTANT ELEPHANT FOOT RECYCLING SOLUTIONS PHONE: (02) 9270 3571 EMAIL: YAN@ELEPHANTFOOT.COM.AU	ENERGY BCA ENERGY PHONE: 1300 787 302 EMAIL: ROMAN@BCAENERGY.COM.AU			15/11/2019				
													SHEET SCALE	1.100 @A1 1.200 @A3				
													PHASE	DA	DRAWING NO	A203	REV	D



REV	DATE	DESCRIPTION	NOTES	CONSULTANTS	ARBORIST	BCA CONSULTANT	CIVIL ENGINEER(STORMWATER)	FIRE ENGINEERING	HERITAGE	LANDSCAPE ARCHITECT	CLIENT	PROJECT	ARCHITECT	DRAWING TITLE	DRAWN
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B	04/11/2019	FOR INFORMATION													CHECKED
C	13/11/2019	FOR INFORMATION													DATE
D	15/11/2019	FOR DA			MEP ADP CONSULTING PHONE : (02) 8202 5447 EMAIL: G.WHITE@ADPCONSULTING.COM.AU	PCA PHILIP CHUN PHONE : (02) 9412 2322 EMAIL: PHILIP.SMILLER@PHILIPCHUN.COM	QUANTITY SURVEYOR MEM PHONE : (02) 8270 1000 EMAIL: KETH.BRANDON@MEMPL.COM.AU	STRUCTURAL ENGINEER PARTTRIDGE STRUCTURAL PHONE : (02) 9460 9000 EMAIL: TIM.MARCO@PARTTRIDGE.COM.AU	TOWN PLANNER CITY PLAN PHONE : (02) 8270 3500 EMAIL: JULIETTE@CITYPLAN.COM.AU	WASTE CONSULTANT BCA ENERGY PHONE : (02) 9789 3571 EMAIL: WAF@ELEPHANTSFOOT.COM.AU	ENERGY BCA ENERGY PHONE : 1300 787 302 EMAIL: RICHMANCUL@BCAENERGY.COM.AU		PROJECT NUMBER : 1803		
				SHEET SCALE		1.100 @A1 1.200 @A3		DATE						REV	
				PHASE		DRAWING NO		A300						D	



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SECTION B -
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REV	DATE	DESCRIPTION	NOTES	CONSULTANTS						CLIENT	PROJECT	ARCHITECT	DRAWING TITLE	DRAWN	
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B	04/11/2019	FOR INFORMATION		BCA LOGIC	VPE HORTICULTURAL SERVICES	BCA LOGIC	PARTRIDGE HYDRAULIC SERVICES	BCA LOGIC	MATT DEVINE & CO	ASPECT STUDIOS				CHECKED	
C	13/11/2019	FOR INFORMATION		PHONE : (02) 9466 4039	PHONE : (02) 9466 4039	PHONE : (02) 9466 4039	PHONE : (02) 9466 4039	PHONE : (02) 9466 4039	PHONE : (02) 9466 4039	PHONE : (02) 9466 4039				PHONE : (02) 9466 4039	DATE
D	15/11/2019	FOR DA		EMAIL: BLONG@CALOIC.COM.AU	EMAIL: BLONG@CALOIC.COM.AU	EMAIL: BLONG@CALOIC.COM.AU	EMAIL: GUY@PARTRIDGE.COM.AU	EMAIL: GUY@PARTRIDGE.COM.AU	EMAIL: GUY@PARTRIDGE.COM.AU	EMAIL: GUY@PARTRIDGE.COM.AU				EMAIL: GUY@PARTRIDGE.COM.AU	15/11/2019
				MEP	PCA	QUANTITY SURVEYOR	STRUCTURAL ENGINEER	TOWN PLANNER	WASTE CONSULTANT	ENERGY	SHEET SCALE			1.100 @A1 1.200 @A3	
				ADP CONSULTING	PHILIP CHUN	MEM	PARTRIDGE STRUCTURAL	CITY PLAN	ELEPHANTS FOOT RECYCLING SOLUTIONS	BCA ENERGY	P: +612 9191 7326 E: STUDIO@ARCHEROFFICE.COM NOMINATED ARCHITECT: TOMEK ARCHER 9495			REV	
				PHONE : (02) 9233 5447 EMAIL: G.WHITE@ADPCONSULTING.COM.AU	PHONE : (02) 9412 2322 EMAIL: PHILIP.SMILLIE@PHILIPCHUN.COM	PHONE : (02) 9270 1000 EMAIL: KETH.BRANDON@MEMPL.COM.AU	PHONE : (02) 9460 9000 EMAIL: TIM.MAROT@PARTRIDGE.COM.AU	PHONE : (02) 9270 1000 EMAIL: JULIETO@CITYPLAN.COM.AU	PHONE : (02) 9780 3571 EMAIL: WMP@ELEPHANTSFOOT.COM.AU	PHONE : (02) 9780 3571 EMAIL: RODMAN@BCAENERGY.COM.AU	PROJECT NUMBER : 1803			D	

Landscape Plan

1. Retain existing 3 x *Platanus x hybrida* within permeable paving tree pit
2. Feature brick paving on permeable sub-base to compliment heritage character of site
3. Feature brick paving on concrete slab as per Waverley council specification
4. Feature custom timber seating plinth/stage to introduce flexible amenity to allow for informal/formal gatherings/exhibitions.
5. Feature custom timber table for additional public amenity
6. Shade tolerant under storey mass planting. Refer to planting palette for further detail
7. Existing fire services cabinet to be retained and to be accessed within site boundary
8. Custom precast concrete seating plinth with timber seating insert
9. Feature mass planting under storey
10. Existing substation to be retained
11. Pathway between two feature elements to facilitate easy access on site.
12. Custom compliant timber bench with backrest, handrest + side table in between existing building columns
13. Proposed 'climbing' planting proposed underneath existing columns.
14. Cascading feature planting in trough planters underneath window sills of Mill Hill community centre.
15. Upgrade to existing ramp including handrail + tactile for compliance
16. Proposed sprinkler booster cabinet
17. Proposed location for feature artwork on adjacent facade
18. Existing water fountain to be relocated
19. Heritage plaques to be relocated
20. Historical signage item to be retained
21. Bike parking x 6
- 22.Existing tree to be removed

