



## **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 6 JUNE 2023**

A handwritten signature in black ink, appearing to read 'Emily Scott'.

Emily Scott  
**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*.



## **Statement of Ethical Obligations**

Councillors are reminded of their oath or affirmation of office made under section 233A of the Act and their obligations under Council's code of conduct to disclose and appropriately manage conflicts of interest.

## **Live Streaming of Meeting**

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

PD/4.1/23.06	Confirmation of Minutes - Strategic Planning and Development Committee Meeting - 2 May 2023 .....	5
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#### 5. Reports

PD/5.1/23.06	Flood Study and Waverley Development Control Plan 2022 - Peer Review and Additional Information.....	11
PD/5.2/23.06	Planning Proposal - 34-36 Flood Street, Bondi - Heritage Listing .....	21
PD/5.3/23.06	Managing Conflicts of Interest for Council-related Development Policy - Adoption .....	29
PD/5.4/23.06	Waverley Local Planning Panel - Membership .....	40
PD/5.5/23.06	Housing Advisory Committee - Membership.....	47
PD/5.6/23.06	North Bondi Shops and Bus Terminus Upgrade - Concept Designs.....	51

#### 6. Urgent Business

#### 7. Meeting Closure

## CONFIRMATION OF MINUTES

### PD/4.1/23.06



**Subject:** Confirmation of Minutes - Strategic Planning and Development Committee Meeting - 2 May 2023

**TRIM No:** SF23/18

**Manager:** Richard Coelho, Executive Manager, Governance

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### RECOMMENDATION:

That the minutes of the Strategic Planning and Development Committee meeting held on 2 May 2023 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 committee meetings must be confirmed at a subsequent meeting of the committee, in accordance with clause 20.23 of the Code of Meeting Practice.

### Attachments

1. Strategic Planning and Development Committee Meeting Minutes - 2 May 2023 .



**MINUTES OF THE STRATEGIC PLANNING AND DEVELOPMENT COMMITTEE MEETING  
HELD AT WAVERLEY COUNCIL CHAMBERS, CNR PAUL STREET AND BONDI ROAD, BONDI JUNCTION ON  
TUESDAY, 2 MAY 2023**

**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 Ludovico Fabiano	Waverley Ward
Councillor Leon Goltsman	Bondi Ward
Councillor Michelle Gray	Bondi Ward
Councillor Tony Kay	Waverley Ward
Councillor Tim Murray	Waverley Ward
Councillor Will Nemesh	Hunter Ward
Councillor Dominic Wy Kanak	Bondi Ward

**Staff in attendance:**

Emily Scott	General Manager
Sharon Cassidy	Director, Assets and Operations
Tara Czinner	Director, Corporate Services
Fletcher Rayner	Director, Planning, Sustainability and Compliance
Ben Thompson	Director, Community, Culture and Customer Experience

*At the commencement of proceedings at 7.30 pm, those present were as listed above, with the exception of Cr Betts who arrived at 7.33 pm during addresses by members of the public.*

*Crs Betts, Kay and Keenan attended the meeting by audio-visual link.*

**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**

Apologies were received from Cr Angela Burrill.

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

The Chair called for declarations of interest and none were received.

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

- 3.1 G Fielden (on behalf of Uniting) – PD/5.1/23.05 – War Memorial Hospital (Edina Estate) – Development Control Plan – Adoption.
- 3.2 J Forsyth – PD/5.1/23.05 – War Memorial Hospital (Edina Estate) – Development Control Plan – Adoption.
- 3.3 I Rose (on behalf of Friends of War Memorial Hospital) – PD/5.1/23.05 – War Memorial Hospital (Edina Estate) – Development Control Plan – Adoption.
- 3.4 D Caretti (on behalf of Charing Cross Precinct) – PD/5.1/23.05 – War Memorial Hospital (Edina Estate) – Development Control Plan – Adoption.

**4. Confirmation of Minutes**

**PD/4.1/23.05                      Confirmation of Minutes - Strategic Planning and Development Committee Meeting - 4 April 2023 (SF23/18)**

**MOTION / UNANIMOUS DECISION**

Mover:        Cr Lewis  
Seconder:     Cr Gray

That the minutes of the Strategic Planning and Development Committee meeting held on 4 April 2023 be received and noted, and that such minutes be confirmed as a true record of the proceedings of that meeting.

## 5. Reports

### **PD/5.1/23.05                      War Memorial Hospital (Edina Estate) - Development Control Plan - Adoption (SF21/655)**

#### **MOTION / UNANIMOUS DECISION**

Mover:        Cr Masselos

Seconder:    Cr Keenan

That Council defers this item until the Council meeting on 16 May 2023 to allow Councillors to properly review the Development Control Plan.

#### **Division**

**For the Motion:**            Crs Betts, Fabiano, Goltsman, Gray, Keenan, Lewis, Masselos, Murray, Nemesh and Wy Kanak.

**Against the Motion:**    Nil.

*G Fielden (on behalf of Uniting), J Forsyth, I Rose (on behalf of Friends of War Memorial Hospital) and D Caretti (on behalf of Charing Cross Precinct) addressed the meeting.*

### **PD/5.2/23.05                      Clause 4.6 Variations to Development Standards - Quarterly Report - January-March 2023 (A23/0244)**

#### **MOTION / UNANIMOUS DECISION**

Mover:        Cr Lewis

Seconder:    Cr Murray

That Council notes the clause 4.6 variations to development standards for the period 1 January 2023 to 31 March 2023 attached to the report.

### **PD/5.3/23.05                      Net Zero Community Emissions Target - Programs (A08/1210)**

#### **MOTION**

Mover:        Cr Murray

Seconder:    Cr Fabiano

That Council:

#### **1. Notes:**

- (a) That the achievement of Council's net zero community target by 2035 remains reliant on emissions offsets to meet the calculated shortfall of Council's current emissions reduction pathway.
- (b) That it is not Council's intention to rely on emission offsets to meet its 2035 target.
- (c) The consultation and engagement that is occurring with the community and experts on emissions reduction actions to meet the net zero community emissions target.

- 2. Writes to the NSW Minister for Climate Change, the Hon. Penny Sharp MP, seeking additional and accelerated investment in net zero initiatives to support progress towards meeting Council's net zero community emissions target.

3. Engages stakeholders from the Net Zero Roundtable event to work together to progress and promote the increased acceleration of net zero actions across the Waverley business community.
4. Continues to lead by example in taking all available opportunities and advocating strongly to urgently reduce greenhouse emissions across Council operations and community actions.
5. Updates residents on progress to net zero 2035 via all Council communication channels to build support and participation in the change.

**AMENDMENT**

Mover: Cr Betts

Seconder: Cr Kay

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

‘That it is not Council’s intention to rely on emission offsets to meet its 2035 target, but that Council provides an item in its current budget and Long Term Financial Plan to show any financial impacts from the purchase of carbon credits to meet our 2035 targets.’

THE AMENDMENT WAS PUT AND DECLARED LOST.

THE MOTION WAS THEN PUT AND DECLARED CARRIED.

**DECISION**

That Council:

1. Notes:
  - (a) That the achievement of Council’s net zero community target by 2035 remains reliant on emissions offsets to meet the calculated shortfall of Council’s current emissions reduction pathway.
  - (b) That it is not Council’s intention to rely on emission offsets to meet its 2035 target.
  - (c) The consultation and engagement that is occurring with the community and experts on emissions reduction actions to meet the net zero community emissions target.
2. Writes to the NSW Minister for Climate Change, the Hon. Penny Sharp MP, seeking additional and accelerated investment in net zero initiatives to support progress towards meeting Council’s net zero community emissions target.
3. Engages stakeholders from the Net Zero Roundtable event to work together to progress and promote the increased acceleration of net zero actions across the Waverley business community.
4. Continues to lead by example in taking all available opportunities and advocating strongly to urgently reduce greenhouse emissions across Council operations and community actions.
5. Updates residents on progress to net zero 2035 via all Council communication channels to build support and participation in the change.

**6. Urgent Business**

There was no urgent business.

**7. Meeting Closure**

**THE MEETING CLOSED AT 8.37 PM.**

A handwritten signature in blue ink, appearing to read "Simon Lein".

.....  
**SIGNED AND CONFIRMED**  
**CHAIR**  
**6 JUNE 2023**



**REPORT**  
**PD/5.1/23.06**

**Subject:** Flood Study and Waverley Development Control Plan 2022 - Peer Review and Additional Information

**TRIM No:** SF21/4935

**Manager:** George Bramis, Executive Manager, Urban Planning

**Director:** Fletcher Rayner, Director, Planning, Sustainability and Compliance

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**RECOMMENDATION:**

That Council:

1. Notes:
  - (a) The peer review of the Waverley Local Government Area Flood Study and draft amendment to the Waverley Development Control Plan (DCP) 2022 attached to the report (Attachment 1).
  - (b) The findings of the property price impact report attached to the report (Attachment 2).
  - (c) The findings of the insurance implications research report attached to the report (Attachment 3).
  - (d) The advice provided by Council's insurer attached to the report (Attachment 4).
2. Officers prepare a report to Council on the draft amendment to the DCP 2022 incorporating any required changes from the documents above and addressing community feedback received during public exhibition.

**1. Executive Summary**

A draft amendment (No. 10) to the Waverley Development Control Plan (DCP) 2012—now the Waverley Development Control Plan 2022—was prepared and exhibited to implement changes to flood planning controls and introduce new flood maps, following the adoption of the Waverley Local Government Area (LGA) Flood Study and NSW State Government reform.

All properties tagged on the new flood maps were notified, resulting in a substantial number of submissions and enquiries from affected residents during and after the exhibition period. Following the concerns raised by residents, additional work has been undertaken, including an independent peer review of the Waverley LGA Flood Study and draft DCP amendment, as well as research on potential implications for property prices and insurance premiums.

The findings of this work are discussed in this report with the relevant supporting information provided in the attachments.

## 2. Introduction/Background

From 23 June 2022 to 21 July 2022, a draft amendment to the Waverley Development Control Plan (DCP) was placed on public exhibition. The amendment proposed changes to the flood planning controls contained within the DCP, as well as proposing new flood planning maps which outlined proposed flood risk precincts (FRP) consisting of three different risk categories: low, medium and high. The amendment was prepared by Water Management Solutions (WMS) in response to the adoption of the Waverley LGA Flood Study in 2021 (prepared by consultant BMT), as well as the NSW Flood Prone Land Package reform implemented by the NSW Government in 2021. The NSW Government reforms resulted in Council's existing LEP flood maps no longer having any legal status and the requirement for maps to now be displayed in the DCP.

Notification letters were distributed to owners of all land tagged on the proposed maps and Council received over 100 enquiries generally relating to the risk categorisations given to individual land parcels, impact on property prices and insurance premiums, as well as validity of the Waverley LGA Flood Study.

In response, Council:

- Engaged a consultant to undertake an independent peer review of the Waverley Flood Study and draft DCP amendment.
- Engaged a consultant to undertake an independent review of the potential impacts on property prices.
- Researched the potential insurance implications for residents.
- Sought advice from Council's insurer.
- Contacted residents who raised concerns or provided a submission on the draft amendment.

The purpose of this report is to provide a summary of information relating to the additional work undertaken, following the exhibition of the draft amendment. A further report would be presented to Council containing the consultation report on engagement undertaken as well as collating and summarising the feedback received, alongside any proposed amendments to the draft DCP, based on the peer review and other bodies of work which have been completed.

## 3. Relevant Council Resolutions

Meeting and date	Item No.	Resolution
Council 15 February 2022	CM/7.12/22.02	That Council: <ol style="list-style-type: none"> <li>1. Notes that a Councillor workshop on the draft Waverley Development Control Plan 2012 (Amendment No. 10) was held on 19 October 2021.</li> <li>2. Publicly exhibits the draft Waverley Development Control Plan 2012 (Amendment No. 10) attached to the report for a minimum period of 28 days, in accordance with section 3.43 and clause 5 of schedule 1 of the Environmental Planning and Assessment Act 1979.</li> <li>3. Officers prepare a report to Council following the exhibition period.</li> </ol>
Strategic Planning and Development Committee	PD/5.5/21.04	That Council: <ol style="list-style-type: none"> <li>1. Endorses the Waverley LGA Flood Study attached to the</li> </ol>

13 April 2021		<p>report as Council's current understanding of flood behaviour within the local government area.</p> <ol style="list-style-type: none"> <li>2. Uses the knowledge derived from the Waverley LGA Flood Study to mitigate flood risk through applying planning controls to proposed development activities on land identified as flood-affected.</li> <li>3. Notes the recent grant application to the Department of Planning, Industries and Environment for the Floodplain Risk Management Study and Plan.</li> </ol>
Council 19 May 2020	CM/7.8/20.05	<p>That Council:</p> <ol style="list-style-type: none"> <li>1. Publicly exhibits the draft Waverley LGA Flood Study attached to this report for six weeks.</li> <li>2. Convenes a Waverley Council Floodplain Management Committee meeting to review the findings of the public consultation.</li> <li>3. Receives a further report for endorsement by Council of the final Waverley LGA Flood Study.</li> </ol>
Council 21 August 2018	CM/7.9/18.08	<p>That Council:</p> <ol style="list-style-type: none"> <li>1. Establishes the Waverley Council Floodplain Management Committee.</li> <li>2. Adopts the Constitution and Terms of Reference for the Committee attached to this report subject to amending the Constitution by the addition of two more community members chosen by way of expressions of interest so that residents can have input into the process.</li> <li>3. Appoints the Mayor, or their delegate, as Chair of the committee, and Crs Copeland and Betts as councillor members, and amends the constitution accordingly.</li> </ol>
Operations Committee 2 May 2017	OC/5.3/17.05	<p>That Council:</p> <ol style="list-style-type: none"> <li>1. Receives and notes the report.</li> <li>2. Accepts the Grant in the amount of \$225,333 from the office of Environment and Heritage to undertake a flood study of the Waverley Council LGA and that Council's contribution of \$112,667 be funded from the SAMP Stormwater Reserve.</li> <li>3. Proceeds with the seeking of quotes from consultants from the Local Government Procurement Panel 12083 and authorise the Director of Waverley Renewal to engage a suitably qualified consultant.</li> </ol>

#### 4. Discussion

##### Peer review

In November 2022, a request for quotation process was undertaken for a Peer Review of the Waverley LGA Flood Study and draft amendment to the DCP. The work was awarded to GLN Planning and KBR Consulting. The scope of the work to be undertaken included the following:

##### Flood Study:

- Comment on the appropriateness of the adopted methodology.
- Comment on the correctness of the assumptions.
- Based on the methodology and assumptions, are the conclusions generally sound?
- Comment on whether the identified categorisation of flooding (type A to C) has been correctly identified.
- Comment on whether the overall conclusions are correct, including the identification of 12 hotspot areas.

##### DCP amendment:

- Comment on the appropriateness of the lot tagging method.
- Comment on the methodology undertaken to prepare the amendments to the Development Control Plan, inclusive of reviewing a consultant report discussing this process.
- Comment on the post-exhibition report prepared, addressing the concerns raised by residents.
- Consistency of the DCP with the Floodplain Development Manual 2005 and the guideline on Considering Flooding in Land Use Planning.
- Whether the categorisation of low, medium and high flood risk is appropriate given the results of the flood study and the context of Waverley and if not, what other approaches could be adopted.
- Does the DCP follow best practice, particularly in relation to what Councils with similar flood risk are adopting?
- Based on the findings of the Flood study and DCP peer review, what changes could be made to improve the DCP.

A final report was issued to Council on 27 April 2023 that considered the following sources:

- Flood-prone land package changes as documented in the DPE Planning Systems Circular issued to councils in final form on 14 July 2021. Considering Flooding in Land Use Planning – Guideline, DPIE, 14 May 2021 (2021 guideline provided with the 2021 package).
- Floodplain Development Manual, Department of Infrastructure, Planning and Natural Resources, April 2005.
- Draft Floodplain Management Manual, Environment, Energy and Science Department of Planning and Environment (DPE), 2022, and associated complementary Guides (Draft Flood Risk Management Manual and associated draft Guidelines).
- Managing the Floodplain: A Guide to Best Practice in Flood Risk Management in Australia Australian Institute of Disaster Resilience 2017.
- ISO 31000:2009 – Risk Management: Principles and Guidelines.
- Draft Shelter in Place Guideline, Department of Planning & Environment, 2022 (exhibited 17 January until 28 February 2023).
- Waverley LGA Flood Study, Final Report, January 2021, prepared by BMT for Council.
- Draft DCP provisions prepared by Water Modelling Solution (WMS) for Council dated September 2021.
- Submissions received by Council regarding the exhibition of the draft DCP.
- Review of Submissions to Draft DCP, 6 October 2022, prepared for Council by WMS.

- Council officer reports regarding the establishment of the Waverley Council Floodplain Management Committee, Flood Study and draft DCP, to the Council meetings on 21 August 2018 and 19 May 2020 and the Strategic Planning and Development Committee on 13 April 2021.

The final report concludes that the Flood Study and draft DCP amendment have been prepared in line with relevant manuals and guidelines and represent best practice.

The findings of the review of the Flood Study are detailed as followed:

- The Flood Study was completed in accordance with the NSW State Government's Floodplain Development Manual (2005), and Australian Rainfall and Runoff (ARR) 2016 (the current ARR guideline at the time of completion of the Flood Study).
- The adopted modelling methodology is considered reasonable and appropriate for the catchment. However, there are limitations in the adopted approach that directly influence the level of confidence in certain (predominantly steeper upper catchment) sections of the catchment. BMT have clearly acknowledged these limitations and considered them in their approach to lot tagging.
- Further investigation of key model limitations and assumptions discussed in this review should be considered within the Flood Risk Management Study (the next stage in the Floodplain Management Process set by the NSW State Government).
- The adopted approach to lot tagging should be clearly articulated and repeatable but should also consider the level of uncertainty/confidence in the underlying modelling. Any deviation from the selected criterion to add or remove tagged properties based on engineering judgement or visual inspection should be documented for future reference.
- The BMT approach to lot tagging considered the level of uncertainty in the underlying modelling but is not simple to articulate or replicate.

The findings of the review of the DCP are as follows:

- The WMS approach to lot tagging follows a set criterion (i.e. well-articulated) and is simple to replicate but does not take into consideration the level of uncertainty in the underlying modelling.
- The approach to defining the FPA is a matter that can be considered further as part of the FRMS. In the interim, the WMS FRP approach is considered a reasonable, albeit conservative, approach to determining the FPA and FRP maps for the application of DCP controls.
- The FRP map is currently presented using the lot-based approach as discussed in section 3.2. It is recommended that the FRP map be modified to adopt a line-based approach (i.e. based on the actual extent of the three precincts) to convey the flood extent and level of risk to the community to an improved level of accuracy. The lot-based map can be retained for use internally by Council to understand what DCP controls apply to each lot.
- The draft DCP Flood Map uses a hybrid approach that combines an FRP Map approach with a Flood Control Lot map approach. While we recognise there are some advantages with such an approach we recommend that it be replaced with a conventional line based map derived from modelled flood extents. However, it would be appropriate to provide a statement on the map that recognises the known accuracy limitations as discussed by KBR.
- The FRP map should be used to identify the flood planning area to which clause 5.21 of the LEP would apply. However, to ensure consistency between application of the LEP clause 5.21 considerations and the DCP controls it would be desirable for the DCP to explicitly outline that satisfaction of the provisions of the DCP is a means of addressing clause 5.21. This will provide clarity to the community as to the combined flood related considerations for development applications for both the LEP and DCP.
- There were no identified issues with the process for preparing the DCP.
- The consultant provided detail recommendations for improvements to the draft DCP. In particular, it is recommended to include performance criteria which would provide flexibility to ensure that

any unavoidable inaccuracies with the flood modelling that have underpinned the definition of FRPs would not unreasonably impact the development potential of individual properties.

- The Planning Matrix and FRP Map approach relied on by the Draft DCP is consistent with DCPs adopted by a substantial number of councils in NSW and is consistent with both the Floodplain Development Manual and 2021 Guidelines. The matrix could be simplified by for example rationalising land use categories.
- The approach adopted by the draft DCP is consistent with best practice.

The recommendations relating to the draft DCP amendment and associated maps are not addressed in this report. An amendment of the DCP, incorporating feedback from the peer review would be reported to a future meeting of Council.

### **Property price impacts**

In January 2023, a request for quotation process was undertaken to assess any potential property price impacts relating to the draft DCP Amendment. The work was awarded to Hill PDA.

The assessment undertook the following methodology:

- Review of the relevant literature, considering national and international examples.
- A review of the NSW Valuer General Review of the Impact of Flooding on the 1 July 2022 land values.
- A regression analysis of property transactions in the Waverley LGA to understand whether flood affectation impacted property prices (both LEP and draft DCP maps).
- Case study analysis on particular properties in the Waverley LGA.

An analysis of identified flood affected and non-flood affected properties transacted in Waverley LGA found there was no economic or statistically significant relationship between flood affectation and the price of property. This was tested through:

- Reviewing transactions of properties in Waverley LGA once the DCP amendments were placed on exhibition and therefore the flood affectation was included in the section 10.7 certificate, which was a part of the contract of sale. Regression analysis and statistical testing found that those that were flood affected did not have a statistically significant lower price than those that were not flood affected. It also found that there was not a meaningful relationship between price and flood risk identification observed when looking at medium and high-risk properties alone.
- The Waverley LEP has identified properties that are at risk of flooding, and these properties have been identified since at least 2012. Property transactions between 2001 and 2022 were analysed and again no statistically significant relationship between flood risk identification and price was observed when controlling for time and property type.

The study concluded that:

- The literature does not support a relationship between flood identification and price discounts. Price can be impacted in the immediate aftermath of a flood event, but then prices recover within a few years.
- The identification of land as being potentially flood (stormwater) affected is on its own unlikely to have a material impact on property prices in Waverley over time.
- There has been no evidence of price impacts because of the identification of existing flood affectation (through the old LEP maps) in the Waverley LGA.

Further detail can be found in in full report (Attachment 2).

## Insurance implications

The Waverley LGA Flood Study outlined that most of the water where inundation could occur, aside from Bronte Gully and Tamarama Gully, in the Waverley LGA should be considered as 'stormwater' for the purposes of insurance. In Australia, all insurers have adopted a consistent definition of a flood as:

*The covering of normally dry land by water that has escaped or been released from the normal confines of any lake, river, creek or other natural watercourse, whether or not altered or modified; or any reservoir, canal or dam'. Stormwater is not considered a 'flood' for insurance purposes.*

Simplistically, stormwater damage is associated with water travelling to a watercourse or water body, while flood damage is associated with water travelling from a watercourse or water body.

Insurance premiums for specific properties and addresses are determined by individual insurance companies based on their assessment of risk and probability of damage – based on best available research, as well as historical events in an area – and are outside of Council's control.

However, following concerns raised by residents, research was undertaken to determine what impacts the draft DCP could have on insurance premiums, to ensure that any implications have been considered. The methodology undertaken included:

- Contacting the Insurance Council of Australia (the representative body of the general insurance industry in Australia).
- Consulting relevant information provided by insurers, the insurance Council of Australia and the Floodplain Management Australia (Australia's peak flood planning body) to determine the matters insurers consider when undertaking a risk assessment for flooding.

In addition to the above, an assessment of empirical evidence of insurance premiums in Waverley was undertaken based on a mass quoting exercise. Research was undertaken to ascertain whether there was a relationship between flood affectation and an increased premium in insurance prices. In undertaking this process, a number of variables were considered:

- Properties with no flood affectation.
- Properties tagged in the Waverley Local Environmental Plan Flood Maps (old LEP Flood Maps); which are no longer relevant due to State Government changes in 2021 but still present.
- Properties categorised as A, B or C in the Waverley Flood Study.
- Properties tagged as being in a Low, Medium or High Flood Risk Precinct in the proposed new Flood Planning Area as part of the Draft DCP Amendment.
- A range of geographical locations.

Insurance premium quotes were obtained during February 2023. A total of 24 different addresses were selected across the LGA, with particular attention given to areas and streets where Council received submissions and concerns from residents, such as Queens Park and North Bondi. Quotes were obtained from reputable insurers including St George Bank, GIO Insurance and AHM. Insurers were also chosen with different underwriters. Several controlled variables were isolated to understand how insurance premiums relate to specific flood risks.

In concluding the assessment of the quotes received as part of this research exercise, as well as the other information reviewed, the following observations were made:

- Insurance premiums vary widely depending on the insurer.
- Flood affectation on the old LEP flood maps did not directly translate into a higher premium.
- Flood affectation A, B or C in the Flood Study did not directly translate into a higher premium.

- Flood affectation as high, medium or low risk in the draft DCP amendment did not directly translate into a higher premium.
- Some parts of North Bondi are subject to higher premiums, particularly with one insurer that provided a 'flood' component of the price provided. There is no definitive conclusion why this was the case; although historical claims and past flooding events in this area, as well as individual insurers approach, may be driving higher premiums in this area.

It should be noted that the extensive data produced by the Waverley LGA Flood Study has been publicly available since its adoption in 2021 on the State Emergency Services (SES) Flood Data Portal and is likely already contained on the ICA's National Flood Insurance Database (NFID). The NFID is an Australia-wide database that provides insurers with information about the relevant flood depths for different sized flood events.

The information that has been publicly available since 2021 includes both the Flood Study report itself and the extensive maps containing flood level information (93 flood maps which show different parts of the LGA and different flood events, depths and velocities).

Further detail on the methodology utilised and the findings of the review of insurance implications is available in Attachment 3.

For residents who are concerned that their insurer has incorrectly assessed flood risk, the ICA has provided the following advice. This advice is included as a FAQ on Council's Have Your Say page:

*If you have evidence that an insurer has incorrectly assessed risk of flooding (e.g. a Council flood study, floor level survey, site-specific flood report or similar), please contact the insurer directly to discuss. Many major insurers have dedicated flood premium review processes in place and welcome information that helps improve the accuracy of their flood risk assessments. The Insurance Council of Australia (ICA) can also assist in reviewing information if an insurer cannot. Providing the insurer or ICA documentation will assist in this discussion.*

*It is also important to shop around if you are not satisfied by the premium or cover offered by your insurer.*

*When discussing your insurance premium and potential flood component of your insurance, you may wish to refer to the description from the Waverley LGA Flood Study which states that most of the water where inundation could occur, aside from Bronte Gully and Tamarama Gully, in the Waverley LGA should be considered as 'stormwater' for the purposes of insurance.*

### **Advice from Council's insurer**

Protection from liability is provided to councils under section 733 of the *Local Government Act 1993*, which states in part:

- (1) A council does not incur any liability in respect of—
- (a) any advice furnished in good faith by the council relating to the likelihood of any land being flooded or the nature or extent of any such flooding, or
  - (b) anything done or omitted to be done in good faith by the council in so far as it relates to the likelihood of land being flooded or the nature or extent of any such flooding.

These sections also apply to:

- (a) the preparation or making of an environmental planning instrument, including a planning proposal for the proposed environmental planning instrument, or a development control plan, or the



*granting or refusal of consent to a development application, or the determination of an application for a complying development certificate, under the Environmental Planning and Assessment Act 1979...*

Council's insurer was consulted in relation to the following scenarios:

1. If Council should remove all flood planning area maps from the LEP and DCP noting that cl. 5.21 of 5.22 will remain in the LEP.
2. If Council should retain the existing Flood Planning Map in the LEP, and not implement the new flood planning area to reflect the adopted Flood Study 2021 and not implement the draft DCP controls.
3. If Council implements the new flood planning area to reflect the adopted Flood Study 2021 and implement the draft DCP controls.

The advice from Council's insurer concluded that:

*As to 3, whilst it might not be popular, if the new maps and plans show where it is expected there will be flooding or where there has historically been flooding (due to either climate change or aging infrastructure being unable to cope with increased stormwater due to climate change) then that implementation must be correct as the latest and the adoption of those and use of them should ensure limited liability, if any, in that situation. This option would be the optimal in our view for Council though perhaps not for residents who now due to an increase in stormwater due to climate change find their property subject to flooding, when it might not have originally.*

The full advice received from Council's insurer is provided in Attachment 4.

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

### **Financial impact statement**

The peer review was funded through existing budgets.

### **Time frame**

This report recommends that a further report be presented on the draft DCP, incorporating any required changes from the documents above and addressing community feedback received during public exhibition.

Following this step, work would commence on the next stage of works to address nuisance flooding within the catchment.

State Government funding has been secured to commence the Flood Risk Management Study and Plan (FRMSP) involving more detailed investigation of flooding 'hot spots' within the Waverley LGA, and to identify solutions to mitigate or reduce this flooding and its impacts to residents. This work is expected to proceed over the coming 12-24 months.

### **Consultation**

As discussed in this report, a consultation report would be presented to a future meeting of Council in relation the draft DCP Amendment.

## **6. Conclusion**

The peer review of the Waverley LGA Flood Study and draft DCP amendment concluded that both were prepared in accordance with relevant guidelines and best practices. The review identified several recommendations for improvement to the draft DCP, including changes to the way the flood maps are presented.

A separate assessment was conducted to determine property price impacts related to the draft DCP amendment. The analysis found no significant relationship between flood affectation and property prices in the Waverley LGA. Historical data and literature also indicated that flood identification does not have a material impact on property prices over time.

Insurance implications were examined, and it was determined most of the water which could result in inundation in the Waverley LGA would not be considered as 'flood' for insurance purposes. The assessment of insurance premiums showed variation among insurers, but that flood affectation did not consistently result in higher premiums and there was no clear link between flood affectation and a higher insurance premium.

## **7. Attachments**

1. GLN Planning - Review of Waverley Flood Study and Draft DCP Amendment (under separate cover)
2. HillPDA - Waverley Flood Controls - Impact on Property Prices (under separate cover)
3. Insurance Implications Review - Draft Development Control Plan Amendment - Flood (under separate cover)
4. Mills Oakley/Statewide - Advice re Flood DCP (under separate cover) .

**REPORT**  
**PD/5.2/23.06**

**Subject:** Planning Proposal - 34-36 Flood Street, Bondi - Heritage Listing

**TRIM No:** PP-1/2023

**Manager:** George Bramis, Executive Manager, Urban Planning

**Director:** Fletcher Rayner, Director, Planning, Sustainability and Compliance

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**RECOMMENDATION:**

That Council:

1. Forwards the planning proposal seeking to list 34–36 Flood Street, Bondi (Lot 1 DP 1094020), as a local Heritage Item in the *Waverley Local Environmental Plan 2012* to the Department of Planning and Environment (DPE) for Gateway determination for the purposes of public exhibition.
2. Publicly exhibits the planning proposal in accordance with any conditions of the Gateway determination that may be issued by the DPE.
3. Requests and accepts, if offered, the role of the planning proposal authority from the DPE to exercise the delegations issued by the Minister under section 3.36 of the *Environmental Planning and Assessment Act 1979* in relation to the making of the amendment.
4. Submits an application to NSW Heritage to nominate 34–36 Flood Street for State Heritage Item listing on the State Heritage Register.

**1. Executive Summary**

Council is required to maintain a list of Heritage Items and Heritage Conservation Areas that are significant to the local area under the *Waverley Local Environmental Plan (WLEP) 2012*. NSW Heritage are required to maintain a list of Heritage Items that are significant for the state of NSW under the *Heritage Act 1977*.

Recent investigations commissioned in response to a Council resolution have found that the building fronting Flood Street at 34-36 Flood Street, Bondi, meets six out of the seven categories of heritage significance from the Burra Charter, rendering the site worthy of listing as a local Heritage Item in the WLEP and as a state Heritage Item on the State Heritage Register.

The attached planning proposal seeks to implement the local listing, with the following changes:

Table 1. Summary of proposed changes to the WLEP2012.

WLEP2012 Provision	Existing	Proposed
Heritage map	34-36 Flood Street, Bondi is not shown as a Heritage Item on the Heritage Map	34-36 Flood Street, Bondi is to be shown as a local Heritage Item on the Heritage Map. Refer to Figures 1 and 2.
Schedule 5, part 1 Heritage Items	34-36 Flood Street, Bondi is not listed in schedule 5 part 1 as a Heritage Item	34-36 Flood Street, Bondi is to be listed in schedule 5 part 1 as a Heritage Item

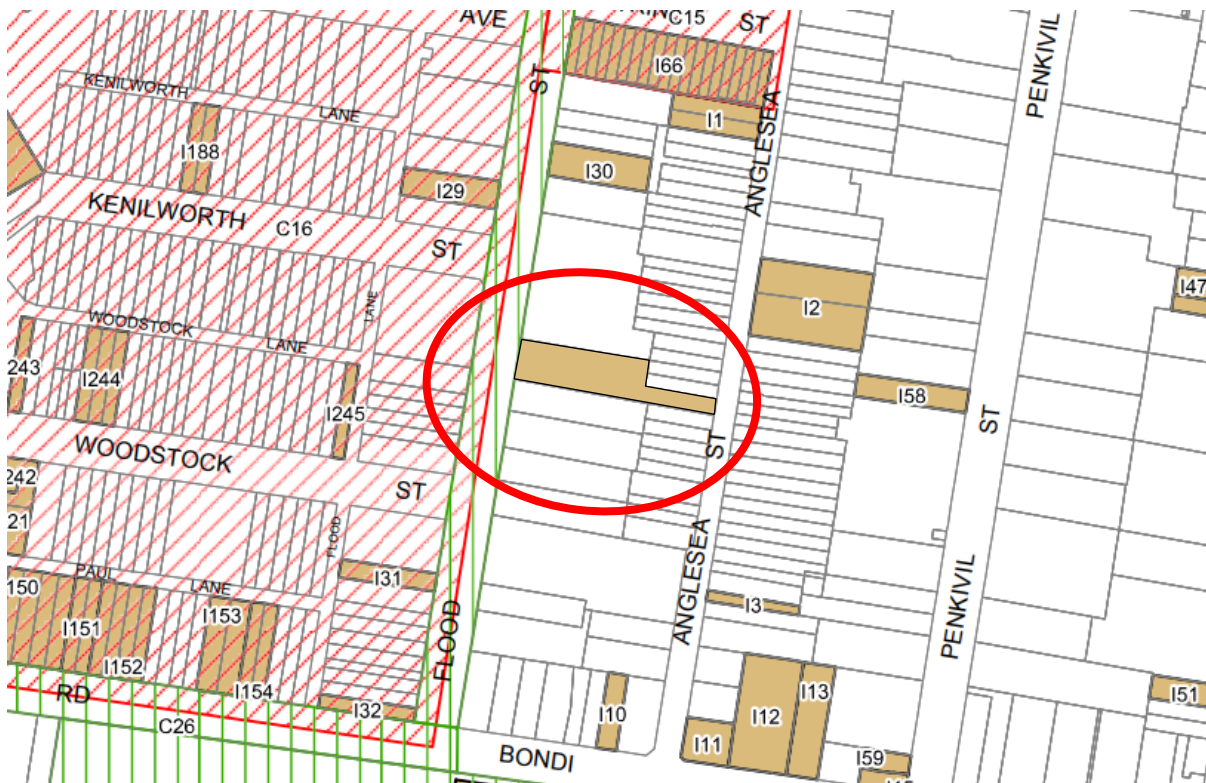


Figure 1. Proposed change to Heritage Map (WLEP 2012, Heritage Map - Sheet HER\_004A , showing 34-36 Flood Street as a Heritage Item).

## 2. Introduction/Background

The site subject of the Proposal is located at 34-36 Flood Street, Bondi (Lot 1 DP 1094020) and has a site area of approximately 1,319.03 m<sup>2</sup>. The site has a primary frontage to Flood Street, and a secondary frontage to Anglesea Street.

34-36 Flood Street contains a building currently used as a synagogue closer to the Flood Street frontage, and a detached structure ancillary to the synagogue closer to the Anglesea Street frontage. The building closer to the Flood Street frontage has been identified to have heritage significance.

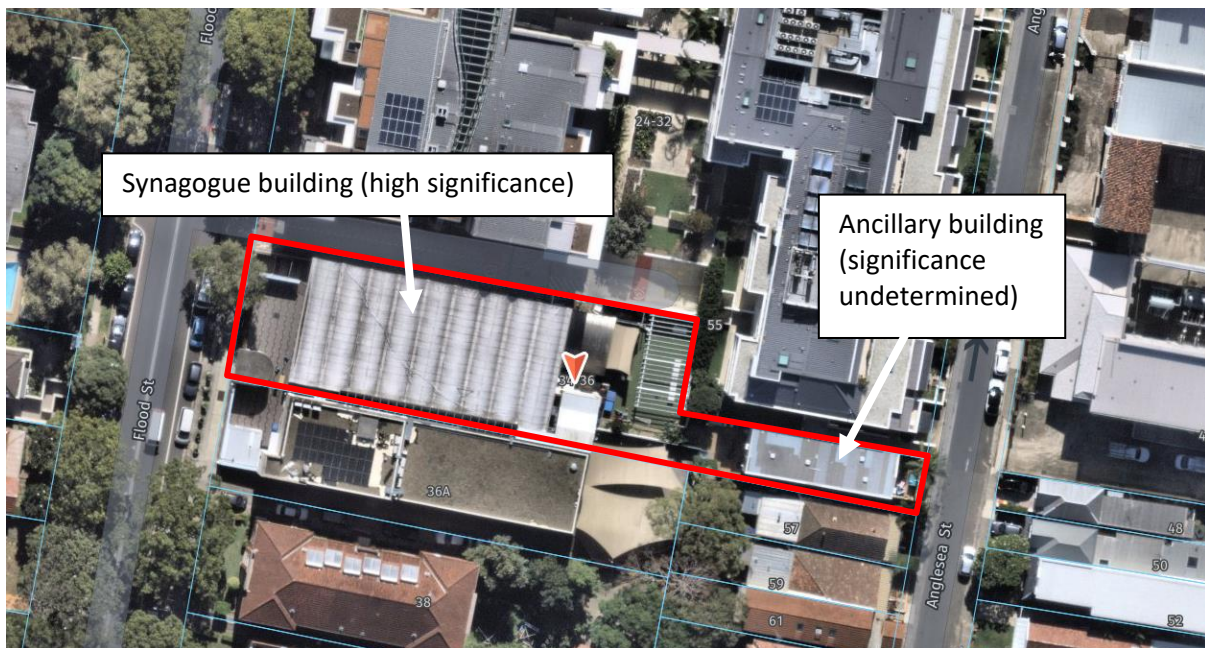


Figure 2. Site of the planning proposal, 34-36 Flood Street, Bondi (NearMap, 2023).



Figure 3. Site of the planning proposal, 34-36 Flood Street, Bondi (Google Maps, 2020).

A proponent-led planning proposal seeking to change the land zone of 34-36 Flood Street, Bondi (PP-2022-676) was lodged with Council in 2022. During the assessment of PP-2022-676, the building at 34-36 Flood Street was identified by both Council and the community to have potential heritage significance.

A detailed heritage assessment of 34-36 Flood Street was prepared in May 2023 by Hector Abrahams Architects, finding that the synagogue building towards the Flood Street frontage has heritage significance rendering it worthy of local heritage listing in the WLEP (Heritage Items in schedule 5 and on the Heritage Map) and state heritage listing in the NSW State Heritage Register.

The building at the rear of the site, currently used as a structure ancillary to the synagogue, and historically a rabbi's home, was not thoroughly investigated as part of the heritage assessment, so its heritage significance is unknown at this stage. Future investigations would be undertaken to assess its significance, and if found to be of significance a separate future planning proposal would be prepared seeking to alter the listing and inventory sheet for the site.



**3. Relevant Council Resolutions**

Meeting and date	Item No.	Resolution
Strategic Planning and Development Committee 7 February 2023	PD/5.1/23.02	<p>That Council:</p> <ol style="list-style-type: none"> <li>1. Notes that on 5 July 2022, Council refused a spot rezoning request for 34-36 Flood Street, Bondi to rezone the site from SP2 Infrastructure to R3 Medium Density Residential.</li> <li>2. Notes that the NSW Department of Planning and Environment provided provisional Gateway approval for the spot rezoning of the site, in spite of Council's refusal.</li> <li>3. Approves the submission on the planning proposal for 34-36 Flood Street, Bondi, attached to the report (Attachment 1) to the Department of Planning and Environment, subject to the following amendment: <ol style="list-style-type: none"> <li>(a) Page 25 of the agenda – Amend the statement of significance to read as per the statement on page 38 of the agenda, incorporating the amendment in clause 4 below.</li> </ol> </li> <li>4. Lodges the interim heritage order attached to the report (Attachment 2) for 34-36 Flood Street with Heritage NSW, subject to the following amendment: <ol style="list-style-type: none"> <li>(a) Page 38 of the agenda, paragraph 6 of the statement of significance – Amend to read as follows: 'Subsequent additions and change of interiors to the building have served to maintain its historic function and role in the Orthodox community. Recent unsympathetic additions to the street frontage detract from the buildings aesthetic and streetscape qualities but are at distance from the core building and able to be removed, should the use of the buildings change in the future and the security blast wall not be required.'</li> </ol> </li> <li>5. Engages an independent heritage expert to undertake a heritage assessment of the site's synagogue, which was designed by Harry Seidler.</li> <li>6. Officers prepare a report to Council on whether the building should be nominated for inclusion in schedule 5 (heritage items) of the Waverley Local Environmental Plan 2012 and the State Heritage Register.</li> <li>7. Officers note the information presented by Emeritus Professor James Weirick in his address to the meeting in the report referred to in clause 6 above.</li> </ol>

Strategic Planning and Development Committee 5 July 2022	PD/5.1/22.07	<p>That Council:</p> <ol style="list-style-type: none"> <li>1. Does not support the planning proposal set out in the report to amend the <i>Waverley Local Environmental Plan 2012</i> in respect of 34–36 Flood Street, Bondi, Lot 1 DP 1094020, as the proposal lacks strategic merit and involves a change in Council's long-established policy in relation to SP2 Infrastructure Zones.</li> <li>2. Investigates the strategic merit of amending the current zoning of SP2 Infrastructure 'Educational Establishment' to a more appropriate zoning that represents the existing uses and considers potential future uses on the site in a future housekeeping planning proposal.</li> </ol>
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#### 4. Discussion

The Heritage Assessment by Hector Abrahams Architects found the building at 34-36 Flood Street to meet the following NSW heritage assessment criteria:

- *Criterion (a) An item is important in the course, or pattern, of NSW's cultural or natural history (or the cultural or natural history of the local area)*
- *Criterion (b) An item has strong or special association with the life or works of a person, or group of persons, of importance in NSW's cultural or natural history (or the cultural or natural history of the local area)*
- *Criterion (c) An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW (or in local area)*
- *Criterion (d) An item has strong or special association with a particular community or cultural group in NSW (or local area) for social, cultural or spiritual reasons*
- *Criterion (e) An item has potential to yield information that will contribute to an understanding of NSW's cultural or natural history (or the cultural or natural history of the local area)*
- *Criterion (f) An item possesses uncommon, rare or endangered aspects of NSW's cultural or natural history (or the cultural or natural history of the local area)*
- *Criterion (g) An item is important in demonstrating the principal characteristics of a class of NSW's cultural or natural places or environments (or a class of the local area's cultural or natural places or environments)*

The heritage assessment has provided the following statement of significance for 34-36 Flood Street, Bondi:

*The building fronting Flood Street at 34-36 Flood Street, Bondi is significant as [it is]:*

- *A seminal work in the development of the civic and sculptural concrete architecture of the pre-eminent Australian Modern architect Harry Seidler, displaying the application of Bauhaus principles for which he is known.*
- *The largest and best example of thin concrete shell technology of the 1950s in NSW.*
- *One of the most architecturally distinguished religious chambers of the immediate post-war period in New South Wales and one of the finest synagogues of the period.*
- *A historically important place in the development of Jewish religion in New South Wales in the post-war migration period and the first Talmudical school with integral synagogue.*
- *Highly representative of the history of post-war migration in New South Wales, behind the establishment of a new religious building and educational institution by a migrant community.*
- *A place held in high esteem by the Jewish community of Waverley and broader afield.*

Refer to the planning proposal at attachment 1 for further detail.

### Strategic merit

The planning proposal is considered to have strategic merit because it gives effect to the findings of a heritage assessment prepared by Hector Abrahams Architects, dated May 2023, which was commissioned in response to a Council resolution.

### Site-specific merit

This planning proposal is considered to have site-specific merit as it gives regard to and is expected to have a positive impact on the natural and built environment, and on the existing uses, approved uses and likely future uses of the land affected.

### Waverley Local Planning Panel

The planning proposal was referred to the Waverley Local Planning Panel (WLPP) for advice on 24 May 2023, where the Panel unanimously supported the planning proposal to proceed to Gateway Determination and public exhibition subject to changes.

The recommendation from the WLPP is as follows:

*For the reasons outlined in the Council officer's report, the Panel supports the recommendation for the planning proposal seeking the local heritage listing of 34-36 Flood Street to proceed to Gateway Determination and public exhibition, subject to the following changes:*

1. *Change the WLEP 2012 draft Schedule 5 listing from '20th Century Modernist synagogue by architect Harry Seidler featuring repetitive thin-shell concrete roof vaults, experienced internally and externally.' to:*

<i>Sydney Talmudical College and Synagogue building and interiors</i>	<i>34-36 Flood Street, Bondi</i>	<i>Lot 1 DP 1094020</i>	<i>Local*</i>
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*\*Note: Heritage Assessment by Hector Abrahams Architects concludes that the building is also worthy of listing on the NSW State Heritage Register.*

2. *The planning proposal be amended to be wholly consistent with the final Heritage Assessment by Hector Abrahams Architects, most importantly the item and site description.*

The planning proposal was adjusted after the WLPP meeting to introduce the following WLEP 2012 draft schedule 5 listing. The Panels advice was noted, however, adjusted wording was applied to clarify that the association with Harry Seidler was one of the reasons the site is significant.

<i>Harry Seidler designed Synagogue and College building, interiors and exteriors</i>	<i>34-36 Flood Street, Bondi</i>	<i>Lot 1 DP 1094020</i>	<i>Local</i>
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The planning proposal was also amended to be wholly consistent with the final heritage assessment by Hector Abrahams Architects.



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

### Financial Impact

There have been no upfront or recurrent costs associated with this planning proposal other than staff costs associated with the administration and assessment of the planning proposal, and the fees associated with the heritage assessment by Hector Abrahams Architects, which has informed the WLEP amendment.

### Time frame

It is estimated that this amendment to the WLEP would be completed by October 2023 as detailed in Table 2 below.

*Table 2. Indicative project timeline.*

Tasks	Time frame and/or date
Consideration by Council	June 2023
Gateway Determination	July 2023
Pre-exhibition	July 2023
Public Exhibition	August 2023
Consideration of submissions	August 2023
Post-exhibition Review	September 2023
Submission to the Department for finalisation (where applicable)	September 2023
Gazettal of LEP amendment	October 2023

Timing regarding the State listing may be similar.

### Community Consultation

Public exhibition for the planning proposal is likely to include a page Council's Have Your Say website and written notification to landowners. The Gateway determination would specify the level of public consultation that must be undertaken in relation to the planning proposal.

Pursuant to division 3.4 of the Act, a planning proposal must be placed on public exhibition for a minimum of 28 days, or as specified in the Gateway determination for the proposal. The planning proposal authority must consider any submissions made concerning the proposed instrument and the report of any public hearing (if required).

## 6. Conclusion

The building that fronts Flood Street at 34-36 Flood Street, Bondi, has been found to meet the assessment criteria for listing as a local Heritage Item in the Waverley Local Environmental Plan (WLEP) 2012 and as a State Heritage item in the State Heritage Register.

To provide the building with statutory protection due to its heritage significance, it is recommended that the attached planning proposal be submitted to NSW DPE for a Gateway Determination and public exhibition in relation to the local listing, and that an application be made to NSW Heritage to nominate the site for state listing.

**7. Attachments**

1. Planning proposal (under separate cover)
2. Hector Abrahams Architects- Heritage assessment (under separate cover)
3. WLPP advice (under separate cover) .

**REPORT**  
**PD/5.3/23.06**

**Subject:** Managing Conflicts of Interest for Council-related Development Policy - Adoption

**TRIM No:** A23/0076

**Manager:** George Bramis, Executive Manager, Urban Planning

**Director:** Fletcher Rayner, Director, Planning, Sustainability and Compliance

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**RECOMMENDATION:**

That Council adopts the Managing Conflicts of Interest for Council-related Development Policy attached to the report.

**1. Executive Summary**

Changes to the *Environmental Planning and Assessment Regulation 2021* require all NSW councils to prepare and adopt a policy that outlines how potential conflicts of interest will be managed for proposed council-related development.

The purpose of this policy is to manage potential conflicts of interest and increase transparency at all stages of the development process for council-related development.

**2. Introduction/Background**

New legislative requirements have been announced regarding the *Environmental Planning and Assessment Regulation 2021* in relation to the management of potential conflict of interest for council-related development. To implement the new requirements, it will be necessary for Council to have an adopted Policy in place and for this to be considered in the management of the development assessment process.

Councils' conflict of interest policy will need to comply with the Council-related Development Application Conflict of Interest Guideline (the Guidelines) prepared by the Department of Planning and Environment.

The general requirements are:

- Councils must adopt and have a policy that specifies how conflicts of interest in connection with council-related development applications will be handled. The policy must comply with the requirements of the Guidelines.
- Council-related development applications must be accompanied by either a management strategy statement, which explains how the council will manage potential conflicts of interest, or a statement that the council has no management strategy for the application.
- Councils must record conflicts of interest in connection with each council-related development application, and the measures taken to manage the conflicts, in their existing DA register.
- Council-related development applications must be exhibited for a minimum of 28 days to ensure transparency during the assessment process.

‘Council-related development’ means development for which Council is the applicant developer (whether lodged by or on behalf of Council), landowner, or has a commercial interest in the land the subject of the application, where it will also be the regulator or consent authority.

### 3. Relevant Council Resolutions

Meeting and date	Item No.	Resolution
Strategic Planning and Development Committee 7 March 2023	PD/5.2/23.03	That Council:  1. Publicly exhibits the Managing Conflicts of Interest for Council-related Development Policy attached to the report for 28 days.  2. Officers prepare a report to Council following the exhibition period.

### 4. Discussion

While councils are primarily development regulators, they can also be the developer, landowner or hold a commercial interest in the land they regulate. Where councils have this dual role, an inherent conflict can arise between their interests in the development and their duty as development regulator.

To mitigate this outcome, it may be appropriate to separate or minimise the role played by council staff in the DA assessment and determination process. This might be done by the outsourcing of all or parts of the assessment process to an external expert such as a planning consultant. This is a common practice and one that has been applied at Waverley for many years.

The types of Council-related development proposals that more recently have been externally assessed and determined by independent bodies such as the Waverley and Sydney Eastern City Planning Panels include Bondi Pavilion upgrade and local surf club upgrades.

In some circumstances, Council staff may determine the risks associated with a Council-related development are sufficiently low and no specific controls are warranted. Where this is the case, Council should still publicly communicate that fact to ensure transparency.

Examples of this may include:

- Where Council is the owner of a large commercial building that has a range of shops within it, for which it receives many development applications for commercial fit-outs and minor changes to the building facade.
- Development for internal alterations or additions to buildings that are not a heritage item, advertising signage, minor building structures projecting from a building façade over public land (such as awnings, verandas, bay windows, flagpoles, pipes and services), and development where Council might receive a small fee for the use of their land.

In these types of circumstances, it would be reasonable for the policy to not require any additional controls for conflicts of interest so the application would be assessed in the same way as non-council-related developments.

Some typographical errors have been corrected to the attached Policy document post-exhibition. There have been no other changes to the content.

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

Existing operational budget exists for the use of external consultants where required.

The draft Policy was placed on public exhibition for 31 days between Thursday 30 March to Sunday 30 April 2023. No submissions were received.

**6. Conclusion**

While the new legislation puts in place a requirement for the preparation and adoption of a formal policy, for a considerable amount of time Council staff have put in place and implemented internal protocols to avoid any conflict of interest for Council-related development. This policy will formalise this approach and meet the new legislative requirements.

**7. Attachments**

1. Managing Conflicts of Interest for Council-related Development Policy [↓](#) .



WAVERLEY  
COUNCIL

# Managing Conflicts of Interest for Council-related Development Policy

## Managing Conflicts of Interest for Council-related Development Policy

Policy owner	Executive Manager, Development Assessment
Approved by	Council
Date approved	
TRIM reference	A23/0076
Next revision date	March 2027
Relevant legislation	<i>Environmental Planning and Assessment Act 1979</i> <i>Environmental Planning and Assessment Regulation 2021</i>
Related policies/procedures/guidelines	
Related forms	

Table of Contents

1. Background .....4

2. Purpose.....5

3. Scope .....5

4. Process for identifying and managing potential conflicts of interest .....5

    4.1 Management controls and strategies .....5

    4.2 Identifying whether a potential conflict of interest exists.....5

5. Definitions.....8

DRAFT



## 1. Background

Councils are development regulators, but they also can be the developer, landowner or hold a commercial interest in the land they regulate. Where councils have this dual role, an inherent conflict can arise between their interests in the development and their duty as regulator.

To mitigate this outcome, it may be appropriate to separate or minimise the role played by Council staff in the DA assessment and determination process. This might be done by the outsourcing of all or parts of the assessment process to an external expert such as a planning consultant. This is a common practice and one that has been applied at Waverley for many years.

The types of Council-related development proposals that have been externally assessed and determined by independent bodies such as the Waverley and Eastern City Planning Panels include Bondi Pavilion upgrade, Bondi Surf Club, Mill Hill refurbishment and Bronte Surf Club. In some circumstances, Council may determine the risks associated with a Council-related development are sufficiently low and no specific controls are warranted. Where this is the case, Council should still publicly communicate that fact to ensure transparency.

Examples of this may include:

- Where Council is the owner of a large commercial building that has a range of shops within it, for which it receives many development applications for commercial fit outs and minor changes to the building facade.
- Development for internal alterations or additions to buildings that are not a heritage item, advertising signage, minor building structures projecting from a building façade over public land (such as awnings, verandas, bay windows, flagpoles, pipes and services), and development where the council might receive a small fee for the use of their land.

In these types of circumstances, it would be reasonable for Council's policy to not require any additional controls for conflicts of interest so the application would be assessed in the same way as non-Council-related developments.

Identifying these conflicts of interest early and finding ways to address them is crucial to good governance and allows council to strengthen its relationship with communities and build and enhance trust.

New legislative requirements are proposed to the *Environmental Planning and Assessment Regulation 2021* in relation to the management of potential conflict of interest for council-related development. To implement the new requirements, it will be necessary for Council to have an adopted Policy in place and for this to be considered in the management of the development assessment process.

The general requirements are:

- Councils must adopt and have a policy that specifies how conflicts of interest in connection with council-related development applications will be handled. The policy must comply with the requirements in these Guidelines.
- Council-related development applications must be accompanied by either a management strategy statement, which explains how the council will manage potential conflicts of interest, or a statement that the council has no management strategy for the application.

- Councils must record conflicts of interest in connection with each council-related development application, and the measures taken to manage the conflicts, in their existing DA register.
- Council-related development applications must be exhibited for a minimum of 28 days to ensure transparency during the assessment process.

## **2. Purpose**

The purpose of this policy is to manage potential conflicts of interest and increase transparency at all stages of the development process for council-related development.

## **3. Scope**

This policy applies to Council-related development.

## **4. Process for identifying and managing potential conflicts of interest**

### **4.1 Management controls and strategies**

#### **4.1.1 The following management controls may be applied to:**

- (a) The assessment and determination of an application for Council-related development:
  - Refer to Table 1.
- (b) The regulation and enforcement of approved Council-related development:
  - Use of independent consultants.
  - Enter into a shared services arrangement with neighbouring councils.

#### **4.1.2 The management strategy does not apply to the following types of development:**

- (a) Commercial fit outs and minor changes to the building façade.
- (b) Internal alterations or additions to buildings that are not a heritage item.
- (c) Advertising signage.
- (d) Minor building structures projecting from a building façade over public land (such as awnings, verandah, bay windows, flagpoles, pipes and services).
- (e) Development where the council might receive a small fee for the use of their land.

### **4.2 Identifying whether a potential conflict of interest exists**

Development applications lodged with the Council that are Council-related development (as defined in section 5) are to be referred to the General Manager (or delegate) for a conflict of interest risk assessment.

The General Manager (or delegate) is to:

- Assess whether the application is one in which a potential conflict of interest exists.
- Identify the phase(s) of the development process at which the identified conflict of interest arises.
- Assess the level of risk involved at each phase of the development process.
- Determine what (if any) management controls should be implemented to address the identified conflict of interest (in each phase of the development process if necessary) having

## Managing Conflicts of Interest for Council-related Development Policy

regard to any controls and strategies outlined in clause 4.1 of the policy and the outcome of the General Manager's assessment of the level of risk involved as set out in the dot point above. *Note: the General Manager could determine that no management controls are necessary in the circumstances.*

- Document the proposed management approach for the proposal in a statement that is published on the NSW Planning Portal. Refer to Table 2.

*Table 1. Assessment and determination criteria for an application for Council-related development.*

Category of Council-related development	Assessment	Determination
<p>Minor DA</p> <p>Minor DA refers to development that is small-scale, routine operational and/or non-controversial. The determination of a minor DA shall be made after consideration of the following criteria, at the discretion of the Director Planning, Sustainability and Compliance (or delegate):</p> <ul style="list-style-type: none"> <li>• The estimated value of the works to be undertaken;</li> <li>• The potential impact on surrounding residential amenity associated with the proposed development;</li> <li>• The consistency of the proposed works with an existing Council Management Plan or strategy;</li> <li>• Whether the proposal involves any substantial variations from existing Council policy; and</li> <li>• Whether the proposal will lead to any financial benefit for the council.</li> </ul> <p>Examples: replacement of amenity block, internal refurbishment or renovation of a building, external painting of a building, development value of under \$5m with less than 10 objections.</p>	<ul style="list-style-type: none"> <li>• Assessment undertaken by Council staff not involved in the Council-related development.</li> <li>• A management statement is to be prepared and exhibited on the NSW Planning Portal with the DA, unless it is of a kind referred to in Part 4(2) of this Policy.</li> </ul>	<ul style="list-style-type: none"> <li>• Determination by Waverley Local Planning Panel</li> </ul>
<p>Major DA</p> <p>Major DA refers to development that is large-scale, significant and/or controversial. The determination of a major DA shall be made after consideration of the following criteria, at the discretion of the Director Planning, Sustainability and Compliance (or delegate):</p> <ul style="list-style-type: none"> <li>• The estimated value of the works to be undertaken;</li> <li>• If the DA is Regional Development (under the <i>State Environmental Planning Policy (Planning Systems) 2021</i>.</li> </ul>	<ul style="list-style-type: none"> <li>• Assessment is to be undertaken by an external Planning Consultant.</li> <li>• A management statement is to be prepared and exhibited on the NSW Planning Portal with the DA.</li> </ul>	<ul style="list-style-type: none"> <li>• Determination by the Regional Planning Panel if the Capital Investment Value (CIV) of the application is &gt;\$5 million in accordance with Schedule 6 of the State Environmental Planning Policy</li> </ul>

## Managing Conflicts of Interest for Council-related Development Policy

<ul style="list-style-type: none"> <li>• The potential impact on surrounding residential amenity associated with the proposed development;</li> <li>• The consistency of the proposed works with an existing Council Management Plan or strategy;</li> <li>• Whether the proposal involves any substantial variations from existing Council policy; and</li> <li>• Whether the proposal will lead to any financial benefit for the council.</li> </ul> <p>Examples: new community building and/or facilities, significant alterations and additions to a Council owned building, development value of more than \$5m with more than 10 objections.</p>		<p>(Planning Systems) 2021.</p> <ul style="list-style-type: none"> <li>• Determination by Waverley Local Planning Panel if the application does not trigger referral to the Regional Planning Panel.</li> </ul>
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Table 2. Management statement example.

Council conflict of interest management statement	
Address	
DA number	
Potential conflict	A council senior staff member is responsible for project managing and delivering a major council development project that will generate income for council. The same senior staff member is responsible for reviewing and approving DA referral response from his/her directorate.
Management strategy	<p>Refer to Table 1 for guidance. The strategy could include (examples only)</p> <ul style="list-style-type: none"> <li>• Assessment/referral response staff are not part of the project delivery team.</li> <li>• External consultant engaged for DA assessment.</li> <li>• Relevant senior staff member responsible for project managing and delivering the council development project does not review DA referral comments.</li> <li>• Determination by WLPP or Regional Planning Panel</li> <li>• Key milestones post determination reported to Council and published</li> </ul>
Contact	Anyone with concerns about council fulfilling its obligations should report their concerns with the General Manager or delegate of Waverley Council.

## 5. Definitions

Term	Definition
<b><i>application</i></b>	An application for consent under Part 4 of the Act to carry out development and includes an application for a complying development certificate and an application to modify a development consent
<b><i>Council</i></b>	Waverley Council
<b><i>Council-related development</i></b>	Development for which Council is the applicant developer (whether lodged by or on behalf of council), landowner, or has a commercial interest in the land the subject of the application, where it will also be the regulator or consent authority
<b><i>development process</i></b>	Application, assessment, determination, and enforcement the Act means the <i>Environmental Planning and Assessment Act 1979</i>
<b><i>the Act</i></b>	The <i>Environmental Planning and Assessment Act 1979</i>

A word or expression used in this policy has the same meaning as it has in the Act, and any instruments made under the Act, unless it is otherwise defined in this policy.

Notes included in this policy do not form part of the policy.

**REPORT**  
**PD/5.4/23.06**

**Subject:** Waverley Local Planning Panel - Membership

**TRIM No:** A13/0229

**Manager:** Emma Finnegan, Acting Executive Planner, Development Assessment

**Director:** Fletcher Rayner, Director, Planning, Sustainability and Compliance

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**RECOMMENDATION:**

That Council:

1. Appoints the following expert members to the Waverley Local Planning Panel (WLPP) up to 30 June 2026:
  - (a) Sandra Robinson.
  - (b) Julie Walsh.
  - (c) Heather Warton.
  - (d) Oliver Klein.
  - (e) Elizabeth Kinkade.
  - (f) Megan Jones.
2. Appoints the following community representatives to the WLPP up to 30 June 2026:
  - (a) Cindy Ch'ng.
  - (b) Priyanka Misra.
  - (c) Sam Marshall.
3. Writes to all unsuccessful candidates who applied for the community representative position, thanking them for their application.

**1. Executive Summary**

The Waverley Local Planning Panel (WLPP) has been operating since 1 March 2018. The WLPP consists of four members, as well as alternate members, as follows:

- The Minister appoints the Chair and alternate Chairs.
- Council appoints the independent expert members from an approved list.
- Council appoints the community representatives via an expression of interest process.

On 24 April 2023, the NSW Department of Planning (DPE) made changes to the operation of Local Planning Panels to ensure there is less certainty about who will be on a panel and make it harder to predict who will make decisions on applications. The changes to the operation of Local Planning Panels include mandating a minimum number of experts and community representatives. The changes made by DPE require Council to appoint a minimum of 15 experts and four community representatives.

There are currently nine expert members from the Minister's pool of experts and three community representatives appointed to the WLPP until 29 February 2024, meaning there is a shortfall of six expert members and one community representative.

This report recommends the appointment of six expert members from the Minister's pool of experts and the appointment of three community representatives to the WLPP for a term through to 30 June 2026.

## **2. Introduction/Background**

Local planning panels consist of independent consultants who have expertise in areas such as planning, architecture, heritage, the environment, urban design and law. In conjunction with a community representative, they provide an independent assessment and determination of particular development applications.

The WLPP determines significant, complex and contentious development applications in the Waverley local government area. This includes development applications for new residential flat buildings, the demolition of a heritage item, development that receives 10 or more unique objections, a departure to a statutory development standard greater than 10%, applications associated with a planning agreement or an identified conflict of interest.

Waverley has had an advisory Independent Hearing and Assessment Panel (IHAP) since 2006, which converted it into a decision-making IHAP in 2013 known as the Waverley Development Assessment Panel (WDAP).

Prior to the current legislation mandating local planning panels, the establishment of IHAPs to determine significant, complex and contentious development applications was not mandatory; however, the number of decision-making IHAPs being constituted on a voluntary basis by councils had been steadily rising, and at the time of the new legislation there were 15 Sydney councils, as well as Wollongong City Council, already using IHAPs to determine these development applications.

The legislation required those councils that already have decision-making IHAPs to transition to a local planning panel model from 1 March 2018. Accordingly, Council's WDAP transitioned to the WLPP. In August 2020, further changes were made by the NSW Government to make them more efficient and to improve the assessment and determination times.

The WLPP comprises four members:

- The Chair.
- Two expert members.
- One community member.

Meetings are held monthly, and statutory rules govern the Panel's operation via operating procedures and code of conduct.

On 24 April 2023, the NSW Department of Planning (DPE) made changes to the operation of Local Planning Panels to ensure there is less certainty about who will be on a panel and make it harder to predict who will make decisions on projects.

The changes to the operation of Local Planning Panels include:

- Mandating a minimum number of experts in pools for LPPs (15).
- Mandating a minimum number of community representatives in LPP pools (four).
- Requiring LPP members to be rotated regularly to randomise panel membership.
- Requiring probity checks, including police checks, for community representatives in LPPs, and a statutory declaration that representatives are not property developers or real estate agents.
- Clarifying that applicants can request to formally meet with LPPs to brief them on any project.
- Implementing a framework for the department to induct LPP members.

### 3. Relevant Council Resolutions

Meeting and date	Item No.	Resolution
Strategic Planning and Development Committee 2 March 2021	PD/5.2/21.03	<p>That Council:</p> <ol style="list-style-type: none"> <li>1. Reappoints the Hon. Paul Stein as the Chair and the Hon. Angus Talbot and Ms Annelise Tuor as alternate Chairs of the Waverley Local Planning Panel (WLPP) up to 30 June 2021.</li> <li>2. Reappoints the following expert members to the WLPP up to 30 June 2021:               <ol style="list-style-type: none"> <li>(a) Peter Brennan (town planner, building surveyor).</li> <li>(b) Michael Harrison (architect).</li> <li>(c) Gabrielle Morrish (architect/ urban designer).</li> <li>(d) Jan Murrell (town planner, former Commissioner of the Land and Environment Court of NSW).</li> <li>(e) Annelise Tuor (town planner, heritage architect, former Commissioner of the Land and Environment Court of NSW).</li> <li>(f) Allyson Small (architect/community representative).</li> <li>(g) Sandra Robinson (town planner/community representative).</li> </ol> </li> <li>3. Undertakes an expression of interest process for community members to nominate for membership of the WLPP for a term of three years commencing from 1 July 2021, with an officer report to come back to Council prior to 30 June 2021 recommending the appointment of preferred community members.</li> <li>4. Officers report back to Council detailing the governance and complaint handling processes for the Panel.</li> </ol>



<p>Strategic Planning and Development Committee 8 June 2021</p>	<p>PD/5.4/21.06</p>	<p>That Council:</p> <ol style="list-style-type: none"> <li>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.</li> <li>2. Appoints the following expert members to the WLPP up to 29 February 2024: <ol style="list-style-type: none"> <li>(a) Annelise Tuor.</li> <li>(b) Gabrielle Morrish.</li> <li>(c) Jan Murrell.</li> <li>(d) Peter Brennan.</li> <li>(e) Graham Brown.</li> <li>(f) Stuart McDonald.</li> <li>(g) Helena Miller.</li> <li>(h) Philippa Frecklington.</li> <li>(i) Sharon Veale.</li> </ol> </li> <li>3. Appoints the following community representatives to the WLPP up to 29 February 2024: <ol style="list-style-type: none"> <li>(a) Penny Mora.</li> <li>(b) Sandra Robinson.</li> <li>(c) Allyson Small.</li> </ol> </li> </ol>
<p>Council 20 November 2018</p>	<p>CM/7.11/18.11</p>	<p>That Council:</p> <ol style="list-style-type: none"> <li>1. Appoints the following three additional expert panel members to the Waverley Local Planning Panel: <ol style="list-style-type: none"> <li>(a) Graham Brown.</li> <li>(b) Jocelyn Jackson.</li> <li>(c) Richard Thorp.</li> </ol> </li> <li>2. Writes to the Minister and the leader of the Opposition informing them of Council's opposition to the new planning regime imposed upon councils by this State Government.</li> </ol>

Strategic Planning and Development Committee 7 November 2017	PD/5.4/17.11	<p>That Council:</p> <ol style="list-style-type: none"> <li>1. Appoints the existing eligible community representatives of the Waverley Development Assessment Panel, Allyson Small and Sandra Robinson, to the new Local Planning Panel to take effect from 1 March 2018.</li> <li>2. Advertises within the local community for additional community representatives to act as alternates as required, and authorises the General Manager to appoint up to two new members.</li> </ol>
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#### 4. Discussion

The WLPP currently has nine expert members from the Minister's pool. The mandate for a minimum number of experts is 15, meaning that Council is required to recruit a further six experts from the Minister's pool.

Senior staff within the Planning, Sustainability and Compliance Directorate reviewed certain experts who expressed interest to be on the WLPP and appear on the list of experts approved by the Minister for Planning, and recommended Sandra Robinson, Julie Walsh, Heather Warton, Oliver Klein, Elizabeth Kinkade, Megan Jones to be appointed as expert members of the WLPP. Sandra Robinson is currently appointed to the WLPP as a community representative. However, Sandra is in the Minister's pool of experts and can therefore be appointed to the WLPP as an expert.

The WLPP currently has three community representatives. The mandate for a minimum number of community representatives is four, meaning that Council is required to recruit one further community representative. With Sandra Robinson to be appointed as an expert member, this means there is a requirement to recruit two community representatives.

An expression of interest for community representatives was advertised in the *Wentworth Courier* and *The Beast* for 28 days between 8 March 2023 and 5 April 2023. Nineteen expressions of interest were received, many of which were of a high calibre.

The selection panel evaluated the applications against the following criteria:

- Are current residents within the local government area (LGA).
- Have an understanding of the LGA and issues of concern to the local community.
- Have the capacity to form independent views and to contribute constructively to the determination of applications.
- Are able to demonstrate a basic level of understanding of the planning system, i.e. knowledge of Council's Local Environmental Plan, Development Control Plan, Local Strategic Planning Statement or Community Strategic Plan.
- Are committed to:
  - Following the Code of Conduct for Local Planning Panel Members and the Local Planning Panels Operational Procedures.
  - Attending local planning panel meetings and completing panel business in required timeframes.

It was determined by the selection panel to recommend the appointment of three community representatives (rather than the required two) to the WLPP, being Cindy Ch'ng, Priyanka Misra and Sam Marshall.

Councils are required to recruit, select and appoint community representatives and arrange probity checks for community representatives. The checks include:

- Public register of real estate agent checks.
- Bankruptcy record check.
- National Police Check (ACIC).

These checks occurred prior to finalising this report.

The selected panellists and the areas of their expertise are listed in the tables below.

*Table 1. Expert members.*

Sandra Robinson	Bachelor of Town Planning (Hons), UNSW
Julie Walsh	Bachelor of Arts and Bachelor of Laws, Master of Environmental Law, Solicitor of Supreme Court of NSW
Heather Warton	Bachelor of Town Planning, Hons 1. UNSW; Master of Business Administration, Executive, AGSM, University of NSW/University of Sydney; and Horticulture Certificate, NSW TAFE
Oliver Klein	Bachelor of Arts, Master of Urban & Regional Planning, and Registered Planner
Elizabeth Kinkade	Bachelor of Town Planning. Currently undertaking Master of Laws at UNSW
Megan Jones	Bachelor of Science (Architecture) and Bachelor of Architecture (Hons) FAIA JP

*Table 2. Community representatives.*

Cindy Ch'ng	Bachelor of Architecture, University of Sydney; Bachelor of Architecture Science, University of Sydney; Greenstar accredited 2007
Priyanka Misra	Master of Heritage Conservation, University of Sydney; Bachelor of Architecture (Hons), University of Mumbai.
Sam Marshall	Bachelor of Architecture (Hons), UNSW; Bachelor of Science (Architecture), UNSW

Additional information about the recommended community representatives, as well as a summary of all applicants, has been distributed to Councillors separately from the agenda.

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

There are sufficient funds available in the 2023–24 operating budget to fund the Panel operations.

The Minister determines the remuneration rates for Panel members.

## **6. Conclusion**

The recommended experts and community representatives for the WLPP are considered to be exceptionally high quality and represent specialist professionals in a variety of planning, heritage, architectural and urban-design-related fields.

The Planning Sustainability and Compliance directorate staff acknowledge and thank the 19 applicants who expressed an interest in the community representative role. The selection process was competitive given the number of highly qualified candidates who applied. We appreciate all applicants for their interest in the WLPP and wish them all the best in their future endeavours.

**7. Attachments**

Nil.

**REPORT**  
**PD/5.5/23.06**

**Subject:** Housing Advisory Committee - Membership

**TRIM No:** A10/0353

**Manager:** George Bramis, Executive Manager, Urban Planning

**Director:** Fletcher Rayner, Director, Planning, Sustainability and Compliance

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**RECOMMENDATION:**

That Council:

1. Appoints the following individuals to the Housing Advisory Committee as expert members from 7 June 2023 to 7 June 2025:
  - (a) Catherine Gilbert.
  - (b) David Mark Johnston.
  - (c) Elias McGrath.
  - (d) Gabriela Quintana Vigiola.
  - (e) Ryan van den Nouwelant.
2. Appoints the following individual to the Housing Advisory Committee as a community member from 7 June 2023 to 7 June 2025:
  - (a) Mora Main.
3. Acknowledges the contribution of the community members appointed during the previous term:
  - (a) Stephanie Bbhim.
  - (b) Gabriela Quintana Vigiola.
  - (c) Carlo di Giulio.
  - (d) Mora Main.

**1. Executive Summary**

Expressions of interest (EOI) were invited for expert and community membership of the Housing Advisory Committee (HAC) for a term of two years. The positions were also advertised on the Have Your Say page and via social media. Council received six applications in total.

All applicants received are recommended for inclusion on the panel.

The recommended members are considered most suitable to contribute to the HAC, providing a variety of independent perspectives on matters such as housing needs, priorities, and potential approaches to achieving growth in provision.

## 2. Introduction/Background

Council established a Housing Advisory Committee on 20 October 2020, adopting Terms of Reference for the guidance of Committee's remit and operations. The Terms of Reference were updated in April 2023 to allow up to six experts in social and affordable housing and up to two community representatives with skill sets in social and affordable housing.

Council has appointed the Mayor, Cr Masselos, as chair of the Committee, and Crs Keenan and Betts as members.

## 3. Relevant Council Resolutions

Meeting and date	Item No.	Resolution
Strategic Planning and Development Committee 4 April 2023	PD/5.3/23.04	<p>That Council:</p> <ol style="list-style-type: none"> <li>Adopts the Terms of Reference for the Housing Advisory Committee attached to the report, subject to the membership comprising: <ol style="list-style-type: none"> <li>The Mayor (or Mayor's nominee) and three Councillors.</li> <li>Up to six experts in social and affordable housing who have experience with the management, operation or delivery of such housing, or the preparation, review or implementation of policy for such housing.</li> <li>Up to two community representatives with skill sets relating to social and affordable housing.</li> </ol> </li> <li>Calls for expressions of interest for new social and affordable housing expert members of the Committee.</li> </ol>
Finance, Operations and Community Services Committee 6 September 2022	FC/5.2/22.09	<p>That Council:</p> <ol style="list-style-type: none"> <li>Extends the term of the community members of the Housing Advisory Committee until 1 December 2022.</li> <li>Adopts the Housing Advisory Committee terms of reference attached to the report (Attachment 1), noting the extension of the membership term from 12 to 24 months.</li> <li>Calls for expressions of interest for new community members of the Housing Advisory Committee at the end of the current term.</li> <li>Receives and notes the minutes of the Housing Advisory Committee meetings held on 21 July and 20 October 2021</li> </ol>

		attached to the report (Attachments 2 and 3).
Council 22 June 2021	CM/7.9/21.06	That Council appoints the following individuals to the Housing Advisory Committee from 1 July 2021 to 4 September 2022: <ol style="list-style-type: none"> <li>1. Stephanie Bbhim.</li> <li>2. Gabriela Quintana Vigiola.</li> <li>3. Carlo di Giulio.</li> <li>4. Mora Main.</li> </ol>
Council 20 October 2020	CM/7.3/20.10	That Council: <ol style="list-style-type: none"> <li>1. Reinstates the Housing Advisory committee.</li> <li>2. Adopts the Housing Advisory Committee Terms of Reference attached to the report (Attachment 1).</li> <li>3. Appoints the Mayor, Cr Masselos, as the Chair, Cr Lewis, Cr Keenan and Cr Betts as members of the Committee.</li> <li>4. Seeks expression of interest for up to four community representative members of the committee to serve a 19-month term from their appointment in February 2021 to September 2022.</li> </ol>

#### 4. Discussion

Expressions of interest (EOI) were invited for membership of the Housing Advisory Committee for a term of two years. The EOI was promoted on Have Your Say and in social media.

Each application has been considered with reference to the proposed members' skills, expertise and mix of professional backgrounds, as outlined in the Terms of Reference.

A summary of each recommended member is set out below in alphabetical order. Additional information about the applicants has been distributed to Councillors separately from the agenda.

##### **Catherine Gilbert (expert member)**

Catherine works in the City of Sydney local government area (LGA) and has qualifications in urban planning, arts and philosophy. With experience as an academic (USYD) on social and affordable housing matters, Catherine meets the criteria as an expert member.

##### **David Mark Johnston (expert member)**

David lives in Bronte and has qualifications in business. With past experience as director of a leading affordable housing provider, as a Chartered Accountant and with experience in investment banking, David meets the criteria as an expert member.

##### **Elias McGrath (expert member)**

Elias lives in Bondi Junction and has qualifications in project management, quantity surveying, finance and development. With experience as a development manager for the NSW Land and Housing Corporation and having delivered over 20 types of social or affordable housing projects, Elias meets the criteria as an expert member.

**Gabriela Quintana Vigiola (expert member)**

Gabriela lives in Bronte and has qualifications in the built environment, urban design, architecture and psychology. With experience as an academic (UTS) on social and affordable housing matters and as a planning and urban design consultant, Gabriela meets the criteria as an expert member.

**Mora Main (community member)**

Mora lives in Waverley and is actively involved in local planning matters. With an interest in and knowledge of affordable and social housing, Mora meets the criteria as a community member.

**Ryan van den Nouwelant (expert member)**

Ryan lives in the Randwick LGA and has qualifications in urban planning, geography, and sustainable design. With experience both as an academic (UNSW and Western Sydney University) and a local government planner on social and affordable housing matters, Ryan meets the criteria as an expert member.

All members agree to the Terms of Reference and have reasonable availabilities to attend HAC meetings.

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

The operation of the Housing Committee requires Councillor, volunteer, and officer time but otherwise there is no direct financial impact on Council's budget.

Should Council approve the recommended appointments to the Committee at this meeting, the first HAC meeting is scheduled for 26 July 2023.

It is proposed that the expert and community members of the Committee be engaged from 7 June 2023 to 7 June 2025.

**6. Conclusion**

It is recommended that Council appoints the recommended expert and community members to the Housing Advisory Committee for a period of two years from 7 June 2023 until 7 June 2025.

**7. Attachments**

Nil.



**REPORT**  
**PD/5.6/23.06**

**Subject:** North Bondi Shops and Bus Terminus Upgrade - Concept Designs

**TRIM No:** A18/0394

**Manager:** Robert Sabato, Executive Manager, Major Projects

**Director:** Sharon Cassidy, Director, Assets and Operations

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**RECOMMENDATION:**

That Council:

1. Notes the recent safety upgrades to the North Bondi bus terminus, as set out in the report.
2. Notes the previous concept designs for the North Bondi shops and bus terminus, as set out in the report.
3. Approves the refinement of Options 2a/b and Option 3 for the North Bondi Shops and Bus Terminus Upgrade.
4. Undertakes stakeholder and community consultation on the above options, with the inclusion of Option 1 for context, and receives a further report to Council on the outcomes.

**1. Executive Summary**

The purpose of this report is to update Council on the recent safety upgrades completed at the North Bondi shops and bus terminus area, to summarise previous concept designs undertaken to date and seek Council approval to refine the previous concepts design and undertake stakeholder and community consultation.

**2. Introduction/Background****Design background**

In December 2016, Council completed the Campbell Parade Streetscape Upgrade Design Review with the goal of enhancing the streetscape. Refer to Attachment 1 of this report. The Design Review identified the North Bondi shops and bus terminus area as its own discrete stage—being the area between Hastings Parade and Brighton Boulevard, including the intersection with Brighton Boulevard. For the purposes of this report, the Design Review concept will be referred to as 'Concept Design Option 1'. The report makes a range of high-level conceptual recommendations to improve the Campbell Parade streetscape that are intended to guide the detailed design and implementation of capital works on Campbell Parade. The final report was adopted in December 2016.

In July 2017, Taylor Brammer provided a concept design for the Campbell Parade, North Bondi precinct. Refer to Attachment 2 of this report. This design proposed upgrades to the Hastings Parade to Brighton Boulevard area inclusive of each intersection, and proposed the relocation of the bus terminus to the eastern side of Military Road, south of Blair Street. The concept design proposed the Blair Street and Military Road intersection be converted to a roundabout controlled intersection. There are two variants to

the concept design. For the purposes of this report, the Taylor Brammer concepts will be referred to as 'Concept Design Option 2a' and 'Concept Design Option 2b'.

In December 2017, Council adopted the Waverley's People, Movement and Places Strategy. This makes a range of recommendations for Council to improve the full range of transport options for the community. It includes 12 Signature Projects and 96 short-, medium-and long-term actions that Council can undertake between now and 2030. One of these actions was to review the location and operation of the North Bondi bus terminus. Campbell Parade in general is identified and included within four of Waverley's People, Movement and Places signature projects.

In May 2018, Aspect Studios was awarded the Campbell Parade Streetscape Upgrade Design Services project, and in August 2019 developed the 'Phase 3 Concept Design Approach'. Refer to Attachment 3 of this report. The Aspect Studios concept design identified the North Bondi shops and bus terminus area as its own discrete stage—being the area between Hastings Parade and Brighton Boulevard, including the intersection with Brighton Boulevard. It is referred to as 'North Bondi Village'. For the purposes of this report, the Aspect Studios concept design will be referred to as 'Concept Design Option 3'.

### Current infrastructure and safety background

The North Bondi shops and bus terminus area can be generally described as the area of Campbell Parade, between Brighton Boulevard and Hastings Parade. The existing area is characterised by:

- Wide road pavements accommodating through traffic and the bus terminus area. The majority of these pavements have a concrete finish, with minimal greenery or in-ground planting.
- Narrow footpath areas on both sides, with the western footpath area split between levels by a handrail and steps due to existing height differences.
- A pedestrian crossing on the northern side of the intersection of Campbell Parade and Brighton Boulevard.
- The existing bus terminus, with accompanying bus shelters and tram shed building.
- Ausgrid street lighting and electrical network.

The majority of Council assets in the North Bondi shops and bus terminus area are assigned a Condition rating of 4, being 'Poor' with renewal or upgrade required pre-Council's Strategic Asset Management Plans. The asset management plans determine the useful lives of these assets and plan for their renewal.

In response to Council resolution CM/8.5/23.03 (North Bondi Bus Terminus – Safety Upgrades), the following items have been actioned:

- Re-painting of the pedestrian crossing at the intersection of Campbell Parade and Brighton Boulevard
- New pedestrian crossing signs have been ordered and installed.
- Investigation of the existing lighting compliance was completed, and deemed no immediate action is required. Lighting upgrades including installation of new multi-function poles would be scoped as part of the upgrade project.

### 3. Relevant Council Resolutions

Meeting and date	Item No.	Resolution
Council 21 March 2023	CM/8.5/23.03	That Council: <ol style="list-style-type: none"> <li>Notes the ongoing safety concerns of residents and businesses in and around the North Bondi bus terminus.</li> </ol>

		<p>2. Immediately:</p> <p>(a) Repaints the zebra crossing at the intersection of Campbell Parade and Brighton Boulevard.</p> <p>(b) Installs improved and more visible pedestrian crossing signs across the intersection.</p> <p>3. Investigates if a lighting solution to improve safety could also be immediately installed, with a report to be received by Council in May 2023.</p>
Council 21 June 2022	CM/8.6/22.06	<p>That Council:</p> <p>1. Notes that:</p> <p>(a) The infrastructure in the vicinity of the North Bondi shops and bus terminus is in desperate need of an upgrade, such as the concrete road surface, footpaths, unsafe bus terminus, the entrance to Brighton Boulevard east, and the lack of greenery.</p> <p>(b) Previous design concepts have already been developed that address these concerns.</p> <p>2. Receives a report at the September 2022 Council meeting that:</p> <p>(a) Outlines the infrastructure upgrade requirements, such as road and footpath repairs/renewal, safer bus terminus for pedestrians, pedestrian crossing improvements, beautification and residential, public and business amenity improvements.</p> <p>(b) Identifies and reviews previous concept designs in meeting identified requirements.</p> <p>(c) Estimates potential costs and timings and identifies budget cost centres and allocation to meet project costs.</p>
Council 19 March 2019	CM/7.4/19.03	<p>That:</p> <p>1. Council prepares concept designs for the Campbell Parade Streetscape upgrade based on a combination of the design approaches 'squeeze the street' and 'tweak the edges'.</p> <p>2. Council prepares detailed plans for the Ben Buckler commercial area (also known as the North Bondi bus terminus), the corner of Francis Street and Campbell Parade. The detailed designs will articulate the concept design.</p> <p>3. Council recognises the mixed residential/commercial nature of these locations, and design outcomes will consider outdoor</p>

		<p>seating for retail outlets, patrons and commercial waste management within the principle of minimisation of negative impacts on adjacent residential amenity.</p> <p>4. The concept design for Campbell Parade, and the detailed plans for the Ben Buckler commercial area, the corner of Francis Street and Campbell Parade, be returned to Council for consideration separately as prepared.</p>
Strategic Planning and Development Committee 6 November 2018	PD/5.7/18.11	<p>That:</p> <ol style="list-style-type: none"> <li>1. Council endorses public consultation on the values and principles for the Campbell Parade Streetscape Upgrade for a period of 28 days commencing on 12 November 2018, with these changes: <ol style="list-style-type: none"> <li>(a) There should be four guiding principles for the consultation by adding 'Protect Residents' Amenity'.</li> <li>(b) Amend consultation program to include 'a letter-box drop to residents in the B4 mixed zone and adjoining residential areas' and 'the survey design and report should identify residents' responses and attach a greater weight to residents in any analysis.'</li> </ol> </li> <li>2. In regard to approaches to design, add 'Smooth the interface (minimise impacts on residents including those in adjoining residential zones)'.</li> <li>3. Council notes that, following the public consultation, a further report will be prepared for Council summarising the consultation process, key feedback and recommending key values and principles for the Concept Design.</li> </ol>
Council 6 December 2016	CM/7.5/16.12	<p>That Council:</p> <ol style="list-style-type: none"> <li>1. Adopts the final <i>Campbell Parade Streetscape Upgrade</i> (at Attachment A to this report) as the vision and conceptual design to guide detailed design and construction of future streetscape works within the subject area, subject to the following: <ol style="list-style-type: none"> <li>(a) Additional analysis of road and pedestrian safety, consultation with the State Transit Authority on bus issues, and further consultation with businesses and residents during the detailed design process of the North Bondi Terminus.</li> <li>(b) Deletion of the following items in the <i>Campbell Parade Streetscape Upgrade</i> document: <ol style="list-style-type: none"> <li>(i) Concept Plan 03. Delete 'Lamrock' 'Roundabout and concrete wall replaced with signalised intersection to improve safety of pedestrian</li> </ol> </li> </ol> </li> </ol>

		<p>crossing and manoeuvring through roundabout.'</p> <p>Therefore retain roundabout and investigate introducing a formal pedestrian crossing south of Lamrock Avenue.</p> <p>(ii) Concept plan 07: Delete 'Investigate signalised QED intersection exit (replacing) the mid-block signals near North Bondi Surf Club'.</p> <p>Retain mid-block signals as pedestrians already use this signal to access the bus stop on eastern side of Campbell Parade and to access the beach walking between the North Bondi Surf Club and the North Bondi toilets.</p> <p>2. Considers the inclusion of an additional \$1.4 million in the Long Term Financial Plan to cover the estimated project cost.</p> <p>3. Considers the development of a signalised pedestrian crossing synchronisation plan for Campbell Parade.</p> <p>4. Does not adopt the return on investment analysis included in the report</p>
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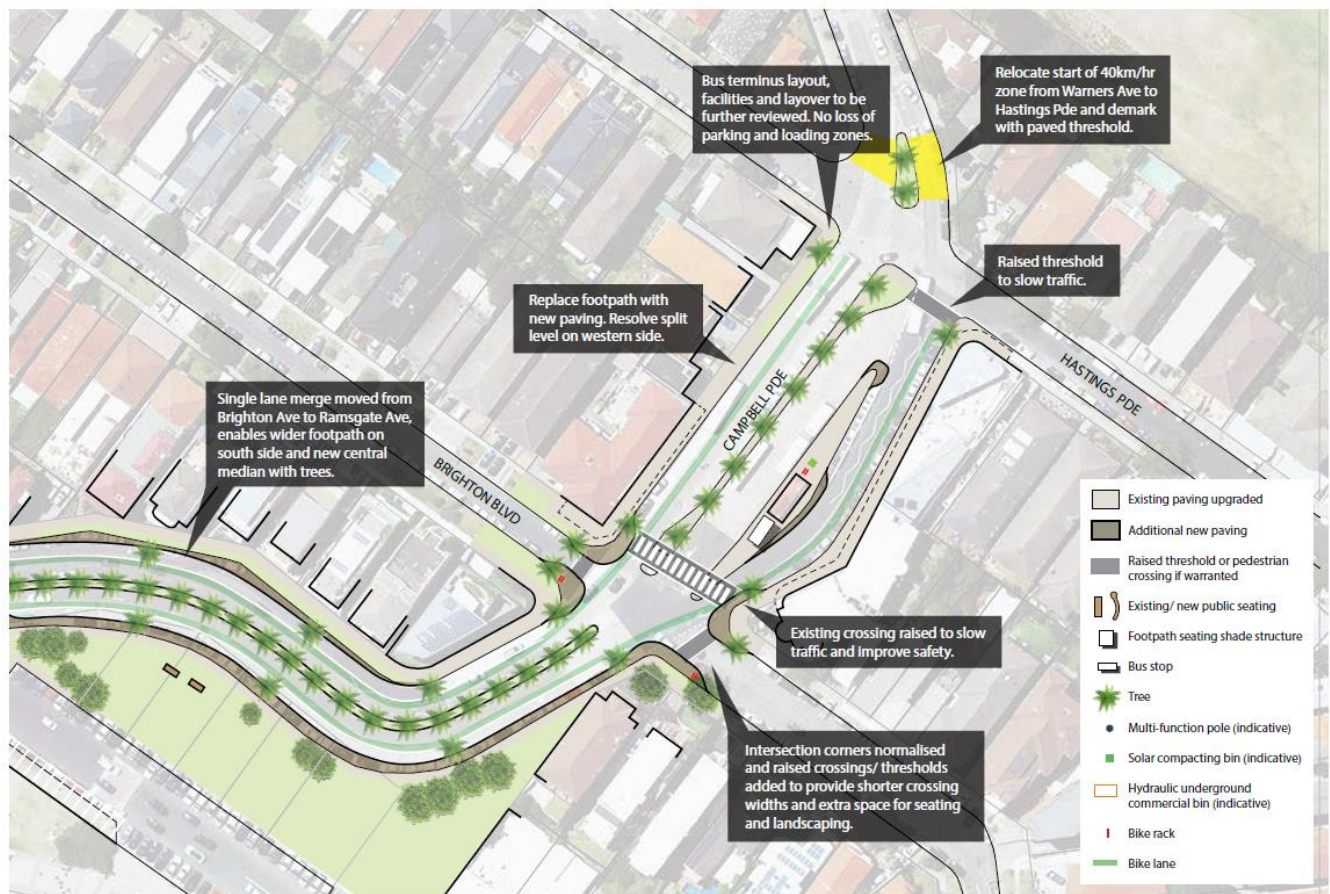
#### 4. Discussion

Refer to Attachments 1–3 of this report for the high-level layout plans and designs of each option discussed below.

##### Concept Design Option 1 – 2016 Campbell Parade Streetscape Upgrade Design Review

The Design Review identified the North Bondi Shops and Bus Terminus area as its own discrete stage (Stage 1) – being the area between Hastings Parade and Brighton Boulevard, including the intersection with Brighton Boulevard.

The concept design of this area is nominated in 'Plan 08' of the Design Review. Refer to Figure 1.



Concept Plan 08

Figure 1. Concept Design Option 1.

Key components of the concept design include:

- Raising of the existing pedestrian crossing at Brighton Boulevard.
- Replacement of existing concrete footpath with new unit paved footpath.
- A new raised threshold at the corner of Hastings Parade to slow down southbound traffic.
- New trees planted within the central median.
- Extended kerb returns and footpath area at the intersection with Brighton Boulevard.
- New street furniture such as bike racks and bins.
- Generally retaining existing traffic flow, terminus movements and road pavement arrangement.

### Concept Design Options 2a and 2b – 2017 Taylor Brammer North Bondi Precinct Concept Design

The North Bondi Precinct concept design subject area included Campbell Parade between Hastings Parade and Brighton Boulevard, inclusive of the adjoining intersections. The design also proposed upgrades to the intersection of Blair Street and Military Road to facilitate a relocated bus terminus on the eastern side of Military Road, south of Blair Street.

Two variants of the concept design were proposed, with the main difference being the alignment of Campbell Parade in this strip. One version sees the alignment continue in a curved manner, while the other sees the alignment straightened to align with the property boundaries on the western side of Campbell Parade. The principle and inclusions in these two variants are generally the same, with the changed road alignment offering more public space on either side of the road as applicable. Both versions necessitate the relocation of the existing bus terminus in order to create the streetscape envisaged.



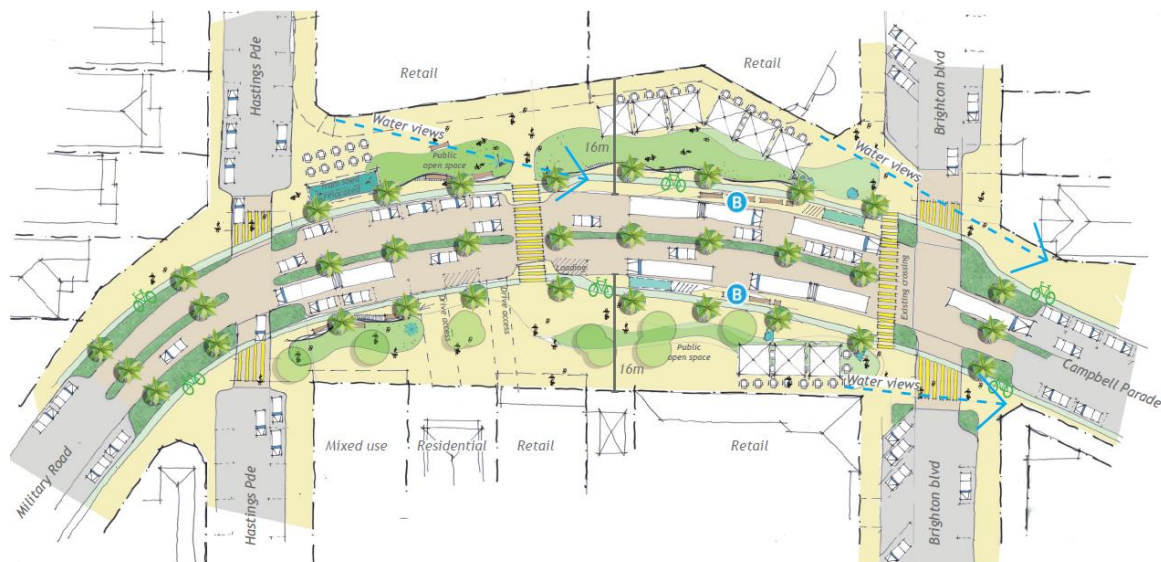


Figure 2. Concept Design Option 2a.



Figure 3. Concept Design Option 2b.



Figure 4. Relocated Bus Terminus – Concept plan.

Key components of both concept design variants include:

- Widened footpath areas with new outdoor seating, paving and treatments.
- Relocation of the existing tram shed.
- Creating of more green public space, new tree plantings throughout the streetscape and new outdoor seating.
- New continuous footpath treatments at the intersections with Hastings Parade and Brighton Boulevard, a new mid-block pedestrian crossing across Campbell Parade and renewing the existing crossing near Brighton Boulevard
- Retention of the existing bus stops, with new bus shelters and re-arranged flow
- Relocation of the bus terminus to Military Road, south of Blair Street, creating more open space within the North Bondi shops precinct.
- New roundabout at the intersection of Blair Street and Military Road.

### Concept Design Option 3 – 2019 Aspect Studios Campbell Parade Phase 3 Concept Design

The Aspect Studios concept design identified the North Bondi shops and bus terminus area as its own discrete stage—being the area between Hastings Parade and Brighton Boulevard, including the intersection with Brighton Boulevard. It is referred to as ‘North Bondi Village.’

A concept design was developed for this area, noting that there was opportunity to treat the central median in three different ways: as an area of re-vegetation, as a linear park, and as an area with boutique tram kiosks/cafes.





*Figure 5. Concept Design Option 3 – North Bondi Village.*

Key components the concept design include:

- Narrowed roadway, allowing for greater footpath and median width while still retaining the bus terminus operations in the area.
- Raised pedestrian crossings to both the Brighton Boulevard and Hastings Parade intersections.
- New continuous footpath treatments at Brighton Boulevard.
- New trees and landscaping with the central median and widened footpath areas.
- New outdoor dining and seating in the area.
- Upgraded street furniture including street lighting, bike racks etc.

### **Concept design options – Summary**

The concept designs detailed above and attached to the report vary in the extent to which they seek to upgrade or renew the North Bondi shops and bus terminus area.

Concept Design Option 1 is the simplest upgrade, which generally retains the existing streetscape components and footprint, while proposing upgrades to these elements. Council officers do not support progressing with this option only as it does not take full opportunity to improve into consideration the objectives of People, Movement and Places.

Concept Design Options 3 retains the operation of the existing bus terminus, while narrowing the road pavement as from existing and upgrading the streetscape with new trees, planting and widened footpath areas.

Concept Design Options 2a and 2b are similar in principle to Option 3, with the critical point of difference being the proposal to relocate the bus terminus to Military Road. This relocation provides greater space within the Campbell Parade streetscape to utilise as footpath, park and general public space. The concept design shows the relocation facilitated by a new roundabout at the Military Road and Blair Street intersection, and encroachment into the adjoining Williams Park. Detailed co-ordination and stakeholder discussions with Transport for NSW and the bus operator, as well as reviewing impacts to Williams Park and the Golf Club, would be required in order to confirm whether this proposal is feasible. The roundabout could be accommodated within areas designated road reserve. However, it will have impacts on the main vehicle entry to the reserve. The bus layover area may have impacts to the reserve and is not currently supported in the Williams Park Plan of Management, and Crown lands as landowner may not support this proposal.

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

### Financial impact statement

Council's draft Long Term Financial Plan has an allocation of \$200,000 in the 2023-2024 financial year to facilitate design progression, with a further \$4 million for construction within the extended LTFP.

Concept Design Option 1 was costed within the Campbell Parade Streetscape Upgrade Design Review document. The total costs were estimated as \$823,350. Noting that this estimate dates back to 2016, and the construction market has seen rising costs in the last few years, it is likely an increase in the order of 30-40% could be expected as from the original estimate. This would result in a cost of \$1.07-\$1.15 million.

Neither Concept Design Options 2a and 2b nor Option 3 were costed by the respective external consultants at the time of concept design. High-level cost estimates are set out below.

*Table 1. Cost Estimates*

Item	Estimate
Option 1	\$1,150,000
Option 2a or 2b	\$3,700,000
Option 3	\$2,800,000

The above estimates are indicative only and need to be further reviewed as part of the next stage of scoping.

### Time frame/Consultation

To better understand what key elements of the streetscape are of importance to the community, we will need to undertake consultation. The concepts presented in this report are rudimentary and will need to be further refined before consultation is undertaken.

Officers recommend proceeding with refined concepts of Option 2a/b and Option 3 for the purpose of stakeholder and community consultation. Option 1 would be including in the consultation material for context.

The table below outlines the possible timings of key milestones for the development of this project.

*Table 2. Predicted project program.*

<b>Milestone</b>	<b>Timing</b>
Refined concept design development	June 2023–September 2023
Stakeholder consultation	October 2023–November 2023
Council adoption of preferred concept to progress	December 2023
Full concept package development and consultation	January 2024–March 2024
Detailed design development	April 2024–August 2024
Contractor procurement	September 2024–October 2024
Construction commences	November 2024

## 6. Conclusion

It is recommended that Council refines concepts Options 2a/b and Option 3 and undertakes stakeholder consultation, with Option 1 included in the consultation material for context. Officers will then report back to Council on the preferred concept to progress to a full concept package. A further round of consultation will then be undertaken prior to final adoption of the design.

## 7. Attachments

1. Concept Design Option 1 - 2016 Campbell Parade Streetscape Upgrade Design Review [↓](#)
2. Concept Design Options 2a and 2b - 2017 Taylor Brammer North Bondi Precinct Concept Design [↓](#)
3. Concept Design Option 3 - 2019 Aspect Studios Campbell Parade Phase 3 Concept Design [↓](#) .





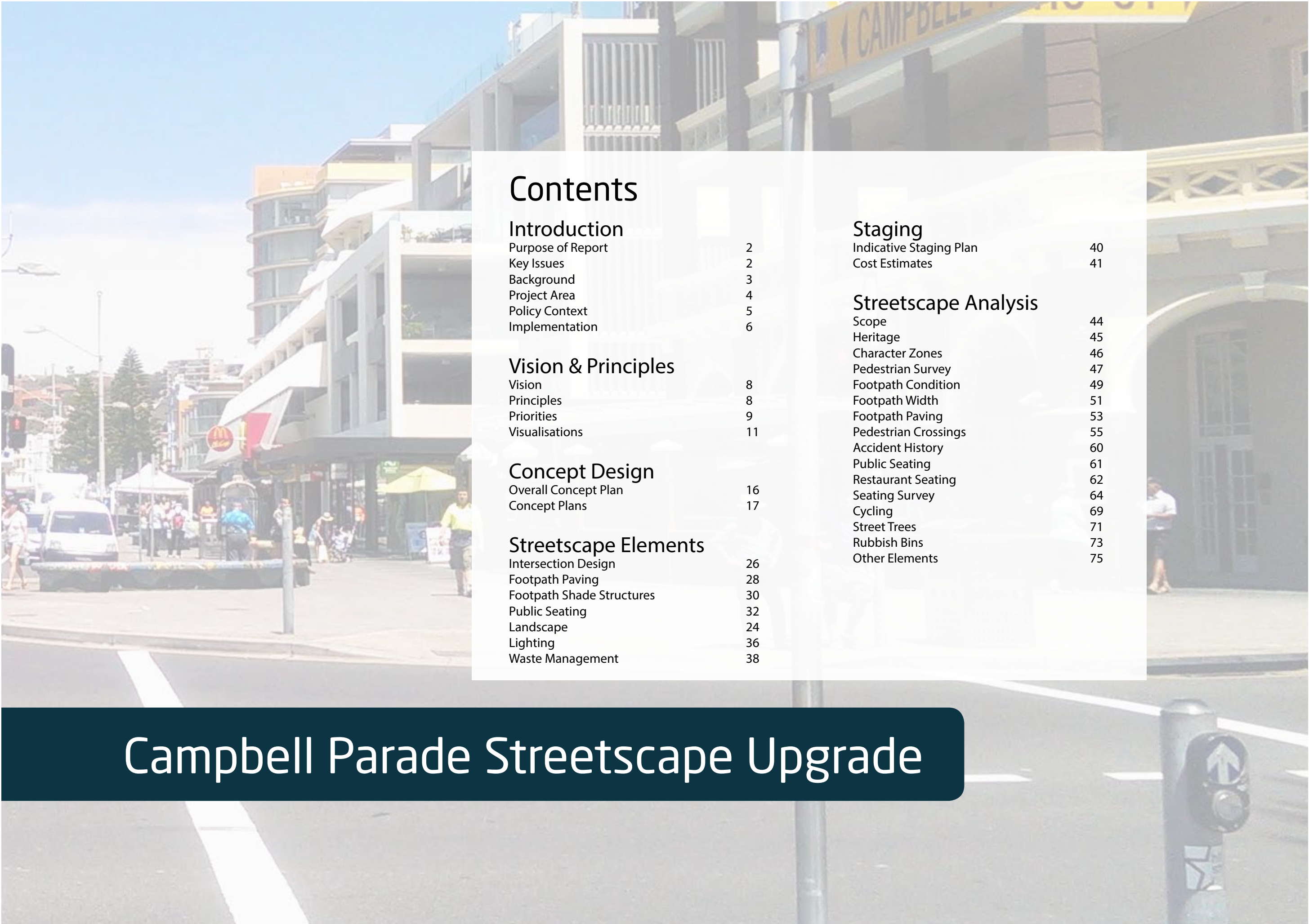
# Campbell Parade Streetscape Upgrade





Title: Campbell Parade Streetscape Upgrade  
Prepared by: Sam George, Urban Designer  
Approved by: George Bramis, Executive Manager Shaping Waverley  
Adopted by Council: 6 December 2016 (CM/7.5/16.12)





# Contents

## Introduction

Purpose of Report	2
Key Issues	2
Background	3
Project Area	4
Policy Context	5
Implementation	6

## Vision & Principles

Vision	8
Principles	8
Priorities	9
Visualisations	11

## Concept Design

Overall Concept Plan	16
Concept Plans	17

## Streetscape Elements

Intersection Design	26
Footpath Paving	28
Footpath Shade Structures	30
Public Seating	32
Landscape	24
Lighting	36
Waste Management	38

## Staging

Indicative Staging Plan	40
Cost Estimates	41

## Streetscape Analysis

Scope	44
Heritage	45
Character Zones	46
Pedestrian Survey	47
Footpath Condition	49
Footpath Width	51
Footpath Paving	53
Pedestrian Crossings	55
Accident History	60
Public Seating	61
Restaurant Seating	62
Seating Survey	64
Cycling	69
Street Trees	71
Rubbish Bins	73
Other Elements	75

# Campbell Parade Streetscape Upgrade



# Introduction



**The street should be designed not as a vehicle carriageway, but as a usable, people-oriented place.**

*Better Placed (draft NSW Urban Design Guidelines), Government Architect of NSW, 2016*

## Purpose of report

Campbell Parade is the gateway and urban edge to the world famous Bondi Beach, attracts some of the highest pedestrian volumes in the LGA, and is a crucial part of the beach experience for both residents and visitors.

In the absence of a coordinated design strategy and quality control process, the footpath, street furniture and overall streetscape quality has deteriorated over the years and is in need of renewal.

The *Campbell Parade Streetscape Upgrade* provides the vision, principles, conceptual plan and design guidance for future streetscape works within the area denoted on this plan.

The overall goal is to create a high quality world-class street. This report is the first step in the renewal process, and the next steps for detailed design and construction are set out in the implementation section.

## Key issues

A number of key issues for Campbell Parade were identified in the design review and the various consultation processes which this report seeks to address. These include:

- Footpaths too narrow at some locations.
- Poor quality footpath paving in many locations.
- Lack of pedestrian crossings at key desire lines eg. near bus stops.
- Unnecessarily wide pedestrian crossings, especially at diagonal intersections.
- Average quality restaurant footpath seating and shade structures.
- Average quality public seating.
- Insufficient seating and shelter at bus stops.
- Lack of street trees and greenery.
- High vehicle speeds in high pedestrian environments.
- Footpath cluttered with poles, bins, signs, parking metres.
- Lack of gateway entry definition eg. landscape, public art, banners etc.
- More vehicle-orientated than people-focussed in many locations.
- Commercial rubbish bins left on street.
- Discontinuous bike lane.

A more detailed explanation of these issues is provided in the Streetscape Analysis section.



# Background

The *Campbell Parade Streetscape Upgrade* originated with a request from Council in September 2014 to review the footpath restaurant seating arrangements on Campbell Parade (MM15/14).

In November 2014 a Councillor workshop was held to discuss key issues with Campbell Parade and to develop the scope of the review. It was also agreed that Council would work collaboratively with the developers of Pacific Bondi to trial a new design of footpath seating which, if successful, could potentially be implemented along the length of Campbell Parade.

Footpath seating is influenced by a range of matters such as pedestrian movement, footpath width, public transport access, street furniture and amenity. Therefore in order to inform decisions on footpath seating a broader streetscape design review was undertaken. A pedestrian survey and footpath seating survey were also undertaken to obtain data on the use of the footpath and seating at different times.

In May 2015 Council approved a 3 year Pilot Project for new footpath seating and shade structures in front of Pacific Bondi. The approval was subject to a number of conditions including consultation with immediate businesses, an economic assessment and for detailed matters of the application to be determined under delegation.

In June 2015 consultation was undertaken with businesses on Campbell Parade eligible for footpath seating (ie. food-based businesses), as well as the Bondi Beach and North Bondi Precinct Committees. At these meetings the streetscape analysis and proposed footpath seating Pilot Project were presented, with a high level of support received.

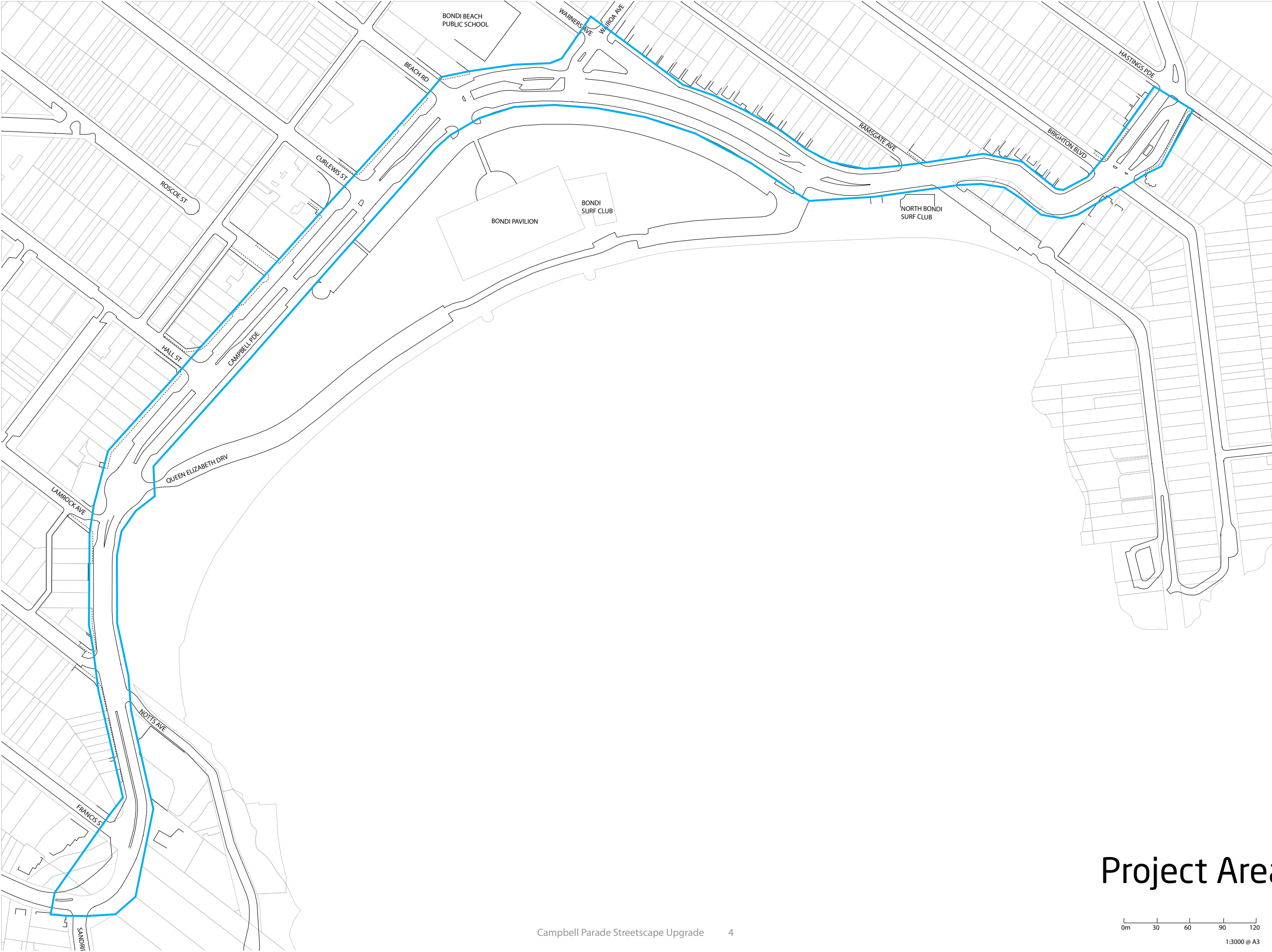
In August 2015 the economic considerations of the Pilot Project, including a discounted lease rate, were approved by Council.

The draft design review with recommendations was presented to Council in April 2016 and was authorised for public exhibition.

The consultation was undertaken in October 2016 and comprised mail-outs to residents, businesses and various agencies, newspaper notifications, on-site information boards, webpage and online survey, two public information sessions and meetings with precinct committees and businesses.

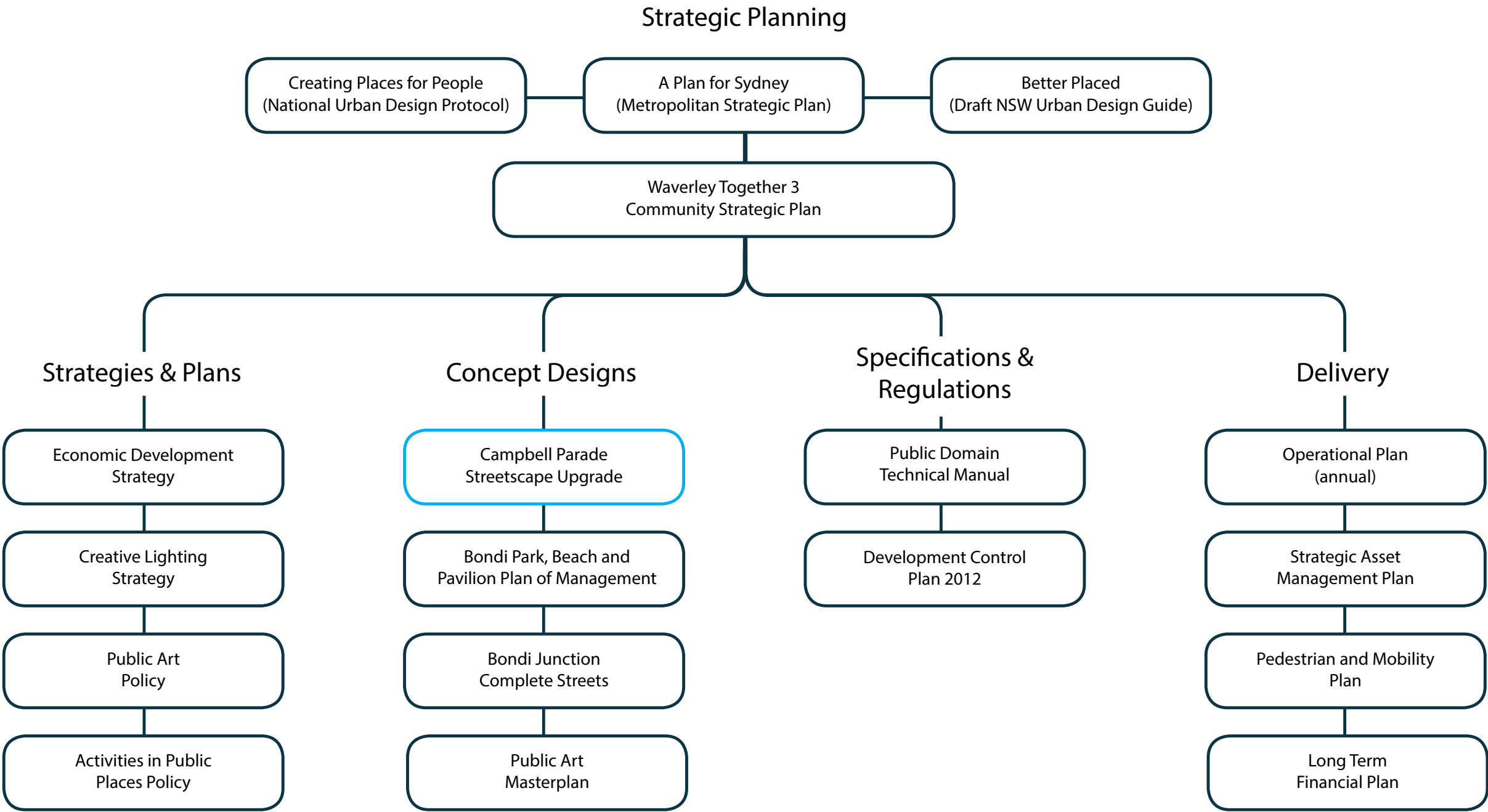
Following a review of the submissions received, the report was refined and adopted by Council in December 2016.

Due to delays resolving detailed aspects in the approvals and legal agreements, the Footpath Seating Pilot Project did not coincide with the community consultation process. The Pilot Project is expected to be constructed in early 2017 and further consultation and evaluation will be undertaken after at least 6 months in operation.



Campbell Parade Streetscape Upgrade 4

# Policy context



# Implementation

## Campbell Parade Streetscape Upgrade

- Council adopts vision, principles, concept plans and design guidance for streetscape works.

### Specifications/ regulations

- Finalise Campbell Pde paving specification (includes competitive procurement process) and update PDTM.
- Review/ update DCP to include streetscape upgrade as developer contribution/ condition of consent for projects over \$2 million.
- Evaluate and finalise footpath seating shade structure design and update PDTM.
- Evaluate and finalise public seating design and update PDTM.
- Review/ update DCP controls/ approvals process for footpath seating including broader uses, licensing and management plans.
- Review/ update commercial terms and leasing arrangements for footpath seating including allocation process.
- Undertake studies, detailed design and budget approval for related projects such as signalised intersections, multi-function poles and new waste management technologies.

### Detailed Design (staged)

- Undertake detailed site survey and transport study as required.
- Road diet - set minimum travel and parking lane widths and check whether surplus space could be used for pedestrian/ cyclists.
- Investigate opportunity to change existing bicycle shoulder to a 1.5m single direction lane between kerb and car bays with 0.4m door opening zone. Ideally both sides of road, but in hilly areas if space does not permit a separated lane could be used on uphill side with mixed cyclist/ traffic lane on downhill side.
- Assess mosaic seating condition and refer to Public Art Committee if recommended for removal.
- Water sensitive urban design feasibility analysis including underground screening and permeable pipe systems.
- Consult with STA regarding any changes to bus stops, and issues with North Bondi Terminus.
- Prepare detailed concept design including kerb lines, footpath paving, public seating, shade structures, tree pits, rain gardens, plant species, solar compacting bins, hydraulic bins, multi-function poles, creative lighting, bike racks and any relocation of poles/ parking metres, signs etc.
- Undertake stakeholder consultation (eg. North Bondi businesses).
- Undertake road safety audit and universal access review of detailed concept (if required).
- Detailed concept approved by Director Waverley Futures/ Executive Manager Shaping Waverley to ensure consistency with vision.
- Concept referred to Waverley Traffic Committee and approved by Council (or RMS where necessary).

### Construction (staged)

- Tender for documentation and construction.
- Project management by Creating Waverley.
- Timing for construction to be scheduled outside peak summer periods and major events.
- Quality control by project manager post construction to ensure design excellence has been delivered.
- Ensure a rigorous maintenance schedule (watering landscape and cleaning furniture) to retain premium quality public realm.





# Vision & Principles

# Vision for Campbell Parade

## Welcoming.

As the gateway to the world famous Bondi Beach, Campbell Parade should welcome people with a high quality public realm, generous footpaths and seating, a high level of landscape amenity and safe and convenient access for all modes and users;

## Connected.

Campbell Parade should connect the urban area with beach seamlessly with a distinctly coastal character (materials, built form, art and landscape), strong visual connection to the beach, convenient and safe crossing points across the street, and a range of amenities to complement the beach experience;

## Memorable.

Campbell Parade should be considered a world-class street and a memorable part of the Bondi experience. Unique qualities such as the inter-war architecture, landscape, views and art should be enhanced to strengthen the ‘Bondi’ identity.

# Design Principles

The following principles have informed the concept plans and are to be upheld throughout detailed design:

## Place-specific.

Furniture, paving, plant species and colours complement and enhance the coastal Bondi character.

## Pedestrian focussed.

Level paving, raised crossings, adequate spaces and traffic calming provides safe and convenient access for the high pedestrian volumes.

## Premium quality.

The materials used for paving, furniture, landscape and lighting should embody the highest quality appearance possible, with exceptional attention to detail in construction and maintenance.

## Open.

The layout of the footpath creates an open feel with views to the beach and avoids enclosure, clutter or obstructions.

## Protection.

The footpath and seating areas offer reasonable protection from the wind, rain and sun while also recognising they are outdoor spaces.

## Seating.

The street should provide a mix of public and private seating in appropriate locations for people to enjoy, generally with shelter provided by awnings, shade structures or trees where possible.

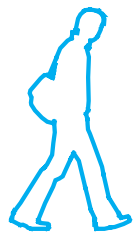
## Greenery.

Trees, shrub layers and rain gardens are used wherever possible to improve amenity, provide a cooling effect and offer ecological and drainage values.



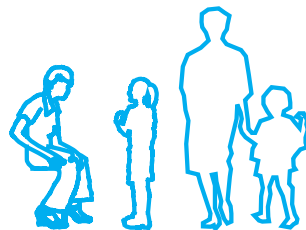
# Priorities for the street

The following order of priorities for the overall streetscape have informed the concept plans and to be upheld throughout detailed design.



## 1. Walking

Campbell Parade attracts some of the highest pedestrian volumes in the Waverley LGA, so the first priority is to create the maximum space for pedestrians with high quality footpaths and safe pedestrian crossings.



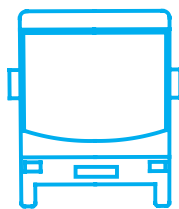
## 2. Staying

Campbell Parade is a commercial street and the key gateway to Bondi Beach, and should support vibrant street life. Public seating, restaurant seating, landscaping and ambient lighting creates an invitation for people to stay and enjoy the public space.



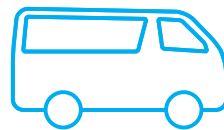
## 3. Cycling

Cycling is good for our environment, good for our health and helps to reduce congestion and parking issues. To encourage more cycling the street should be safe for cyclists with traffic calming, separated paths or bike lanes, and sufficient bike racks in convenient locations.



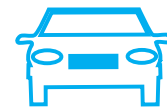
## 4. Public Transport

Buses are more efficient than cars at moving the large number of people that come into and out of Bondi Beach each day and help to reduce congestion and parking issues. To facilitate bus use there should be ample sheltered seating and adequate circulation space at bus stops and safe pedestrians routes between bus stops and key destinations.



## 5. Taxi and loading zones

Taxi, disabled and car share bays are important to ensure convenient transport for visitors and loading zones are important for businesses to function efficiently.

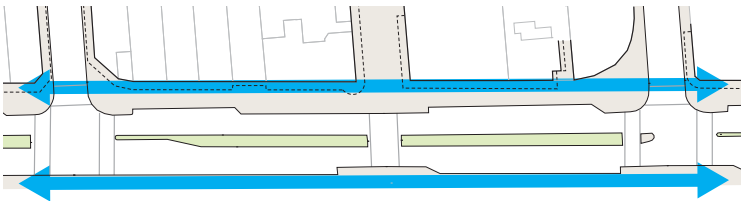


## 6. Private vehicles

Roadways and parking bays for private vehicles are important to the entire community (residents, visitors and businesses), however there is a limit to the capacity that can be provided for this mode. It is important to first create a people-focussed place, with high amenity and vibrant life, supported by sustainable transport.

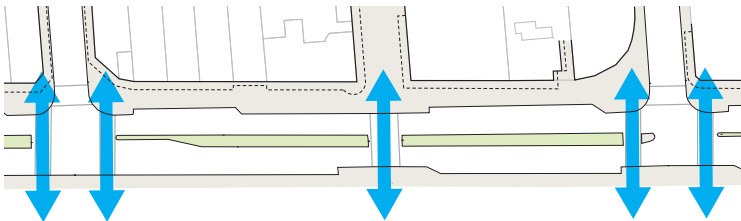
# Priorities for footpath space

The following order of priorities for footpath spaces have informed the concept plans and are to be upheld throughout detailed design.



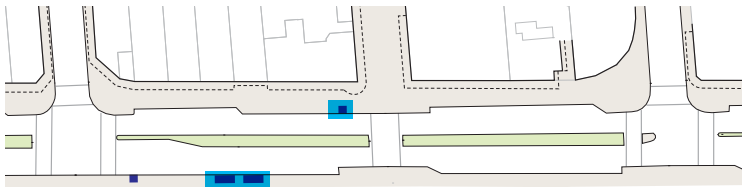
## 1. Pedestrian Flow

Sufficient space is required for the high volumes of pedestrians that use Campbell Parade. A 4m clear thoroughfare adjacent to the building edge is required in the commercial core (Lamrock Avenue to Beach Road).



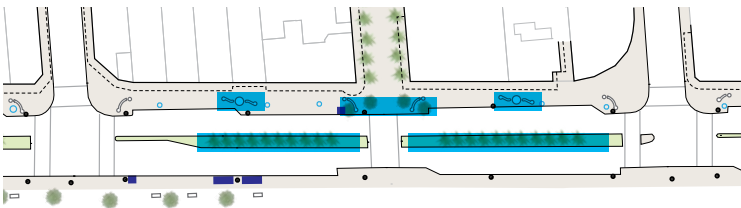
## 2. Beach Access

Safe and direct pedestrian crossings across Campbell Parade with sufficient space for waiting at corners to allow for seamless transition between the beach and town.



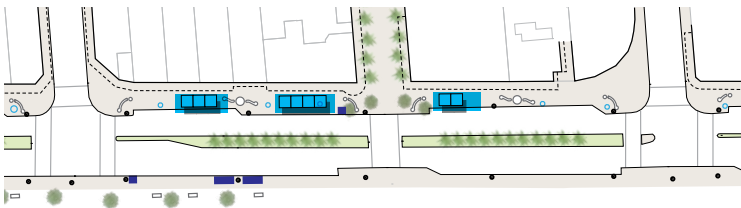
## 3. Bus stops

To encourage sustainable transport use, it is important that bus stops provide adequate space for circulation, adequate amounts of sheltered seating and clear wayfinding for visitors.



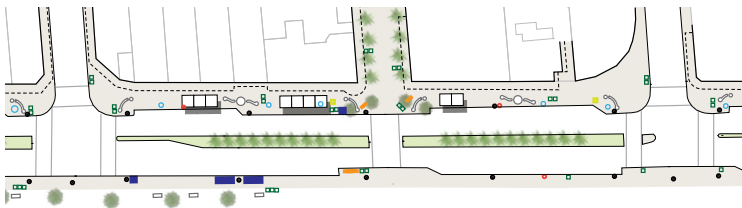
## 4. Public Seating and Greenery

Public seating, trees and landscaping are needed to create an inviting space for pedestrians to stay and improve the overall streetscape experience.



## 5. Restaurant Seating

Sheltered footpath dining areas with views to the beach are desired by residents and visitors, valuable to businesses and help to create a memorable destination with vibrant street life.



## 6. Furniture and utilities

A range of practical elements such as lighting, bins, signs, bike racks, parking metres, phone boxes and utility pits should be integrated subtly around the previous elements rather than clutter and obstruct the footpath.



# Visualisations

Indicative images to illustrate the vision, subject to change through detailed design.





# Visualisations

Indicative images to illustrate the vision, subject to change through detailed design.





# Visualisations

Indicative images to illustrate the vision, subject to change through detailed design.





# Visualisations

Indicative images to illustrate the vision, subject to change through detailed design.

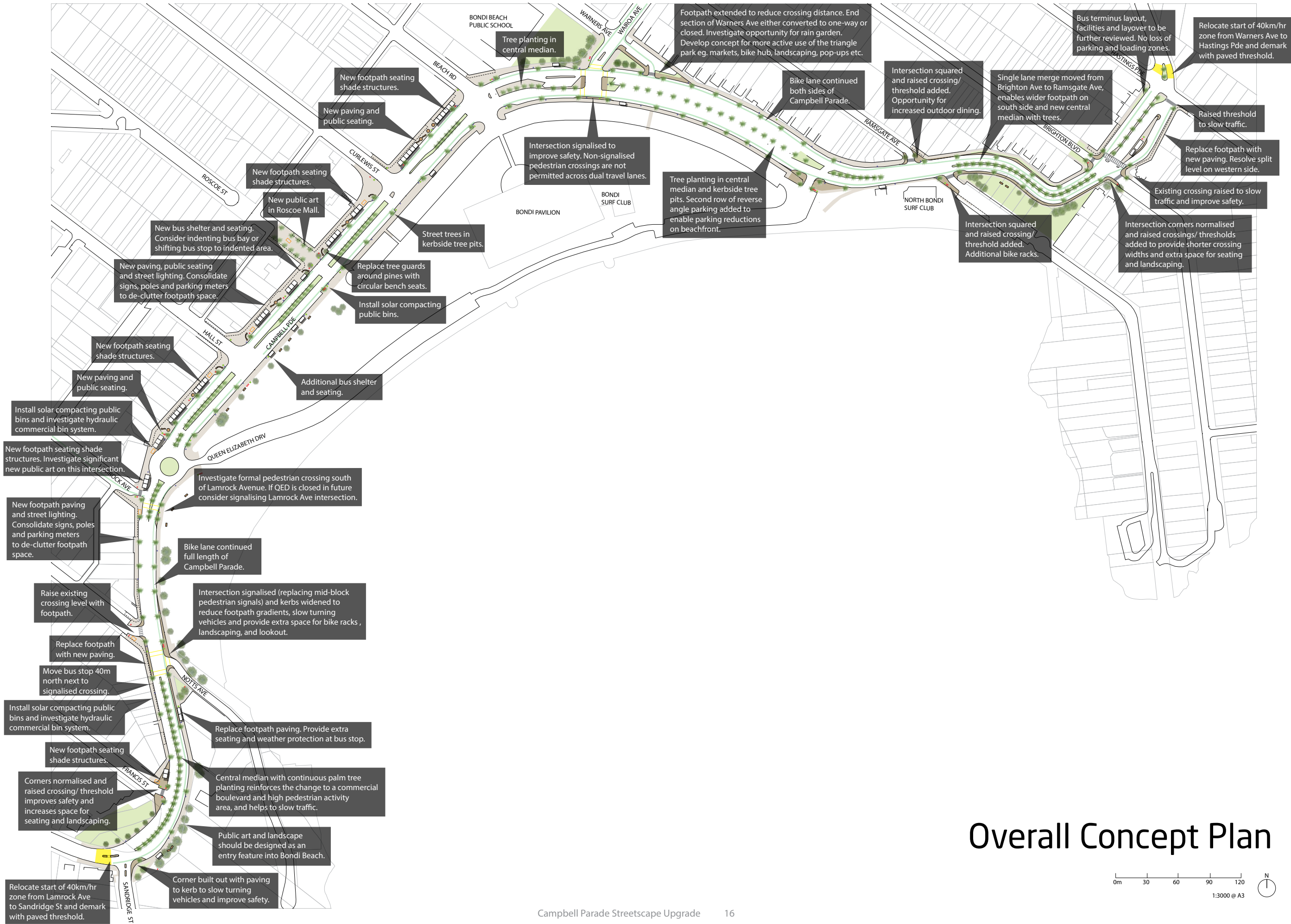






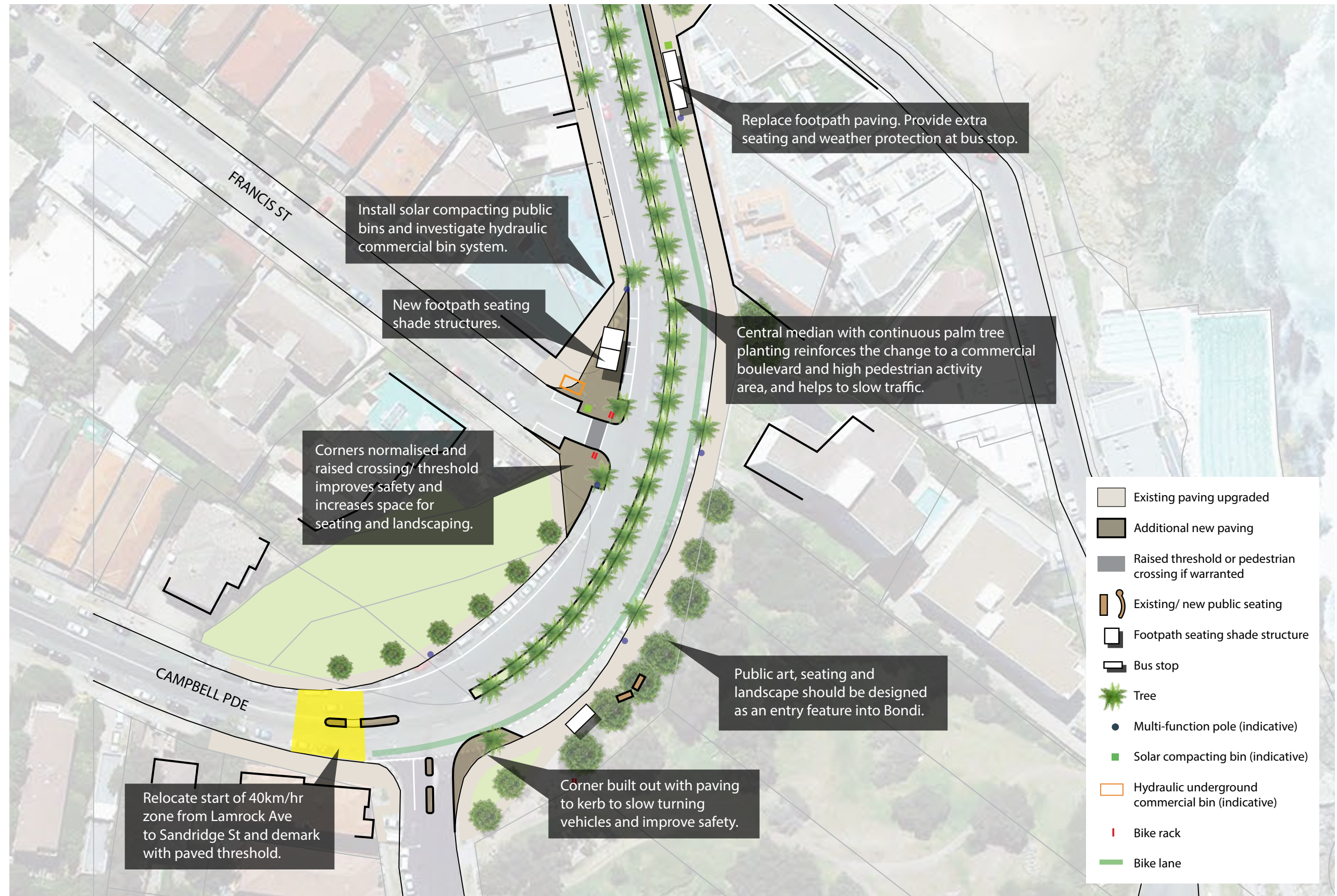
# Concept Design





Campbell Parade Streetscape Upgrade 16





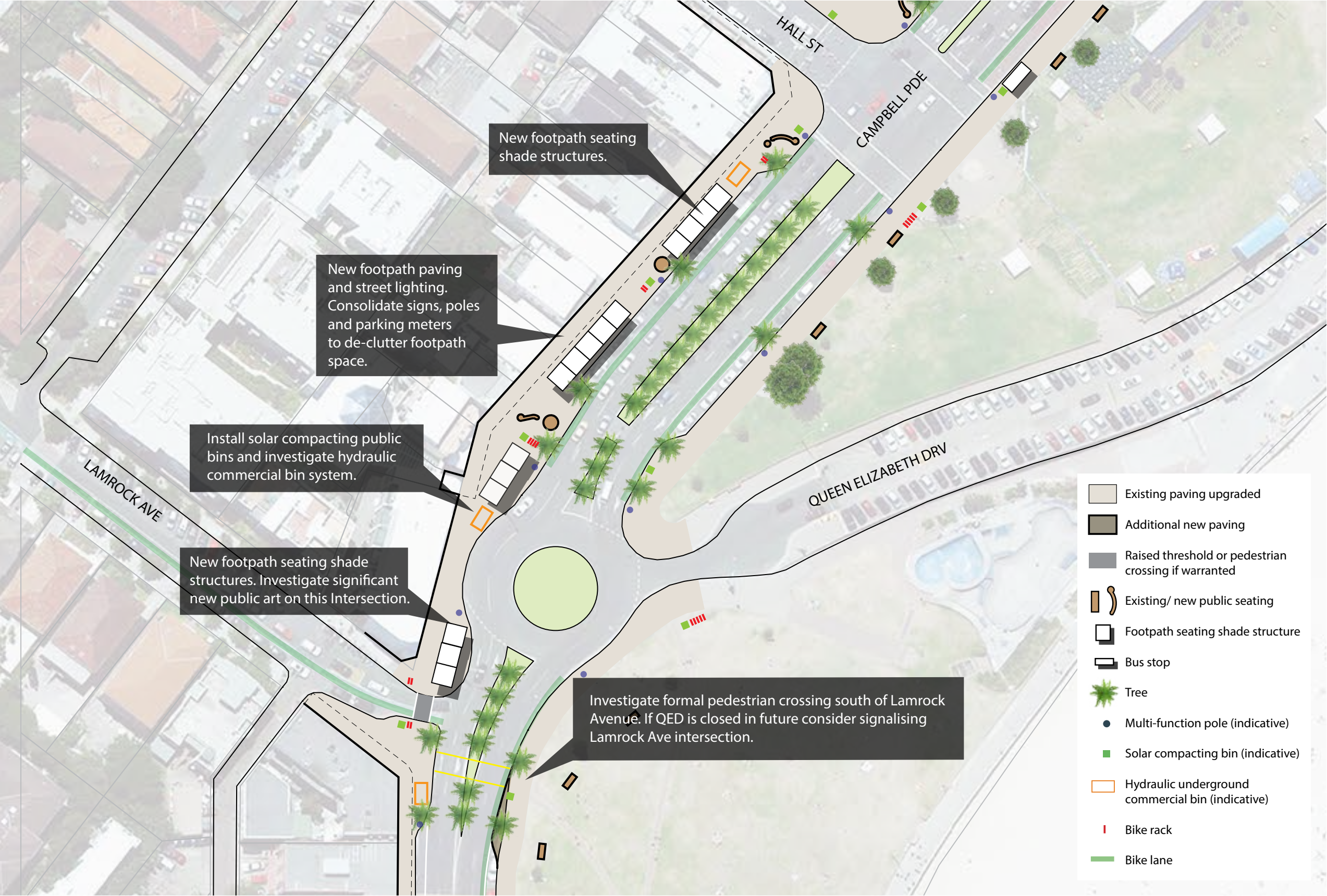
## Concept Plan 01





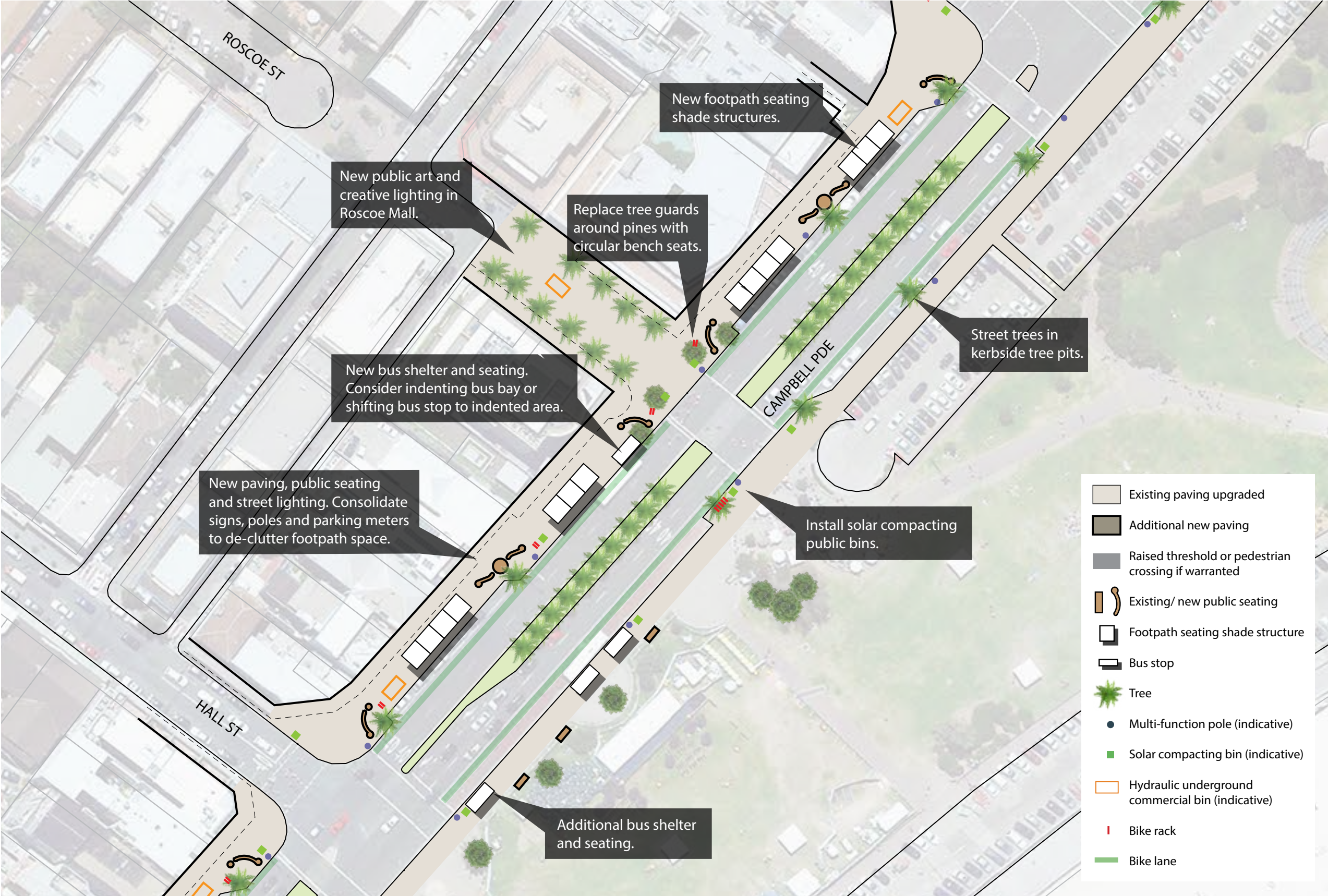
## Concept Plan 02





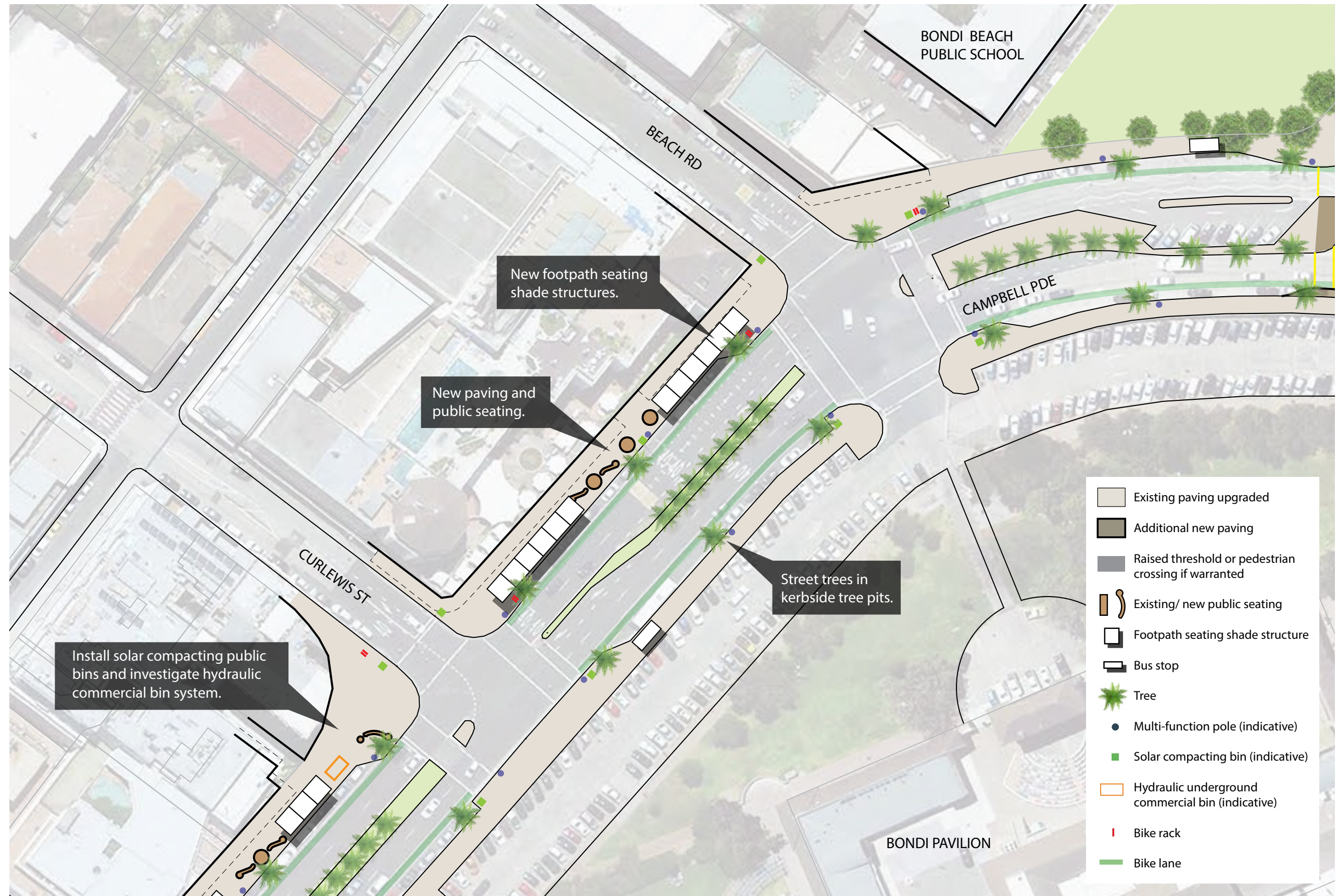
Concept Plan 03





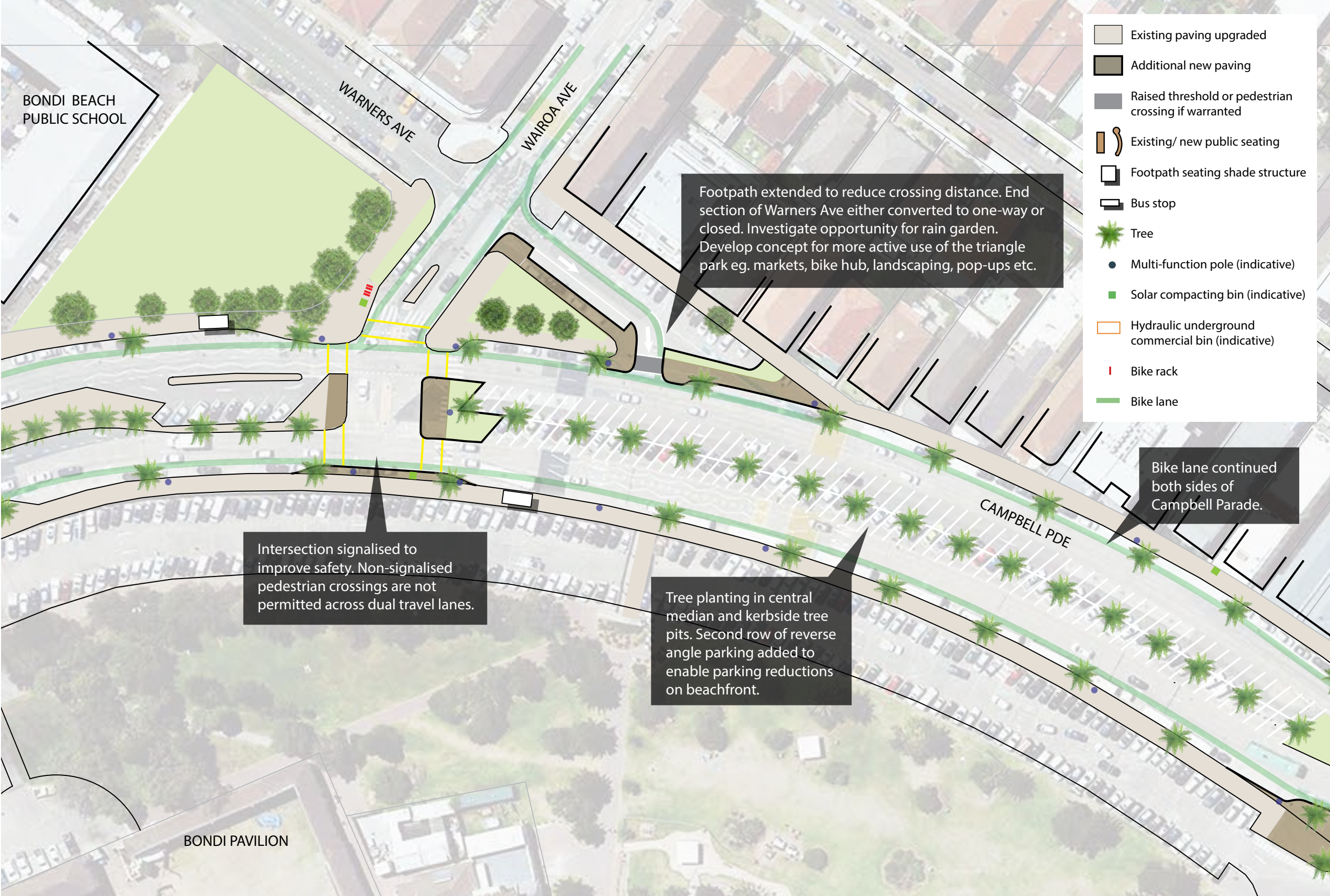
Concept Plan 04





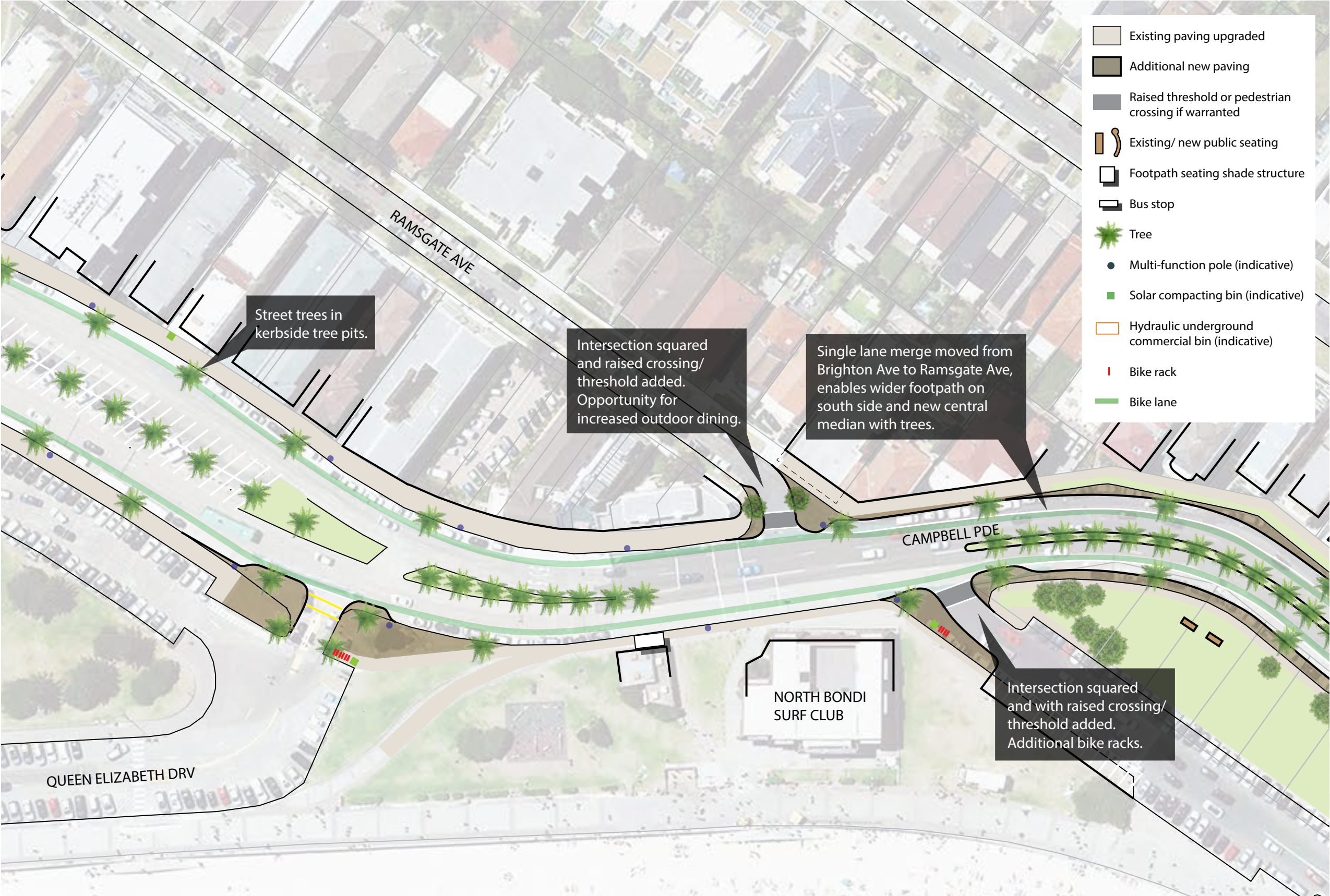
## Concept Plan 05





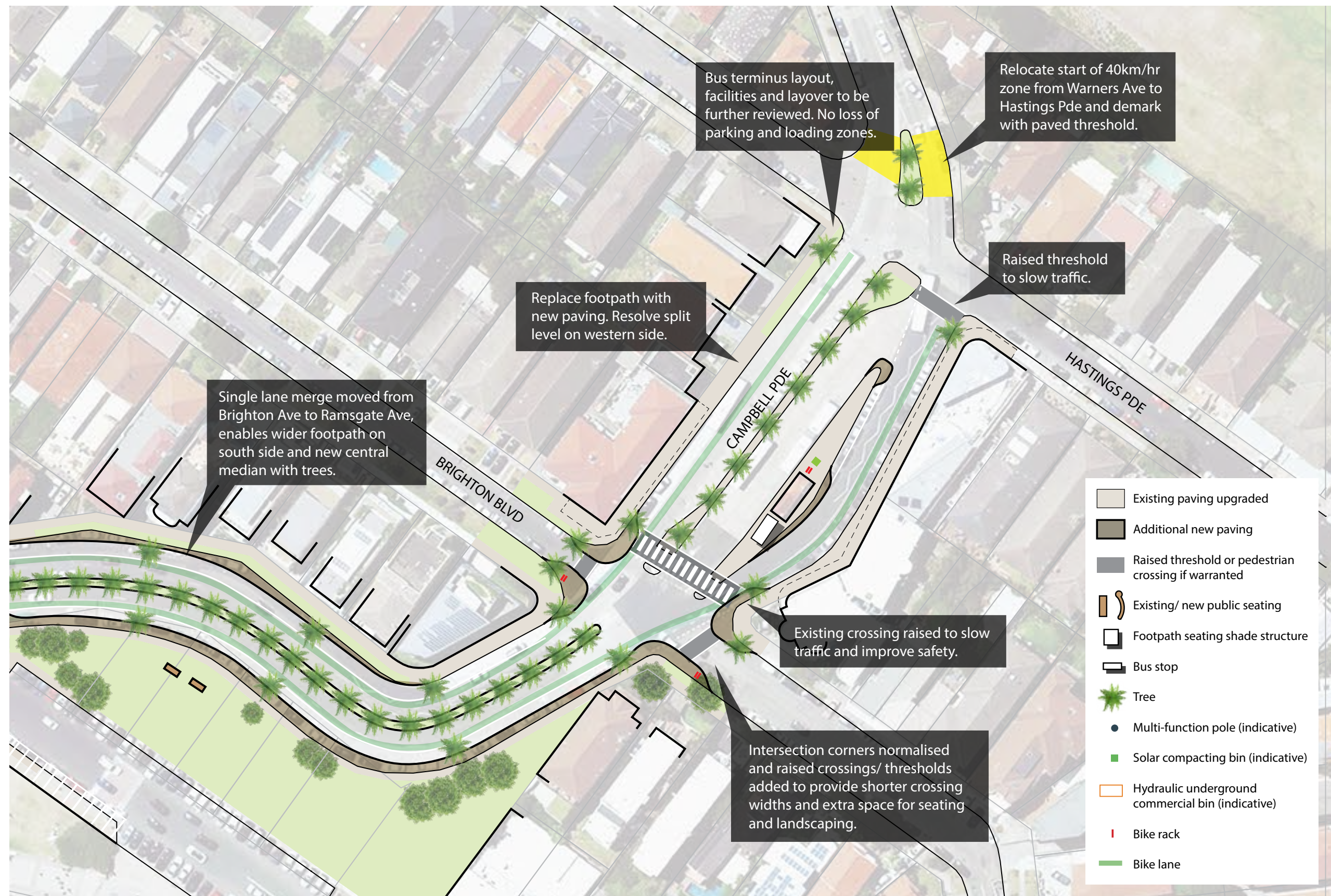
Concept Plan 06





Concept Plan 07





## Concept Plan 08





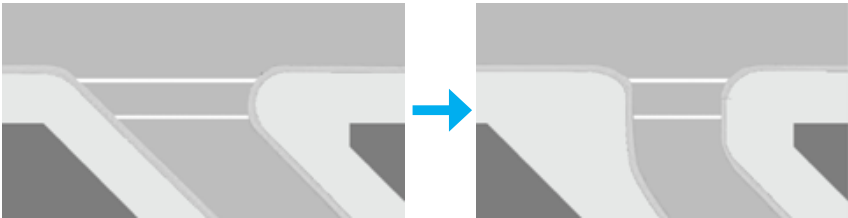
# Streetscape Elements



# Intersection design

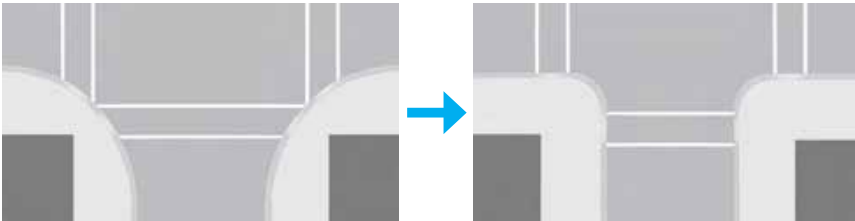
As a general rule, roadway space should be minimised and reclaimed as much as possible for pedestrians, seating and landscaping, making the area more attractive, safer and convenient for the community and visitors.

## Geometry



Angled intersections should be squared as much as possible to reduce the width of pedestrian crossings, slow turning vehicles and improve visibility.

## Kerb radii



Kerb radii should be minimised to slow turning vehicles, minimise crossing width, and reduce pedestrian crossing time.

## Kerb extensions



Kerb extensions should be used to slow turning vehicles, narrow the roadway (having a traffic calming effect), reduce pedestrian crossing distance and crossing times and improve visibility. They also create more space for pedestrians, landscaping, bike racks, public art, seating, bins etc.

## Paving



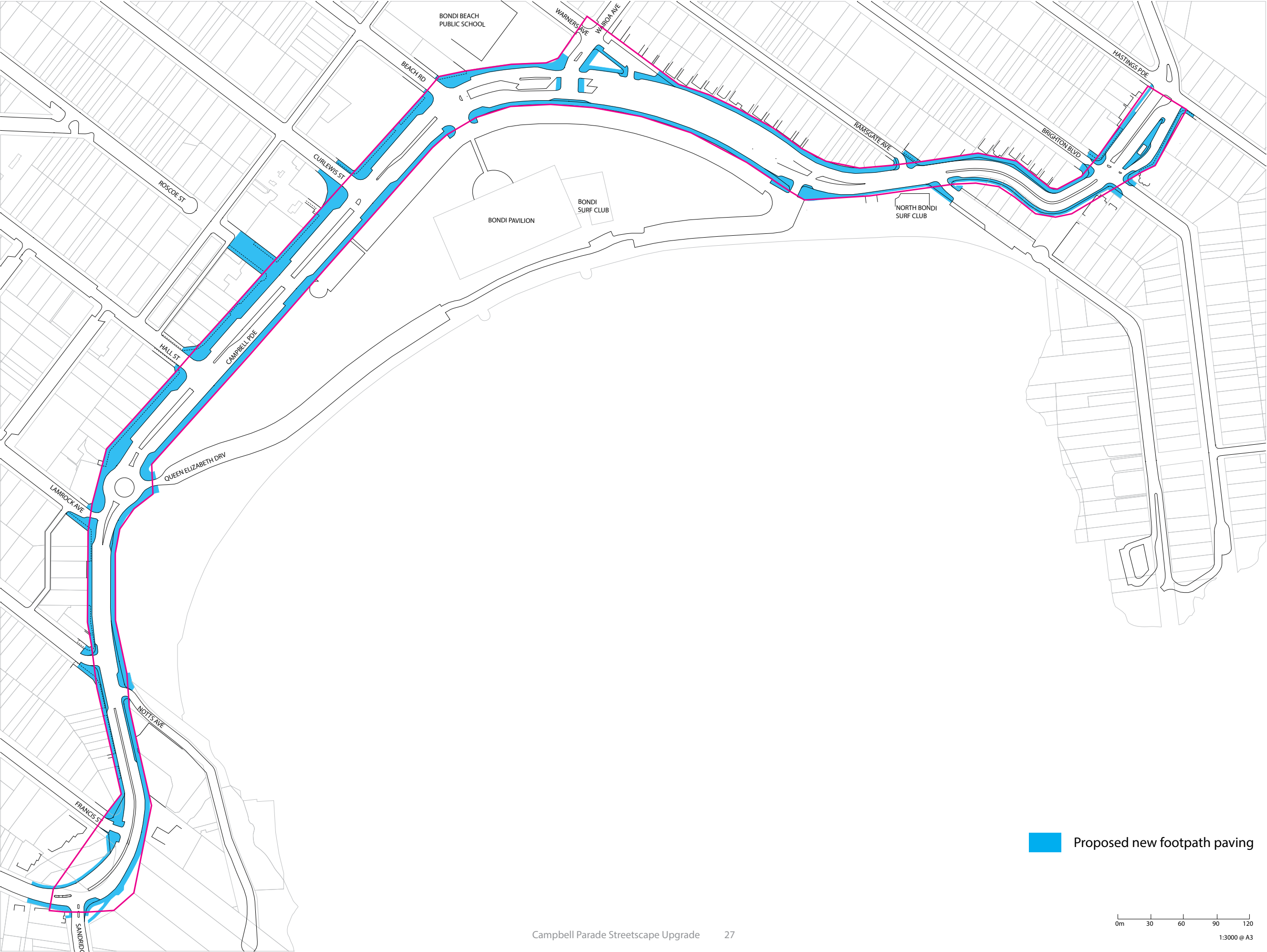
Footpath paving should be continuous to the kerb to make the corner spaces usable, and should maintain the same paving pattern around the corner to appear seamless.

## Pedestrian crossings



Raised paved crossings should be used at non-signalised intersections to maintain a level walkway for pedestrians and slow vehicles. Where possible the crossing should have pedestrian priority as pictured above.





Campbell Parade Streetscape Upgrade 27

## Footpath paving

Consistent new footpath paving is proposed to be installed the entire length of Campbell Parade on both sides. The existing paving comprises varying styles and quality with many areas in desperate need of replacement, and the areas in good condition appear somewhat bland and dated, not befitting of a world-class destination.

New paving will transform the streetscape, it will tie together the other design elements and reinforce the boulevard identity from South Bondi to North Bondi.

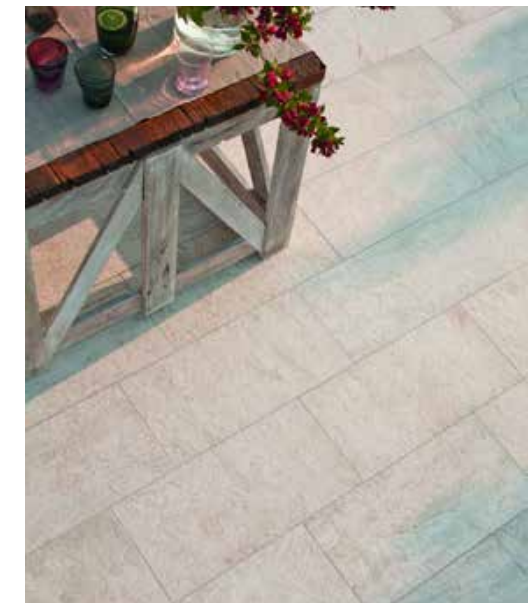
A light cream coloured paver in larger format (minimum 600x400mm) is proposed, which was strongly supported by residents and businesses in the community consultation. The colour tone should be more neutral for a classic timeless look, rather than a strong colour, and should have a pattern or aggregate to help mask any stains. A standard integral kerb with pigmented concrete is proposed to match the paver.

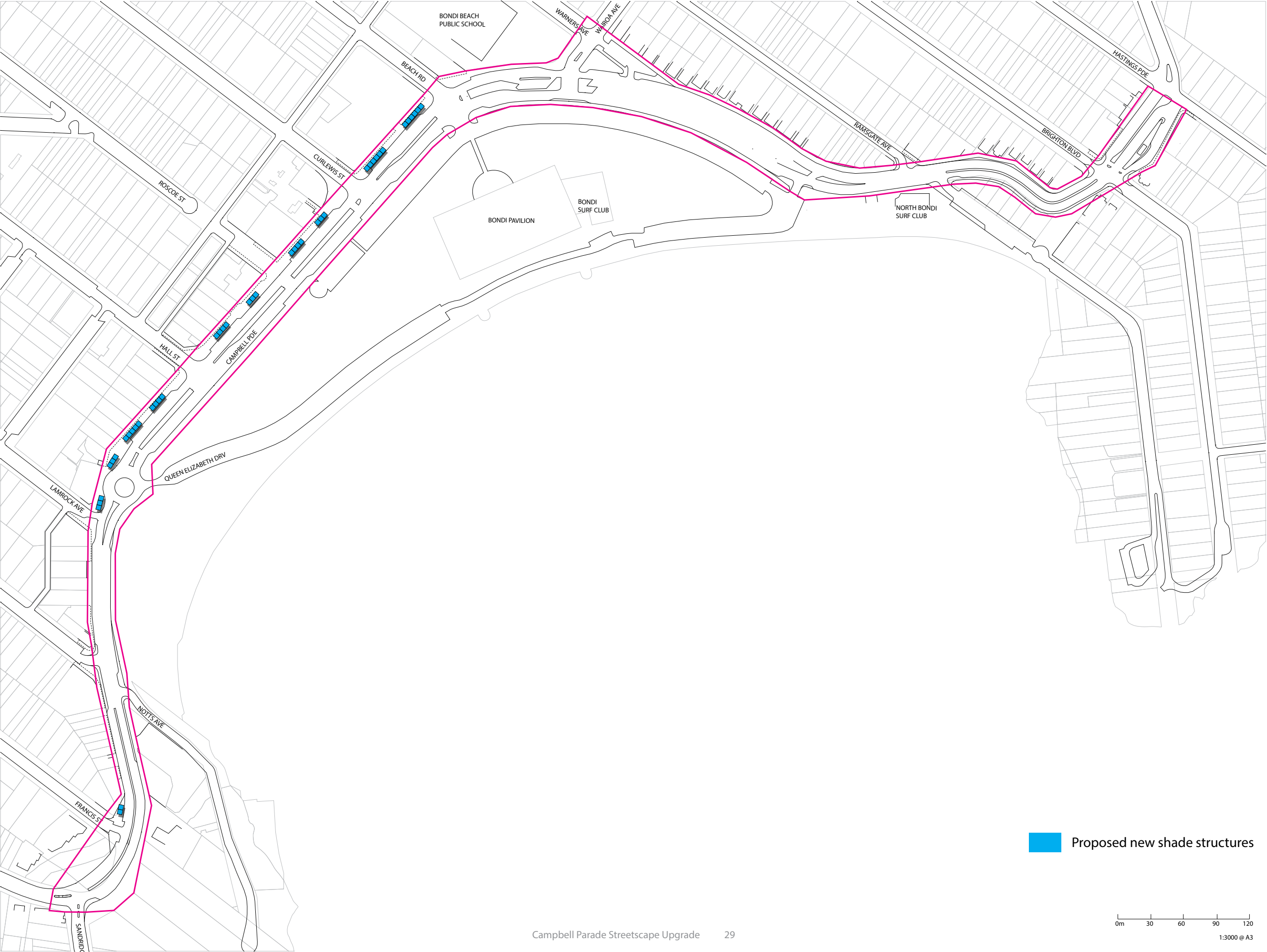
The paver and kerb specifications are to be determined by Council's design team through a competitive procurement process having regard to aesthetics, slip resistance, compressive strength, resistance to staining and salt, porosity, weatherability, supply availability and cost. Once determined, the specifications are to be included in the Public Domain Technical Manual as the standard for Campbell Parade.

Design and installation requires attention to detail such as pattern consistency, clean joints and paved utility lids (consolidated where possible), and should be complemented with a rigorous maintenance regime to keep the footpath in premium condition.



Indicative footpath paving for Campbell Parade.





Campbell Parade Streetscape Upgrade 29



# Footpath shade structures

Footpath dining is an important component of the commercial streetscape adding visual interest and creating active street life. The existing footpath shade structures vary in quality and style, with most showing signs of age, rust and dirt. A key driver of the streetscape upgrade has been the desire to replace the structures with a consistent design that is:

- Unique to Bondi
- Complements the coastal character
- Open, light and maintains views to the beach
- Provides protection from the wind, rain and sun while recognising this is an outdoor space
- Avoids enclosure or obstruction of the footpath
- Durable and high quality
- Maintains a minimum 4m wide clear walkway area.

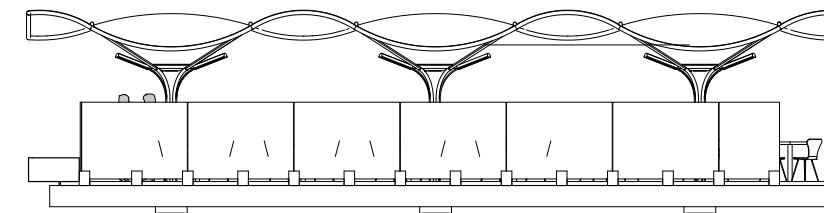
The proposed design is a modern take on the conventional umbrella structure, with slender central columns branching into a cantilevered flowing curved roof form. The design is distinctive yet subtle, and complements both the inter-war and modern architecture that exists on Campbell Parade. The design is also modular so can be arranged in different sizes to fit various locations along Campbell Parade while creating rhythm along the streetscape.

The design uses white steel tubing with translucent white nylon roof material and has integrated radiant heaters and adjustable ambient up-lighting. Electricity supply will be provided underground and metred separately. The roofs overhang 0.6m beyond seating areas on all four sides to ensure rain runoff does not impact users.

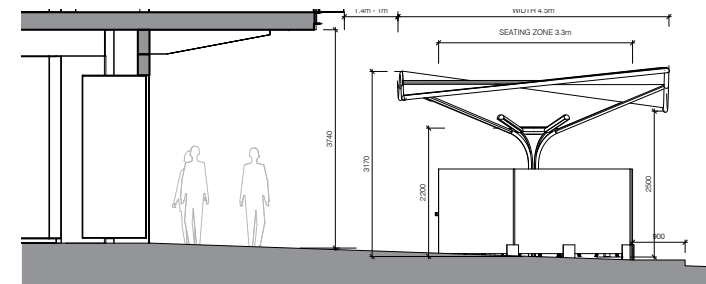
A 1.5m tall frameless glass balustrade with stainless steel feet is proposed along the street edge. For sections longer than 3 modules a 2m gap will be provided in the balustrade and seating areas to provide pedestrian access. The glass is to be kept free from signage and advertising, maintaining clear sight lines to the beach. Freestanding glass signage panels approximately 1.5m tall x 0.4m wide will set in the footpath adjacent to the walkway to identify the business leasing each seating area. Planter boxes will be placed at each end of the structures to add greenery and to demark the space.

Use of the space within the confines of the shade structures will generally be for restaurant/ cafe seating. This should comprise high quality furniture and encourage individual character and diversity in colour, form and layout, for example benches or couches in addition to tables and chairs. If any spaces become vacant, at the discretion of Council the shade structures may also be used for public seating, entertainment, exhibitions and other uses that add to street life.

The new design is to be trialled as part of Footpath Seating Pilot Project between Curlew St and Beach Rd, and after 6-12 months of use will be evaluated for functionality, aesthetics, durability and maintenance prior to being considered for broader use. At this time policy, leasing and commercial aspects will also be reviewed.



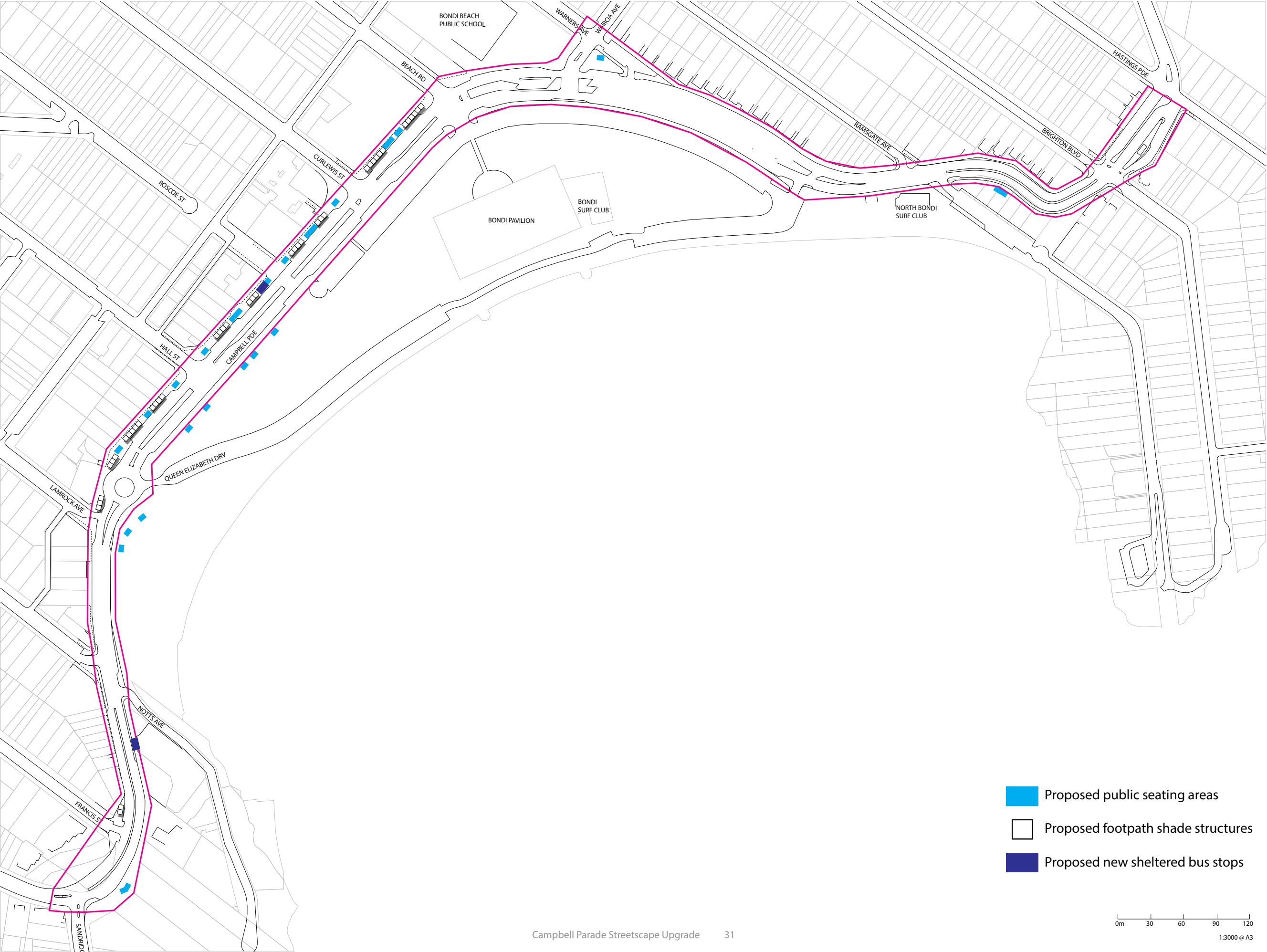
Front elevation



Side elevation



Indicative view of new shade structures.



Campbell Parade Streetscape Upgrade 31



# Public seating

Public seating should offer beautiful sculptural elements that complement the space, are comfortable, durable and functional.

The majority of the public seating within the project area comprises a series of 27 public concrete bench seats with mosaic tile artworks located between Beach Road and Lamrock Avenue. Commissioned in 1997, the seats are in varying condition from poor to good and require substantial maintenance.

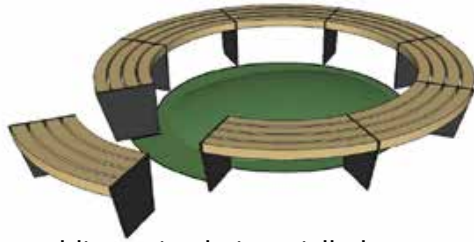
Council has also recently installed high quality custom-designed concrete and timber benches on the eastern side of Campbell Parade as part of the Bondi Park upgrades.

The seating survey found that the mosaic bench seats were rarely more than 25% occupied, suggesting there is a sufficient number of seats in this core area. An undersupply of seating was observed at bus stops on Campbell Parade near Notts Avenue and Rosoe Mall. The concept plan shows new sheltered bus stops at these two locations, and almost all the existing public seating areas retained.

When the footpaths are upgraded, some or all of the mosaic bench seats can be retained and restored with significant investment, and there is also the opportunity to replace the mosaics with new bench seats. As part of the Footpath Seating Pilot Project it has been agreed that the central mosaic seats are to be restored and the two benches at each end of the block which are in poor condition are to be removed and replaced with new public seating.

The design of this public seating combines the circular form of the mosaic seats with the timber used in the Bondi Park benches, but uses a steel frame to create the more open, lightweight feel desired for Campbell Parade. The new public seats will be evaluated for functionality, aesthetics, durability and maintenance prior to being considered for broader use. The Public Domain Technical Manual will then be updated with the recommended seat design for Campbell Parade.

The decision whether to retain or replace the mosaic seats in other areas will be determined at detailed design stage and involves a condition assessment, liaison with the artist and referral to the Public Art Committee in accordance with the deaccessioning guidelines.



New public seating being trialled as part of the Pilot Project.

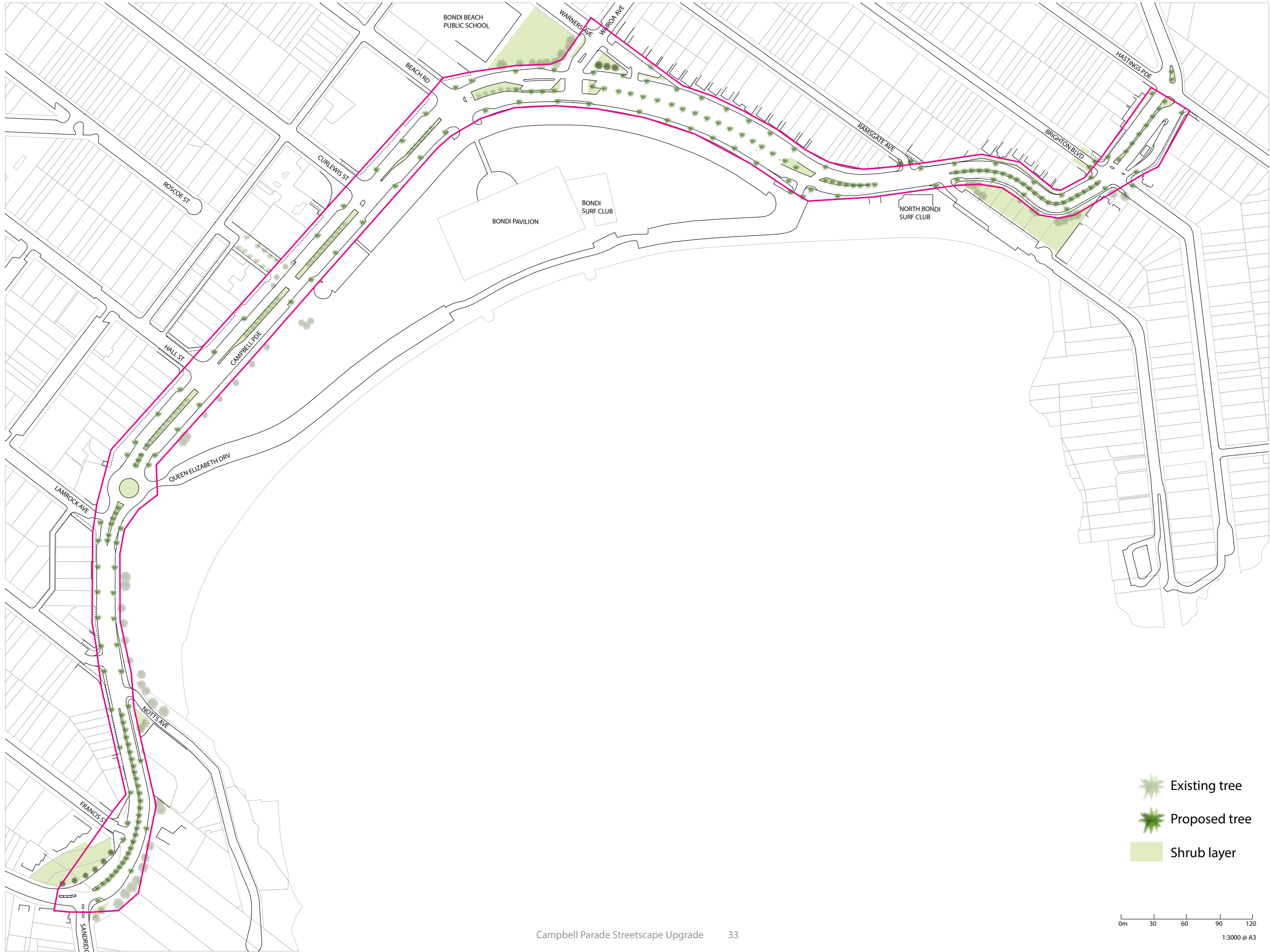


Existing mosaic bench seats on Campbell Parade.



New Bondi Park benches on eastern side of Campbell Parade.





Campbell Parade Streetscape Upgrade 33

# Landscape

Formally arranged tall palm trees in the central median create a strong boulevard effect in the commercial core and have become part of the landscape character of Campbell Parade. The concept proposes a continuation of the palm trees in central median to extend the boulevard character the full length of Campbell Parade. The slender form of the palms make them suitable for the limited spaces and minimises any impacts to beach views from upper levels of buildings, and they are suitable for the harsh coastal environment.

There is an almost complete lack of street trees and greenery along the footpath resulting in hotter, more exposed spaces that do not invite pedestrians to stay. The concept addresses this with trees located in kerb extensions and between parking bays to provide shade at the footpath. Having trees at the road edge also creates the appearance of a narrower roadway which has the effect of slowing traffic speeds.

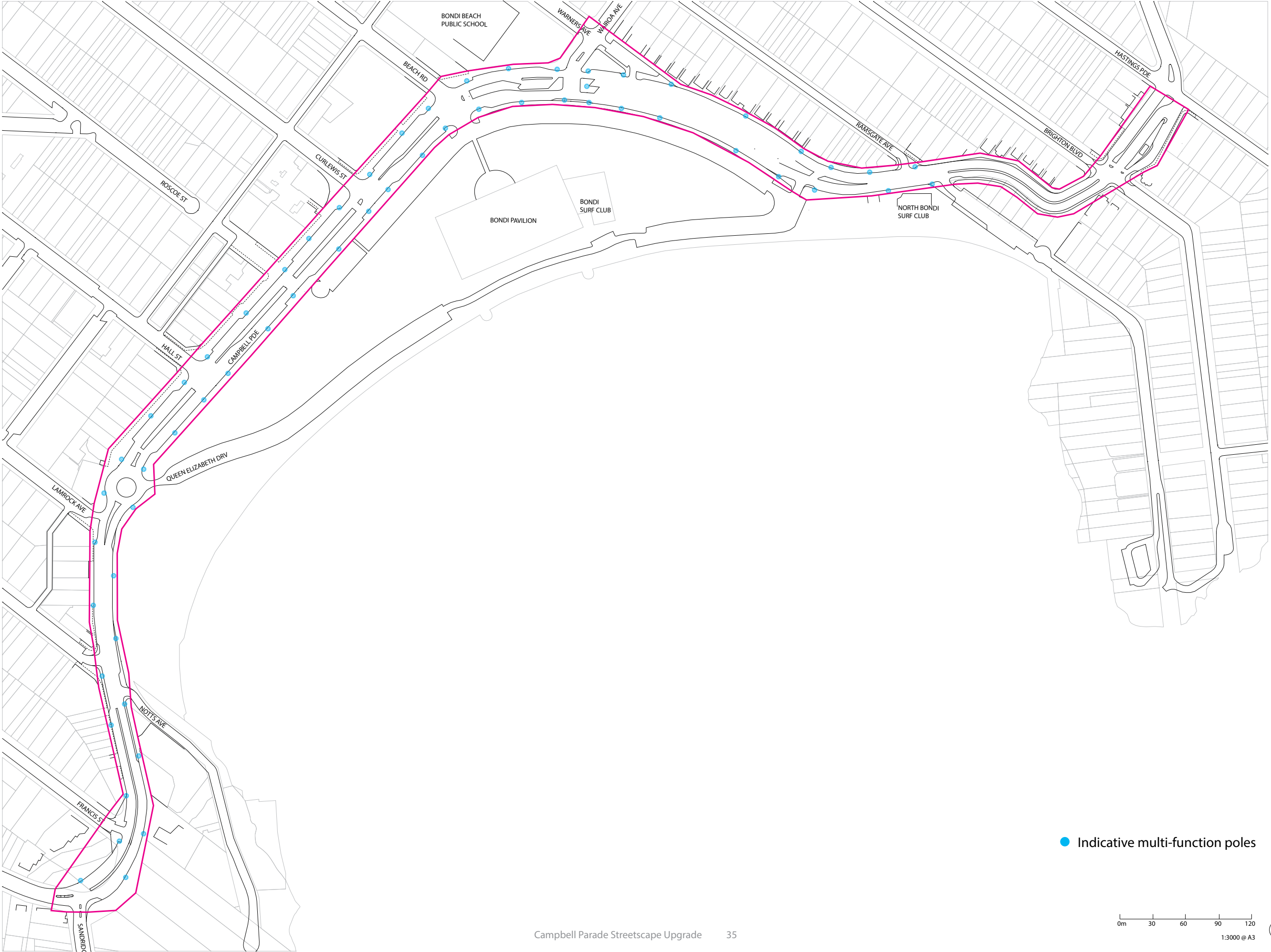
In addition to trees, raingardens and planted areas should be incorporated in kerb extensions to minimise the extent of hard surfaces (for example the intersection of Warners Avenue and Campbell Parade). The central median, tree pits and raingardens are proposed to be planted with a native groundcover/ shrub layer that provides ground-level greenery with ecological value.

At detailed design stage the design of tree and garden locations will be refined in order to minimise impacts to views or parking, and the native shrub species will be selected. The design may use either kerbed tree pits or smaller tree grates/swales that are flush with the road surface in order to fit in smaller spaces. A feasibility analysis should also be undertaken to determine the appropriate water sensitive urban design solutions, including the capture and filtering of stormwater in tree pits and raingardens, and the use of underground screening and permeable pipe systems for stormwater treatment at appropriate locations.



Formally planted palm trees create a strong boulevard character.





# Lighting

Good lighting is essential to help a street reach its evening potential. Night time activity on mainstreets is good for business, for socialising, and for safety. Lighting for pedestrian areas should be warm and create ambience using elegant lighting fixtures, as well as integrating lighting into seating, buildings and public art. Lighting can also be used to enhance building facades and introduce new colours.

Council has developed a concept to replace all streetlighting assets (both Ausgrid and Council-owned) with a Council-owned conduit and multi-function light pole (MFP) network to reduce streetlighting energy use, greenhouse gas emissions and achieve cost savings.

MFPs accommodate multiple elements including LED luminaires, traffic lights, signs, banners, CCTV and power supply, and can greatly reduce the number of poles and clutter that exists on the footpaths.

The Campbell Parade Streetscape Upgrade incorporates the MFP concept in order to minimise disruptions and avoid damaging or having to re-install expensive capital works later, and will be considered further at detailed design stage.

The new shade structures include integrated ambient up-lighting and radiant heaters which will be metred independently, and are envisaged to be run with a user-pays system. The details of the electricity connection, payment and management is being investigated as part of the Footpath Seating Pilot Project and will inform future construction of the shade structures.

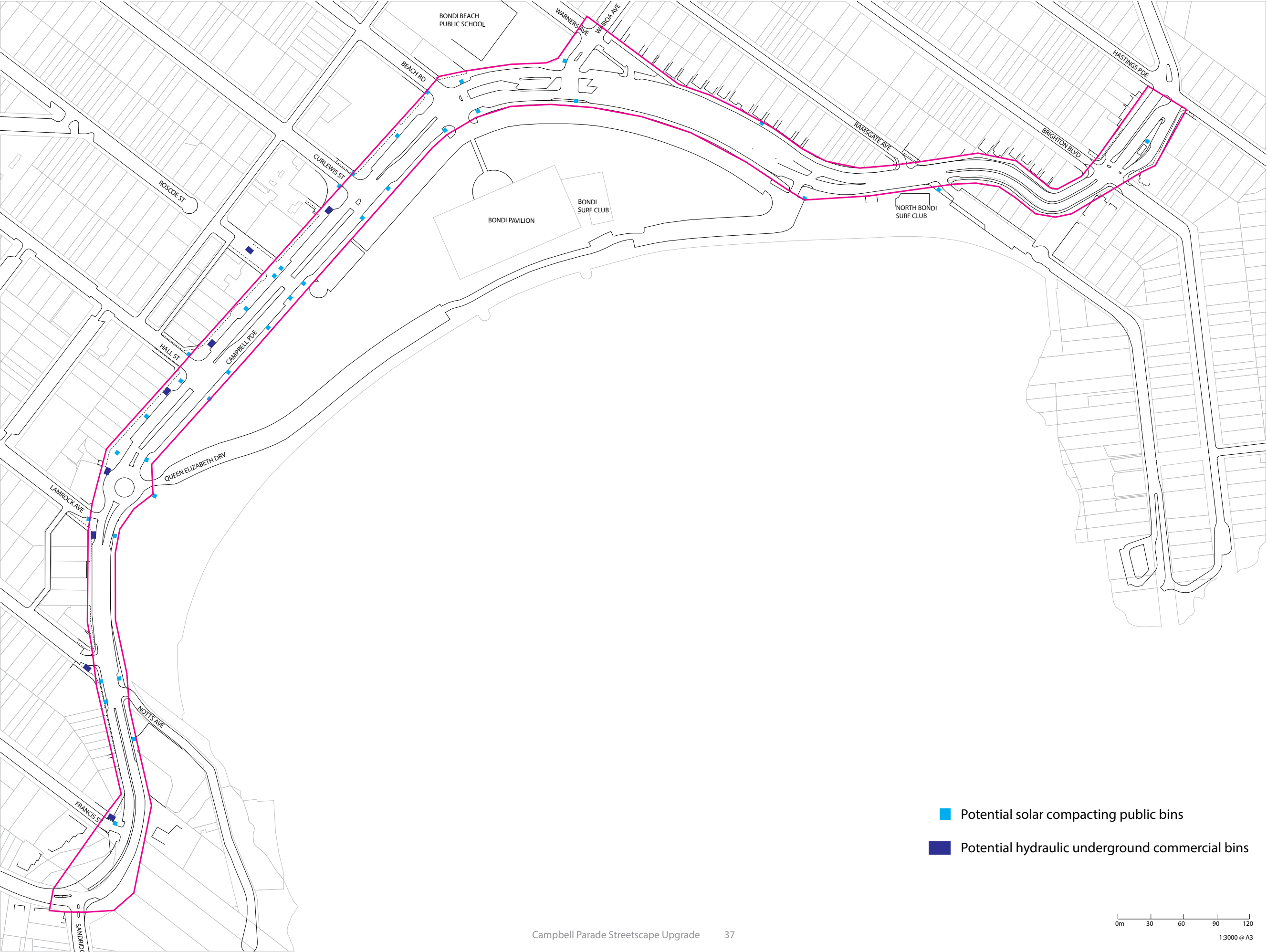
At detailed design stage, the recommendations of the Creative Lighting Strategy should also be incorporated to identify opportunities for lighting that adds to the atmosphere and appeal of the streetscape, feature lighting of trees and/or seats, playful coloured lighting and wayfinding lights.



Creative lighting in street furniture.



Indicative multi-function poles.





# Waste management

Sustainable Waverley completed an extensive Bondi Beach Waste Management Study in 2015 to identify the optimal waste management systems for Bondi Beach.

Solar compacting bins were identified as the best short term solution as they have relatively low capital costs and require minimal site preparation works. The bins compact waste to a ratio of 5:1 also contain smart technology to provide alerts when they require collection. They will improve the efficiency of Council collection service, reduce the likelihood of overflow, support public place recycling and will improve the amenity of the beach.

The solar compacting bins are currently being trialled by Council and assuming successful, are intended to be implemented further. Indicative locations have been shown on the concept plan, which are subject to refinement at detailed design stage.

Solar compacting bins are intended for public waste and a key issue still exists with commercial bins being left on the footpath obstructing pedestrians and causing amenity and odour impacts on the street. As many commercial tenants have no laneway access for bin collection, either hydraulic or pneumatic underground bin systems should be considered for Campbell Parade.

Hydraulic bins use an underground platform for storing bins, which rises to ground-level during collection, whereas pneumatic systems transport waste underground via vacuum system to a central collection point. Hydraulic systems can be installed progressively and more cheaply, however pneumatic systems can deliver greater benefits in terms of capacity, lower ongoing costs and less impact of heavy vehicles on the road network.

Hydraulic bins have been shown indicatively on the concept, but require further evaluation at detailed design stage including the governance system for ownership and maintenance, and comparison against a pneumatic system.



Solar compacting bins.

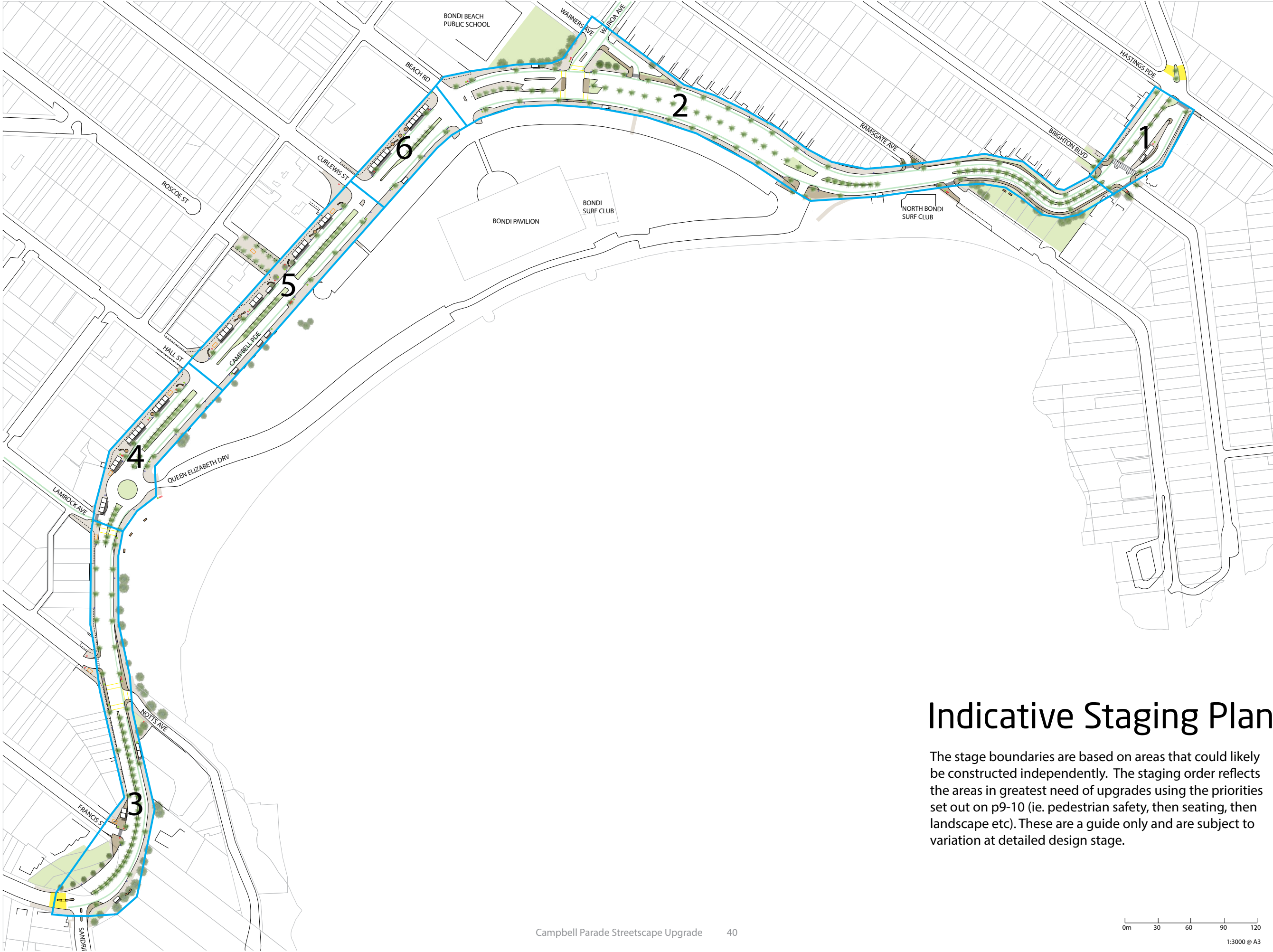


Hydraulic underground bins.



# Staging





# Indicative Staging Plan

The stage boundaries are based on areas that could likely be constructed independently. The staging order reflects the areas in greatest need of upgrades using the priorities set out on p9-10 (ie. pedestrian safety, then seating, then landscape etc). These are a guide only and are subject to variation at detailed design stage.

## Cost estimates

Table 1. Approximate cost estimates for streetscape upgrade by stage.

Item	Sandridge St - Lamrock Ave	Lamrock Ave - Hall St	Hall St - Curlewis St	Curlewis St - Beach Rd	Beach Rd - Ramsgate Ave	Ramsgate Ave - Brighton Ave	Brighton Ave - Hasting Pde	Total
New paving	\$1,060,940	\$588,200 + \$152,170 to replace poured concrete on beach side	\$835,045 + \$304,345 to replace poured concrete on beach side	\$266,180 + \$152,170 to replace poured concrete on beach side	\$410,230 + \$743,780 to replace new poured concrete	\$485,305	\$283,050	\$3,928,950 + \$1,352,465 to replace poured concrete on beach side
Kerbs	\$186,000	\$24,000	N/A	N/A	\$112,500	\$205,500	\$60,000	\$585,000
Raised crossings/ thresholds	\$100,000	\$50,000	N/A	N/A	\$50,000	\$100,000	\$250,000	\$550,000
Footpath seating shade structures	\$113,550	\$794,850	\$794,850	0 (Pilot Project by developer)	N/A	N/A	N/A	\$1,703,250
Street trees	\$360,000	\$114,000	\$48,000	\$36,000	\$414,000	\$210,000	\$84,000	\$1,266,000
Public seating	\$12,000	\$36,000	\$96,000	0 (Pilot Project by developer)	N/A	N/A	N/A	\$144,000
Bike lane	\$21,340	N/A	N/A	N/A	\$49,500	\$19,800	\$10,450	\$101,090
Bike racks	\$9,000	\$11,000	\$5,000	0 (Pilot Project by developer)	\$9,000	\$2,000	\$1,000	\$37,000
Relocate parking metres, signs etc	\$10,000	\$10,000	\$10,000	0 (Pilot Project by developer)	\$10,000	\$10,000	\$10,000	\$60,000
Consultants (eg. survey, detailed design and documentation)	\$50,000	\$75,000	\$75,000	\$50,000	\$50,000	\$50,000	\$50,000	\$400,000
Contingencies (10%)	\$192,283	\$170,305	\$186,390	\$35,218	\$110,523	\$108,261	\$74,850	\$877,829
<b>Total</b>	<b>\$2,115,113</b>	<b>\$1,873,355</b>	<b>\$2,050,285</b>	<b>\$387,398</b>	<b>\$1,215,753</b>	<b>\$1,190,866</b>	<b>\$823,350</b>	<b>\$9,656,119</b>

**Assumptions:**

- Paving: \$250/sqm to supply and install 600x400 pavers with concrete base and mortar bed.
- Kerbs: \$300/lin m to supply and install 150mm integral kerb and gutter.
- Raised crossings/ thresholds: \$50,000 each.
- Footpath seating shade structures: \$56,775 to supply and install 4mx4m module.
- Trees: \$6000/tree to supply and install 4m tree.
- Public seating: \$6000 to remove mosaic bench and \$6000 to supply and install new bench seat.
- Assumes additional bus shelters provided by STA/ JDC.
- Bike lane: \$55/lin m to mill and re-sheet roadway and supply and install 1.2m wide green paint and edge lines.
- Bike racks: \$500 per stainless steel hoop supplied and installed.
- Cost estimates exclude road resurfacing and relocation of services, drainage etc.



Table 2. Additional works proposed as part of streetscape upgrade, but subject to separate business cases and budget approval.

Item	Sandridge St - Lamrock Ave	Lamrock Ave - Hall St	Hall St - Curlewis St	Curlewis St - Beach Rd	Beach Rd - Ramsgate Ave	Ramsgate Ave - Brighton Ave	Brighton Ave - Hasting Pde	<b>Total</b>
Signalised intersections	\$500,000	\$750,000	N/A	N/A	\$1,000,000	N/A	N/A	\$2,250,000
Multi-function poles	\$260,000	\$160,000	\$200,000	\$120,000	\$460,000	N/A	N/A	\$1,200,000
Solar compactor public bins	\$77,000	\$66,000	\$110,000	\$55,000	\$77,000	N/A	\$11,000	\$396,000
Hydraulic commercial bins	\$360,000	\$240,000	\$360,000	N/A	N/A	N/A	N/A	\$960,000
Consultants (eg. survey, detailed design and documentation)	\$50,000	\$50,000	\$30,000	\$30,000	\$50,000	N/A	\$5,000	\$215,000
Contingencies (10%)	\$124,700	\$126,600	\$70,000	\$20,500	\$158,700	N/A	\$1,600	\$502,100
<b>Total</b>	<b>\$1,371,700</b>	<b>\$1,392,600</b>	<b>\$770,000</b>	<b>\$225,500</b>	<b>\$1,745,700</b>	<b>N/A</b>	<b>\$17,600</b>	<b>\$5,523,100</b>

## Assumptions:

- Solar compacting bins: \$11,000 each supplied and installed.
- Hydraulic underground bins: \$120,000 each supplied and installed.
- Multi-function poles: \$20,000 each supplied and installed.





Streetscape Analysis



# Scope

The scope of the design review included:

- Full length of Campbell Parade, both sides
- Pedestrian and seating surveys
- Landscaping
- Shade Structures
- Restaurant seating
- Bins, lighting, poles and bike racks
- Footpath condition
- Pedestrian accessibility
- Public seating

The scope did not include building/ development controls, traffic, parking, or public transport.







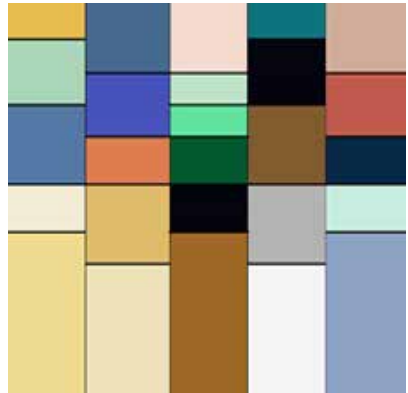
Campbell Parade over time...



The iconic topography and curve of the beach



Heritage listed buildings on Campbell Parade



Heritage colours (Waverley DCP)

# Heritage

Campbell Parade has evolved radically over the last century. Recognised early on for its recreation appeal, a tram line was built to the largely undeveloped Bondi Bay in the early 1900's helping to fuel growth. During the Inter-War period (1915 - 1940) considerable development occurred along the length of Campbell Parade, and the Bondi Pavilion and major beach upgrade was completed in 1929. Much of the inter-war architecture and colour palette remains today and is a key defining character of Campbell Parade.

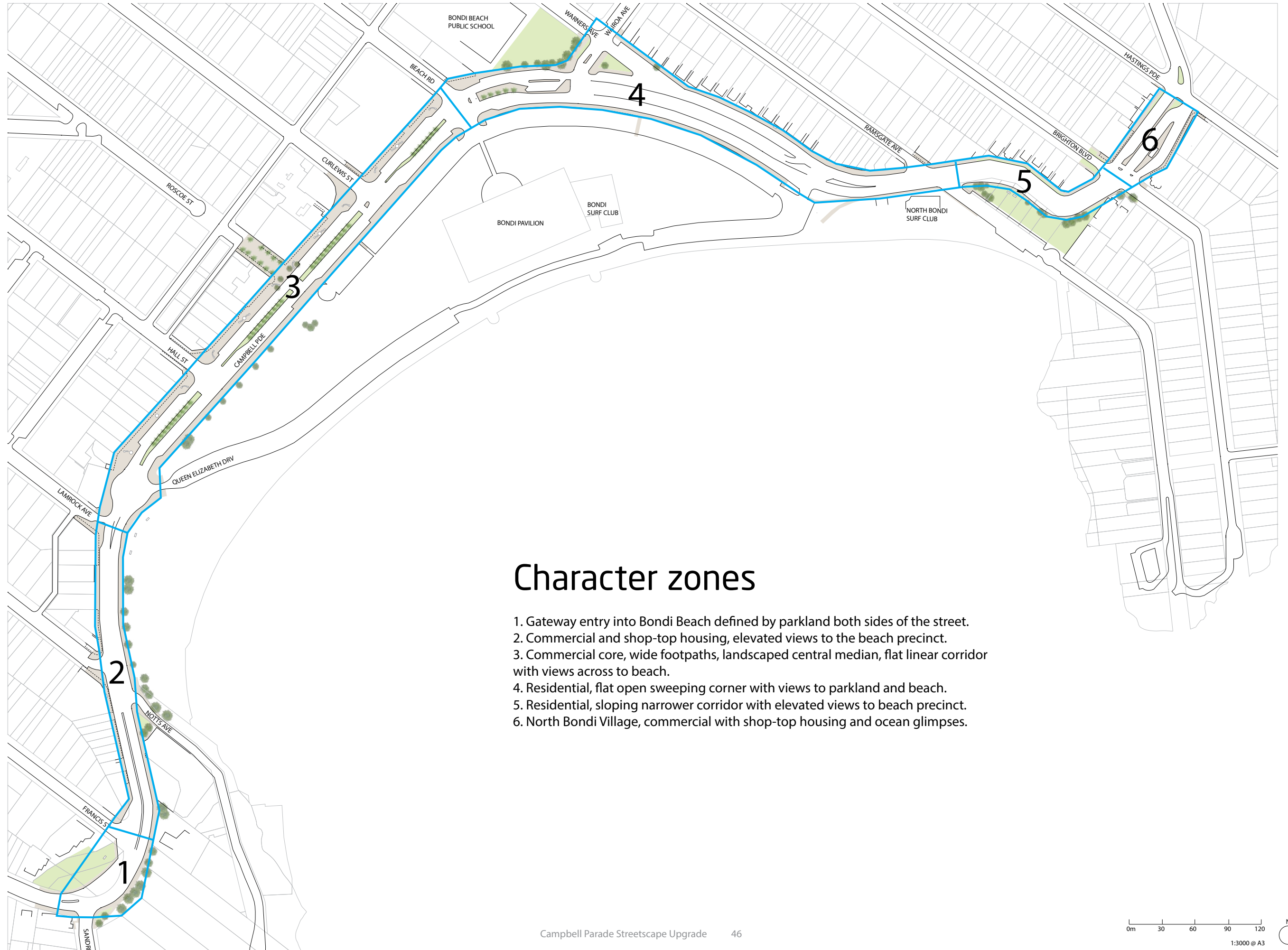
Following the closure of the tram in 1969, Campbell Parade transitioned to a more vehicle-oriented street in the 1970's resulting in a more barren landscape. In the 1990's masterplanning was undertaken for major streetscape enhancements including new wide footpaths and the iconic palm trees in the central median. The rejuvenated street vastly improved the experience for beach users and restaurants discovered the value of outdoor dining, building permanent structures on the footpath for year-round use.

Since major exposure during the 2000 Sydney Olympics Bondi has continued to soar as one of the most visited tourism destinations in Australia, with an estimated 50,000 visitors per day in peak season. The beach also hosts major events such as City to Surf, Sculptures by the Sea, Festival of the Winds as well as popular TV shows such as Bondi Rescue.

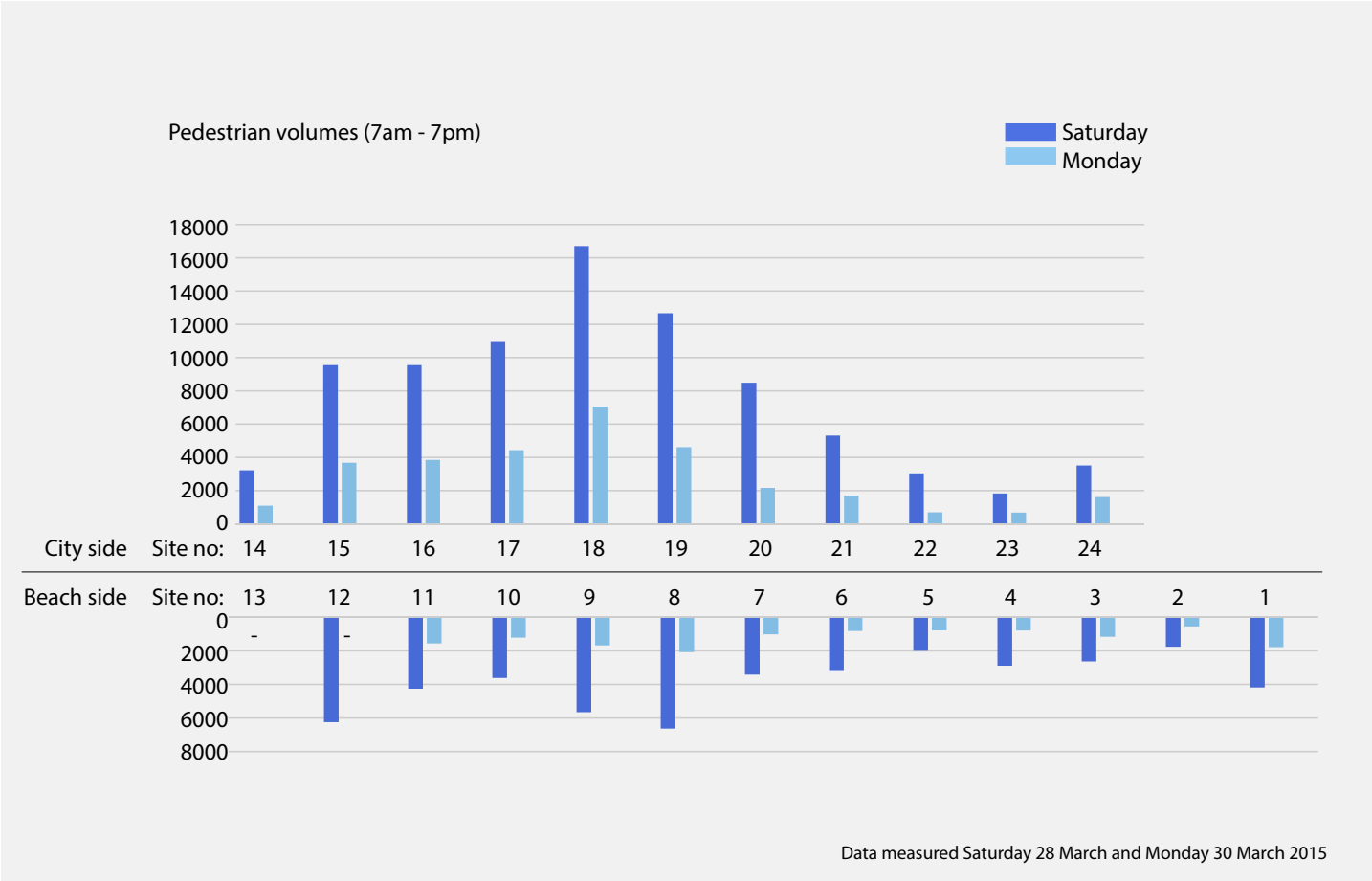
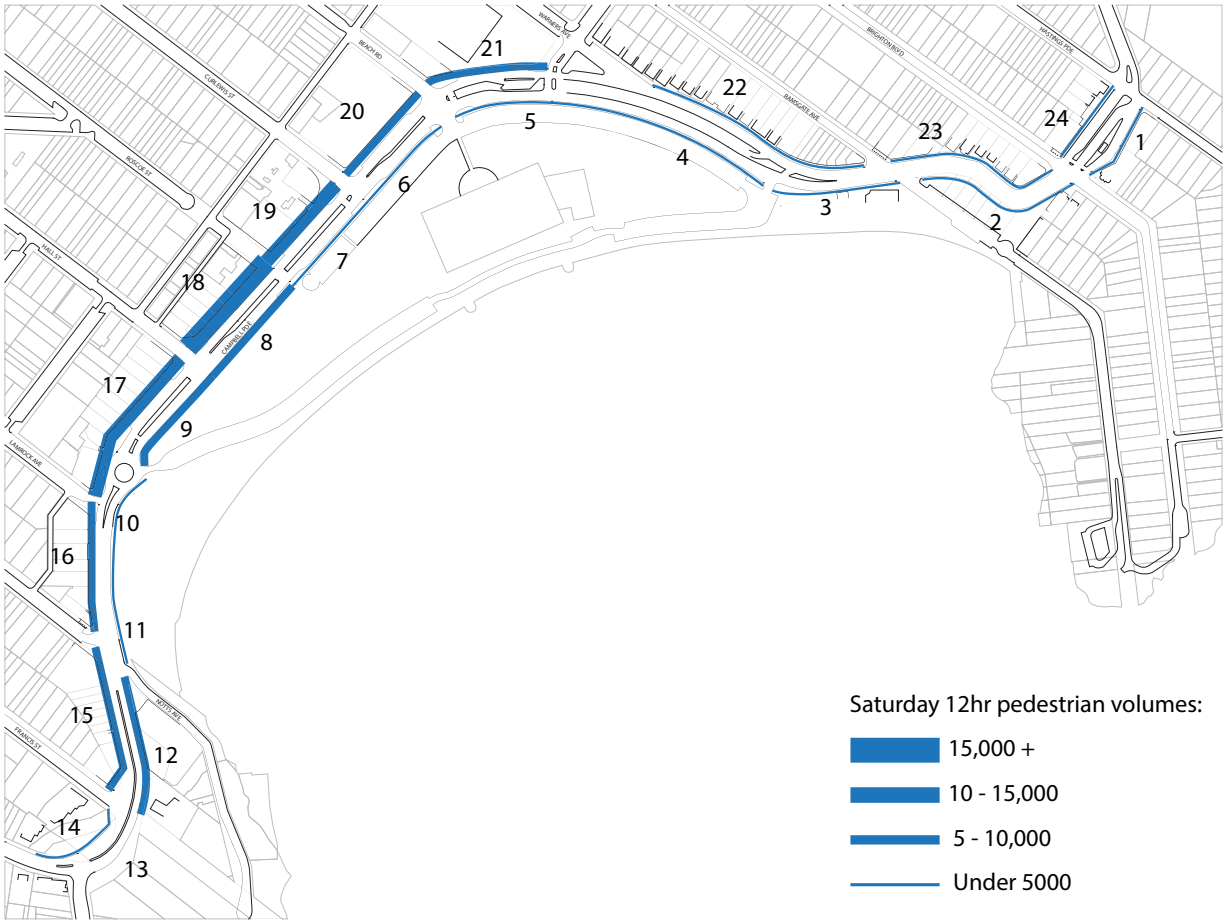
While there are some significant new buildings and landscape works on Campbell Parade, the inter-war architecture, the open landscape of Bondi Park, the gently curved waterline, and the topography which creates a natural amphitheatre all remain extremely important elements of the heritage and cultural character of Bondi.

The Bondi Beach Cultural Landscape is listed on the Register of the National Estate, the National Heritage List and NSW State Heritage Register and is the only beach in Australia that has been given national listing. Under the Waverley LEP 20 buildings on Campbell Parade are listed as heritage items. Additionally the entire area of Campbell Parade and Bondi Beach is identified as a Heritage Conservation Area.





# Pedestrian survey



**16,705 pedestrians on Saturday**  
(Saturday 7am - 7pm in Autumn between Hall St - Roscoe Mall)

The majority of pedestrians were recorded between Francis St and Beach Road which corresponds to the areas with most retail and food/ beverage outlets.

The highest pedestrian volumes were observed between Hall St and Roscoe Mall on both the Saturday and the Monday and numbers generally decrease the further north and south one travels from this area. This site is situated in the centre of the busy Hall St restaurant/ cafe strip and the central part of Bondi Beach and Pavilion, the two key destinations in Bondi, and also includes a key bus stop used by visitors to the beach.

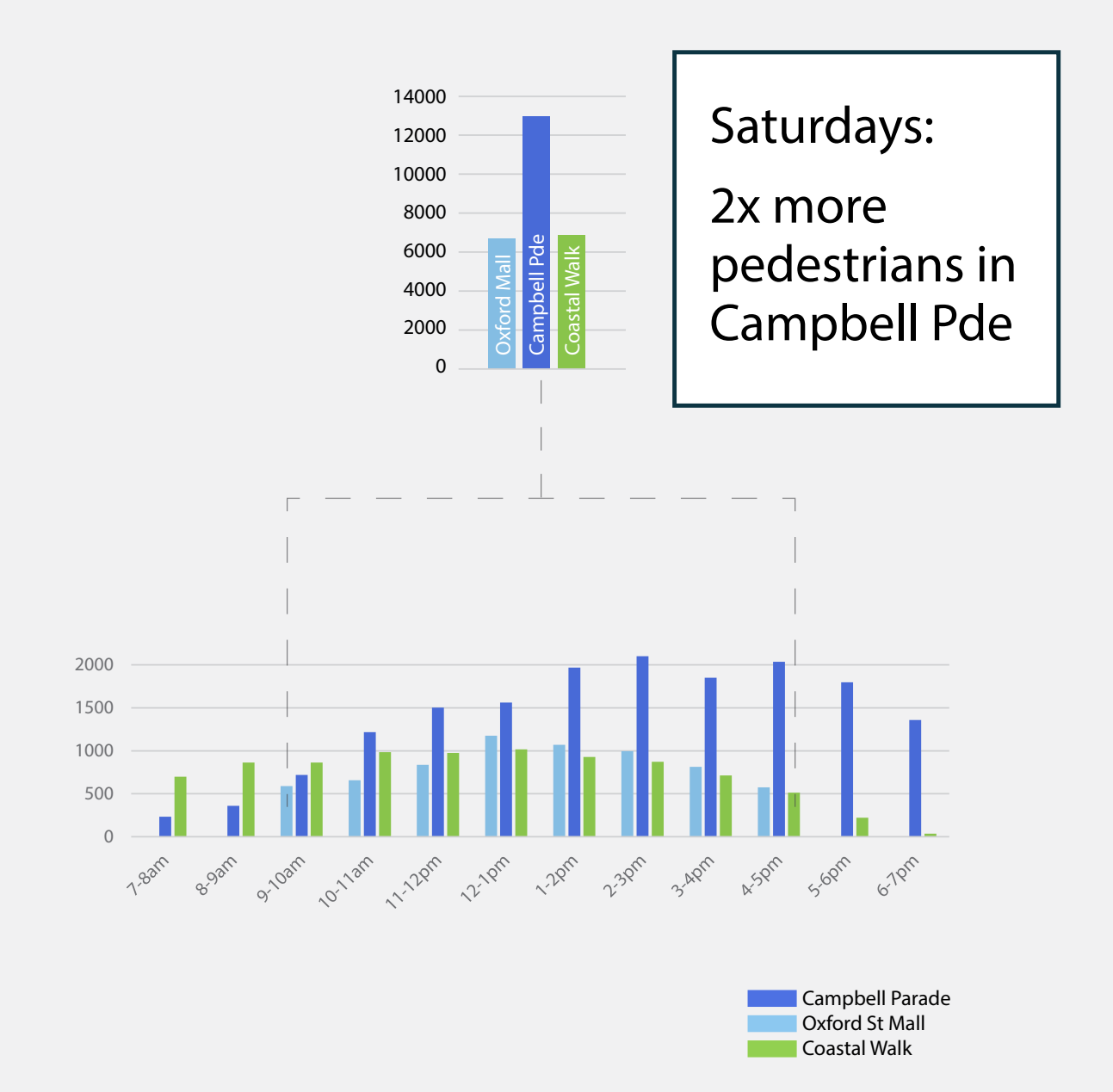
**2.5x more pedestrians Saturday vs Monday**

Campbell Parade is clearly more of a weekend destination, with a peak of 16,705 pedestrians on Saturday (7am-7pm) compared to a peak of 7060 pedestrians on Monday.

All locations along Campbell Parade measured less than half the pedestrian volumes on Monday compared to Saturday.

Pedestrian numbers were higher on the town side of Campbell Parade compared to the corresponding site on the beach side, with the only exception being North Bondi Surf Club. This trend is likely because of pedestrians on the beach side using the promenade rather than the footpath on Campbell Parade.





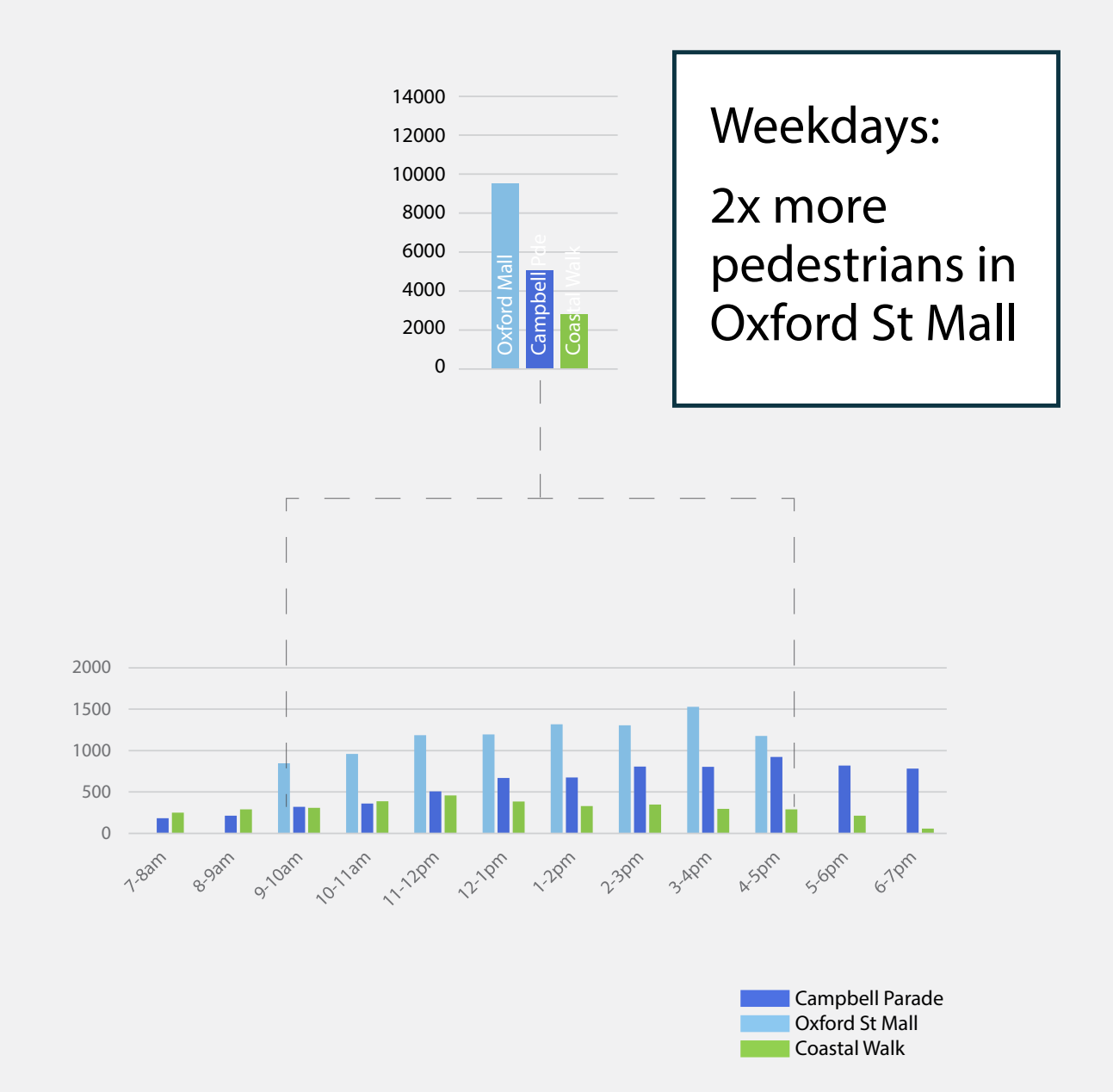
The pedestrian volumes have been compared to Oxford St Mall and the Bondi to Bronte Coastal Walk in order to get a better understanding of the unique trends occurring on Campbell Parade. As expected the tourism/ recreational aspect of Bondi Beach has a significant influence on the variation between weekdays and weekends.

On Saturdays between 9am-5pm Campbell Parade has more than double the number of pedestrians (12,963) compared to Oxford St Mall (6705) and the Coastal Walk (6862).

On a typical weekday Oxford St Mall is the busiest with 9510 pedestrians between 9am-5pm compared to 5066 on Campbell Parade and 2794 on the Coastal Walk.

On weekends Campbell Parade has higher volumes throughout the afternoon and into the evening. In contrast Oxford St Mall has more of a lunchtime peak and the Coastal Walk is busier in the mornings.

On weekdays all locations experience a steady flow of pedestrians throughout the day.



Note:  
Oxford Mall: Surveyed at Grosvenor St entry, Saturday 27 August 2011 and 3 September 2011 (average used to get Saturday data) and Tuesday 6 September and 13 September 2011 (average used to get Weekday data).

Campbell Parade: Surveyed between Hall St – Roscoe Mall on north side, Saturday 28 March 2015 (24.5C sunny) and Monday 30 March 2015 (23.9C sunny), then scaled using parking data to estimate the summer flow.

Coastal Walk: Surveyed at Tamarama (Mackenzies Bay) Saturday 12 September 2015 (25.4C, sunny) and Monday 14 September 2015 (23.6C sunny)

## Footpath condition

Within the commercial core (between Lamrock Avenue - Beach Road) the footpaths are wide and flat with generally good condition paving, ramps and kerbs and consistent use of materials. This creates a good foundation for pedestrians in the busiest areas.



Footpath adjacent to Bondi Park near Hall St



Footpath on commercial side near Hall St



Footpath near Curlewis St





Francis St Intersection



Between Sandridge St - Francis St



Between Notts Ave - Francis St



Between Brighton Blvd - Ramsgate Ave



Near North Bondi Surf Club



Between Sandridge St - Francis St

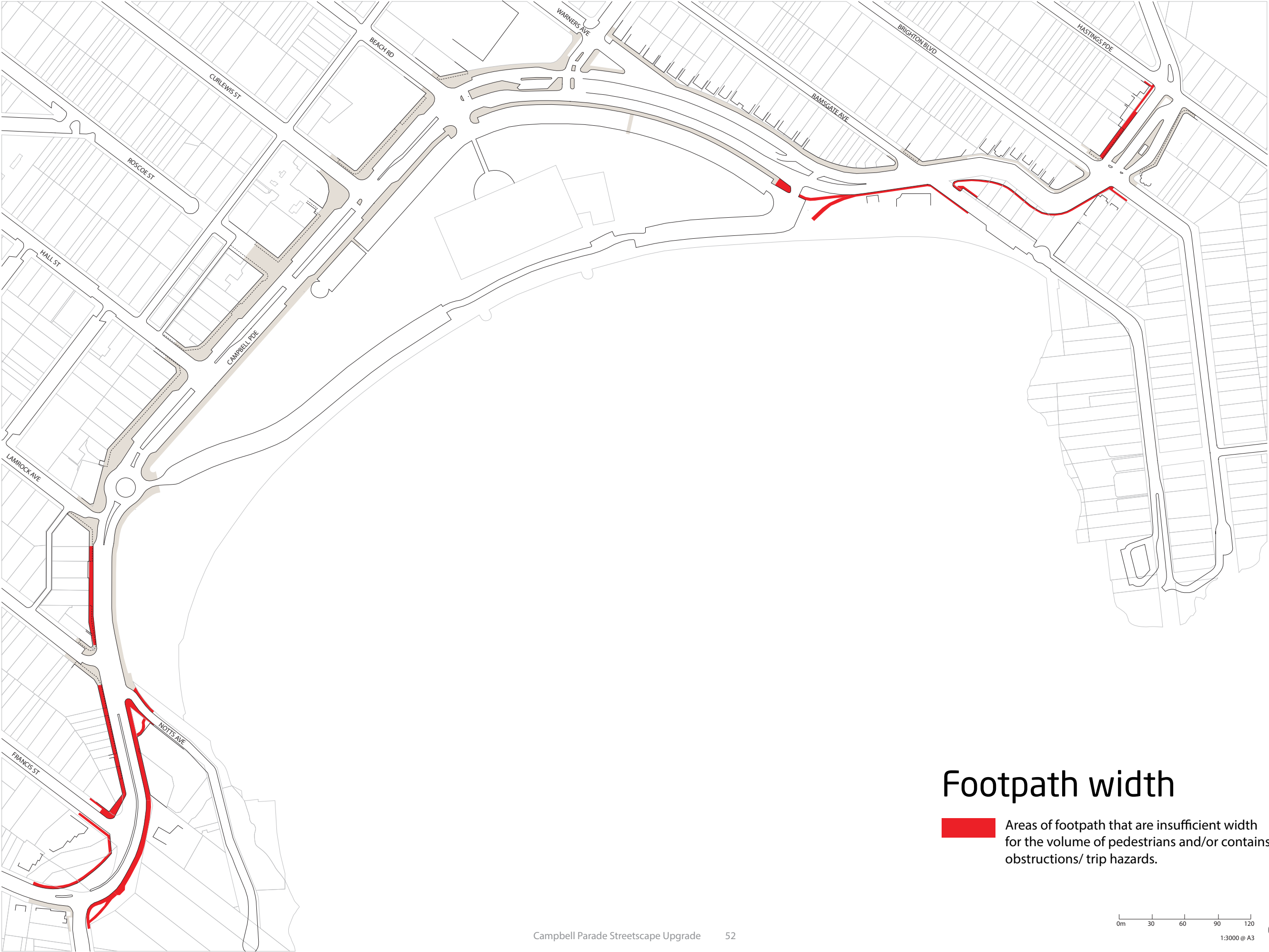
Outside of the commercial core many sections of footpath are insufficient width for the volume of pedestrians and/or contain obstructions/ trip hazards.



# Footpath width

Several sections of footpath have insufficient width for the volume of pedestrians and/or contain obstructions/ trip hazards.





Campbell Parade Streetscape Upgrade 52



## Footpath paving



Paving is reasonable quality in the commercial core, but is not exceptional. Consideration should be given to a modern larger format paver comparable to the best-practice examples shown in the introduction.



Outside the commercial core material choice appears ad hoc and repairs to footpaths often do not match the existing material.







# Pedestrian crossings



Curlewis St intersection

Signalised crossings are provided throughout the commercial core with generous waiting space, good paving and wide ramps.



Sir Thomas Mitchell Rd intersection

Good zebra crossing - directly aligned with desire line, continuous extension of footpath, tight corner radius to slow turning vehicles, ramps provided (a raised crossing flush with the footpath is even better).



Wairoa Ave intersection

Poor zebra crossing - no kerb indents to alert and slow approaching traffic, crosses multiple lanes, confusing/ambiguous pedestrian refuges, contains trip hazards.





Between Francis St - Sandridge St

The southern section of Campbell Parade is extremely wide, has poor visibility, no pedestrian refuge for crossing, and many unsafe crossings regularly observed.



Sandridge St



Francis St

Unnecessarily wide intersection with oversized truncations.



Sandridge St

Poor corner design - despite the addition of an island the corner is still too large to slow turning vehicles, does not increase footpath space, and does not complement or integrated well with the public domain.



Notts Ave

This intersection has high volumes of pedestrians but the crossing distance is too wide and the poor kerb ramps and steep narrow footpaths present a trip hazard.



Lamrock Ave

An example of good corner design - continuous extension of footpath, usable space, tight corner radius to slow turning vehicles, integrated with surrounding public space.



## Pedestrian crossings (cont'd)



Near Lamrock Ave

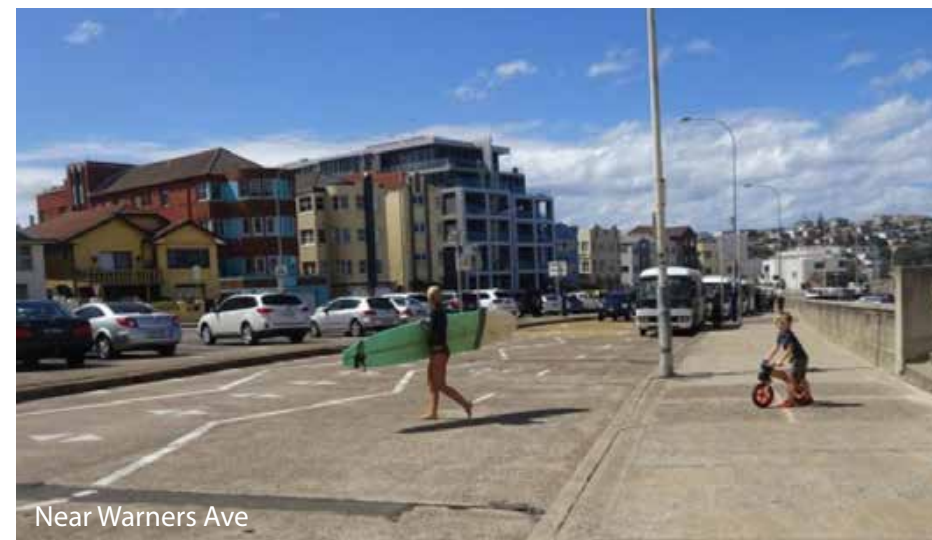


Near Lamrock Ave

Uncontrolled pedestrian crossings could be reconsidered. Insufficient waiting space at the southern crossing (left image) due to busy bus stop.



Near Warners Ave



Near Warners Ave

There are no crossing points for 300m along this section of Campbell Pde, resulting unsafe crossings.





Sandridge St



Ramsgate Ave



Brighton Blvd

Diagonal intersections make excessively wide crossings - these could be reduced in width with kerb extensions.



Warners Ave

This intersection is 40m wide with no stop sign or design controls to slow vehicles.



Wairoa Ave

This zebra crossing has trip hazards and could be reduced in width with kerb extensions and pedestrian refuges.



Queen Elizabeth Drv

This intersection has recently been upgraded to extend the footpath and landscaping.



Near Lamrock Ave



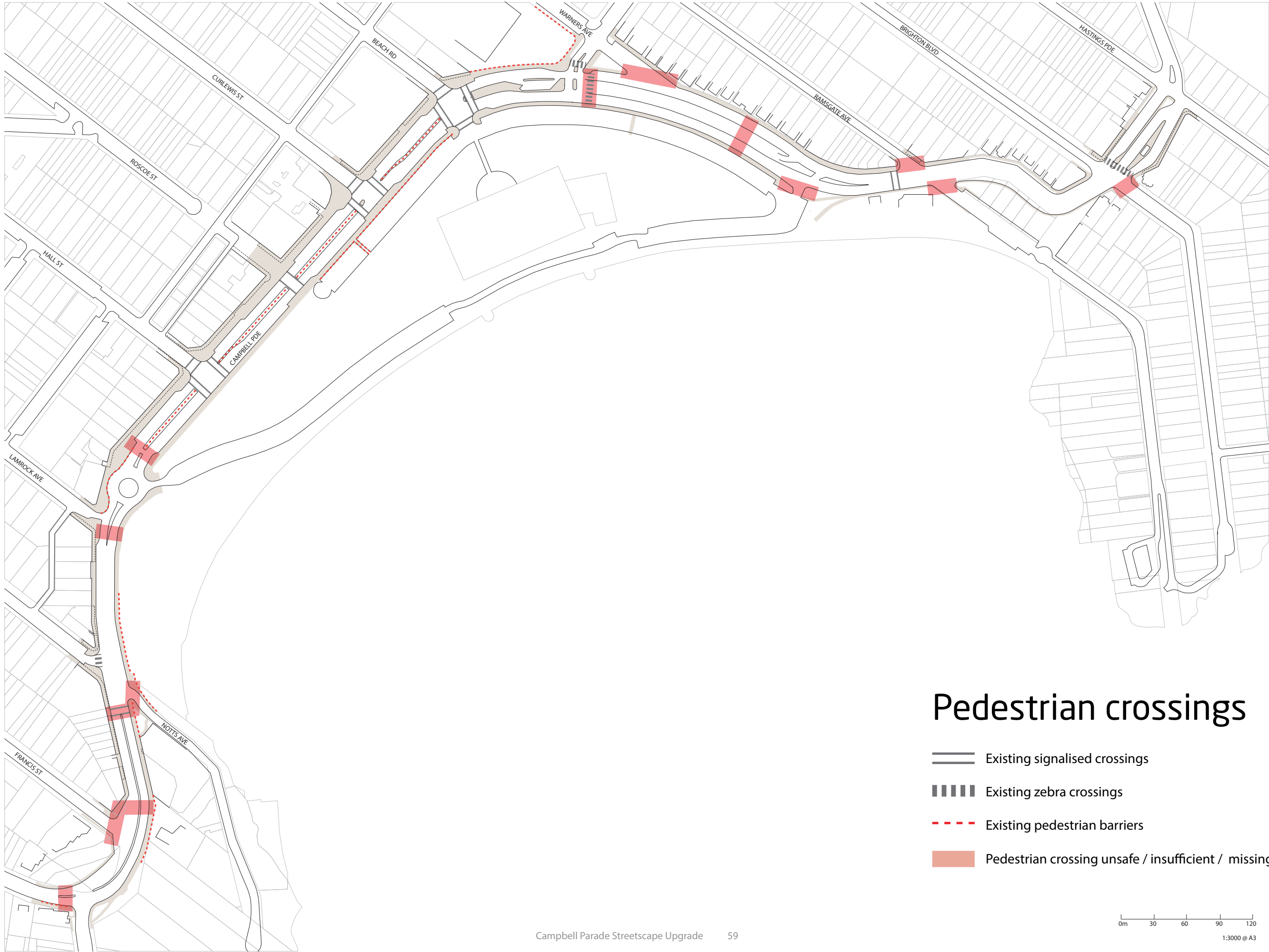
Near Lamrock Ave



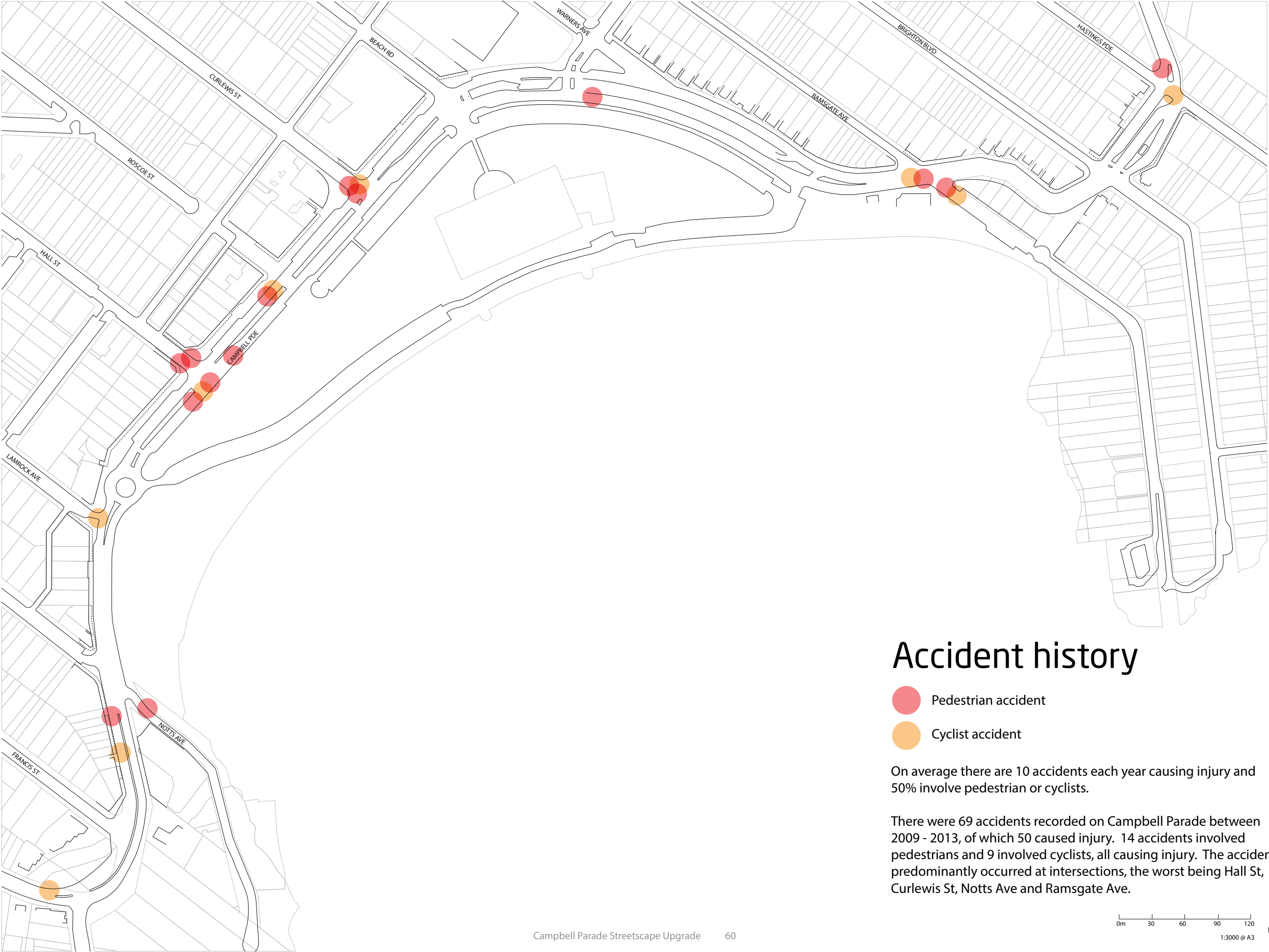
Between Hall St - Curlew St

Pedestrian barriers are not required on safe, people-friendly streets, however if deemed necessary the concrete barriers could be improved visually.









Campbell Parade Streetscape Upgrade 60



# Public seating



Near Notts Ave



Near Hall St

Some bus stops have insufficient or no seating. The two pictured above experience high volumes of passengers and should be upgraded as a priority.



Near Hall St



Near Roscoe Mall



Between Hall St - Roscoe Mall

A series of 27 public bench seats with mosaic tile artworks exist between Beach Road and Lamrock Avenue. Commissioned in 1997, the seats are in varying condition from poor to good. Either all or some of the seats can be retained and maintained with further investment, and there is the opportunity for new public seats to be designed and installed. The survey undertaken as part of this review found the seats were never more than 25% occupied, suggesting a potential over-supply of seating in these areas.



Near Francis St



Near Sir Thomas Mitchell Rd



Near Roscoe Mall

There are a number of other styles of public seating which are currently ad hoc and do not provide the quality or amenity required for this important streetscape. The image on the left is key vista on arrival to Bondi Beach via Bondi Road and is a key opportunity for improvement.

The new seating being installed in Bondi Park (pictured), could provide the basis for a consistent material palette.



# Restaurant footpath seating



Near Hall St



Between Lamrock Ave - Hall St



Near Lamrock Ave

Existing shade structures for footpath seating vary in style and quality. Central post are superior to the corner post. However all existing examples create an issue with roll down plastic blinds which blur the beach views, enclose the footpath too much, and are susceptible to dirt and deterioration resulting in detracting to the street amenity. A modern consistent design unique to Campbell Parade would greatly help to improve the overall appearance and strengthen local identity.



Between Lamrock Ave - Sir Thomas Mitchell Rd



Near Sir Thomas Mitchell Rd

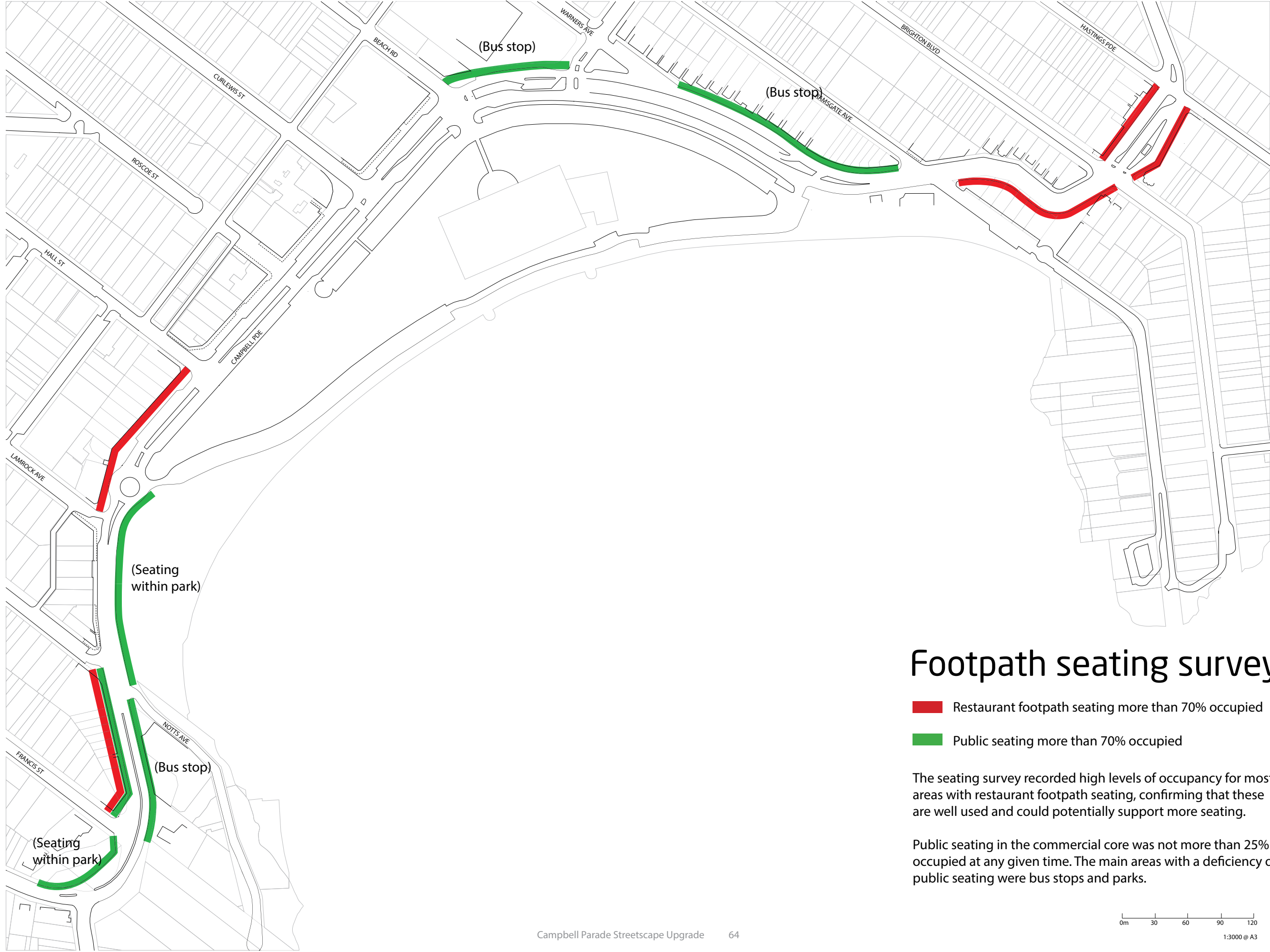


Near Ramsgate Ave

There are also a range of other footpath seating arrangements - under awnings, temporary umbrellas, and uncovered seating. These can be constrained by footpath width especially outside the commercial core area.







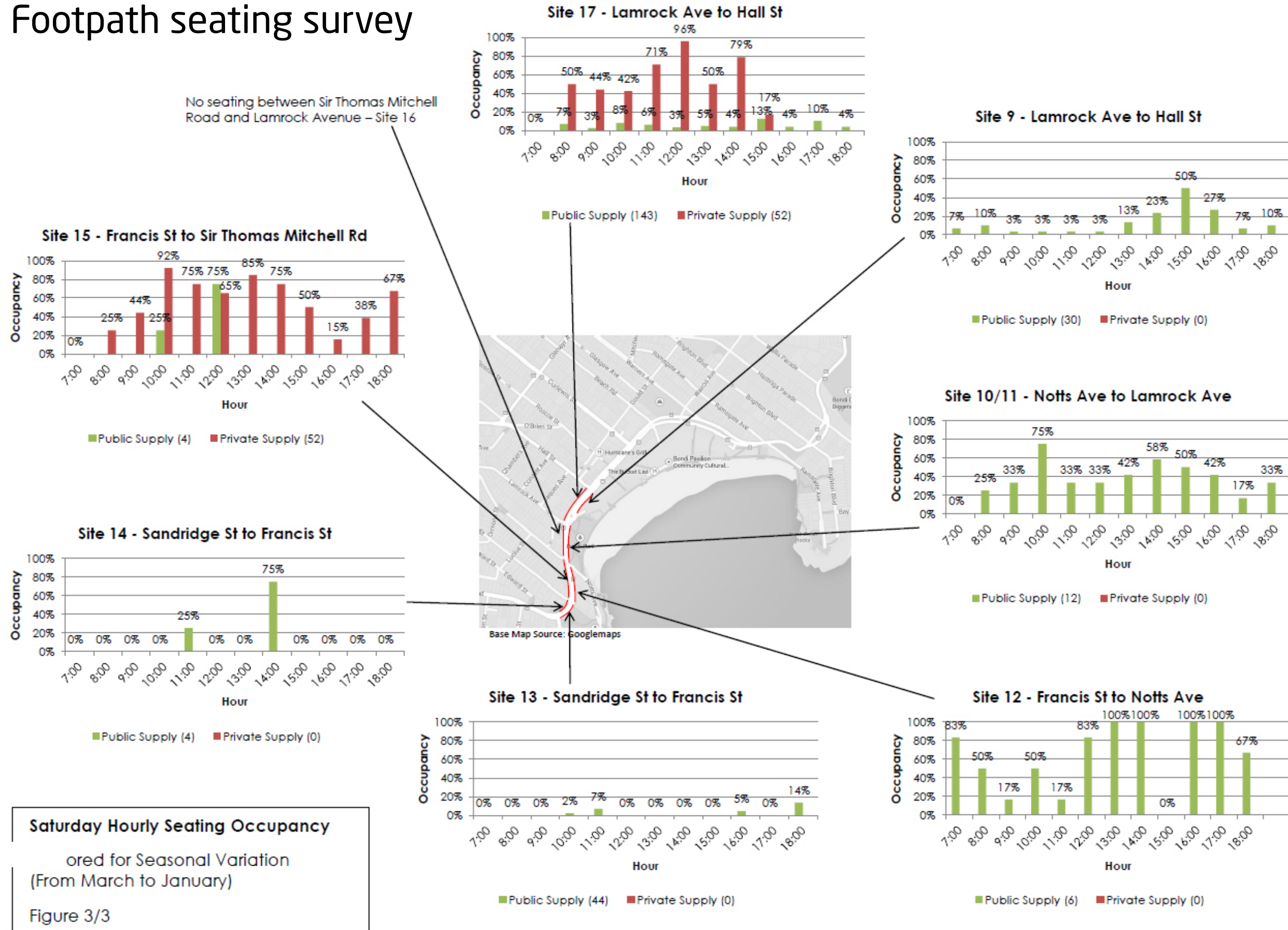
# Footpath seating survey

- Restaurant footpath seating more than 70% occupied
- Public seating more than 70% occupied

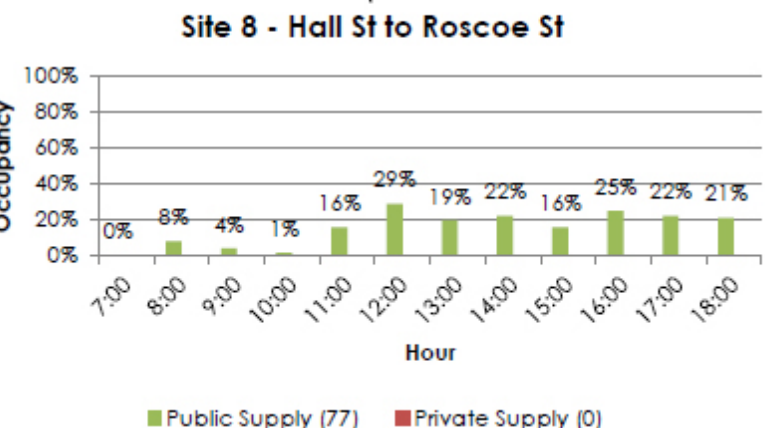
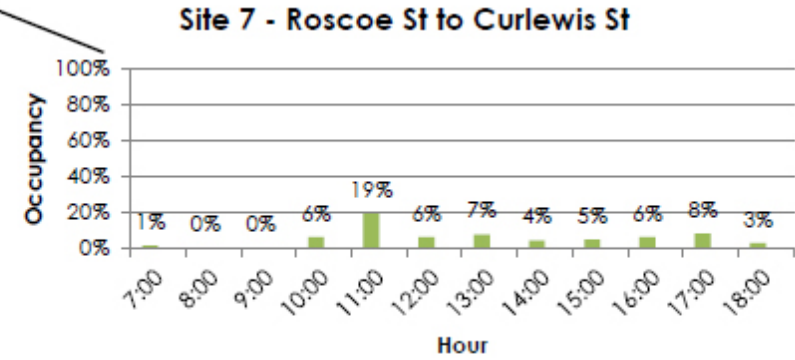
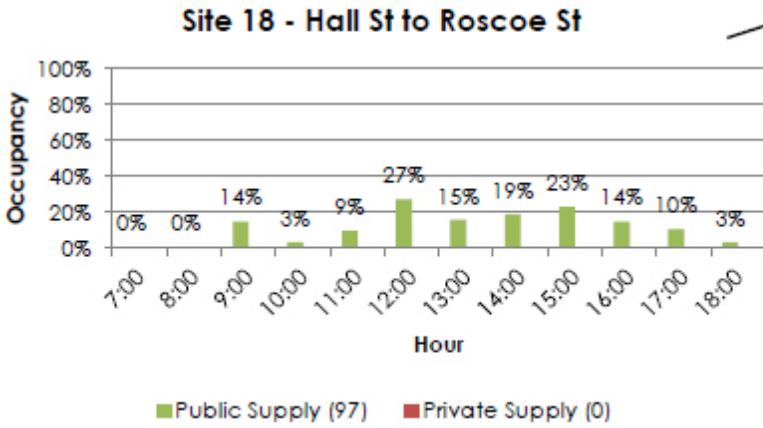
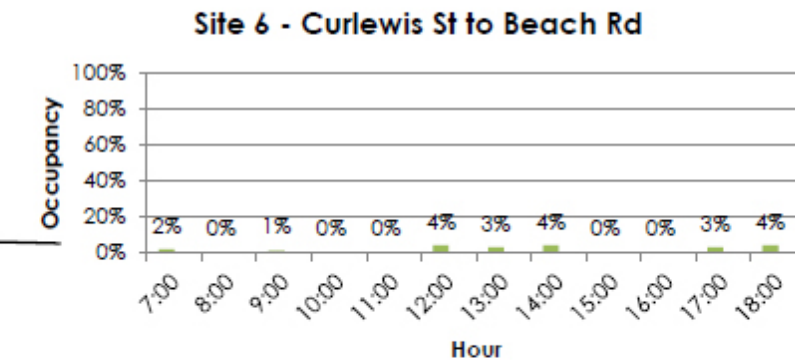
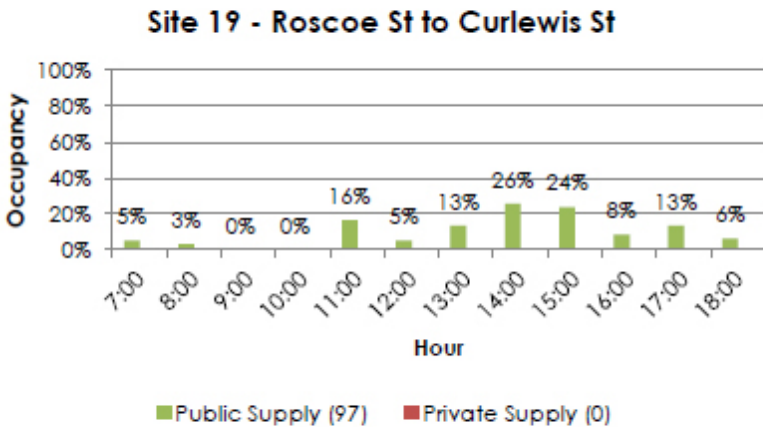
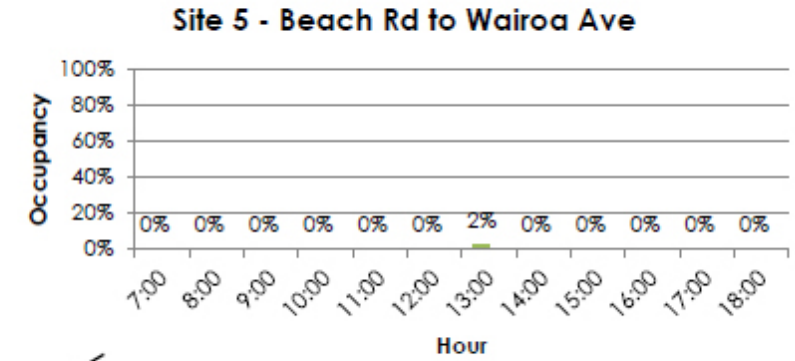
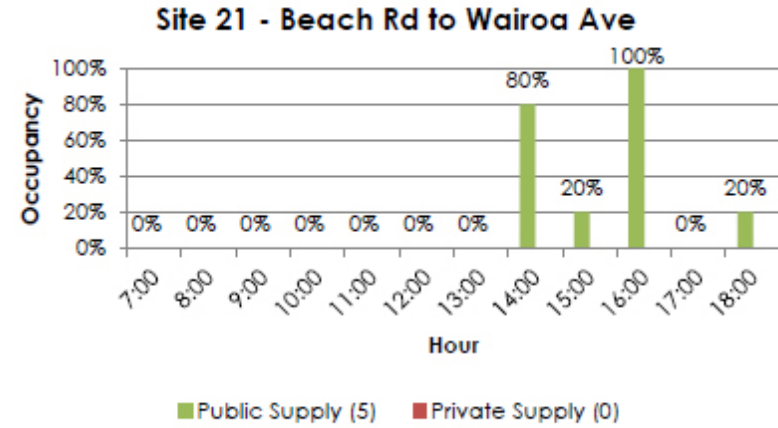
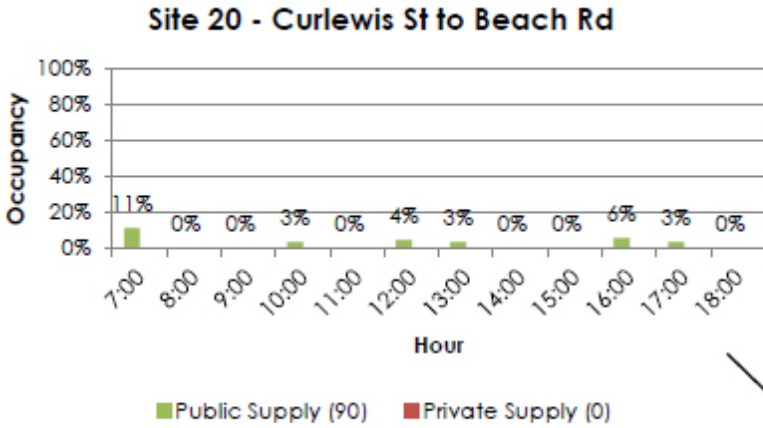
The seating survey recorded high levels of occupancy for most areas with restaurant footpath seating, confirming that these are well used and could potentially support more seating.

Public seating in the commercial core was not more than 25% occupied at any given time. The main areas with a deficiency of public seating were bus stops and parks.

# Footpath seating survey

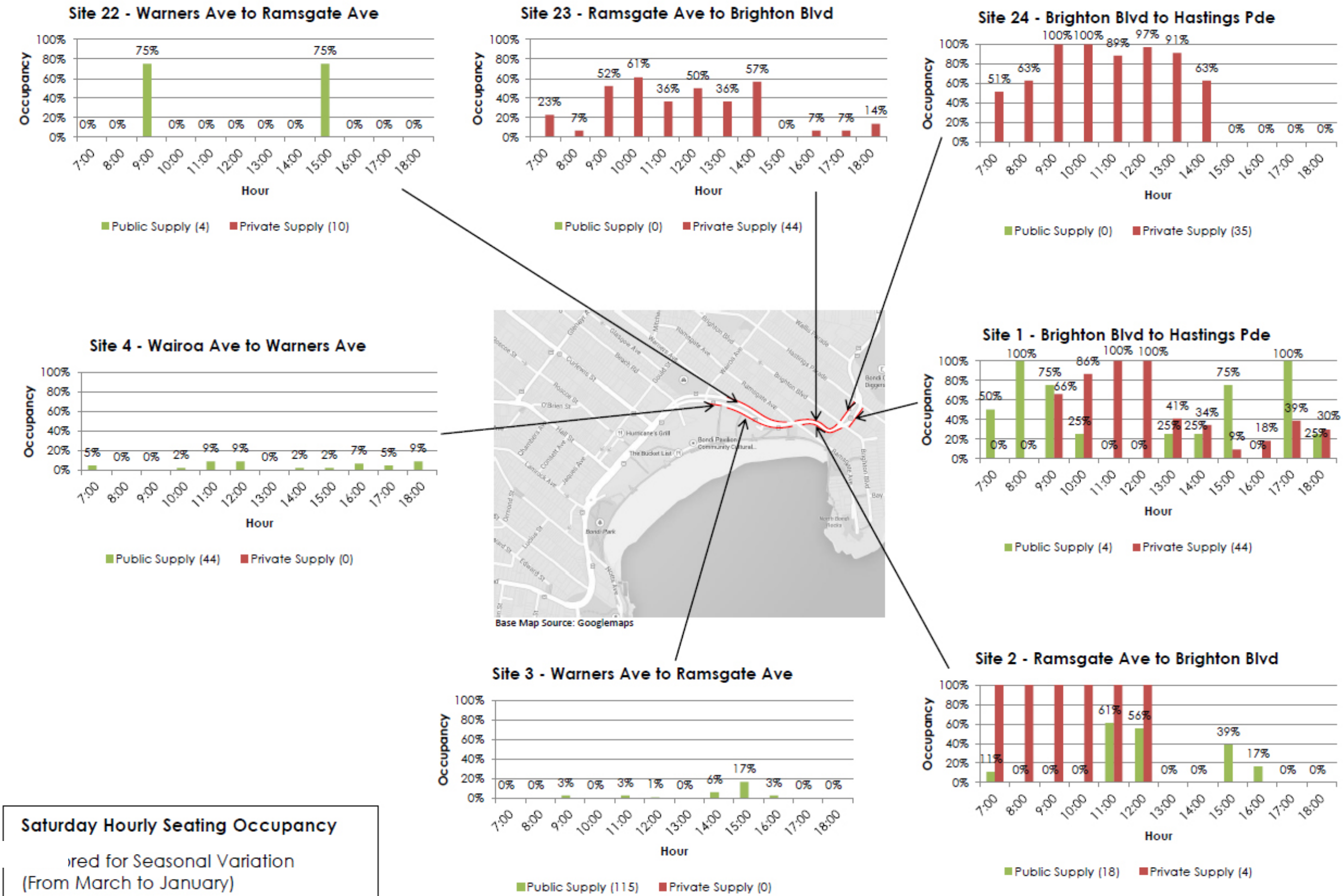






**Saturday Hourly Seating Occupancy**  
stored for Seasonal Variation  
(from March to January)  
Figure 2/3









# Cycling



While some bike racks are provided, more bike racks should be provided on each block near the end destination.



Continuous bike lanes are provided through the commercial core.

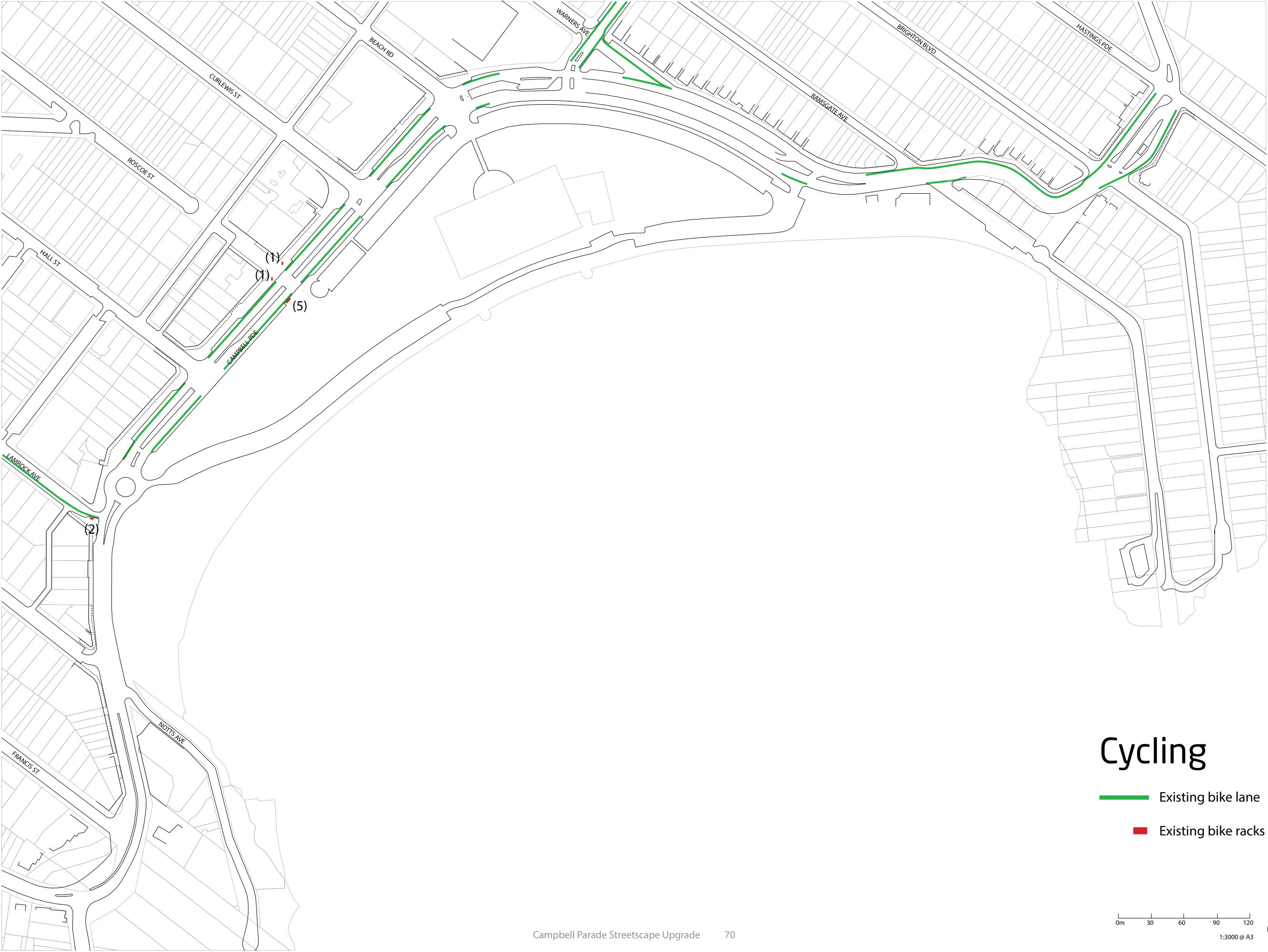


There are no bike lanes in the southern half of Campbell Parade, but the wide roads could accommodate it.



The bike lane is not continuous in North Bondi despite the road being wide enough.





Campbell Parade Streetscape Upgrade 70



## Street trees

There is a lack of street trees and greenery outside the commercial core. The extension of palm trees in the central median the full length of Campbell Parade would help to create more coherent boulevard feel. Trees could also be located between parking bays with minimal impact to parking, and combined with rain gardens could help to address stormwater runoff more naturally.



Near Notts Ave



Pines trees near Lamrock Ave (1960)

Historically significant pine trees remain within Bondi Park and are well suited to the coastal conditions.



Curlew St

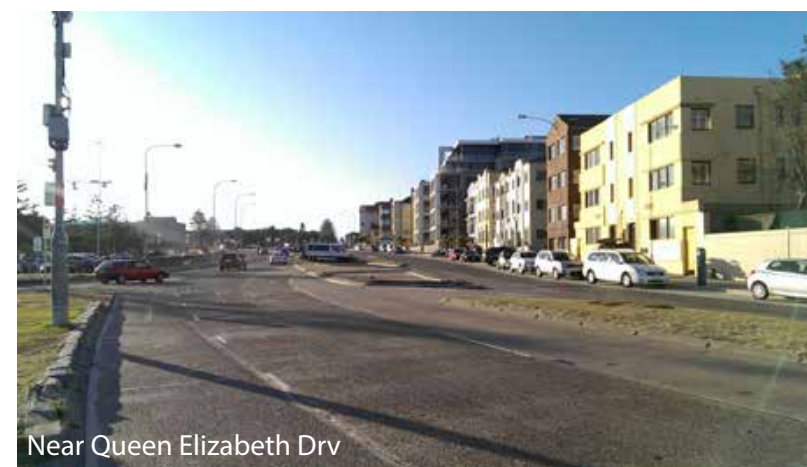


Near Roscoe Mall

Formally arranged palm trees in the central median create a strong boulevard effect in the commercial core and have become a defining character of Campbell Parade.



Wairoa Ave



Near Queen Elizabeth Drv



Near Francis St

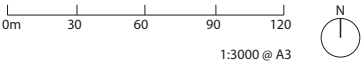
The sections of Campbell Parade in North and South Bondi are devoid of trees and greenery, to the detriment of streetscape amenity. While some sections are exposed to winds, street trees are maintained in much harsher coastal climates around Australia. The introduction of regular street tree planting would be transformational to these areas.





# Street trees

- Existing tree
- Turf/ garden





# Rubbish bins

There is a good provision of high quality uniformly designed bins along Campbell Parade, although some obstruct the footpath. Unfortunately at many locations there are not separate bins for recycling.

Many commercial tenants have no laneway access, so their bins are stored on the footpath for collection. These occupy precious footpath space, impact on the amenity of the street and smell bad, especially in the summer months. Screened bin areas may assist somewhat, but will occupy more footpath space and could present difficulties with numerous businesses sharing bin stores.

Consideration should be given to underground waste storage and transport technology for both public and private waste. This would free up footpath space, reduce the labour for collection, avoid overflows, and enable greater recycling.



Near Lamrock Ave



Near Lamrock Ave



Near Notts Ave



Near Lamrock Ave



Near Sir Thomas Mitchell Rd













Campbell Parade, Bondi Beach - North Bondi Precinct

Concept Development

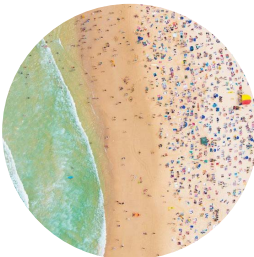
Gateway



A Gateway to Bondi Beach



A glimpse of the ocean



Sense of arrival



Transition



A view



Photo opportunity



Community





*Option 1*

- *Car parking neutral*
- *Pedestrian oriented environment*
- *Potential re-use of heritage tram shed*





Campbell Parade, Bondi Beach - North Bondi Precinct  
Concept Development

Option 1

Design Outcomes

- Car parking neutral
- Pedestrian oriented environment
- Potential re-use of heritage tram shed

Precedence



Existing condition



Illustrative perspective



# Campbell Parade, Bondi Beach - North Bondi Precinct

## Concept Development

Option 2

### Design Outcomes

- Car parking neutral
- Pedestrian oriented environment
- Adaptive re-use of heritage tram shed



TaylorBrammer

21st July 2017 1:200@a1





Campbell Parade, Bondi Beach - North Bondi Precinct  
Concept Development

Option 2

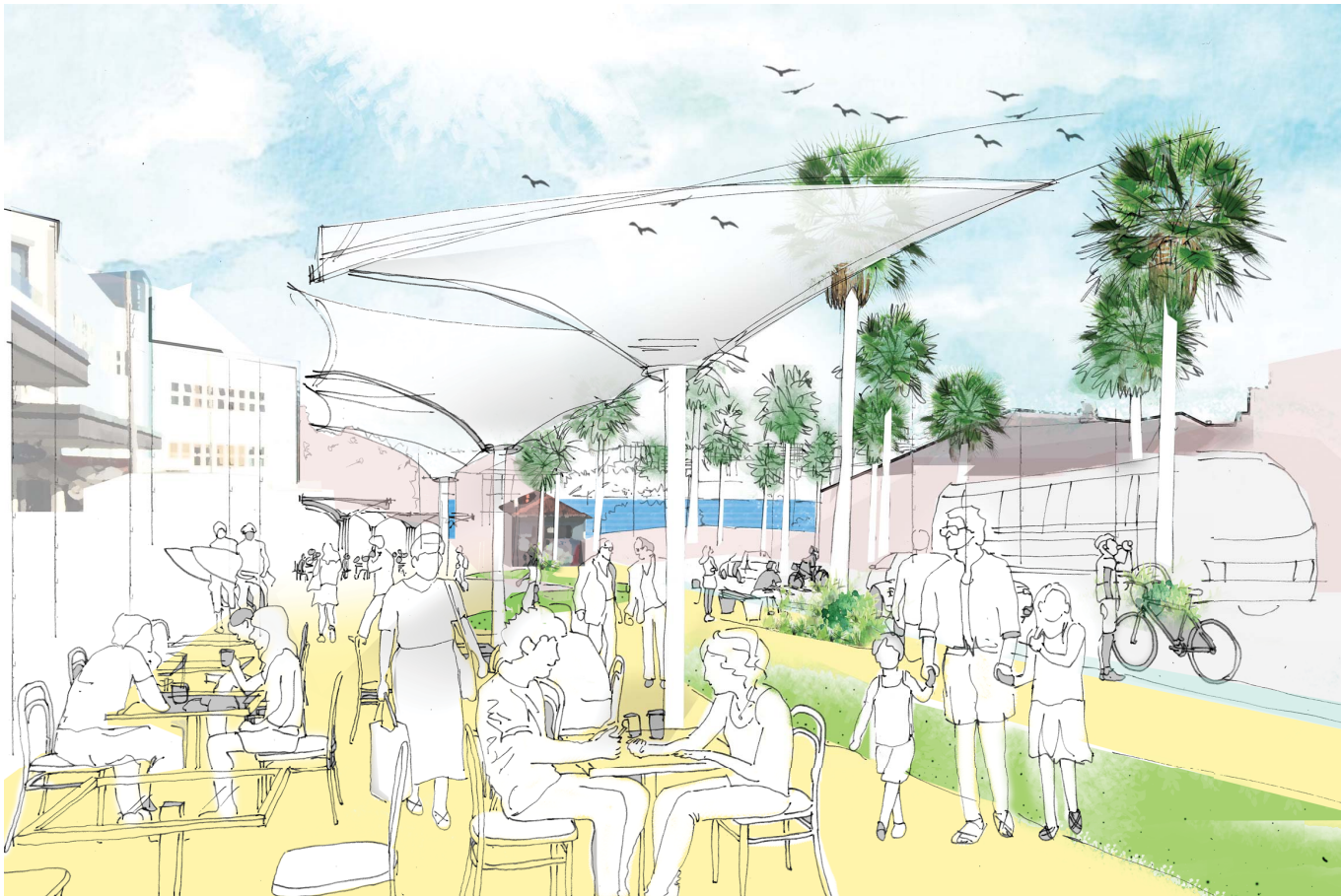
Design Outcomes

- Car parking neutral
- Pedestrian oriented environment
- Adaptive re-use of heritage tram shed

Precedence



Existing condition



Illustrative perspective



Campbell Parade, Bondi Beach - North Bondi Precinct  
Concept Development

Option 3

Legend

- ①

Car parking retained
- ②

New roundabout
- ③

New traffic blisters
- ④

New bus lay over
- ⑤

Existing fence relocated
- ⑥

STA amenities building to future detail



Key Plan





# **CAMPBELL PARADE, BONDI**

## **PHASE 3**

### **DRAFT DESIGN APPROACH**

**AUGUST 2019**

*184. GEN. VIEW FROM BONDI N.  
SYDNEY, N.S.W.*

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| 1

AGENDA

1. BACKGROUND

2. DESIGN CONCEPT - STREET STRUCTURE

3. DETAILED DESIGN + DESIGN OPTIONS

4. TEMPORARY ACTIVITIES

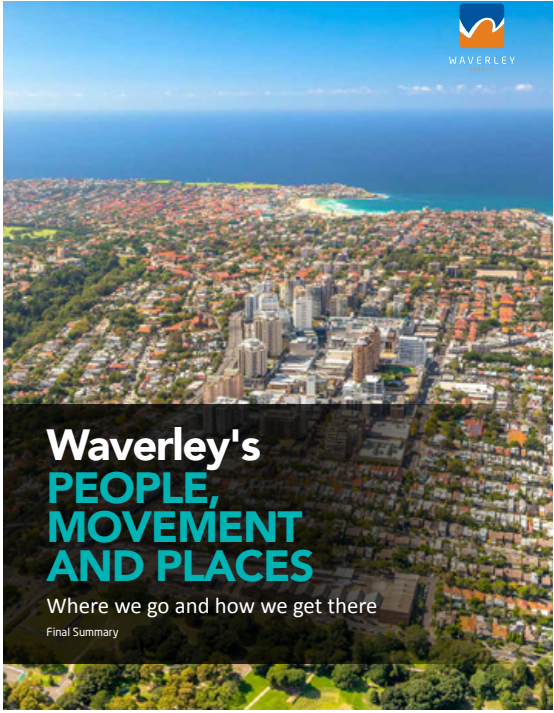
5. EVALUATIONS TABLE



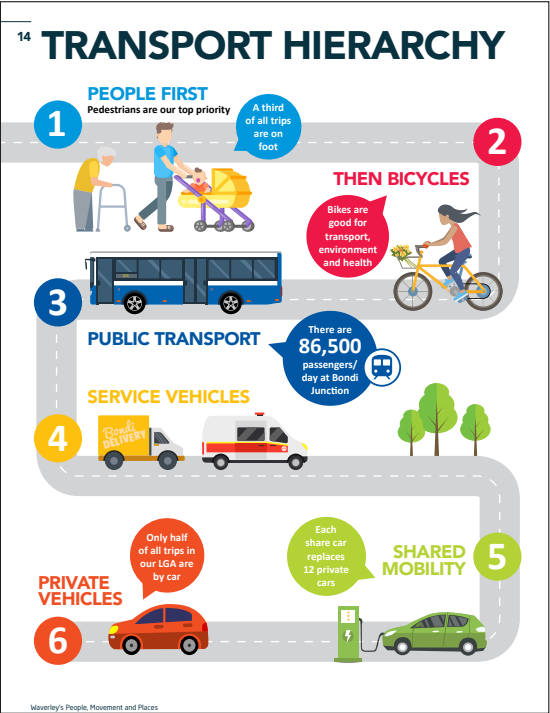


BACKGROUND

BRIEF



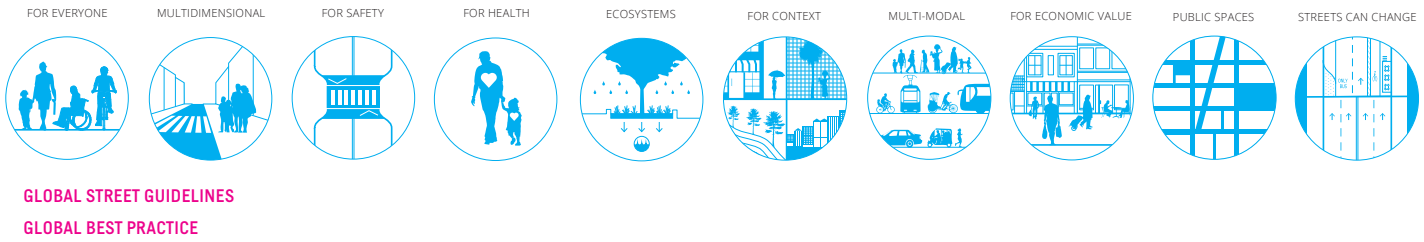
01 Waverley Council Document, People Movement and Places



Waverley's People, Movement and Places

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KEY ISSUES

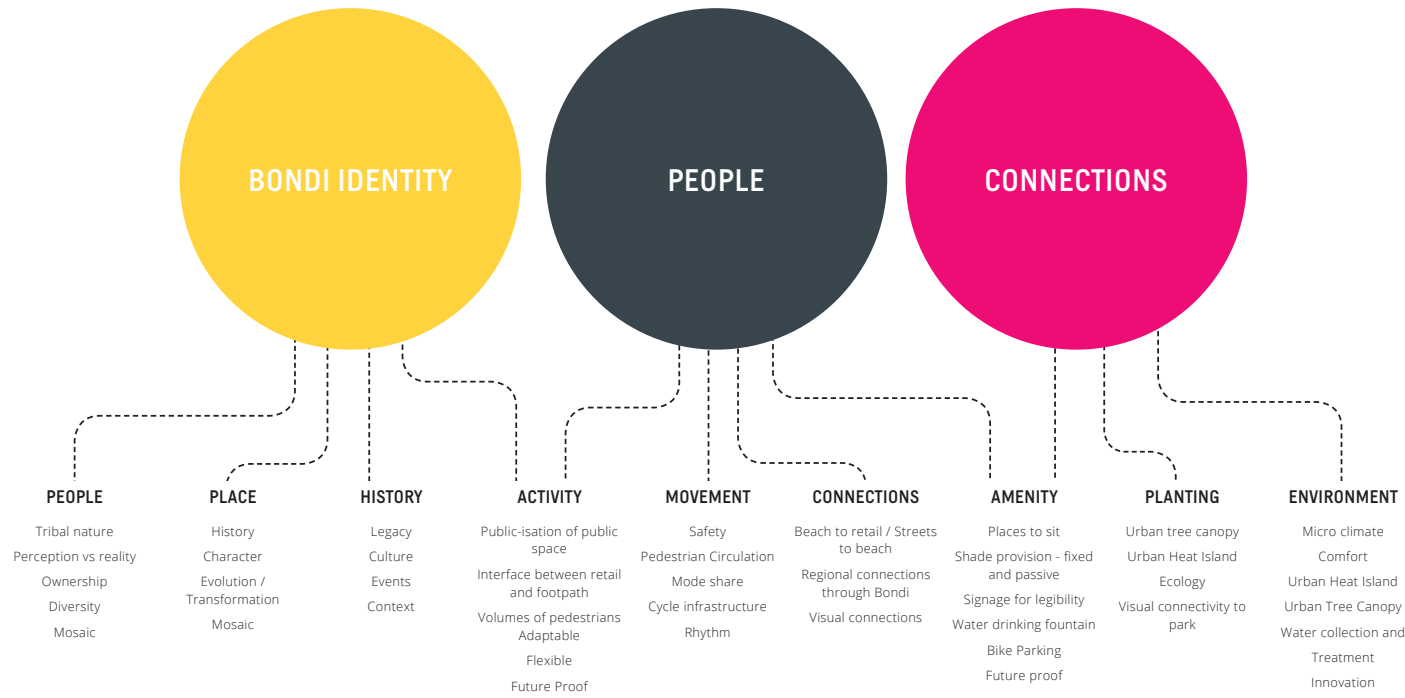


GLOBAL STREET GUIDELINES  
GLOBAL BEST PRACTICE

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CORE VALUES



THREE INITIAL DESIGN IDEAS

TWEAK THE EDGES

Adjust the existing condition to improve crossing points and rationalise roadway where possible.  
Estimate:

50% FOR PEOPLE  
50% FOR VEHICLES

- 2 LANES EACH WAY
- PARKING ON URBAN SIDE
- CYCLE LANE ON BEACH SIDE



02 Rodeo Drive, USA

SQUEEZE THE STREET

Narrow the vehicular carriageway to the minimum dimensions. Maximise pedestrian space.  
Estimate:

75% FOR PEOPLE  
25% FOR VEHICLES

- 1 LANE EACH WAY
- PARKING ON SHOP FRONT SIDE
- FLEXIBLE FOOT PATH ZONES BOTH SIDES



03 The Steyne, Manly Beach, Australia

PEDESTRIANISE THE HEART

Close Campbell Pde to vehicles between Hall Street and Beach Street.  
Estimate:

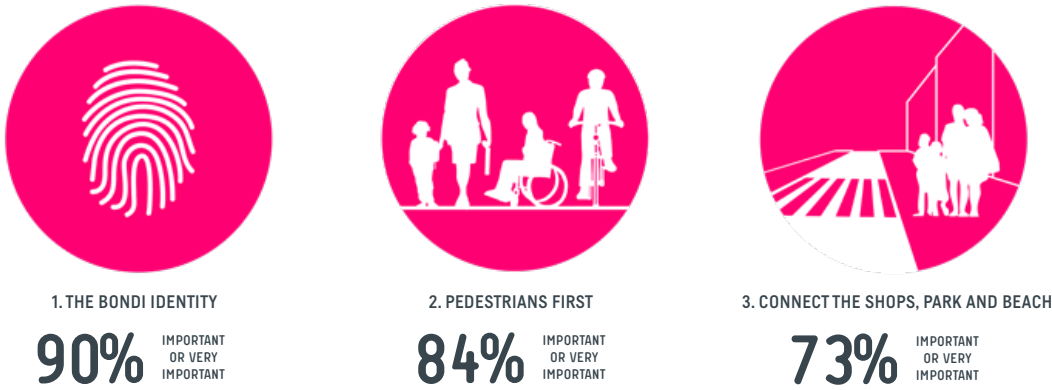
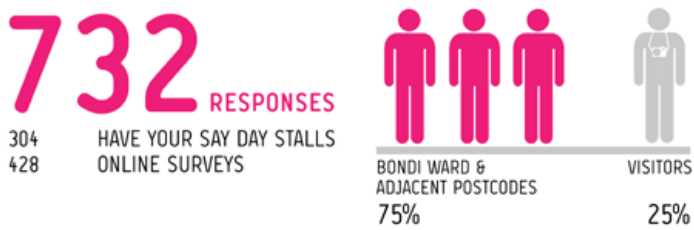
85% FOR PEOPLE  
15% FOR VEHICLES

- 1 LANE EACH WAY FOR BUSES ONLY
- INTEGRATED BIKE PATHS WITH FOOTPATH
- FLEXIBLE ZONES WITH GENEROUS PLANTING



04 Split Waterfront, Split, Croatia

FEEDBACK FROM CONSULTATION







DESIGN CONCEPT - STREET STRUCTURE

VISION

Campbell Parade is the address to the world famous Bondi Beach. It is the plane that links people to the beach, yet is currently tired, hostile and uninviting.

Campbell Parade is to be a world class place for people and a platform for the theatre of life. It should be both an extension of the beach character and an iconic representation of the Bondi identity.

Campbell Parade must be a vibrant, interesting, safe place for people first. A place that is inclusive, comfortable and delightful for all people at all times of the year.

The Street is the ultimate public place, and should be just that - PUBLIC! It should connect people with where they are, to where they want to be. Campbell Parade should be a living, evolving ecosystem, contributing to the social, environmental and economic sustainability of Bondi.



PRINCIPLES



EMBODY, CELEBRATE AND STRENGTHEN THE BOND I IDENTITY THROUGH THE DESIGN OF THE STREET ENVIRONMENT.



REINFORCE THE STREET AS A PLACE FOR ALL PEOPLE; COMFORTABLE, SAFE; INCLUSIVE AND ENGAGING.



ESTABLISH THE STREET AS A FUNCTIONING ECOSYSTEM THAT IMPROVES THE ENVIRONMENTAL QUALITY AND EXPERIENCE OF BOND I.



PROJECT OBJECTIVES + MEASURES OF SUCCESS

CONTEXT / IDENTITY



- 09 Copacabana, Rio de Janeiro, Brazil
- Campbell Parade to be unmistakably Bondi
  - Reflect and respond to coastal conditions
  - Physically and visually connect to beach
  - Reflect history, heritage and country

PEDESTRIAN QUALITY AND SAFETY



- 07 Split Waterfront, Split, Croatia
- Suitably sized footpaths
  - Frequent crossing opportunities
  - Minimise crossing distances
  - Universally accessible grades

PUBLIC TRANSPORT + CYCLE INFRASTRUCTURE



- 08 Split, Croatia
- Efficient public transport
  - Accessible transit stops
  - Separated cycle ways and cycle priority

SOCIAL WELL BEING



- 10 Allen and Pike Street Pilot Project
- Places to gather and linger
  - Consideration for micro-climate
  - Opportunities events and activation

AMENITY



- 11 Passeig de St Joan Boulevard
- Places to sit
  - Shade provision
  - Urban furnishings

GREEN INFRASTRUCTURE



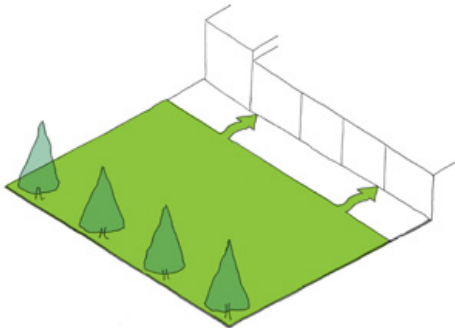
- 12 La Ramblas, Barcelona, Spain
- Urban Tree Canopy
  - Permeable surfaces
  - Water sensitive urban design

PARKING

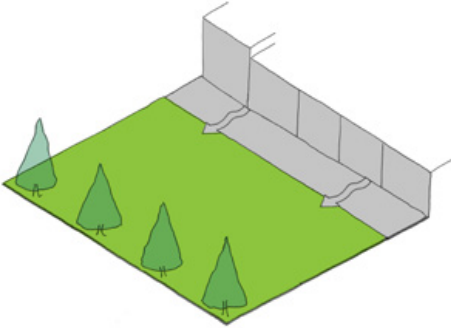


- 13 City of Ogmios (Do Architects)

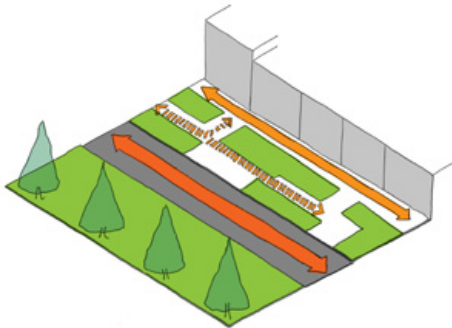
DESIGN APPROACH



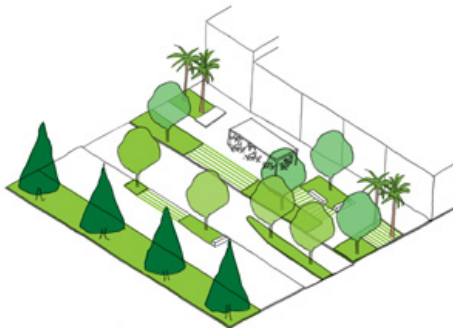
EXTEND THE PARK



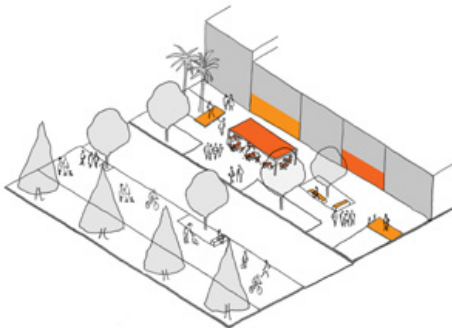
EXTEND URBAN EDGE



CARVE OUT SPACE FOR MOVEMENT AND GATHERING



CREATE A GREEN & PERMEABLE SPACE



A VIBRANT AND ACTIVE PLACE



KEY DESIGN STRATEGIES

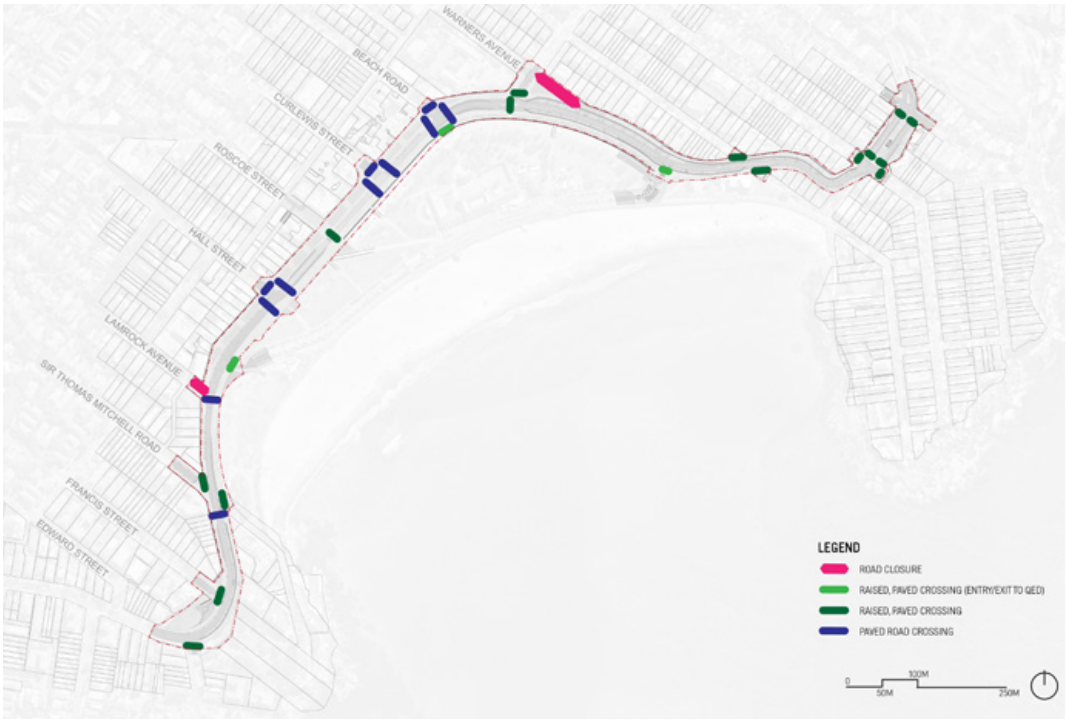
PRECINCTS + CHARACTER ZONES



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PEDESTRIANS

- Road closures/pedestrianisation of Lamrock Avenue and Warners Road
- Raised, paved crossings where not signalised
- Paved crossings on road where signalised



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BICYCLES

- Separated bicycle lane from Sandridge Street to Notts Avenue (uphill)
- Separated bicycle lane from Wairoa Avenue to the North Bondi Village (uphill)
- Separated bicycle lane from Ramsgate Avenue to Wairoa Avenue (downhill)
- 'Bicycle boulevard' on beach side from Notts Avenue to Beach Road



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BUSES

- Retention of bus stops and layovers at the North Bondi Terminus
- Relocated bus stop south of Notts Avenue to North of Notts Avenue
- Removal/relocation of the bus stop outside the North Bondi RSL

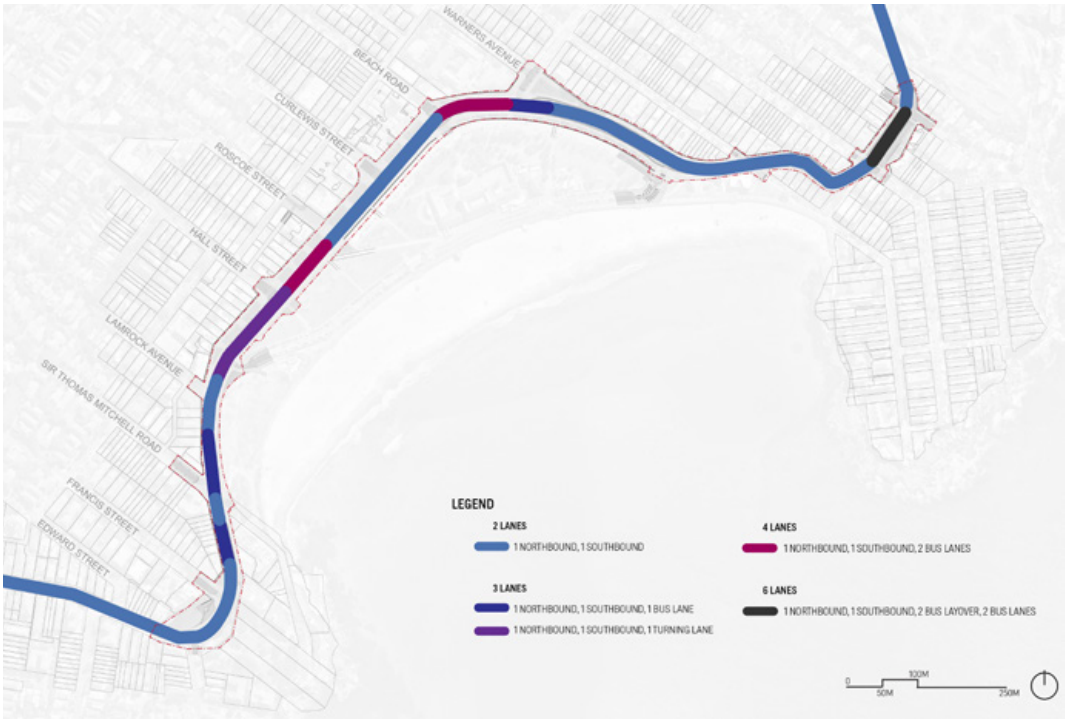


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VEHICLE MOVEMENT

- 1 Northbound and 1 Southbound movement lanes for the entirety of the site
- Extra lanes for bus stops, turning lanes and bus layover
- Closure/pedestrianisation of Warners Avenue and Lamrock Avenue



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CAR PARKING

- Parallel parking on southern extents of site (from Edward Street to Hall Street)
- Reverse angle parking and parallel parking from Curlewis Street to the North Bondi Village
- Reallocation of parking from Hall Street to Curlewis Street
- Total of 209 car spaces - a retention of 61%



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WATER SENSITIVE URBAN DESIGN

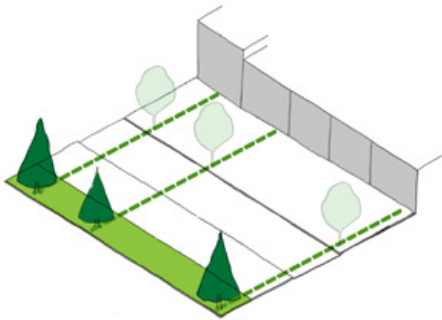
- Permeable paving for parking bays
- Rain gardens/roadside planting within the parking bays
- Planted/permeable paving in new pedestrianised spaces (particularly the beach connection, North Bondi Village)
- Key water treatment as corners junctions of adjacent side streets



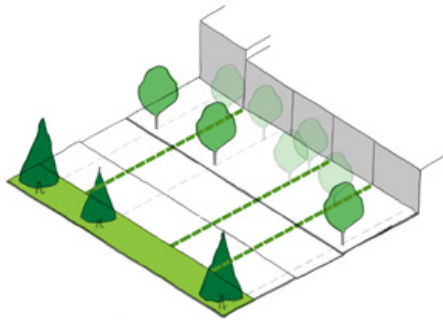
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TREE STRATEGY

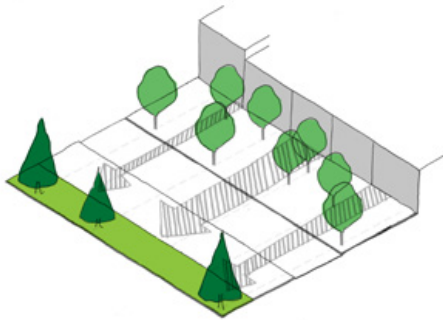
- New trees to align with existing trees, with lot boundaries, and to ensure key view corridors are maintained
- New trees in key pedestrianised areas (particularly the beach connection, North Bondi Village)
- Total canopy coverage of 22% - an increase of 18%



ALIGN WITH EXISTING TREES



ALIGN WITH LOT BOUNDARIES



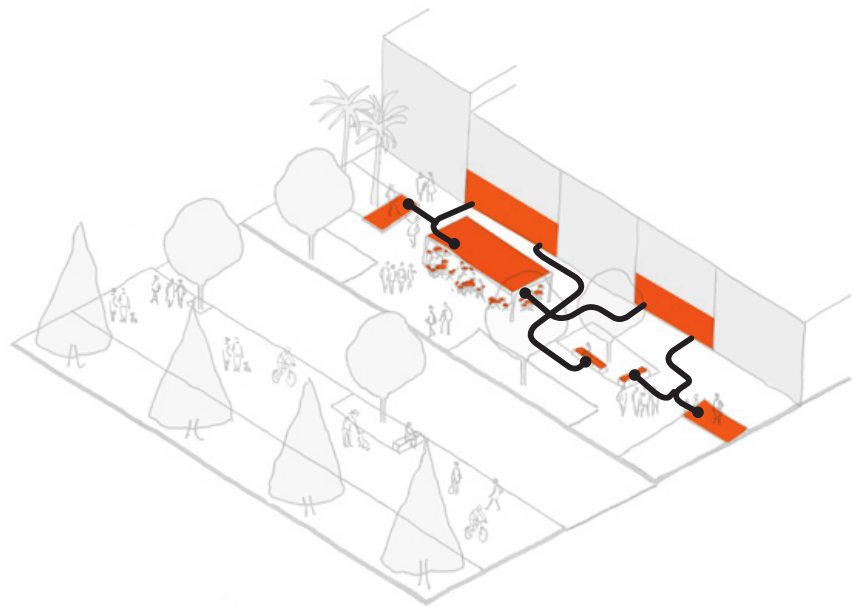
MAINTAIN VIEW CORRIDORS

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OUTDOOR DINING STRATEGY

- Area for outdoor dining become more integrated and flexible within the public domain
- The approach ensures that when there are retailers that are not successful that there is not empty shelters
- Provides an egalitarian, flexible approach for the occupation of space



CONCEPT PLAN - PREFERRED OPTION





BONDI GATEWAY

KEY MOVES:

- 1. Narrow Roadway to two lanes (one in each direction)
- 2. Widen public domain footpaths to both sides of the street,...
- 3. Parallel parking to both sides of street
- 4. Tree planting every 3 x parallel parking spaces
- 5. Separated cycleway on uphill (eastern) side of street
- 6. Raise crossing threshold at Francis Street
- 7. 40km/h zone to start west of Sandridge Street



16%

increase in footpath width



56%

reduction in road width



19%

tree canopy coverage



183 m

off road cycleway



92%

parking retained  
(40 existing - 37 proposed)



14 Existing Plan - Bondi Gateway



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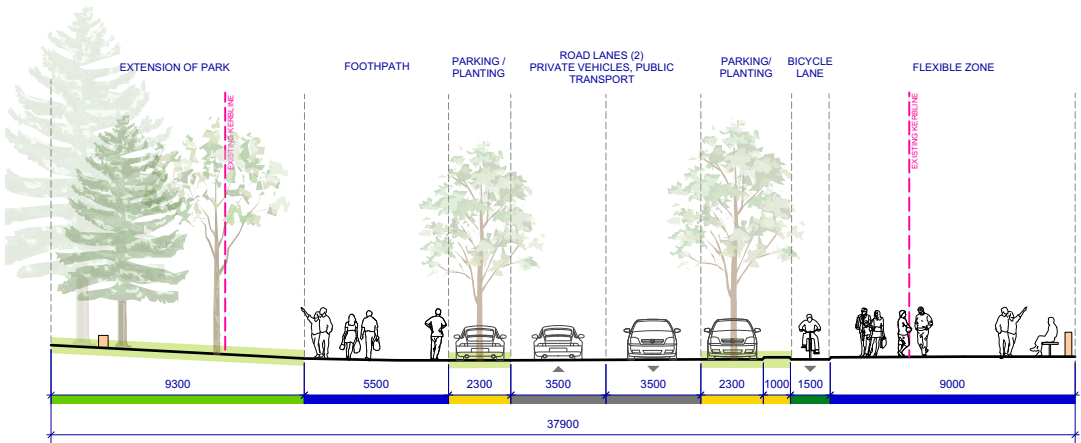


15 Proposed Plan - Bondi Gateway

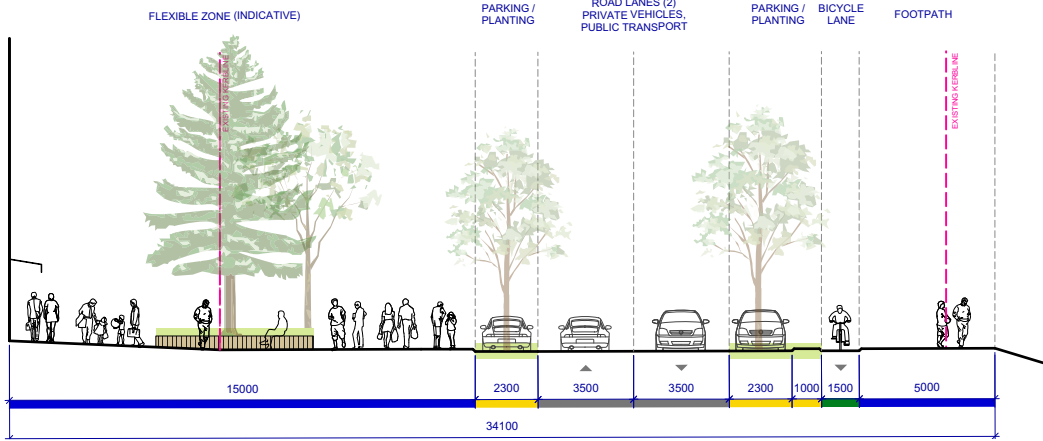
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SECTIONS



16 SECTION A - Boondi Reserve



17 SECTION B - Francis Street / Backpackers

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36 |

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| 37

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SOUTHERN STRETCH

KEY MOVES:

- 1. Narrow Roadway to two lanes (one in each direction) with right hand turn lane in to car park and left in to Beach Road
- 2. Widen public domain footpaths to both sides of the street
- 3. Relocate bus stop south of Notts Ave
- 4. Parking to western side of street
- 5. Tree planting every 3 x parallel parking spaces
- 6. Removal of round-about. Replace with right turn lane
- 7. Reconfigure Queen Elizabeth Drive to arrive perpendicular to Campbell Parade
- 8. Lamrock Ave road closure between Lamrock Place and Campbell Pde
- 9. Raised crossing threshold at Queen Elizabeth Drive and Sir Thomas Mitchell Road
- 10. Signalised pedestrian crossing at Lamrock Ace



80%

increase in footpath width



52%

reduction in road width



10%

tree canopy coverage



55 m

off road cycleway

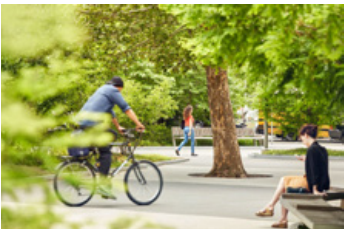


45%

parking retained  
(33 existing - 15 proposed)

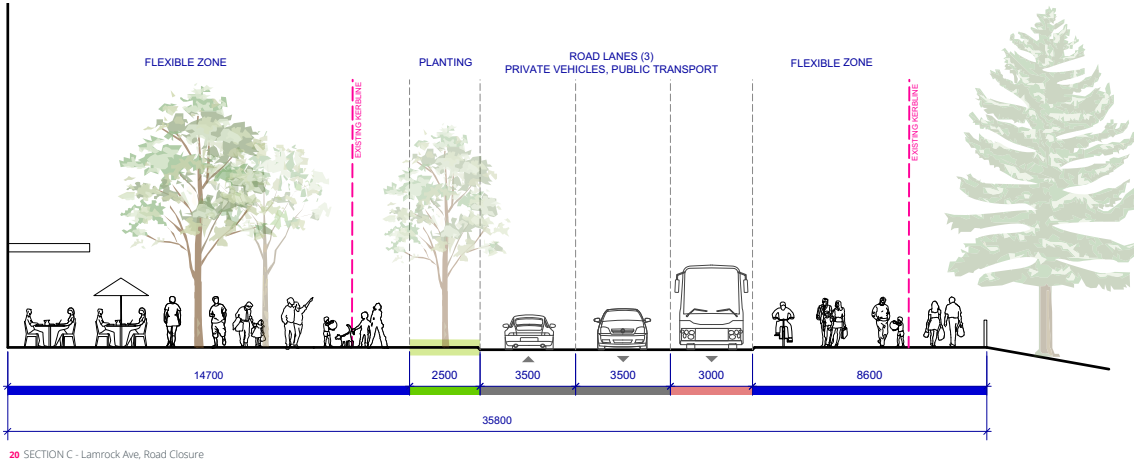


19 Existing Plan - Southern Stretch

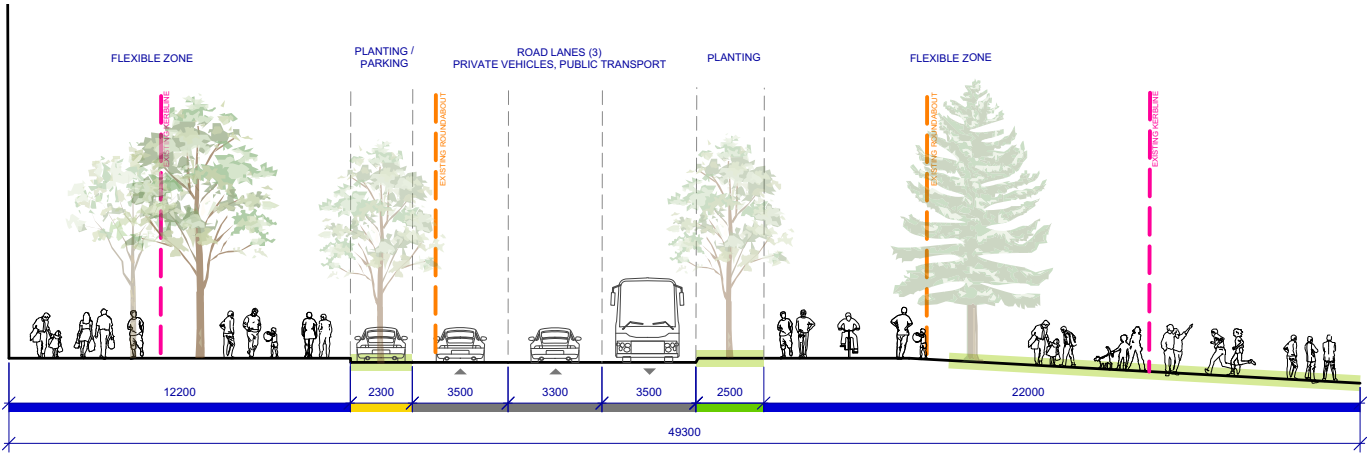




SECTIONS



20 SECTION C - Lamrock Ave, Road Closure



21 SECTION D - Lamrock Ave, Road Closure







42 |

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| 43



BEACH CONNECTION - SOUTH

KEY MOVES:

- 1. Narrow Roadway to two lanes (one in each direction) with right hand turn lane in to car park
- 2. Widen public domain footpaths to both sides of the street,. Concentrate public domain increases around school entries.
- 3. Footpath continuation across car park entry
- 4. Parking to western side of street between Lamrock Ave - Hall Street and Beach Road - Curlewis Street,
- 5. Bus stops remain unchanged and located in layby
- 6. Tree planting every 3 x parallel parking spaces
- 7. Creation of active, green public realm with a hierarchy of tree planting
- 8. Removal of median planting
- 9. Raised crossing threshold at Roscoe Street
- 10. Paved Roadway between Hall Street and Beach Road



79%

increase in footpath width



59%

reduction in road width



21%

tree canopy coverage



415 m

off road cycleway



31%

parking retained  
(59 existing - 18 proposed)



22 Existing Plan - Beach Connection





BEACH CONNECTION - NORTH

KEY MOVES:

- 1. Narrow Roadway to two lanes (one in each direction) with right hand turn lane in to car park
- 2. Widen public domain footpaths to both sides of the street,. Concentrate public domain increases around school entries.
- 3. Footpath continuation across car park entry
- 4. Parking to western side of street between Lamrock Ave - Hall Street and Beach Road - Curlewis Street,
- 5. Bus stops remain unchanged and located in layby
- 6. Tree planting every 3 x parallel parking spaces
- 7. Creation of active, green public realm with a hierarchy of tree planting
- 8. Removal of median planting
- 9. Raised crossing threshold at Roscoe Street
- 10. Paved Roadway between Hall Street and Beach Road



79%

increase in footpath width



59%

reduction in road width



21%

tree canopy coverage



415 m

off road cycleway



31%

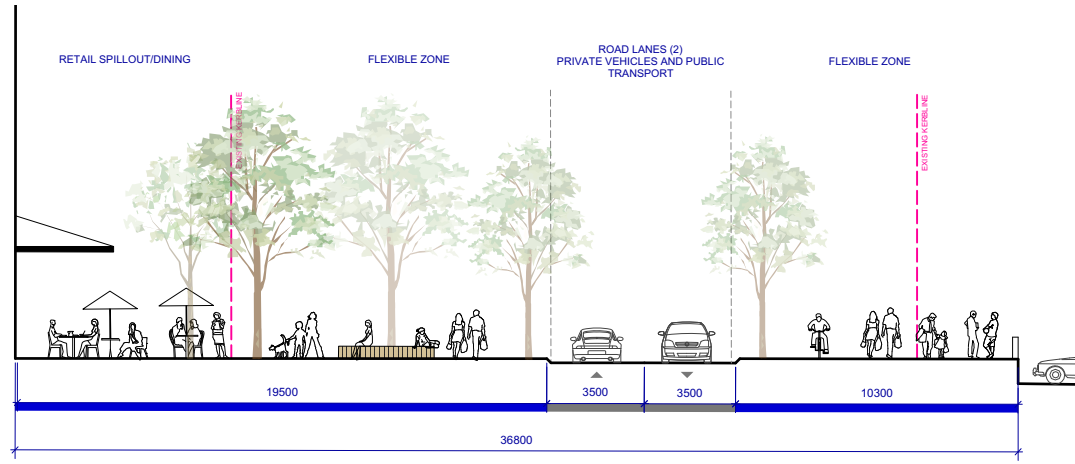
parking retained  
(59 existing - 18 proposed)



23 Existing Plan - Beach Connection

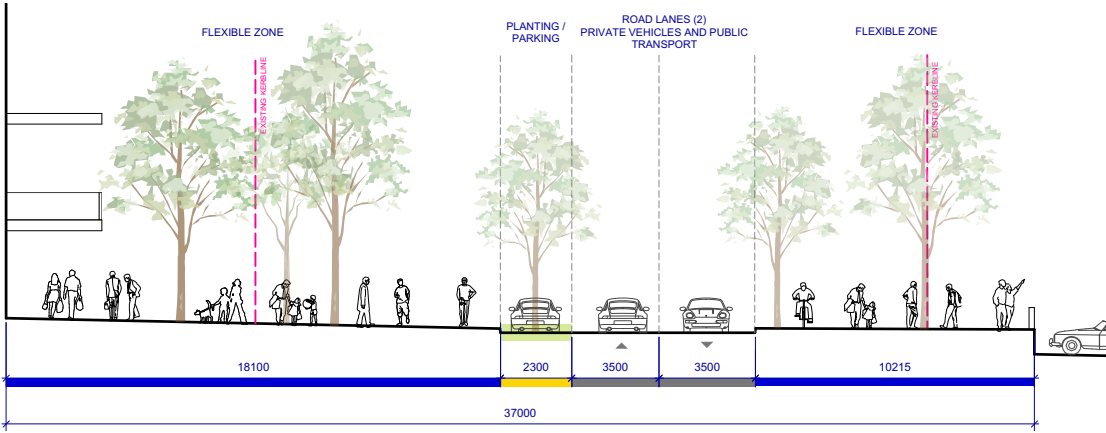


SECTIONS

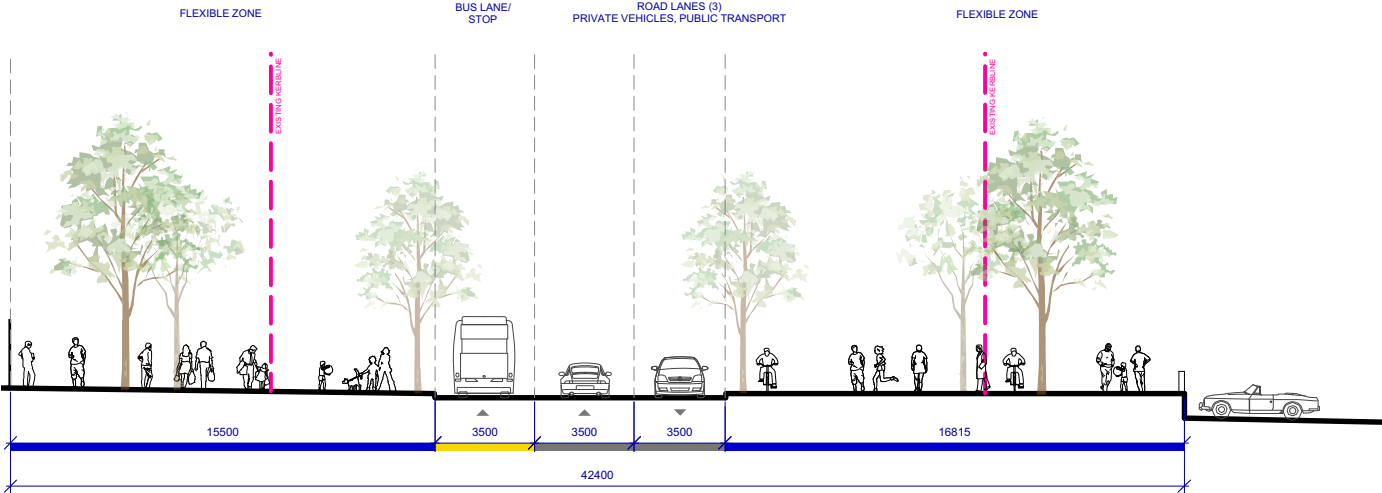


24 SECTION E - Between Roscoe Street and Curlews Street

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25 SECTION F - Between Curlews Street and Beach Road



26 SECTION G - North of Beach Road

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WARNERS / WAIROA TRIANGLE

KEY MOVES:

- 1. Narrow Roadway to two lanes (one in each direction) with right hand turn lane in to Wairoa Ave
- 2. Road Closure - Warners Ave east of Wairoa Ave. Maintain access to private driveways via shared footpath treatment
- 3. Paved roadway treatment to Warners Ave
- 4. Widen footpath east of Campbell Pde
- 5. Consider community use for new public domain created by road closure such as community garden, extension of school, markets etc,
- 6. 60deg parking to west side of Campbell Pde and parallel parking to east side.
- 7. Tree planting every 3 x parallel parking spaces and 4 x angled space
- 8. Additional tree planting within public domain footpath
- 9. Separated cycleway to both sides of street
- 10. Raised threshold, pedestrian crossing to Wairoa Ave Intersection



159%

increase in footpath width



65%

reduction in road width



30%

tree canopy coverage



207 m

off road cycleway

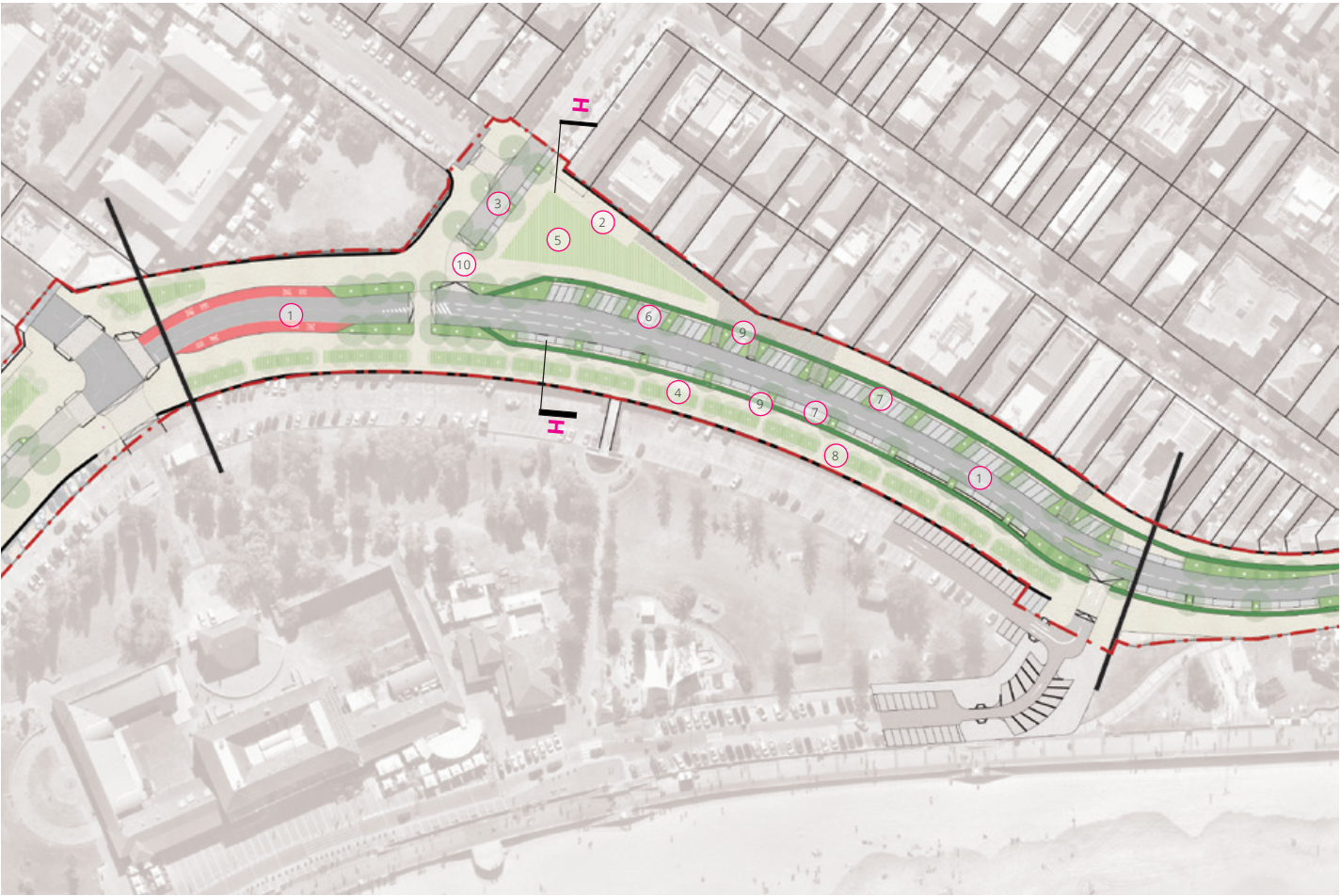


53%

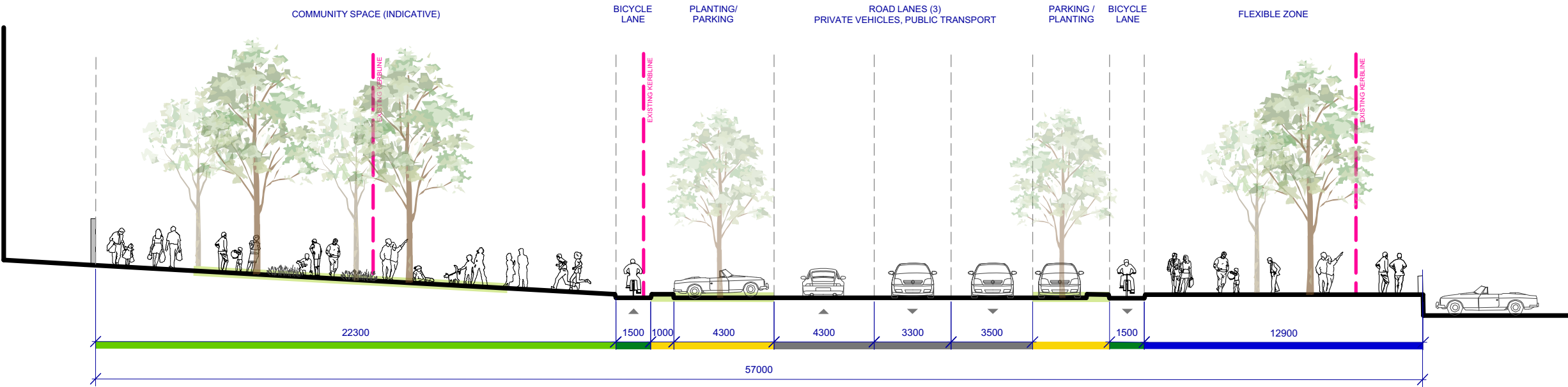
parking retained  
(68 existing - 36 proposed)



27 Existing Plan - Warners Triangle



SECTION



52 |

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| 53



NORTHERN STRETCH

KEY MOVES:

- 1. Narrow Roadway to two lanes (one in each direction)
- 2. Increase public domain footpath dimension on both sides of street
- 3. Parallel parking to both sides of the street (tree planting every 3x parking bay)
- 4. Additional low level and tree planting within footpath
- 5. Separated cycleway on western (uphill) side of street
- 6. Separated cycleway south of Ramsgate Ave
- 7. Remove bus stop
- 8. Reconfigure Ramsgate Ave to arrive perpendicular to Campbell Pde
- 9. Raised threshold (footpath continuation) to Ramsgate Ave Intersection



62%

increase in footpath width



33%

reduction in road width



23%

tree canopy coverage



660 m

off road cycleway



77%

parking retained  
(122 existing - 94 proposed)



29 Existing Plan - Northern Stretch





NORTH BONDI VILLAGE

KEY MOVES:

- 1. Narrow Roadway to minimum dimensions. 2 x movement Lane, 2 x bus stop lanes, 2 x bus layover (north and south)
- 2. Increase public domain footpath dimension on both sides of street. Rationalise road geometry and provide additional footpath capacity adjacent to restaurants and bus stops
- 3. Linear park to central median. Pop up activities and passive recreation. A green place to rest and relax
- 4. Bus amenity block to be located within linear park
- 5. Parking to eastern footpath (4), central median (2) and Hastings Pde (3)
- 6. Tree planting at regular spacings within median park and widened public domain
- 7. Planted and permeable surfaces
- 8. Shared pedestrian, cycle - go slow zone
- 9. Raised thresholds to Brighton Blvd intersection



118%

increase in footpath width



47%

reduction in road width



24%

tree canopy coverage



13.4 m

off road cycleway



50%

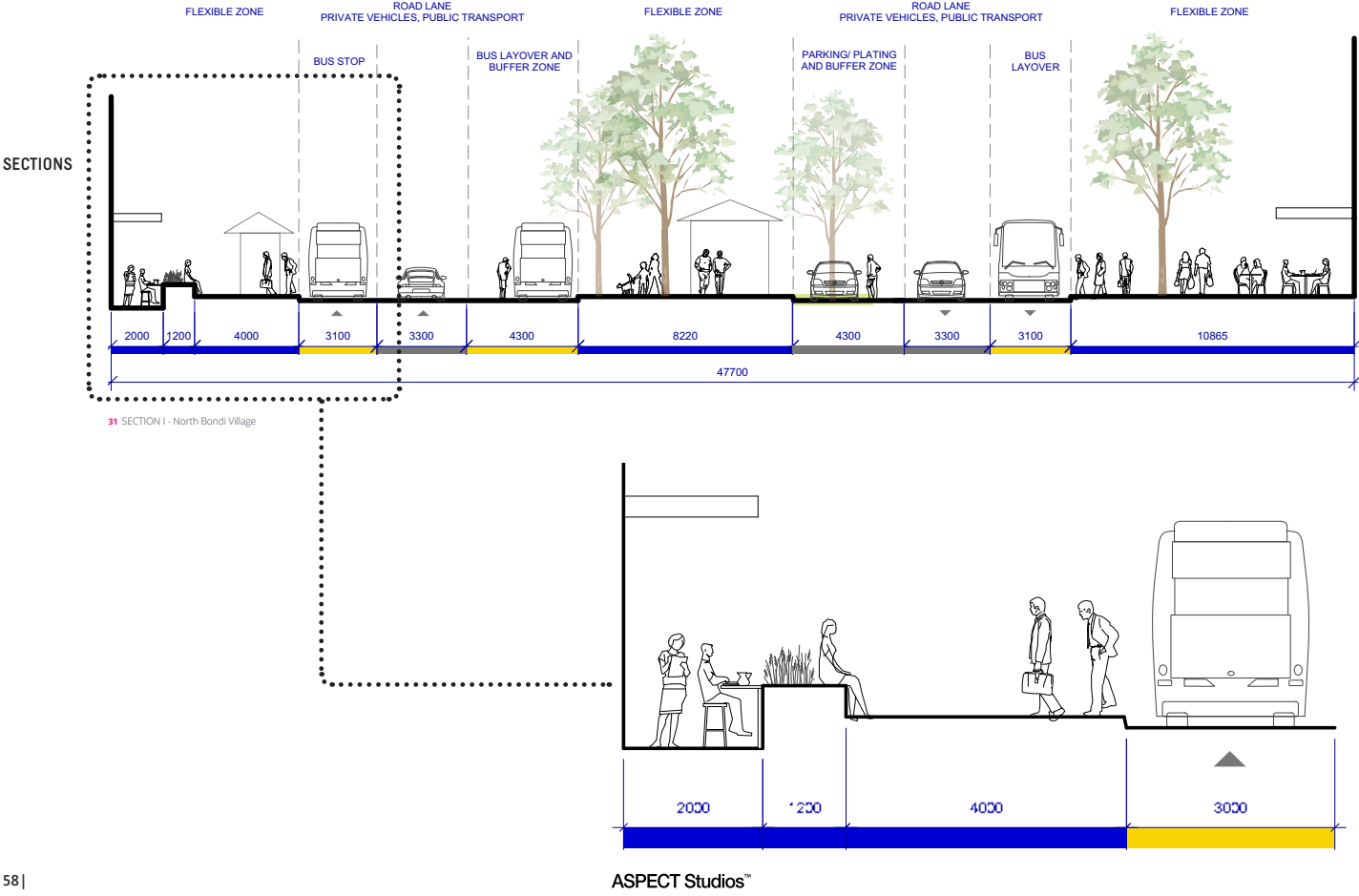
parking retained  
(18 existing - 9 proposed)



30 Existing Plan - North Bondi Village











60 |

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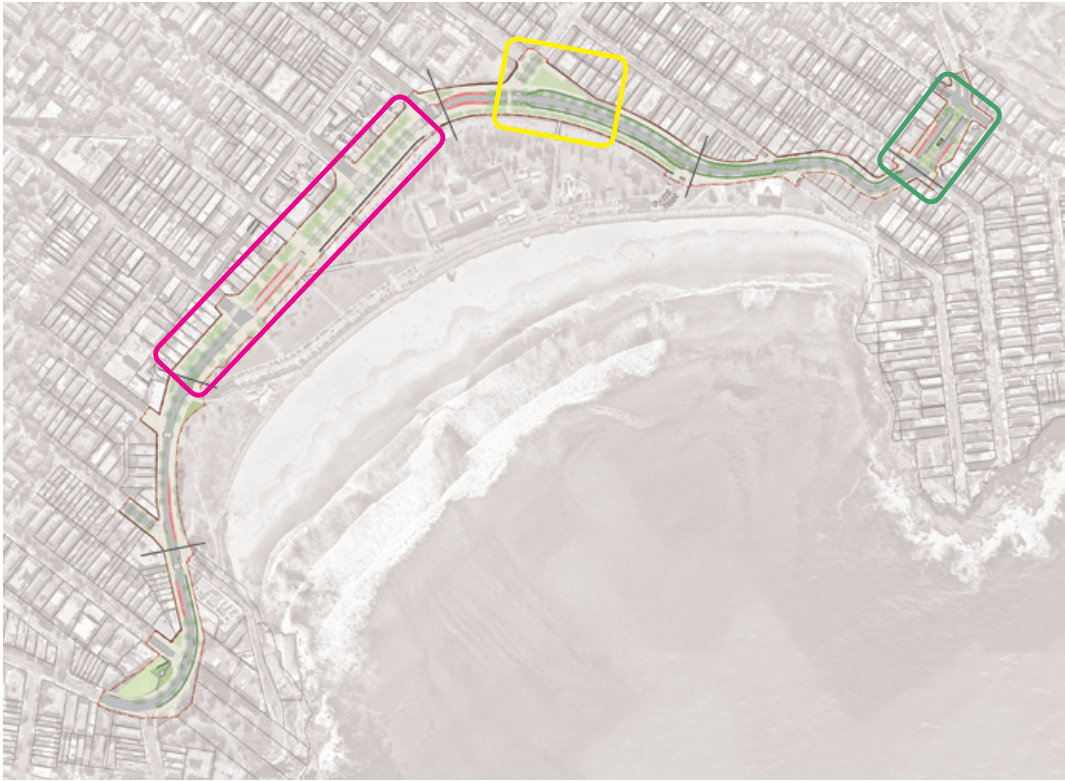




DETAILED DESIGN + DESIGN OPTIONS

DESIGN OPTION AREAS

- Beach Connection (Between Hall and Beach Road)
- North Bondi Village
- Warners, Wairoa Triangle



DESCRIPTION

BEACH CONNECTION  
(BETWEEN HALL AND BEACH ROAD)

- SCHEME 1: 2 Lanes - 1 x north and 1 x south bound
- SCHEME 2: 3 Lanes - 1 x north, 1 x south bound and 1 x turning lanes / planted median

NORTH BONDI VILLAGE

- SCHEME 1: Median Strip - Re-vegetation
- SCHEME 2: Median Strip - Linear Park
- SCHEME 3: Median Strip - Boutique Tram Kiosks / Cafes

WARNERS / WAIROA TRIANGLE

- SCHEME 1: Community Hub
- SCHEME 2: Wild Indigenous Garden
- SCHEME 3: Nature Play space



BEACH CONNECTION (BETWEEN HALL AND BEACH ROAD) - SCHEME 1

KEY MOVES:

1. Left hand turn lane into Hall Street.

2. Movement lanes (1 each way - paved between Hall Street and Beach Road)

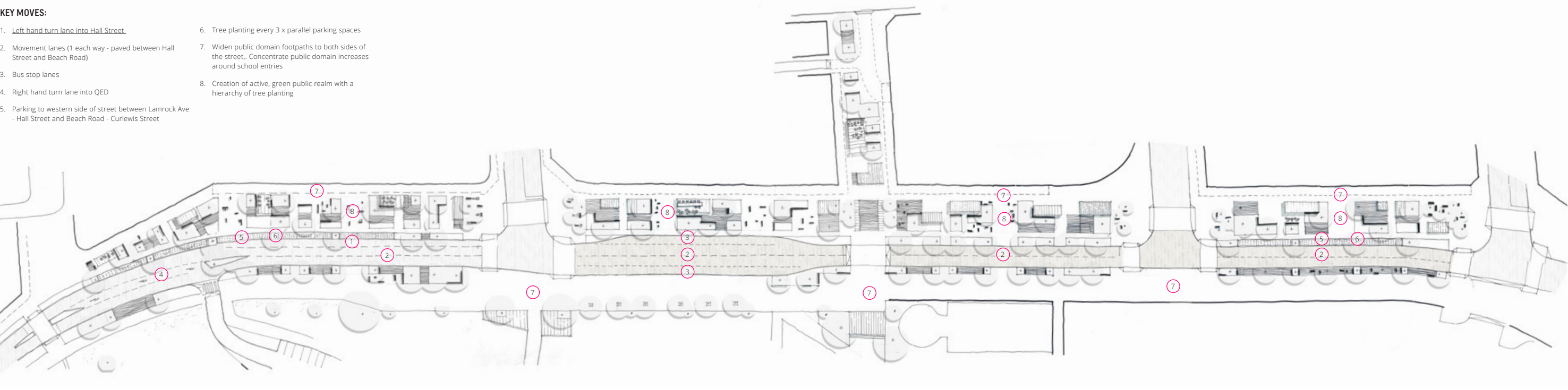
3. Bus stop lanes

4. Right hand turn lane into QED

5. Parking to western side of street between Lamrock Ave - Hall Street and Beach Road - Curlewis Street
6. Tree planting every 3 x parallel parking spaces

7. Widen public domain footpaths to both sides of the street,. Concentrate public domain increases around school entries

8. Creation of active, green public realm with a hierarchy of tree planting



BEACH CONNECTION (BETWEEN HALL AND BEACH ROAD) - SCHEME 2

KEY MOVES:

1. Right hand turn lane into Hall Street and Curlewis Street

2. Median Planting

3. Movement lanes (1 each way - paved between Hall Street and Beach Road)

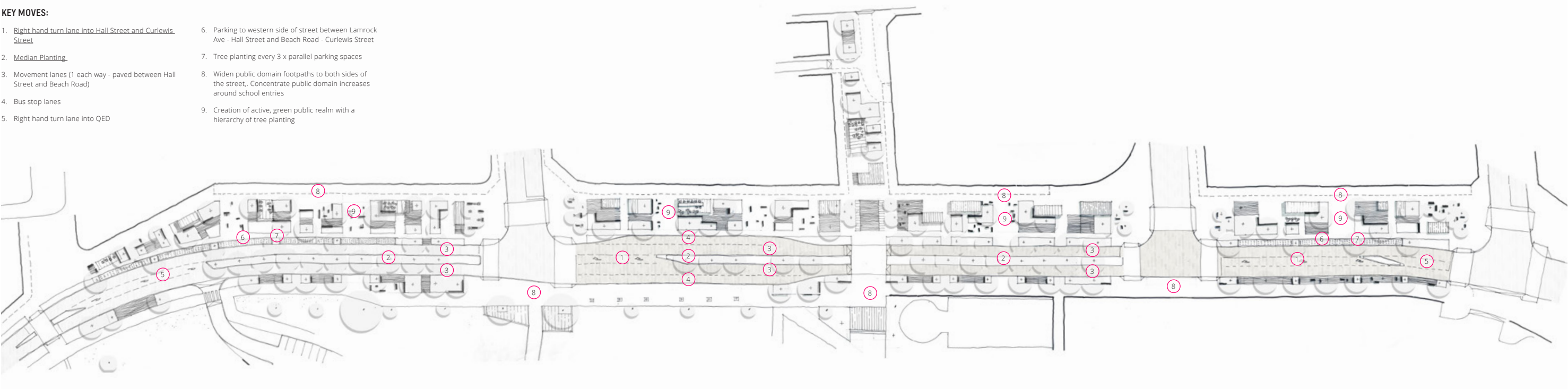
4. Bus stop lanes

5. Right hand turn lane into QED
6. Parking to western side of street between Lamrock Ave - Hall Street and Beach Road - Curlewis Street

7. Tree planting every 3 x parallel parking spaces

8. Widen public domain footpaths to both sides of the street. Concentrate public domain increases around school entries

9. Creation of active, green public realm with a hierarchy of tree planting

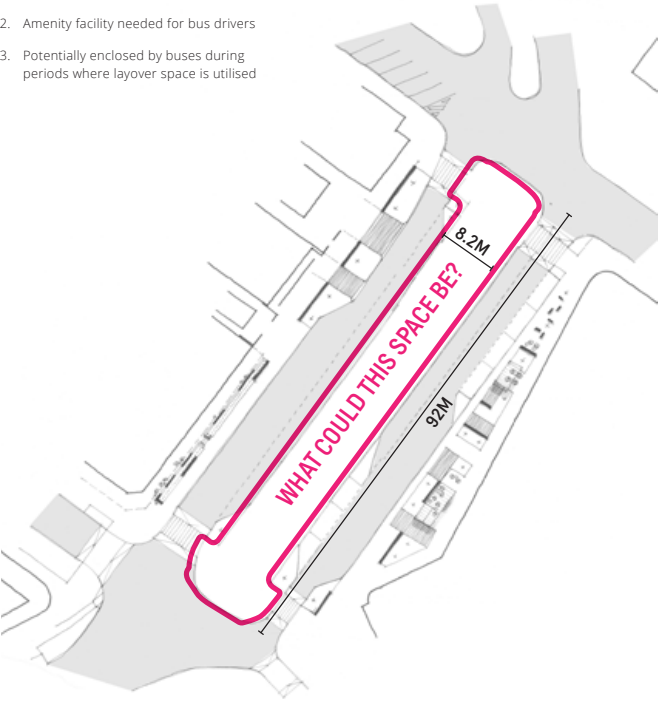




NORTH BONDI VILLAGE

CONSIDERATIONS:

- 1. Linear Park between movement lanes of traffic
- 2. Amenity facility needed for bus drivers
- 3. Potentially enclosed by buses during periods where layover space is utilised



SCHEME 1 - RE-VEGETATION

- Completely planting out with the ESBS - an endangered ecological community
- A 'stopover' for birds that feed on the nectar of the ESBS - a chain in the link



SCHEME 2 - LINEAR PARK

- Planting with permeable paving and fixed edge seating
- A continuation of the form / function of public realm adjacent to the shops



SCHEME 3 - BOUTIQUE TRAM KIOSKS / CAFES

- Small boutique tram kiosks / cafes with flexible seating and planting
- Inspired by the history and heritage of the site as a tram terminus





WARNERS / WAIROA TRIANGLE

CONSIDERATIONS:

- 1. Adjacent a primary school and residential apartments - a strong community focus
- 2. Corner cafe on the northern end
- 3. Vehicular access to residential apartments through a shared treatment of the ground



SCHEME 1 - COMMUNITY HUB

- Community garden, recreation fixtures and book-swap amenities
- Educational elements that tie into the primary school adjacent



SCHEME 2 - WILD INDIGENOUS GARDEN

- 'A block of green' - ESBS planting mixed in with edible and medicinal native plants
- Partnering with Gadigal communities to develop and run the garden



SCHEME 3 - NATURE PLAY SPACE

- Green, nature play space for primary school aged children
- Areas to interact with plants, water, to take safe risks and develop confidence







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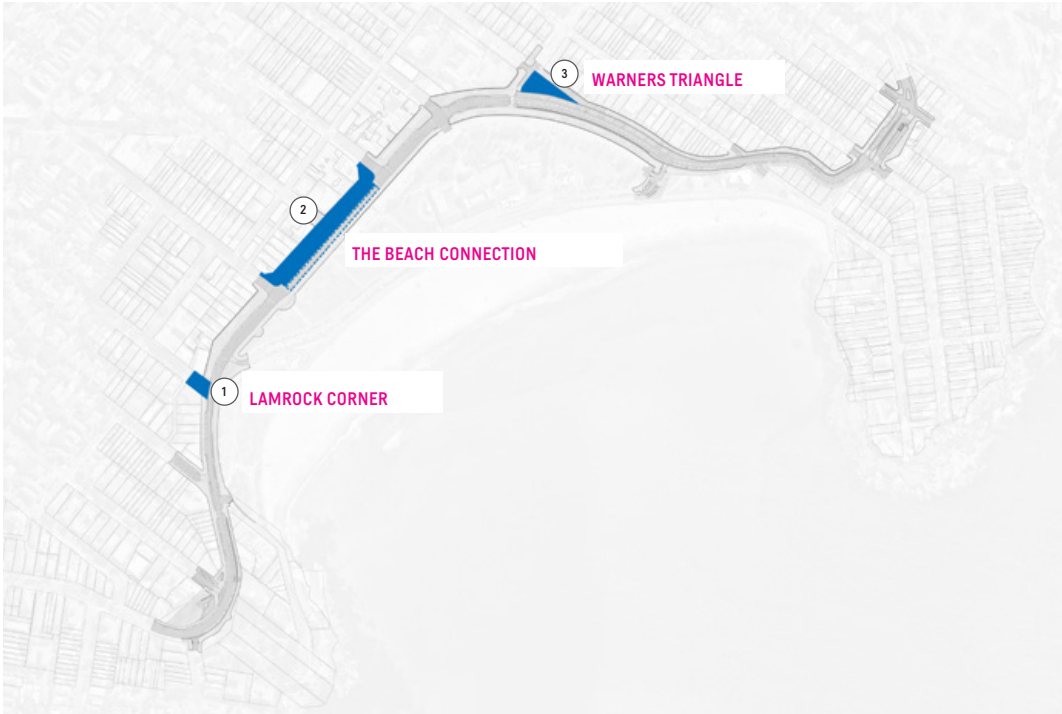
184. GEN. VIEW FROM BONDI N.

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TEMPORARY ACTIVITIES

3 KEY AREAS:

- **LAMROCK CORNER**- Temporary retail and seating pop up projects.
- **THE BEACH CONNECTION**- 'Pedestrianise the carriageway'
- **WARNERS / WAIROA TRIANGLE**- Community garden



CURRENT ACTIVITIES ON THE WATERFRONT

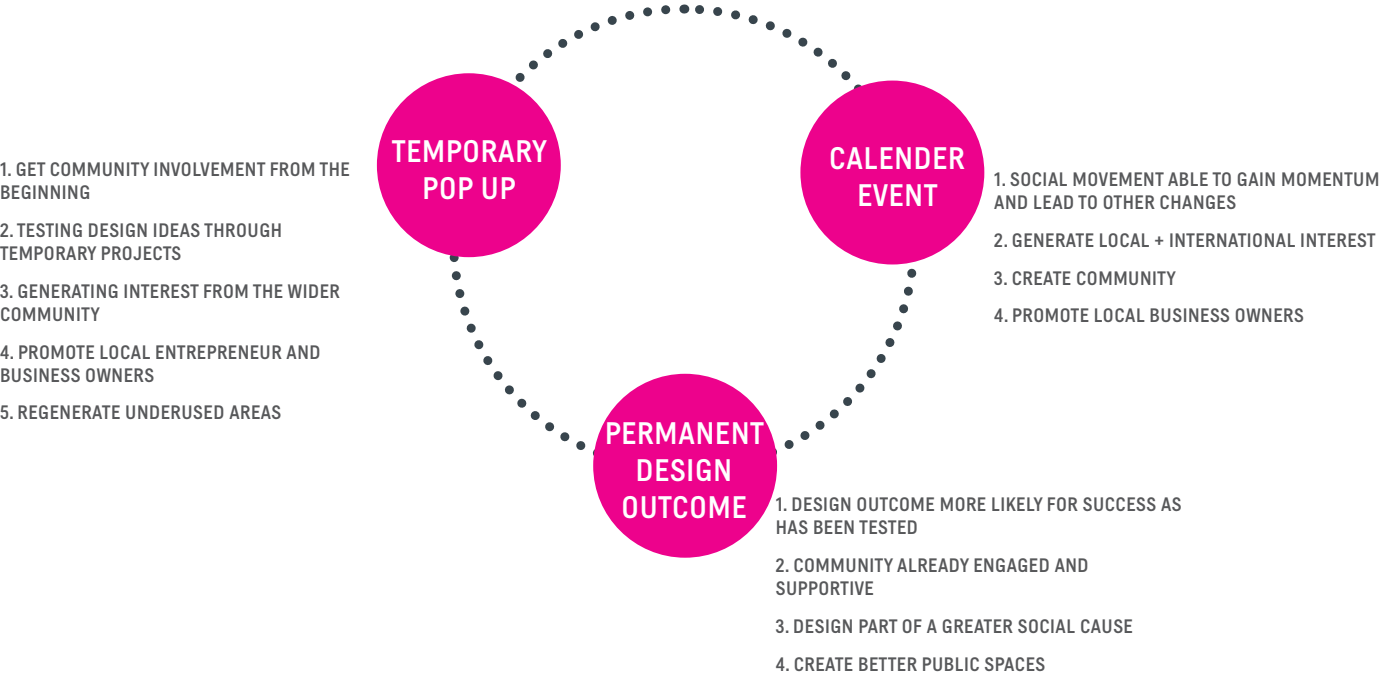
CALENDAR OF EVENTS

1. Open Air Cinema
2. Flickerfest
3. Bowl-A-Rama
4. Latin American Festival
5. Bondi Blitz
6. ANZAC Day Dawn Service
7. Bondi Winter Magic
8. Bondi Feast
9. City to Surf Fun Run
10. Festival of the Winds
11. Sculptures by the Sea
12. Bondi to Bronte Swim
13. Carols by the Sea





BENEFITS OF TEMPORARY STRATEGIES



LAMROCK CORNER





LAMROCK CORNER



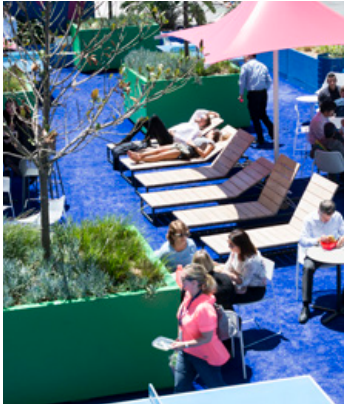
32 International Parking Day.



33 Activation + Community involvement through public art



34 Grass roots sustainability initiatives



35 Temporary kiosk + outdoor dining





82 |

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| 83



THE BEACH CONNECTION



36 Temporary road closure with temporary seating



37 Temporary cultural festivals



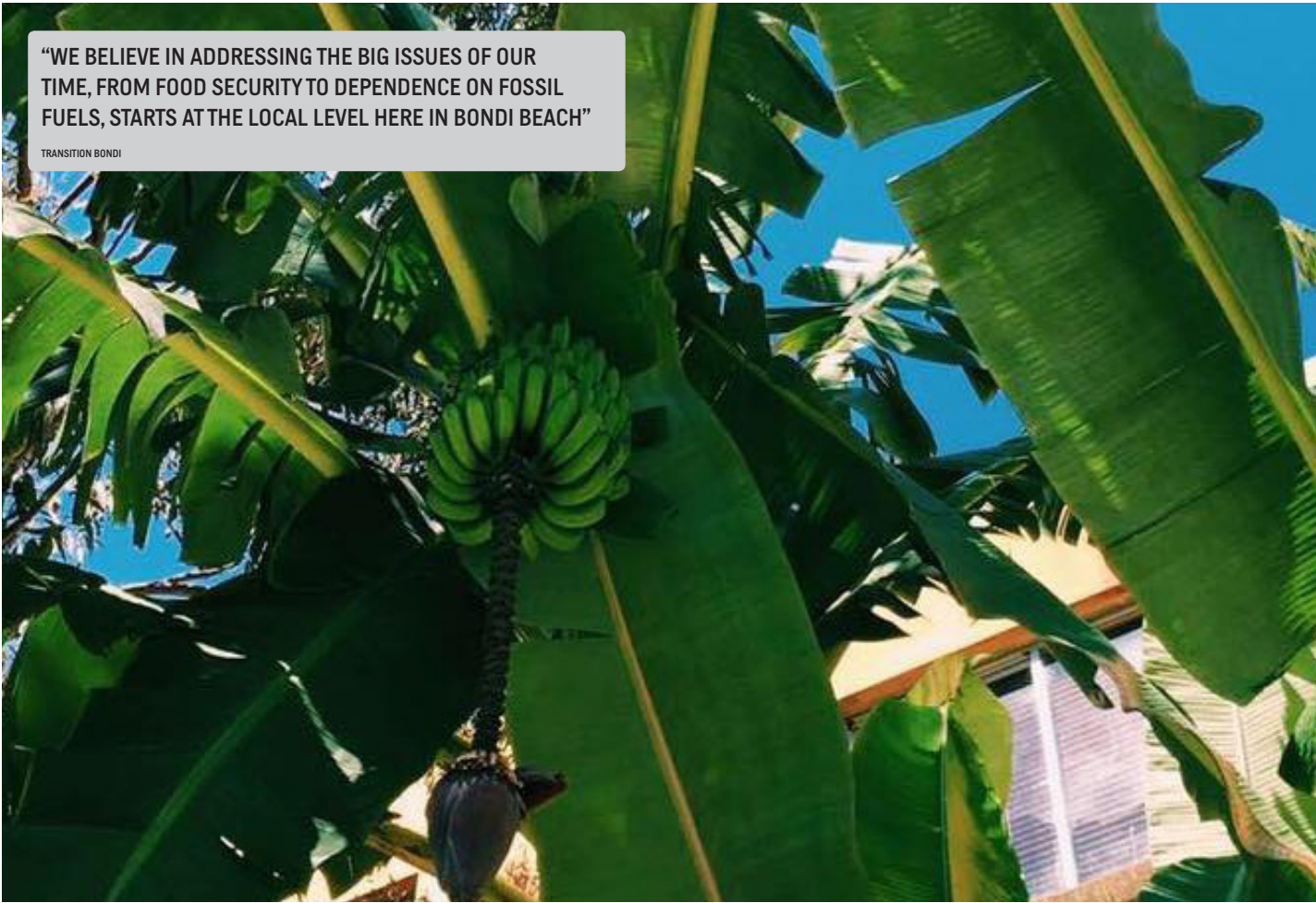
38 Temporary event overlays



39 Permanent pedestrianisation







WARNERS/WAIROA TRIANGLE



40 “Transition Bondi” is a local organisation transforming existing unused spaces to productive community gardens



41 Weekly farmer markets



42 Coastal Garden



43 Temporary pop up herbals gardens





EVALUATION

PREFERRED OPTION METRICS

TOTAL	Measure	Existing	Proposed	Improvement
	Average footpath width	5.5m	10.2m	85% increase
	Average road width	21m	8.6m	59% reduction
	Tree canopy	4%	22%	18% increase
	Separated cycleway	0	1.12km	1.74km addition
	Bicycle Boulevard	0	0.62km	
	Parking	340	209	61% retained

BONDI GATEWAY	Measure	Existing	Proposed	Improvement
	Average footpath width	5.2m	6m	16% increase
	Average road width	19.4m	8.5m	56% reduction
	Tree canopy	4%	19%	15% increase
	Separated cycleway	0	18.3m	18.3m addition
	Parking	40	37	93% retained

WARNERS/ WAIROA TRIANGLE	Measure	Existing	Proposed	Improvement
	Average footpath width	5.5m	14.0m	159% increase
	Average road width	28.9m	10m	65% reduction
	Tree canopy	9%	30%	21% increase
	Separated cycleway	0	206.8m	206.8m addition
	Parking	68	36	53% retained

SOUTHERN STRETCH	Measure	Existing	Proposed	Improvement
	Average footpath width	5.5m	9.9m	80% increase
	Average road width	20.2m	9.7m	52% reduction
	Tree canopy	0%	10%	10% increase
	Separated cycleway	0	54.9m	268m addition
	Bicycle Boulevard	0	213.1m	
	Parking	33	15	45% retained

NORTHERN STRETCH	Measure	Existing	Proposed	% Improvement
	Average footpath width	3.9m	6.4m	62% increase
	Average road width	22.4m	7.5m	67% reduction
	Tree canopy	2%	23%	21% increase
	Separated cycleway	0	658.8m	658.8m addition
	Parking	122	94	77% retained

BEACH CONNECTION	Measure	Existing	Proposed	Improvement
	Average footpath width	8.8m	15.8m	79% increase
	Average road width	22.9m	9.4m	59% reduction
	Tree canopy	4%	21%	17% increase
	Separated cycleway	0	0	
	Bicycle Boulevard	0	413.6m	413.6m addition
	Parking	59	18	31% retained

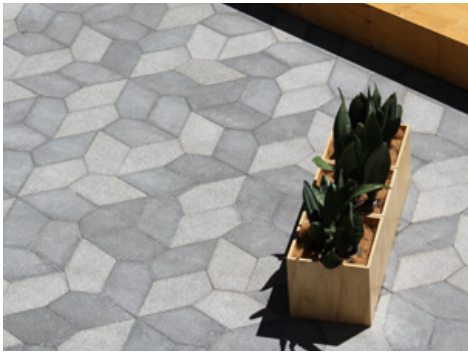
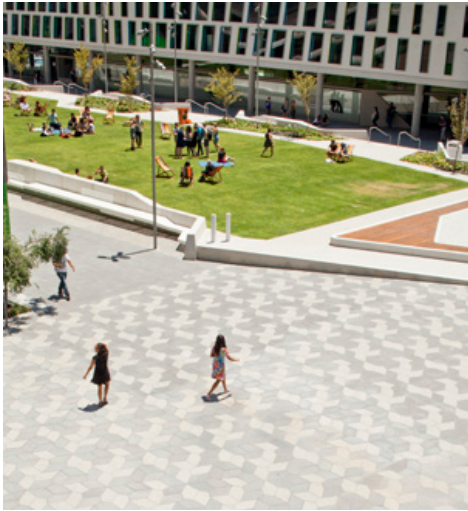
NORTH BONDI VILLAGE (BUS TERMINUS)	Measure	Existing	Proposed	% Improvement
	Average footpath width	4.2m	9.2m	118% increase
	Average road width	12.1m	6.4m	47% reduction
	Tree canopy	5%	24%	19% addition
	Separated cycleway	0	13.4m	13.4m addition
	Parking	18	9	50% retained







UTS ALUMNI GREEN



IPANEMA BEACH



COPACABANA BEACH



ORIGINAL LANDSCAPE

- Original undulating dune landscape and lagoons - natural amphitheater of Bondi Bay
- Removal of sand dunes part of the 1920s 'Bondi Improvement scheme'
- Conversation between the urban edge and beach - softening of the edge



BRUSH FENCES ON BONDI SAND DUNES, 1990



BONDI BEACH SAND DUNES, 1900



BONDI BEACH LOOKING SOUTH, 1900



SAND DUNES AND GRASSY KNOLLS, 1900





ACKNOWLEDGMENT OF COUNTRY

- Gadigal people - importance of Bondi Beach to Indigenous communities - rich source of food and materials
- Indigenous artifacts revealed when sand dunes were removed for construction
- Opportunity to educate visitors on the history of traditional owners



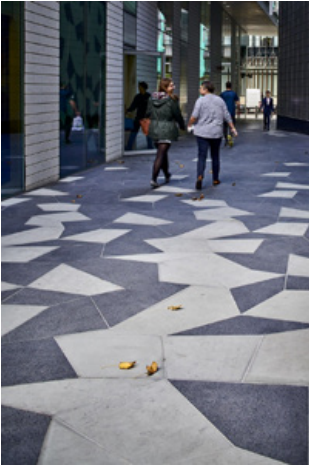
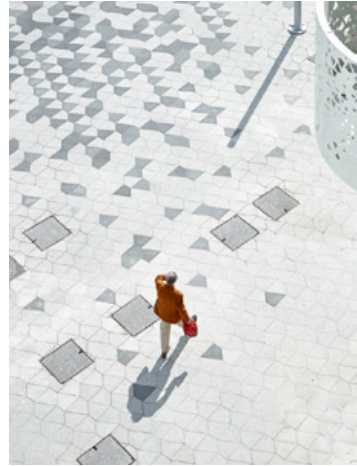
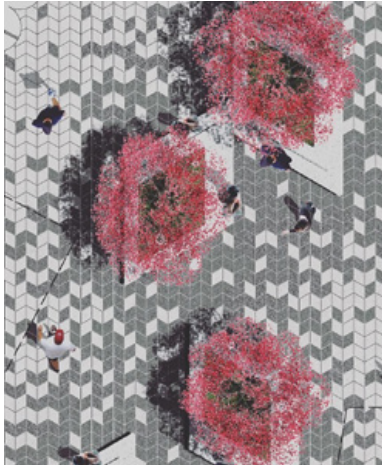
WHALE SHARK ROCK CARVING AT MACKENZIES POINT



WHALE SHARK ROCK CARVING AT MACKENZIES POINT



INDIGENOUS ARTIFACTS



GRIT & GLAMOUR

- Australian beach lifestyle - 'Playground of the Pacific'
- "Mosaic" of different communities - migration, tourism, etc
- Multitude of social events from art to sport - bold, vibrant, iconic, dynamic, lively

