



W A V E R L E Y
COUNCIL

STRATEGIC PLANNING AND DEVELOPMENT COMMITTEE MEETING

A meeting of the STRATEGIC PLANNING AND DEVELOPMENT COMMITTEE will be held at the Boot
Factory, Spring Street, Bondi Junction at:

7.30 PM, TUESDAY 4 NOVEMBER 2025

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

Emily Scott
General Manager

Waverley Council
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Bondi Junction NSW 1355
DX 12006 Bondi Junction
Tel: 9083 8000
Email: info@waverley.nsw.gov.au

Delegations of the Waverley Strategic Planning and Development Committee

On 18 March 2025, Waverley Council delegated to the Strategic Planning and Development Committee the authority to determine any matter other than:

1. The matters in s 377(1) of the *Local Government Act 1993*, 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.

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

2. Declarations of Pecuniary and Non-Pecuniary Interests

3. Addresses by Members of the Public

4. Confirmation of Minutes

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5. Reports

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6. Urgent Business

7. Meeting Closure

CONFIRMATION OF MINUTES PD/4.1/25.11



Subject: Confirmation of Minutes - Strategic Planning and Development Committee Meeting - 2 September 2025

TRIM No: A25/0079

Manager: Richard Coelho, Executive Manager, Governance

RECOMMENDATION:

That Council confirms the minutes of the Strategic Planning and Development Committee meeting held on 2 September 2025 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 September 2025 .



**MINUTES OF THE STRATEGIC PLANNING AND DEVELOPMENT COMMITTEE MEETING
HELD AT THE BOOT FACTORY, SPRING STREET, BONDI JUNCTION ON
TUESDAY, 2 SEPTEMBER 2025**

Present:

Councillor Michelle Stephenson (Chair)	Bondi Ward
Councillor Will Nemesh (Mayor)	Hunter Ward
Councillor Keri Spooner (Deputy Mayor)	Waverley Ward
Councillor Ludovico Fabiano	Waverley Ward
Councillor Dov Frazer	Hunter Ward
Councillor Steven Lewis	Hunter Ward
Councillor Paula Masselos	Lawson Ward
Councillor Margaret Merten	Bondi Ward
Councillor Joshua Spicer	Waverley Ward
Councillor Lauren Townsend	Lawson Ward
Councillor Katherine Westwood	Lawson 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 7.46 pm, those present were as listed above.

Crs Masselos and Wy Kanak attended the meeting by audio-visual link.

PRAYER AND ACKNOWLEDGEMENT OF INDIGENOUS HERITAGE

The chair 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

There were no apologies.

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

There were no addresses by members of the public.

4. Confirmation of Minutes

PD/4.1/25.09 Confirmation of Minutes - Strategic Planning and Development Committee Meeting - 5 August 2025 (A25/0079)

MOTION / UNANIMOUS DECISION

Mover: Cr Stephenson
Seconder: Cr Spicer

That Council confirms the minutes of the Strategic Planning and Development Committee meeting held on 5 August 2025 as a true record of the proceedings of that meeting.

5. Reports

PD/5.1/25.09 Bike Strategy and Action Plan - Adoption (A18/0617)

MOTION

Mover: Cr Townsend
Seconder: Cr Westwood

That Council adopts the Bike Strategy and Action Plan attached to the report (Attachment 2), subject to the following amendments:

1. Page 84 of the agenda, section Q1, clause 4 – Amend to read as follows:

‘Consider incorporating bike improvements within renewal and streetscape upgrade projects, similar to the Transport for NSW corporate policy that requires all transport projects to provide walking and cycling improvements. See Providing for Walking and Cycling in Transport Project Policy (nsw.gov.au).’
2. Page 84 of the agenda, section Q2, clause 5 – Amend to read as follows:

‘Create space for bike share, e-bike and cargo bike parking near shops, restaurants and takeaway shops including on-street locations, making every attempt to preserve current vehicle parking.’
3. Page 85 of the agenda, section L1, clause 1 – Amend to read as follows:

‘Advocate for TfNSW to allow councils to set speed limits on local streets.’
4. Page 85 of the agenda, section L1, clause 2 – Amend to read as follows:

‘Consider implementing Quietway signage on suitable low-traffic streets and cul-de-sacs.’
5. Page 85 of the agenda, section L1, clause 3 – Amend to read as follows:

‘Consider selecting priority locations for Quietway trial zones, focusing on streets surrounding schools.’
6. Page 85 of the agenda, section L3, clause 2 – Amend to read as follows:

‘Assess laneways across Waverley for potential conversion to shared zones.’
7. Page 85 of the agenda, section L4, clause 1 – Amend to read as follows:

‘Consider implementing shared paths at priority locations, focusing on school zones and key transport corridors with limited bike riding options.’
8. Page 85 of the agenda, section L6, clause 2 – Amend to read as follows:

‘Implement geometric design improvements at intersections.’
9. Page 86 of the agenda, section N4, clause 2 – Amend to read as follows:

‘Consider installing local street treatments to create safe, low-stress bike environments that connect to the priority routes.’

THE MOVER OF THE MOTION ACCEPTED THE ADDITION OF A NEW CLAUSE TO READ AS FOLLOWS:

‘Notes that the completion of the SP1 Charing Cross streetscape would now pose great difficulties in installing a bike lane, given the recent widening of the footpaths that was approved by the previous Council.’

THE AMENDMENT WAS THEN WITHDRAWN.

THE MOTION WAS THEN PUT AND DECLARED CARRIED.

DECISION

That Council adopts the Bike Strategy and Action Plan attached to the report (Attachment 2), subject to the following amendments:

1. Page 84 of the agenda, section Q1, clause 4 – Amend to read as follows:

‘Consider incorporating bike improvements within renewal and streetscape upgrade projects, similar to the Transport for NSW corporate policy that requires all transport projects to provide walking and cycling improvements. See Providing for Walking and Cycling in Transport Project Policy (nsw.gov.au).’
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8. Page 85 of the agenda, section L6, clause 2 – Amend to read as follows:

‘Implement geometric design improvements at intersections.’
9. Page 86 of the agenda, section N4, clause 2 – Amend to read as follows:

‘Consider installing local street treatments to create safe, low-stress bike environments that connect to the priority routes.’

PD/5.2/25.09 FOGO Trial - Update (A24/0741)

MOTION / UNANIMOUS DECISION

Mover: Cr Stephenson

Seconder: Cr Westwood

That Council notes the update on the trial of the food organics and garden organics (FOGO) service, as set out in the report, including results and learnings.

6. Urgent Business

There was no urgent business.

7. Meeting Closure

THE MEETING CLOSED AT 8.06 PM.

.....
SIGNED AND CONFIRMED
CHAIR
4 NOVEMBER 2025

REPORT
PD/5.1/25.11

Subject: Sustainability and Transport Expert Advisory Panel Meeting - Minutes - 6 August 2025

TRIM No: A24/0996

Manager: Sam McGuinness, Executive Manager, Environmental Sustainability

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

RECOMMENDATION:

That Council notes the minutes of the Sustainability and Transport Expert Advisory Panel meeting held on 6 August 2025 attached to the report.

1. Executive Summary

This report provides information about the minutes of the Sustainability and Transport Expert Advisory Panel (STEAP) meeting held on 6 August 2025 for Council's noting. The minutes are attached to the report.

2. Introduction/Background

The objective of the Sustainability and Transport Expert Advisory Panel is to provide advice and assist Council to implement its strategic vision and targets related to environmental sustainability and transport as outlined in Council's Community Strategic Plan, Environmental Action Plan (EAP) and People, Movement and Places Strategy in an efficient and effective manner.

3. Relevant Council Resolutions

Meeting and date	Item No.	Resolution
Council 26 November 2024	CM/7.7/24.11	That Council: - Adopts the terms of reference for the Sustainability and Transport Expert Advisory Panel attached to the report. - Appoints Cr Westwood (Chair), Cr Merten (Deputy Chair), Cr Fabiano and Cr Townsend to the Committee until the next mayoral election on 15 September 2026. - Invites expressions of interest for 28 days for up to six community experts in sustainability and/or transport to be appointed to the Committee.

4. Discussion

The draft minutes were distributed by email to members of the STEAP for confirmation and will be published on Council's website.

5. Financial Impact

Nil.

6. Risks/Issues

Nil.

7. Attachments

1. Sustainability and Transport Expert Advisory Panel - 6 August 2025 - Minutes [↓](#) .

Sustainability and Transport Expert Advisory Panel (STEAP)

Agenda



Wednesday 6 August 2025
6:00pm to 7:15pm

Waverley Council
Cloud Room, Boot Factory
Level 2, 27-33 Spring St, Bondi Junction

Councillors in attendance

- Cr Westwood (Chair)
- Cr Merten (Deputy Chair)
- Cr Ludovico Fabiano

(note all Councillors invited)

Panel members in attendance

- Mark Worthington
- Peter McCue
- Ben Peacock
- Warren Salomon

Staff in attendance

Fletcher Rayner	Director, Planning, Sustainability and Compliance
Shane Smith	Executive Manager, Resource Recovery, Fleet and Cleansing
Sam McGuinness	Executive Manager, Environmental Sustainability

Apologies

Clr Will Nemesh
Simon Mueller

Agenda

	<i>Item</i>	<i>Presenter</i>	<i>Minutes</i>
1	Welcome	Chair	Discussion on the progression of sustainability and active transport in European Cities in the last 25 years with a focus on London.

Sustainability and Transport Expert Advisory Panel (STEAP)

2	Resource Recovery and Waste Strategy and update on Waste issues	Shane Smith	Presentation on Waste Strategy and the implementation of waste, recycling and circular economy in Waverley and the local community. Discussion: managing contamination and
3	Environmental Action Plan adoption and update	Sam McGuinness	Update that the Environmental Action Plan was adopted in June 2025. Discussion: Council's progress to net zero by 2030 is really impressive and needs to be more actively communicated.
4	Update on Bike Strategy and Walking Strategy	Sam McGuinness	Update on the Bike Strategy and the Walking Strategy. Discussion: - The Bondi Beach to Bondi Junction connection and the issue at Martins Ave and Ocean St. - The Local Traffic Forum and how this will be different to the traditional Traffic Committee. - The need for this Panel to identify some quick wins for local bike infrastructure.
5	Bondi Junction Vision and Masterplan	Fletcher Rayner	Outlining of the Bondi Junction Vision and Masterplan project and the
6	General Business	All	

Meeting Schedule

Tuesday 23 October 2025 7:30 to 8:45pm

Sustainability and Transport Expert Advisory Panel (STEAP)

REPORT

PD/5.2/25.11



Subject: Planning Proposal - 69-71 Roscoe Street and 49-59 Hall Street, Bondi Beach

TRIM No: PP-1/2025

Manager: Tim Sneesby, Acting Executive Manager, Urban Planning

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

RECOMMENDATION:

That Council:

1. Endorses the planning proposal attached to the report (Attachment 1) that updates schedule 1 of the *Waverley Local Environmental Plan 2012* to add additional permitted uses of 'shop top housing' and 'residential flat building' respectively to 69-71 Roscoe Street and 49-59 Hall Street, Bondi Beach.
2. Forwards the planning proposal to the Department of Planning, Housing and Infrastructure (DPHI) for Gateway determination for the purposes of public exhibition.
3. Publicly exhibits the planning proposal in accordance with any conditions of the Gateway determination or amendments requested by the DPHI.
4. Requests and accepts, if offered, the role of the Local Plan Making Authority from the DPHI to exercise the delegations issued by the Minister under section 3.36 of the *Environmental Planning and Assessment Act 1979* to amend the *Waverley Local Environmental Plan 2012*.

1. Executive Summary

A planning proposal has been prepared by LK Planning on behalf of Hall Street by HSN Pty Ltd and Hall Street Property A Pty Ltd and Hall Street Property B Pty Ltd (herein referred to as HSN Property Group/ the proponent) and submitted to Council as the Planning Proposal Authority.

The purpose of the amendment is to introduce additional permitted uses to allow 'shop top housing' on the Roscoe Street (R3 Medium Density Residential zoned) land and 'residential flat building' on the Hall Street (E1 Local Centre zoned) land to enable functional car park entry and underground basement parking to be facilitated across the split zoning of the site. No changes are proposed to height of buildings or floor space ratio.

This report recommends that the planning proposal proceed to a Gateway determination as both site specific and strategic merit tests, as prescribed by the NSW Government's Local Environmental Plan Making Guidelines, are satisfied as discussed in this report.

2. Introduction/Background

A planning proposal was submitted on 8 July 2025 to Council seeking an amendment to the *Waverley Local Environmental Plan 2012* (WLEP 2012) for the Roscoe Hall site at 53–59 Hall Street, 49–51 Hall Street, and 69–71 Roscoe Street, Bondi Beach.

The objectives of the proposal as outlined in the proponent’s planning report are to:

- Relocate vehicular access from Hall Street to Roscoe Street to improve pedestrian safety and public domain amenity.
- Consolidate multiple land parcels into a single coordinated development site with a shared basement.
- Retain the existing height, floor space ratio (FSR), and zoning controls while enabling site-specific flexibility to amend the approved scheme.
- Maintain active frontages along Hall Street and deliver an integrated ground-floor commercial offering.
- Retain the approved mix of market and affordable housing.

The proposal seeks to amend the WLEP 2012 by introducing schedule 1 ‘additional permitted uses’ to facilitate relocation of vehicle access—from Hall to Roscoe Street—and one consolidated basement carpark.

Schedule 1 (additional permitted uses) provides councils with the flexibility to allow additional land uses on a site, without changing the zoning of a site or the permissible uses that apply in certain zones. It allows for a more granular and place-based approach to development.

The proposal does not seek to increase building height or FSR beyond those already permitted and adopts the existing development controls for the site.

A concurrent development application (DA) was also submitted at the same time as the planning proposal, with the outcome subject to assessment as per the usual development assessment process and pending the outcome of the planning proposal.

The subject site consists of six separate lots located at 49–59 Hall Street and 69–71 Roscoe Street, Bondi Beach, comprising approximately 2,911 m² in total. The site has dual street frontages, with its primary frontage to Hall Street—identified as the main street in the Bondi Beach Village Centre in the Our Liveable Places Centres Strategy—and a secondary frontage to Roscoe Street.

Existing development on the site includes a pair of semi-detached dwellings (Roscoe Street) and a row of 1970/1980s shop top housing buildings (Hall Street) with a scale of 3-4 storeys at the front and 4-5 storeys at the rear, where the residential units sit above an at-grade parking level underneath the building. Each building has a separate driveway that accesses the rear parking areas, along the outer edges of the combined site and two central driveways—comprising a total of four driveways fronting Hall Street. The whole rear yard of the Hall Street buildings is hardstand parking.

Development consent (DA-501/2022) was previously granted on the sites at 53-59 Hall Street for a shop top housing development. Since consent was granted, the proponent has been successful in the acquisition of 69-71 Roscoe Street, Bondi Beach and has included 49-51 Hall Street. The inclusion of these properties has led to a review of the approved development under DA-501/2022. Specifically, the opportunity to move the main vehicular access from Hall Street to Roscoe Street and provide a continuous retail street frontage along Hall Street.

The existing R3 Medium Density Residential zoning of 69-71 Roscoe Street currently prohibits ‘shop top housing’; and as a result, the site cannot serve as the carpark access point associated with a shop

top housing development on Hall Street, zoned E1 Local Centre. Similarly, the prohibition works in reverse on the Hall Street site, which does not allow for residential flat buildings within the E1 Local Centre. That would mean that any parking associated with the property at 69-71 Roscoe Street (the residential flat building) cannot be contained within a basement in Hall Street.

This can only be overcome via an amendment to the WLEP (via a planning proposal) to allow shop top housing as a permitted land use on the Roscoe Street site and a residential flat building as a permitted land use on the Hall Street site.



Figure 1. Existing zoning under WLEP 2012.

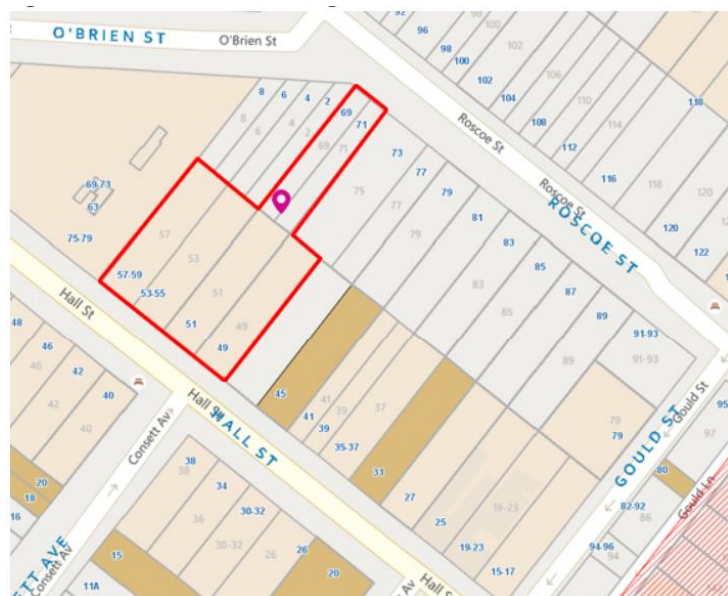


Figure 2. Site location and heritage considerations.

43-45 Hall Street, Federation style sandstone cottage.

31-33 Hall Street, 1930s Art Deco Egyptian style commercial building.

20 Hall Street, Inter-war Stripped Classical style public building.

Substation 183, Gould Street, Inter-war Mediterranean style substation.

3. Relevant Council Resolutions

Meeting and date	Item No.	Resolution
Council 16 September 2025	CM/7.10/25.09	That: - Council defers its decision regarding the planning proposal for 69-71 Roscoe Street and 49-59 Hall Street, Bondi Beach (PP-1/2025) for consideration at the next available Councillor briefing. - The Councillor briefing notes the submissions made by members of the public to Council at its meeting on 16 September 2025.

4. Discussion

Assessment process and key issues

To determine if a planning proposal should proceed, assessment is undertaken against the relevant DPHI criteria outlined in the LEP Making Guidelines (August 2023). A discussion against these criteria is summarised below and provided in further detail in Attachment 1 (Council proposal) and Attachment 2 (proponent proposal).

Supporting technical documentation submitted by the proponent includes:

- Planning Proposal Report (Attachment 2).
- Urban Design and Architectural Report (Attachment 3).
- Traffic Impact Assessment (Attachment 4).
- Economic Land Use Report (Attachment 5).

For the purposes of the LEP Making Guidelines, the planning proposal is considered ‘standard’ and requires that Council’s assessment and decision be completed within 95 workdays of the submission of the proposal.

Traffic and transport

The recently lodged DA increases parking provision and would generate a net increase in vehicle movements by 9 in the am peak and 10 in the pm peak, compared to the existing approved DA. This is considered minimal and is unlikely to noticeably alter the traffic conditions of the area.

However, vehicle movements transfer from Hall Street to Roscoe Street and so the net increase in vehicles exiting and entering Roscoe Street is 32 vehicle movements in the am peak and 31 in the pm peak. While it is noted that there will be an increase in vehicle movements on Roscoe Street, the associated removal of the carpark entrance on Hall Street is considered a net benefit as it will reduce car/pedestrian conflict on Hall Street—Bondi Beach’s busiest pedestrian street.

The planning proposal would facilitate a consolidated basement carpark with 103 parking spaces: 63 for residential use, seven for visitors, and 33 for retail. Residential parking typically generates vehicle movements concentrated in morning and evening peaks, while retail-related trips are more evenly distributed across the day. As a result, the split of parking between residential and retail is anticipated to alleviate traffic impacts.

As a point of comparison, the adjoining Adina Hotel provides 134 parking spaces, most of which are used by retail patrons, with limited use by hotel guests or staff. This parking is accessed via Roscoe Street. It is noted that the presence of the Adina's vehicle access has not resulted in a significant change to the residential character of Roscoe Street. Based on this comparison, the proposed parking and associated vehicle access arrangement is not expected likely to materially alter the existing traffic conditions, or the character of Roscoe Street. The impact of any servicing arrangements, such as waste and deliveries to retail uses, is typically resolved at the Development Assessment stage.

Site isolation

Concerns were raised that the inclusion of 69–71 Roscoe Street in the planning proposal could result in the isolation of 2–4 and 6–8 O'Brien Street. The proponent has stated they approached the owners of these sites to explore integration into the proposal, but the owners were not willing to participate. This satisfies the requirement to demonstrate that reasonable attempts have been made to avoid site isolation.

Under relevant planning principles, isolated sites are assessed based on whether they can be developed in a manner consistent with the planning controls. In this instance, the adjoining O'Brien Street sites remain capable of being developed in accordance with their zoning and development standards. In light of the above, it is considered that the potential for site isolation does not present a sufficient reason to prevent the proposal from proceeding. Site isolation is also considered further in the development assessment phase.

Street articulation and granularity

Hall Street is characterised by single-lot retail tenancies between 11 and 14 metres in width, with the notable exception of the Adina Hotel's 58-metre frontage. The site subject to the proposal spans approximately 48 metres. While this represents a larger frontage than typical, it would not set a new precedent for Hall Street given the existing Adina frontage.

Council has considered the importance of retaining a fine-grain character along Hall Street. Any future development proposal would have to incorporate an architectural treatment that visually breaks down the frontage to maintain the existing rhythm and human scale of the street. This will ensure the development contributes to the active, fine-grain retail environment that is a defining feature of the Bondi Beach centre. This matter would be considered in detail as part of a future development application on the site. Based on the broad variety of architectural treatments that could be explored to break down the facade, the consolidation of the land uses facilitated by the planning proposal is not considered to inevitably cause a breaking with the granular character of Hall Street.

Strategic merit of the proposal

The site is located within the Bondi Beach village centre and fronts Hall Street, which is identified in Council's Our Liveable Places: Centres Strategy as the main street of the village. The strategy describes Hall Street as the commercial heart of Bondi Beach, supporting its role as both a local centre and a visitor destination. It is characterised by a concentration of shops, services, and hospitality uses that contribute to the village's unique character and economic vitality.

Bondi Beach is classified as a Village in Waverley's centres hierarchy, with Hall Street providing the primary active frontage. The strategy emphasises the importance of reinforcing active street edges along Hall Street and encouraging development that complements the village's fine-grain scale, mixed-use character, and pedestrian-oriented environment.

The proposal retains ground-floor retail uses to maintain the active frontages that are integral to Hall Street's character. Compared to the existing development approval for the site, the new design facilitated by the Planning Proposal improves the pedestrian experience on Hall Street, reduces vehicle conflict and enhances opportunities for weather protection along the frontage.

In doing so, the proposal directly delivers on the Centres Strategy objective to strengthen main streets as the focus of village life, reinforcing Hall Street's role as the social and commercial heart of Bondi Beach.

While the consolidation of the site may reduce the number of separate frontages, Council has considered this in the context of the existing Adina Hotel frontage and is satisfied that appropriate articulation controls at the development application stage can address this.

Site specific merit of the proposal

The proposal has site-specific merit as it facilitates a built form outcome that is compatible with the existing and desired future character of the Bondi Beach village centre. The site occupies a prominent location on Hall Street, the main street of the village, and its redevelopment offers an opportunity to improve the interface with the public domain while retaining the active ground-floor retail uses that contribute to the vibrancy of the area.

The site is well serviced by public transport, with frequent bus services along Hall Street providing direct connections to Bondi Junction and the broader metropolitan network. It is also within walking distance of a range of local services, community facilities, and recreational opportunities, including Bondi Beach itself.

The proposed amendments to the Waverley LEP 2012 will enable a development that better integrates with the surrounding built form, improves pedestrian amenity along Hall Street, and delivers housing in a highly accessible location. The retention of active frontages, improved weather protection, and enhanced public domain outcomes will support the role of Hall Street as the focus of village life.

The site is not affected by any environmental constraints such as flooding, bushfire, or contamination that would prevent the proposed changes from proceeding. Technical studies submitted with the planning proposal, including traffic and parking, urban design, and environmental assessments, indicate that there are no significant constraints that cannot be managed through the development application process.

The sites fronting Roscoe Street have kerb extensions with planted gardens to the east and west of the site. Any site access arrangements would be resolved at the development assessment stage to avoid or reduce any adverse impacts to Council's public domain assets.



Figure 3. Public domain assets adjoining the Roscoe Street sites.

The proposed amendments would not affect the ability of any adjoining sites to be developed in accordance with their zoning and development standards

Overall, the site is suitable for the proposed amendments, and the planning proposal represents an appropriate and efficient use of land in a highly accessible and vibrant location. A more detailed assessment of the relevant criteria in the DPHI guidelines is provided in the relevant attachments.

Waverley Local Planning Panel

The planning proposal was presented to the Waverley Local Planning Panel (WLPP) on 27 August 2025 for advice under schedule 2, part 5, item 26 of the *Environmental Planning and Assessment Act 1979*.

The Panel, after considering the materials attached to this report and hearing from Council Officers, supported the Planning Proposal as provided in Council's planning proposal report. The panel also recommended, in their advice, that Council give consideration to rezoning the adjoining properties on Roscoe Street, in particular those properties located between the subject sites and the Adina development, located at 8,6,4 and 2 O'Brien Street.

The minutes are provided as follows:

The Panel after considering the above material and hearing from Council Officers supports the Planning Proposal as provided in Council's Planning Proposal Report and provides the following further advice:

- 1. The Panel considers that the Planning Proposal may proceed to Gateway Determination, as the proposal demonstrates Strategic Merit and Site-Specific Merit as described in Council's Planning Proposal Report.*
- 2. The Council gives consideration to the precedent established by this Planning Proposal in relation to the adjoining properties on Roscoe Street.*

The resolution provided by the Panel was unanimous.

Council officers have reviewed the feedback provided at the WLPP and reflected in the minutes and are of the opinion that the planning proposal should proceed to gateway determination. Feedback regarding the precedent in relation to Roscoe Street is noted and will be considered as part of the next review of relevant planning controls for the area.

Consultation

If the DPHI recommend that the planning proposal proceed to public exhibition, it would be done so in accordance with any Gateway conditions. It is noted some submissions have already been received by local residents in relation to the planning proposal, despite the proposal not having been yet made public, due to the concurrent development application having been notified. These submissions have been noted and residents will be advised if and when public exhibition occurs (subject to Council and DPHI support). It is at this stage that feedback is considered as part of the plan-making process.

Time frame

The following indicative project timeline will assist with tracking the progress of the planning proposal through its various stages of consultation and approval. It is estimated that this amendment to WLEP will be completed by April 2026.

The detail around the project timeline is expected to be prepared following the referral to DPHI for a Gateway determination.

Table 1. Indicative project timeline.

Tasks	Time frame and/or date
Consideration by Council	November 2025
Gateway determination	December 2025 / January 2026
Commencement and completion of public exhibition period	February 2026
Consideration of submissions and post-exhibition review	March 2026
Post-Gateway Council decision	April 2026
Submission to the Department for finalisation (where applicable)	May 2026
Gazettal of LEP amendment	July 2026

5. Financial Impact

There have been no upfront or recurrent costs associated with this planning proposal other than staff costs associated with the administration, assessment and exhibition of the Proposal and these have been budgeted.

6. Risks/Issues

There are minimal risks associated with the finalisation of the planning proposal and any relevant issues and matters for consideration have been addressed in the discussion section of this report.

If Council resolves not to support the proposal, the proponent may seek a pre-Gateway review by submitted a request to the NSW Department of Planning, Housing and Infrastructure. This process enables independent assessment of whether the proposal should proceed or not.

7. Attachments

1. Council Planning Proposal Report (under separate cover)
2. Proponent Planning Proposal Report (under separate cover)
3. Urban Design and Architecture Report (under separate cover)
4. Traffic Impact Assessment (under separate cover)
5. Economic Land Use Report (under separate cover) .

REPORT
PD/5.3/25.11

Subject: Flood Risk Management Study and Plan and Waverley Development Control Plan 2022 - Exhibition

TRIM No: A24/0331

Manager: Nikolaos Zervos, Executive Manager, Infrastructure Services

Director: Sharon Cassidy, Director, Assets and Operations

RECOMMENDATION:

That Council:

1. Publicly exhibits for 28 days the draft Waverley Local Government Area Flood Risk Management Study and Plan attached to the report, including the associated draft amendments to the Waverley Development Control Plan 2022 (Appendix C of the Study).
2. Convenes a meeting of the Floodplain Management Committee to review the outcomes of the public exhibition.
3. Officers prepare a report to Council following the exhibition period.

1. Executive Summary

Council was successful in securing joint support and funding from the NSW Department of Climate Change, Energy, the Environment and Water under its Floodplain Management Program to undertake a flood risk management and plan for the Waverley local government area (LGA). As part of this process, a Floodplain Management Committee was created to oversee the project.

The primary objective of the Flood Risk Management Study and Plan is to refine the flood model, which was adopted in 2021, and explore and recommend flood mitigation options and management measures to reduce or alleviate detrimental impacts of flooding where possible.

The attached draft Flood Risk Management Study and Plan (Attachment 1) is a technical document that outlines areas of flooding within the Waverley LGA, identifies flood prone properties within the LGA and proposes flood mitigation options and management measures.

2. Introduction/Background

In 2024, building on the completion of the Waverley Local Government Area (LGA) Flood Study, which was adopted in 2021, Council adopted amendments to the Waverley Development Control Plan 2022 (WDCP 2022) implementing the outputs of the Waverley LGA Flood Study and responding to changes required resulting from NSW State Government flood planning reforms in 2021. These new controls have been successfully implemented for 18 months since adoption.

In early 2024, Council commenced the next step in the NSW Government's Flood Risk Management Framework: a Flood Risk Management Study and Plan (FRMS&P) for the Waverley LGA.

The objective of this project is to refine the flood model across the LGA and explore and recommend flood mitigation options to reduce or alleviate detrimental impacts of flooding where possible.

The study and plan are being prepared by independent flood consultant Kellogg Brown & Root Pty Ltd (KBR) and urban planning consultant GLN Planning Pty Ltd, with joint support and funding from NSW Department of Climate Change, Energy, the Environment and Water (DCCEEW) under their Floodplain Management Program.

Councillors were provided with a project update on 22 July 2025 at a Councillor briefing and the draft FRMS&P report was presented to the Floodplain Management Committee on 22 October 2025.

3. Relevant Council Resolutions

Meeting and date	Item No.	Resolution
Council 19 March 2024	CM/8.1/24.03	That Council: - Adopts the Waverley Development Control Plan (Amendment No. 2) on flood planning attached to the report (Attachments 1 and 2), to take effect when notified on Council's website. - Writes to all those who made submissions advising them of Council's decision. - Notes that the draft budget 2024-25 will propose a reduction in fees for Council's TUFLOW Flood Model for smaller development
Strategic Planning and Development Committee 13 April 2021	PD/5.5/21.04	That Council: - Endorses the Waverley LGA Flood Study attached to the report as Council's current understanding of flood behaviour within the local government area. - 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. - Notes the recent grant application to the Department of Planning, Industries and Environment for the Floodplain Risk Management Study and Plan.

4. Discussion

The Flood Risk Management Study is the next stage of the Floodplain Management Process and builds upon the previously completed Waverley LGA Flood Study by BMT in 2021. The study is supported by the NSW Government and has been undertaken in accordance with the Flood Prone Land Policy.

The primary objectives of the FRMS&P are to improve the understanding of flood behaviour and impacts, and better inform management of flood risk in the study area in consideration of available information, and relevant standards and guidelines.

The objectives of the Flood Risk Management Study (FRMS) are:

- Review and update the existing models from the Waverley LGA Flood Study (BMT, 2021) (herein referred to as the Flood Study) in accordance with the latest Australian Rainfall and Runoff (ARR) Guidelines and incorporate any changes to the catchment since the completion of the Flood Study.
- Undertake a thorough review of the historical and baseline design flood behaviour and provide a detailed description of the flood issues across the study area.
- Review Council's environmental plans, emergency plans, and other long-term plans and policies that is associated with flood risk.
- Identification of potential emergency management issues (e.g. road inundation, isolated communities etc.) and assess the flood risk to strategic locations for emergency management.
- Engage the community to provide them with the opportunity to provide flood information, input on preferred mitigation options, and general views on flood risk management.
- Identify, assess, and compare various flood risk management measures in terms of effectiveness and suitability to present and future community, with emphasis on the consideration of the effects of climate change.

The objectives of the Flood Risk Management Plan (FRMP) are:

- Provide detailed management measures and strategies.
- Assign who is responsible and associated timeframes and priority for executing specific measures/strategies.
- Provide preliminary cost estimates for specific management measures.

The draft FRMS&P is attached to this report.

Updates to flood model

This draft report details the process of refining the flood model, which began with integrating community feedback received from June to July 2024 (see Appendix A of Attachment 1 to this report for consultation reports) into the technical work.

As a part of this study, KBR has completed a series of hydrologic and hydraulic model updates inclusive of the latest topographic and Council stormwater information. The model updates have allowed for increased confidence in the modelling of overland flow paths. All hydrologic modelling was completed in accordance with the Australian Rainfall and Runoff Guidelines (Version 4.2), inclusive of the latest climate guidance released in August 2024. The model outputs are also reflected in the updates to the Flood Risk Precinct (FRP) maps, which represent the Flood Planning Area (FPA) for the purposes of applying *Waverley Local Environmental Plan* and WDCP development controls resulting in a reduction of overall private land affected by the FRPs as provided in *Table 1*.

Table 1. Existing and proposed comparison of land area affected by FRPs.

Flood Risk Precinct	Existing % private land	Total m²	Draft FRMSP % private land	Total m²
Low	9.90%	843,789	7.89% (-2.01%)	672023 (-171,766)
Medium	3.50%	294,225	2.42% (-1.08%)	206312 (-87,913)
High	0.40%	31,611	0.60% (+0.20%)	51351 (+19,740)
Combined FRP	13.80%	1,169,624	10.92% (-2.78%)	929686 (-239,938)
Nil	86.30%	7,342,686	89.08% (+2.78%)	7,582, (+239,938)

A desktop floor level assessment was completed for over 8,000 residential and commercial buildings, allowing for the quantification of the economic impact of flooding over a wide range of theoretical design flood magnitudes. The annual average damages for residential and commercial properties were estimated to be \$36.4m. The flood damages assessment provides a point of comparison in quantifying the economic benefit that each flood mitigation measure provides.

Proposed flood risk management measures

KBR in partnership with GLN Planning have utilised the updated modelling results and input from the community to develop a series of flood risk management measures covering the following categories:

- Community flood awareness measures.
- Land-use planning measures.
- Flood mitigation measures.
- Property modification measures.

Community flood awareness measures

These measures aim to increase community flood awareness and therefore resilience. As the study area is vulnerable to flash flooding, it is imperative to bolster the community's understanding and response to rapidly occurring and dissipating floods. Targeted improvements to emergency management have also been considered.

Land use planning measures

As part of the FRMS, the recently adopted WDCP controls were reviewed in consultation with Council officers by GLN planning. A number of relatively minor refinements have been proposed, based on the implementation over the past 18 months through the development application process. These changes include:

- Adjusting the placement of information in the document to make it easier for applicants to read and understand.
- Providing clearer requirements around when engineers flood impact and risk assessment report is required.
- Clearer wording to ensure the FPA/FRP maps can be administratively updated following future model updates after capital works projects.
- Deletion of superfluous definitions and minor updates to definitions.
- Rewording of controls to be clearer, where required.

- Deletion of controls where required.
- Other minor housekeeping changes.

The changes will provide greater clarity for applicants in aiming to ensure that submitted applications have addressed all relevant criteria, which can help to reduce assessment timeframes.

All proposed amendments are provided in markup in Appendix C of the draft FRSMP report and will be exhibited in accordance with section 3.43 and clause 5 of schedule 1 of the *Environmental Planning and Assessment Act 1979*. If adopted, the changes will become amendment 6 of the WDCP.

Additional work was also undertaken to assess the flood planning constraints of the hotspot areas for strategic planning purposes.

The developed measures have been subject to a detailed multi-criteria assessment, and a weighted score has been assigned, ranking each measure over its performance on a diverse range of metrics. To review the outcome of the food risk management measures evaluation, see page 148 of Attachment 1 to this report.

Flood mitigation measures

These measures involve structural modifications to the floodplain to modify the existing flood behaviour. The intent of these options is to reduce flood risk and address flood affectation of flood prone areas and properties.

For heavily developed and densely urbanised catchments/floodplains like the Waverley LGA, the feasibility of flood mitigation measures can often be severely constrained. As development continues to increase, the efficiency and capacities of the existing stormwater infrastructure become unable to service the increased imperviousness and reduction of available flood storage capacities across the surface. Available undeveloped land for the construction of larger structural modifications (e.g. basins and embankments) decrease as the density of development increases.

Additionally, existing sub-surface utilities can often pose a significant technical and financial risk impeding the feasibility of any structural option that requires excavation. A deep understanding of the benefits and costs is pivotal in identifying options that provide a net benefit to the community.

KBR has relied on collaboration between internal water resources, civil, cost-estimation, utilities, drainage, and environmental capabilities to develop flood mitigation measures that have been scrutinised through differing design and construction perspectives. The intent of this rigorous process was to ensure that the flood mitigation measure is not just a theoretical option that works within a hydraulic model, but consideration has been given to potential multifaceted and multidisciplinary constraints. Where possible, KBR has attempted to mitigate identified risks as part of the iterative optioneering process detailed throughout the draft report.

Property modification measures

These measures involve property modification projects for properties that are generally in flood prone areas with limited options in regard to minimising flood affectation. See section 10 of Attachment 1 to this report for further detail.

Flood Mitigation Measures – Recommendations

The following five preferred most viable measures were presented to the Floodplain Management Committee on 9 July 2025 ahead of the targeted community consultation (refer to section 2.3 of Attachment 1 to this report) that took place in July-August:

- Gilgandra Road and Murriverie Road Combined Stormwater Augmentation (FM01).
- Barracluff Park Combined Civil Works (FM02).
- Glenayr Avenue Combined Civil Works (FM05).
- Thomas Hogan Reserve and Francis Street Combined Civil Works (FM07).
- York Road Combined Stormwater Augmentation (FM10).

The detailed assessment was carried out on the five options and the outcome of the assessment led to four out of the five options recommended below:

- FM07 - Thomas Hogan Reserve and Francis Street Combined Civil Works project is a Priority 1 initiative recommended by KBR to increase the flood storage and inflow capacities of Thomas Hogan Reserve. With an AACE Class 4 estimated cost of \$3,980,427, the project has a favourable benefit-cost ratio (BCR) of 3.62. The scope of works includes 5,000 cubic meters of excavation, a 75-metre-long raised concrete retaining wall, an 80-meter-long concrete-lined open channel, and the removal or relocation of Council's Community Centre building. The main constraint identified is the potential reduction in the reserve's amenities.
- FM01 - The Gilgandra and Murriverie Road Combined Stormwater Augmentation is a Priority 2 project with a Class 4 estimated cost of \$18,252,682 and a benefit-cost ratio (BCR) of 1.71. The project, recommended by KBR, aims to install additional stormwater outlets to address flood water accumulation between William Street and Gilgandra Road. The scope of works includes installing 600 m of 1.50 m diameter HDPE pipes, 330m of 1.75m diameter HDPE pipes, and four junction pits. Constraints for this project include extending the works into the privately-owned Royal Sydney Golf Club and crossing from the Waverley LGA into the Woollahra LGA. The project's capacity may also be limited by a downstream formalised open channel, which is a Sydney Water asset, and it requires liaison with multiple stakeholders.
- FM10 - York Road Combined Stormwater Augmentation is a Priority 3 project with an estimated Class 4 cost of \$1,565,062 and a benefit-cost ratio (BCR) of 0.76. Recommended by KBR, the project involves diverting the existing stormwater network at the Denison Street and Cuthbert Street intersection and constructing a new outlet on York Road. This would alleviate the burden on the northern stormwater network, which is currently at capacity. The project scope includes 75 m long box culverts, a lintel and grated inlet pit, a junction pit, and unblocking a partially blocked pipe. A key constraint for the project is the potential environmental impacts resulting from increased discharge into the Model Yacht Pond.
- FM02 - The Barracluff Park Combined Civil Works is a Priority 4 project with an estimated Class 4 cost of \$6,980,929 and a benefit-cost ratio (BCR) of 0.68. The project, recommended by KBR, aims to increase the flood storage capacity of Barracluff Park to reduce overland flows and protect adjacent properties and the Warners Avenue low point. The scope of works includes 8,500 cubic meters of excavation and the construction of an 85-metre-long raised concrete retaining wall. Constraints for this project involve potential interference with an existing stormwater pipe, a possible reduction in the park's amenities, and the risk of poor community acceptance.
- FM05 - Glenayr Avenue Combined Civil Works project is not recommended by KBR, citing a low benefit-cost ratio of 0.15 and sensitivity regarding how proposed road reprofiling would

affect downstream areas. The estimated Class 4 cost for the project is \$5,585,575, with potential constraints including utility clashes, construction disruption, accessibility impacts, and risk of poor community acceptance.

Public exhibition

Following Council approval, the draft report, including the study, maps and mitigation options, will be placed on public exhibition from 10 November-8 December.

The proposed engagement methods are:

- Notification to community - Officers will inform the community through various channels, balancing maximum reach with cost:
 - Pre-consultation notification flyer notification sent from 15 October in the rates notice.
 - LGA-wide flyer letter box drop.
 - Addressed mail to owners / owner corporations of flood-affected properties (residing outside the LGA).
 - Emails to registered members of the community, staff, Floodplain Management Committee and all Precinct members.
- Face-to-face Have Your Say (HYS) session for the community.
- Waverley HYS project page update, including the draft report, updated FAQ and community feedback section.
- E-newsletters, Mayor's column in *The Beast* and *Wentworth Courier*, media releases, social media, adverts.
- Accessible online flood mapping.

Notations will also be placed on section 10.7 planning certificates for affected properties, with a link directing to the HYS page.

Following public exhibition, all submissions will be reviewed by Council officers, the consultants, DCCCEW and the Floodplain Management Committee.

The flood risk management plan will be developed, which is a strategic framework detailing how Council intends to manage flood risk in the Waverley LGA (informed by the outcomes and recommendations of the flood risk management study).

The flood risk management plan will be prepared following the public exhibition of the draft report and generally outlines:

- The relative priority of different flood risk management measures.
- The timeframe for delivery.
- Estimated cost and the social, economic, and environmental benefits and costs.
- The impacts to the community.

The committee will aim to reach consensus on recommendations within the plan to be tabled at the subsequent Council meeting with the final Waverley Flood Risk Management Study and Plan.

Time frame

- Public exhibition of draft report: 10 November-8 December 2025.
- Submissions reviewed and plan developed: December-February 2026.
- Floodplain Management Committee: February 2026.

- Report and plan finalised: February 2026.
- Final FRMS&P issued to Council: March 2026.

5. Financial Impact

The Flood Risk Management Study and Plan Project is jointly funded with the DCCEEW under its Floodplain Management Program.

The current budget allocation of \$130,000 will be fully exhausted under the contract with BCS and associated grant claims will be sent to the DCCEEW for payment to Council.

An application under the Floodplain Management Program 2025-26 was submitted in June 2025, for 2:1 funding with Council, for priority investigation and design and feasibility studies for flood mitigation measures.

The Floodplain Management Program 2026-27 application window will open April/May 2026 and Council officers will apply for further funding to progress the flood mitigation measures.

6. Risks/Issues

The Flood Risk Management Study and Plan is a major step towards managing flooding in the local government area. It is recommended that Council proceeds to public exhibition on the Flood Risk Management Study and Plan on 10 November, mitigating any risk of delaying the project.

Should Council's approval and the exhibition start be postponed beyond 10 November, the project's delivery will be impacted by the restriction on public consultation during the upcoming summer holiday period. This would result in public exhibition starting in February 2026. This could also lead to missing the funding application window between April and May 2026, which would in turn delay the next stage of mitigation works.

7. Attachments

1. Draft Flood Risk Management Study and Plan (under separate cover) .

REPORT
PD/5.4/25.11

Subject: Bondi Local Area Traffic Management Project -
Martins Avenue at Ocean Street and Denham Street
at Edward Street, Bondi

TRIM No: A24/0300

Manager: Nikolaos Zervos, Executive Manager, Infrastructure Services

Director: Sharon Cassidy, Director, Assets and Operations

RECOMMENDATION:

That Council:

1. Approves the amended designs for traffic management treatments in Martins Avenue at Ocean Street and Denham Street at Edward Street, Bondi, as set out in the report.
2. Proceeds to procurement for the construction phase of the treatments at Martins Avenue at Ocean Street, funded from the current budget.
3. In respect of the treatments in Denham Street at Edward Street:
 - (a) Proceeds to detailed design.
 - (b) Applies for grant funding to deliver the works.
 - (c) Proceeds to procurement for the construction phase, once funded.
4. Authorises the Executive Manager, Infrastructure Services, to modify the designs should detailed design information and on-site circumstances warrant changes.

1. Executive Summary

This report provides an update on the progress of the Bondi Local Area Traffic Management (LATM) project for two locations: Martins Avenue at Ocean Street and Denham Street at Edward Street, Bondi.

Community consultation concluded at both locations in August 2025 and this report provides a summary of the consultation and recommendations for amendments to the proposed concept designs.

2. Introduction/Background

The Bondi LATM project originated from a Council resolution in May 2021, which noted the commencement of a LATM scheme to start in late 2021. Initial planning and preliminary investigations were undertaken. Subsequently, in August 2022, Council requested to expand the scope of the LATM study area to address broader traffic and pedestrian concerns.

Following this decision, community consultation was conducted throughout November and December 2022. This consultation provided residents within the expanded study area with the opportunity to provide feedback regarding specific pedestrian and traffic issues impacting their local area. The feedback received during the period has been instrumental in shaping the development of the proposed LATM solutions presented in this report.

In 2023, Council officers issued tenders to the market to engage a consultant to carry out the LATM study. Following a competitive process, GHD Pty Ltd was engaged in late 2023 to undertake the work.

The study investigated the existing road network and traffic management facilities and provided recommendations to improve the road environment for vulnerable road users, manage traffic operations, as well as increase the quality, amenity and safety of community space.

Following the background report provided by GHD in March 2024, an initial treatments report was submitted to Council officers in July 2024. That report outlined potential traffic management interventions for the study area, considering the community feedback received, and the technical analysis conducted by GHD.

In August 2024, Council officers reviewed the initial treatment options provided by GHD and commenced a series of workshops to further develop concept plans and specific options for the locations identified in the GHD reports. These workshops focused in refining the proposed treatments, considering practical implementation challenges and ensuring alignment with Council's broader objectives.

At the April Strategic Planning and Development Committee meeting, Council approved proceeding to community consultation with the initial concept designs for all locations, with officers to prepare a report to Council on the outcome of each community consultation and the recommended treatments for implementation.

The first two community consultations, Martins Avenue at Ocean Street and Denham Street at Edward Street, were carried out in July-August 2025.

3. Relevant Council Resolutions

Meeting and date	Item No.	Resolution
Strategic Planning and Development Committee 1 April 2025	PD/5.3/25.04	That Council: 1. Prepares refined concept plans for the Bondi Local Area Traffic Management treatments for community consultation, in accordance with the attachments to the report. 2. Seeks grant funding from State and Federal sources to implement the treatments. 3. Officers prepare a report to Council on the outcome of each community consultation and the recommended treatments for implementation.
Council 16 August 2022	CM/7.9/22.08	That Council: 1. Defers this item to the August 2022 Traffic Committee meeting for officers to present alternative options for the Glenayr, O'Brien and

		Hall Street intersection and Roscoe Street to allow better two-way access to the Hub Hall Street Retail Precinct car park and Roscoe Street from O'Brien Street. - Officers prepare a report to the September 2022 Finance, Operations and Community Services Committee on the alternative options. - Brings forward, as a matter of urgency, an expanded local area traffic study bounded by Warners Avenue, Campbell Parade, Francis Street and Old South Head Road, with officers to prepare a report to Council.
Council 25 May 2021	CM/8.1/21.05	That Council: - Commences plans to extend the current 40 km/h pedestrian zone in Bondi Beach to cover the area: - Up to but not inclusive of Bondi Road. - Up to but not inclusive of Wellington Street. - Up to and including a section of Blair Street at an appropriate location. - Inclusive of the Ben Buckler streets of Hastings Parade, Bay Street, Brighton Boulevard and Ramsgate Avenue. - Contacts Transport for New South Wales at the appropriate time to seek support and funding for this project. - Notes that a local area traffic management study is planned to commence in the second half of 2021.

4. Discussion

Martins Avenue at Ocean Street

Community consultation

From 7 July-5 August 2025, residents in Martins Avenue and Ocean Street and surrounds were invited to comment on a proposed design for this intersection. Thirty submissions were received.

The communication and engagement approach to enlist feedback included resident letters, a Have Your Say (HYS) online survey and emails to HYS subscribers, Councillors, relevant Precinct representatives and key staff. Communications to promote awareness focussed on social media, electronic newsletters and the *Wentworth Courier*.

At the close of the consultation, a majority did not support the upgrade design (77.6%) and a minority supported the design (22.4%). Many of those that 'supported' and 'did not support' the design, included major or minor change suggestions, which are detailed in Attachment 1 to this report.

Those opposed raised concerns that the design does not adequately address existing traffic issues and is likely to increase congestion and pressure on local streets. Respondents also highlighted potential reductions in liveability, safety, and amenity, noting that the current plan prioritises vehicle movements over residents' quality of life.

Recommendations for Martins Avenue at Ocean Street

Given the significant proportion of community members opposed to the proposal, Council officers carefully reviewed both individual and collective concerns. Officers recommend design amendments for the intersection and that a separate project be carried out for this location and extended area.

The following is a summary of the main issues and feedback received:

- Traffic congestion: the change to a left-turn-only movement from Wellington Street onto Bondi Road has led to an increase in traffic volume in Ocean Street.
- Speed and safety: feedback indicates that vehicles travel too fast around the corner, and a reduction in the speed limit is desired. There is a general need for more traffic calming measures.
- Pedestrian and cyclist infrastructure: the current shared path is considered inadequate. Concerns were also raised about fast-traveling cyclists. The installation of a new pedestrian crossing and an investigation into a bi-directional cycleway in Martins Avenue were suggested.

Council officers recommend that between Ocean Street and Wellington Street, in Martins Avenue and Edward Street, a larger scope review is required as a separate project to the LATM. Council recently approved the Bike Strategy, which re-establishes Martins Avenue as the key link between Bondi Junction and Bondi Beach. As such, a separate project should be considered within the context of the implementation of the Bike Strategy. The scope would need to consider the bicycle route, vehicle speeds, parking, and pedestrian improvements.

Considering the feedback that was received during the consultation, Council officers recommend that the existing Martins Avenue intersection with Ocean Street configuration is retained, with no change to vehicle movements and access.

To address concerns about vehicle speeds at this intersection, officers propose installing rubber speed cushions, as shown in Figure 1, and reviewing the current line markings to visually narrow the road. These measures are expected to effectively slow vehicles and improve safety for pedestrians and cyclists.

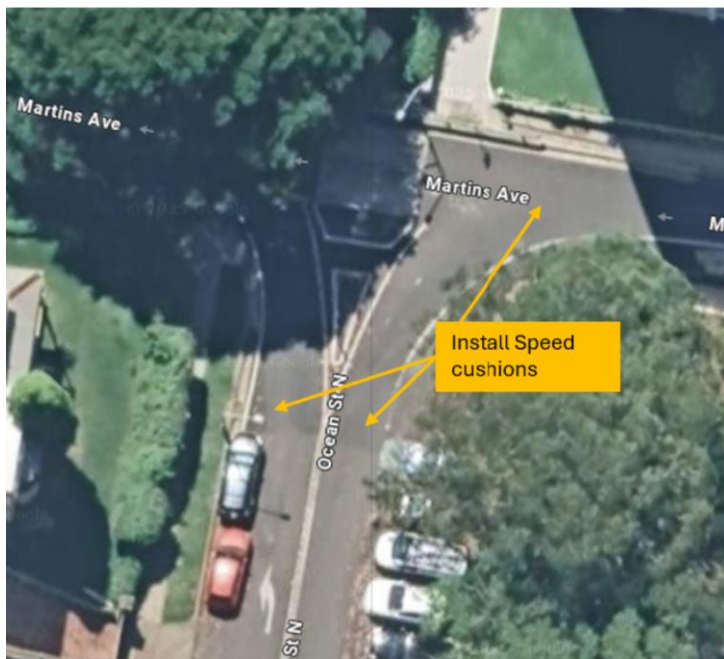


Figure 1. Martins Avenue at Ocean Street design proposal.

Denham Street at Edward Street

Community consultation

From 7 July-5 August 2025, residents in Denham Street, Edward Street and surrounds were invited to comment on a proposed design for this intersection. 107 submissions were received.

The communication and engagement approach to enlist feedback included resident letters, a Have Your Say (HYS) online survey and emails to HYS subscribers, Councillors, relevant Precinct representatives and key staff. Communications to promote awareness focussed on social media, electronic newsletters and the *Wentworth Courier*.

At the close of the consultation a slight majority did not support the upgrade design (53%) and a minority supported the design (43%). Many of those that 'supported' and 'did not support' the design, included major or minor change suggestions, which are detailed throughout Attachment 2 to this report.

Opponents of the upgrade cited concerns about safety, vehicle speed and the design's effectiveness in achieving its goals. Specific feedback included objections to the removal of the pedestrian refuge, suggestions to lower the speed limit to 40 km/h and to install speed humps to slow traffic. Positive feedback often focused on improvements for cyclists.

Recommendations for Denham Street at Edward Street

As a solution and considering the feedback that was received during the consultation, Council officers recommend the following amendments to the design below, also shown in Figure 2:

- Review the additional car parking space in the detailed design phase and only remove if deemed an access issue.
- Retain the pedestrian refuge in Denham Street.
- Install rubber speed cushions in Denham Street at both sides of the intersection to slow vehicles.

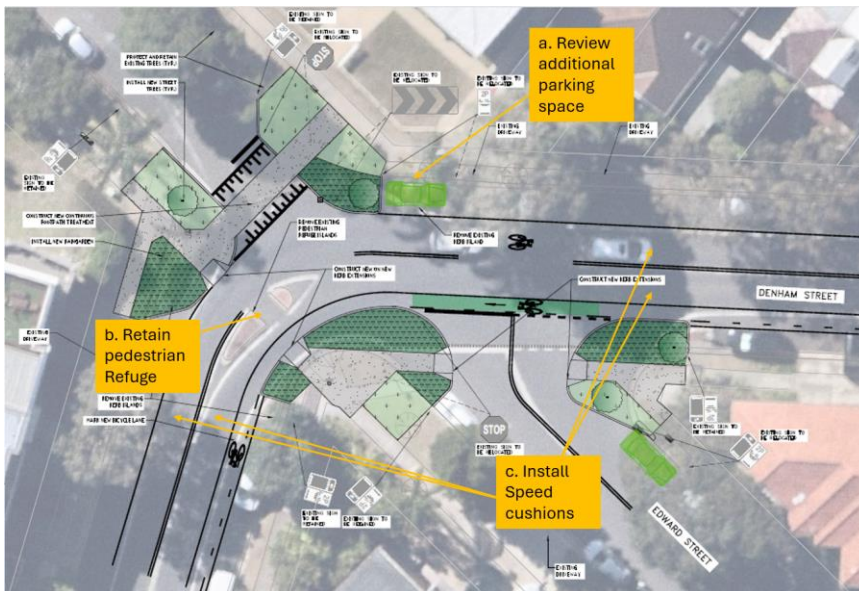


Figure 2. Denham Street at Edward Street design proposal.

Time frame

Next stage of the project

Once approved, Council officers will proceed to procuring a contractor to carry out the works at Martins Avenue at Oceans Street and proceed to detailed design phase for Edwards Street at Denham Street.

Overall project delivery

Concurrently, Council officers continue to refine concept designs, develop community consultation plans and carry out community consultations for the remaining locations.

Wellington Street and Penkivil Street consultations were completed on 21 October 2025 and the outcomes and recommendations will be reported back to Council early 2026.

O'Brien Street at Barracluff Avenue and Blair Street at Wairoa Avenue consultations will commence early 2026, followed by O'Brien Street at Hall Street/Glenayr Avenue.

Wairoa Avenue at Blair Street is included in the LATM scope, concept options are developed and a Review of Environmental Factors with a heritage statement has been prepared.

The Glenayr Avenue at Warners Avenue pedestrian crossing proposal is currently on hold while the Seven Ways area is investigated for flooding issues.

Due to competing priorities for consultation on projects, some consultations have been delayed and the revised date for engagement completion will be June 2026.

5. Financial Impact

Council has numerous road safety initiatives that are under review and in the priority action status. The quantum of these projects and their estimated costs outweigh the budgeted Council available funds of \$200,000 per annum over the Long Term Financial Plan (LTFP).

In development of the LTFP, it was determined that significant funds need to be allocated to deliver the actions of the Walking Strategy and this was accounted for in the unfunded category of the LTFP.

Funding of the program (\$200,000 for 2025-26) will be through the road safety budget allocation in the LTFP (\$2.5m over 11 years) and will also be supplemented with the ongoing annual budget bids, including applying for grants to accelerate the rollout of the projects.

These safety projects can be funded under grant programs such as the Active Transport Program, the Road Safety Program and the Blackspot Program. Council officers will apply for these grants once the projects are approved.

Martins Avenue at Ocean Street

The cost to install speed cushions and line marking is estimated to be \$17,500 (excluding GST). Given the relatively small scale of this proposed treatment, drawdown of the \$200,000 capital works budget will be used to cover the cost of installation.

Denham Street at Edward Street

The existing road safety and traffic calming budget line item within Council's 2025-2026 budget is unable to cover the expected capital cost to deliver the Denham Street at Edward Street concept design. As such, funding for this project will be sought through grants, such as the Safer Local Road Infrastructure Program (SLRIP) and Get NSW Active. Council has already included the project in the most recent SLRIP funding tranche, which if successful would provide up to 50% funding. Depending on the outcome, funding the project in the 2026-27 Capital Works Program will be considered.

6. Risks/Issues

As noted above, and subject to approval, the Denham Street at Edward Street project is currently unfunded. Council officers continue to submit projects under multiple applicable grant programs. The programs are typically oversubscribed and are highly competitive. Unfortunately, most grant funding program evaluation criteria also defer to crash history as a key prioritisation parameter or otherwise defer to higher-level Council strategic policy to understand network-level contributions. This project satisfies the latter condition of being identified in a strategic document and as such may be viewed favourably. The delivery schedule is unknown at this stage.

7. Attachments

1. Bondi LATM - Martins Avenue and Ocean Street - Consultation Report - August 2025 [↓](#)
2. Bondi LATM - Denham Street and Edward Street - Consultation Report - August 2025 [↓](#) .

BONDI LATM

MARTINS AVENUE AND OCEAN STREET



Community Consultation Report

August 2025



WAVERLEY
COUNCIL

Waverley Council acknowledges the Bidjigal, Birrabirragal and Gadigal people, who traditionally occupied the Sydney Coast, and we pay respect to all Aboriginal and Torres Strait Islander Elders both past and present.

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This report was prepared by Charlie Baker, Engagement Officer

Executive Summary

Since May 2021, there has been a Council directive to address community concerns regarding traffic and safety in around the Bondi area.

As a result of initial planning, preliminary investigations, community consultation, and further technical work completed by GHD, (a professional services company that specializes in engineering, architecture & construction), as well as council staff to workshop possible solutions - seven locations were identified as priorities for traffic calming. This included the intersection of **Martins Avenue and Ocean Street**.

Therefore, from 7 July – 5 August 2025, residents in Martins Avenue and Ocean Street and surrounds, were invited to comment on a proposed design for this intersection. 107 submissions were received.

The communication and engagement approach to enlist feedback included resident letters, a Have Your Say (HYS) online survey and emails to HYS subscribers, councillors, relevant precinct representatives and key staff. Communications to promote awareness focussed on social media, electronic newsletters and the Wentworth Courier.

At the close of the consultation a majority did not support the upgrade design (77.6%) and a minority supported the design (22.4%). Many of those that ‘supported’ and ‘did not support’ the design, included major or minor change suggestions which are detailed throughout the report.

Based on the feedback from the community, it is recommended that Council investigate the opposing concerns of residents - to see if any suggestions are viable to implement - while also seeking to consider the comments of those in support of the upgrade.

Project Background

We want our local streets to be safe and fit for purpose. They need to meet the needs of residents and other users, whether you are a pedestrian, bike rider, public transport user, have a personal vehicle, or drive a service/delivery vehicle.

To help us achieve this goal, the Bondi Local Area Traffic Management (LATM) Project began following a Waverley Council resolution in May 2021.

Some initial planning and preliminary investigations were completed. Then in August 2022, to address broader traffic and pedestrian concerns within Waverley, a community consultation was conducted in November that year.

Residents were asked for feedback on road safety, parking, pedestrian movements and bike riding in the local area.

Around 350 responses were submitted to Council. This valuable feedback then formed part of a subsequent study and treatment report by GHD Consultancy Group.

Last year, council staff reviewed and workshopped the traffic calming recommendations by GHD Consultancy Group. These workshops refined the proposed treatments, considered how implementing these practically would work, and ensured any changes would align with Council’s broader objectives.

Engagement in the Bondi LATM will be rolled out in stages - starting July 2025, with Denham and Edward Streets to be the first community consultation to commenced, followed by **Martins Avenue and Ocean Street**.

Community Engagement and Communications

In accordance with Waverley Council's adapted IAP2 model of engagement, three methods were employed to gather community feedback: Inform, Consult, Involve.

1. Online survey on the *Have Your Say* (HYS) platform
2. Emails to latm@waverley.nsw.gov.au
3. Resident letters

A multi-communication channel approach was used to reach and encourage residents to participate.

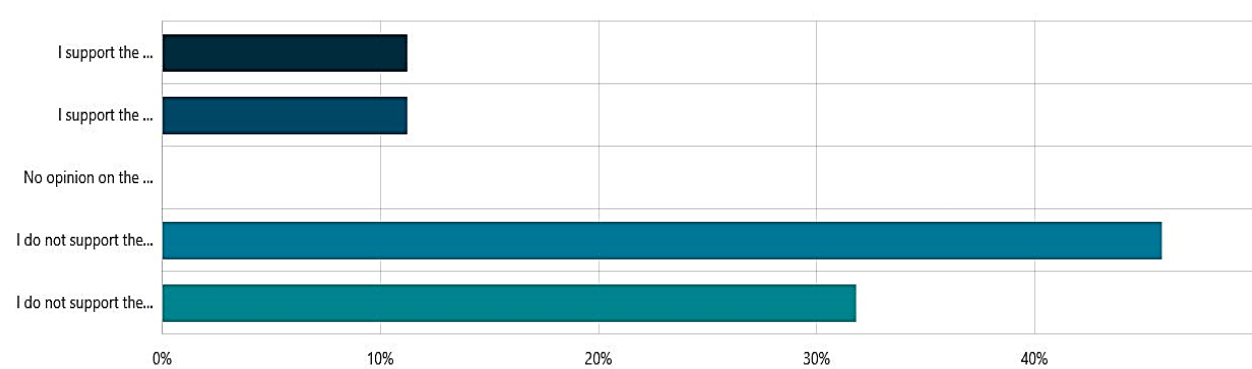
ENGAGEMENT	AUDIENCE	OVERVIEW
Have Your Say Online Survey	250 page views	The engagement method was primarily aimed at directing people to the survey on Have You Say. There were 107 online completed surveys and 878 unique visitors to the HYS page. There are 80 followers of the Bondi LATM overall project.
Emails From Community	10	10 emails were received at latm@waverley.nsw.gov.au during the Ocean and Martins engagement.
COMMUNICATIONS	AUDIENCE	OVERVIEW
Resident Letters	1125	2257 non-addressed resident letters were distributed via APA (Advertising Printing Australia) GPS tracking was provided. The letters contained a QR code for the <i>Have Your Say</i> Bondi LATM landing page, with 125 scans in total. This was during the consultation periods for both Denham/Edward and Martins/Ocean.
Social Media	Total views 7616	A general Bondi LATM launch campaign was conducted: Facebook Post – Impressions 5,797, Engagements 58, Links clicked 50. Instagram Story – Impressions 1,819, Engagements 13 and Links clicked 59. Engagements 7.
Wentworth Courier	36,000	An article as part of the Mayor's Message was included in the 16/7/25 edition.
Waverley Weekly (WW)	29,878	An article was included in the 15/7/25 digital edition. WW impressions:29,878, Overall WW clicks, 245 Bondi LATM clicks,167. More information is on page 7.

** The promotion of the initial two consultations were grouped together and promoted minimally across our channels. However the Waverley Weekly feature was the most clicked feature of the week and the Facebook post generated much more engagement than an average post. The sentiment of comments on the Facebook post was negative, generating complaints about other dangerous roads across the LGA (which could potentially be captured as part of the consultation. In upcoming LATM consultations we will proactively monitor comments, encouraging residents to use HYS to share feedback and pass on queries and comments to the project team as they come up.

Engagement – Have Your Say (HYS) Survey Questions

1. Please take a few moments to complete this short survey on the proposed design for Martins Avenue and Ocean Street. *Required*
- I support the design. No changes
 - I support the design. Minor changes needed
 - No opinion on the design
 - I do not support the design. Major changes needed
 - I do not support the design with or without changes
2. General comments on the proposed design. *Optional*

Engagement – Have Your Say (HYS) Survey Results



- 77.6% of respondents did not support the design
- 32% did not support the design either with or without changes
 - 46% of respondents had major change suggestions.
- 22.4% of respondents supported the design
- 11.2% of respondents had no change suggestions
 - 11.12% making suggested changes.

Survey respondents NOT SUPPORTIVE of the proposed design

Overall, 77.6% respondents were ‘not supportive’. They thought the proposed design did not address the key issues of concern to the community. Respondents believe that it would create additional traffic pressures and minimal capacity for overflow that will make it more difficult for residents to travel.

Some residents raised concerns that the proposed changes “...will further intensify congestion, particular during peak hours and push local traffic onto smaller resident streets instead of using the appropriate main roads like Wellington and Penkivil Streets.”

“Increased traffic on Martins Avenue and adjacent streets will inevitably raise noise levels, especially during early mornings and evenings. The new layout also reduces the efficiency of on-street parking, and although it adds one new space, this is negligible compared to the broader disruption and congestion it will cause. Residents are already facing parking challenges, and this change will make that worse.”

“These changes will erode the liveability of the area. Residential streets like Martins Avenue should not serve as alternative thoroughfares for vehicles avoiding Bondi Road congestion. The current plan prioritises car movements without adequate regard for the quality of life, safety, and convenience of residents.”

Another respondent commented that the proposed design appears to be a “...well-meaning attempt at traffic calming, but it will divert and intensify traffic where it doesn’t belong, worsen existing congestion, and reduce local safety and amenity. I urge the Council to reconsider this design and to work collaboratively with the community on a solution that genuinely improves safety and traffic flow without creating new, avoidable problems for residents.”

Another commented that “...the removal of the existing pedestrian refuge and kerb ramps, combined with altered traffic flows and vehicle behaviour, will make Ocean Street less safe for both pedestrians and cyclists. The changes may also confuse drivers unfamiliar with the new layout, increasing the likelihood of near-misses or accidents. Raised intersections and modal filters alone are not sufficient to guarantee cyclist or pedestrian safety when car volumes increase because of misdirected traffic.”

**** Transcript of all comments is available in the Excel spreadsheet.**

Survey respondents SUPPORTIVE of the proposed design

Of the 22.4% submissions supportive of the proposed design, six respondents contributed minor change suggestions. Most of the supportive respondents agreed to adding PS-2 bicycle symbols to the vehicle lanes to make it very clear that bikes and vehicles need to share the road. For example, “The bicycle symbols in the centre of the Martins Ave westbound travel lane, between Simpson and Ocean Streets North need to be restored.”

“The bicycle symbols in the centre of the Martins Avenue westbound travel lane, between Ocean Street North and Penkivil Street, need to be restored.”

“A bicycle expected sign should be installed below the Left Turn Only sign - for westbound travel entering the separated bike lane.”

Another respondent suggested “...introducing introduce a 30 km/h speed limit to improve cyclist safety and reduce vehicle speeding travelling uphill from Wellington Street up towards Martins Avenue safer.

Another respondent highlighted that Council should “...consider using the gained parking space to create an on-street parking corral for shared bikes, or secure storage for bicycles owned by residents living in apartments.”

Interestingly one commenter who is in favour of the proposed design, suggested that “...Council expanding Residents Parking Area Zone 4 to include Martins Avenue. Alternatively create a new Residents Parking Zone.”

**** Transcript of all comments is available in the Excel spreadsheet.**

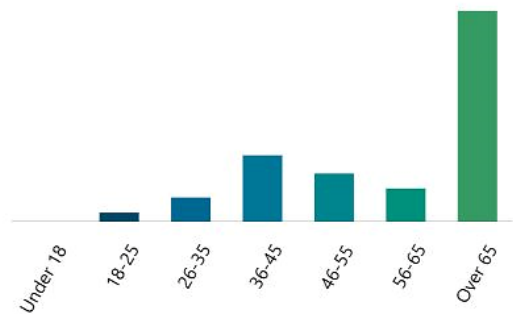
Emails

A small number of emails were received both supportive, - but largely unsupportive, of the proposed design. It is recommended that these be considered along with the quantitative data submitted via the Have Your Say survey. BIKEast and Bicycle NSW sent submissions on the project via email. These organisations were supportive of the proposed changes, while adding specific suggestions for improvements. BIKEast noted that the intersection of Martins Avenue and Ocean Street was a critical part of area’s bike route. (See attachments to this report.)

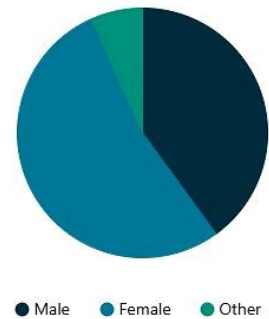
It is recommended that these submissions are considered with this project and forwarded to the project team working on the *Bike Strategy and Action Plan*, for review.

Respondents and referrers

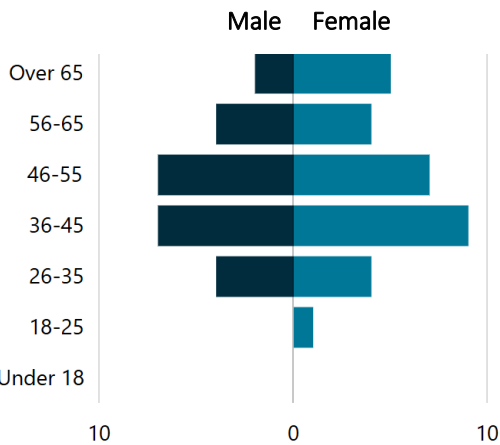
Age groups



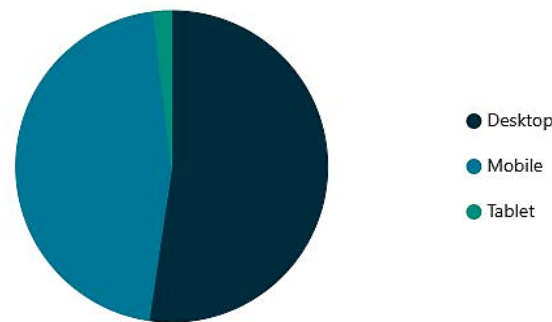
Gender



Member gender by age



Referrers



The data on this page is helpful to know the gender and age breakdowns of respondents. It can also help to inform project discussions and considerations.

Referrer types show what was used to complete the survey directly.

Social Media

The initial two consultations (Martins Avenue & Ocean Street and Denham & Edward Streets) were grouped and promoted minimally across our channels.

However, the Waverley Weekly feature was the most clicked (245) of the week (15/7/25) and the Facebook post generated much more engagement than an average post.

The sentiment of comments on the Facebook post was negative, generating complaints about other dangerous roads across the Local Government Area (which could potentially be captured as part of the consultation).

In upcoming LATM consultations we will proactively monitor comments, encouraging residents to use HYS to share feedback and pass on queries and comments to the project team as they come up.

Conclusions and Recommendations

Community feedback indicates that most respondents (77.6%) did not support the proposed design upgrade for Martins Avenue and Ocean Street, with only (22.4%) in favour.

Those opposed raised concerns that the design does not adequately address existing traffic issues and is likely to increase congestion and pressure on local streets. Respondents also highlighted potential reductions in liveability, safety, and amenity, noting that the current plan prioritises vehicle movements over residents' quality of life.

Given the significant proportion of community members opposed to the proposal, it is recommended that Council officers carefully review and respond to both individual and collective concerns, before progressing to detailed design phase.

It is recommended that the Have Your Say web page include a project update when available. There currently 80 followers on the Bondi LATM landing page, indicating a reasonable level of interest in the project.

Resident Letter



Our ref: A23/0730

**Re: Bondi Local Area Traffic Management Community Consultation –
Martins Avenue and Ocean Street (intersection)**

Dear resident / business owner

Waverley Council invites you to 'Have Your Say' during the Bondi Local Area Traffic Management (LATM) Community Consultation – Martins Avenue and Ocean Street (intersection). Feedback is open from **7 July to 5 August 2025**.

Background information

During 2022, residents in and around Bondi and Bondi Beach were asked to identify issues and concerns regarding traffic safety, parking, pedestrian and bike riding movements. This community consultation resulted in quality feedback that was used in a subsequent Local Area Traffic Study Management study commissioned by the Council.

This study investigated the existing road network and traffic management facilities and provided recommendations - at locations of high concern and need - to improve the road environment for vulnerable road users and manage traffic operations, as well as increase the quality, amenity and safety of community space. In conjunction with this, traffic calming measures in seven locations in and around Bondi were also recommended to the Council for review.

Designs for these seven areas have now been developed, and we invite you to visit the Bondi LATM Have Your Say webpage and give feedback about the proposed design for Martins Avenue and Ocean Street (intersection), one of the key locations identified for Council attention.

Key concerns in this location include:

- General safety and movement for pedestrians, bike riders and vehicles
- High volumes of vehicular traffic
- Vehicle speed negotiating the intersection

Waverley Council

PO Box 9, Bondi Junction NSW 1355
ABN: 12 502 583 608

Customer Service Centre

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Contact us

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Proposed design and traffic calming

The proposed traffic calming measures and safety upgrade for the Martins Avenue and Ocean Street (intersection) include:

- Removal of existing pedestrian refuge island, kerb ramps and speed hump
- Narrowing travel lanes to slow vehicles and increase safety for pedestrians crossing the intersection
- Construction of a raised intersection treatment
- Modification of traffic flow on Martins Avenue to left only at Ocean Street with a modal filter for bike users to continue west along Martins Avenue. (A modal filter is traffic calming measure that restricts certain types of pass-through movements from vehicles. Typically, it will improve safety and amenity for pedestrians and bike riders.)
- New median and 'No U-turn' sign in Ocean Street
- Three additional street parking spaces on Martins Avenue
- New landscaping and beautification work including garden beds, plants and trees

Visit Have Your Say (<https://haveyoursay.waverley.nsw.gov.au/bondi-latm>) to see the concept design, more details and complete the survey. You can also scan the QR code below. For further enquiries email latm@waverley.nsw.gov.au or call 9083 8000.

We look forward to your feedback.

Amanda Tipping
Senior Project Manager
Infrastructure Services
Waverley Council

To submit your
feedback, please scan
the below QR code.



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BONDI LATM

DENHAM STREET AND EDWARD STREET



Community Consultation Report

August 2025



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This report was prepared by Leigh Pitkethly, Engagement Officer

Executive Summary

Since May 2021 there has been a Council directive to address community concerns regarding traffic and safety around the Bondi, Bondi Beach and North Bondi areas.

As a result of initial planning, preliminary investigations, community consultation, and further technical work completed by GHD, (a professional services company that specializes in engineering, architecture & construction), as well as council staff to workshop possible solutions - seven locations were identified as priorities for traffic calming. This included the intersection of Denham Street and Edward Street.

Therefore, from 7 July – 5 August 2025, residents in Denham Street, Edward Street and surrounds, were invited to comment on a proposed design for this intersection. Thirty submissions were received.

The communication and engagement approach to enlist feedback included resident letters, a Have Your Say (HYS) online survey and emails to HYS subscribers, councillors, relevant precinct representatives and key staff. Communications to promote awareness focussed on social media, electronic newsletters and the Wentworth Courier.

At the close of the consultation a slight majority did not support the upgrade design (53%) and a minority supported the design (43%). Many of those that 'supported' and 'did not support' the design, included major or minor change suggestions which are detailed throughout the report.

Based on the feedback from the community, it is recommended that Council investigate the opposing concerns of residents - to see if any suggestions are viable to implement - while also seeking to consider the comments of those in support of the upgrade.

Project Background

We want our local streets to be safe and fit for purpose. They need to meet the needs of residents and other users, whether you are a pedestrian, bike rider, public transport user, have a personal vehicle, or drive a service/delivery vehicle.

To help us achieve this goal, the Bondi Local Area Traffic Management (LATM) Project began following a Waverley Council resolution in May 2021.

Some initial planning and preliminary investigations were completed. Then in August 2022, to address broader traffic and pedestrian concerns within Waverley, a community consultation was conducted in November that year.

Residents were asked for feedback on road safety, parking, pedestrian movements and bike riding in the local area.

Around 350 responses were submitted to Council. This valuable feedback then formed part of a subsequent study and treatment report by GHD.

Last year, council staff reviewed and workshopped the traffic calming recommendations by GHD. These workshops refined the proposed treatments, considered how implementing these practically would work, and ensured any changes would align with Council's broader objectives.

Seven locations were identified as priority areas for traffic calming and proposed designs have been completed. Community engagement was identified as the next step.

Engagement in the Bondi LATM will be rolled out in stages - starting July 2025 - and the community has been invited to submit feedback on locations open for consultation during this time.

Community Engagement and Communications

In accordance with Waverley Council's adapted IAP2 model of engagement, three methods were employed to gather community feedback:

1. Online survey on the *Have Your Say* (HYS) platform
2. Emails to latm@waverley.nsw.gov.au
3. Resident letters

A multi-communication channel approach was used to reach and encourage residents to participate.

ENGAGEMENT	AUDIENCE	OVERVIEW
Have Your Say Online Survey	250 page views	The engagement method was primarily aimed at directing people to the survey on Have You Say. There were 30 online completed surveys and 250 unique visitors to the HYS page. There are 30, page followers.
Emails From Community	22	22 emails were received at latm@waverley.nsw.gov.au
COMMUNICATIONS	AUDIENCE	OVERVIEW
Resident Letters	1125	1125 non-addressed resident letters were distributed via APA (Advertising Printing Australia) GPS tracking was provided. The letters contained a QR code for the Have Your Say page with 125 scans in total.
Social Media	Total views 7616	A general Bondi LATM launch campaign was conducted: Facebook Post – Impressions 5797, Engagements 58, Links clicked 50 Instagram Story – Impressions 1819, Engagements 13 and Links clicked 59. Engagements 7
Wentworth Courier	36,000	An article in the Mayor's Message was included in the 16/7/25 edition.
Waverley Weekly	29,878	167 unique clicks

** The promotion of the initial two consultations were grouped together and promoted minimally across our channels. However the Waverley Weekly feature was the most clicked feature of the week and the Facebook post generated much more engagement than an average post. The sentiment of comments on the Facebook post was negative, generating complaints about other dangerous roads across the LGA (which could potentially be captured as part of the consultation. In upcoming LATM consultations we will proactively monitor comments, encouraging residents to use HYS to share feedback and pass on queries and comments to the project team as they come up.

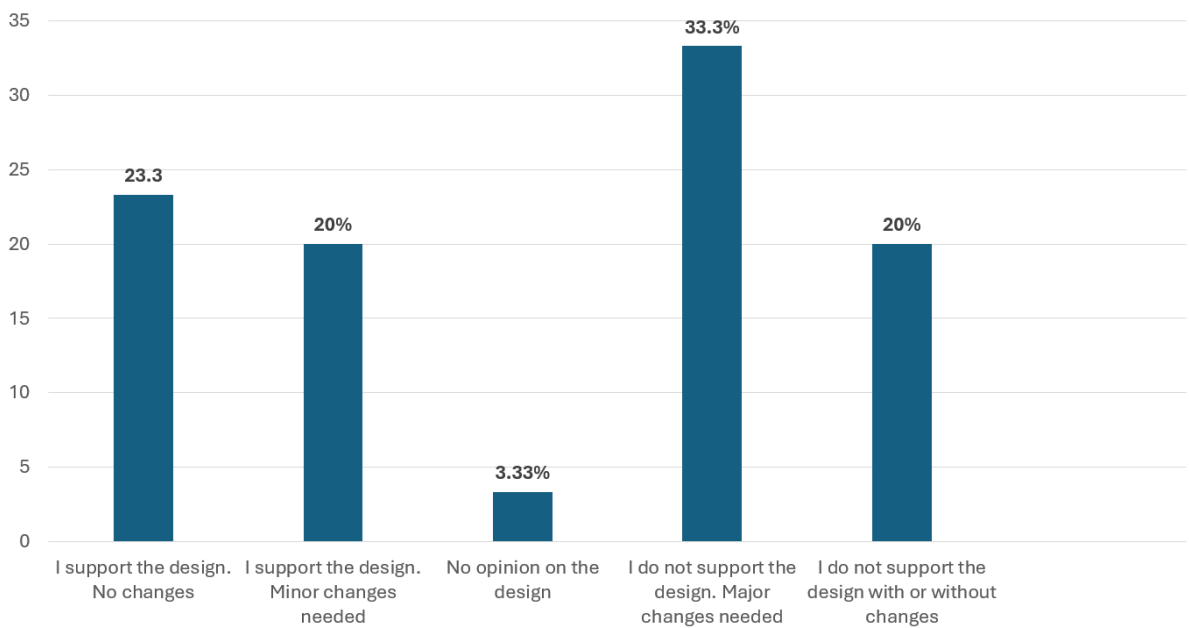
Engagement – Have Your Say Survey Questions

1. Please take a few moments to complete this short survey on the proposed design for Denham Street and Edward Street (intersection). *Required*

- I support the design. No changes
- I support the design. Minor changes needed
- No opinion on the design
- I do not support the design. Major changes needed
- I do not support the design with or without changes

2. General comments on the proposed design. *Optional*

Engagement – Have Your Say Survey Results



53.3% of respondents did not support the design.

- 20% did not support the design either with or without changes
- 33.3% of respondents had major change suggestions.

43.3% of respondents supported the design

- 23.3% of respondents had no change suggestions
- 20% making suggested changes.

3.33% had no opinion on the design

Survey respondents NOT SUPPORTIVE of the proposed design

Overall, respondents ‘not supportive’, said that the proposed design did not address the key issues of concern to the community. They did not support the removal of the pedestrian island, believed that vehicle speeds would not be addressed by the changes, and did not agree with the location of the crossing, which is proposed for Edward Street. Others believed generally that the traffic situation could be made worse.

Some residents thought that the more pressing safety concerns were with Denham Street. For example, *“I can see you propose a new pedestrian crossing on Edward St. However, Edward Street is not an issue. It's the crossing over Denham Street that needs a safer pedestrian pathway.”* And *“I don't support the location of the proposed crossing on Edward St. A new crossing is required on Denham St that has good sight lines to oncoming vehicles.”* “These measures do not address the major problem of speed on Denham Street, something that would seriously affect any users of a new cycle.”

Pedestrian safety is a concern and there were mixed views on the removal of the pedestrian island. For example, *“Removing the pedestrian refuge will likely increase the speed at which cars drive down the hill and cut the corner.”* And *“It looks like you wish to remove the traffic island, which was the only refuge for our kids, as they were navigating poor visibility and speeding cars on Denham St downhill.”* Conversely, another said, *“I support the removal of the existing pedestrian crossing sitting on the bend of Denham St - such a hazard as cars come around the bend and can't see you in time.”*

Vehicle speed is a major concern of respondents with some viewing the design as not addressing the speed for example: *“Without the island, how can anyone cross safely. The intersection at the top of the hill should be addressed at the same time.”* And *“These measures do not address the major problem of speed on Denham Street, something that would seriously affect any users of a new cycle (path). “Please maintain some form of traffic slowing device on Denham Street heading north down the hill. Removing the pedestrian refuge will likely increase the speed at which cars drive down the hill and cut the corner.”*

Parking and cycle lanes /activity were mentioned briefly in these comments: Though not to the extent or with the detail of other concerns. It is recommended that council staff consider the parking and bicycle comments as they also relate to other traffic projects. For example, the *Bike Strategy and Action Plan* and the *Resident Parking Scheme Review*.

Emails

Most emails to the project email inbox were from people that did not support the proposed traffic upgrade.

The residents of properties from 62 – 70 Denham Street were strongly opposed to the proposed design and submitted their responses to Council through the survey and via individual and collective email feedback documenting their concerns in detail. They also seek to speak with council officers in person.

The residents of 68 Denham Street also reviewed the GHD report, Bondi Local Area Traffic Methodology Study, and provided a review of this as it relates to the proposed changes.

Survey respondents **SUPPORTIVE** of the proposed design

Of the 43.3% submissions supportive of the proposed design, six respondents contributed minor change suggestions.

Interestingly, the majority of these included supportive bicycle /bike considerations. For example, *“Add more PS-2 bicycle symbols to the vehicle lanes to make it very clear that bikes and vehicles need to share the road. The uphill bicycle lane should be widened to make it more comfortable to use.”*

“The uphill-only bike lane is a major improvement for safety. Encouraging bike riders out of the door zone in the downhill direction and giving them enough space in the uphill direction is very important. Well done.”

And *“A bicycle symbol should be added to the centre of the Denham St vehicle lane before the Edward St intersection. The bicycle lane and parking lane marking on Denham St should extend to the intersection with Francis St intersection. Council should investigate the possibility of widening the uphill bicycle lane in Denham St. Council should consider creating an on-street parking corral for dockless shared bikes in one of the spaces gained for parking.”*

Another respondent thought that the design offered overall improvement but, *“...it offers no safety for pedestrians crossing Denham St parallel to Edward on the north side of Edward. I have occasionally assisted elderly people cross there and it's hairy - and that is with the pedestrian island.”*

Another commenter considered the aesthetics of the upgrade. *“The proposal will make the intersection much more attractive and improve safety.”*

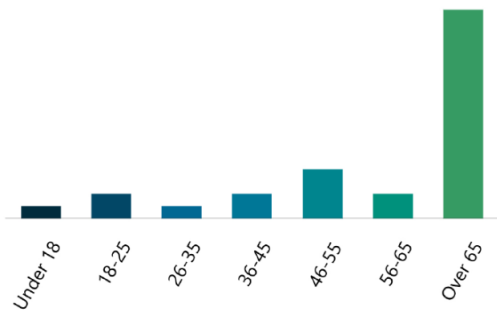
Emails

BIKEast and Bicycle NSW also sent submissions on the project via email. These organisations were supportive of the proposed changes, while adding specific suggestions for improvements.

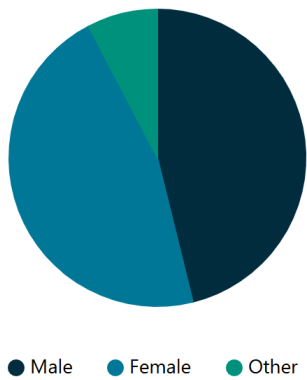
It is recommended that these submissions are considered within this project and forwarded to the project team working on the *Bike Strategy and Action Plan* for review.

Respondents and referrers

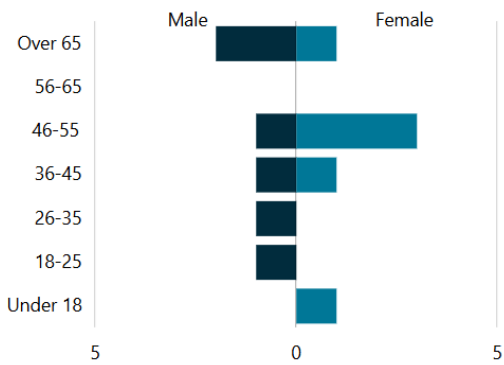
Age groups



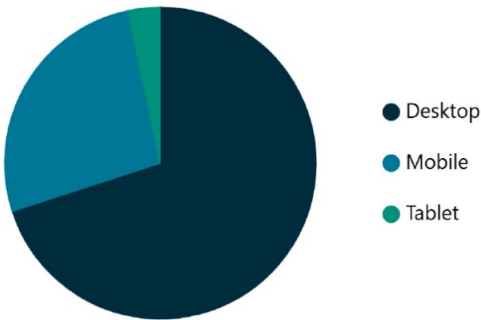
Gender



Member age



Referrers



The data on this page is helpful to know the gender and age breakdowns of respondents. It can also help to inform project discussions and considerations.

Referrer types show what was used to complete the survey directly. In this case a desktop was the primary tool used to access the Have Your Say survey.

Conclusions and Recommendations

A slight majority of respondents do not support the proposed design upgrade for the Denham and Edward Streets intersection. This is not a large disparity, with **53.3% unsupportive** and, conversely, **43.3% in favour** of the plans

Those that object to the upgrade, cite safety, speed and limitations on the design to achieve the desired outcome. Removing the pedestrian refuge concerned some respondents. Some feedback noted that Denham was the primary street of concern and not Edward Street which incorporates the raised CFT.

Based on community feedback, there is slightly less support for the upgrade than there is agreement with the proposed designs.

It is recommended that Council officers review and consider the individual and collective concerns of locals and prepare a report to council with relevant amendments to the proposed design



Our ref: A23/0730

**Re: Bondi Local Area Traffic Management Community Consultation –
Denham Street and Edward Street (intersection)**

Dear resident / business owner

Waverley Council invites you to 'Have Your Say' during the Bondi Local Area Traffic Management (LATM) Community Consultation – Denham Street and Edward Street (intersection). Feedback is open from **7 July – 5 August 2025**.

Background information

During 2022, residents in and around Bondi and Bondi Beach were asked to identify issues and concerns regarding traffic safety, parking, pedestrian, and bike riding movements. This community consultation resulted in quality feedback that was used in a subsequent LATM study commissioned by the Council.

This study investigated the existing road network and traffic management facilities and provided recommendations - at locations of high concern and need - to improve the road environment for vulnerable road users, manage traffic operations, as well as increase the quality, amenity, and safety of community space. In conjunction with this, traffic calming measures in seven specific locations in and around Bondi were also recommended to the Council for review.

Designs for these seven areas have now been developed, and we invite you to visit the Bondi LATM Have Your Say webpage and give feedback about the proposed design for Denham Street and Edward Street (intersection), one of the key locations identified for Council attention.

Key concerns in this location:

- A combination of higher traffic volume and speeds compared to surrounding areas
- Higher fatality and serious injury probability risk (FSI) compared to surrounding areas
- Poor visibility of pedestrians potentially crossing using the median treatment are present
- Poor visibility for the right-hand turn into and turn out of Edward Street

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Proposed design and traffic calming

The proposed traffic calming measures and safety upgrade for the Denham Street and Edward Street intersection include:

- New continuous footpath on Edward Street (north) and new reinforced concrete footpath
- Narrowing of travel lanes with new line marking to slow traffic speeds
- Removal of existing pedestrian island and kerb islands
- New separated bicycle lane line marking for the intersection
- New landscape and beautification work including rain gardens, planting, and trees
- Two additional street parking spaces.

Visit Have Your Say (<https://haveyoursay.waverley.nsw.gov.au/bondi-latm>) to see the concept design, more details and complete the survey. You can also scan the QR code on this page. For further enquiries email latm@waverley.nsw.gov.au or call 9083 8000.

We look forward to your feedback.

Amanda Tipping
Senior Project Manager,
Infrastructure Services
Waverley Council

To submit your
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REPORT
PD/5.5/25.11

Subject: Public Domain Tree Damage Management Strategy - Adoption

TRIM No: A22/0383

Manager: Sharon Cassidy, Director, Assets and Operations

Director: Sharon Cassidy, Director, Assets and Operations

RECOMMENDATION:

That Council:

1. Notes:
 - (a) The update on the outcomes of the Public Domain Tree Inventory Project, as set out in the report.
 - (b) The current limited framework outlined in the Tree Management Policy for public domain tree removal and replacement.
2. Adopts the Public Domain Tree Damage Management Strategy, as set out in the report, including defining a tree's extreme damage to public infrastructure or private property as equating to:
 - (a) The value of the tree—for significant trees or trees with heritage, community or cultural value.
 - (b) 50% of the value of the tree—for all other trees.

1. Executive Summary

This report provides an overview of the framework to manage trees in the public domain and update on the key outcomes of the Public Domain Tree Inventory project. The report proposes a strategy for public domain tree damage management for trees posing risk of personal injury, as well as trees posing risk of damage to public infrastructure or private property. Officers recommend defining extreme damage to public infrastructure or private property as equating to the value of a tree for significant trees or trees with heritage, community or cultural value, and 50% of the value of the tree for other trees, using best practice methodology to determine the value.

2. Introduction/Background

Council's Tree Management Policy (TMP) adopted in 2022 provides the framework for the management of all trees within the Waverley local government area (LGA).

Trees play a critical role in the urban environment. They provide cooling benefits, improve the aesthetics of our parks and streetscapes, improve air quality, provide habitat for local biodiversity and have health benefits to the local community. While the benefits are significant, it is important to

recognise, that trees of the wrong species, poor health or growing in an unsuitable location can create risks in Waverley.

A key aspect of tree management in the urban environment is finding a balance between the risks and the benefits that trees offer, to achieve the best outcomes.

The TMP's purpose and objectives are achieved through the implementation of Council's Tree Management Guidelines, adopted in 2022, which outline best arboriculture practice for tree management functions.

Council is committed to tackling climate change, and tree management, planting and protection is one of the simplest and most effective ways. Council has committed to prepare and implement an Urban Greening and Canopy Strategy to apply stronger controls and mechanisms to protect and increase urban greening and enhance climate resilience.

Council completed a Public Domain Tree Inventory (PDTI) project across 2021 and 2022.

The audit:

- Provided an update of our street tree inventory for all street trees including trees in the road verges, road closures and pedestrian areas.
- Established a new inventory of trees in all parks and reserves owned or maintained by Council.
- Created a new Tree Ledger, which provides an image recognition service that can identify and track features of interest e.g. tree growth and canopy over time using aerial surveys. This will help track and forecast greening/canopy targets, along with monitoring trees at an individual scale.
- Provided the data to establish Council's street and park trees map on our GIS platform.
- Included canopy change mapping to identify losses and gains across the public and private domain.
- Informs our tree removal and replacement program.

See Attachment 1 for details.

Approximately 15,800 trees in the public domain were assessed in the PDTI with approximately 12,900 of these being street trees. 37 trees were identified for removal, which was immediately actioned, and 461 trees were rated 'high priority' for works required (works included deadwood removal, canopy lift, risk reduction pruning and even mulching). The high- and medium-risk rating works have been actioned and those with a low-risk rating are ongoing.

There are 362 different species of street tree across Waverley LGA. The most common species include Weeping Bottle Brush (*Callistemon viminalis*) at 12.5%, Coast Banksia (*Banksia intergrifolia*) at 8.8%, and Broad-Leaved Paperbark (*Melaleuca quinquenervia*) at 8.1%. While not as numerous, 2.8% (363) of the street trees across the LGA are Hill's Weeping Fig (*Ficus macrocarpa* var. *hilli*)

3. Relevant Council Resolutions

Meeting and date	Item No.	Resolution
Council 29 April 2025	CM/8.8/25.04	That Council: 1. Notes the 32 recommendations within the 2022 Public Domain Tree inventory and canopy analysis in 2022 and specifically recommendations 11, 12, 13, 15, 16, 17 and 22, which seek to create

		proactive plans for tree maintenance. 2. Officers undertake an operational assessment of the recommendations and prepare a strategy tree management plan which includes: (a) Identification of high-risk trees or those coming to end of life and requiring replacement in the next three years. (b) Investigation of costs for replacing end-of-life/failing trees with mature trees. (c) Proactive assessments to inform tree maintenance activities and schedules to promote tree health and reduce tree loss. 3. Schedules a Councillor briefing on the outcomes and recommendations of the Public Domain Tree inventory and canopy analysis.
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4. Discussion

Context

The TMP details Council's policy position on public domain tree removal and replacement (extract below):

5.6 Public Domain Tree Removal and Replacement

Council will investigate all tree management and mitigation options before recommending or supporting a tree removal.

On Council managed land, Council will replace trees that are removed, including dead trees unless this is not feasible and implement tree planting programs whilst also investigating new planting opportunities.

Tree removal will not be considered for the shedding of leaves, fruit, flowers, reduce animal noise/droppings or to facilitate views.

5.6.1 Visual Tree Assessments

For both public and private trees, Council will conduct Visual Tree Assessments (VTA), a widely accepted arboricultural assessment to determine the current health, structural integrity, useful life expectancy and visible damage of the tree. This will provide a consistent approach in determining pruning request applications, root pruning and tree removal.

A Landscape Significance Assessment may also form part of the criteria when assessing a tree. Some factors include the trees' prominence and contribution to the local amenity.

5.6.2 Emergency Situations

Where the risk is immediate and present at that moment to human life or substantial property damage, priority will be given in the pruning/removal of the tree(s).

5.6.3 Capital Works Programs

For all new or current infrastructure projects Council will continue to preserve tree cover and increase tree plantings. If a tree is required to be removed, then replacement plantings will take place.

5.6.4 Dead Trees

Generally, where a tree has died, it will be removed and replaced with a tree of similar or suitable species.

While clause 5.6.2 ('Emergency Situations') covers risk to human life or substantial property damage, it is not clear what parameters are used to make these decisions. It is proposed to update Council's policy position to provide clarity.

The context for decision-making around tree management and replacement includes:

- Insurance claims from tree damage to private property are increasing.
- Infrastructure upgrade costs from tree damage to public property are increasing.
- Council's public safety risk profile is increasing with damage to public infrastructure; i.e. lifting pavements.
- Ongoing reactive and unbudgeted remediation costs with potential to impact the Long Term Financial Plan (LTFP).

This is a priority sector issue for Council's insurer, Statewide Mutual, which has developed the *Best Practice Manual - Trees and Tree Roots* (SWM Best Practice Manual); see Attachment 2.

A Councillor briefing was held on 23 September 2025 to assist in the development of a Public Domain Tree Damage Management Strategy.

The proposed framework for the strategy is described below.

Public Domain Tree Damage Management Strategy

Strategy 1 - Trees posing risk of personal injury

- Where there is minor or moderate risk, Council officers to refer to the SWM Best Practice Manual to determine methodology for:
 - Infrastructure repairs within the service level agreement.
 - Tree pruning.
- Where there is extreme risk, Council officers remove and replace the identified tree in line with the Street Tree Master Plan for replanting options.

Strategy 2 - Trees posing risk of damage to public infrastructure or private property

Council officers will employ the following methodology to manage tree damage based on whether the damage is identified as minor, moderate or extreme. Detail on the appropriate risk management treatments are detailed in Attachment 2.

A summary of risk management treatments is provided below.

Table 1. Risk management treatments.

Damage	Methodology	Likely Management approach
Minor	Refer to SWM Best Practice Manual	Inspect, monitor, pruning, minor repairs
Moderate	Refer to SWM Best Practice Manual	Pruning, root pruning, root barrier, major repairs
Extreme	Refer to SWM Best Practice Manual	Removal and replace

For Council officers to establish extreme damage, it is proposed to categorise trees in the public domain as follows:

Table 2. Tree categorisation.

Category	Image
1. Significant Trees and trees in Heritage Streets and Landscape Conservation Areas Note: there are approximately 300 Category 1 trees in the public domain.	
2. Trees with heritage, community or cultural value – based on Amenity Value Note: there are approximately 300 Category 2 trees in the public domain.	

3. Other trees Note: there are approximately 12,000 Category 3 trees in the public domain.	
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Where extreme damage is established, the following risk management response is proposed:

- For Category 1 and 2 trees, Council officers will manage tree damage up to the value of the tree to protect the tree or remediate damage.
- For Category 3 trees, Council officers will manage tree damage up to 50% of the value of the tree to protect the tree or remediate damage.

The value of the tree will be calculated using the best practice methodology developed by the City of Melbourne. Under this methodology, the value of the tree would be the amenity value, which is calculated as follows:

$$\text{Value (V)} = \text{Basic Value (\$)} \times \text{Species (S)} \times \text{Aesthetics (A)} \times \text{Locality (L)} \times \text{Condition (C)}$$

It is estimated that based on this methodology, the value of:

- Category 1 trees will be approximately \$150,000 to \$200,000.
- Category 2 trees will be approximately \$100,000 to \$150,000.
- Category 3 trees will be approximately \$30,000 to \$100,000.

While this is current best practice in Australia, it is proposed that valuation methods be continually reviewed and the most appropriate method for Waverley be utilised.

It is proposed to incorporate this strategy into the Tree Management Policy in due course.

5. Financial Impact

Adopting a tree damage management strategy with a defined extreme damage value will mean that more certainty on the annual budget required for tree protection can be made.

It is proposed that an additional \$250,000 per annum be included in LTFP 7.1 to reflect the potential spend on trees in response to damage to public infrastructure or private property. If not utilised, this could be returned to an appropriate reserve to be utilised if the spend in any financial year is higher.

6. Risks/Issues

In an LGA with much reported damage to public and private property due to trees, not having a clear strategy to define extreme damage can result in a perceived lack of transparency in any decision to remove certain trees.

Trees are assessed on a case-by-case basis. While Council's insurance policy will respond to an unexpected loss, if Council chooses not to remove a risk that has led to damage—and is likely to generate future claims—then arguably those circumstances will not be covered by our policy.

7. Attachments

1. PDTI Recommendations Summary [↓](#)
2. SWM Best Practice Manual - Risk Management for Existing Trees [↓](#) .

PDTI Recommendations Summary

Recommendations	Priority	Actions	Comments
1. Review existing and proposed species within the public domain for suitability to environmental conditions and associated management costs	Medium	Investigate and implement tree species that are climate ready	Ongoing
2. Investigate the resilience of the current and proposed public domain trees to climate change <i>Which Plant Where</i> could aid in this selection	Medium	Remove trees species from Councils' tree planting programs that are proven not resilient to climate change	Ongoing
3. Expand planting palettes into a diversified selection of suitable indigenous, native and exotic species which are suited to local conditions and potential climate-related risks	Medium	Investigate and implement adaptable tree species to council tree planting zones and update tree species control documents (STMP, PDTM, DCP)	Ongoing
4. Prepare specific parks species lists and street tree masterplans with consideration to neighbourhood character	Low	Incorporate large shade trees into park masterplans. Our current STMP reflects 8 different planting zones regarding species suitability	Ongoing Update species list at next review
5. Update species lists and share with others across Council and members of the public	Low	Update current tree species control docs. to reflect suitable species that are adaptable to climate change and provide reasoning for change	Ongoing Share with relevant departments and Community
6. Arrange for the immediate removal of dead trees or trees in very poor health or structural condition	High	Review trees identified as requiring removal and replacement within 3 years Implement removal program based on resource availability and priority	All trees presenting moderate to high-risk rating /high priority removed. Currently assessing moderate priority many being actioned through MERIT requests.

Recommendations	Priority	Actions	Comments
7. Revise species selection for planting beneath powerlines and in areas where there are likely to be infrastructure conflicts	High	Ausgrid provides suitable species selection for planting under or near their assets. Incorporate into planting programs	Completed
8. Provide adequate space for public trees and design infrastructure to avoid conflicts with trees	High	Incorporate into initial design planning with input TM and Landscape architects	Ongoing
9. Promote tree health to maximise the ULE of current trees through the use of best practice tree maintenance	Medium	Implement monitoring, maintenance and reporting schedule to provide best practice	Ongoing
10. Consider opportunities for passive irrigation of public trees using stormwater	Low	Current streetscapes upgrades implement passive irrigation and storm water opportunities	Completed
11. Where appropriate, provide replacement trees where any tree is removed	Low	Covered in Councils TMP & TMG	Completed
12. Plan for ongoing regime of new tree planting on vacant sites	Medium	Public Domain Tree Inventory provided guidance on vacant sites for suitable tree planting	Ongoing
13. Prepare a succession plan (including community consultation) for public trees in high profile areas	Medium	PDTI provides Useful Life Expectancy data on all trees. This can provide guidance to remove and replacement programs (consultation through Councils media platforms)	Under review
14. Promote best practice stock selection, formative pruning and planting and establishment practices to promote tree health and reduce losses to the tree population	Low	All tree stock is procured under Australian standards Planting, establishment & formative pruning	Completed Resource dependent



PDTI Recommendations Summary

Recommendations	Priority	Actions	Comments
15. Consider the maintenance of deadwood and branches as a core maintenance program	Low	Implement pro-active maintenance pruning programs	Resource and cost dependent
16. Develop a tree maintenance program (both proactive and reactive) to promote tree health and reduce losses to the tree population	Medium	Implement pro-active maintenance pruning programs Reactive pruning ongoing	Resource and cost dependent Ongoing
17. Program street tree planting in areas with low canopy cover, high numbers of trees with a ULE of less than 10 years and with high number of vacant sites	High	PDTI identified vacant sites, the use of tree ledger data can be used to determine areas of canopy cover	Can be achieved but requires Council to approve a mandate to plant
18. Investigate alternatives to planting beneath powerlines including In-road plantings	Low	Incorporate and implement in infrastructure/streetscape upgrades	Single plantings in roadways are expensive and require larger excavation to accommodate structural tree cells (cost prohibitive)
19. Bundling of overhead wires in significant streets Waverley Council Public Domain Tree Inventory and Canopy Analysis 62	Low	Investigate significant landscaped street with high canopy cover	Would require Council and Ausgrid consent
20. Seeking development contributions for bundling overhead wires	Low	Communicate the benefits to developers	Requires planning agreement
21. Implement urgent tree pruning within next 9 months of trees with high, very high and urgent priority	High	Review trees identified as requiring urgent works. Implement maintenance program based on resource availability and priority.	Completed

Recommendations	Priority	Actions	Comments
22. Improve proactive tree maintenance regimes	Low	Implement pro-active maintenance pruning programs	Resource and cost dependent
23. Work with others across Council to manage trees as essential assets	Low	Propose change to Council's asset accounting policies to include trees as living assets	Propose review
24. Consider the implications of a significant tree register and the process required to establish and maintain the register including the need for individual and formal assessment for significance	Low	Current STR was updated 2024. The listings are not final, additional trees can be added. The STR will be subject to ongoing review and updates	Ongoing
25. Focus efforts on canopy protection on private lands – via development process	High	Planning controls in DCP provides for any canopy removed, replacement plantings must be of the same canopy size or greater when mature	Ongoing
26. Provide space for deep soils and large trees in public domain and in new developments	High	Ongoing amendments for planning provisions in the DCP to incorporate deep soil ares in new private developments Public Domain deep soil is mainly in parks and reserves	Ongoing Ongoing planting of parks and reserves
27. Monitor canopy over time to assess change and progress towards target	Low	Use of Councils tree ledger and NSW Governments tree canopy data to measure canopy change	Ongoing



PDTI Recommendations Summary

Recommendations	Priority	Actions	Comments
29. Actively manage areas where public trees pose a risk of losses in canopy cover	High	PDTI provides Useful Life Expectancy data on all trees. This can provide guidance on removal and replacement programs	Ongoing
30. Work with strategic planning teams to address canopy losses in the private domain	Low	Planning controls in DCP provides for any canopy removed, replacement plantings must be of the same canopy size or greater when mature	Ongoing
31. Integrate specific canopy targets for different land use types	Low	Council's Urban Greening and Cooling Strategy provides direction on our canopy targets. The DCP provides canopy objectives for different land uses	Ongoing
32. Improve quality of aerial imagery if this method of analysis is desired in the future	Low	Investigate AI or similar platforms to provide ongoing canopy analysis	Under review
28. Target street tree and park tree planting in areas of highest opportunity to maximise canopy growth	Low	PDTI identified vacant sites, the use of tree ledger data can be used to determine areas of canopy cover	Ongoing



SWM Best Practice Manual – Risk Management For Existing Trees

Strategy / Damage	Description
Monitor trip points / Minor	Where no other practical method can be employed to prevent this occurring, a regular trip point inspection program should be instigated, and pavement replaced or repaired as necessary.
Flexible pathways / Minor, Moderate	Use of flexible material such as flexible jointing, bitumen, or rubber compounds (or similar products) for footpaths and tree surrounds, will reduce the occurrence of trip points and may be less expensive and easier than concrete to maintain or replace when necessary.
Re-direct pathways / Moderate	Where space allows, pathways should be re-directed away from trees/tree roots. It may also be beneficial to reduce the newly directed pathway width.
Bridging Footpaths / Moderate	Self-supporting construction methods, such as pier and beam could be used to raise pathways above the roots, allowing for root expansion without damaging the pavement. Timber bridges are an effective option. The pier works must be minimal within the root zone of the tree; therefore, this may have limited application.
Root pruning / Moderate	Small non-structural roots could be pruned on a predetermined basis under the guidance of a qualified arborist, with care to retain the overall root system radius for tree stability and health.
Root barriers / Moderate	In some circumstances root barriers may be useful in deflecting roots away from pavement or services. Impacts to the tree's root system must be considered by an arborist prior to installation.
Directional or Horizontal boring for services / Moderate, extreme	Directional boring rather than open trenching for underground services will greatly reduce public risk as well reducing injury to tree roots. If located deeply, root contact with the pipeline may be minimised as the majority of roots will remain within the top 1 metre of soil (based on a soil with medium texture).
PVC welded piping / Resident repairs	Replacement of old porous clay pipe mains with PVC or polyurethane mainlines will significantly reduce the potential for tree root entry, provided the pipe system is sealed at joints and connections.
Preventative tree maintenance / Moderate	Trees in public areas should be regularly inspected and maintenance, such as dead-wooding and developmental pruning carried out as prescribed. Pruning should always be specified and undertaken in accordance with AS 4373-2007.
Raising pathways / Moderate, Extreme	Where appropriate, pathways could be raised to reduce direct root pressure on the pavement. Soil should have a sandy loam at minimal depth and care must be taken not to build up soil against the trunk of a tree. Removing the old path and retaining the existing base material will reduce the potential to injure tree roots. Care should be taken to shape the new surface without damaging roots to drain water away from the trunk of the tree.
Insulated (ABC) cabling / Ausgrid	Replacement of uninsulated overhead power lines with insulated & bundled cables will reduce both the clearance needed and the pruning costs and severity.
Underground power & communications cables / Ausgrid	The initially high cost of installing power underground may in fact be a practical option when compared with the projected cost of repeated pruning, the risk that this work involves to operators, the negative impact on trees, loss of public amenity and of urban forest economic contributions.

SWM Best Practice Manual – Risk Management For Existing Trees

Strategy / Damage	Description
Diverting services / Utilities	Services could be diverted along roadways, rather than in the nature strip where a valuable stand of trees is present. An alternative is to locate service to footway with least potential for tree planting. Where a full road construction is occurring, this is the opportunity to consolidate services into common trench or isolate them away from tree planting locations.
Diverting kerb/gutter / Moderate, Extreme	When possible, kerb/gutter could be diverted around tree roots or further away from the trunk, creating an island around the tree. Widening of footways along a street, even if only on one side, can create increased space for trees and reduce the potential for interaction with infrastructure.
Enlarging root zone / Moderate, Extreme	Where space allows, a designated area above the root zone of the tree should be enlarged/created to accommodate surface roots. Rather than turf, this area could be formed into a garden bed, mulched or covered with a suitable tree grate.
Formative pruning / Minor, Moderate	Early pruning will reduce the development of structural weaknesses in older trees. Refer to AS4373 <i>Pruning of Amenity Trees</i> .
Remove target / Minor, Moderate	In some situations, it is preferable to remove a potential target, such as a seat rather than to remove a tree in order to abate a hazard.
Remove the defect / Moderate	This could include pruning of live or dead branches or the removal of co-dominant stems.
Tree engineering / Moderate/Extreme	In some cases, cabling may be used to support tree structure or to control the direction of a possible failure. This is highly specialised work and only used where the value of the tree warrants (e.g. Lone Pine at a memorial site).
Tree removal / Extreme	In some situations, it may be preferable to remove a tree. A tree planting program is required to ensure the future urban forest and provide intergenerational equity. This does not mean 'one tree out - one tree in', rather it is a planned and sustainable program of tree planting across the LGA based on the correct tree for the available space.