



W A V E R L E Y  
COUNCIL

## STRATEGIC PLANNING AND DEVELOPMENT COMMITTEE MEETING

A meeting of the STRATEGIC PLANNING AND DEVELOPMENT COMMITTEE  
will be held by video conference at:

**7.30 PM, TUESDAY 6 JULY 2021**

Emily Scott  
**General Manager**

Waverley Council  
PO Box 9  
Bondi Junction NSW 1355  
DX 12006 Bondi Junction  
Tel. 9083 8000  
E-mail: [info@waverley.nsw.gov.au](mailto:info@waverley.nsw.gov.au)

## 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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#### 5. Reports

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#### 6. Urgent Business

#### 7. Meeting Closure

## **CONFIRMATION OF MINUTES**

### **PD/4.1/21.07**



**Subject:** Confirmation of Minutes - Strategic Planning and Development Committee Meeting - 8 June 2021

**TRIM No:** SF21/281

**Author:** Al Johnston, Governance Officer

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### **RECOMMENDATION:**

That the minutes of the Strategic Planning and Development Committee Meeting held on 8 June 2021 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 - 8 June 2021





**MINUTES OF THE STRATEGIC PLANNING AND DEVELOPMENT COMMITTEE MEETING  
HELD AT WAVERLEY COUNCIL CHAMBERS, CNR PAUL STREET AND BONDI ROAD, BONDI JUNCTION ON  
TUESDAY, 8 JUNE 2021**

**Present:**

Councillor Steven Lewis (Chair)	Hunter Ward
Councillor Dominic Wy Kanak (Deputy Chair)	Bondi 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

**Staff in attendance:**

Emily Scott	General Manager
Sharon Cassidy	Acting Director, Community, Assets and Operations
John Clark	Director, Customer Service and Organisation Improvement
Tony Pavlovic	Director, Planning, Environment and Regulatory
Karen Mobbs	General Counsel
Darren Smith	Chief Financial Officer

*At the commencement of proceedings at 7.32 pm, those present were as listed above, with the exception of Cr Lewis (Chair) who arrived at 7.58 pm during addresses by members of the public. In the absence of the Chair, Cr Wy Kanak (Deputy Chair) assumed the chair until the conclusion of the addresses by members of the public, at which time Cr Wy Kanak relinquished the chair and Cr Lewis assumed the chair.*

*At 10.00 pm, Cr Keenan left the meeting and did not return.*

*At 10.30 pm, Cr Nemesh left the meeting and did not return.*

*At 10.33 pm, Cr Burrill left the meeting and did not return.*

**PRAYER AND ACKNOWLEDGEMENT OF INDIGENOUS HERITAGE**

The General Manager read the following Opening Prayer:

*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.*

The Deputy Chair read the following Acknowledgement of Indigenous Heritage:

*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**

There were no apologies.

**2. Declarations of Pecuniary and Non-Pecuniary Interests**

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

- 2.1 Cr Wy Kanak declared a less than significant non-pecuniary interest in item PD/5.1/21.06 – Heritage Assessment – Adoption and informed the meeting that he leases property in Park Parade.

**3. Addresses by Members of the Public**

- 3.1 S Davies (on behalf of M Kogan) – PD/5.1/21.06 – Heritage Assessment – Adoption.
- 3.2 A resident – PD/5.1/21.06 – Heritage Assessment – Adoption.
- 3.3 J Oultram (on behalf of a resident) – PD/5.1/21.06 – Heritage Assessment – Adoption.
- 3.4 S Gouge (Knight Frank Town Planning, on behalf of the owners of 203-209 Bronte Road, 223-227 Bronte Road and 94 Carrington Road, Waverley) – PD/5.1/21.06 – Heritage Assessment – Adoption.
- 3.5 G Shapiro (Hones Lawyers, on behalf of residents) – PD/5.1/21.06 – Heritage Assessment – Adoption.
- 3.6 G Sheehy – PD/5.1/21.06 – Heritage Assessment – Adoption.
- 3.7 S von der Heide – PD/5.1/21.06 – Heritage Assessment – Adoption.
- 3.8 N Barber – PD/5.1/21.06 – Heritage Assessment – Adoption.
- 3.9 J Phillips (on behalf of Capitel Group) – PD/5.1/21.06 – Heritage Assessment – Adoption.
- 3.10 M Main – PD/5.1/21.06 – Heritage Assessment – Adoption.
- 3.11 H Keenan – PD/5.3/21.06 – Social Impact Assessment Guidelines.

#### 4. Confirmation of Minutes

**PD/4.1/21.06 Confirmation of Minutes - Strategic Planning and Development Committee Meeting - 13 April 2021 (SF21/281)**

**MOTION / DECISION**

Mover: Cr Wy Kanak  
Seconder: Cr Copeland

That the minutes of the Strategic Planning and Development Committee Meeting held on 13 April 2021 be received and noted, and that such minutes be confirmed as a true record of the proceedings of that meeting.

#### 5. Reports

**PD/5.1/21.06 Heritage Assessment - Adoption (A20/0261)**

*Cr Wy Kanak declared a less than significant non-pecuniary in this item and informed the meeting that he leases property in Park Parade.*

**MOTION**

Mover: Cr Masselos  
Seconder: Cr Wy Kanak

That Council:

1. Adopts the Heritage Assessment/Policy attached to the report (Attachments 1–3), including the following key recommendations:
  - (a) New Urban Conservation Areas (UCAs):
    - (i) Avoca Estate UCA.
    - (ii) Bondi Road UCA.
    - (iii) Bondi O'Brien Estate UCA.
    - (iv) Bondi Inter-War UCA.
  - (b) Amended Urban Conservation Area:
    - (i) Charing Cross UCA.
    - (ii) Yanko-Lugar Brae UCA (formerly Evans Street).
    - (iii) Grafton Street UCA.
    - (iv) Palmerston UCA.
  - (c) New and amended Landscape Conservation Areas (LCAs) to their boundaries:
    - (i) Dickson Estate LCA.
    - (ii) South Bronte-Calga Headland LCA.

- (d) 47 individually listed heritage items on the updated list reviewed by Council's Independent Heritage Expert Panel.
  - (e) One significant historical tree site reviewed by Council's Independent Heritage Expert Panel.
2. Prepares a planning proposal to implement the relevant Heritage Assessment/Policy recommendations into the *Waverley Local Environmental Plan 2012*.
  3. Prepares Inter-war Design Guidelines to guide future development in Urban Conservation Areas and inter-war buildings in the local government area (LGA). The Guidelines should:
    - (a) Encourage the retention of core (internal and external), original and early fabric and streetscapes.
    - (b) Provide appropriate colour palettes to help reinforce the heritage nature of the UCAs.
    - (c) Provide guidance regarding appropriate modifications.
  4. Supports raising the profile of heritage in the LGA to reflect its status as Australia's second oldest municipality (at 162 years) and in acknowledgement of the significant levels of support for heritage expressed during the public exhibition of the draft Heritage Assessment. Initiatives could include:
    - (a) Waverley's thematic history being updated regularly, and detailed histories as included in the State Heritage Inventory sheets for each of Waverley's heritage conservation areas being updated and published on Council's website.
    - (b) Events, heritage walks and open days being held involving items and places of heritage significance.
  5. Supports further research on matters arising from the public exhibition of the draft Heritage Assessment as part of a future body of work, including:
    - (a) Investigating obligations or incentives for owners to maintain heritage buildings to prevent demolition by neglect.
    - (b) Renewed dialogue with the Heritage Office on how the insurance industry responds to conservation areas to reduce premiums for owners.
    - (c) Assessing future listings as individual heritage items, including:
      - (i) 2 Leichhardt Street, Bronte (church manse).
      - (ii) 19A Brown Street, 17 Palmerston Avenue and 37 Dickson Street within the Palmerston UCA.
      - (iii) 8–6 Leswell Street; 5, 7 and 11 Grafton Street; and 9, 11 and 13 Nelson Street within the extended Grafton Street UCA.
      - (iv) Further investigation into including Calga Street in the South Bronte Headland-Calga LCA.
      - (v) Tree succession planning with end-of-life options for species replanting or change in the Dickson Estate LCA and Chesterfield Parade LCA.

- (vi) 26 Alt Street, Queens Park, (original farmhouse).
  - (vii) Bondi Vet small animal hospital building, 12 Ebley Street, Bondi Junction.
  - (viii) 35 Fletcher Street, Tamarama, home and workshop of Lionel Van Praag, world motorcycle champion.
  - (ix) Stone archway and cliff stairs at Kimberley Street, Vaucluse.
  - (x) Post-war Modernist architecture in Waverley, including Seidler buildings, informed by a study.
- (d) Preparing State Heritage Inventory (SHI) Sheets for new Schedule 5 list items and updating SHI sheets where they exist, and the preparation of new ones where not prepared for the Schedule 5 heritage list to reflect new research.
- (e) Assessing selected mature trees for inclusion on the significant trees register to preserve the character of the area and act as a heat sink against climate change.
6. Supports further investigation of ways to mitigate the negative impact the Codes State Environmental Planning Policy has on heritage fabric across the LGA.
7. Notes the requirement to prepare the next phase of historical research on how the Aboriginal people of Sydney's east coast interacted with the area now known as Waverley.

**FORESHADOWED MOTION (WITHDRAWN)**

Mover: Cr Kay

That Council defers this item to a Councillor workshop to discuss the latest proposals, especially where objections have been received by Council from the community.

THE MOVER OF THE MOTION THEN ACCEPTED AN AMENDMENT TO CLAUSE 5 SUCH THAT IT NOW READS AS FOLLOWS:

'Supports further research on matters arising from the public exhibition of the draft Heritage Assessment as part of a future body of work, including:

- (a) Investigating obligations or incentives for owners to maintain heritage buildings to prevent demolition by neglect.
- (b) Renewed dialogue with the Heritage Office on how the insurance industry responds to conservation areas to reduce premiums for owners
- (c) Assessing future listings as individual heritage items.
- (d) Preparing State Heritage Inventory (SHI) Sheets for new Schedule 5 list items and updating SHI sheets where they exist, and the preparation of new ones where not prepared for the Schedule 5 heritage list to reflect new research.
- (e) Assessing selected mature trees for inclusion on the significant trees register to preserve the character of the area and act as a heat sink against climate change.'

THE MOVER OF THE MOTION THEN ACCEPTED AN AMENDMENT TO CLAUSE 1(d) SUCH THAT IT NOW READS AS FOLLOWS:

'47 individually listed heritage items on the updated list reviewed by Council's Independent Heritage Expert Panel, subject to:

- (i) Removing 19 Ocean Street North, Bondi, from the list.
- (ii) Removing 309 and 311 Bondi Road, Bondi, from the list.'

**AMENDMENT 1 (WITHDRAWN)**

Mover: Cr Kay  
Seconder: Cr Betts

That clause 1(d) be amended to read as follows:

'47 individually listed heritage items on the updated list reviewed by Council's Independent Heritage Expert Panel, subject to:

- (i) Removing 19 Ocean Street North, Bondi, from the list.
- (ii) Removing 309 and 311 Bondi Road, Bondi, from the list.
- (iii) Removing 28 and 29 Park Parade, Bondi, from the list.'

THE MOVER OF THE AMENDMENT THEN WITHDREW THE AMENDMENT.

THE MOVER OF THE MOTION THEN ACCEPTED THE AMENDMENT AND A FURTHER AMENDMENT TO CLAUSE 1(d) SUCH THAT IT NOW READS AS FOLLOWS:

'47 individually listed heritage items on the updated list reviewed by Council's Independent Heritage Expert Panel, subject to:

- (i) Removing 19 Ocean Street North, Bondi, from the list.
- (ii) Removing 309 and 311 Bondi Road, Bondi, from the list.
- (iii) Removing 28 and 29 Park Parade, Bondi, from the list.
- (iv) Removing 58 Campbell Parade, Bondi Beach, from the list.'

**AMENDMENT 2**

Mover: Cr Goltsman  
Seconder: Cr Betts

That clause 1(d) be amended to read as follows:

'47 individually listed heritage items on the updated list reviewed by Council's Independent Heritage Expert Panel, subject to:

- (i) Removing 19 Ocean Street North, Bondi, from the list.
- (ii) Removing 309 and 311 Bondi Road, Bondi, from the list.
- (iii) Removing 28 and 29 Park Parade, Bondi, from the list.
- (iv) Removing 58 Campbell Parade, Bondi Beach, from the list.

- (v) Removing 56 Campbell Parade, Bondi Beach, from the list.'

THE AMENDMENT WAS PUT AND DECLARED CARRIED.

**Division**

**For the Amendment:** Crs Betts, Burrill, Goltsman, Kay, Nemesh and Wakefield.

**Against the Amendment:** Crs Copeland, Lewis, Masselos and Wy Kanak.

*Cr Keenan was not present for the vote on the amendment.*

**AMENDMENT 3**

Mover: Cr Goltsman

Seconder: Cr Betts

That clause 1(d) be amended to read as follows:

'47 individually listed heritage items on the updated list reviewed by Council's Independent Heritage Expert Panel, subject to:

- (i) Removing 19 Ocean Street North, Bondi, from the list.
- (ii) Removing 309 and 311 Bondi Road, Bondi, from the list.
- (iii) Removing 28 and 29 Park Parade, Bondi, from the list.
- (iv) Removing 58 Campbell Parade, Bondi Beach, from the list.
- (v) Removing 56 Campbell Parade, Bondi Beach, from the list.
- (vi) Removing 50–54 Campbell Parade, Bondi Beach, from the list.'

THE AMENDMENT WAS PUT AND DECLARED CARRIED.

**Division**

**For the Amendment:** Crs Betts, Burrill, Goltsman, Kay, Nemesh and Wakefield.

**Against the Amendment:** Crs Copeland, Lewis, Masselos and Wy Kanak.

*Cr Keenan was not present for the vote on the amendment.*

THE MOVER OF THE MOTION THEN ACCEPTED AN AMENDMENT TO CLAUSE 1(d) SUCH THAT IT NOW READS AS FOLLOWS:

'47 individually listed heritage items on the updated list reviewed by Council's Independent Heritage Expert Panel, subject to:

- (i) Removing 19 Ocean Street North, Bondi, from the list.
- (ii) Removing 309 and 311 Bondi Road, Bondi, from the list.
- (iii) Removing 28 and 29 Park Parade, Bondi, from the list.
- (iv) Referring 50–54, 56 and 58 Campbell Parade, Bondi Beach, to a Councillor workshop to consider their merit for heritage listing.'

**AMENDMENT 4 (WITHDRAWN)**

Mover: Cr Burrill

Seconded: Cr Betts

That clause 1(d) be amended to read as follows:

‘47 individually listed heritage items on the updated list reviewed by Council’s Independent Heritage Expert Panel, subject to:

- (i) Removing 19 Ocean Street North, Bondi, from the list.
- (ii) Removing 309 and 311 Bondi Road, Bondi, from the list.
- (iii) Removing 28 and 29 Park Parade, Bondi, from the list.
- (iv) Referring 50–54, 56 and 58 Campbell Parade, Bondi Beach, to a Councillor workshop to consider their merit for heritage listing.
- (v) Updating the heritage inventory sheets for 223–227 Bronte Road/94 Carrington Road, Waverley (Lot A DP 332733), to list only the façade fronting Bronte Road.’

THE MOVER OF THE AMENDMENT THEN WITHDREW THE AMENDMENT.

**AMENDMENT 5 (WITHDRAWN)**

Mover: Cr Burrill

Seconded: Cr Betts

That clause 1(d) be amended to read as follows:

‘47 individually listed heritage items on the updated list reviewed by Council’s Independent Heritage Expert Panel, subject to:

- (i) Removing 19 Ocean Street North, Bondi, from the list.
- (ii) Removing 309 and 311 Bondi Road, Bondi, from the list.
- (iii) Removing 28 and 29 Park Parade, Bondi, from the list.
- (iv) Referring 50–54, 56 and 58 Campbell Parade, Bondi Beach, to a Councillor workshop to consider their merit for heritage listing.
- (v) Removing 223–227 Bronte Road/94 Carrington Road, Waverley (DP 332733), from the list.’

AT THIS STAGE IN THE PROCEEDINGS, AT 9.51 PM, THE CHAIR ADJOURNED THE MEETING DUE TO DISORDER.

AT 10.00 PM, THE MEETING RESUMED.

THE MOVER OF THE AMENDMENT THEN WITHDREW THE AMENDMENT.

**AMENDMENT 6**

Mover: Cr Burrill

Seconded: Cr Betts

That clause 1(d) be amended to read as follows:

‘47 individually listed heritage items on the updated list reviewed by Council’s Independent Heritage Expert Panel, subject to:



- (i) Removing 19 Ocean Street North, Bondi, from the list.
- (ii) Removing 309 and 311 Bondi Road, Bondi, from the list.
- (iii) Removing 28 and 29 Park Parade, Bondi, from the list.
- (iv) Referring 50–54, 56 and 58 Campbell Parade, Bondi Beach, to a Councillor workshop to consider their merit for heritage listing.
- (v) Updating the heritage inventory sheets for 223–227 Bronte Road/94 Carrington Road, Waverley (Lots A and B DP 332733), to list only the façade fronting Bronte Road.'

THE AMENDMENT WAS PUT AND DECLARED CARRIED.

**Division**

**For the Amendment:** Crs Betts, Burrill, Goltsman, Kay, Nemesh and Wakefield.

**Against the Amendment:** Crs Copeland, Keenan, Lewis, Masselos and Wy Kanak.

**AMENDMENT 7**

Mover: Cr Goltsman

Seconder: Cr Wakefield

That clause 1(a) be amended to read as follows:

'New Urban Conservation Areas (UCAs):

- (i) Avoca Estate UCA.
- (ii) Bondi Road UCA.
- (iii) Referring the proposed Bondi O'Brien Estate UCA and Bondi Inter-War UCA to a Councillor workshop.'

THE AMENDMENT WAS PUT AND DECLARED CARRIED.

**Division**

**For the Amendment:** Crs Burrill, Goltsman, Kay, Nemesh and Wakefield.

**Against the Amendment:** Crs Copeland, Lewis, Masselos and Wy Kanak.

*Crs Betts and Keenan were not present for the vote on the amendment.*

THE MOVER OF THE FORESHADOWED MOTION THEN WITHDREW THE FORESHADOWED MOTION.

THE FOLLOWING MOTION WAS THEN FORESHADOWED:

**FORESHADOWED MOTION**

Mover: Cr Burrill

That Council:

1. Notes the objections to the Heritage Assessment presented at Council on behalf of a significant number of Waverley property owners and leading heritage experts who have requested that properties be removed from heritage listing or from a Local Character Area.
2. Defers this item to a Councillor workshop for further information and discussion.

THE MOVER OF THE MOTION THEN ACCEPTED AN AMENDMENT TO CLAUSE 7.

THE MOTION AS AMENDED WAS THEN PUT AND DECLARED CARRIED UNANIMOUSLY.

**UNANIMOUS DECISION:**

That Council:

1. Adopts the Heritage Assessment/Policy attached to the report (Attachments 1–3), including the following key recommendations:
  - (a) New Urban Conservation Areas (UCAs):
    - (i) Avoca Estate UCA.
    - (ii) Bondi Road UCA.
    - (iii) Referring the proposed Bondi O’Brien Estate UCA and Bondi Inter-War UCA to a Councillor workshop.
  - (b) Amended Urban Conservation Area:
    - (i) Charing Cross UCA.
    - (ii) Yanko-Lugar Brae UCA (formerly Evans Street).
    - (iii) Grafton Street UCA.
    - (iv) Palmerston UCA.
  - (c) New and amended Landscape Conservation Areas (LCAs) to their boundaries:
    - (i) Dickson Estate LCA.
    - (ii) South Bronte-Calga Headland LCA.
  - (d) 47 individually listed heritage items on the updated list reviewed by Council’s Independent Heritage Expert Panel, subject to:
    - (i) Removing 19 Ocean Street North, Bondi, from the list.
    - (ii) Removing 309 and 311 Bondi Road, Bondi, from the list.
    - (iii) Removing 28 and 29 Park Parade, Bondi, from the list.
    - (iv) Referring 50–54, 56 and 58 Campbell Parade, Bondi Beach, to a Councillor workshop to consider their merit for heritage listing.
    - (v) Updating the heritage inventory sheets for 223–227 Bronte Road/94 Carrington Road, Waverley (Lots A and B DP 332733), to list only the façade fronting Bronte Road.
  - (e) One significant historical tree site reviewed by Council’s Independent Heritage Expert Panel.

2. Prepares a planning proposal to implement the relevant Heritage Assessment/Policy recommendations into the *Waverley Local Environmental Plan 2012*.
3. Prepares Inter-war Design Guidelines to guide future development in Urban Conservation Areas and inter-war buildings in the local government area (LGA). The Guidelines should:
  - (a) Encourage the retention of core (internal and external), original and early fabric and streetscapes.
  - (b) Provide appropriate colour palettes to help reinforce the heritage nature of the UCAs.
  - (c) Provide guidance regarding appropriate modifications.
4. Supports raising the profile of heritage in the LGA to reflect its status as Australia's second oldest municipality (at 162 years) and in acknowledgement of the significant levels of support for heritage expressed during the public exhibition of the draft Heritage Assessment. Initiatives could include:
  - (a) Waverley's thematic history being updated regularly, and detailed histories as included in the State Heritage Inventory sheets for each of Waverley's heritage conservation areas being updated and published on Council's website.
  - (b) Events, heritage walks and open days being held involving items and places of heritage significance.
5. Supports further research on matters arising from the public exhibition of the draft Heritage Assessment as part of a future body of work, including:
  - (a) Investigating obligations or incentives for owners to maintain heritage buildings to prevent demolition by neglect.
  - (b) Renewed dialogue with the Heritage Office on how the insurance industry responds to conservation areas to reduce premiums for owners.
  - (c) Assessing future listings as individual heritage items.
  - (d) Preparing State Heritage Inventory (SHI) Sheets for new Schedule 5 list items and updating SHI sheets where they exist, and the preparation of new ones where not prepared for the Schedule 5 heritage list to reflect new research.
  - (e) Assessing selected mature trees for inclusion on the significant trees register to preserve the character of the area and act as a heat sink against climate change.
6. Supports further investigation of ways to mitigate the negative impact the Codes State Environmental Planning Policy has on heritage fabric across the LGA.
7. Notes the requirement to prepare the next phase of historical research on how First Nations people have interacted with the area now known as Waverley.

**Division**

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

**Against the Motion:** Nil.

*At 10.00 pm, during the consideration of this item, Cr Keenan left the meeting and did not return.*

*At 10.30 pm, following the vote on this item, Cr Nemesh left the meeting and did not return.*

*At 10.33 pm, Cr Burrill left the meeting and did not return.*

*S Davies (on behalf of M Kogan), a resident, J Oultram (on behalf of a resident), S Gouge (Knight Frank Town Planning, on behalf of the owners of 203-209 Bronte Road, 223-227 Bronte Road and 94 Carrington Road, Waverley), G Shapiro (Hones Lawyers, on behalf of residents), G Sheehy, S von der Heide, N Barber, J Phillips (on behalf of Capitel Group) and M Main addressed the meeting.*

**PD/5.2/21.06                      Jobs and Innovation Research Proposal (A19/0615)**

**MOTION / DECISION**

Mover:        Cr Masselos  
Seconder:     Cr Copeland

That Council:

1.     Endorses the methodology to prepare the Jobs and Innovation Discussion Paper as set out in the report.
2.     Receives a report at the conclusion of the research.

*Crs Burrill, Keenan and Nemesh were not present for the consideration and vote on this item.*

**PD/5.3/21.06                      Social Impact Assessment Guidelines (A20/0396)**

**MOTION / UNANIMOUS DECISION**

Mover:        Cr Masselos  
Seconder:     Cr Copeland

That Council:

1.     Publicly exhibits the draft Social Impact Assessment Guidelines attached to the report for 28 days.
2.     Notes that a further report will come back to Council summarising the outcomes of the public exhibition.

*Crs Burrill, Keenan and Nemesh were not present for the consideration and vote on this item.*

*H Keenan addressed the meeting.*

**PD/5.4/21.06                      Waverley Local Planning Panel - Membership (A13/0229)**

**MOTION / UNANIMOUS DECISION**

Mover:        Cr Wakefield  
Seconder:     Cr Copeland

That Council:

1.     Notes the reappointment of the Hon. Paul Stein as the Chair, and the appointment of Jacqueline

Townsend and Helen Lochhead as new alternate chairs, of the Waverley Local Planning Panel (WLPP), as selected by the Minister for Planning, up to 29 February 2024.

2. Appoints the following expert members to the WLPP up to 29 February 2024:
  - (a) Annelise Tuor.
  - (b) Gabrielle Morrish.
  - (c) Jan Murrell.
  - (d) Peter Brennan.
  - (e) Graham Brown.
  - (f) Stuart McDonald.
  - (g) Helena Miller.
  - (h) Philippa Frecklington.
  - (i) Sharon Veale.
3. Appoints the following community representatives to the WLPP up to 29 February 2024:
  - (a) Penny Mora.
  - (b) Sandra Robinson.
  - (c) Allyson Small.

*Crs Burrill, Keenan and Nemesh were not present for the consideration and vote on this item.*

**PD/5.5/21.06                      Bronte Road - Pedestrian Movements at Pacific Street - Community Consultation Outcomes (SF21/2623)**

**MOTION / DECISION**

Mover:        Cr Masselos

Seconder:    Cr Copeland

That Council:

1. Receives and notes the summary of community feedback attached to the report on improving pedestrian safety at the intersection of Bronte Road and Pacific Street, Bronte.
2. Notes that more than 75% of respondents supported a form of pedestrian safety treatment at this location.
3. Endorses the community preference of Option 3 as set out in the report: a footpath connection from Pacific street to the Bronte Village shops on the western side of Bronte Road and pedestrian crossing points on Bronte Road and Pacific Street.
4. Proceeds to detailed design and the construction of Option 3, with a report to be considered by the

Waverley Traffic Committee before proceeding to procurement for the construction phase.

*Crs Burrill, Keenan and Nemesh were not present for the consideration and vote on this item.*

**6. Urgent Business**

There were no items of urgent business.

**8. Meeting Closure**

**THE MEETING CLOSED AT 10.52 PM.**

.....  
**SIGNED AND CONFIRMED**  
**CHAIR**  
**6 JULY 2021**

**REPORT**  
**PD/5.1/21.07**

**Subject:** Motorcycle and Scooter Parking Strategy and Action Plan

**TRIM No:** A17/0142

**Author:** Clint Yabuka, Manager, Strategic Transport

**Director:** Tony Pavlovic, Director, Planning, Environment and Regulatory

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**RECOMMENDATION:**

That:

1. Council approves the development of a Motorcycle Parking Strategy and Action Plan to include the provision of a minimum 10% of available parking in metered areas as designated free parking for motorcycles and scooters.
2. Following the preparation of the draft plan, Council officers prepare a report to Council on the draft plan, including consideration of the potential impact of implementing such a plan upon metered parking spaces, particularly within the Bondi Beach area.

**1. Executive Summary**

In February 2021, Council resolved to investigate the opportunities to improve access to parking for motorcycles across the Waverley local government area (LGA).

This report proposes a number of possible options for further consideration by Council to encourage motorcycle and scooter use as an alternative to private motor vehicles by providing an increased number of parking spaces for motorcycles across the local government area and free parking for motorcycles and scooters in or adjacent to metered parking areas.

**2. Introduction/Background**

The highest proportions of motorcycle and scooter registrations are in the inner areas of Sydney, including Waverley. The distribution of motorcycle and scooter registrations varies across the Waverley LGA, as shown in Table 1 below.

Table 1. Proportion of motorcycle and scooter registrations in Sydney.

Rank	Post Code	Population	Motor-cycles per person	Scooters per Person	Vehicles per person	MC per registrations	SC per registrations	% combined MC and SC	Suburb Area	Population Density Approx.	Suburbs
1	2026	36639	5.41%	1.41%	51.58%	10.49%	2.73%	13.22%	356	103	Bondi, Bondi Beach, North Bondi, Tamarama
2	2037	18907	3.87%	0.39%	43.97%	8.79%	0.88%	9.67%			Glebe, Forrester Lodge
3	2024	12158	4.11%	1.12%	55.59%	7.40%	2.01%	9.41%	192	63	Bronte, Waverley
4	2010	31303	2.63%	0.59%	36.03%	7.31%	1.64%	8.95%	133	235	Surry Hills, Darlinghurst
5	2042	12382	4.97%	0.68%	66.61%	7.46%	1.02%	8.47%			Newtown, Enmore
6	2016	15817	2.62%	0.56%	37.86%	6.91%	1.47%	8.38%			Redfern
7	2034	23204	3.48%	0.77%	51.82%	6.71%	1.48%	8.19%	304	76	Coogee, South Coogee
8	2008	13881	1.51%	0.30%	23.30%	6.49%	1.27%	7.76%	0	0	Chippendale, Darlington
9	2022	13800	3.49%	0.64%	53.45%	6.53%	1.21%	7.74%	191	72	Bondi Junction, Queens Park
10	2043	0	0.00%	0.00%	0.00%	6.36%	1.36%	7.72%			Erskineville
11	2017	31553	2.79%	0.34%	41.85%	6.67%	0.82%	7.49%			Waterloo, Zetland
12	2007	10075	1.69%	0.26%	26.16%	6.45%	0.99%	7.44%			Broadway, Ultimo
13	2031	37854	2.77%	0.62%	48.90%	5.67%	1.27%	6.95%	808	47	Clovelly, Randwick
14	2011	24441	2.22%	0.56%	41.27%	5.37%	1.36%	6.73%			Elizabeth Bay, Potts Point, Rushcutters Bay
15	2038	10315	3.14%	0.44%	53.23%	5.90%	0.82%	6.72%			Annandale
16	2029	10802	3.21%	0.69%	58.73%	5.47%	1.17%	6.64%	253	43	Rose Bay
17	2035	37629	3.06%	0.52%	56.38%	5.42%	0.93%	6.35%			Maroubra, Pagewood
18	2021	14447	2.84%	0.76%	58.38%	4.87%	1.30%	6.18%	281	51	Paddington
19	2009	14754	2.35%	0.41%	44.67%	5.25%	0.91%	6.16%			Prymont
20	2033	0	0.00%	0.00%	0.00%	5.32%	0.75%	6.07%			Kensington
21	2015	0	0.00%	0.00%	0.00%	5.27%	0.64%	5.92%			Alexandria, Beaconsfield, Eveleigh
22	2030	10967	4.44%	0.98%	95.19%	4.67%	1.03%	5.70%	370	30	Vaucluse
23	2018	0	0.00%	0.00%	0.00%	5.04%	0.58%	5.62%			Eastlakes, Rosebury
24	2044	0	0.00%	0.00%	0.00%	4.69%	0.90%	5.59%			Tempe, Sydenham, St Peters
25	2023	11708	2.43%	0.70%	56.24%	4.33%	1.25%	5.57%	237	49	Bellevue Hill

In total, the Waverley LGA has 40,348 registered vehicles, of which 8.2% or 3,311 are registered motorcycles or scooters. This is not reflected in the provision of motorcycle and scooter parking where currently only 5.8% of parking spaces within or adjacent to metered areas are dedicated to motorcycles and scooters.

Motorcycle and scooter parking in residential parking scheme areas is free for residents. In May 2021, the Waverley Traffic Committee recommended the adoption of a Guide for Assessment of Motorcycle Parking between Driveways. This guide proposes that areas between driveways that are too short for a motor vehicle are dedicated as motorcycle (and scooter) only parking areas. This would apply to metered and unmetered residential parking scheme areas.

### 3. Relevant Council Resolutions

Meeting and date	Item No.	Resolution
Council 16 February 2021	CM/8.3/21.02	<p>That Council:</p> <ol style="list-style-type: none"> <li>Officers develop a motorbike/scooter parking strategy and action plan that will review current motorbike/scooter parking networks and identify opportunities to continue to support motorbikes/scooters as an alternate form of travel.</li> <li>Investigates the introduction of free parking within metered areas across the local government area for scooters and motorbikes, including options for but not limited to: <ol style="list-style-type: none"> <li>Ways of promoting household motorbike parking permits to increase take-up and include unit owners/renters.</li> <li>Reduced costs for parking for motorbikes.</li> </ol> </li> </ol>



		<p>(c) Reduced costs for fines for motor bike infringements.</p> <p>(d) Trialling the free motorbike parking option for 12 months to consider impact on revenue.</p> <p>3. Requests officers to show discretion when considering infringing motor bikes in metered areas for motor bikes and scooters until the report is provided back to Council.</p> <p>4. Investigates new areas across Waverley, particularly within Bondi Junction, Bondi Beach and North Bondi, to see where additional motorbike parking spaces can be included.</p> <p>5. Officers report back to Council by June 2021.</p>
--	--	--

#### 4. Discussion

As shown below, the proportion of motorcycle and scooter registrations in Waverley vary. The area of postcode 2026 has a significantly higher proportion of motorcycle and scooter registrations than any other area of Waverley and has the highest proportion of motorcycle and scooter registrations in Sydney.

*Table 2. Proportion of motorcycle and scooter registrations in the Waverley LGA.*

**MC and SC as a percentage of vehicle registrations**

Post Code	Population	Vehicles per person	MC per registrations	SC per registrations	% combined MC and SC	Suburbs
2026	36639	51.58%	10.49%	2.73%	13.22%	Bondi, Bondi Beach, North Bondi, Tamarama
2024	12158	55.59%	7.40%	2.01%	9.41%	Bronte, Waverley
2022	13800	53.45%	6.53%	1.21%	7.74%	Bondi Junction, Queens Park
2029	10802	58.73%	5.47%	1.17%	6.64%	Rose Bay
2030	10967	95.19%	4.67%	1.03%	5.70%	Vaucluse

While a permit is required, there is no charge for motorcycle and scooter parking permits in resident parking scheme areas; however, the uptake of permits is only approximately a third of all motorcycles and scooters registered in the postcode. This is likely due to only some streets having restricted parking and the availability of off-street parking. However, while free permits ease parking at home, encouraging use for local journeys requires a different approach.

The number of dedicated motorcycle and scooter parking spaces across metered parking areas does not meet the proportion of motorcycles and scooters currently registered in Waverley. To encourage the use of motorcycles and scooters a minimum of 10% of available parking spaces in high demand 'metered' parking areas could be provided as an incentive towards switching to a motorcycle or scooter for local journeys. It is proposed that consistent with the existing free residential parking permits that the parking of motorcycles and scooters in metered areas is uncharged.

Across metered areas, this could be distributed as below:

*Table 3. Proportion of motorcycle and scooter parking spaces in metered areas in Waverley.***MC and SC spaces in metered areas by suburb**

Suburb	Total	MC/SC only	% MC/SC	To be 10%
Bondi Junction	553	45	8.1%	11
Bronte	269	20	7.4%	7
Bondi Beach	1896	94	5.0%	95

To increase the number of available motorcycle and scooter parking spaces in or adjacent to metered areas to a minimum of 10% of available parking, it will be necessary to find an additional number of spaces as described in Table 3 above. If approximately five motorcycle or scooter parking bays can be accommodated in a standard 5.5 m car parking space, then this would require the conversion of a minimum of:

- Two existing metered car spaces in Bondi Junction.
- One existing metered car space in Bronte.
- 19 existing metered car spaces in Bondi Beach to motorcycle/scooter bay parking.

While the loss of vehicle spaces in Bondi Junction and Bronte is not considered significant, a loss of 19 existing metered vehicle spaces in the Bondi Beach area would have both financial impacts for Council and accessibility impacts on the community who use these spaces currently. For those reasons, alternative opportunities have been considered to convert existing metered vehicle parking bays to motorcycle and scooter parking bays, particularly in the Bondi Beach area. These options could include:

- Provision of motorcycle and scooter parking spaces in off-street Council-owned parking stations.
- Conversion of remnant spaces in lengths of kerbside parking that cannot accommodate a vehicle parking space which requires a minimum of 5.5 m in length.
- Conversion of spaces within the regulatory 10 m 'No Stopping' areas at unsignalised intersections as per RMS TTD 2014/005 (Attachment 1) that allows Councils to convert some of the 'No Stopping' area to a parking space where it is safe and feasible to do so. This has been included as one of a number of measures in the North Sydney Motorcycle and Scooter Parking Strategy (Attachment 2).

To incentivise the use of motorcycles and scooters for local journeys the following are proposed to be incorporated in the Parking and Action Plan:

- Promotion of the existing free residential motorcycle and scooter parking permits.
- Promotion of allocated free motorcycle parking in Council parking areas.
- Awareness of the importance of parking in legal parking areas to maintain safety for all road users.
- Identification of remnant spaces across the LGA for the provision of dedicated motorcycle and scooter parking.
- Seeking to increase the target minimum 10% of available metered parking spaces for motorcycles and scooters over time.
- Monitor the number of motorcycle and scooter registrations within the LGA.

## **5. Financial impact statement/Time frame/Consultation**

As identified above, there is potential impact upon metered car parking spaces that would be required to be converted to meet the target 10% allocation of motorcycle and scooter parking.

The impact would be most significant in Bondi Beach, where up to 19 metered car parking spaces would need to be converted to motorcycle and scooter parking. The parking for motorcycles/scooters is not proposed to be charged. The provision of free motorcycle and scooter parking is seen as a necessary incentive to encourage motorcycle or scooter use in order to reduce vehicular congestion and parking demand.

It may be possible to mitigate the impact upon existing metered car parking spaces by investigating the potential provision of additional free motorcycle and scooter parking in parking stations, using remnant lengths of kerbside and where possible utilizing parts of No Stopping areas.

## **6. Conclusion**

It is proposed that officers develop a strategy and action plan that seeks a minimum 10% provision of free motorcycle and scooter parking in or adjacent to metered areas across the LGA consistent with the opportunities outlined in this report. In order to progress the development of such a strategy and action plan, Council officers seek Council's endorsement before proceeding.

## **7. Attachments**

1. RMS TTD 2014/005 - Statutory No Stopping at Unsignalised Intersections [↗](#)
2. North Sydney Motorbike and Scooter Parking Strategy and Action Plan [↗](#)

# Technical Direction

Traffic Management & Road Safety Practice



Transport  
Roads & Maritime  
Services

**TTD 2014/005** August 2014

Supersedes/Amends

NIL

## Statutory 10 m No Stopping at unsignalised intersections review checklist

Summary:	Audience:
This Technical Direction provides an overview of the steps to be followed when reviewing the statutory 10m No Stopping distance at unsignalised intersections.	<ul style="list-style-type: none"> <li>• Asset maintenance staff / contractors</li> <li>• Project management staff / contractors</li> <li>• Traffic management practitioners</li> <li>• Road safety practitioners</li> <li>• Local Government</li> </ul>

### General

With the introduction of *NSW Road Rules 2008*, clause 170 – at unsignalised intersections the statutory No Stopping distance has changed from 6 metres from property line to 10 metres from the nearest intersecting road. Clause 170 also provides an option to reduce the length of this statutory No Stopping distance.

Therefore, with concurrence of the Traffic Committee, Councils can reduce the 10 m No Stopping length by providing a parking control sign together with a No Stopping sign near an unsignalised intersection.

To assist Council and Traffic Committee with determining the minimum No Stopping length, Roads and Maritime Services has prepared the following checklist for traffic practitioners to address potential road safety and network efficiency issues that may arise by reducing the standard No Stopping rule.

### Guidelines

As per AS2890.5-1993<sup>i</sup>, “Regulatory ‘No Stopping’ distances should normally be regarded as a minimum.” When a road authority would like to review the statutory ‘No Stopping’ distance around unsignalised intersections, traffic practitioners must use the attached checklist to assist with site assessment before they are submitted to Traffic Committee.

Owner:	General Manager, Network Optimisation	Review Date:	August 2017	
Authorised by:	Ken Kanofski, Director Journey Management	Date:	4 Sept 2014	Page 1   3
RMS 14.400		Printed copies of this document are uncontrolled		

## Technical Direction – Traffic Management & Road Safety Practice

The checklist includes the following:

- A detailed plan to scale, with Passenger Vehicle<sup>ii</sup> parked according to existing regulations. Other vehicle types may be necessary if justified by evidence.
- Crossing sight distance (CSD) for pedestrian<sup>iii</sup> - CSD must be checked in all legs of the intersection, unless it is physically impossible for pedestrian to cross the road (eg fenced off).
- Note that pedestrian must be protected from traffic while seeking a traffic gap to cross a road. Refuge and kerb extension are examples of suitable protection.
- On the 85% vehicle speed, consider the possibility of higher vehicle speed during off peak periods.
- Vehicle sight distance<sup>iv</sup>: Approach Sight Distance (ASD), Safe Intersection Sight Distance (SISD), and Minimum Gap Sight Distance (MGSD)
- Turning paths - Refer to Austroads Guide<sup>v</sup> for the appropriate turning radius and design vehicle; note the difference with checking vehicle.
- Ask bus operators whether buses would turn at the intersection.
- Check for emergency vehicles access; in some cases Fire and Rescue NSW will require access for 12.5 m aerial appliances.
- Parking manoeuvres - check whether parking manoeuvres would obstruct the intersection, especially with angle parking.

### Reference Documents

- AS2890.5-1993 Parking Facilities Part 5: On-street Parking, 3.2 End Clearances Guide to Road
- Austroads Design Vehicles and Turning Path Templates Guide, 3.2 Dimensions
- Austroads Guide to Road Design Part 4A: Unsignalised and Signalised Intersections, section 3.3 and RMS supplement
- Austroads Guide to Road Design Part 4A: Unsignalised and Signalised Intersections, section 3.2 and RMS supplement
- Austroads Guide to Road Design Part 4: Intersection and Crossings-General, section 5 Design Vehicle and RMS supplement

Technical Direction 2002/12c Stopping and Parking Restrictions at Intersections and Crossings

Some of these can be found at: [www.rms.nsw.gov.au/doingbusinesswithus/guidelines](http://www.rms.nsw.gov.au/doingbusinesswithus/guidelines)

### Action

This technical direction is to be adopted across NSW immediately.

### Updates

To ensure that this Technical Direction remains current and relevant, minor updates may be made from time to time. This may be done through the Roads and Maritime Services' website using the Traffic & Transport Policies & Guidelines Register which can be found at:

[www.rms.nsw.gov.au/doingbusinesswithus/guidelines/documentregister](http://www.rms.nsw.gov.au/doingbusinesswithus/guidelines/documentregister)

## Technical Direction – Traffic Management & Road Safety Practice

### Assessment Checklist for reviewing the statutory 'No Stopping' distance at unsignalised intersections

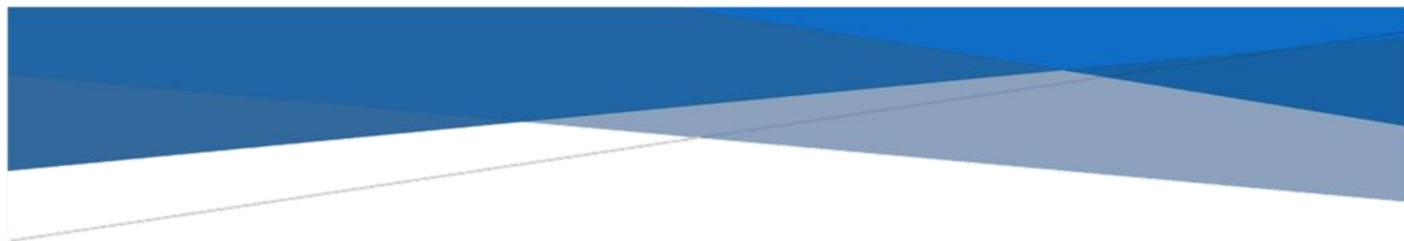
Site.....

Traffic Committee .....

Date.....

Name .....

	Yes	No	Comment
Detailed plan to scale, include key elements like: <ul style="list-style-type: none"> <li>• Kerb and Gutter</li> <li>• Line marking</li> <li>• Existing property line</li> <li>• Footpath width</li> <li>• Existing kerbside parking</li> </ul>			
Crossing Sight Distance			
Approach Sight Distance			
Safe Intersection Sight Distance			
Minimum Gap Sight Distance			
Turning paths			
Public transport			
Emergency vehicle access			
Angle parking manoeuvres			



# **MOTORBIKE & SCOOTER PARKING STRATEGY & ACTION PLAN**

**NORTH SYDNEY COUNCIL**



March 2019

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## Key Objectives

The North Sydney Council Transport Strategy (2017) aims to reduce the negative social, environmental and economic impacts that private vehicle usage has on the community.

While walking, cycling and public transport trips have a significantly greater benefit for the community, use of motorbikes and scooters by North Sydney residents, commuters and businesses is increasing, and is one alternative to the single occupancy motor vehicle which can help to reduce parking demand and offset some of the negative impacts. This strategy has been developed to review the current motorbike parking network and identify opportunities to continue to support motorbikes and scooters as an alternative form of travel.

The objectives of this strategy are to:

- Offset the number of single occupant car trips to North Sydney with motorbike trips
- Increase opportunities for motorbike parking through more efficient use of the available kerb space
- Increase the quantity of dedicated motorbike parking spaces over the next 10 years, particularly in and around the North Sydney CBD

## Motorbike Registrations in the North Sydney LGA

Motorbikes and scooters comprise 4.2% of all vehicles registered in the North Sydney LGA<sup>1</sup>. This is comparable to other North Shore and inner Sydney Council areas, and is within the median range (Figure 1).

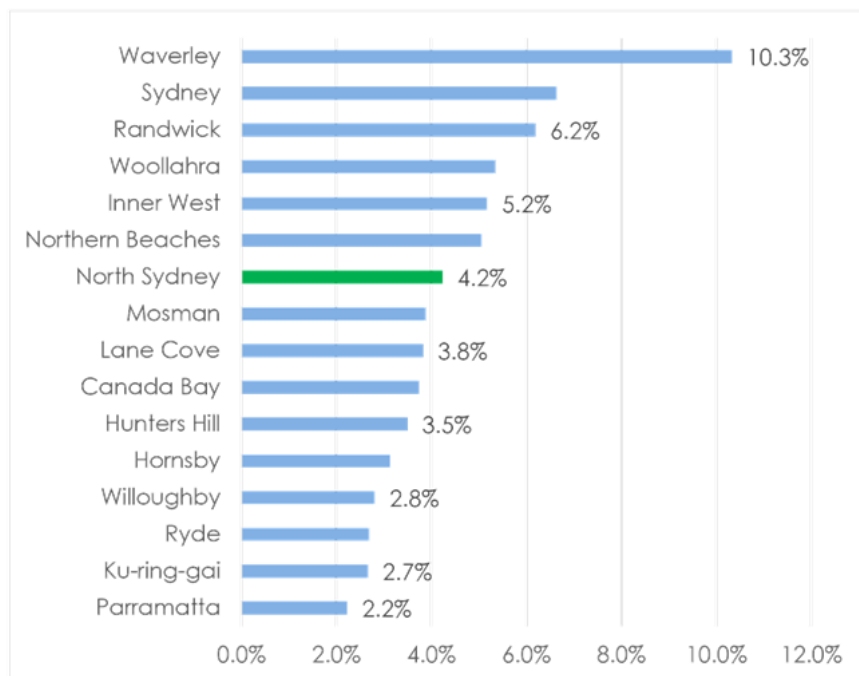


Figure 1 Proportion of motorbikes/scooters to total vehicle registrations based on LGA (2018)

<sup>1</sup> RMS Registration Statistics as at 30 June 2018

There has been a steady yearly increase in the proportion of motorbikes and scooters to total vehicle registrations in the North Sydney LGA since 2000 as shown in Figure 2.

Localities in the North Sydney LGA with the highest proportion of registered motorbikes and scooters are Cremorne, Cremorne Point, Neutral Bay and Kurraba Point, with 5.0% of registered vehicles in these areas being motorbikes or scooters (Figure 3).

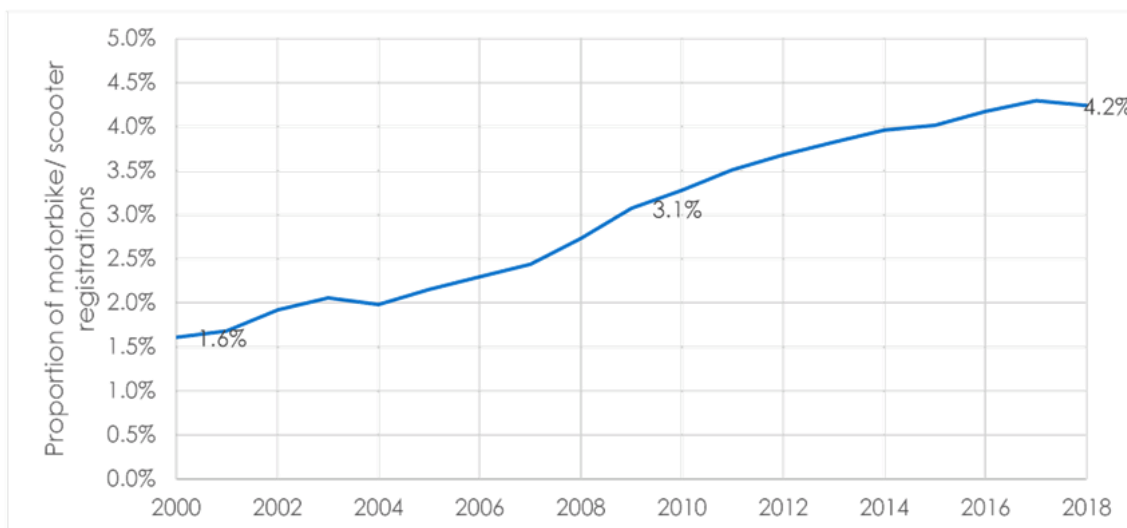


Figure 2 Motorbike/scooter registration trends in North Sydney LGA

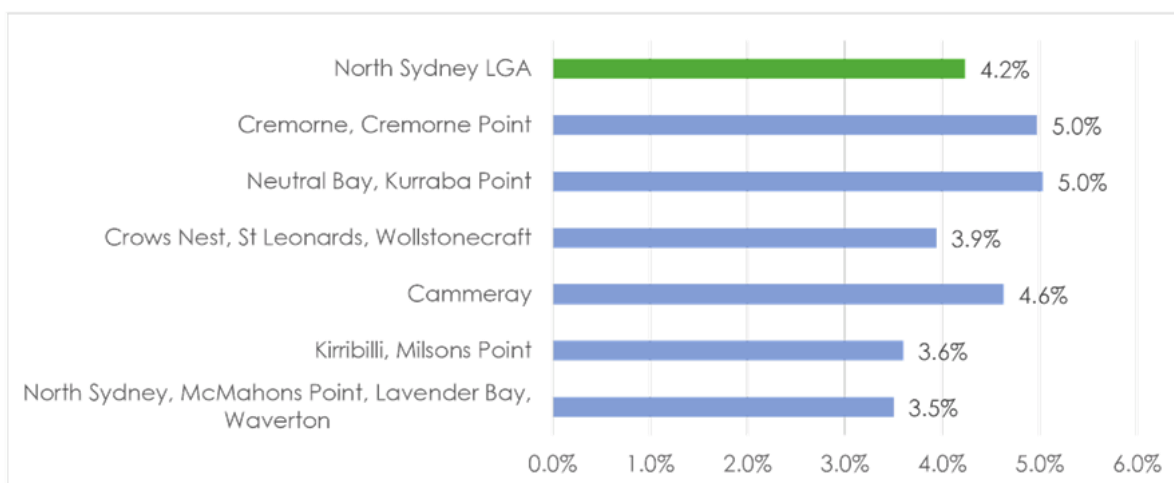


Figure 3 Proportion of motorbikes/scooters to total vehicle registrations based on locality (2018)

## Journeys to Work by Motorbike & Scooter

Motorbikes and scooter journeys make up 1.0% of all transport modes for journeys to workplaces in the North Sydney LGA, and 0.6% of all journeys to a workplace within the North Sydney LGA that originate from within the LGA are made by motorbike or scooter. While 14% of all journeys to workplaces within North Sydney LGA (all transport modes) originate from within the North Sydney LGA, only 8% of all motorbike and scooter journeys to a workplace within the North Sydney LGA originate from within the North Sydney LGA. The remaining 92% of motorbike/ scooter journeys originate from outside the LGA, with the majority of journeys originating from the North Shore (25%); Northern Beaches (17%) and East Sydney (14%) (Figure 4).<sup>2</sup>

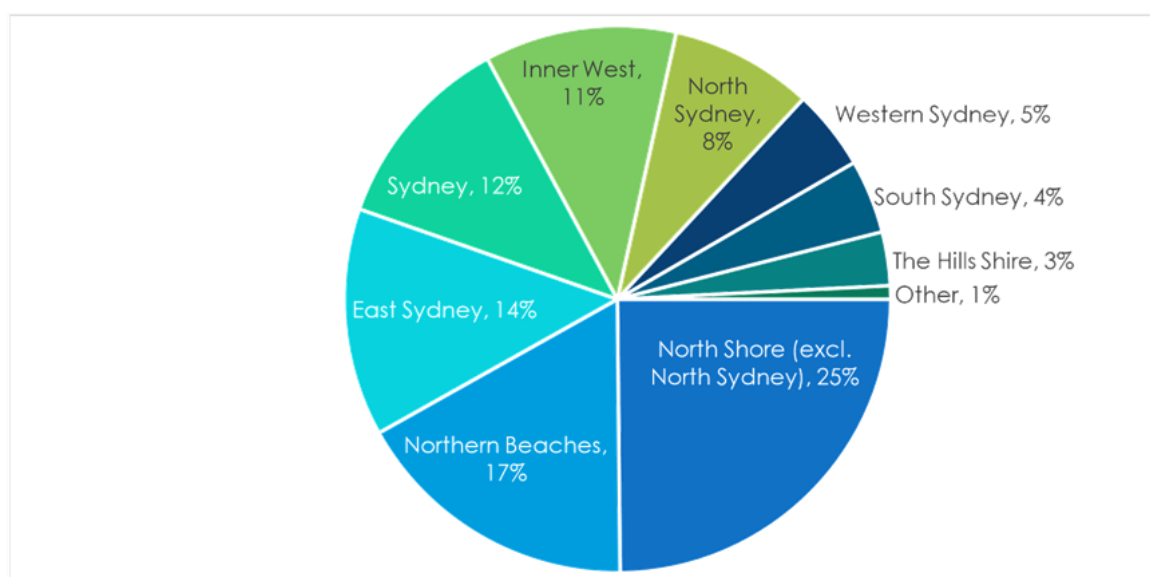


Figure 4 Origins of motorbike/scooter journeys to North Sydney LGA (2011)

<sup>2</sup> Transport for NSW Journey to Work Data (2011)

Each day, this equates to approximately 757 commuters travelling by motorbike or scooter to the North Sydney Council area, including 693 travelling from outside the LGA. As shown in Figure 5, the vast majority of motorbike and scooter commuters travel to destinations near the North Sydney CBD. Elsewhere, there is a moderate concentration of motorbike and scooter users in Milsons Point, Crows Nest/ St Leonards, Waverton and Neutral Bay/ Cremorne.

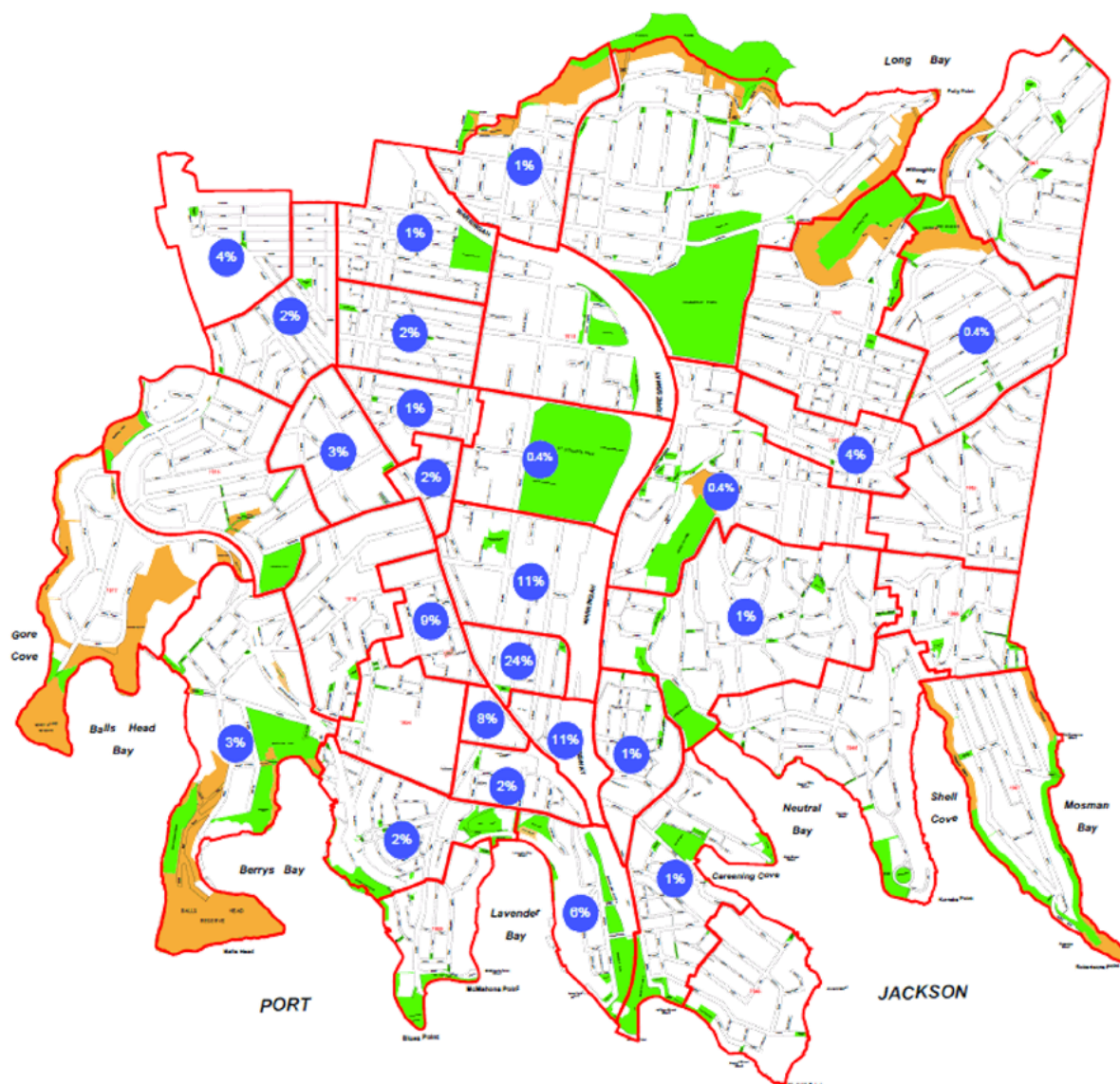


Figure 5 Journey to work destinations for motorbike and scooter commuters (2011)

## LATM Consultation 2016

During community engagement for the Local Area Traffic Management (LATM) Action Plan in 2016, a total of 16 submissions referred to motorbike parking were received, with 2 to 3 requests in each of the seven LATM zones. 5 submissions were concerned with noise from motorbikes.



## Existing Motorbike Parking Network

In August 2009 there were 214 motorbike parking spaces in the North Sydney LGA. As at September 2018, there are a total of 522 dedicated motorbike parking spaces throughout the North Sydney LGA.

Table 1 On-street motorbike parking supply and demand (September 2018)

Locality	No. motorbike spaces	Average Occupancy	Turnover (4 hours)
North Sydney CBD	280	75%	13%
St Leonards/Crows Nest	87	56%	25%
Cremorne/ Neutral Bay	74	26%	19%
Kirribilli/ Milsons Point	64	52%	7%
Other Areas	17	-	-
<b>Total</b>	<b>522</b>	<b>64%</b>	<b>14%</b>

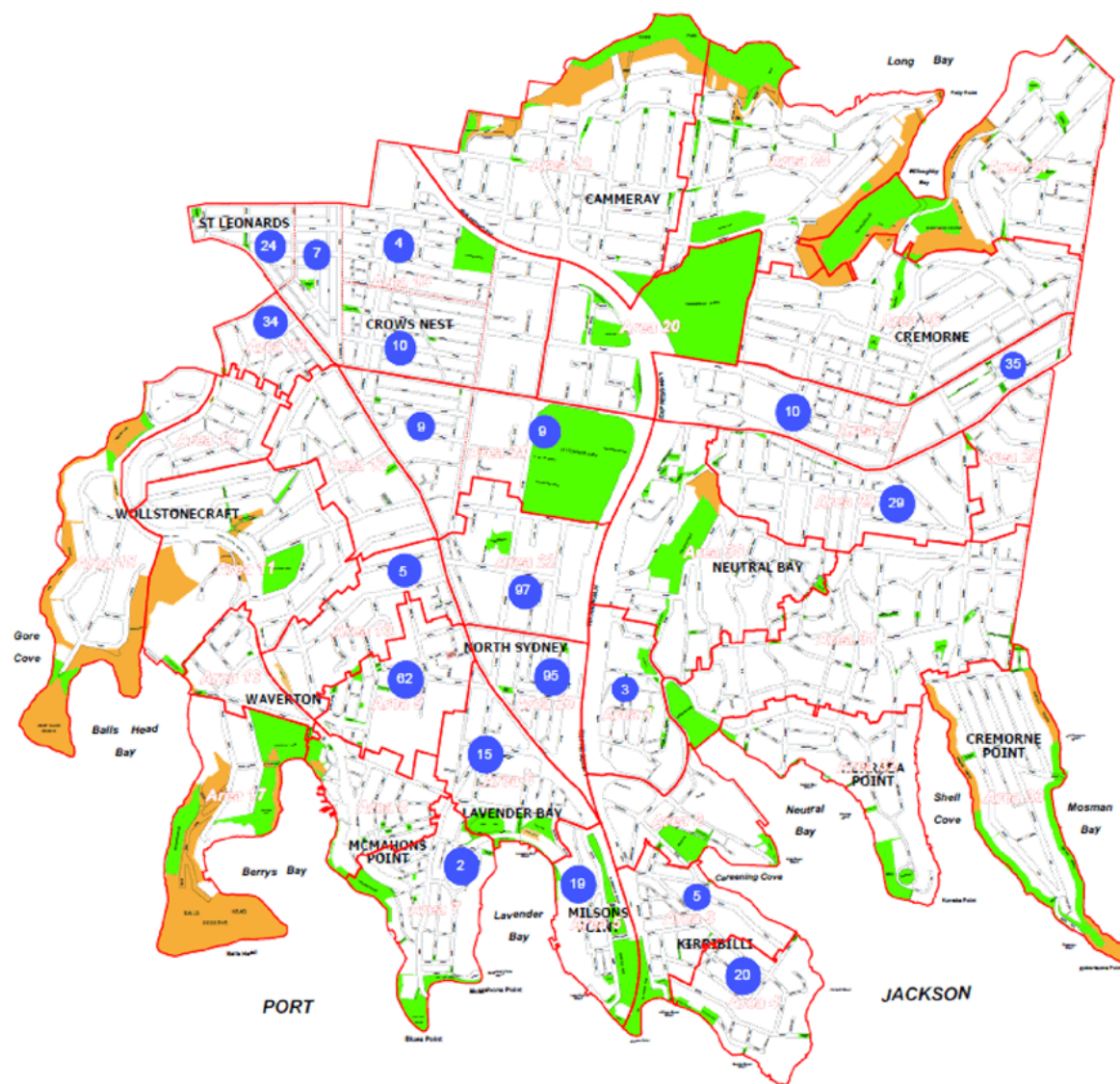


Figure 6 Existing dedicated motorbike parking network (2018)

## Motorbike Parking Demand

Demand for motorbike parking generally consists of long-term (commuters, residents, local businesses) and short-term parking (couriers and visitors). The majority (86%) of motorbikes observed parking in North Sydney are parked for longer than 4 hours. Therefore, the greatest demand for dedicated motorbike parking is for long-term (all day) parking.

The greatest demand for motorbike parking is within the North Sydney CBD. Of the 280 spaces in the CBD, 29 spaces are unavailable during clearway times and therefore may not be desirable for long-term commuter parking. Figure 6 shows the relative supply, occupancy and turnover for motorbike parking, excluding those in clearways, in the CBD according to resident parking area boundaries. Generally, there is a higher demand for motorbike parking in areas close to the CBD centre.

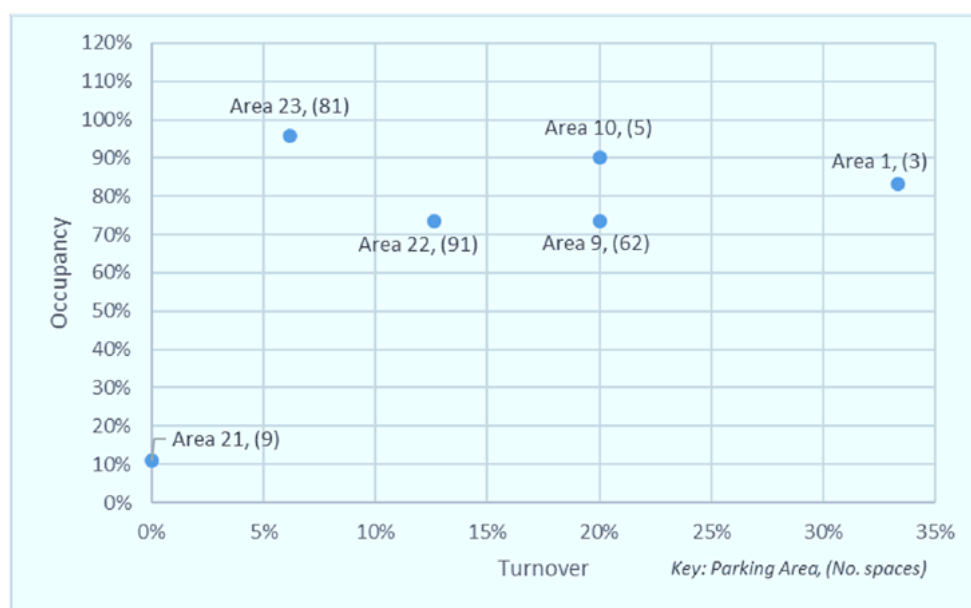


Figure 7 North Sydney CBD motorbike parking supply & demand (September 2018)

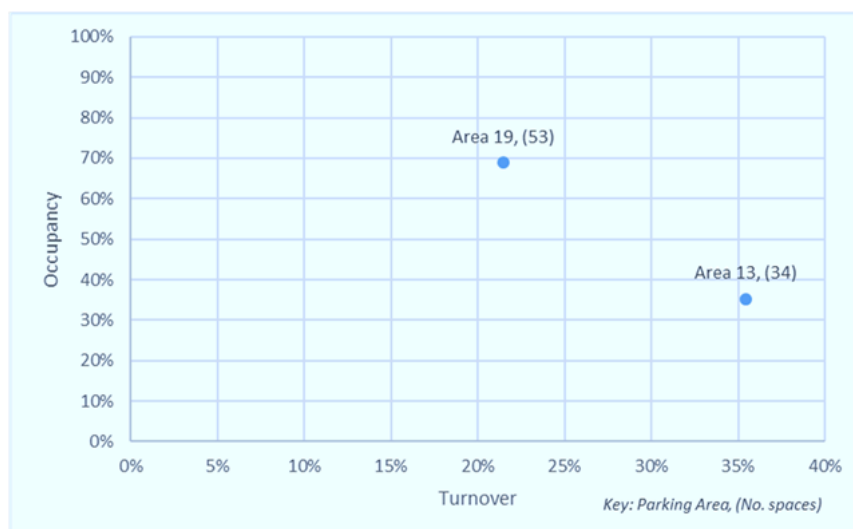


Figure 8 St Leonards & Crows Nest motorbike parking supply & demand (September 2018)

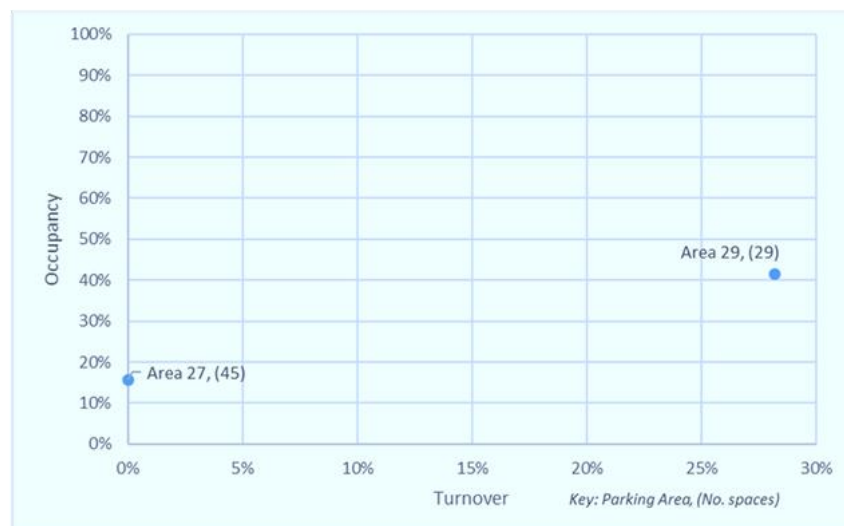


Figure 9 Neutral Bay/ Cremorne motorbike parking supply & demand (September 2018)

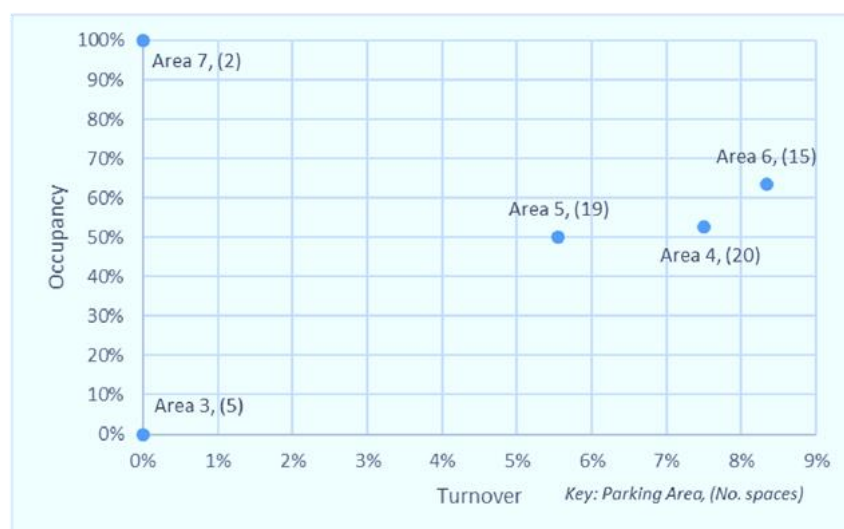


Figure 10 Kirribilli/ Milsons Point motorbike parking supply & demand (September 2018)

## Resident Parking Permits

Eligible residents can apply for a resident parking permit for their motorbike or scooter under the Resident Parking Scheme. Eligibility requirements for motorbikes and scooters are the same as for other vehicles. To prevent damage, Council recommends using a holder similar to a motorbike registration holder to display the permit. As the vehicle registration number is listed on the permit, the permit is only valid for the specified motorbike or scooter and therefore risk of theft or misuse is low.

Council does not currently have a separate fee for motorbike parking permits, although motorbikes and scooters occupy a smaller footprint compared to standard vehicles. It is therefore recommended that Council introduce a new parking permit fee for motorbikes and scooters at a smaller proportion of the standard permit fee.



## Unmetered Parking Areas

Council doesn't generally mark parking bays in unmetered parking areas. Therefore, motorbikes and scooters can conveniently park in these areas and, as with other vehicles, are required to comply with the sign-posted time restrictions. In some of these areas Council has installed motorbike parking where the road space is too small for a car to park, such as in between driveways, in response to requests for more motorbike parking or to resolve parking compliance issues.

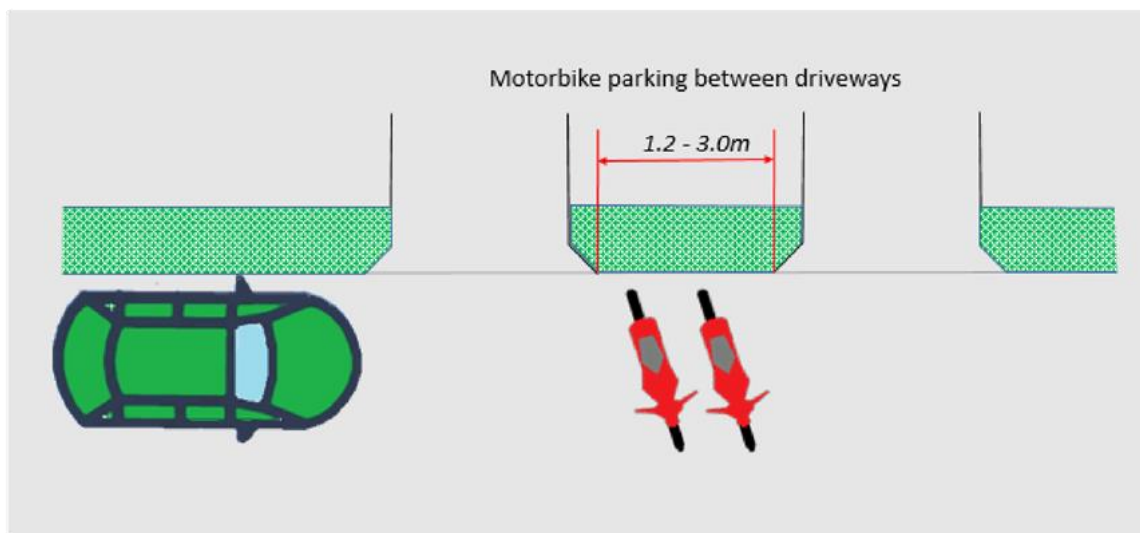


Figure 11 Motorbike parking between driveways

## Metered Parking Areas

North Sydney Council operates metered parking in areas where there is a need to encourage parking turnover to support the parking demand. Council uses Pay-and-Go meters which are pay by space and require the marking of individual bays, which are typically a minimum of 5.4-6.0 metres long.

While the City of Sydney allows free parking for motorbikes in ticket parking areas, provided that riders observe the time restrictions, such a scheme is not feasible in North Sydney Council due to the different operation of the parking meters. One of the benefits of North Sydney Council's parking meters is that they are ticketless and therefore the risk of tickets blowing away or being stolen from motorbikes is eliminated. Instead, bays are marked and the vehicle occupying the bay is required to pay the relevant fee. When marking parking bays at the standard minimum lengths, often there is a small amount of road space left over at the end. This small space as a matter of course is now dedicated to free, untimed motorbike parking.

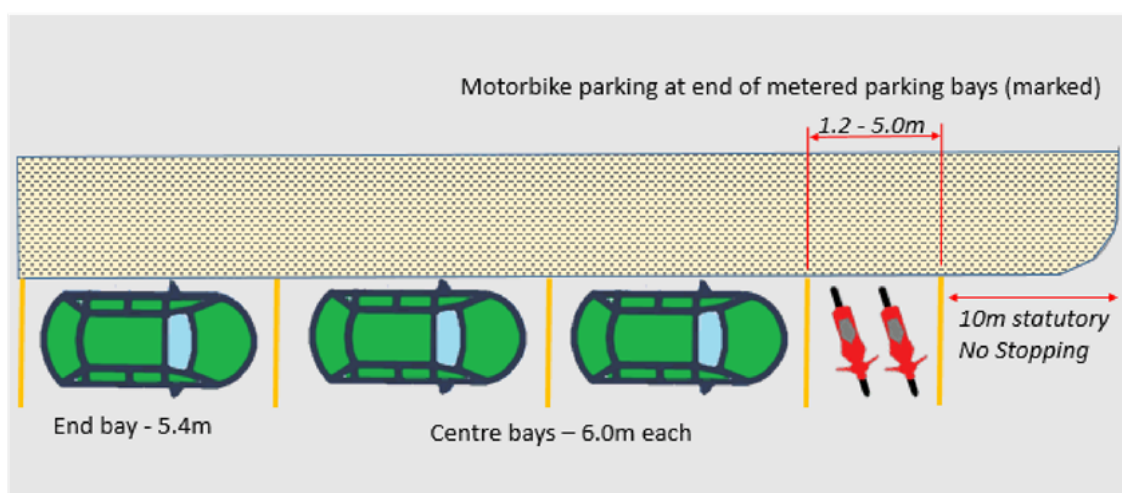


Figure 12 Motorbike parking bays adjacent to metered parking bays

Sometimes motorbike riders will park at the end of a bay to leave room for another car to park in the space, or multiple motorbikes will occupy a single bay. While this is usually done with good intentions, other motorists can have difficulty manoeuvring in and out of spaces due to the smaller available space. Under the NSW Road Rules (2014), in metered parking areas, a driver must not park in a metered parking space while any other vehicle is parked in the space, or in such a manner that any part of the vehicle lies over the markings for the space.



*Figure 13 Motorbike parked at the end of a metered parking space*

Council has installed parking sensors in the middle of metered parking bays which are integrated with the parking meters to improve turnover and parking management. Should motorbike riders wish to park in an empty metered parking bay, it is recommended that the motorbike is parked in the centre of the bay directly over the sensor, to prevent other vehicles from triggering the sensor and clearing the payment.

## Footpath Parking

Motorbikes and scooters are not permitted to park on the footpath under the NSW Road Rules (2014). Footpath parking should not be encouraged as it can impact on access for pedestrians due to the restricted width of many footpaths in North Sydney, and reduces the amenity of the streetscape due to clutter. Notwithstanding, there are a number of locations within the North Sydney CBD where motorbikes are observed parked in open areas adjacent to buildings, many of which are on private property. The continued expansion of the motorbike parking network and providing more publicly accessible information about formal motorbike parking locations may assist to alleviate this issue.

## Off-street Motorbike Parking

Council requires a minimum provision of 1 motorbike parking space per 10 car spaces in all new mixed use and non-residential developments under the North Sydney Development Control Plan (2013). This represents 9% of the parking provisions for those developments in recognition of the travel mode share of motorbikes. These rates support the motorbike commuters by providing dedicated parking at their place of work, and off-set the on-street motorbike parking demand.

Council owns and operates a number of public carparks. Designated motorbike parking is provided in Alexander Street and Holtermann Street carparks. There is some demand for motorbike parking in Ridge Street carpark, however there are no designated spaces.

*Table 2 Off-street motorbike parking supply and demand (September 2018)*

Carpark Name	No. of marked spaces for motor cycles	No. motorbikes parked within designated motorbike spaces	No. motorbikes parked within car spaces	No. motorbikes parked within other areas of the carpark (eg. remnant areas adjacent to columns etc.)
Ridge Street Carpark, North Sydney	No Spaces	No Spaces	2	3
Alexander Street Carpark Crows Nest	8	2	0	0
Holtermann Street Carpark, Crows Nest	6	1	0	0

Parking occupancy data indicates that there is a lower utilisation of motorbike parking in Council's off-street parking areas compared to on-street. This is likely attributable to the relative cost of parking. Council does not currently have a separate fee for motorbikes in its off-street carparks. To encourage use of the existing off-street motorbike spaces, Council could consider the introduction of a reduced motorbike parking fee or free motorbike parking at its carparks. In addition, where there is capacity to accommodate motorbikes, Council could consider creation of dedicated motorbike parking bays within all carparks. To ensure minimal impact on car parking supply, these could be in unused areas of the carpark that don't impact on pedestrian or utilities access, but are of adequate size to accommodate one or more motorbikes.



## On-street parking opportunities and considerations

### Existing No Stopping & No Parking Areas

Council will sometimes install No Stopping restrictions that exceed the statutory No Stopping distances near intersections and pedestrian crossings, or in other locations where there are sight line issues mainly due to parking of large vehicles that obstruct sight lines at critical locations. Due to the lower height of motorbikes, in some locations it may be feasible to restrict the parking to motorbikes only instead of No Stopping restrictions where the zone exceeds the statutory distance.

Council invites members of the public to nominate potentially redundant No Parking and No Stopping zones for investigation through a feedback form on Council's website. Where these locations are identified, Council officers can consider if the zone may be suitable for motorbike parking, if it is not deemed suitable for general parking.

In addition, when Council receives new requests for parking to be removed due to sight issues and the request is supported, consideration can be given to the installation of motorbike parking in lieu of No Stopping or No Parking.

Parking is generally not permitted within the statutory 10 metres from an unsignalled intersection. The RMS may allow parking closer than 10 metres in accordance with their technical direction 2014/005 provided that it does not increase risk to road users. Requests for motorbike parking in such locations submitted to Council will be investigated on a case-by-case basis in accordance with the RMS technical direction.

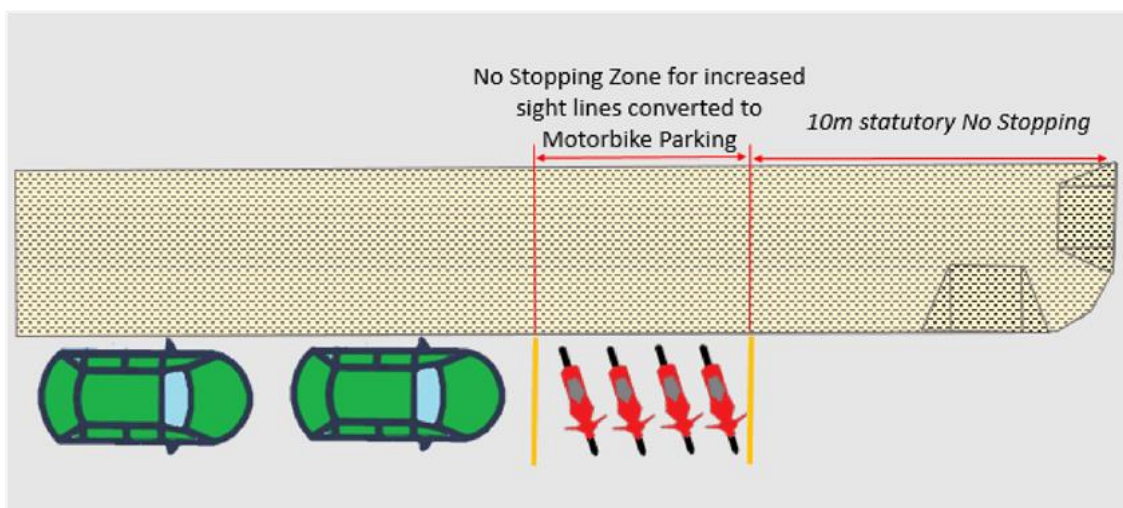


Figure 14 Conversion of No Stopping/ No Parking to Motorbike Parking

Where road widths are between 4.2 metres to 5.1 metres, they are generally not wide enough for a parking lane and travel lane, however may be suitable for motorbike parking if the motorbike is parked parallel to the kerb. Motorbike parking should only be considered in these situations if the cross fall is not too steep and traffic volumes are relatively low to prevent motorbikes from toppling or being knocked over. Motorbike parking areas will need to be delineated to maintain a minimum 3 metre travel lane.

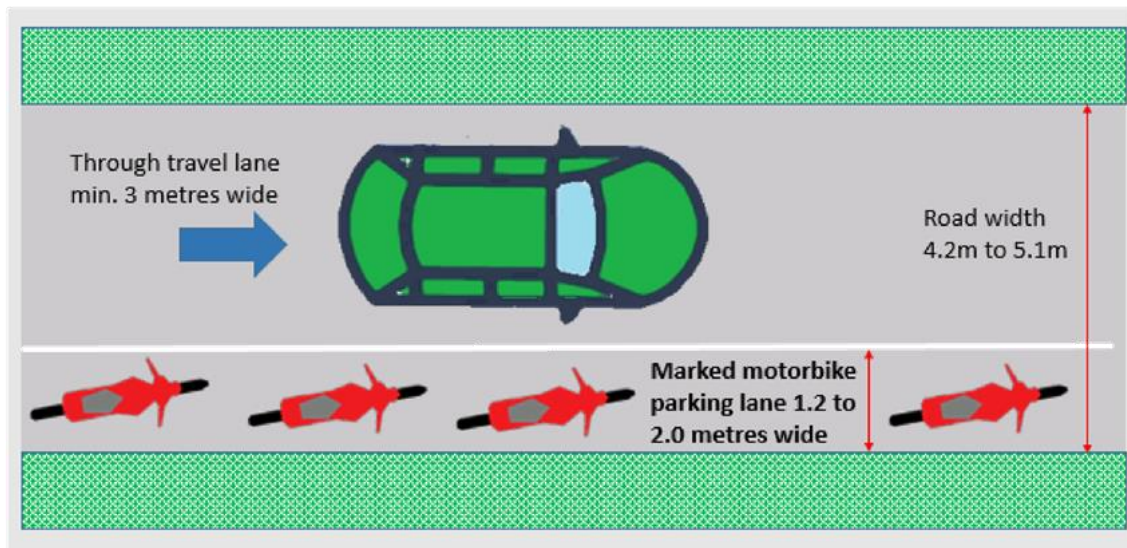


Figure 15 Motorbike parking on narrow roads

## Noise

Most objections to installation of motorbike parking in residential areas are related to noise. Some motorbikes may have modified exhaust systems which increase noise pollution. The Australian Design Rule 83/00 states the legal noise limits for vehicles manufactured from 2005. For older vehicles, the Protection of the Environment (Noise Control) Regulation 2017 specifies the prescribed noise levels.

Noise from individual vehicles is regulated by RMS, the police and the EPA. Noisy motor vehicle exhaust can be reported to the EPA.

When installing motorbike parking consideration is given to the demand for motorbike parking, gradient and condition of the road, available kerb space and proximity to residential properties.

## Action Plan

The following Action Plan has been developed with the objective of providing more opportunities for motorbike parking in North Sydney to support the existing and growing number of motorbikes and scooters in the area. Figure 16 shows the target dedicated motorbike parking network to be achieved through implementation of this strategy and action plan by 2028.

Table 3 Motorbike parking action plan

Action	Description	Timeframe
1. <b>Motorbike Parking Map</b>	Provide online map of motorbike parking locations	2018/19
2. <b>Resident Motorbike Parking Permits</b>	Introduce a new parking permit fee for motorbikes and scooters at a smaller proportion of the standard permit fee in recognition of the smaller footprint.	2019/20
3. <b>Areas between driveways</b>	Designate areas between driveways that are between 1.2m-3m long as motorbike parking	Ongoing
4. <b>Metered Parking Areas – Marking bays</b>	Designate kerb spaces which are too short for minimum car space length to motorbike parking	Ongoing
5. <b>Metered Parking Areas - Information</b>	Provide online information about requirements and tips for motorbikes parking in metered parking areas	2018/19
6. <b>No Stopping &amp; No Parking Areas</b>	Investigate if potentially redundant No Stopping and No Parking zones can be converted to motorbike parking; or if new requests to remove parking due to sight issues are more suitable for motorbike parking	Ongoing
7. <b>Narrow Roads</b>	Consider motorbike parking on road widths between 4.2m-5.1m where general parking is otherwise not achievable, provided that cross falls are suitable.	Ongoing
8. <b>Off-street parking</b>	Introduction of a reduced parking rate or free parking for motorbikes at Council carparks	2019/20
9. <b>Off-street parking</b>	Creation of dedicated motorbike parking bays at all Council carparks	2019/20
10. <b>North Sydney CBD</b>	Continue to increase the amount of motorbike parking spaces particularly in Areas 23, 10 and 1 and 7; and in surrounding parking areas close to these boundaries (Parking Areas 22, 9 and 6).	Ongoing



The map displays the Port Jackson area, bounded by the 'PORT' label to the west and the 'JACKSON' label to the east. Various suburbs are labeled, including ST LEONARDS, CAMMERAY, CROWS NEST, WOLLSTONECRAFT, NORTH SYDNEY, NEUTRAL BAY, WAVERTON, LAVENDER BAY, MILSONS POINT, CREMORNE, and CREMORNE POINT. Geographical features such as Gore Cove, Balls Head Bay, Borrys Bay, Long Bay, and Shell Cove are also marked. Blue circles with numbers (e.g., 48, 20, 10, 25, 58, 140, 145, 93, 40, 30, 20, 30) are scattered across the map, likely representing data points for water quality or other metrics. Green and orange shaded areas are visible, possibly indicating different water quality zones or land use types. The map is oriented with North at the top.



## Related Strategies and Policies

North Sydney Transport Strategy (2017)

North Sydney Integrated Traffic & Parking Strategy (2015)

North Sydney LATM Action Plans (2017)

North Sydney Resident Parking Permit Policy (2018)

RMS Technical Direction TDT 2004/02

Australian Standard AS2890.5 – On-street parking

Australian Standard AS2890.1 – Off-street car parking

## REPORT

### PD/5.2/21.07



**Subject:** Waverley Street Mall - Lighting and Night-time Activation

**TRIM No:** SF21/1767

**Author:** Francisco Mota, Digital Urban Designer

**Director:** Tony Pavlovic, Director, Planning, Environment and Regulatory

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### RECOMMENDATION:

That Council:

1. Engages a suitable consultant to prepare a design for a lighting installation at Waverley Street Mall.
2. Officers prepare a report to Council once the designs for the lighting installation at Waverley Street Mall have been prepared.
3. Ensures that any future lighting installation in Waverley Street Mall minimises any uplight or light spill and is consistent with Dark Skies Principles.

#### 1. Executive Summary

The purpose of this report is to respond to Council resolution CM/8.1/21.03, passed at the Council meeting on 21 March 2021.

The resolution has four key matters to be addressed and these are summarised below:

1. How the recommendations from the Creative Lighting Strategy and Bondi Junction Evening Strategy have been addressed.
2. Whether VPA funding can be used for urban interventions or to implement recommendations from such strategies.
3. Possible permanent or temporary urban interventions in Waverley Street Mall as recommended by the strategies.
4. How such interventions could mitigate noise and light impacts.

The Creative Lighting and the Evening Culture and Entertainment Strategies were adopted by Council in 2018. These strategies have the common goal of making Bondi Junction and its public places connected, inviting and active at night-time.

Waverley Mall is an example of a public plaza and pedestrian route that is attractive and vibrant during the day but quiet and dark during the evening. This public space is mentioned in both strategies as a key space for activation.

Therefore, as prompted by the Council resolution in March, this report responds to the matters raised and concludes that the preferred process is to propose a lighting project to enhance the night-time environment and activity at Waverley Mall. The objective is to design a welcoming, comfortable and 'roomy' ambience.

In addition to the lighting component, council officers will work with businesses to provide entertainment such as music performances on selected nights. It is considered that this is crucial to foster longer term change.

Any light installation would have appropriate safeguards to mitigate against noise or light disturbance to the residential areas surrounding the Waverley Street Mall.

## **2. Introduction/Background**

Great cities provide activity, culture and convenience day and night. A key aspiration for Bondi Junction is for more activity and things to do in the evening. Activating a night economy is a crucial component of ensuring Bondi Junction is a safe, productive and well-loved place. With this vision in mind, two strategies were developed and adopted by Council:

- The Creative Lighting Strategy established an overall vision for the night-time journey and sets technical and design parameters for the creation of a holistic, sustainable, and legible night-time environment that is vibrant and engaging after dark.
- The Evening, Culture and Entertainment Strategy provides the strategic means to develop Bondi Junction over the next 10 years as an evening destination that is economically viable, culturally exciting, and safe.

Both strategies promote a connected, inviting and memorable night-time environment in Waverley's public spaces. In particular, the Creative Lighting Strategy focuses on how application of light can enhance social gathering and public health and safety in the urban environment after dark.

Waverley Street Mall is an attractive courtyard-like space that bustles during the day yet becomes dark and quiet in the evening. This public plaza is also a key pedestrian route in Bondi Junction and is mentioned in both strategies as a key space to be activated at night.

Among the recommendations of the Bondi Junction Evening Culture and Entertainment Strategy (BJ Evening Strategy), actions included the introduction of fairy lights to aid in the creation of an attractive and intimate atmosphere; extending trading hours for small wine bars and cafes and the introduction of early evening pop-up events such as live acoustic music or other related activities that couple with food, drinks and performances.

The results of the community consultation of the BJ Evening Strategy ranked more entertainment and live music, alfresco dining incentives and public art as the three main actions most desired by the community.

There was overwhelming support for activities catering to families, creativity and culture. Additionally, the community recognised the flow-on benefits provided by safe, family-friendly evening entertainment in leading a positive shift in long-standing perceptions of place.

The Creative Lighting Strategy proposed to create a distinctive night experience in Waverley Street Mall to encourage trading in the evening. It focused on improvements to the public domain urban lighting environment through pedestrian scale typologies and encouraging businesses to improve their façade and alfresco lighting and retail frontage lighting. In addition, it proposed a light installation to provide an interpretative layer that reflects the history of Waverley Street being in the vicinity of the first house ('Waverley') built in Waverley in 1827. As such any future lighting installation should draw attention to and enhance the seating areas to encourage people to gather, linger and relax as a common terrace or living space. New seating elements and tree lighting may support this concept with a further interpretation of the year of 1827.

### 3. Relevant Council Resolutions

Meeting and date	Item No.	Resolution
Council 21 March 2021	CM/8.1/21.03	<p>That Council officers report on:</p> <ol style="list-style-type: none"> <li>1. How the implementation of recommendations from both the Bondi Junction Evening Strategy and Creative Lighting Strategy have been incorporated into capital works and public domain improvements in Bondi Junction and Waverley respectively over the last two years.</li> <li>2. Whether Voluntary Planning Agreement money generated in Bondi Junction in the future can be used to implement urban interventions as recommended by the strategies.</li> <li>3. Possible permanent urban installations or temporary urban interventions in Waverley Mall, as recommended by both these strategies, and an estimated cost for such proposals.</li> <li>4. How any temporary urban interventions or pop-ups for Waverley Mall could appropriately mitigate noise and light impacts on adjoining residents and be tested as temporary urban interventions before any permanent options are implemented.</li> </ol>

### 4. Discussion

#### Implementation of the adopted strategies

The first matter noted in the resolution sought information on ‘How the implementation of recommendations from both the Bondi Junction Evening Strategy and Creative Lighting Strategy have been incorporated into capital works and public domain improvements in Bondi Junction and Waverley respectively over the last two years.’

The Bondi Junction Evening and Creative Lighting Strategies were adopted in 2018. During the consultation period of both, several pilot project were delivered that reflected recommendations included in both documents.

From the BJ Evening Strategy, five pilot projects were delivered across Bondi Junction that aimed to test possible night-time activities (Jazz in the Junction, Ramen and Art in the Junction, Camp Stories in the Junction, Wellness in the Junction and Giant Comics in the Junction). One of these pilot projects, Jazz in the Junction, was in Waverley Street Mall.

The Creative Lighting Strategy defines how all types of lighting should be applied across the local government area (LGA) and has been a reference strategy for all street or Coastal Walk upgrades. These include the Lighting Master Plan for Bondi Beach and the recent upgrades in the Coastal Walk and Notts Avenue. In regard to urban interventions, no pilot project has been delivered beyond the creative lighting installation ‘Heart of Bondi’, which was partially funded by the State Government and placed in the Oxford Street Mall temporarily during consultation of the strategy. A pilot lighting project was also included at the beginning of the Coastal Walk at Knotts Avenue. Further work has been developed by officers of Urban Planning Policy and Strategy Department in collaboration with other departments, including a Creative

Lighting component in Bondi Festival and a possible Vivid in Waverley project but, due to COVID-19 and subsequent budget constraints, no additional projects have been delivered.

### **Voluntary Planning Agreements**

The second matter noted in the resolution sought advice on 'Whether Voluntary Planning Agreement money generated in Bondi Junction in the future can be used to implement urban interventions as recommended by the strategies.'

Council's Planning Agreement Policy (VPA Policy) 2014 highlights that 'public benefits received through Planning Agreements contribute to Council's ability to deliver... b) infrastructure identified within Council's Strategic plans.' Appendix 6 of the VPA Policy provides examples of this infrastructure and includes 'playful spaces' which urban interventions would assist to create.

As such, VPA funding, particularly if it is generated in Bondi Junction in the future, can be used to implement urban improvements and interventions as recommended by the Bondi Junction Evening Strategy and Creative Lighting Strategy, subject to the works bearing a relationship to the development and are in the vicinity of where the development is located. This aligns with the guidance provided under the latest Department of Planning, Industry and Environment's (DPIE's) Planning Agreements Practice Note released in February 2021.

The VPA Policy therefore provides that funding can be used for urban improvements to deliver public benefit projects, including those identified in adopted Council Strategies. Urban improvements can be delivered as outlined in the Urban Intervention Framework as short term installations or more permanent solutions. Both the Creative Lighting and the BJ Evening Strategy actions can be prioritised.

In addition, these projects can be delivered with an iterative life cycle. After implementation and while it is in place, information can be gathered and documented (from community feedback, public life data, etc) so that the results can be assessed, evaluated and inform any changes to current or future projects or permanent installations.

### **Proposed future lighting and urban interventions in Waverley Street Mall**

The third matter raised in the Council's resolution was 'Possible permanent urban installations or temporary urban interventions in Waverley Mall, as recommended by both these strategies, and an estimated cost for such proposals.'

Waverley Street Mall is endowed with well-established shady street trees with associated planter/seating arrangements. It also has light poles that provide a limited amount of light coverage. These are arranged in a diagonal stepping pattern along the mall. In addition, there is light associated with the artworks located at Waverley Street Mall planter boxes, which, following an inspection by Urban Design staff in researching this report, were identified as being in need of maintenance and/or upgrade.

During festivals, festivities and special events, fairy lights or other decorative lighting can also be used. These types of lights are best used temporarily as people tire of too much lighting and the installations are not designed for longevity. The temporary nature of these installations also allows for fresh creative ideas to be used each time.

### **Mitigation of noise on neighbouring residential buildings**

The final matter raised in the resolution was 'How any temporary urban interventions or pop-ups for Waverley Street Mall could appropriately mitigate noise and light impacts on adjoining residents and be tested as temporary urban interventions before any permanent options are implemented.'

It is not expected that there will be any additional significant light spillage towards the residential apartments in the area, as these are considerably higher than the plaza. Regarding noise, any impacts will be mitigated by not extending trading hours beyond 10 pm.

Any proposed plans will be tested to ensure that lightspill and lighting will be consistent with Dark Skies Principles.

#### **5. Financial impact statement/Time frame/Consultation**

The lighting component of the urban installation has an estimated cost of \$50,000 to \$60,000. This can be covered by the 2021–22 UPPS Operational budget with assistance from future VPA funding from development in Bondi Junction.

If approved, it is envisioned that it will be installed in late 2021 or early 2022.

#### **6. Conclusion**

In order to achieve the desired night-time activity in Waverley Street Mall, it is recommended that Council proceed with the engagement of a suitable lighting consultant. It is also noted that, in the future, voluntary planning agreements will fund urban improvements and the Urban Intervention Program where actions from adopted Council strategies such as the Creative Lighting and BJ Evening Culture and Entertainment Strategy will be prioritised.

#### **7. Attachments**

Nil.

**REPORT**  
**PD/5.3/21.07**

**Subject:** Cycling Advisory Committee Meeting - 24 February 2021 - Minutes

**TRIM No:** A18/0188

**Author:** Carolyn New, Sustainable Transport Officer

**Director:** Tony Pavlovic, Director, Planning, Environment and Regulatory

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**RECOMMENDATION:**

That Council:

1. Receives and notes the minutes of the Cycling Advisory Committee meetings held on 24 February 2021 attached to the report.
2. Notes that the minutes are available on Council's website.

**1. Executive Summary**

In July 2018, Council adopted Terms of Reference for the new Cycling Advisory Committee and appointed the members of this Committee.

The Terms of Reference state that 'Committee minutes are reported to Council or Council Committee for information. Minutes may include recommendations to Council for consideration.'

Attached to this report are the minutes of the Cycling Advisory Committee meeting held on 24 February 2021.

**2. Introduction/Background**

Council resolved to establish a Cycling Advisory Committee in March 2018. The Terms of Reference were drafted and membership proposed following an expression of interest process. In July 2018, Council endorsed the Terms of Reference for the Committee and appointed members.

As per the Terms of Reference, the Cycling Advisory Committee aims to:

1. Ensure better cycling outcomes are achieved for the Waverley community, as measured by:
  - Increased cycling participation throughout the local government area (LGA) and the eastern city district.
  - Increased cycling participation amongst women, children, seniors and minority groups.
2. Enhance consultation between Council and the bike-riding community to advise and assist Council to better:
  - Plan for cycling networks, infrastructure and facilities.
  - Build and maintain quality cycling infrastructure and facilities.

- Encourage cycling participation across the community including schools, businesses, families, individuals and visitors to the LGA.
- Co-ordinate efforts across different organisations including state and federal government agencies and representatives, the bicycle industry including share bike operators, neighbouring councils, and non-government organisations.

### 3. Relevant Council Resolutions

Meeting and date	Item No.	Resolution
Strategic Planning and Development Committee 13 April 2021	PD/5.6/21.04	<p>That Council:</p> <ol style="list-style-type: none"> <li>1. Adopts the Terms of Reference for the Cycling Advisory Committee attached to the report.</li> <li>2. Receives and notes the minutes of the Cycling Advisory Committee meetings held on 12 February 2020 and 2 December 2020 attached to the report.</li> <li>3. Notes that the minutes are available on Council's website.</li> </ol>

### 4. Discussion

The Cycling Advisory Committee Terms of Reference note that:

- Committee agendas and minutes are public documents and are published on Council's website.
- Committee minutes are reported to Council or Committee for information. Minutes may include recommendations to Council for consideration.

Minutes of the meeting held on 24 February 2021 are attached to this report for Council's information. The minutes are available on Council's website.

The minutes of the 14 April 2021 meeting will be available to Council following their adoption at the next Cycling Advisory Committee meeting, scheduled for June 2021.

### 5. Financial impact statement/Timeframe/Consultation

The operation and administration of the Cycling Advisory Committee, which requires the commitment of Councillor, volunteer and staff resources, are usually covered by Council's operational budget.

Delivery of specific projects that may require additional budget would require Council approval.

### 6. Conclusion

Meetings of the Cycling Advisory Committee since the last report were held on 24 February and 14 April 2021. Minutes of the meeting held on 24 February are attached to this report. The next meeting is scheduled for 30 June 2021.

### 7. Attachments

1. WCAC - 24 February 2021 - Minutes [↓](#)



## Waverley Cycling Advisory Committee

### Draft Minutes

**Date: Wednesday 24 February 2021**

**Time: 6pm**

**Venue: Teams Meeting**

Attendance		
Councillors	Cr George Copeland	Waverley Councillor (Chair)
	Cr Leon Goltsman	Waverley Councillor
Council Staff	Clint Yabuka	Strategic Transport Manager
	Carolyn New	Sustainable Transport Officer
Committee Members	Neil Lessem	Community
	Sue Scott	Community Representative
	Anish Bhasin	BIKEast representative
	Tanya Bosch	BIKEast representative

Apologies		
Councillors	Cr Steven Lewis	Waverley Councillor
Council Staff	Leo Huertas-Prieto	Project Manager, Strategic Transport
Committee Members	Kate Marshall	Community Representative
	Bastien Wallace	Community Representative
	Edna Udovich	Community Representative

Item	Item	Action
1. Apologies, changes to membership	Meeting commenced at 6:13pm.  The minutes from the December meeting were approved, moved by NL and seconded by SS.  December minutes to be reported to Council and posted to website.  No matters arising.	CN
2. Existing Projects Update		
2.1. Bondi Junction Cycleway	Update. 60% construction of whole route complete. New kerbs being installed on Stage 4. Renewed focus	

	upon opening complete sections. Renewed challenges with STA and Bus Depot .	
2.2. Curlewis St temporary cycleway	TfNSW and Waverley Council are working together to deliver this project.	
2.3. Henrietta Street Divider Trial	Have Your Say survey and assessment of Trial to commence 26 February and continue to 28 March. After speed counts and volumes to be collected before final assessment.  Committee reported on on-going issues with Salisbury Street	
2.4. Bike Route Maintenance	The budget for remarking bicycle routes identified at previous meeting has been 'reallocated'. Examining opportunities for some maintenance as part of Curlewis St project.	
3. Active Transport Grants	Projects funded under TfNSW 2020/21 Active Transport Grants Program as follows:	
3.1. Darley Road Cycleway	Centennial Parklands are preparing documents to go to tender for the Darley Road Cycleway to be constructed in Queens Park.	
3.2. Old South Head Road Continuous Footpaths	Detailed design underway for the continuous footpaths on Old South Head Road at Paul Street and Bon Accord Street. This includes a renewal of the Old South Head Road shared path. Design to go to March Traffic Committee for approval for construction.	
3.3. Paul Street	Detailed design for Paul Street mixed traffic and shared path crossing at shared signalised crossing at Bondi Road underway for construction.	
3.4. Arden Street	Construction of shared path on Arden Street west side for riding to school is pending the existing school safety project works.	
3.5. Bike Shed	Construction of a bike shed on TfNSW land under Syd Einfield Drive. Investigation of construction costs and potential arrangements for future user access underway to determine feasibility.	
3.6. Active Transport Grants 21/22	Applications for grant funding for 2021/22 still not open.	
4. Strategic Review for Bike Plan	Preparation underway for Stage 1. Initial Engagement. Discussion on first draft of Community Survey to establish priorities. Feedback provided by the Committee to simplify the survey, with optional detailed information and include additional strategies such as focus groups for more detailed engagement. Engagement update to be provided for next meeting.	CN/CY
NEXT MEETING	Wednesday 14 April, 2021	
FUTURE MEETINGS	Wednesdays 9 Jun, 11 Aug. 13 Oct, 8 Dec	
Waverley Cycling Advisory Committee: <a href="http://www.waverley.nsw.gov.au/council/committees/waverley_cycling_advisory_committee">www.waverley.nsw.gov.au/council/committees/waverley_cycling_advisory_committee</a>		

Sustainable Transport: <a href="http://waverley.nsw.gov.au/transport">waverley.nsw.gov.au/transport</a>
Council Agendas and Minutes (includes Traffic Committee): <a href="http://waverley.infocouncil.biz/">waverley.infocouncil.biz/</a>