



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 10 MARCH 2026

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/Leaves of Absence

2. Declarations of Interest

3. Confirmation of Minutes

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4. Mayoral Minutes

5. Reports

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PD/5.9/26.03	Flower Bike Wands - Feasibility Assessment.....	283

6. Urgent Business

7. Closed Session292

The following matters are proposed to be dealt with in closed session and have been distributed to Councillors separately with the agenda:

PD/7.1/26.03 CONFIDENTIAL REPORT - Oxford Street and Spring Street, Bondi Junction
- State Significant Development - Planning Advice

PD/7.2/26.03 CONFIDENTIAL REPORT - Oxford Street and Spring Street, Bondi Junction
- State Significant Development - Direct Negotiation

8. Resuming Open Session294

9. Meeting Closure

CONFIRMATION OF MINUTES PD/3.1/26.03



Subject: Confirmation of Minutes - Strategic Planning and Development Committee Meeting - 10 February 2026

TRIM No: A26/0032

Manager: Richard Coelho, Executive Manager, Governance

RECOMMENDATION:

That Council confirms the minutes of the Strategic Planning and Development Committee meeting held on 10 February 2026 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 20.26 of the Code of Meeting Practice.

Attachments

1. Strategic Planning and Development Committee Meeting Minutes - 10 February 2026 .



**MINUTES OF THE STRATEGIC PLANNING AND DEVELOPMENT COMMITTEE MEETING
HELD AT THE BOOT FACTORY, SPRING STREET, BONDI JUNCTION ON
TUESDAY, 10 FEBRUARY 2026**

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
Tim Sneesby	Acting Director, Planning, Sustainability and Compliance
Ben Thompson	Director, Community, Culture and Customer Experience

A public forum chaired by the Mayor was held at 6.30 pm before the meeting. There were no addresses in respect of the meeting.

At the commencement of the meeting at 7.42 pm, those present were as listed above.

Cr Wy Kanak attended the meeting by audio-visual link in accordance with a previous resolution of Council.

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/Leaves of Absence

There were no apologies.

2. Declarations of Interest

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

ITEMS BY EXCEPTION

MOTION / UNANIMOUS DECISION

Mover: Cr Stephenson

Seconder: Cr Nemesh

That the recommendations for the following items be adopted as recommended in the business paper:

- | | |
|--------------|---|
| PD/3.1/26.02 | Confirmation of Minutes – Strategic Planning and Development Committee Meeting – 2 December 2025. |
| PD/5.1/26.02 | Sustainability and Transport Expert Advisory Panel Meeting – 23 October 2025 – Minutes. |
| PD/5.2/26.02 | Waverley Business Forum Meeting – 3 November 2025 – Minutes. |
| PD/5.3/26.02 | Bondi Local Area Traffic Management Project – Wellington Street and Penkivil Street, Bondi. |

3. Confirmation of Minutes

PD/3.1/26.02 Confirmation of Minutes - Strategic Planning and Development Committee Meeting - 2 December 2025 (A25/0079)

MOTION / UNANIMOUS DECISION

Mover: Cr Stephenson

Seconder: Cr Nemesh

That Council confirms the minutes of the Strategic Planning and Development Committee meeting held on 2 December 2025 as a true record of the proceedings of that meeting.

4. Mayoral Minutes

There were no mayoral minutes.

5. Reports

PD/5.1/26.02 Sustainability and Transport Expert Advisory Panel Meeting - 23 October 2025 - Minutes (A24/0996)

MOTION / UNANIMOUS DECISION

Mover: Cr Stephenson

Seconder: Cr Nemesh

That Council notes the minutes of the Sustainability and Transport Expert Advisory Panel meeting held on 23 October 2025 attached to the report.

PD/5.2/26.02 Waverley Business Forum Meeting - 3 November 2025 - Minutes (A24/0997)

MOTION / UNANIMOUS DECISION

Mover: Cr Stephenson

Seconder: Cr Nemesh

That Council notes the minutes of the Waverley Business Forum meeting held on 3 November 2025 attached to the report.

PD/5.3/26.02 Bondi Local Area Traffic Management Project - Wellington Street and Penkivil Street, Bondi (A24/0300)

MOTION / UNANIMOUS DECISION

Mover: Cr Stephenson

Seconder: Cr Nemesh

That Council:

1. Approves the concept design for angled parking and a continuous footpath treatment in Wellington Street, Bondi, between Francis Street and O'Brien Street, as set out in the report (Option 1).

2. Approves the concept design for a combined pedestrian and active transport crossing in Penkivil Street and Martins Avenue, Bondi, as set out in the report.
3. Applies for grant funding to deliver the works.
4. Authorises the Executive Manager, Infrastructure Services, to modify the designs should detailed design information and on-site circumstances warrant changes.

PD/5.4/26.02 Bronte Pool Pump House Upgrade and Pump Replacement - Review of Environmental Factors (REF) - Consultation Outcomes (SF21/4211)

MOTION

Mover: Cr Stephenson

Seconder: Cr Nemesh

That Council notes the outcomes of the community consultation on the Review of Environmental Factors (REF) for the Bronte Pool Pump House and Pump Replacement project attached to the report, demonstrating support for the REF.

THE MOVER OF THE MOTION ACCEPTED THE ADDITION OF NEW CLAUSES 2 AND 3.

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

UNANIMOUS DECISION

That Council:

1. Notes the outcomes of the community consultation on the Review of Environmental Factors (REF) for the Bronte Pool Pump House and Pump Replacement Project attached to the report, demonstrating support for the REF.
2. Proceeds with the Project and considers this within the current budget process.
3. Directs the General Manager to procure a head contractor for construction services.

6. Urgent Business

There was no urgent business.

7. Meeting Closure

THE MEETING CLOSED AT 7.46 PM.

.....
SIGNED AND CONFIRMED
CHAIR
10 MARCH 2026

REPORT

PD/5.1/26.03



Subject: Planning Proposal - Waverley Local Environmental Plan - General Update and Display of Goods on the Footpath Policy - Consultation Outcomes

TRIM No: PP-1/2024

Manager: Tim Sneesby, Acting Executive Manager, Urban Planning

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

RECOMMENDATION:

That Council:

1. Exercises the delegations issued by the Minister under section 3.36 of the *Environmental Planning and Assessment Act 1979* to finalise the planning proposal on the general update to the *Waverley Local Environmental Plan 2012* (WLEP) attached to the report (Attachment 1) and to amend the WLEP.
2. Writes to all those who made submissions advising them of Council's decision.
3. Publicly re-exhibits the draft Display of Goods on the Footpath Policy and Guidelines attached to the report (Attachment 3) for 28 days.
4. Officers prepare a report to Council following the exhibition period.

1. Executive Summary

The General LEP update planning proposal makes minor updates to the *Waverley Local Environmental Plan 2012* to correct mapping and wording inconsistencies and improve the operation of recent clauses. It was publicly exhibited with limited submissions and no agency objections and is now recommended for finalisation with several post exhibition refinements. These updates include minor mapping and typographical corrections, and heritage listing boundary adjustments.

An exempt development pathway for the display of retail goods on the footpath outside stores was previously proposed within this planning proposal. However, it is instead recommended to proceed via a separate policy with re-exhibition, as this approval falls within the *Roads Act 1993* and is not required to be within the LEP.

There are no financial or material risks to this planning proposal, and it can be finalised under Council delegation within the Gateway time frame.

2. Introduction/Background

The General LEP Update planning proposal was first reported to Council in March 2024, where Council approved submitting it to the Department of Planning, Housing and Infrastructure (DPHI) for assessment and Gateway Determination.

Although a Gateway Determination was first issued in January 2025, an amendment was requested and subsequently re-issued in June 2025.

A summary of the proposed amendments is provided in Table 1 below.

Table 1. Proposed changes to WLEP 2012.

Section of the WLEP 2012	Proposal	Reason
Clause 4.3 - Height of buildings	<p>Amend the clause as follows:</p> <p><i>a) To ensure building heights preserve the environmental amenity of neighbouring properties and public spaces and, if appropriate, the sharing of views, To establish limits on the overall height of development to preserve the environmental amenity of neighbouring properties and public spaces.</i></p> <p><i>b) To accommodate taller buildings on land in Zone E2 Commercial Centre in the Bondi Junction Centre and establish a transition in scale between adjoining zones to protect local amenity,</i></p> <p><i>c) To maintain satisfactory solar access to existing buildings and public areas,</i></p> <p><i>d) To establish building heights that are consistent with the desired future character of the locality and streetscape.</i></p>	<p>The current wording needs to be strengthened to protect against adverse overshadowing, overlooking and view loss.</p>
Clause 6.14 - Waste minimisation and recycling	<p>Amend subclause (2) in apply to both the erection of a building as well as alterations and additions.</p> <p><i>Current clause wording:</i></p> <p><i>(2) This clause applies to the erection of a building for the following purposes—</i></p> <p><i>(a) mixed use development,</i></p> <p><i>(b) residential flat buildings,</i></p> <p><i>(c) shop top housing.</i></p>	<p>To ensure that buildings undergoing alterations and additions are also subject to high standards of waste management.</p>
Mapping - Heritage, Lot Size, Land Zone	<p>Refer to Part 4 of the planning proposal document for details on housekeeping mapping changes.</p>	<p>As lots have adjusted their boundary lines some mapping affectations have not been updated accordingly to reflect the new cadastre and lot outline. This proposal seeks to amend these minor inconsistencies.</p>
Mapping - Terrestrial Biodiversity	<p>Refer to Part 4 of the planning proposal document for details on terrestrial biodiversity mapping changes.</p>	<p>One Council-owned site and a minor portion along the rear boundary of one privately</p>

Map		owned site has been identified on the recent 2020 remnant vegetation map (non-LEP map), so needs to be added to the WLEP Terrestrial Biodiversity Map for consistency.
Clause 6.7 and Schedule 5	Amend the spelling of ‘Clementson Park’ (Misspelled as ‘Clemenston Park’) in the WLEP <i>*Post-exhibition amendment</i>	Clementson Park has been misspelled as ‘Clemenston Park’ in the WLEP. This minor typographical post exhibition amendment is consistent with the first objective of the planning proposal to ‘address minor wording and mapping errors and inconsistencies’.

3. Relevant Council Resolutions

Meeting and date	Item No.	Resolution
Council 19 March 2024	CM/7.2/24.03	<p>That Council:</p> <ol style="list-style-type: none"> 1. Forwards the planning proposal attached the report (Attachment 1) on a general update to the <i>Waverley Local Environmental Plan 2012</i> to the Department of Planning, Housing and Infrastructure (DPHI) for Gateway Determination for the purposes of public exhibition. 2. Publicly exhibits the planning proposal in accordance with any conditions of the Gateway determination or amendments requested by the DPHI. 3. 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 <i>Environmental Planning and Assessment Act 1979</i> to amend the <i>Waverley Local Environmental Plan 2012</i>. 4. Publicly exhibits the draft Display of Goods on Footpath Policy attached to the report (Attachment 2) for a minimum of 42 days. 5. Officers prepare a report to Council following the exhibition period.

4. Discussion

Community consultation

Following the receipt of a Gateway Determination (which was delayed due to an alteration request), the planning proposal was placed on public exhibition from 26 September 2025 to 24 October 2025.

The exhibition included:

- Have Your Say (HYS) page and submission form.
- Inclusion in the Waverley Weekly e-newsletter.
- Letters to affected and surrounding properties.
- Email notification to existing stakeholders and Precincts.

Exhibition also included consultation with the relevant public authorities and government agencies, in line with the Gateway Determination consultation requirements. Feedback was received from all relevant agencies with no objections received from government agencies. The NSW Department of Crown Lands suggested that Council consult the relevant local Aboriginal Land Councils regarding certain aspects of the planning proposal. This was completed and is detailed in the next section of the report.

The HYS page received 187 views from 129 unique visitors. Three submissions were made via HYS, and one submission was received via email, totalling four submissions.

Table 2. Response to key matters raised in the submissions

Issue	Response
Objection to the planning proposal on the basis that there has been no proper consultation with the precinct committees or combined precincts.	Notification of the planning proposal public exhibition was sent to the precinct committees on 29 September 2025. Council has publicly exhibited the planning proposal in accordance with the conditions of the Gateway determination issued by DPHI. There is no requirement to report the planning proposal to individual or combined precinct committee meetings.
Submissions suggesting revised amendments to clause 4.3, including maintaining subclause (c).	It is the view of Council and external legal advisors that the proposed amendments to clause 4.3 are best placed to manage height impacts, ensuring new development is of a high standard of design quality, and is consistent with the desired future character of Waverley. Full justification and explanation of the proposed amendments to clause 4.3 can be found in section 2.3 (pages 8 and 9) of the planning proposal (Attachment 1).
Submission suggesting additional LEP amendments to clause 4.6, heritage, urban greenery and deep soil requirements.	Additional amendments to sections of the WLEP not covered by the General LEP update are outside of the scope of this planning proposal.

	<p>Under the NSW Local Environmental Plan Making Guideline 2023, significant changes, such as the consideration of new clauses would require a re-lodgement with DPHI, a revised Gateway Determination, and re-exhibition.</p>
<p>Objection to the display of goods on the footpath, stating that narrowing of the footpath inhibiting pedestrians must not be allowed.</p>	<p>Goods displays on the footpath make a significant positive contribution to the quality of public spaces by providing vibrant and active street frontages.</p> <p>The draft Display of Goods on the Footpath Policy and Guidelines include controls to ensure a safe and accessible minimum width of a clear, unobstructed pedestrian footpath.</p>

Aboriginal Land Claim – Queens Park Landscape Conservation Area expansion

Page 26 of the planning proposal outlines the proposed amendment of the landscape heritage item at Victoria Park, Queens Park to cover the entire park, affecting Lot 1594 DP 752011. This is a minor amendment resulting from the removal of the Queens Park Scout Hall and remediation of the land. When the Queens Park Scout Hall was there it was appropriate for the landscape item to exclude the land beneath it, however, now that the Hall has been demolished it is appropriate for the land which previously contained it to be include in the wider landscape item.

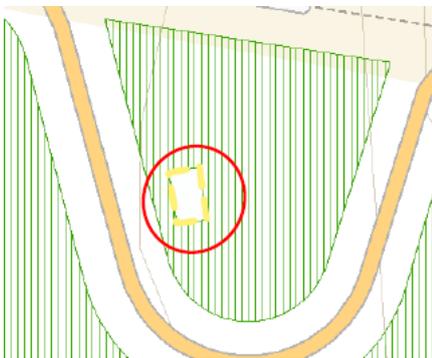


Figure 1. Existing Heritage Map showing Lot 1594 DP 752011 as excluded from the landscape heritage item.

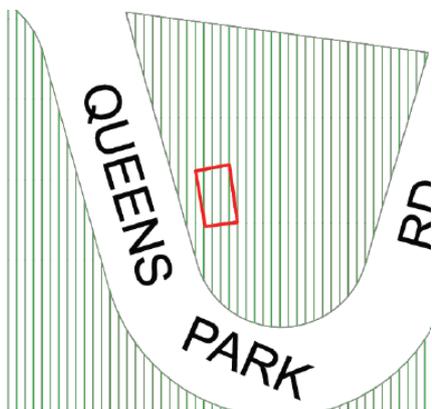


Figure 2. Proposed Heritage Map showing Lot 1594 DP 752011 as included within the landscape heritage item.

As part of the Gateway Determination issued for the planning proposal, Council was required to provide notification to the NSW Crown Lands Department. In a submission provided on 21 October 2025, the Crown Lands Department suggested that Council officers discuss the matter with the relevant Aboriginal Land Councils in relation to the affected land. Further discussions with the Department occurred and subsequent advice was provided in January 2026, which outlined that Council should consult with the relevant Aboriginal Land Councils on the matter and seek their feedback on the proposed changes.

Consultation with the relevant Aboriginal Land Councils occurred in late January 2026, with a response received from the NSW Aboriginal Land Council (NSW ALC) in early February 2026, detailing the NSW ALC's and La Perouse Local Aboriginal Land (La P LALC) Council's interest in the land. The land is subject to an undetermined Aboriginal Land Claim under the *Aboriginal Land Rights Act 1983* (NSW) (ALR Act). It is the position of the NSW ALC that land subject to an undetermined Aboriginal Land Claim should not be 'dealt with' until the inchoate interest of the claimant Aboriginal Land Council is addressed.

The submission has been noted and considered. The proposed minor boundary adjustment to the landscape heritage item at Victoria Park, Queens Park, does not alter ownership, development rights, or future land use potential, nor does it prejudice the rights of the claimant body should the claim be granted. The proposal represents a non-determinative heritage constraint overlay. Accordingly, there is no statutory requirement to defer pending determination of the claim.

Post-exhibition amendments

A number of post-exhibition amendments are proposed to the planning proposal, as described below.

Amend the spelling of 'Clementson Park' (Misspelled as 'Clemenston Park') in the Waverley LEP

Clementson Park was misspelled as 'Clemenston Park' in the WLEP and may be corrected as a minor post-exhibition amendment.

Mapping – Heritage: 12 Paul Street Bondi Junction boundary adjustment

The site previously known 12 Paul Street, Bondi Junction was recently subdivided into 3 lots:

- 12 Paul Street – Lot 1 DP1225092.
- 14 Paul Street – Lot 2 DP1225092.
- 16 Paul Street – Lot 3 DP1225092.

10-12 Paul Street is listed as a local heritage item in the WLEP (Item no. I221 'Late Victorian terraced pair'). Following the recent subdivision, the late Victorian terrace pair is now wholly contained within Lot 1 DP 113096 (10 Paul Street) and Lot 1 DP 1225092 (12 Paul Street). No part of the building is contained within Lots 2 and 3 in DP 1225092.

The boundary of the heritage item may therefore be amended to exclude Lots 2 and 3 in DP 1225092.

Schedule 2 Exempt development – Use of the footpath for display of retail goods

The previously proposed exempt development pathway for the display of goods on pathway is no longer recommended. Instead, it is proposed that Council adopt a policy-based approach consistent with the recently introduced Footpath Seating Policy and Guidelines. This approach is preferred as approvals can be issued under section 68 of the *Local Government Act 1993* and the *Roads Act 1993*, providing a clearer, more consistent and accessible pathway for business without requiring further LEP amendments. It is therefore recommended that Council re-exhibits the Display of Goods on the

Footpath Policy and Guidelines.

Time frame

The Gateway determination requires finalisation to occur by 10 April 2026. If resolved by Council, officers will commence engagement with Parliamentary Counsel to make the amendment.

5. Financial Impact

All costs related to the preparation, administration and exhibition of the planning proposal have been covered by existing budgets.

6. Risks/Issues

There are no outstanding risks or issues.

7. Attachments

1. Planning Proposal - General LEP Update - Post-Exhibition [↓](#)
2. Gateway determinations and alterations [↓](#)
3. Draft Display of Goods on the Footpath Policy and Guidelines [↓](#) .



WAVERLEY
COUNCIL

PLANNING PROPOSAL

General LEP Update

PP-1/2024/B



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Planning Proposal Information

Table 1 – Council Versions

No.	Date	Version
1	19 February 2024	Sent to Waverley Local Planning Panel
2	08 March 2024	Sent to 19 th March 2024 Council Meeting
3	28 March 2024	Separated from C4.4A changes and submitted to DPHI
4	07 August 2024	Additional information requested from DPHI submitted
5	15 May 2025	Gateway Alteration
6	30 June 2025	Amended for Gateway condition satisfaction and exhibition
7	25 September 2025	Prepared for Public exhibition.
8	XX February 2026	Sent to 10 February SPDC Meeting

EXECUTIVE SUMMARY

This Planning Proposal prepared by Waverley Council seeks to make updates to various parts of the Waverley Local Environmental Plan 2012, including but not limited to:

- Minor housekeeping mapping amendments,
- Improvements to recently introduced clauses where they have been found to be problematic, and the

This Planning Proposal contains some amendments that are site specific, and some amendments that apply to the entire LGA.

The majority of changes proposed under this Planning Proposal are not a result of a strategic study or report – rather a need to provide clarification or strengthen an existing provision based on feedback since original implementation of the particular clause being altered.

The Heritage, Lot Size and Land Use map changes are a result of land consolidation and subdivision, whereby the boundary lines and cadastre of each lot have slightly changed and the mapping affectation no longer matches the outline of the property.

The proposed Terrestrial Biodiversity mapping change is a result of the findings of the *Waverley Biodiversity Action Plan: Remnant Sites 2022-2031*, which revealed remnant vegetation in North Bondi which requires consideration under any future development.

The Planning Proposal is considered a ‘Principal’ Planning Proposal, in line with the LEP Making Guidelines (August 2023) criteria as it contains multiple housekeeping amendments and a combination of other more significant changes.

Council requests to be appointed the Planning Proposal Authority (PPA) and Local Plan-Making Authority (LPMA).

PART 1 – OBJECTIVES AND INTENDED OUTCOMES

1.1 Objective

This Planning Proposal seeks to amend the Waverley Local Environmental Plan (WLEP) 2012 as per Part 2.1 of this report to:

- address minor wording and mapping errors and inconsistencies,
- resolve issues related to recently introduced clauses, and

1.2 Intended Outcomes

The intended outcomes of the proposed amendments to the WLEP are to:

- ensure that mapping is up to date with accurate cadastres and property affectations so that appropriate consideration can be given to properties during the development assessment process,
- provide clarity regarding the consideration of building height and waste management, and

PART 2 – EXPLANATION OF PROVISIONS

2.1 Intended Provisions

This Planning Proposal seeks to amend the Waverley Local Environmental Plan 2012 as follows:

Table 2 – Proposed changes to WLEP 2012

Section of the WLEP 2012	Proposal	Reason
Clause 4.3 Height of buildings	<p>Amend the clause as follows:</p> <p>a) To ensure building heights preserve the environmental amenity of neighbouring properties and public spaces and, if appropriate, the sharing of views, <i>To establish limits on the overall height of development to preserve the environmental amenity of neighbouring properties and public spaces.</i></p> <p><i>b) To accommodate taller buildings on land in Zone E2 Commercial Centre in the Bondi Junction Centre and establish a transition in scale between adjoining zones to protect local amenity,</i></p> <p>c) To maintain satisfactory solar access to existing buildings and public areas,</p> <p><i>d) To establish building heights that are consistent with the desired future character of the locality and streetscape.</i></p>	<p>The current wording needs to be strengthened to protect against adverse overshadowing, overlooking and view loss.</p> <p>See ‘additional explanation of provisions’ on page 8 for more details.</p>
Clause 6.14 Waste minimisation and recycling	<p>Amend subclause (2) in apply to both the erection of a building as well as alterations and additions.</p> <p>Current clause wording:</p> <p><i>(2) This clause applies to the erection of a building for the following purposes—</i></p> <p><i>(a) mixed use development,</i></p> <p><i>(b) residential flat buildings,</i></p> <p><i>(c) shop top housing.</i></p>	<p>Amend subclause (2) in apply to both the erection of a building as well as alterations and additions.</p> <p>To ensure that buildings undergoing alterations and additions are also subject to high standards of waste management.</p>
Post Exhibition Amendment: Remove Proposed new objective to Schedule 2 Exempt development	<p>Post Exhibition Amendment:</p> <p>Remove Proposed new objective to Schedule 2 Exempt development</p>	<p>Post Exhibition Amendment:</p> <p>Remove Proposed new objective to Schedule 2 Exempt development</p>
Mapping – Heritage, Lot Size, Land Zone	<p>Refer to Part 4 for details on housekeeping mapping changes, including post-exhibition amendments.</p>	<p>As lots have adjusted their boundary lines some mapping affectations have not been updated accordingly to reflect the new cadastre and lot outline. This proposal seeks to amend these minor inconsistencies.</p>

Mapping – Terrestrial Biodiversity Map	Refer to Part 4 for details on terrestrial biodiversity mapping changes.	1 Council-owned site and a minor portion along the rear boundary of 1 privately owned site has been identified on the recent 2020 remnant vegetation map (non-LEP map), so needs to be added to the WLEP Terrestrial Biodiversity Map for consistency.
Post Exhibition Amendment: 6.7 Solar access to public spaces in Bondi Junction, and Schedule 5 – Part 2	Amend the spelling of ‘Clementson Park’ (Misspelled as ‘Clemenston Park’) in the Waverley LEP.	Clementson Park has been misspelled as ‘Clemenston Park’ in the WLEP. This minor typographical post exhibition amendment is consistent with the first objective of the planning proposal to ‘address minor wording and mapping errors and inconsistencies’.

Note: The wording of LEP clauses is indicative only and final wording will be subject to Parliamentary Counsel drafting, should the proposal proceed to finalisation.

2.2 Waverley Local Planning Panel

The Waverley Local Planning Panel (WLPP) considered this Planning Proposal at a meeting held on 28 February 2024 and have provided the following advice:

“Resolution

For the reasons outlined in the Council officer’s report, the Panel:

- *Recommends Council separate the Planning Proposal into two parts, with the amendments to Clause 4.4A placed into one Planning Proposal and the remaining amendments to be placed in another Planning Proposal. This is to ensure that the amendment to Clause 4.4A is expedited and not be categorised as a Principal LEP amendment.*
- *Advises Council to consider amendments to the Draft Display of Goods on the Footpath Local Approvals Policy to:*
 - *ensure that it is not too restrictive, in particular, review the 0.6m depth for goods displays to allow greater flexibility and ensure that the focus is on the outcome, being a clear path of travel of a certain width.*
 - *be consistent with the DCP controls for Footpath Dining, in particular review the 2m clear path of travel dimension to be 2.5m consistent with the DCP control for Outdoor seating*
 - *allow kerbside displays as only permitted when there is a predominance of kerbside dining / displays and a clear path of travel is maintained, and*

Subject to the above recommendations, the Planning Panel recommends to Council that the Planning Proposals should proceed to Gateway Determination and public exhibition.”

A response to the issues raised are addressed in the table below.

Table 3 – Response to WLPP Feedback

Matter	Response
<i>Recommends Council separate the Planning Proposal into two parts, with the amendments to Clause 4.4A placed into one Planning Proposal and the remaining amendments to be placed in another Planning Proposal. This is to ensure that the amendment to Clause 4.4A is expedited and not be categorised as a Principal LEP amendment.</i>	<ul style="list-style-type: none"> • Council will separate the planning proposal into two separate planning proposals, as described, following Council's resolution and before the planning proposal is forwarded to The Department for gateway determination.
<i>Ensure that it is not too restrictive, in particular, review the 0.6m depth for goods displays to allow greater flexibility and ensure that the focus is on the outcome, being a clear path of travel of a certain width.</i>	<ul style="list-style-type: none"> • The Draft Display of Goods on the Footpath Local Approvals Policy has been amended to allow displays up to 1m deep, provided that the specified clear path of travel is maintained, along side all other hazard reduction measures of the policy.
<i>Be consistent with the DCP controls for Footpath Dining, in particular review the 2m clear path of travel dimension to be 2.5m consistent with the DCP control for Outdoor seating</i>	<ul style="list-style-type: none"> • The Draft Display of Goods on the Footpath Local Approvals Policy has been amended to increase the 2m clear path of travel to 2.5m, consistent with the DCP control for Outdoor seating. The minimum setback from the kerb has also been amended from 0.6m to 1m to be more consistent with the required 1.5m setback for Outdoor seating.
<i>allow kerbside displays as only permitted when there is a predominance of kerbside dining / displays and a clear path of travel is maintained, and</i>	<ul style="list-style-type: none"> • The Draft Display of Goods on the Footpath Local Approvals Policy has been amended to reinforce that kerbside displays are only permitted when if existing business uses on the street block, such as outdoor dining, are already located on the kerbside

2.3 Additional Explanation of Provisions

On 18 June 2024, The Department identified a few matters requiring additional information before the proposal can be considered adequate to progress to Gateway assessment. The following addresses these matters:

To support and provide justification for Gateway alteration, additional and amended justification for the proposed amendments to clause 4.3 Height of buildings was made to this section.

Clause 4.3 Height of buildings

Council is seeking to update Clause 4.3 to be better placed to manage height impacts. The proposed amendments to this clause are intended to be more general in nature, assisting Council in considering all aspects of a development in its impacts on amenity.

The current wording of Clause 4.3 'Height of buildings' objectives are not functioning as intended, resulting in Council being unable to preserve solar access (as a feature of environmental amenity) effectively when development proposes to overshadow neighbouring properties and public spaces.

The intention of this amendment is to ensure new development is of a high standard of design quality, does not adversely impact upon the amenity of neighbours, and is consistent with the desired future character of Waverley.

Subclause (a)

The proposed wording is a reversion to the wording that existed before the 30th September 2022.

The current reference to 'building height' in the WLEP means that Council is unable to consider the impact from other elements of the building (e.g. communication devices, antennae, satellite dishes, masts, flagpoles, chimneys, flues and the like). The proposed 'overall height of development' wording would enable all elements of a built form to be considered.

'Preserve' is a powerful element in our objectives and assessment considerations that must be retained. It's been tested considerably in the Court and found to be a useful utility for reference. The Waverley LEP prior to 2022 allowed for variations to the development standards (such as FSR and height) to be considered, whereby any additional impacts that do not 'preserve' the environmental amenity were not supported. For example, if a development sought additional height beyond the development standard and created additional overshadowing, then these proposals were generally not supported. However, if a proposal sought a variation to the development standard and preserved (if no additional shadowing) the amenity of neighbouring properties, these were typically supported.

The community expectation is that variations to development standards (or overdevelopment in their minds) should be given greater scrutiny in the CI 4.6 justification test. The preservation test has been a successful manner to uphold this expectation, such that new development (be it compliant, or non-compliant with development standards) should have no greater impact than a compliant building form. In the context of views and overshadowing, these are 2 pivotal impacts that relate directly to the preservation test that upholds the community expectations and assist to manage the impact of 'overdevelopment'.

Under this rationale, it is Council's intention to retain the principle substance of this primary subclause. This will allow for the continued preservation of environmental amenity to neighbouring properties and public spaces in relation to managing the height of all elements of development.

Subclause (c)

As per Council legal advice, and as tested in the Court, the current wording of objectives means that solar access does not have to meet the 'preserve' test whilst it's in a standalone separate clause (c). Because of this, we proposed to delete clause (c).

By having a separate objective specific to 'solar access' infers that it is not a consideration in sub clause (a), based on the interpretation from Court appeals. Council's legal representatives have indicated the preservation test of subclause (a) is watered down with respect to solar access, whilst solar access is contained within a separate subclause. Deleting subclause (c) reinstates the ability for solar access to be included in subclause (a) as an element of 'environmental amenity', specifically with respect to the 'preserve' test. 'Maintain satisfactory solar access' implies that if a development complies with the solar access controls (e.g. 2 / 3hr controls), then the proposal satisfies this objective. However, if a development is non-compliant with a development standard and creates additional overshadowing from that non-complying element, Council (and community) would argue (if able to rely on subclause (a) only) that the proposal does not 'preserve' the amenity.

Finally, the wording of this clause speaks only to 'existing buildings and public areas' which does not include adjacent/neighbouring site, or private open spaces. The existing wording does not cover sufficient scope to apply solar access considerations across all site components of subject site, neighbouring sites and the public domain.

In practice, subclause (c) does not function as intended, is detrimental to the function of the primary objective in Clause 4.3, and fails to include adjacent/neighbouring sites or private open spaces in its purview. Under this rationale, it is Council's foremost intention that this clause be deleted.

Subclause (d)

The proposed inclusion of 'and streetscape' at the end of the existing clause wording intends to ensure that new development takes its cues from the visual catchment, which is of greater relevance in the assessment process. Without 'streetscape', scope exists for applicants to use examples far and wide to justify their proposal, rather than rely upon the most relevant and immediately surrounding area.

Importance of preserving residential amenity

Waverley has the second highest population density in NSW following City of Sydney (87 people/Ha). This is reflected in its housing types where less than 20% of residents live in detached houses, around 20% live in terraces and duplexes, and the remaining 60% live in flats, units or apartments. Simultaneously, The Waverley LGA boasts a high level of amenity that our community wishes to protect and maintain for future generations. The wellbeing of our community is greatly influenced by the amenity of our development, and urban areas more broadly. Preserving residential amenity, including views and solar access is pivotal to our community.

The proposed changes to these planning objectives aim to ensure that new development is well-designed, provides a high level of amenity for its residents and is a sensitive response the streetscape.

The proposed changes to these planning objectives are consistent with Planning Priority H3 'Ensure new development is consistent with the desired future character' of the Waverley Local Housing Strategy. The changes are also vital to the satisfaction of Planning Priority 8 'Ensure new development provides a high standard of design quality and does not adversely impact upon the amenity of neighbours or the wider community' and Planning Priority 16 'Prioritise enhanced amenity around areas of highest density to promote wellbeing and cohesion' in the Waverley LSPS.

Clause 6.14 Waste minimisation and recycling

The strengthening of Cl 6.14 relating to waste management will ensure that more significant developments (not just brand new builds) will need to demonstrate a high level of waste management.

It is common in Waverley for large scale development to be technically classified as Alterations and Additions and not New Development, even when substantial changes to the fabric of the building are proposed. It is reasonable for all kinds of development specified in Clause 6.14 to meet the objective of this clause, regardless of scale of development.

For example, DA-246/2022 proposed "Substantial demolition (retention to a portion of boundary walls and frontage) for alterations and additions to residential flat building comprising of 10 Units and integrated basement parking".

The application of this clause will not change and will still continue to be applied to the assessment of development applications. The intended outcome is to strengthen the clause to capture alterations and additions in the assessment of waste minimisation and recycling in large scale development.

3A Tamarama Street Lot Size and Zoning controls

The Planning Proposal recommends 3A Tamarama Street, Tamarama (Lot 2 DP 1188291) be rezoned from R3 Medium Density Residential to R2 Low Density Residential to align with the zone of 3 and 5 Tamarama Street.

This is proposed to encourage the logical consolidation and orderly development of sites, as the recent subdivision affecting adjoining properties has caused inconsistency.

In 2012 when the WLEP was implemented, 5 Tamarama Street (the northern neighbour of the subject site), which formed part of a larger lot to the east at the time, was also zoned as R3 Medium Density Residential. Later in 2012 a development application was lodged (DA-125/2012) which sought alterations and additions to the multi-storey residential flat on the now adjacent lot, including a land subdivision to create two new lots, was subsequently approved. In 2022, the landowner sought subdivision in line with the DA and consequently intended to sell what is now 5 Tamarama Street as a separate parcel of land.

Last year, Council made an LEP amendment to rezone 5 Tamarama Street from R3 to R2, with associated changes to the LEP Height of Building and FSR control.

This 2023 Planning Proposal did not consider 3A Tamarama Street. Consequently, it was logical that this site be considered in Council's next general LEP update.

3A Tamarama Street is owned by the same owner at No. 5, so the zone alignment is logical. The site is too small (approx. 4.5 sqm) to facilitate any development by itself, so its development opportunity is largely unchanged by the land zone shift.

Rezoning 3A Tamarama Street will resolve a planning anomaly created by previous subdivisions of land as well as amendments to the WLEP, encouraging the logical consolidation and orderly development of the site.

Queens Park Landscape Conservation Area (C55)

The Rectangle in Victoria Park is the site of the former Scout Hall.

The hall building was situated on a Crown Reserve, but had been managed by the Scout Association up until the early 2010s. The Scout Hall had not been utilised for some years and slowly deteriorated.

Due to on-going complaints from the public regarding the safety and the state of the hall building, on 23 April 2013, Council's Director of Planning and Environmental Services wrote to Crown Lands and Scouts Association NSW regarding the future of the subject building.

An inspection of the subject premises was carried out by Council officers on Monday 15th April 2013 and it was found that the building was in a dilapidated state particularly on the eastern and southern elevations.

The Scouts Association no longer used the hall and in June 2013 it was required to be demolished prior to surrendering the property to Crown Lands. The Association did not plan to build anything after the demolition. The hall had been vacated for several years and has suffered extensive vandalism both externally and internally.

After demolition, the site was turf covered to blend into the surrounding parkland. As the site is now indistinguishable from the surrounding parkland and has been for 10 years, it is reasonable to include the land in the landscape heritage item. For this same reason, it is consistent with the LCA statement of significance.

Minimum lot size requirements to land at 24-32 Flood Street, Bondi

The minimum 325sqm lot size is proposed to be applied to all of 24-32 Flood Street, Bondi (Lot 1, DP 1250701).

The lot that makes up 24-32 Flood Street are the result of site consolidation in 2019, creating a discrepancy in the zoning map. On 9 April 2019, the lots at 33-53 Anglesea Street were consolidated with the lot 24-32 Flood Street.

The site is under private ownership and thus should be protected from lot fragmentation and the creation of small lots in an area zoned for medium density development. It is reasonable for the Lot Size control to apply, unifying the application of the zone control with the surrounding area and promoting the orderly development of sites.

9.1 Ministerial Directions

Refer to section 3.7 *'Is the Planning Proposal consistent with applicable Ministerial Directions (section 9.1 Directions) or key government priority?'*

2.4 Additional information - Satisfaction of Gateway Conditions

On the 23rd of June 2025, The Department of Planning issued an Alteration of the Gateway Determination dated 6th of January 2025 for the Planning Proposal, alongside Gateway conditions. The following additional information satisfies these gateway requirements.

1a – Explanation of intended effects of Schedule 2 amendment (Goods on the Footpath)

This amendment, and the associated ‘display of goods on the footpath – local approvals policy’ allows business to display goods on the footpath outside their shops without the need for a development application (DA). If amended, businesses may display goods on the footpath as ‘Exempt Development’, without consent from Council, provided the display complies with the contents of the policy.

1b – Remove indicative clause wording & clarify extent of Clause 6.14

Indicative clause wording removed. The intended outcome is to ensure that buildings undergoing alterations and additions are also subject to high standards of waste management, alongside new builds.

1c – Explanation of intended effects of amendments to clause 4.3

Council is seeking to update Clause 4.3 to be better placed to manage height impacts. The proposed amendments to this clause are intended to be more general in nature, assisting Council in considering all aspects of a development in its impacts on amenity. The intention of this amendment is to ensure new development is of a high standard of design quality, does not adversely impact upon the amenity of neighbours, and is consistent with the desired future character of Waverley.

For further explanation, refer to page 8 of this Planning Proposal.

1d – Standard instrument consistency of the proposed amendment to Schedule 2

Under the proposed amendment, this exempt provision is to apply to a ‘lawful shop’. Under the standard instrument, a ‘**shop**’ means ‘premises that sell merchandise such as groceries, personal care products, clothing, music, homewares, stationery, electrical goods or the like or that hire any such merchandise, and includes a neighbourhood shop and neighbourhood supermarket, but does not include food and drink premises or restricted premises. Council considers this definition to be appropriate.

1e – Height and FSR controls at 3A Tamarama Street, Tamarama

No changes are proposed to the LEP height limit and FSR controls at 3A Tamarama Street.

1f – Height and FSR controls located at the rear of 10 & 12 Mill Hill Road, Bondi Junction

No changes are proposed to the LEP height limit and FSR controls to the land at the rear of 10 & 12 Mill Hill Road, Bondi Junction.

1g – Minimum lot size control will apply to the entire site at 58 Military Road, Dover Heights

Amendments have been made to the map on page 25 to clarify that the minimum lot size control will apply to the entire site at 58 Military Road, Dover Heights.

1h – Heritage map and property description consistency between state and local heritage listings

Proposed changes to the boundary of the local heritage item at 470 Bronte Road, Bronte (Bronte House) have been removed to maintain consistency with the boundary of the state heritage item listing.

1i – Completeness of supporting maps

Maps contained in ‘Part 4 Mapping’ of this document have been updated in response to gateway conditions, to improve legibility for exhibition. Additional maps have been prepared for exhibition.

1j – Consistency with Direction 3.1 Conservation Zones

Direction 3.1 has been added to page 21.

2.5 Explanation of Post-Exhibition Amendments

The general LEP update planning proposal was placed on public exhibition from 26 September 2025 to 24 October 2025 and the planning proposal has been updated in response to feedback received.

Amend the spelling of ‘Clementson Park’ (Misspelled as ‘Clemenston Park’) in the Waverley LEP

Clementson Park has been misspelled as ‘Clemenston Park’ in the WLEP.

This minor typographical post exhibition amendment is consistent with the objective of the planning proposal to ‘address minor wording and mapping errors and inconsistencies’.

Clementson = correct

Clemenston = incorrect

Mapping – Heritage: 12 Paul Street Bondi Junction boundary adjustment.

The site previously known 12 Paul Street, Bondi Junction was recently subdivided into 3 lots:

- 12 Paul Street – Lot 1, DP1225092
- 14 Paul Street – Lot 2, DP1225092
- 16 Paul Street – Lot 3, DP1225092

10-12 Paul Street is listed as a local heritage item in the WLEP (Item no. I221 ‘Late Victorian terraced pair’). Following the recent subdivision, the late Victorian terrace pair is now wholly contained within Lot 1, DP 113096 (10 Paul Street) and Lot 1, DP 1225092 (12 Paul Street). No part of the building is contained within Lots 2 & 3 in DP 1225092. The boundary of the heritage item needs to be amended accordingly to exclude Lots 2 & 3 in DP 1225092.

See proposed additional mapping in part 4 on page 26.

Remove proposed new objective in Schedule 2 Exempt development

Following the post-exhibition review, internal consultation, a review of the policies and procedures of neighbouring Councils, as well as the recently introduced Waverley Footpath Seating Policy & Guidelines has informed a new approach to the display of goods on the footpath.

It is recommended that Council establish a pathway for businesses to display their goods on the footpath via a new ‘Display of Goods on the footpath Policy & Guidelines’, with approvals issued under Section 68 of the Local Government Act 1993 in conjunction with Roads Act 1993.

Unlike the previously proposed ‘Local Approvals Policy’, this development pathway does not require an amendment to the LEP to function. Hence, the removal of the proposed new objective.

PART 3 – JUSTIFICATION OF STRATEGIC AND SITE-SPECIFIC MERIT

This section details the reasons for the proposed LEP amendment and is based on a series of questions and matters for consideration as outlined in the LEP Making Guidelines (August 2023). The issues to be addressed include the strategic planning context of the amendments, Strategic Merit, Site-Specific Merit, potential State and Commonwealth agency interests, and environmental, social and economic impacts.

Table 4 – Assessment of Proposal against Strategic Merit Test

a) Does the proposal:	
Give effect to the relevant regional plan outside of the Greater Sydney Region, the relevant district plan within the Greater Sydney Region, and/or a corridor/precinct plan applying to the site. This includes any draft regional, district or corridor/precinct plans released for public comment or a place strategy for a strategic precinct including any draft place strategy; or	Yes, it is consistent with the Greater Sydney Regional Plan and Eastern City District Plan as discussed later this in this report.
Demonstrate consistency with the relevant LSPS or strategy that has been endorsed by the Department or required as part of a regional or district plan; or	Yes, it is consistent with the Waverley Local Strategic Planning Statement as discussed later this in this report.
Respond to a change in circumstances that has not been recognised by the existing planning framework. Factors that lead to responding to a change in circumstances may include, but not exclusively relate to: <ul style="list-style-type: none"> • Key infrastructure investment or opportunity to plan for future infrastructure unanticipated by the existing strategic planning framework • Response to key Government priorities – Premier’s Priorities, climate change, or a shift in government policy (e.g. NSW Government’s Net Zero Plan) • Changes to population and demographic trends and associated needs such as housing or jobs. 	<p>The mapping-related changes proposed by this PP respond to a change in circumstances.</p> <p>The Land Use Zone map is adjusting the zone of 3A Tamarama Street to encourage the logical consolidation and orderly development of sites, as the recent subdivision affecting adjoining properties has caused inconsistency.</p> <p>The Heritage and Lot Size Map-related changes respond to recent changes in cadastre and property boundaries produced by subdivisions and consolidations.</p> <p>The Terrestrial Biodiversity Map changes respond to newfound information relating to remnant vegetation, identifying that 5 Bay Street and adjoining Council land are in need of affectation on that map. The sites were identified within the recent <i>Waverley Biodiversity Action Plan: Remnant Sites 2022-2031</i> document. Specifically, the marked area consists of a remnant patch of Sea-cliff Grassland dominant in <i>Ficinia nodosa</i>. The patch is completely isolated and with a high density of exotic grasses.</p>

Table 5 – Assessment of Proposal against Site Specific Merit Test

b) Does the proposal have site-specific merit, having regard to the following:	
The natural environment on the site to which the proposal relates and other affected land (including known significant environmental areas, resources or hazards).	The majority of changes under this Planning Proposal seek to clarify or strengthen existing clauses, or rectify inaccuracies. As such, the changes are not expected to result in any realised impact upon the natural environment, need for services and infrastructure, or any change to the built form of development. The goods on the footpath local approvals policy that is supplementary to the additions to schedule 2 (display of goods on the footpath) contain display guidelines designed to minimise negative environmental impacts.
Existing uses, approved uses, and likely future uses of land in the vicinity of the land to which the proposal relates	The proposed changes will not alter existing, approved or likely future uses. Whilst 3A Tamarama Street is proposed for a zone change from R3 to R2, the site is too small to facilitate any development by itself so its development opportunity is unchanged by the land zone shift.
Services and infrastructure that are or will be available to meet the demands arising from the proposal and any proposed financial arrangements for infrastructure provision.	The proposal will not result in any additional use of or need for infrastructure. No changes to housing capacity are proposed.

3.1 Is the Planning Proposal a result of any strategic study or report?

The majority of changes proposed under this Planning Proposal are not a result of a strategic study or report – rather a need to provide clarification or strengthen an existing provision based on feedback since original implementation of the particular clause being altered.

The Heritage, Lot Size and Land Use map changes are a result of land consolidation and subdivision, whereby the boundary lines and cadastre of each lot have slightly changed and the mapping affectation no longer matches the outline of the property.

The proposed Terrestrial Biodiversity mapping change is a result of the findings (see figures 1 and 2) of the *Waverley Biodiversity Action Plan: Remnant Sites 2022-2031*, which identified remnant vegetation in North Bondi which requires consideration under any future development.

The planning proposal is required to implement Council's objective of allowing displays of retail goods on the public footways without the need for any approval from Council. Council has developed a draft local approvals policy for the purposes of undertaking the legislated concurrences and other steps required to implement the exempt development pathway. One of those steps is to prepare a planning proposal to ensure that displays of goods which meet Council's criteria to not require development consent.

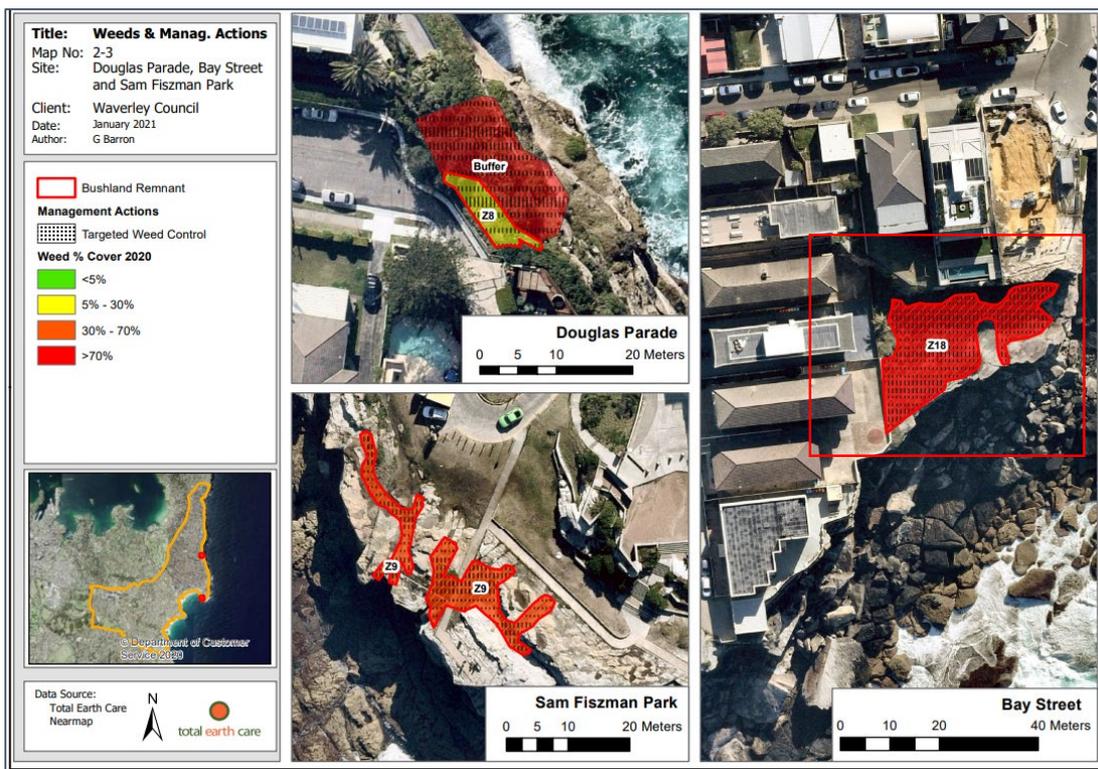


Figure 1 – Page 15 of the Waverley Biodiversity Action Plan: Remnant Sites 2022-2031

February 2022 Total Earth Care Pty Ltd

TABLE 2-4 – NORTH CLIFFTOP REMNANTS MANAGEMENT ZONES AND ACTIONS – DOUGLAS PARADE, BAY STREET AND SAM FISZMAN PARK

Zone	Priority	Description of Management Zone	Management Actions	Timing	Weed density	Key Performance Indicators (KPIs)	Role
North Cliff-top Remnants – Douglas Parade, Bay Street and Sam Fiszman Park							
Remnant Z8	Medium	Douglas Parade Consists of a remnant patch of Imperata Grassland. Patch is isolated by dense exotics and houses, however has high resilience and will need frequent maintenance.	Targeted weeding – control WONS and priority weeds such as <i>Lantana camara</i> , <i>Asparagus aethiopicus</i> and <i>Anredera cordifolia</i> . Areas of dense woody weeds should be removed gradually in patches and concurrently with replacement planting. The adjacent areas should not be removed until planted species have grown to provide sufficient fauna habitat. This will also reduce erosion risk along the cliff edge. Target annual weeds before seeding to prevent germination. Primary works to target <i>Strelitzia</i> spp. in Z8 buffer unlikely due to access, erosion and public interest.	Minimum of 4 visits per year.	5-30%	No reduction in remnant patches. Natural regeneration. Maintain weed density in core of remnant to <5%.	Trained bush regenerators
Remnant Z18	Medium	Bay Street Consists of a remnant patch of Sea-cliff Grassland dominant in <i>Ficinia nodosa</i> . The patch is completely isolated and with a high density of exotic grasses. Without management actions, the remnant may be lost due to being overrun by weeds.	Targeted weeding – control woody weeds such as <i>Coprosma repens</i> and herbaceous weeds such as <i>Parietaria judaica</i> . Areas of dense woody weeds, such as <i>Coprosma repens</i> , should be removed gradually in patches and concurrently with replacement planting to provide a similar structure of habitat. The adjacent areas should not be removed until planted species have grown to provide sufficient fauna habitat. This will also reduce erosion risk along the cliff edge. Target annual weeds before seeding to prevent germination. Alternative management – potential alternative management actions at this site are sandstone capping in halos and planting, jute matting sections and planting or clearing the present weeds to expose the rock platform below. This method protects the remnant from weed incursions but will result in a temporary loss of fauna habitat. Staged sandstone capping in halos and planting allows for the maintenance and gradual replacement of weedy habitat with habitat provided by native species.	Minimum of 3 site visits in 2022 – 2023 FY and 2 per year for the following years.	>70%	Reduction of woody weeds. Containment.	Trained bush regenerators
Remnant Z9	Medium	Sam Fiszman Park Consists of a remnant patch of Sea-cliff Grassland.	Targeted weeding – control woody weeds such as <i>Coprosma repens</i> and herbaceous weeds such as <i>Gozania tomentosa</i> . Target annual weeds before seeding to prevent germination.	Minimum of 3 site visits in 2022 – 2023 FY and 2 per year for the following years (2024 – 2025)	30-70%	Reduce and maintain at <30%. Natural regeneration.	Trained bush regenerators

Figure 2 – Page 16 of the Waverley Biodiversity Action Plan: Remnant Sites 2022-2031

3.2 Is the Planning Proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

The Planning Proposal is the best means of achieving the identified objectives and intended outcomes as the updates largely concerns issues relating to current LEP clauses and mapping.

Not proceeding with the planning proposal would mean that to place a goods display on the public footway, a retail operator would potentially require development consent from Council. This is counter to the objective of reducing the regulatory burden on businesses in the Waverley LGA.

3.3 Will the planning proposal give effect to the objectives and actions of the applicable regional or district plan or strategy (including any exhibited draft plans or strategies)?

The proposal is consistent with the objectives of a Metropolis of Three Cities Region Plan and the Eastern City District Plan as it is consistent with the applicable objectives and planning priorities as per the following tables.

Table 6 – Metropolis of Three Cities

Relevant Objectives	Comment
Objective 12 – Great places that bring people together	<p>Allowing for the display of goods on the street as exempt development is an important way to support the place functions of streets and translate walkable environments into the desirable characteristics identified in the objective like local business success and economic participation.</p> <p>This aspect of the planning proposal supports the balanced use of streets for movement and place, with the supporting Local Approvals Policy including minimum clear path of travel and separation distances from public transport stops, street furniture and other uses. The Local Approvals Policy enables more active uses of streets by also protecting their movement function and use by people of all ages and abilities.</p>
Objective 13 – Environmental heritage is identified, conserved and enhanced	Updating the Heritage Map to ensure that heritage items and heritage conservation area markings accurately cover the outline of affected sites will assist to reduce confusion surrounding the application of heritage provisions, and ensure that environmental heritage is identified, conserved and enhanced.
Objective 24 – Economic sectors are targeted for success	Allowing for the display of goods on the street as exempt development is related to tourism as a targeted economic sector. In line with Strategy 24.2, this aspect of the planning proposal supports the amenity, vibrancy and safety of centres, making retail high streets more interesting, vibrant and attractive for visitors.
Objective 25 – The coast and waterways are protected and healthier	Updating the Terrestrial Biodiversity map to reflect newly identified remnant vegetation in North Bondi will ensure that future development on the affected area will need to consider impacts on the subject vegetation.
Objective 27 – Biodiversity is protected, urban bushland and remnant vegetation is enhanced	This will provide greater protection to the vegetation, which also assists to provide a special scenic quality to the North Bondi coastline as the properties adjoin the coast.
Objective 28 – Scenic and cultural landscapes are protected	
Objective 35 – More waste is re-used and recycled to support the development of a circular economy	The strengthening of Cl 6.14 relating to waste management will ensure that more significant developments (not just brand new builds) will need to demonstrate a high level of waste management, which may assist to encourage the re-use and recycling of waste.

Table 7 – Eastern City District Plan

Relevant Planning Priorities	Comment
Planning Priority E6: Creating and renewing great places and local centres, and respecting the District's heritage	<p>Allowing for the display of goods on the footpath as exempt development will help reinforce the retail character of local areas, presenting more opportunities for local businesses to express their creativity and show what they have for sale. In this way the planning proposal delivers on the objectives of this planning priority to create streets that are destinations that people want to visit.</p> <p>Through the Local Approvals Policy and its clear expectations about clear path of travel and other minimum distances, the planning proposal delivers the balance of accessibility, connectivity and amenity discussed under this planning priority.</p>
Planning Priority E13: Supporting growth of targeted industry sectors	<p>Introducing an exempt development pathway for the display of goods on the footpath delivers on Action 62, which is to implement place-based initiatives to attract more visitors and improve visitor experiences.</p> <p>The visitor economy is included as a targeted industry sector in under this planning priority. The priority identifies the opportunity to support retail offerings in local neighbourhoods as a way to expand and diversify the Eastern District's tourism offering. Outdoor goods displays are a way of supporting this kind of experiential and retail-oriented tourism offering in neighbourhood shopping streets.</p>
Planning Priority E15 – Protecting and enhancing bushland and biodiversity	Updating the Terrestrial Biodiversity map to reflect newly identified remnant vegetation in North Bondi will ensure that future development on the affected area will need to consider impacts on the subject vegetation. This will provide greater protection to the vegetation.
Planning Priority E19 – Reducing carbon emissions and managing energy, water and waste efficiently	The strengthening of Cl 6.14 relating to waste management will ensure that more significant developments (not just brand new builds) will need to demonstrate a high level of waste management.

3.4 Is the planning proposal consistent with a council LSPS that has been endorsed by the Planning Secretary or GCC, or another endorsed local strategy or strategic plan?

The Planning Proposal is consistent with applicable local strategies and plans, as per the following tables.

Table 8 - Waverley Local Environmental Plan 2012

Relevant Aims Cl 1.2	Comment
To promote and co-ordinate a range of commercial, retail, residential, tourism, entertainment, cultural and community uses to service the local and wider community,	<p>Updates to Cl 4.3 in relation to building heights will also provide greater clarity surrounding the intention of the building height map figures, assisting to promote and co-ordinate development of all listed types.</p> <p>Additions to Schedule 2 allowing retail premises to display their goods on the footpath supports the aim of promoting a range of commercial, retail and tourism uses.</p>
To enhance and preserve the natural environment through appropriate planning, protecting the integrity of natural systems and by protecting existing trees,	Updating the Terrestrial Biodiversity map to reflect newly identified remnant vegetation in North Bondi will ensure that future development on the affected area will need to consider impacts on the subject vegetation. This will provide greater protection to the vegetation.

To identify, conserve and enhance the cultural, environmental, natural, aesthetic, social and built heritage, and existing scenic and cultural landscapes of Waverley, including the curtilage of Centennial Park, for current and future generations,	Updating the Heritage Map to ensure that heritage items and heritage conservation area markings accurately cover the outline of affected sites will assist to reduce confusion surrounding the application of heritage provisions, and ensure that environmental heritage is identified, conserved and enhanced.
To promote waste avoidance, waste minimisation and resource recovery,	The strengthening of Cl 6.14 relating to waste management will ensure that more significant developments (not just brand new builds) will need to demonstrate a high level of waste management.
To achieve high quality public domain with significant tree canopy and accessible open space,	Additions to Schedule 2 allowing retail premises to display their goods on the footpath will contribute to quality public spaces, aligning with the LEP aim to achieve high quality public domain.

Table 8 – Waverley Local Strategic Planning Statement (March 2020)

Relevant Planning Priorities	Comment
5. Increase the sense of wellbeing in our urban environment	Additions to Schedule 2 allowing retail premises to display their goods on the footpath creates more vibrant and attractive streetscape, increasing the sense of wellbeing in our urban environment. The addition also aligns with the planning principle of promoting walking and cycling along key routes by improving amenity and safety.
6. Facilitate a range of housing opportunities in the right places to support and retain a diverse community.	Updates to Cl 4.3 in relation to building heights will also provide greater clarity surrounding the intention of the building height map figures, assisting to promote suitable scales of residential and other development.
7. Recognise and celebrate Waverley's unique place in the Australian contemporary cultural landscape	Updating the Heritage Map to ensure that heritage items and heritage conservation area markings accurately cover the outline of affected sites will assist to reduce confusion surrounding the application of heritage provisions, and ensure that environmental heritage is identified, conserved and enhanced. Doing so will preserve significant local character. Further, adding remnant vegetation to the Terrestrial Biodiversity map will protect the character and natural features of the coast, protecting scenic qualities.
8. Connect people to inspiring and vibrant places, and provide easy access to shops, services, and public transport	Additions to Schedule 2 allowing retail premises to display their goods on the footpath connects more people to more vibrant and inspiring places across the LGA.
13. Protect and grow our areas of biodiversity and connect people to nature	Updating the Terrestrial Biodiversity map to reflect newly identified remnant vegetation in North Bondi will ensure that future development on the affected area will need to consider impacts on the subject vegetation. This will provide greater protection to the vegetation.

Table 9 – Waverley Local Housing Strategy

Relevant Priorities	Comment
H1. Manage housing growth sustainably and in the right locations	Updates to Cl 4.3 in relation to building heights will also provide greater clarity surrounding the intention of the building height map figures, assisting to promote suitable scales of residential and other development.

H5 Ensure new development is consistent with desired future character	
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Table 10 – Waverley Community Strategic Plan 2022-2032

Relevant Direction or Strategy	Comment
2.4 Protect and increase our local bushland, parks, urban canopy cover and habitat areas.	Updating the Terrestrial Biodiversity map to reflect newly identified remnant vegetation in North Bondi will ensure that future development on the affected area will need to consider impacts on the subject vegetation. This will provide greater protection to the vegetation.
2.6 Control and manage development to protect the intrinsic values of the community including aesthetics, size, heritage and population.	Updating the Heritage Map to ensure that heritage items and heritage conservation area markings accurately cover the outline of affected sites will assist to reduce confusion surrounding the application of heritage provisions, and ensure that environmental heritage is identified, conserved and enhanced. Doing so will protect the intrinsic heritage value of the LGA. Updates to CI 4.3 in relation to building heights will also provide greater clarity surrounding the intention of the building height map figures, assisting to promote suitable scales of residential and other development.
2.6.5. Create a thriving, flourishing, accessible and liveable destination with great public spaces and buildings, public art, and walkable streets that engage and excite everyone	The introduction of the display of goods on the footpath as exempt development is consistent with this direction, as it aims to create engaging and exciting walkable public streets that maintain accessibility.
2.11. Move towards a sustainable waste community and a circular economy	The strengthening of CI 6.14 relating to waste management will ensure that more significant developments (not just brand new builds) will need to demonstrate a high level of waste management, which may assist to encourage the re-use and recycling of waste.

3.5 Is the Planning Proposal consistent with any other applicable State and regional studies or strategies?

There are no other relevant State or regional studies or strategies.

3.6 Is the Planning Proposal consistent with applicable SEPPs?

This Planning Proposal is consistent with applicable State Environmental Planning Policies. Assessed the Planning Proposal against the State Environmental Planning Policies SEPPs:

Table 11 – Assessment of Proposal against the SEPPs

Title	Applicable	Comment
Housing SEPP	N/A	The PP will not impact the application of this SEPP in the LGA.
Design Quality of Residential Apartment Development – SEPP 65	N/A	The PP will not impact the application of this SEPP in the LGA.
Exempt and Complying Development Codes SEPP	Yes	The PP will provide an exempt development pathway for the display of goods on the footpath. This PP is consistent with the

Title	Applicable	Comment
		objectives of this SEPP and will not impede its application. Exempt and complying development was already not possible for 5 Bay Street and the adjoining Council-owned land as these sites are marked as subject to geotechnical hazard risk, so the proposed new Terrestrial Biodiversity affectation will not impact the ability to undertake exempt or complying development further.
Transport and Infrastructure SEPP	N/A	The PP will not impact the application of this SEPP in the LGA.
Primary Production SEPP	N/A	The PP will not impact the application of this SEPP in the LGA.
Biodiversity and Conservation SEPP	N/A	The PP will not impact the application of this SEPP in the LGA.
Resilience and Hazards SEPP	N/A	The PP will not impact the application of this SEPP in the LGA.
Industry and Employment SEPP	N/A	The PP will not impact the application of this SEPP in the LGA.
Resources and Energy SEPP	N/A	The PP will not impact the application of this SEPP in the LGA.
Planning Systems SEPP	N/A	The PP will not impact the application of this SEPP in the LGA.
Sustainable Buildings SEPP	N/A	The PP will not impact the application of this SEPP in the LGA.
Precincts SEPPs: Eastern Harbour City SEPP, Western Parkland City SEPP, Central River City SEPP and Regional SEPP	N/A	The PP will not impact the application of this SEPP in the LGA.

3.7 Is the Planning Proposal consistent with applicable Ministerial Directions (section 9.1 Directions) or key government priority?

The proposal is consistent with applicable Ministerial Directions under Section 9.1 of the Environmental Planning and Assessment Act 1979 as outlined in the below table.

Table 12 – Assessment of Proposal against Ministerial Direction

Ministerial Direction	Relevance	Consistency
1.3 Approval and Referral Requirements.	<p>A planning proposal to which this direction applies must:</p> <ul style="list-style-type: none"> minimise the inclusion of provisions that require the concurrence, consultation or referral of development applications to a Minister or public authority, and not contain provisions requiring concurrence, consultation or referral of a Minister or public authority unless the relevant planning authority has obtained the approval of the appropriate Minister, public authority and/or the Planning Secretary. not identify development as designated development unless the relevant planning authority: 	<p>The proposal as it relates to exempt development provisions for the display of goods on the footpath is consistent with this direction.</p> <p>Concurrence with public authorities is required to implement a robust exempt development framework via the implementation of a supplementary local approvals policy. Concurrence</p>

	<ul style="list-style-type: none"> o can satisfy the Planning Secretary (or an officer of the Department nominated by the Secretary) that the class of development is likely to have a significant impact on the environment, and <p>has obtained the approval of the Planning Secretary (or an officer of the Department nominated by the Secretary) prior to undertaking community consultation in satisfaction of Schedule 1 to the EP&A Act.</p>	<p>will occur in line with the Gateway Determination.</p>
1.4 Site Specific Provisions	<p>(1) A planning proposal that will amend another environmental planning instrument in order to allow particular development to be carried out must either:</p> <ul style="list-style-type: none"> (a) allow that land use to be carried out in the zone the land is situated on, or (b) rezone the site to an existing zone already in the environmental planning instrument that allows that land use without imposing any development standards or requirements in addition to those already contained in that zone, or (c) allow that land use on the relevant land without imposing any development standards or requirements in addition to those already contained in the principal environmental planning instrument being amended. <p>(2) A planning proposal must not contain or refer to drawings that show details of the proposed development.</p>	<p>This Planning Proposal will not allow a particular development to be carried out.</p> <p>This planning proposal does not contain or refer to drawings that show details of a proposed development.</p>
3.1 Conservation Zones	<p>(1) A planning proposal must include provisions that facilitate the protection and conservation of environmentally sensitive areas.</p> <p>(2) A planning proposal that applies to land within a conservation zone or land otherwise identified for environment conservation/protection purposes in a LEP must not reduce the conservation standards that apply to the land (including by modifying development standards that apply to the land). This requirement does not apply to a change to a development standard for minimum lot size for a dwelling in accordance with Direction 9.2 (2) of "Rural Lands".</p>	<p>This Planning Proposal does not reduce conservation standards and instead introduces a new terrestrial biodiversity affectation.</p>
3.2 Heritage Conservation	<p>A planning proposal must contain provisions that facilitate the conservation of:</p> <ul style="list-style-type: none"> (a) items, places, buildings, works, relics, moveable objects or precincts of environmental heritage significance to an area, in relation to the historical, scientific, cultural, social, archaeological, architectural, natural or aesthetic value of the item, area, object or place, identified in a study of the environmental heritage of the area, (b) Aboriginal objects or Aboriginal places that are protected under the National Parks and Wildlife Act 1974, and (c) Aboriginal areas, Aboriginal objects, Aboriginal places or landscapes identified by an Aboriginal heritage survey prepared by or on behalf of an Aboriginal Land Council, Aboriginal body or public authority and provided to the relevant planning authority, which identifies the area, 	<p>The proposal protects the conservation of significant sites by correcting boundary inconsistencies.</p>

	object, place or landscape as being of heritage significance to Aboriginal culture and people.	
6.1 Residential Zones	<p>A Planning Proposal must include provisions that encourage the provision of housing that will:</p> <ul style="list-style-type: none"> • Broaden the choice of building types and locations available in the housing market, • Make more efficient use of existing infrastructure and services, and • Reduce the consumption of land for housing and associated urban development on the urban fringe and • Be of good design. 	The proposal is consistent with the objectives of this direction as clarity surrounding building height and lot size controls will be provided – assisting to manage the scale of housing.

3.8 Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected because of the proposal?

No, there are not expected to be any adverse impacts on critical habitat or threatened species, populations or ecological communities, or their habitats as a result of this Planning Proposal. Rather, the addition of a new Terrestrial Biodiversity mapping affectation to cover remnant vegetation in North Bondi will improve the conditions for such species, populations and communities.

3.9 Are there any other likely environmental effects of the Planning Proposal and how are they proposed to be managed?

There are unlikely to be any other environmental effects as a result of the Planning Proposal.

3.10 Has the Planning Proposal adequately addressed any social and economic effects?

The Planning Proposal has adequately addressed the relevant social and economic effects arising from the objectives and intended effects of the proposal.

In relation to the provision of goods on the footpath as exempt development, the proposal has the potential to provide numerous economic benefits by supporting small businesses in the Waverley LGA. Social benefits are likely from increased activation of streets in the LGA and include improved perception of community safety through increased activity on streets.

Potential negative impacts relate to universal accessibility, pedestrian amenity and safety due to footway congestion. These have been addressed by the approval criteria contained in the local policy supplementary to this proposal. The approval criteria preserve a clear path of travel for pedestrians, and limits the size and contents of displays to ensure they have minimal impact.

Other social and economic effects of this Planning Proposal are expected to be negligible, as the remaining changes proposed are either of a minor administrative nature or strengthen an existing control,

3.11 Is there adequate public infrastructure for the Planning Proposal?

There is adequate public infrastructure for the Planning Proposal and the planning proposal will not lead to a need for greater public infrastructure.

In relation to the provision of goods on the footpath as exempt development, the supplementary local approvals policy is designed in such a way that where there is inadequate public infrastructure (i.e. the footpath being too narrow), the exempt development of display of goods is prohibited.

3.12 What are the views of state and federal public authorities and government agencies consulted in order to inform the Gateway determination?

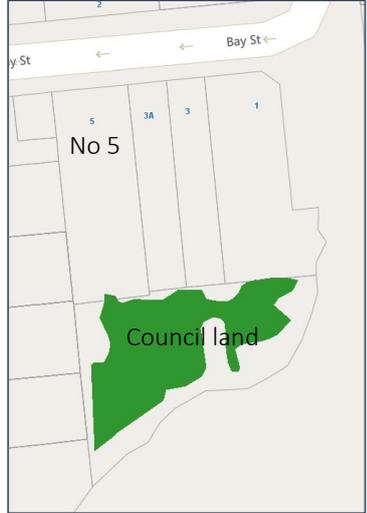
Consultation with public authorities and government agencies can be undertaken in line with the future Gateway determination, if granted.

PART 4 – MAPPING

The following mapping changes are proposed under this Planning Proposal:

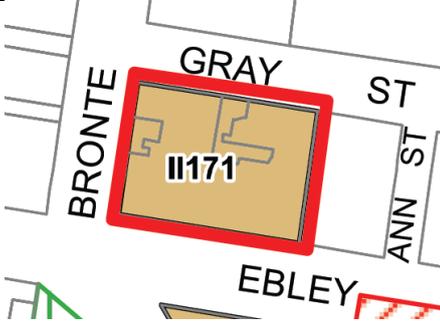
Terrestrial Biodiversity Map

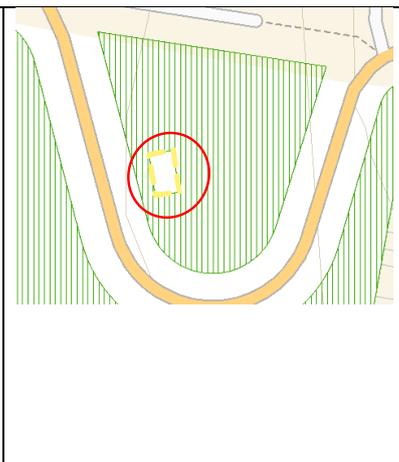
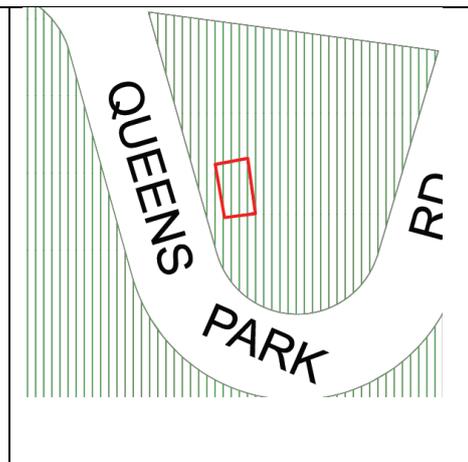
Updating the Terrestrial Biodiversity map to reflect newly identified remnant vegetation in North Bondi will ensure that future development on the affected area will need to consider impacts on the subject vegetation. This will provide greater protection to the vegetation, which also assists to provide a special scenic quality to the North Bondi coastline as the properties adjoin the coast.

Property and Change	Current	Proposed
<p>The <i>Waverley Biodiversity Action Plan: Remnant Sites 2022-2031</i> document identified a remnant patch of Sea-cliff Grassland dominant in <i>Ficinia nodosa</i> in North Bondi. Therefore it is proposed that the terrestrial biodiversity affectation be applied to this area, falling upon:</p> <ul style="list-style-type: none"> • Lot C DP 331848 (5 Bay Street, North Bondi) • Lot 2 DP 530991 (Council Land) 	 <p>The current map shows a street grid with 'No 5' and 'Council land' labeled. A red oval highlights the 'Council land' area.</p>	 <p>The proposed map shows the same area, but the 'Council land' area is shaded in green, indicating the proposed biodiversity affectation.</p>

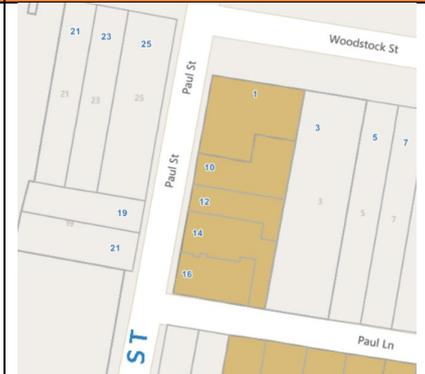
Heritage Map

Updating the Heritage Map to ensure that heritage items and heritage conservation area markings accurately cover the outline of affected sites will assist to reduce confusion surrounding the application of heritage provisions, and ensure that environmental heritage is identified, conserved and enhanced.

Property and Change	Current	Proposed
<p>Adjust heritage item affectation at 30 Bronte Road, Bondi Junction (Lot 2, DP 1297720) to reflect the new lot boundaries.</p> <p>It has been skewed due to a recent subdivision of land.</p>	 <p>The current map shows a lot at the intersection of Gray Street and Ebley Street, outlined in yellow. A red oval highlights a skewed portion of the lot boundary.</p>	 <p>The proposed map shows the same area with corrected lot boundaries. The lot at 30 Bronte Road is outlined in red and labeled '1171'.</p>

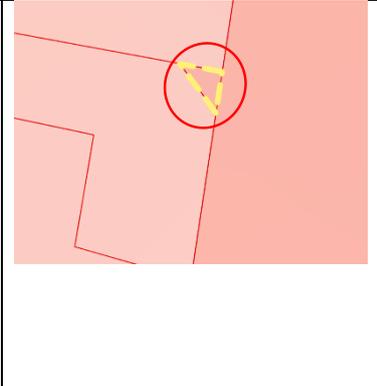
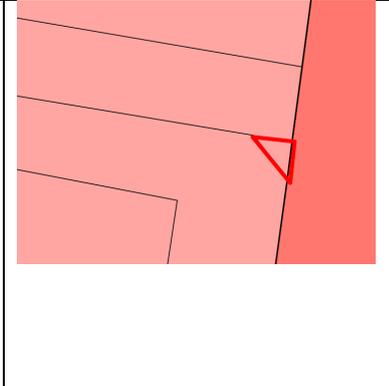
<p>Adjust the landscape heritage item at Victoria Park, Queens Park to cover the entire park. Affecting Lot 1594 DP 752011.</p> <p>The excluded area used to contain a Boy Scout Hall, however, the hall has since been demolished.</p>		
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Heritage Map – post exhibition inclusion

Property and Change	Current	Proposed
<p>Adjust heritage item affectation at 12 Paul Street, Bondi Junction (Lot 1, DP1225092) to reflect the new lot boundaries.</p> <p>It has been skewed due to a recent subdivision of land.</p>		

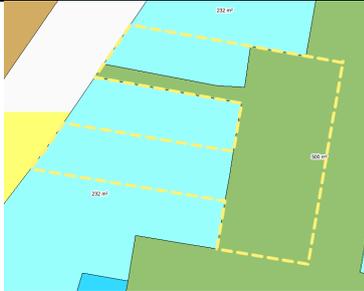
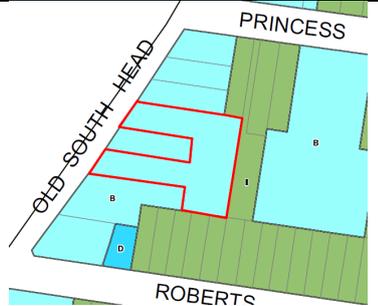
Land Zone Map

Updating the Land Zone Map in relation to 3A Tamarama Street, Tamarama will ensure for the orderly development of land.

Property and Change	Current	Proposed
<p>Change 3A Tamarama Street, Tamarama (Lot 2 DP 1188291) from R3 Medium Density Residential to R2 Low Density Residential to align with the zone of 3 and 5 Tamarama Street.</p> <p>3A Tamarama Street is owned by the same owner at No. 5, so the zone alignment is logical.</p>		

Lot Size Map

Updating the Lot Size Map will ensure that properties affected by the map will be marked in a consistent manner. Specifically ensuring that each lot is only affected by one single minimum lot size figure, rather than a combination or partially marked.3.1

Property and Change	Current	Proposed
<p>Apply a minimum lot size of 232sqm to all of 575 Old South Head Road, Rose Bay (Lot 1, DP 1289792).</p> <p>232sqm is consistent with all sites fronting Old South Head Road.</p> <p>This discrepancy is a result of a recent site consolidation.</p>		
<p>Remove the minimum lot size affectation to the public land behind 10 and 12 Mill Hill Road (Lot 13 DP 1054446 and Lot 1 DP 996225).</p> <p>This discrepancy is likely a result of a historical boundary adjustment.</p>		
<p>Apply the minimum 325sqm lot size to all of 24-32 Flood Street, Bondi (Lot 1, DP 1250701).</p> <p>This discrepancy is a result of a recent site consolidation.</p>		



PART 5 – COMMUNITY CONSULTATION

Public exhibition is likely to include at minimum a display on the Council’s website. The gateway determination will specify the level of public consultation that must be undertaken in relation to the Planning Proposal.

Pursuant to Division 3.4 of the Act, a Planning Proposal must be placed on public exhibition for a minimum of 28 days, or as specified in the gateway determination for the proposal. The Planning Proposal Authority must consider any submissions made concerning the proposed instrument and the report of any public hearing.

PART 6 – PROJECT TIMELINE

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 March 2026 in line with the Gateway determination.

Table 13 – Indicative project timeline

Tasks	Timeline
Gateway Determination	January 2025
Gateway Alteration	June 2025
Pre-exhibition	July-September 2025
Commencement and completion of public exhibition period	September-October 2025
Consideration of submissions	October 2025
Report to Council	February 2026
Gazettal of LEP amendment	March 2026



Department of Planning, Housing and Infrastructure

Gateway Determination

Planning proposal (Department Ref: PP-2024-1750): to amend the Waverley Local Environmental Plan 2012 to correct errors and anomalies, address issues with existing clauses and permit the 'display of goods on the footpath' as exempt development.

I, the Director, Local Planning (North, East and Central Coast) at the Department of Planning, Housing and Infrastructure, as delegate of the Minister for Planning and Public Spaces, have determined under section 3.34(2) of the *Environmental Planning and Assessment Act 1979* (the Act) that an amendment to the Waverley Local Environmental Plan 2012 to correct errors and anomalies, address issues with existing clauses and permit the 'display of goods on the footpath' as exempt development, should proceed subject to the following:

The Council as planning proposal authority is authorised to exercise the functions of the local plan-making authority under section 3.36(2) of the Act subject to the following:

- (a) the planning proposal authority has satisfied all the conditions of the gateway determination;
- (b) the planning proposal is consistent with applicable directions of the Minister under section 9.1 of the Act or the Secretary has agreed that any inconsistencies are justified; and
- (c) there are no outstanding written objections from public authorities.

The LEP should be completed on or before 31 July 2025.

Gateway Conditions

1. Prior to consultation the planning proposal is to be updated to:
 - (a) Include a plain English explanation of how the proposed amendment to Schedule 2 will apply and include a disclaimer that final wording is indicative only and will be subject to Parliamentary Counsel drafting, should the proposal proceed to finalisation.
 - (b) Remove indicative clause wording illustrating the proposed amendments to clause 6.14 Waste minimisation and recycling, and clarify the extent of the alterations and additions the proposed amendments will apply to.
 - (c) Remove all references to the proposed amendments to clause 4.3 Height of buildings of the Waverley LEP 2012.
 - (d) Ensure consistency of the proposed amendment to Schedule 2 of the Waverley LEP 2012 with the defined land uses in the SILEP to avoid confusion as to where the provision seeks to apply.
 - (e) Clarify whether the proposal also seeks to amend the height and FSR controls that currently apply to the site at 3A Tamarama Street, Tamarama, to align with the applicable development controls of the adjoining R2 zoned land.
 - (f) Clarify whether the proposal also seeks to amend the existing height and FSR controls that apply to the subject land located at the rear of 10 & 12 Mill Hill Road, Bondi Junction.
 - (g) Ensure the proposed Minimum Lot Size control mapping for land at 58 Military Road, Dover Heights, clearly shows that the proposed 500m² control will apply to the entire site.

PP-2024-1750 (IRF24/2582)

- (h) Ensure the proposed heritage map and property description in Schedule 5 are consistent with the existing state heritage item listing at 470 Bronte Road, Bronte.
 - (i) Ensure the proposal and the supporting maps include complete street addresses (including suburbs), map legends, and clear map labelling (where relevant) to identify key features and ensure the proposal is suitable for community consultation.
 - (j) Address consistency with Direction 3.1 Conservation Zones.
2. Public exhibition is required under section 3.34(2)(c) and clause 4 of Schedule 1 to the Act as follows:
- (a) the planning proposal is categorised as standard as described in the *Local Environmental Plan Making Guideline* (Department of Planning and Environment, August 2023) and must be made publicly available for a minimum of 20 working days; and
 - (b) the planning proposal authority must comply with the notice requirements for public exhibition of planning proposals and the specifications for material that must be made publicly available along with planning proposals as identified in *Local Environmental Plan Making Guideline* (Department of Planning and Environment, August 2023).
3. Consultation is required with the following public authorities and government agencies under section 3.34(2)(d) of the Act and/or to comply with the requirements of applicable directions of the Minister under section 9 of the EP&A Act:
- (a) Transport for NSW
 - (b) Crown Lands
 - (c) Heritage NSW (Department of Climate Change, Energy, the Environment and Water).
- Each public authority is to be provided with a copy of the planning proposal and any relevant supporting material via the NSW Planning Portal and given at least 30 days to comment on the proposal.
4. A public hearing is not required to be held into the matter by any person or body under section 3.34(2)(e) of the Act. This does not discharge Council from any obligation it may otherwise have to conduct a public hearing (for example, in response to a submission or if reclassifying land).

Dated 6 January 2025



Jazmin van Veen
Director, Local Planning (North, East and Central Coast)
Planning, Land Use Strategy, Housing and Infrastructure

Delegate of the Minister for Planning and Public Spaces

PP-2024-1750(IRF24/2582)



Department of Planning, Housing and Infrastructure

Alteration of Gateway Determination

Planning proposal (Department Ref: PP-2024-1750)

I, Director, Local Planning and Council Support (North, East and Central Coast) at the Department of Planning, Housing and Infrastructure, as delegate of the Minister for Planning and Public Spaces, have determined under section 3.34(7) of the *Environmental Planning and Assessment Act 1979* to alter the Gateway determination dated 6 January 2025 for the proposed amendment to the *Waverley Local Environmental Plan 2012* as follows:

1. Delete:

“The LEP should be completed on or before 31 July 2025”.

and replace with:

“The LEP should be completed on or before 5 December 2025”.

2. Delete:

“condition 1(c)”

and replace with:

a new condition 1(c):

“Include a plain English explanation of how the proposed amendment to clause 4.3 Height of buildings of the *Waverley Local Environmental Plan 2012* will apply and the intended development outcomes and a disclaimer that the wording is indicative only and will be subject to Parliamentary Counsel drafting, should the proposal proceed to finalisation”.

Dated 23rd day of June 2025.

A handwritten signature in black ink, appearing to read "Jazmin van Veen".

Jazmin van Veen
Director, Local Planning (North, East and Central Coast)
Planning, Land Use Strategy, Housing and Infrastructure
Department of Planning, Housing and Infrastructure

Delegate of the Minister for Planning and Public Spaces

PP-2024-1750 (IRF25/1272)



Department of Planning, Housing and Infrastructure

Alteration of Gateway Determination

Planning proposal (Department Ref: PP-2024-1750)

I, Manager, Local Planning and Council Support (North, East and Central Coast) at the Department of Planning, Housing and Infrastructure, as delegate of the Minister for Planning and Public Spaces, have determined under section 3.34(7) of the *Environmental Planning and Assessment Act 1979* to alter the Gateway determination dated 6 January 2025 (since altered) for the proposed amendment to the *Waverley Local Environmental Plan 2012* as follows:

1. Change the LEP completion timeframe

from “The LEP should be completed on or before 5 December 2025”

to “The LEP should be completed on or before 10 April 2026”.

Dated 10 December 2025.

A handwritten signature in black ink, appearing to read 'Kelly McKellar'.

Kelly McKellar
Manager, Local Planning & Council
Support (North, East and Central Coast)
Planning, Land-Use Strategy, Housing
and Infrastructure
Department of Planning, Housing and
Infrastructure

Delegate of the Minister for Planning and
Public Spaces

PP-2024-1750 (IRF25/2601)



WAVERLEY
COUNCIL

Draft

Display of Goods on the Footpath Policy and Guidelines



Department	Urban Planning, Policy & Strategy
Approved by	<i>Council</i>
Date approved	<i>XX XX 2026</i>
File reference	<i>SF26/269</i>
Next revision date	<i>1 July 2027</i>
Relevant legislation	Local Government Act 1993, Roads Act 1993
Related policies/ procedures/guidelines	N/A
Related forms	Display of Goods Application

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1. Introduction

This Policy is for businesses in the Waverley local government area seeking to utilise the footpath outside their premises for the display of goods.

Businesses seeking to utilise the footpath outside their premises must have a valid approval issued by Council. Council issues approvals for the use of the footpath (under section 68 of the *Local Government Act 1993*, and section 138-143 of the *Roads Act 1993*) via an [application form for Display of Goods on the Footpath](#).

Displays on the footpath must comply with the criteria set out in this policy, and the business must also pay an annual fee for the use of the footpath.

It is the business operator's responsibility to ensure this policy is being complied with when displaying goods on the footpath. Council reserves the right to issue removal notices and fines when these conditions are breached.

1.1 Who can apply?

To be eligible to apply for a goods display, you must be the owner or operator of a lawfully established shop or business adjacent to the footpath.

1.3 Classified Roads

Under Section 138 of the *Roads Act 1993*, the display of goods on classified roads (being state or regional roads) must be referred to Transport for NSW for approval.

Classified roads in Waverley include Bondi Road and Old South Head Road, Curlewis Street, Penkivil Street, Bennett Street, Birrell Street, Bronte Road, Carrington Road and Macpherson Street. Refer to [Transport for NSW's Road Network Classification Map](#) for details.

Applications are referred to Transport for NSW by Waverley Council after being lodged.



1.4 Change of operator

Approvals for goods displays are held by the operator of the business, rather than the business or the property. This means that when there is a change of operator for a business with approval for the display of goods, the approval is no longer valid. The new operator will need to get a new approval for the display of goods.

1.5 Notification of applications

Public consultation of applications can help identify problems that could arise during operation.

Depending on the size and nature of your goods display, notification may be required in line with Council's [Community Engagement Strategy](#).

It is always a good idea to inform your neighbours of your application, regardless of whether notification is required.

1.6 Fees and Charges

Application fees and rental fees are payable in accordance with Council's Fees and Charges Policy. A summary of the fees payable can be found on the [application form](#).

Once your application has been received, you will be contacted to pay the Application Fee. It is requested that the fee be paid within 48 hours of receiving the invoice. Council will not start the assessment process until the fees are paid.

Once your application has been approved, you will be contacted to pay the annual leasing fee for the use of the footpath. As per the standard conditions of approval, your permit is not active unless your annual leasing fee has been paid.

2. Application requirements

This section details the documents required to submit your Display of goods on the footpath application.

You will need:

1. Completed Display of Goods on the Footpath application form
2. Site plan
3. Furniture details

2.1 Application form

Your premises must have existing development consent or certificate to operate. This is also known as a Development Application (DA) or Complying Development Certificate (CDC) approval. Citing the approval number on the application form is sufficient.

2.2 Plans

Two drawings (or plans) are required:

- A site plan
- A footpath display area plan

2.2.1 Site plan

A site plan is a location plan showing the property in relation to the street and the nearest cross street. Site plans are not required to be drawn to an architectural standard and can be sourced from freely available digital maps like Google maps, Apple maps, SIX maps, or similar.

2.2.2 Footpath display area plan

A dimensioned plan drawn to scale (1:50 or 1:100) that shows:

- a) Width of the shop/building frontage of your premises and location of openings such as doors and windows
- b) Width of the footpath and size and location of features such as trees, public utilities, parking restrictions, bins, street furniture, crossings, traffic lights and drains/pits
- c) Location and distance of the kerb from your premises
- d) The proposed location and dimensions of the footpath goods display, clearly showing the area of the footpath taken up by the goods display in square metres. Ensure dimensions are shown from a point on the premises that can be measured. This area measurement will be used when calculating the annual leasing fee for the use of the footpath.



- e) Consideration of the design requirements for goods displays (in the next section).

2.3 Furniture Details

A photo, brochure, or manufacturer's details of the goods display (whether it be a shelf, table, plinth or the like) proposed to be used, including any accessories.

Furniture details provided must show that the proposed display satisfies the design requirements in the next section.

3. Design requirements

This section covers the design requirements for the display of goods on the footpath to be addressed in your footpath display area plan and application.

When applications are assessed, consideration will be given to:

- Convenience and safety of pedestrian movement
- Safety of vehicular movement
- Impact on residential amenity
- Whether the application contributes to and improves local amenity and the public domain
- Impact on the natural environment including existing trees, significant views and items of heritage significance.

Goods displays on the footpath can make a significant contribution to the quality of public spaces by providing active street frontages. However, goods displays might not be appropriate in all locations due to safety and amenity issues.

How to read this section:

The Design requirements are separated into 'Objectives' and 'Controls'.

Applicants are expected to meet the controls set out in the design requirements and demonstrate compliance in their application.

Where an applicant can't meet the controls set out in the policy, Council will consider variations to the controls on a case-by-case basis where a proposal can demonstrate that it still achieves (or improves upon) the objectives.



3.1 Location

Objectives:

1. **To ensure pedestrian footpath movements are maintained, as well as the safety of pedestrians and shop staff.**
2. **To ensure that the display of goods on the footpath contributes to and improves the local amenity and the public domain.**

Controls:

- a) The standard location for goods displays is against the shop front. Where this location would interrupt a continuous path of travel for pedestrians, or otherwise on merit, Council will consider kerb side displays or other alternative locations.
- b) Where a footpath is extended (at a street corner or otherwise) there may be opportunities for display locations other than the standard location above which Council will consider on merit.
- c) Where the display of goods is adjacent to the kerb, the following setbacks from the kerb apply:
 - i. 0.6m standard minimum setback when next to normal parking conditions, including the edge of a cycleway,
 - ii. 1m when next to a loading zone,
 - iii. 1.5m when next to an accessible parking spot.
 - iv. 2m when next to a public transport stop, bus zone, taxi zone or PUDO zone.
- d) Goods displays should be kept clear of street corners to allow adequate visibility and sight lines for traffic and pedestrian safety. A minimum 1m setback from the corner of the building is required. Displays that wrap around the corner of the building will be considered on merit.
- e) The minimum width of a clear, unobstructed pedestrian footpath is 2m. This distance is exclusive of street furniture, bus stops, accessible parking spaces, parking meters, telephone boxes or the like.
- f) In addition to the clear path of travel for pedestrian traffic, the display should maintain clearances in all directions around the following items:
 - i. 0.5m from any tactile ground service indicators.
 - ii. 0.5m from any utility pits, vents, drains.
 - iii. 1m from any service object including fire hydrant, public seat, bike rack or ring, pay phones, parking meters, fixed rubbish bins and the like.
 - iv. 1m from pedestrian and signalised crossings, kerb ramps, driveways, any landscaped area, street tree pit or grate.
- g) Goods displays should not take up more than 60% of the frontage width of the shop front



3.2 Furniture and Accessories

Objective:

1. To ensure all furniture and accessories are high-quality and an appropriate design.

Controls:

- a) Dimensions of goods displays should be:
 - i. No more than 1m deep, as measured perpendicular to the shopfront or building line.
 - ii. No less than 0.5m high to avoid being a tripping hazard.
 - iii. No more than 2.5m high (including the goods) when located against the shop front.
 - iv. No more than 1.2m high (including the goods) when located kerbside or elsewhere.
 - v. The lowest 60 millimetres of the display should be solid to be detectable by a cane.
- b) The design of the goods displays should be:
 - i. Safe, strong, durable, high-quality, waterproof and purpose-built.
 - ii. A high contrast colour in comparison to its surroundings to assist pedestrians with low vision (consider adding reflective tape to the edges of your display).
 - iii. Secure, to prevent goods being easily knocked over or blown about by wind.
 - iv. Without mirrored or overly reflective surfaces that may distract pedestrians or drivers.
 - v. Without electrical or battery powered elements, including but not limited to heating or refrigeration, sound amplification, or lighting.
 - vi. Coherent in design, as to not dominate the shop front or the footpath.
- b) All displays and must be well maintained, clean and tidy at all times. Displays should be free of clutter and without protruding elements. Council reserves the right to require replacement of inappropriate and/ or hazardous furniture as a permit requirement.
- c) Shopping trolleys, shopping baskets, packing crates or cardboard boxes are prohibited.
- d) All furniture and accessories must be stored away from footpath outside the approved hours of operation (unless specific approval has been granted).
- e) Displays must not be attached to the floor, street poles, or any street furniture with metal bolts, padlocks, chains or similar.
- f) Displays must not damage the footpath in any way, including when being moved or removed. Operators will be held responsible for any damage caused to the footpath by displays.

3.2.1 Goods on display

Controls:

- a) Goods on display must be goods that are normally found for sale in the adjacent shop.
- b) Any goods on display are to comply with any regulations ensuring the display of items is free from contamination, for example the Food Act 2003 for displays containing food.
- c) The following goods are prohibited:
 - i. Furniture or whitegoods.
 - ii. Sharp, dangerous or protruding items (e.g. hardware items).
 - iii. Goods that may damage or stain the pavement (e.g. oils, dyes, hardware items).
 - iv. Perishable foods other than fruits and vegetables (e.g. fish, shellfish, poultry, or dairy).
 - v. Goods that emit noise or vibration that could cause annoyance, for example operating radios or electronic toys.
 - vi. Restricted literature or goods, where restricted means publications classified Category 1 restricted, Category 2 restricted, or RC under the Classification (Publications, Films and Computer Games) Act 1995.

3.2.2 Advertising, logos and signage

Controls:

- a) Only the name and/or logo of the tenant is permitted on goods displays or any other element. No third-party advertising is permitted.
- b) Any signage attached to the goods display must be directly associated with the product on display (e.g. price tag, product description). Advertising is not permitted.
- c) Any signage attached or otherwise associated with a goods display must comply with all relevant design requirements above.

Where an applicant can't meet the controls set out in the policy, Council will consider variations to the controls on a case-by-case basis where a proposal can demonstrate that it still achieves (or improves upon) the objectives.

4. Terms and Conditions of Operation

To ensure that the display of goods contributes positively to the urban environment, appropriate management issues must be considered including hours of operation, health and safety.

Incidents of non-compliance are noted on the operators file and will be taken into consideration by Council when requesting to vary or renew their footpath seating permit.

The following terms and conditions apply to the operation of the display of goods on the footpath:

4.1 Use of the display

Displays are not to be used for:

- a) Conducting sales transactions.
- b) Spruiking.
- c) Amplified sound emission, from speakers, radios, or otherwise.
- d) Advertising.

4.2 Hours of operation

- a) Goods displays must be removed at least half an hour before the general operational hours of the establishment.
- b) In addition to the above, the display of goods is not to occur outside of the following hours:
 - In Low and Medium Density Residential Zones (R2 & R3):
7:00am to 8:00pm - 7 days a week
 - In Local and Commercial Centres (E1 & E2) as well as Mixed Use (MU1) zones:
6:00am to 9:00pm - 7 days a week

4.3 Other conditions of approval

- a) Generally, approval for the display of goods on the footpath will be granted for 2 years with checks made for compliance regularly throughout the approval period. Council may elect to approve for a lesser period of time, where it is of the opinion that the use of the footpath may cause detrimental impact to the amenity of the area.
- b) The road authority (Council or the State Government) can request that displays be temporarily removed if:
 - the conditions of this policy are breached.
 - the display is compromising public safety or public access.
 - the footway area is needed for public works.
 - the footway area is needed for a special event.

- the footway area is needed to manage an increase in pedestrians.
 - the footway is needed for the installation of construction hoardings and scaffoldings.
 - the footway is needed to support pedestrian flow.
- c) A permit may be cancelled, revoked or amended if:
- The proprietor fails to comply with the permit conditions; and
 - There are changed conditions affecting the display area in its particular location, such as increased risk to health and safety,
 - The footpath is needed for public works
 - Permit holders are issued three or more infringement notices for the same or similar breach of policy.
- d) Where the Council needs to cancel, revoke or amend an approval, the approval holder will be given notice of Council's intention and will be given an opportunity to respond.
- e) If payment of rent is not received by Council, the approval is considered to have lapsed until payment is received. In the interim, an infringement notice may be issued for obstructing the footpath without approval.
- f) Operators are required to keep their approved footpath display area plan in clear view so Waverley Council Officers can easily check for compliance at any time. Appropriate locations are in the front window, or close to the front of the premises.
- g) Tenants are required to pay a rental bond as determined in the agreement with Council.
- h) Where a permit is suspended, relocated, amended and/or cancelled, neither the permit holder nor any other persons shall be entitled to any payments, compensation or damages of any kind from Waverley Council.

5. Definitions

Term	Definition
<i>Footpath</i>	A paved area, generally adjacent to a road way, that is open to the public and designated for use by pedestrians.
<i>Clear path of travel</i>	The area of the footpath maintained for safe and equitable pedestrian circulation that is free from obstructions and assists in wayfinding and navigation. Also referred to as the continuous accessible path of travel.

REPORT
PD/5.2/26.03

Subject: Planning Proposal - 34-36 Flood Street, Bondi

TRIM No: PP-2/2025

Manager: Tim Sneesby, Acting Executive Manager, Urban Planning

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

RECOMMENDATION:

That:

1. Council does not support the planning proposal at 34–36 Flood Street, Bondi, proceeding to Gateway Determination, as it does not demonstrate strategic or site-specific merit for the following reasons:
 - (a) The proposal would establish a precedent for other small, isolated sites seeking substantial uplift in development standards, resulting in undesirable impacts and increased pressure on existing local infrastructure.
 - (b) The subject site is not located within the boundary of the Bondi Junction Master Plan.
 - (c) The proposed height of buildings and floor space ratio are significantly greater than those applicable within the surrounding R3 zoned area.
 - (d) The proposal would be out of character with adjacent and surrounding development, resulting in adverse bulk and scale impacts and unreasonable amenity impacts on neighbouring properties and the public domain.
 - (e) The proposed development would have a detrimental impact on the existing traffic network and place additional pressure on the provision of on-street parking in the surrounding local area.
2. Should the proponent be successful with a rezoning review at the Sydney Eastern City Planning Panel, officers prepare a further report to Council on the proposed voluntary planning agreement.
3. Council notifies the proponent of Council's decision.

1. Executive Summary

A planning proposal has been prepared and submitted by Karimbla Properties (No.1) Pty Ltd as the trustee for the Harry Triguboff Foundation. The planning proposal seeks to:

- Rezone the site from R3 Medium Density Residential to R4 High Density Residential.
- Increase the maximum height of building (HoB) from 12.5 m to 80 m.
- Increase the floor space ratio (FSR) from 0.9:1 to 2.8:1.

The proposal seeks to facilitate redevelopment of the site, including part retention and reinstatement of the existing Harry Seidler-designed synagogue. It also includes a letter of offer to enter into a voluntary planning agreement involving works in kind and a monetary contribution.

Following an assessment against the Local Environmental Plan (LEP) Making Guidelines, the proposal is not considered to demonstrate either site-specific or strategic merit. It is therefore recommended the planning proposal not proceed to Gateway Determination.

2. Introduction/Background

The subject site consists of two lots located at 34-36 and 36A Flood Street, Bondi, with a total site area of approximately 2,167 m².

34-36 Flood Street has dual street frontages to Flood Street and Anglesea Street with its primary frontage to Flood Street. 36A Flood Street has a single frontage to Flood Street.

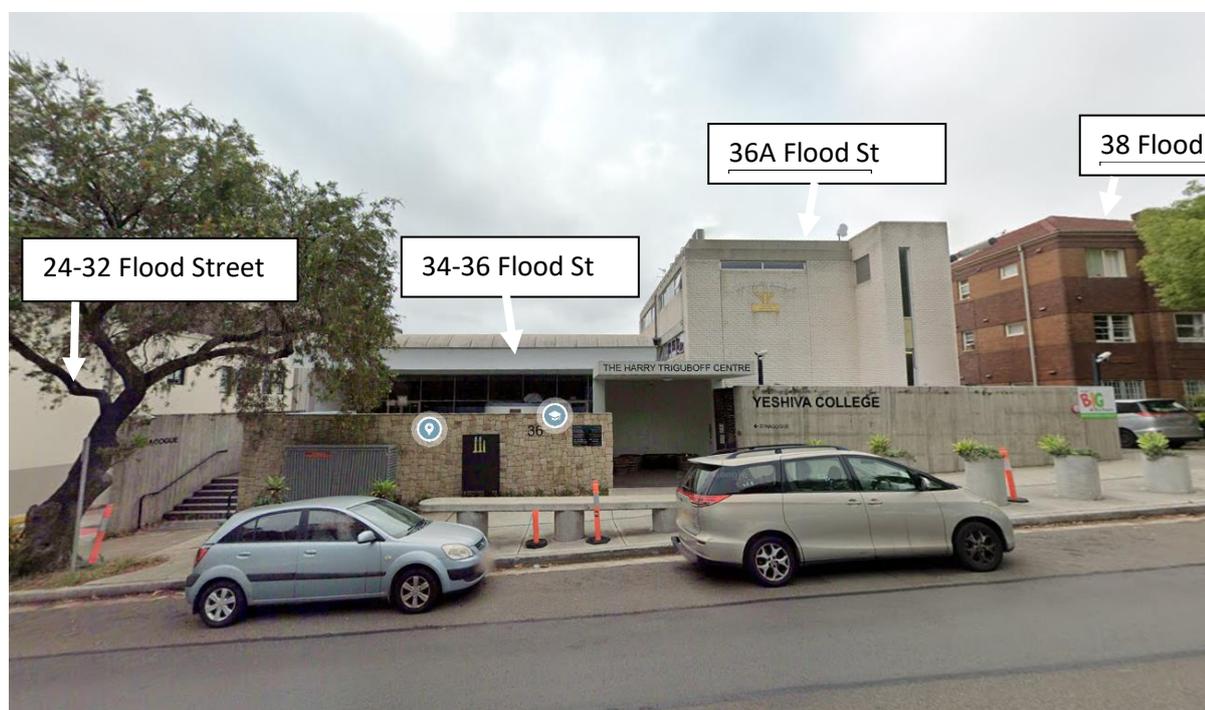


Figure 1. Site of the Planning Proposal (Source: Google Maps).

Existing development on the site consists of a synagogue with associated community uses on the northern lot (34-36 Flood Street) as well as a part-three, part four-storey building formerly occupied by Yeshiva College educational establishment.

The existing character of Flood Street is a mixed typology, with a variety of small apartment blocks dating from various periods (inter-war to present), detached two storey dwelling houses (late 1800s and early 1900s), a seniors housing development and two larger apartment blocks estimated to be built in the 1960s-1970s.

Existing zoning under WLEP 2012

The site is currently located within the R3 Medium Density Zone under the *Waverley Local Environmental Plan 2012* (WLEP). 34-36 Flood Street was recently rezoned from SP2 Infrastructure – Educational Establishment to R3 Medium Density Residential (discussed later in this report).



Figure 2. Existing zoning (source: WLEP 2012).

Existing development controls under WLEP

The site is currently subject to a maximum height of building standard (HoB) of 12.5m and floor space ratio (FSR) standard of 0.9:1 under the WLEP. The existing total gross floor area across the site is 2,645 m² which equates to a FSR of 1.22:1, and exceeds the maximum FSR contained within the WLEP.

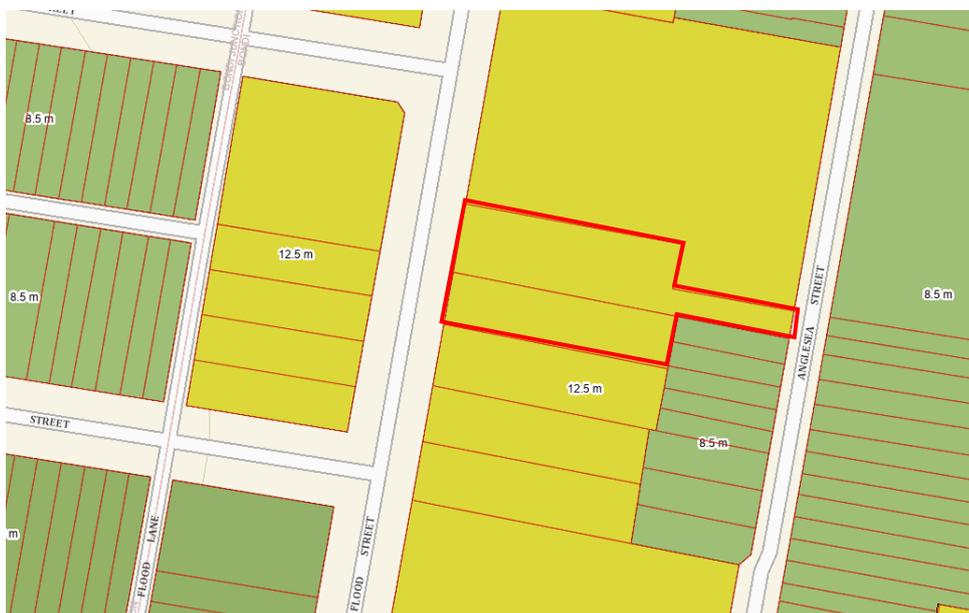


Figure 3. Existing maximum height of building (source: WLEP 2012).



Figure 4. Existing floor space ratio (source: WLEP 2012).

Heritage

The site is not located within a heritage conservation area and does not contain any listed items in Schedule 5 of the WLEP. The site is adjacent to the Woodstock Street Conservation Area (red hatching in Figure 5), has a number of heritage items within close proximity (brown coloured lots in Figure 5) and Flood Street itself is located within the Flood Street Landscape Conservation Area (green hatching in Figure 5). 34-36 Flood Street were previously identified as having heritage significance but not progressed for heritage listing as discussed in this report.

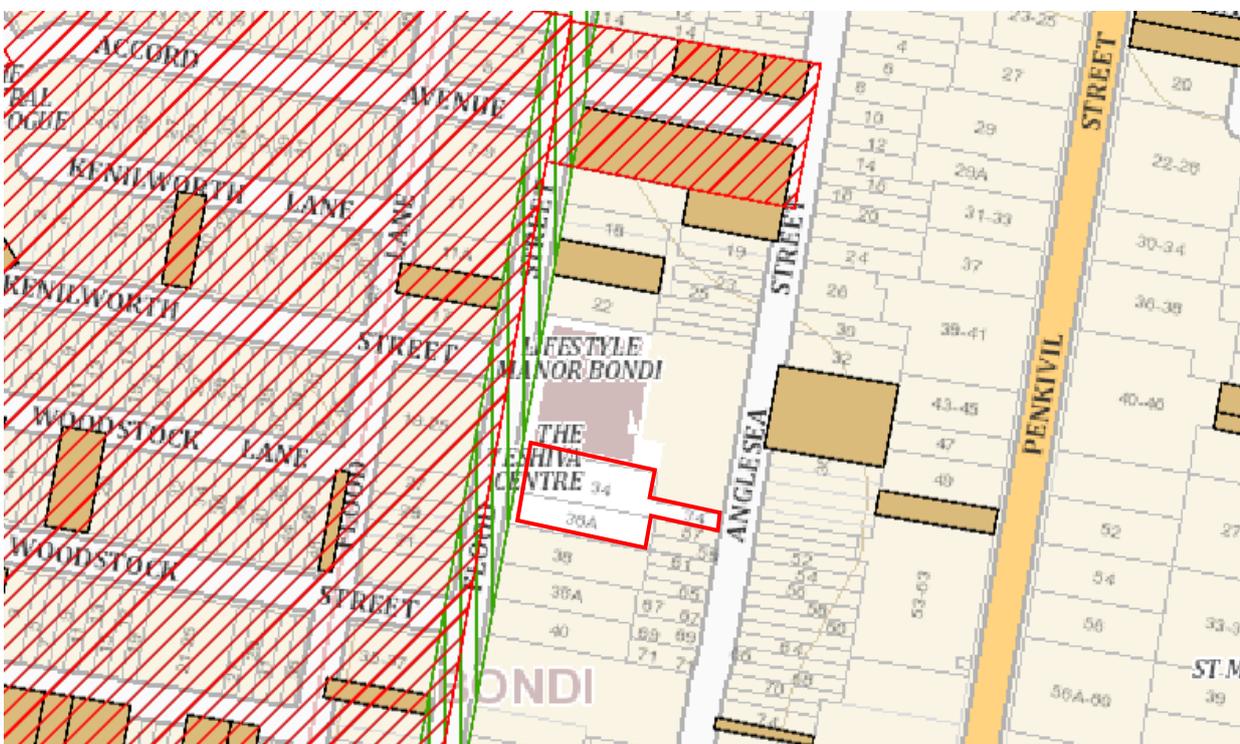


Figure 5. Relevant heritage considerations (source: WLEP 2012).

Low and Mid-Rise Housing Policy

The site is located at the edge of the 'LMR outer area' under the DPHI Low and Mid-Rise Housing Policy Indicative Map as displayed in Figure 6 in relation to the Bondi Junction station and town centre.

As this area is a 400-800m walk from the relevant centre, non-discretionary standards of 17.5m maximum HoB and an FSR of 1.5:1 apply for residential flat building development.

The affordable housing in-fill bonuses of up to 30% height and 30% floor space ratio (if up to 15% of the development is provided as affordable housing for 15 years) under the *State Environmental Planning Policy (Housing) 2021* (Housing SEPP) can also apply, with a maximum of 22.75 m and 1.95:1 applying for the site under this scenario.

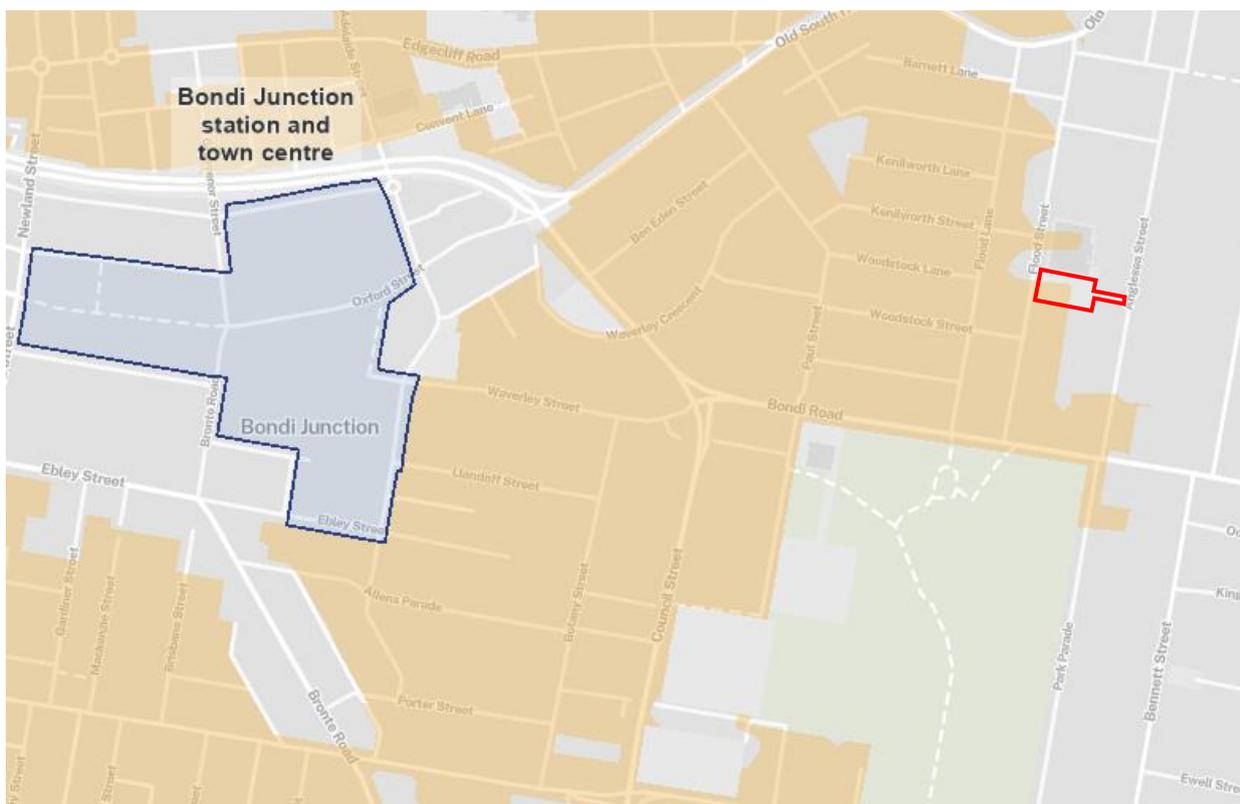


Figure 6. Low and mid-rise indicative map (source: NSW DPHI).

Recent development and planning history

Both lots which form the subject site have a variety of related development consents, all of which relate to minor alterations and additions and internal fit outs. The only substantial development application (DA) relates to a proposed conversion of the existing education building at 36A Flood Street and erection of a four-storey residential flat building containing eleven units in 2003. This DA was ultimately withdrawn by the applicant.

There has also been two planning proposals and one Housing Delivery Authority (HDA) expression of interest (EOI) application as discussed below.

Planning proposal to rezone from SP2 Infrastructure (Educational Establishment) to R3 Medium Density Residential

In 2022, a planning proposal was lodged to rezone the site from SP2 Infrastructure – Educational Establishment to R3 Medium Density Residential for 34-36 Flood Street. This planning proposal was not supported by the Waverley Local Planning Panel in their advice dated 25 May 2022 as the planning proposal would result in a variation to the long-established policy of maintaining community infrastructure with an SP2 zoning. The planning proposal was subsequently not supported by Council at its meeting on 5 July 2022 for the same reasons. The proponent submitted a Rezoning Review and was ultimately successful in changing the zone to R3 Medium Density Residential after their appeal to the Sydney Eastern City Planning Panel on 17 May 2023.

Planning proposal to list synagogue in Schedule 5 of WLEP

A detailed Heritage Assessment of 34-36 Flood Street was prepared in May 2023 by an independent expert, Hector Abrahams Architects, finding that the synagogue building towards the Flood Street frontage has heritage significance rendering it worthy of local and state heritage listing.

In response to this finding, Council resolved to:

- Lodge a planning proposal (PP-1/2023) to list 34-36 Flood Street as a heritage item (Schedule 5 and on the Heritage Map) under the WLEP on 7 November 2023.
- Nominate the site for listing as an item on the NSW State Heritage Register (SHR) in July 2023.

Whilst the NSW Department of Planning Housing and Infrastructure (known at the time as the Department of Planning, Industry and Environment) supported the progression of the local heritage listing by issuing a Gateway determination, the landowner did not agree and sought a Gateway Review. This Gateway Review was considered by the Independent Planning Commission (IPC) on 13 March 2024, which recommended that the Gateway Determination be altered and the planning proposal not proceed. The DPHI ultimately discontinued the planning proposal on 12 June 2024, following receipt of advice from the IPC.

Unsuccessful Housing Delivery Authority expression of interest

In May 2025, the Housing Delivery Authority (HDA) considered an expression of interest (EOI) submitted for the site by the current landowner (the proponent). The EOI proposed 60 apartments in a 20-storey building with a redeveloped synagogue and associated concurrent rezoning for 34-36 Flood Street and 36A Flood Street

The HDA did not recommend the proposal be declared State Significant Development (SSD) under s4.36 (3) of the EP&A Act as they did not consider proposal to adequately satisfy all objectives or criteria of the HDA EOI, being:

- Objective 1 – Deliver more homes within the Housing Accord period.
- Criteria 1.2 – Development is State significant.
- Objective 2 – Identify projects that can be assessed quickly.
- Criteria 2.1 – Largely consistent with development standards.
- Criteria 2.5 – Has addressed any previously refused proposal.
- Objective 3 – Drive quality and affordable housing.
- Criteria 3.3 – Positive commitment to affordable housing.

The applicant was advised that there were alternative pathways such as a planning proposal to consider.

The planning proposal discussed in this report seeks to facilitate a 21-storey building, one additional storey above and beyond the proposal set out in the previous HDA EOI.

Pre-lodgement planning proposal

In line with the LEP Making Guidelines, a pre-lodgement planning proposal application was submitted by the proponent. Council officers met with the proponent and provided high-level written advice that the proposal was unlikely to demonstrate merit. The applicant provides a short summary of this advice in their Planning Proposal Report (Attachment 1).

3. Relevant Council Resolutions

Meeting and date	Item No.	Resolution
Strategic Planning and Development Committee 7 November 2023	P.D/5.2/23.11	That Council: <ol style="list-style-type: none"> 1. Forwards the planning proposal attached to the report (Attachment 1) to list 34 Flood Street, Bondi (Lot 1 DP 1094020), as a local heritage item in the Waverley Local Environmental Plan 2012 (WLEP), subject to officers considering the emails and attachments referred to in the representations from members of the public, and the submissions received during public exhibition, to the Department of Planning and Environment (DPE) with a recommendation to proceed to finalisation and gazettal. 2. Requests the DPE to exercise the delegations issued by the Minister under section 3.36 of the Environmental Planning and Assessment Act 1979 to amend the WLEP. 3. Notifies the owner of 34 Flood Street of Council's decision.
Strategic Planning and Development Committee 6 June 2023	PD/5.2/23.06	That Council: <ol style="list-style-type: none"> 1. Forwards the planning proposal seeking to list 34–36 Flood Street, Bondi (Lot 1 DP 1094020), as a local Heritage Item in the Waverley Local Environmental Plan 2012 (LEP) to the Department of Planning and Environment (DPE) for Gateway determination for the purposes of public exhibition. 2. Publicly exhibits the planning proposal in accordance with any conditions of the Gateway determination that may be issued by the DPE. 3. Requests and accepts, if offered, the role of the planning proposal authority from the DPE to exercise the delegations issued by the Minister under section 3.36 of the Environmental Planning and Assessment Act 1979 in relation to

		<p>the making of the amendment.</p> <ol style="list-style-type: none"> 4. Submits an application to NSW Heritage to nominate 34–36 Flood Street for State Heritage Item listing on the State Heritage Register. 5. Writes to the NSW Minister for Heritage seeking support to urgently process Council’s application for State Heritage Listing of 34–36 Flood Street. 6. Writes to the NSW Minister for Planning and Public Spaces in respect of the rezoning of 34–36 Flood Street from SP2 Infrastructure to R3 Medium Density Residential, seeking an urgent meeting for the Mayor and senior Council officers to request that: <ol style="list-style-type: none"> (a) The rezoning be refused by the Department of Planning and Environment, or (b) Should the Minister or his delegate decide to finalise the rezoning, the LEP amendment includes a site-specific provision to protect the existing community/educational/religious facilities at basement and ground levels as per the advice of the Sydney Eastern City Planning Panel and in consultation with Council officers.
<p>Strategic Planning and Development Committee 7 February 2023</p>	<p>PD/5.1/23.02</p>	<p>That Council:</p> <ol style="list-style-type: none"> 1. Notes that on 5 July 2022, Council refused a spot rezoning request for 34-36 Flood Street, Bondi to rezone the site from SP2 Infrastructure to R3 Medium Density Residential. 2. Notes that the NSW Department of Planning and Environment provided provisional Gateway approval for the spot rezoning of the site, in spite of Council’s refusal. 3. Approves the submission on the planning proposal for 34–36 Flood Street, Bondi, attached to the report (Attachment 1) to the Department of Planning and Environment, subject to the following amendment: <ol style="list-style-type: none"> (a) Page 25 of the agenda – Amend the statement of significance to read as per the statement on page 38 of the agenda, incorporating the amendment in clause 4 below.

		<ol style="list-style-type: none"> 4. Lodges the interim heritage order attached to the report (Attachment 2) for 34–36 Flood Street with Heritage NSW, subject to the following amendment: <ol style="list-style-type: none"> (a) Page 38 of the agenda, paragraph 6 of the statement of significance – Amend to read as follows: <p style="margin-left: 40px;">‘Subsequent additions and change of interiors to the building have served to maintain its historic function and role in the Orthodox community. Recent unsympathetic additions to the street frontage detract from the buildings aesthetic and streetscape qualities but are at distance from the core building and able to be removed, should the use of the buildings change in the future and the security blast wall not be required.’</p> 5. Engages an independent heritage expert to undertake a heritage assessment of the site’s synagogue, which was designed by Harry Seidler. 6. Officers prepare a report to Council on whether the building should be nominated for inclusion in schedule 5 (heritage items) of the Waverley Local Environmental Plan 2012 and the State Heritage Register. 7. Officers note the information presented by Emeritus Professor James Weirick in his address to the meeting in the report referred to in clause 6 above.
Strategic Planning and Development Committee 5 July 2022	PD/5.1/22.07	<p>That Council:</p> <ol style="list-style-type: none"> 1. Does not support the planning proposal set out in the report to amend the <i>Waverley Local Environmental 2012</i> in respect of 34–36 Flood Street, Bondi, Lot 1 DP 1094020, as the proposal lacks strategic merit and involves a change in Council's long-established policy in relation to SP2 Infrastructure Zones. 2. Investigates the strategic merit of amending the current zoning of SP2 Infrastructure ‘Educational Establishment’ to a more appropriate zoning that represents the existing uses and considers potential future uses on the site in a future housekeeping planning proposal.

4. Discussion

Planning Proposal

The planning proposal was submitted to Council by the proponent, Karimbla Properties (No.1) Pty Ltd as the trustee for the Harry Triguboff Foundation, on 16 September 2025.

The planning proposal seeks to:

- Amend the WLEP 2012 to:
 - Rezone the site from R3 Medium Density Residential to R4 High Density Residential.
 - Increase the maximum height of building (HoB) from 12.5 m to 80 m, and increase the floor space ratio (FSR) from 0.9:1 to 2.8:1.
- Provide a contribution in line with the Waverley Affordable Housing Contribution Scheme (AHCS) and Planning Agreement Policy (VPA Policy) through:
 - Works in-kind as part of a voluntary planning agreement to retain and reinstate parts of the Harry Seidler-designed synagogue.
 - A financial contribution of the remaining feasible amount in line with the Waverley AHCS and/or VPA Policy.

The planning proposal also seeks to deliver a through-site link and pocket park as part of in-kind works, not valued or offset as part of the letter of offer.

Assessment against strategic framework

The planning proposal has been assessed against the Local Environmental Plan Making Guidelines (August 2023) as discussed below.

Strategic merit

The planning proposal does not demonstrate strategic merit for the following reasons:

- Small, single and isolated sites do not typically warrant strategic merit for uplift outside of a holistic strategic plan-led vision for an area. The current site and immediate surrounds has not previously been outlined as an area for investigation or change in Council's planning policies including the Local Strategic Planning Statement, Local Housing Strategy and Our Liveable Places Centres Strategy.
- Council is preparing a new master plan for nearby Bondi Junction. This Master Plan seeks to review planning controls for the Bondi Junction Centre and surrounds with the intent to provide for more development capacity in the Waverley LGA to assist Waverley in meeting its housing targets. The subject site is not located within the boundary set for the Bondi Junction Master Plan.
- The proposed zoning and development standards relating to the height of building and floor space ratio is far greater than anything in the surrounding R3 zoned area. While part of the justification for the scale includes a number of other high-rise buildings being present in the surrounding areas, the vast majority of these buildings within the R4 High Density Zoned land to the east of the subject site are from previous planning policies many decades ago. Even so, the height of these historic developments is more aligned with the heights available under the LMR policy and not in line with the development standards being proposed in the planning proposal.

- The proposal would establish a precedent for other small, isolated sites seeking substantial uplift in development standards which would result in undesirable impacts and create further pressure on existing local infrastructure.
- The site has also recently received uplift to further enhance redevelopment potential as follows:
 - The rezoning of part of the site (34-36 Flood Street) from SP2 Infrastructure to R3 Medium Density Residential as previously discussed.
 - Relatively recent changes to in-fill affordable housing opportunities which allow for up to 30% additional height and floor space for providing affordable housing for 15% years, and
 - The implementation of the low- and mid-rise housing policy, which provides for increased development standards for 34-36 Flood Street of 17.5m maximum height and 1.5:1 maximum FSR. This increases to 22.75m and FSR of 1.95:1 with the use of the Housing SEPP bonus.

Site-specific merit

The concept scheme shows a number of different scenarios explored by the proponent, including a compliant scheme under the Low and Mid-Rise Housing Policy, a taller, more-slender tower at 27 storeys and the proposed concept scheme at 21 storeys. A number of elevations from the proponent's concept scheme are illustrated below. In addition, Figures 9, 10 and 11 have been generated from Council's 3D mapping software.

As discussed, the applicant would be entitled to also apply the affordable in-fill housing bonus available under the Housing State Environmental Planning Policy. This would result in the planning proposal's maximum height of building being 104 m (approximately 27 storeys) and maximum floor space ratio 3.64:1 under this scenario.



Figure 7. Elevation from Flood Street west and Angelsea Street east (source: proponent).



Figure 8. Aerial view of concept scheme from south-east (source: proponent).



Figure 9. Aerial view of concept scheme from the south (source: Council).



Figure 10. Aerial view of concept scheme from the north-west (source: Council).

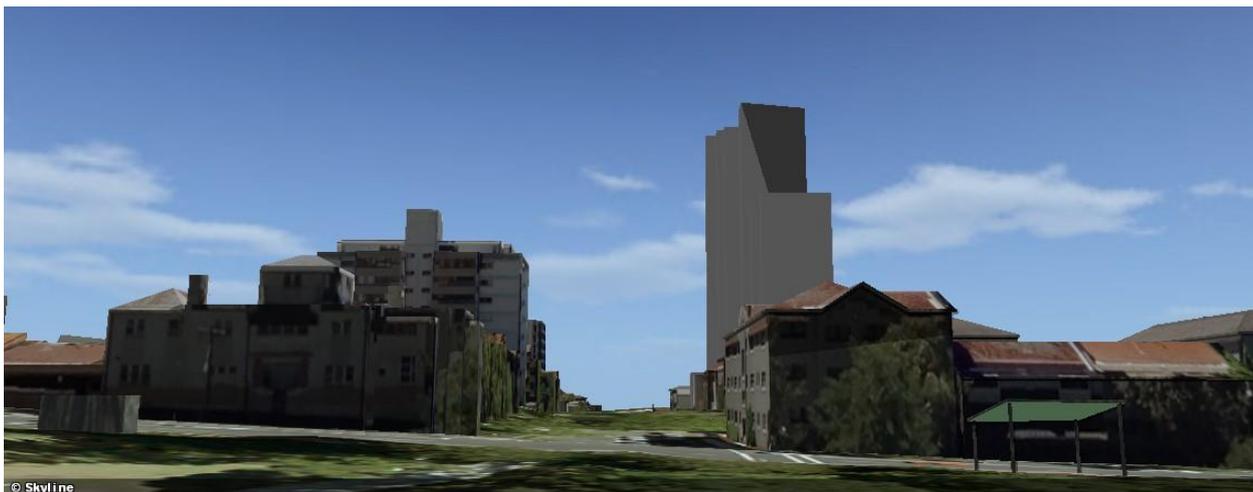


Figure 11. Concept scheme as viewed from corner of Flood Street and Bondi Road (source: Council).

The planning proposal is not considered to demonstrate site-specific merit for the following reasons:

- The difference in scale between the proposed height of buildings and the permissible maximum height of buildings available under existing development standards would likely

result in a built form that is disparate and out of character with the properties adjacent and surrounding area, creating an adverse bulk and scale that would result in perverse amenity impacts on surrounding properties and the public domain. This could also result in a built form that substantially detracts from surrounding sites which contain heritage significance.

- The proposal would create adverse and unprecedented overshadowing for residential accommodation located to the east, west and south.
- It would likely result in the obstruction of iconic unobstructed ocean and horizon views from properties in the wider surrounds.
- The proposed development would have a detrimental impact on the existing traffic network and put further pressure on the provision of on-street parking in the surrounding local area.
- The proposal does not align with all of the site-specific principles for change set out in the Waverley Local Strategic Planning Statement. In particular, the proposal would not make a positive contribution to the built environment when compared to the existing pattern of development.

Waverley Local Planning Panel

On 25 February 2026, the Waverley Local Planning Panel (the Panel) considered the planning proposal, including all relevant attachments. The Panel also heard from two speakers who addressed the Panel on behalf of the proponent.

The Panel subsequently provided the following advice:

The Panel advises the Council that the scale and density of development proposed in the planning proposal does not demonstrate strategic or site-specific merit. As such, the panel advises that the planning proposal should not proceed to a Gateway determination.

The resolution provided by the Panel was unanimous and the advice provided is consistent with the recommendation contained within this report.

Other matters

Contributions for uplift received through planning proposal

Waverley seeks to capture value uplift on planning proposals in the following ways:

- A target of a 10% contribution towards affordable housing (in-kind or financial contribution) for all planning proposal sites receiving uplift, as set out in the Waverley Affordable Housing Contribution Scheme.
- Financial or in-kind works contributions through the Waverley Planning Agreement Policy

There is established precedent in Waverley for contributions of this nature on planning proposal sites. Recent examples include:

- A voluntary planning agreement for a planning proposal at 194 Oxford Street, Bondi Junction.
- A recently gazetted planning proposal for 50 Botany Street, Bondi Junction, which included a site specific WLEP clause requiring a 9.27% contribution of total GFA to be provided as affordable housing (in-kind or financial contribution).

The proposal is supported by a letter of offer and associated feasibility study to address the Affordable Housing Contribution Scheme and Planning Agreement Policy.

Savills was commissioned by Council to undertake an independent peer review of the assumptions, inputs and outputs of the proponent's feasibility study.

As part of their letter of offer and feasibility assessment, the proponent valued the part retention and reinstatement of the Harry Seidler-designed synagogue as part of the public benefit outlined in the letter of offer and proposed a total additional financial contribution of \$6,176,471 with \$9,832,188 discounted due to the works in kind on the synagogue.

The peer review undertaken by Savills found that an appropriate, viable contribution should be:

- \$21.55m-\$24.68m excluding the part synagogue retention.
- \$11.72m-\$14.85m if including the part synagogue retention as a public benefit.

The Savills report noted that the consideration of the part retention and reinstatement of the synagogue was a matter for Council to consider. A copy of the draft Savills report was provided to the proponent to provide feedback and input prior to its finalisation.

Following a detailed review of the documents submitted, the part retention and reinstatement of the synagogue is not considered by Council officers to be a public benefit, as the nature of the works to the synagogue substantially and permanently alter the interior key significant elements of the original design and structure. In addition, whilst the part retention and reinstatement of the synagogue would be of great value to Waverley's Jewish community, a synagogue is not generally considered publicly accessible as other works in kind items delivered through planning agreements, such as public open space, infrastructure upgrades and the like. Consequently, it is considered an amount in the vicinity of \$21.55m-\$24.6m is a feasible contribution, to be delivered in line with the Waverley AHCS and VPA Policy.

Request for rezoning review

On 16 December 2025, the proponent lodged a request for a rezoning review in relation to this undetermined planning proposal. This pathway became available 90 days after the lodgement of the planning proposal due to Council having not made a decision whether to support the planning proposal.

The rezoning review process allows a proponent to request that an independent planning panel evaluate if the proposal should progress to gateway determination.

In this instance, the relevant planning panel is the Sydney Eastern Planning Panel (the Panel) who will review the proposal and make a recommendation to the Minister for Planning and Public Spaces.

The rezoning review Panel hearing date has not yet been set. However, it is likely to occur after Council has considered the planning proposal, based on the current proposed reporting time frame.

5. Financial Impact

All tasks have been completed within existing budgets and resourcing with regards to the assessment of the planning proposal.

Pending the outcome of the Gateway Review, a further report may be required to progress the letter of offer to enter into a voluntary planning agreement.

6. Risks/Issues

There are no perceived risks associated with the recommendation not to support the planning proposal. If Council does not make a decision on whether to support the planning proposal, there is a risk that there will be no formal position of the Council to be considered as part of the rezoning review by the Sydney Eastern District Panel.

7. Attachments

1. Proponent Planning Proposal Report [↓](#) .

Planning Proposal Report

34-36A Flood Street, Bondi

Amendment to Waverley LEP to increase the HOB to 80m
and FSR to 2.8:1

16 September 2025

PREPARED BY

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1 Introduction

1.1 Overview

This Planning Proposal (PP) has been prepared by Karimbla Properties (No. 10) Pty Ltd, as trustee for the *Harry Triguboff Foundation*, the owner of **Nos. 34–36A Flood Street, Bondi** (the site). The PP seeks to amend the *Waverley Local Environmental Plan 2012* (WLEP) as it applies to the site.

Specifically, the Proposal requests Council's support to:

- **Rezone** the land from R3 Medium Density Residential to R4 High Density Residential, aligning the site with the surrounding higher-density precinct to the east between Penkivill Street and Wellington Streets;
- Increase the **maximum Height of Building (HoB)** from 12.5m to 80m noting that a maximum height limit of 17.5m is permitted on the site under the Low and Mid Rise (LMR) housing controls in Chapter 6 of *State Environment Planning Policy (Housing) 2021* (Housing SEPP); and
- Increase the **Floor Space Ratio (FSR)** from 0.9:1 to 2.8:1 (noting that the existing buildings on the site already have an FSR of 1.2:1) and that an FSR of 1.5:1 is permitted on the site under the Housing SEPP.

The intent of the PP is to facilitate redevelopment of the site to deliver a high-quality built form that both enables the feasible retention and reinstatement of key elements of the Harry Seidler-designed Synagogue, and provides important public benefits, including a through-site link and pocket park. A Planning Agreement Offer has been prepared in support of the PP, which includes the public benefits associated with the retention and re-instatement of the important Harry Seidler designed architectural elements on the site.

In response to Council's letter of 11 September 2025 following the pre-lodgement meeting for the PP, the pocket park and through-site link have been removed from the Planning Agreement Offer. No credit is sought for these works-in-kind although the tangible public benefits of these elements should be acknowledged. However, in response to Council's feedback, the public benefits of contributing to the expansion of public recreation and community facilities at Waverley Park is recognised in the Planning Agreement Offer.

The site currently accommodates a mix of uses including a synagogue, community facilities and a dwelling house. All potential future uses envisaged by the Proposal, residential and non-residential uses (places of public worship, community facilities and residential flat buildings) are already permitted with consent under the proposed R4 zone and are consistent with its objectives.

This PP builds on the site's recent planning history. In July 2023, following Planning Proposal (PP-2022-676), part of the site (No. 34 Flood Street) was rezoned from SP2 Educational Establishment to R3 Medium Density Residential. During that assessment, Council also initiated a separate process to consider local heritage listing of the Synagogue.

However, following independent expert heritage assessment and advice from the Independent Planning Commission (IPC), the heritage listing was not pursued. The IPC acknowledged the vaulted concrete shell roof as the Synagogue's most prominent feature but concluded that its overall heritage significance was limited and compromised, and that restoration at a feasible cost was unlikely.

In response, the Applicant presented a design concept to Council, which sought to address heritage concerns through partial retention and reinstatement of the Synagogue architecture as part of a new development. Council subsequently advised that a Pre-Planning Proposal (Pre-PP) application would be required, which was lodged on 13 August 2025.

Planning Proposal Report

34-36A Flood Street, Bondi

Amendment to Waverley LEP to increase density

Council provided feedback on the Pre-PP on 11 September 2025, providing feedback on the strategic and site-specific merit of the proposal. Council noted that the site is relatively small and isolated, has already benefitted from recent planning changes, and is not identified for uplift in any strategic plans or the Bondi Junction Masterplan. The proposed building heights were considered excessive in comparison with surrounding R3 controls and more aligned with R4 High Density standards.

In direct response to this feedback, the current Planning Proposal now seeks a formal rezoning of the land to R4 High Density Residential to reflect the development potential and character transition occurring in the surrounding locality. This approach avoids the site appearing isolated or anomalous and ensures consistency with Council's own observation that the proposal is more aligned with R4 planning objectives and standards. This is consistent with the zoning of the block of land between Penkivil and Wellington Streets further to the east.

Notably, the site has a total area of 2,167m² which represents a large site area within the neighbourhood context, and the largest undeveloped block of land under single ownership within the Bondi area that is suitable to accommodate additional housing.

The PP seeks to enable redevelopment of the site for a slender, taller tower form with residential apartments, integrated with the Synagogue's architectural elements, alongside new public open space and a through-site pedestrian link. Compared with a shorter, bulkier scheme under existing LMR controls, the Proposal will deliver superior built form, amenity and public domain outcomes, as well as contributing much-needed housing close to transport and services.

Under *Chapter 6 – Low and Mid-Rise Housing (LMR)* of the Housing SEPP, the site is located approximately 700m walking distance from Bondi Junction Town Centre. In accordance with Section 180 of Chapter 6, the site falls within the LMR 'outer area', where the non-discretionary development standards permit a maximum building height of 17.5m and an FSR of 1.5:1.

In addition, the site is within 160m walking distance of a bus stop on Bondi Road, serviced by a bus route operating at least once per hour between 6:00am and 9:00pm on weekdays and 8:00am to 6:00pm on weekends. On this basis, the site meets the definition of an 'accessible area' under the Housing SEPP, making it eligible for the Infill Affordable Housing Bonus contained in Chapter 2 Part 2 of the SEPP. Subject to the provision of affordable housing, this bonus enables a 30% uplift in both building height and FSR, allowing development of up to 22.75m in height and an FSR of 1.95:1.

While the Housing SEPP facilitates some uplift, the Proposal demonstrates that a greater increase is justified given the site's strategic location, design opportunities, capacity to deliver significant public benefits, and the need to retain and reinstate key architectural features.

This report has been prepared to assist Council in its consideration of the Planning Proposal, in accordance with Section 3.33 of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

2 The Site and Surroundings

2.1 Site Location and Description

The site is known as Nos. 34-36A Flood Street, Bondi. It is located on the eastern side of Flood Street and extends through to Anglesea Street, and is legally described as Lot A in DP 340445 and Lot 1 in DP 1094020. The total area of the site is 2,167m² and is shown in the aerial photo in **Figure 1 below**.

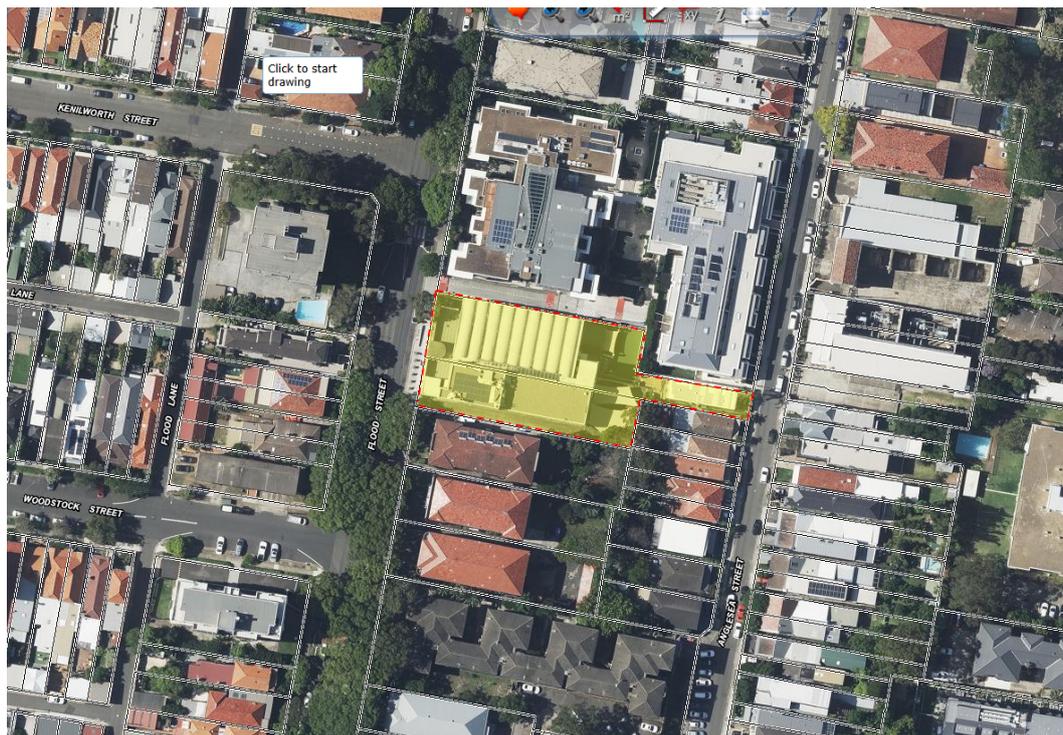


FIGURE1: AERIAL IMAGE OF THE SUBJECT SITE AND SURROUNDS (SOURCE: SIX MAPS)

The site has a primary frontage of 32m to Flood Street and a secondary (rear) frontage of 7m to Anglesea Street. The topography slopes down from Flood Street towards Anglesea Street.

The northern part of the site accommodates a Synagogue with pedestrian access from Flood Street. The building has been substantially modified since its original construction, with limited original fabric remaining. The eastern portion of the site contains a two-storey detached dwelling, which has frontage and vehicle access to Anglesea Street.

The southern part of the site contains a part three-, part four-storey building formerly occupied by Yeshiva College. This building presents as three storeys to Flood Street, with an outdoor play space to the rear, and shares vehicle access with the adjoining residential apartments to the south.

In total, the existing development on the site provides a gross floor area (GFA) of 2,654m², equating to a FSR of 1.22:1. This exceeds the current development standard, which permits a maximum FSR of 0.9:1 and a corresponding GFA of 1,950.3m².

2.2 Surrounding Context

The subject site is located within the R3 Medium Density Residential zone. The surrounding area contains a mix of residential building types, ranging from one- and two-storey dwellings to three- and four-storey residential flat buildings, as well as nine- and ten-storey apartment buildings.

To the north, the site adjoins a multi-storey seniors housing development at No. 24 Flood Street, which shares vehicular access with the subject site. Multiple basement entry points extend from the shared driveway, with pedestrian access also provided along the common driveway to the rear of the site. The adjoining seniors housing development spans from Flood Street through to Anglesea Street and has a height of four storeys (*Figure 2*).



Figure 2 Four storey senior's housing to the north of the site, as viewed from Flood Street

To the south of the site, fronting Flood Street, is No. 38 Flood Street, which contains a three-storey walk-up residential flat building (*Figure 3*). A shared easement exists between the subject site and No. 38 Anglesea Street for access purposes. To the south of the site, fronting Anglesea Street, is No. 57 Anglesea Street, which contains a two-storey residential dwelling.



Figure 3 Three storey residential flat building to the south of the site, as viewed from Flood Street To the west of the site, on the opposite side of Flood Street, is a mix of building typologies and densities, including two-storey dwellings, three-storey residential flat buildings, and nine-storey

apartment buildings. To the east, on the opposite side of Anglesea Street, are several one- and two-storey dwellings, both attached and detached.

Of particular relevance are the numerous high-density residential developments in the immediate and wider locality, including nine- and ten-storey apartment buildings. These developments inform the proposed uplift in density and the concept proposal, such as:

- Directly to the west, at Nos. 19–25 Flood Street, a nine-storey residential flat building (*Figure 4*);
- To the south-west, at No. 39 Woodstock Street (fronting Flood Street), a nine-storey residential flat building (*Figure 5*); and
- To the east, along Penkivil Street and Ocean Street North, a concentration of high-density residential flat buildings ranging in height from six to nine storeys (*Figure 6*).



Figure 4 Nos. 19-25 Flood Street as viewed from Flood Street



Figure 5 Nos. 39 Woodstock Street as viewed from Flood Street



Figure 6 Various higher density buildings to the east of the site, as viewed from rooftop of the existing structures

The mapping diagram below, prepared by MHNDUNION, illustrates the location of high-density buildings surrounding the site and provides context for the proposed increase in density and height.

As shown, the locality contains a concentration of higher-density developments that contribute to its diverse and varied character.



Figure 7 Diagrammatic mapping plotting the location of higher density buildings in the immediate locality.



Figure 8 The location of higher density buildings in the immediate locality.

2.3 Surrounding Context Connectivity to Public Transport

The subject site is well-connected to public transport, offering convenient access to key destinations across the Eastern Suburbs and the Sydney CBD.

Flood Street is located within walking distance of Bondi Road, a major transport corridor serviced by multiple high-frequency bus routes. Regular services operate along Bondi Road, providing direct connections to Bondi Junction Interchange within approximately 5 minutes, and onwards to the Sydney CBD in under 20 minutes. Bondi Junction Interchange also serves as a major hub for bus and train services, facilitating access across metropolitan Sydney via the T4 Eastern Suburbs & Illawarra Line.

In addition to Bondi Road services, further bus routes are accessible from nearby Bondi Junction and Bondi Beach, enhancing connectivity to surrounding suburbs, schools, employment centres, and recreational destinations.

The site's proximity to these transport options supports reduced reliance on private vehicles, promotes sustainable travel, and ensures accessibility for future residents, workers, and visitors. This high level of connectivity also aligns with strategic planning objectives to encourage higher-density development in well-served, accessible locations

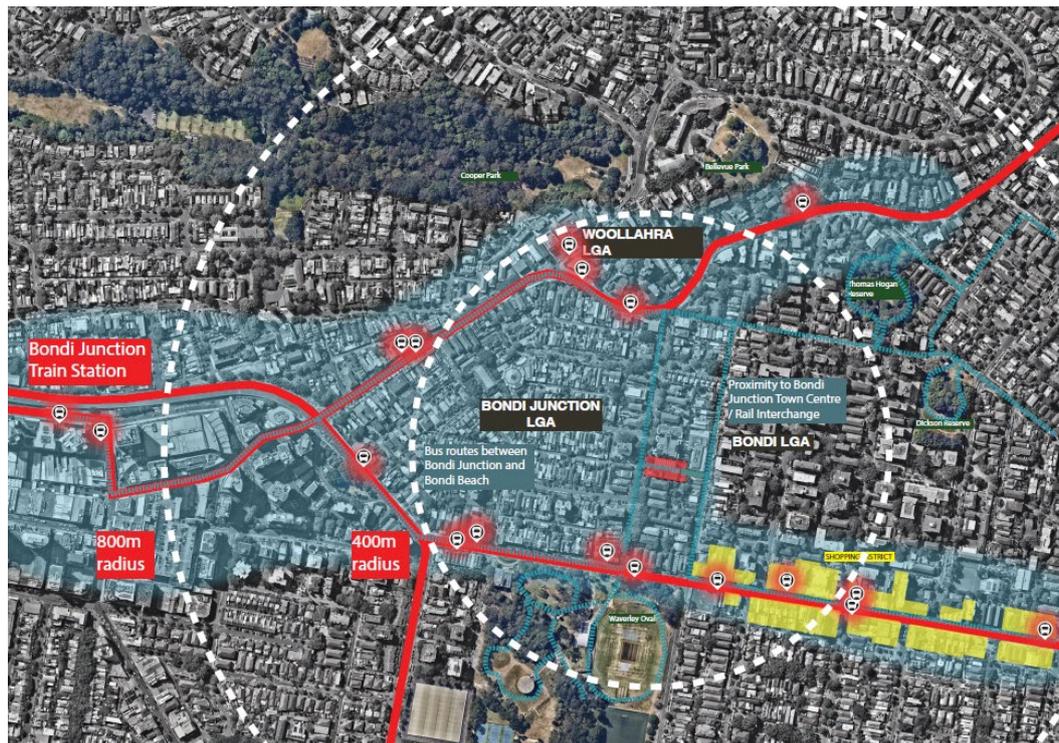


Figure 9 Surrounding locality and key features (Source: Planning Portal)

2.4 Planning History

2.4.1 Development Applications

Several development applications have previously been approved for the subject site in relation to the existing buildings and the associated uses.

2.4.2 Rezoning Planning Proposal

The site, specifically No. 34 Flood Street, was previously the subject of Planning Proposal PP-2022-676, which rezoned the former SP2 Educational Establishment land to R3 Medium Density Residential. This amendment to the WLEP was gazetted on 28 July 2023.

During the assessment of PP-2022-676, Waverley Council initiated both an Interim Heritage Order (IHO) and a Planning Proposal seeking to list No. 34 Flood Street (the Synagogue building) as a local heritage item under the WLEP. This process did not proceed, following detailed heritage assessments prepared by external consultants and advice from the Independent Planning Commission (IPC).

In its consideration, the IPC acknowledged that while the building retained some limited value, its significance had been substantially compromised over time due to extensive alterations to the original fabric. The vaulted concrete shell roof was identified as the building's most prominent element; however, the IPC noted that, given its deteriorated state, it did not warrant heritage listing. Importantly, the Commission also recognised that there was potential to enhance or reinstate the architectural integrity of the site at a feasible cost.

In response, a similar concept to the current proposal was presented to Council on 23 August 2023 to address heritage concerns. On 18 October 2024, Council advised that a Pre-Planning Proposal (Pre-PP) application would be required.

2.4.3 Pre-Planning Proposal Application

As per Council's advice a Pre-Planning Proposal application was lodged on 13 August 2025. The Pre-PP proposed to amend the WLEP to increase the maximum HoB development standard from 12.5m to 80m and FSR development standard from 0.9:1 to 2.8:1 (noting the existing buildings have a FSR of 1.2:1 and the LMR permits a FSR of 1.5:1) as they apply to the site. The proposal enabled redevelopment of the site to include the partial retention and partial reinstatement of the original Harry Seidler-designed Synagogue architecture on the site, as well as residential apartments, a through-site link and rear pocket park.

Council provided feedback on the proposal on 11 September 2025 regarding both the strategic and site-specific merit of the proposal. Council noted that the site is relatively small and isolated, has already benefitted from recent planning changes, and is not identified for uplift in any strategic plans or the Bondi Junction Masterplan. The proposed building heights were considered excessive in comparison with surrounding R3 controls and more aligned with R4 High Density standards.

In relation to public benefit, Council acknowledged the proposed pocket park and through-site link, but suggested that a financial contribution to the augmentation of recreation and community facilities in the nearby Waverley Park may be more appropriate. Council noted that any Planning Agreement Offer would need to be aligned with existing Council policy. While Council welcomed the intention to retain elements of the Harry Seidler-designed Synagogue, further architectural detail was requested to demonstrate how the existing fabric will be integrated into the redevelopment.

Table 1 below summarises Council's comments and provides a response to each of these, in relation to the 11 September 2025 comments.

Table 1 Response to Council's Pre-PP Advice

Council Feedback	Response
<p>Strategic Merit In relation to the Strategic Merit aspect of the proposal, feedback is provided as follows:</p>	
<p>Small, single and isolated sites do not typically warrant strategic merit for uplift outside of a strategic plan-led vision for an area. The current location or site has not previously been outlined as an area for investigation or change in Council's planning policies and is also not currently in scope of the Bondi Junction Masterplan currently being undertaken to review planning controls in the Bondi Junction Centre and surrounds.</p>	<p>Alignment with State and Regional Priorities – The NSW Government has committed to significant housing supply targets through the <i>National Housing Accord</i> and related housing policies. The site, being well-connected to public transport and local services, is an appropriate location for additional housing supply in line with these objectives as detailed further in this report. Unlike many small and isolated sites, 34–36A Flood Street offers unique redevelopment potential being one of the largest remaining undeveloped sites in Bondi under single ownership. The Proposal includes a through-site link, rear pocket park, and improved public domain outcomes that contribute to broader community benefit beyond a typical residential scheme.</p>
<p>It is also noted that the site has recently received available avenues of uplift as follows;</p> <ul style="list-style-type: none"> • the rezoning of the site from SP2 Infrastructure to R3 Medium Density Residential, • relatively recent changes to in-fill affordable housing which allow for up to 30% additional height and floor space for providing affordable housing for 15% years, and • the implementation of the low- and mid-rise housing policy, which provides for increased development standards for 34-36 Flood Street of 17.5m maximum height and 1.5:1 maximum FSR. This increases to 22.75m and FSR of 1.95:1 with the Housing SEPP bonus. 	<p>The site already contains substantial built form with a FSR exceeding the existing controls. Furthermore, additional density is permitted on the site through the LMR and In-fill Affordable Housing Provisions in the Housing SEPP. The proposal seeks to regularise and enhance the site's development capacity in a way that better integrates with surrounding high-density development and leverages existing infrastructure.</p> <p>The surrounding locality contains numerous high-density residential flat buildings of six to ten storeys. The proposed uplift is consistent with this existing character and will support a diverse and sustainable residential mix within proximity to Bondi Junction and Bondi Beach.</p>
<p>While the concept plans propose the ongoing presence of a synagogue on the site – contributing to social infrastructure as identified in the Waverley Local Strategic Planning Statement, the planning proposal does not contain any provisions to ensure that this use continues to occur on the site, given the site's relatively recent rezoning to R3 Medium Density zoning.</p>	<p>The proposal responds to heritage considerations by partially retaining and reinstating the original Harry Seidler-designed Synagogue architecture, while also facilitating non-residential uses like place of public worship, community facility which are permitted with consent in the R3 zone, and are consistent with the zone objectives. Some 340m² of non-residential floor space is proposed to be retained at the lower ground floor for appropriate uses. This ensures the site delivers on cultural and social</p>

Planning Proposal Report

34-36A Flood Street, Bondi

Amendment to Waverley LEP to increase density

Council Feedback	Response
	infrastructure outcomes identified in Council's own strategic documents.
<p>Site-specific Merit In relation to the site-specific merit aspect of the proposal, the following feedback is provided:</p>	
<p>The proposed height of buildings is far greater than anything in the surrounding R3 zoned area and examples of hi-rise buildings provided in the surrounding area are either zoned R4 High Density or resulted from discontinued planning policies from many decades ago. The existing R3 Medium Density Residential zoning is proposed to be retained; however the proposed development standards (particularly height of buildings) are more consistent with the objectives and standards found in the R4 High Density Residential zone.</p>	<p>The locality is not characterised solely by R3 medium-density outcomes. Rather, it is a highly diverse built environment containing low-rise dwellings alongside numerous mid- and high-rise buildings (6–10 storeys) within immediate proximity. In response to Council's feedback, the PP now seeks a formal rezoning of the land to R4 High Density Residential to reflect the development potential and character transition occurring in the surrounding locality. This approach avoids the site appearing isolated or anomalous and ensures consistency with Council's own observation that the proposal is more aligned with R4 planning objectives and standards.</p>
<p>The difference in scale between the proposed height of buildings and the permissible maximum height of buildings available under existing development standards would likely result in a built form that is disparate and out of character with the properties adjacent and surrounding area and may result in perverse impacts on surrounding properties.</p>	<p>The proposal has been carefully designed to provide an appropriate scale and transition between lower-rise dwellings to the east and the higher-density built form evident along Flood Street and within the wider Bondi Junction locality. Unlike a standard uplift, the proposal delivers significant community benefits including a through-site link, a publicly accessible pocket park, enhanced public domain, and partial reinstatement of the Harry Seidler-designed Synagogue. These outcomes provide a strong rationale for additional height and density on this particular site.</p>
<p>The substantial changes could have broader precedent throughout the LGA for other sites seeking such large increases in development standards in medium density or low-density areas.</p>	<p>The site is well serviced by public transport and local infrastructure, with direct connectivity to Bondi Junction and the Sydney CBD. Concentrating additional housing in such a location aligns with State planning directions to deliver growth in well-connected, infrastructure-rich areas.</p> <p>As noted in the letter of support from Peter Poulet submitted with this application, <i>'cities and neighbourhoods are dynamic places. Ongoing renewal and re-consideration of built form controls is required to deliver positive outcomes, particularly in established urban areas such as this where innovative and creative responses to existing site constraints are required'</i>.</p> <p>The site is unique in its attributes, including its large landholding under single ownership, connecting Flood Street to Anglesea Street, existing institutional use, and heritage context. The proposed uplift should not be viewed as setting a blanket precedent but rather as a</p>

Planning Proposal Report

34-36A Flood Street, Bondi

Amendment to Waverley LEP to increase density

Council Feedback	Response
	context-specific response to maximise community benefit on a site with unique redevelopment potential.
<p>Public benefit via Voluntary Planning Agreement In relation to these proposed public benefits, feedback is as follows:</p>	
<p>It is noted the current concept scheme proposes to provide public open space dedicated to Council as part of a 'pocket park' type arrangement, as well as a through site link. Given the proximity of Waverley Park and the identified need to expand the provision of public recreation and community facilities at this location, a financial contribution towards these needs may be a more appropriate mechanism for providing a public benefit. The VPA and affordable housing offers discussed in the pre-PP letter do not align with the methodology as outlined in the Waverley Planning Agreement Policy 2014 or the Waverley Affordable Housing Contribution Scheme.</p>	<p>We are committed to working collaboratively with Council to ensure the VPA offer aligns with the <i>Waverley Planning Agreement Policy</i> and the <i>Affordable Housing Contribution Scheme</i>, and to explore mechanisms for balancing financial contributions with direct public benefits. A letter of offer to enter into a Voluntary Planning Agreement (VPA) is submitted with this PP. This offer has been prepared in accordance with Council's Planning Agreement Policy and Affordable Housing Contribution Scheme.</p>
<p>Further details on integration of the existing structures Given Council's previous interest in retaining the Harry Seidler designed building, this objective of the proposal is welcomed. However, concept drawings submitted don't adequately show the impact and integration of the existing Harry Seidler designed building and the proposed new structures. Further architectural detail is sought upon the submission of any planning proposal around the proposed integration of existing buildings/structures as part of any redevelopment.</p>	<p>The proposal has been developed with a strong emphasis on heritage responsiveness. It seeks to partially retain and reinstate key architectural elements of the original Harry Seidler-designed Synagogue, most notably the vaulted concrete roof, which is the building's defining feature as identified by IPC. This approach ensures a meaningful physical and visual connection between the original design and the new built form. The proposal also facilitates non-residential uses like place of public worship, community facility which are permitted with consent in the R3 zone, and are consistent with the zone objectives.</p> <p>In recognition of Council's feedback, further architectural detail and supporting documentation (including the Building Reconstruction Report prepared by Asteria Advisory) accompanies the formal PP submission, clearly demonstrating how the retained elements will be sensitively integrated into the redevelopment.</p>

3 Existing Planning Provisions

3.1 Waverley Local Environmental Plan 2012 (WLEP)

The current planning controls that apply to the site under WLEP are summarised as follows:

Control	Existing Requirement
Zoning	Zone R3 Medium Density Residential
Clause 4.1 Minimum subdivision lot size	325m ²
Clause 4.3 Height of Buildings	12.5m
Clause 4.4 Floor Space Ratio	0.9:1
Clause 5.10 Heritage Conservation	Not within a Heritage Conservation Area or identified as a heritage item

The site is not subject to any other environmental or hazard constraints. Of the above listed provisions, this Planning Proposal seeks to amend the zoning, the maximum building height and floor space ratio as described in Section 4.

3.1.1 Existing Land Use Zoning

This Planning Proposal relates to only the land zoned R3 Medium Density Residential. An extract of the land use zoning map to WLEP is shown in *Figure 10* below:

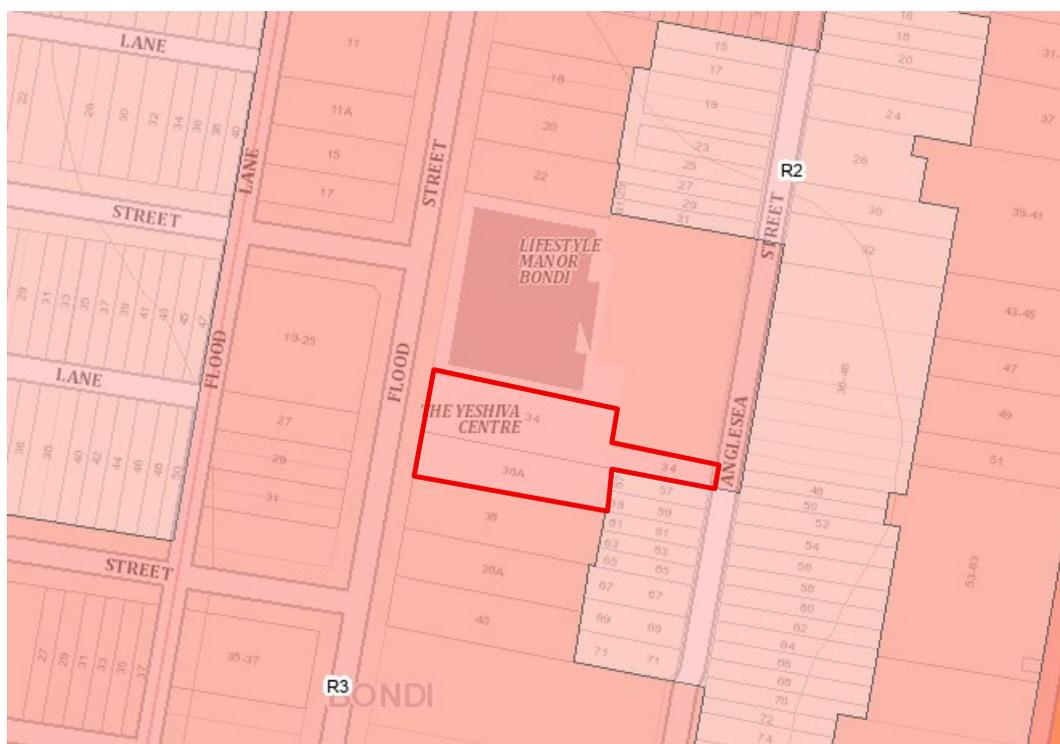


Figure 10 WLEP R3 Zoning with subject site indicated by red box

The relevant zone objectives include:

- *To provide for the housing needs of the community within a medium density residential environment.*
- *To provide a variety of housing types within a medium density residential environment.*
- *To enable other land uses that provide facilities or services to meet the day-to-day needs of residents.*
- *To maximise public transport patronage and encourage walking and cycling.*
- *To increase or preserve residential dwelling density.*
- *To encourage the supply of housing, including affordable housing, that meets the needs of the population, particularly housing for older people and people with disability.*
- *To provide development that is compatible with the desired future character and amenity of the surrounding neighbourhood.*
- *To promote development that incorporates planning and design measures that reduce the urban heat island effect.*
- *To improve the urban tree canopy by providing high levels of deep soil planting and additional landscaping.*

The following development is permitted with development consent in the R3 Medium Density zone:

3 Permitted with consent

Attached dwellings; Bed and breakfast accommodation; Boarding houses; Building identification signs; Business identification signs; Centre-based child care facilities; Community facilities; Group homes; Home industries; Kiosks; Local distribution premises; Markets; Multi dwelling housing; Neighbourhood shops; Oyster aquaculture; Places of public worship; Respite day care centres; Roads; Seniors housing; Tank-based aquaculture; Any other development not specified in item 2 or 4

The following development is prohibited in the R3 Medium Density zone:

4 Prohibited

Agriculture; Air transport facilities; Airstrips; Amusement centres; Animal boarding or training establishments; Biosolids treatment facilities; Boat building and repair facilities; Boat launching ramps; Boat sheds; Camping grounds; Car parks; Caravan parks; Cemeteries; Charter and tourism boating facilities; Commercial premises; Correctional centres; Crematoria; Depots; Eco-tourist facilities; Electricity generating works; Entertainment facilities; Extractive industries; Farm buildings; Forestry; Freight transport facilities; Function centres; Heavy industrial storage establishments; Helipads; Highway service centres; Home occupations (sex services); Industrial retail outlets; Industrial training facilities; Industries; Jetties; Marinas; Mooring pens; Moorings; Mortuaries; Open cut mining; Passenger transport facilities; Public administration buildings; Recreation facilities (major); Recreation facilities (outdoor); Registered clubs; Research stations; Restricted premises; Rural industries; Rural workers' dwellings; Service stations; Sewage treatment plants; Sex services premises; Shop top housing; Signage; Storage premises; Tourist and visitor accommodation; Transport depots; Truck depots; Vehicle body repair workshops; Vehicle repair stations; Veterinary hospitals; Warehouse or distribution centres; Waste or resource management facilities; Water recreation structures; Water recycling facilities; Water supply systems; Wharf or boating facilities; Wholesale supplies

3.1.2 Building Height

The site has a maximum building height of 12.5m in accordance with clause 4.3 and as shown in **Figure 11** below. Surrounding building heights range between 8.5m to 28m. Notably, under the LMR controls in the Housing SEPP, a maximum height of 17.5m is permitted with an additional height bonus of up to 30% permitted under the Infill Affordable Housing provisions of the Housing SEPP.



Figure 11: WLEP Height of Building Map

3.1.3 Floor Space Ratio

The site has a maximum FSR of 0.9:1 in accordance with clause 4.4 and as shown in **Figure 12** below. Notably, under the LMR controls in the Housing SEPP, a maximum FSR of 2:1 is permitted with an additional FSE bonus of up to 30% permitted under the Infill Affordable Housing provisions of the Housing SEPP.



Figure 12: WLEP Floor Space Ratio Map

4 Proposed LEP Amendments

4.1 Proposed Zoning

As detailed, the proposed changes to WLEP 2012 are to apply the Zone R4 High Density Residential to the site, as shown in *Figure 13* below.

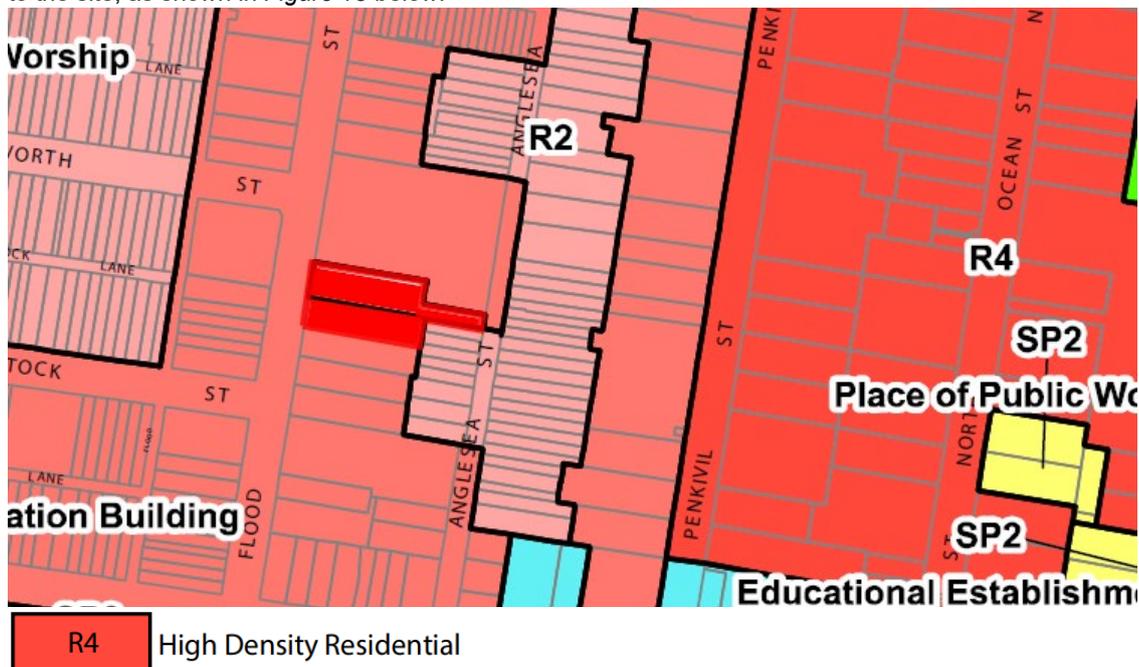


Figure 13 Proposed Zoning Map

The objectives of the R4 zone, which will apply to the subject site, are as follows:

- To provide for the housing needs of the community within a high-density residential environment.
- To provide a variety of housing types within a high-density residential environment.
- To enable other land uses that provide facilities or services to meet the day-to-day needs of residents.
- To maximise public transport patronage and encourage walking and cycling.
- To increase or preserve residential dwelling density.
- To encourage the supply of housing, including affordable housing, that meets the needs of the population, particularly housing for older people and people with disability.
- To provide development that is compatible with the desired future character and amenity of the surrounding neighbourhood.
- To promote development that incorporates planning and design measures that reduce the urban heat island effect.
- To improve the urban tree canopy by providing high levels of deep soil planting and additional landscaping.

The change to zoning will permit and prohibit the following uses noting that all proposed uses are currently permitted on the site.

Permitted with consent

Bed and breakfast accommodation; Boarding houses; Building identification signs; Business identification signs; Centre-based child care facilities; Community facilities; Home industries; Kiosks; Markets; Neighbourhood shops; Oyster aquaculture; Places of public worship; Residential flat buildings; Respite Day care centres; Roads; Shop top housing; Any other development not specified in item 2 or 4

Prohibited

Agriculture; Air transport facilities; Airstrips; Amusement centres; Animal boarding or training establishments; Biosolids treatment facilities; Boat building and repair facilities; Boat launching ramps; Boat sheds; Camping grounds; Car parks; Caravan parks; Cemeteries; Charter and tourism boating facilities; Commercial premises; Correctional centres; Crematoria; Depots; Eco-tourist facilities; Electricity generating works; Entertainment facilities; Extractive industries; Farm buildings; Forestry; Freight transport facilities; Function centres; Heavy industrial storage establishments; Helipads; Highway service centres; Home occupations (sex services); Industrial retail outlets; Industrial training facilities; Industries; Jetties; Marinas; Mooring pens; Moorings; Mortuaries; Open cut mining; Passenger transport facilities; Public administration buildings; Recreation facilities (major); Recreation facilities (outdoor); Registered clubs; Research stations; Restricted premises; Rural industries; Rural workers' dwellings; Service stations; Sewage treatment plants; Sex services premises; Signage; Storage premises; Tourist and visitor accommodation; Transport depots; Truck depots; Vehicle body repair workshops; Vehicle repair stations; Veterinary hospitals; Warehouse or distribution centres; Waste or resource management facilities; Water recreation structures; Water recycling facilities; Water supply systems; Wharf or boating facilities; Wholesale supplies

4.2 Proposed Development Standard – Height of Building (HoB)

The proposal seeks to amend the maximum building height across the site to 80m, under Clause 4.3 Height of Buildings. Discussions regarding the site-specific merit of the proposed increase in height are provided within Section 6 of this Report.



Figure 14 Proposed Height of Buildings Map

4.3 Proposed Development Standard – Floor Space Ratio (FSR)

The proposal seeks to increase the maximum FSR of the site to 2.8:1.

As outlined in this Report, the current height mapping does not deliver a density which is reflective of the site’s characteristics, strategic location and significant public benefits afforded by the concept proposal. Discussions regarding the site-specific merit of the proposed increase in FSR are provided within Section 6 of this Report.



Figure 15 Proposed Floor Space Ratio Map

5 Concept Scheme

5.1 Concept Envelopes and Reference Scheme

The proposed building envelope has been shaped by a careful balancing of the site's unique opportunities and constraints. The design responds to three primary drivers:

1. The requirement to partially retain and reinstate the significant architectural features of the Harry Seidler-designed Synagogue building;
2. The need to provide a slender, elegant built form that minimises overshadowing and amenity impacts on adjoining properties; and
3. The objective of delivering additional, diverse housing supply consistent with State and local housing strategies, while securing tangible public benefits for the community.

The resulting proposal seeks to optimise development potential in a manner that respects the historic and cultural significance of the site, achieves high-quality urban design outcomes, and facilitates a meaningful public domain contribution.

5.1.1 Strategic and Statutory Planning Context

This Planning Proposal is supported by a comprehensive site analysis and a multidisciplinary consultant team, including the architectural practice MHNDUNION, engaged to:

- Examine the site and locality's urban design characteristics, view corridors, and landscape context;
- Identify key constraints (including heritage significance, solar access, and overshadowing) and opportunities;
- Review relevant State and local strategic planning policies, including the Greater Sydney Region Plan, Eastern City District Plan, and Waverley Local Housing Strategy;
- Test feasible built form envelopes to ensure that uplifted controls translate into a high-quality, feasible development outcome; and
- Explore and quantify public benefit opportunities appropriate to the level of uplift sought.

This work has culminated in a robust concept scheme (*Annexure 1*) that represents a balanced and contextually sensitive response.

5.1.2 Planning Proposal

The Planning Proposal seeks Council's support to amend the WLEP as follows:

- Rezoning the site from R3 Medium Density Residential to R4 High Density Residential, ensuring that the zoning reflects the scale of development required to incentivise site renewal and align with the evolving character of nearby higher-density areas along Penkivil and Wellington Streets;
- Increasing the maximum HoB control from 12.5 m to 80 m to allow for a tall, slender tower form that is more efficient and less bulky than a series of lower-scale buildings; and
- Increasing the maximum FSR from 0.9:1 to 2.8:1 (noting that the existing built form already achieves approximately 1.2:1 and that increased FSRs are permitted on the site under the Housing SEPP).

The proposed rezoning and uplift are necessary to create a viable redevelopment framework that delivers:

- **Substantial housing supply** in a well-serviced, accessible location (within walking distance of public transport, schools, retail, and employment);
- **Retention and reinstatement of significant building fabric**, preserving the cultural and architectural significance of the Synagogue building; and
- **Public domain improvements**, including a pocket park, pedestrian link, and upgraded community facilities.

5.1.3 Alignment with Housing SEPP – LMR & Infill Affordable Housing

While the site benefits from LMR development standards under Chapter 6 of the Housing SEPP 2021, those provisions allow a maximum height of **17.5 m** and an FSR of **1.5:1** (or up to **1.95:1** with the Infill Affordable Housing Bonus).

Redevelopment under those controls would:

- Preclude meaningful retention of the Synagogue's key architectural elements due to inefficient floorplate layouts;
- Generate a bulkier, lower-rise built form with greater overshadowing and view impacts compared to a single, slender tower form; and
- Deliver limited public benefit compared to the outcome enabled by this Planning Proposal.

In other words, relying solely on the LMR/Infill Affordable Housing Bonus provisions would produce a sub-optimal urban design and heritage outcome, with less opportunity to secure public domain improvements or integrate community facilities.

The proposed rezoning and uplift are therefore the preferred planning pathway, delivering a higher quality, more elegant built form that is consistent with State priorities, including:

- The NSW Government's commitment to boosting housing supply near transport and jobs;
- The NSW Productivity Commission's recommendation for rezoning and densification of well-located sites to improve housing affordability; and
- Waverley Council's Local Housing Strategy, which identifies the need for increased housing diversity and supply in locations with strong public transport access.

5.1.4 Concept Scheme

The concept scheme has been developed following detailed design testing and option analysis, ensuring a well-considered outcome that maximises public benefit while mitigating built form impacts in a locality undergoing significant change under the LMR housing reforms.

Key features of the scheme include:

- A 21-storey residential tower with a defined podium and a slender tower form stepping in height above three basement levels of parking, designed to minimise visual bulk and overshadowing;
- Partial retention, reinstatement, and protection of the Synagogue's vaulted roof and key architectural elements, permanently embedding the cultural and architectural history of the site within the new development;
- Basement car parking and service areas to remove reliance on on-street parking and reduce traffic congestion, with a notable reduction in peak vehicle movements compared with the previous religious, educational and childcare uses;
- A publicly accessible through-site link from Flood Street to Anglesea Street, creating improved pedestrian permeability and supported by a landscaped pocket park addressing Anglesea Street;

- Integration of compatible land uses, including:
 - Upgraded and enhanced Synagogue facilities and associated community uses;
 - Improved community spaces to meet local demand;
 - A diverse mix of high-quality residential apartments, providing housing choice in an accessible location.



Figure 16 Concept scheme as viewed from Flood Street (top) and Anglesea Street (bottom)

5.2 Voluntary Planning Agreement

This PP is accompanied by a Letter of Offer to enter into a VPA with Council. The Planning Agreement Offer is intended to secure a balanced outcome whereby the increased development potential sought under this PP is matched by meaningful public benefits delivered both as monetary contributions and works-in-kind.

Specifically, the proposed VPA would deliver:

5.2.1 Monetary Contributions

Contributions to Council under the following frameworks:

- *Waverley Affordable Housing Contributions Scheme 2023 (Amendment 7) (AHCS);*

- *Section 7.12 Development Contributions Plan 2006 (Amendment 9) (Section 7.12 Plan);*
and
- *Waverley Planning Agreement Policy 2014 (Amendment 6) (VPA Policy).*

5.2.2 Works-in-Kind

The partial retention and reinstatement of the Harry Seidler–designed Synagogue architecture, including its most recognisable design elements, to maintain a physical and cultural link to the site’s heritage and community significance.

Together, these commitments will provide substantial public benefit, support Council’s strategic planning objectives while securing a positive urban design and heritage outcome for the locality.

Importantly, this Offer reflects the findings of the Planning Proposal studies, including the IPC advice and Council’s own resolution regarding the heritage significance of the Synagogue building. The Offer adjusts the quantum of contributions to reflect the importance and cost of reinstating key heritage elements on-site.

In addition to the VPA commitments, the proposal will deliver a publicly accessible through-site pedestrian link and pocket park, comprising a total minimum area of 555 sqm. These works are offered in addition to the monetary contributions and are not offset against the value of the cash contributions, thereby representing a further significant material public benefit for both the existing and future community.

The works-in-kind will be delivered in parallel with the redevelopment of the site, ensuring their timely provision. Monetary contributions will be paid to Council following Gateway Determination and Development Application (DA) approval, and prior to commencement of use or occupation.

6 Planning Proposal Assessment

The PP request has been prepared in accordance with *Section 3.33* of EP&A Act. This section addresses each of the matters to be addressed as outlined in the EP&A Act, including:

(2) The planning proposal is to include the following—

(a) a statement of the objectives or intended outcomes of the proposed instrument,

(b) an explanation of the provisions that are to be included in the proposed instrument,

(c) the justification for those objectives, outcomes and provisions and the process for their implementation (including whether the proposed instrument will give effect to the local strategic planning statement of the council of the area and will comply with relevant directions under section 9.1),

(d) if maps are to be adopted by the proposed instrument, such as maps for proposed land use zones; heritage areas; flood prone land—a version of the maps containing sufficient detail to indicate the substantive effect of the proposed instrument,

(e) details of the community consultation that is to be undertaken before consideration is given to the making of the proposed instrument.

6.1 Part 1 - Objectives and Intended Outcomes

The primary objective of this PP is to enable the sensitive, strategic, and economically viable redevelopment of the underutilised site, while securing substantial public and community benefits for both current and future residents.

The intended outcome is a well-considered, integrated redevelopment that:

- Delivers new housing in a highly accessible location;
- Retains and reinstates key elements of the Synagogue's architectural fabric; and
- Offers high-quality public domain improvements that enhance neighbourhood amenity and connectivity.

The specific outcomes sought by this PP include:

- **Urban Renewal & Efficient Land Use** – Unlock the potential of a strategically located but underutilised site by delivering a high-quality, efficient, and contextually appropriate redevelopment.
- **Heritage Integration** – Support the partial retention and reconstruction of the Harry Seidler-designed Synagogue building, ensuring its cultural significance is maintained while achieving financial feasibility through a carefully integrated residential component.
- **Traffic & Servicing Improvements** – Significantly reduce peak traffic generation relative to the existing religious, educational, and childcare uses on the site, supported by a basement parking and servicing solution that removes reliance on on-street parking.
- **Public Open Space** – Deliver a new pocket park fronting Anglesea Street, providing valuable green space for residents and the wider community.

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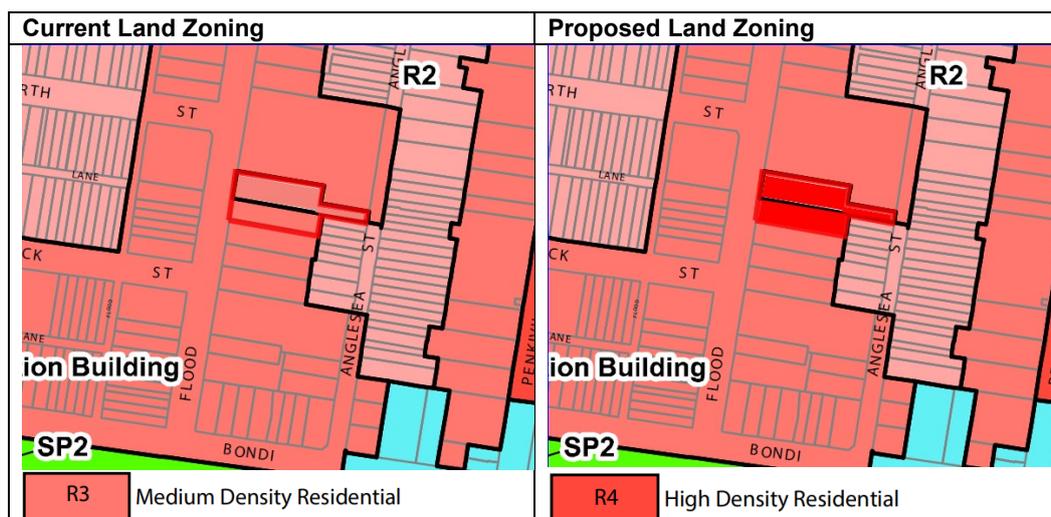
- **Improved Pedestrian Connectivity** – Establish a publicly accessible through-site link connecting Flood Street and Anglesea Street via the pocket park, enhancing permeability and walkability.
- **Diverse Housing Supply** – Provide high-quality residential apartments in a mix of typologies to meet the needs of a diverse population and contribute to the delivery of additional housing close to public transport and services.
- **Community Benefits via VPA** – Secure a VPA to formalise the delivery of public benefits, including the reinstatement of Synagogue elements and monetary contributions to support community infrastructure.

6.2 Part 2 - Explanation of Provisions

The intended outcomes will be achieved by amending the WLEP as follows:

- Amend the WLEP Land Zoning Map **Sheet LZN_004** from R3 to R4
- Amend the WLEP Height of Buildings Map **Sheet HOB_004** from 12.5m to a maximum building height of 80m.
- Amend the WLEP Floor Space Ratio Map **Sheet FSR_004** from 0.9:1 to provide a maximum Floor Space Ratio of 2.8:1.

All other provisions of WLEP are to remain unchanged.





6.3 Part 3 - Justification of Strategic and Site-Specific Merit

This section details the reasons for the proposed LEP amendments and is based on a series of questions and matters for consideration as outlined in the *Department of Planning, Housing and Infrastructure (DPHI) Local Environmental Plan Making Guideline* (August 2023). The matters to be addressed include the strategic planning context of the amendments, strategic merits, site-specific merits, potential State and Commonwealth agency interests, environmental, social and economic impacts and are addressed below.

6.3.1 Section A – Need for the Planning Proposal

Q1. Is the planning proposal a result of an endorsed local strategic planning statement, strategic study or report?

Yes. The proposed WLEP amendments directly respond to a range of endorsed strategic documents that promote housing growth, public open space, and improved community facilities in

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Waverley. The PP facilitates additional housing in line with the objectives of the *Greater Sydney Region Plan (GSRP)*, *Eastern City District Plan (District Plan)*, *Waverley Local Strategic Planning Statement (LSPS)*, *Waverley Local Housing Strategy (Housing Strategy)*, and *Waverley Community Strategic Plan (CSP)*.

The current development standards constrain the site's ability to be feasibly redeveloped to deliver additional housing, non-residential uses and significant public benefits. Notably, the FSR of the existing development is already above that permitted under the Council LEP controls so there is currently no incentive to encourage urban renewal on the site.

The proposed amendment presents an opportunity to deliver a high-quality, innovative, and sustainable outcome that is otherwise not achievable under existing controls. The proposal will enhance the urban fabric, increase housing density in close proximity to planned public transport, and align with the intent of the relevant strategic documents.

Q2. Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

Yes. This PP enables the sensitive and strategic redevelopment of the site, delivering a well-balanced and integrated urban form outcome. The proposal combines new housing, upgraded facilities, and high-quality public domain improvements while retaining and reinstating key elements of the Synagogue building's architecture, preserving its significance.

The current zoning, height, and FSR standards do not encourage urban renewal consistent with the State Government's housing objectives, particularly as the site's existing GFA already exceeds the permissible density. As a result, there is little incentive to redevelop under the current LEP controls.

Redevelopment relying solely on LMR/Infill Affordable Housing Bonus incentives would necessitate full demolition of the Synagogue, contrary to Council's and the IPC's recognition of its value and would likely result in a bulkier, less sensitive outcome with greater amenity impacts on neighbouring properties.

The proposed uplift in HoB and FSR is therefore critical to enabling renewal of the site, supporting the feasible retention and reinstatement of the Synagogue, and delivering an appropriate mix of residential and non-residential/community uses in an accessible location, while carefully mitigating impacts on the surrounding area.

The concept scheme has been rigorously tested against the site's urban context, built form, and amenity considerations, with multiple design options explored to achieve the most balanced solution. Key features include:

- A slender 21-storey tower set on a clearly defined podium above three basement levels
- Partial retention and reinstatement of the Synagogue building as a permanent reminder of the site's cultural history
- Provision of off-street basement parking and servicing, significantly reducing on-street impacts compared to the existing uses
- A publicly accessible through-site link connecting Flood Street to Anglesea Street, together with a pocket park addressing Anglesea Street
- Mix of high-quality residential apartments offering diverse housing choice
- Provision of non-residential floor space at the lower level suitable for a range of community or commercial uses.

These outcomes cannot be achieved under the existing controls. The proposed LEP amendments therefore represent the most effective and appropriate means to achieve the planning objectives and intended outcomes, consistent with the definition of a "Standard" PP under the DPHI Guidelines.

Standard

A standard planning proposal refers to any one or more of the following proposed LEP amendment types, including an amendment:

- To change the land use zone where the proposal is consistent with the objectives identified in the LEP for that proposed zone
- That relates to altering the principal development standards of the LEP
- That relates to the addition of a permissible land use or uses and/or any conditional arrangements under Schedule 1 Additional Permitted Uses of the LEP
- That is consistent with an endorsed District/Regional Strategic Plan and/or LSPS
- Relating to classification or reclassification of public land through the LEP

The PP is the only way to satisfy the objectives and intended outcomes as detailed above.

6.3.2 Section B – Relationship to strategic planning framework

Q3. Will the planning proposal give effect to the objectives and actions of the applicable regional, of district plan or strategy (including any exhibited draft plans or strategies)?

Yes – the PP is consistent with the provisions of the relevant regional and district planning policies and strategies and are summarised below.

Greater Sydney Region Plan: A Metropolis of Three Cities (GSRP)

On 23 March 2018, the NSW Government released A Metropolis of Three Cities: The Greater Sydney Region Plan (GSRP) which sets out strategic priorities for Greater Sydney from 2016 to 2036. The GSRP contains ten directions for the Greater Sydney Metropolitan Area including the following:

1. A city supported by infrastructure;
2. A collaborative city;
3. A city for people;
4. Housing the city;
5. A city of great places;
6. A well-connected city;
7. Jobs and skills for the city;
8. A city in its landscape;
9. An efficient city;
10. A resilient city.

The site is within walking distance (~700 m) of Bondi Junction, which is identified as a Strategic Centre within the Eastern Harbour City with significant public transport and services.

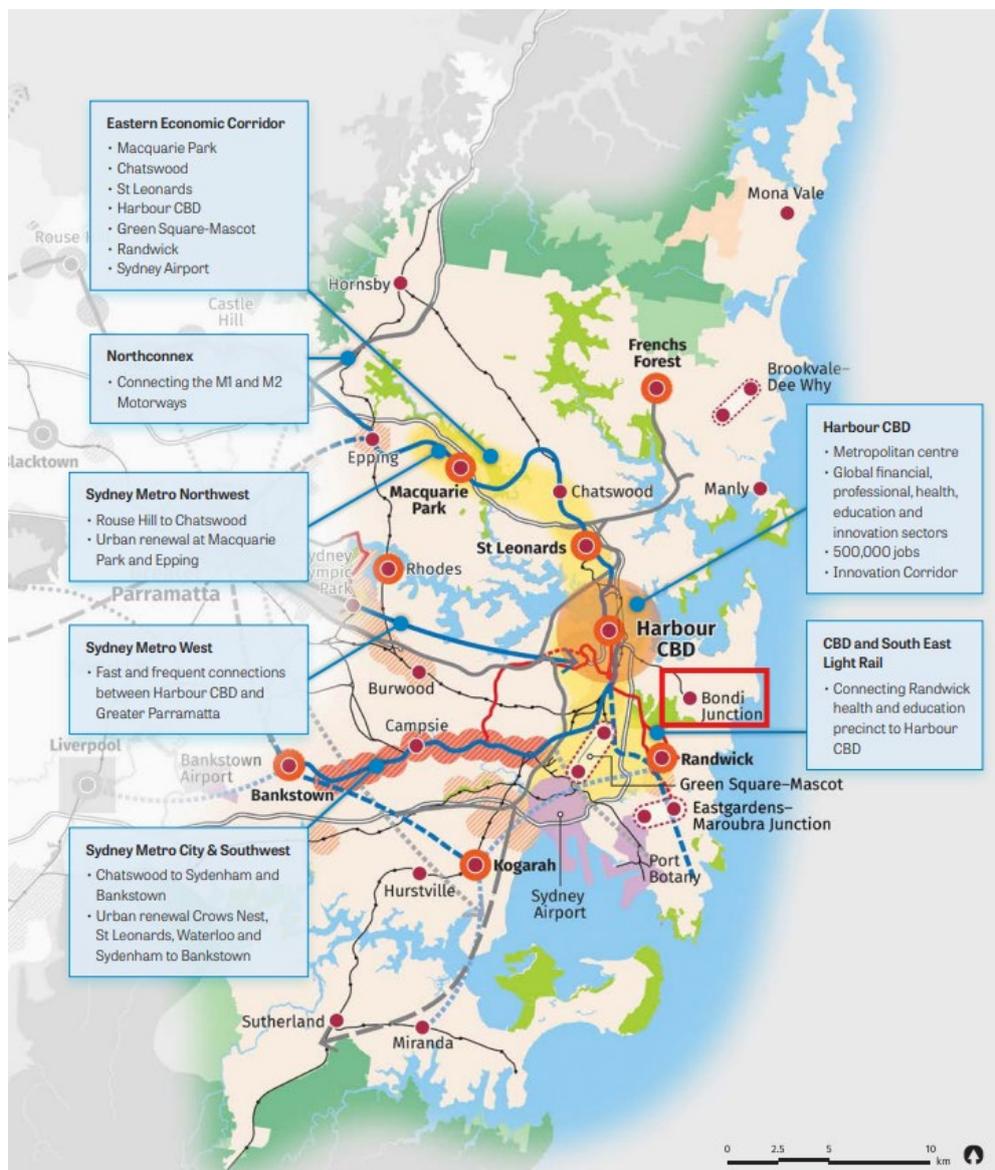


Figure 17 The Eastern Harbour City (Source: The Greater Sydney Region Plan)

An assessment against the relevant directions and their objectives is provided in the table below.

Greater Sydney Region Plan: A Metropolis of Three Cities Directions	
<i>Direction 1 A city supported by infrastructure</i>	
<i>Objectives 1 to 4</i>	
<p>These objectives relate to the provision of infrastructure to support the future needs of the three cities. As detailed in this Report, the subject site represents a unique opportunity to deliver additional housing on a 2,167m² site under holding, within walking distance to the public transport and existing infrastructure.</p>	
<p>The site is located 200m to 400m walking distance from numerous bus services along Bondi Road and New South Head Road, is 1.1km walking distance from Bondi Junction Railway</p>	

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Greater Sydney Region Plan: A Metropolis of Three Cities Directions
<p>Station and is also within proximity to a variety public open spaces, services and facilities, namely those located within the nearby Local Centre. Bondi Road is a key transport route within the LGA, which provides for numerous major bus routes to the wider locality and provides a high level of accessibility to the Bondi Junction Town Centre and Railway Interchange.</p> <p>The proposed increase in density will encourage the utilisation of public and active (walking and cycling) transport. As such, the provision of additional housing as part of a mixed-use development in an accessible location will cater for the additional population and needs of the community without resulting in any substantial increase in demand for additional infrastructure. Improved community facilities and new public open spaces – facilitated through the proposal and Planning Agreement Offer - will provide for much needed recreation and community spaces within the LGA.</p> <p>In addition, the proposal will deliver new infrastructure in the form of public open space, through-site link and non-residential/community uses, as well a contribution to additional infrastructure in accordance with Council's Planning Agreement Policy.</p>
Direction 3: A collaborative city
<i>Objective 5: Benefits of growth realised by collaboration of governments, community and business</i>
<p>The PP responds to Waverley Council's LSPS and Housing Strategy, ensuring consistency across State, District and Local levels. The Planning Agreement Offer ensures collaboration with Council in delivering community benefits (pocket park, through-site link, reinstatement of Synagogue), as well as appropriate contributions to additional community and recreational infrastructure in the nearby Waverley Park.</p>
Direction 3: A city for people
<i>Objective 6 – Services and infrastructure meet communities' changing needs</i>
<p>This objective is about providing social infrastructure and public places that reflects the needs of the community now and in the future.</p> <p>The proposal will facilitate the delivery of additional high quality public open space, including a through-site link, from Flood Street towards Anglesea Street. Under the current planning controls, there is no requirement to provide public open space or reinstate the Synagogue building. The current planning controls do not support the successful redevelopment of the site. The PP will enable the public benefits afforded by this proposal to be realised on the site and in the surrounding area.</p> <p>The retention and re-instatement of the Harry Seidler Synagogue architecture will preserve an important element of cultural heritage on the site providing an ongoing connection to place for the community and encouraging social cohesion.</p> <p>The proposal will provide 219m² public open space, a 75m² through-site link, 340m² non-residential uses and additional, well-located housing which is not possible under the current planning controls. As such, the provision of a well-located and well-designed development will deliver a vital public benefit that only be realised through increased density on this strategic and well-located site. In addition to the above, the needs of the community are further</p>

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Greater Sydney Region Plan: A Metropolis of Three Cities Directions
supported through a Planning Agreement Offer and Works in Kind (WIK) for partial reinstatement of the Synagogue building.
<i>Objective 7 – Communities are healthy, resilient and socially connected</i>
<p>The subject site is located in close proximity to numerous services and facilities, which provide access to the immediate and wider locality. Given the site is well serviced by public transport and various facilities, active transport (including walking and cycling) will be encouraged and support a healthy community. This is further supported through the proposed public open space and through-site link, which will also maximise the opportunity for pedestrian movement throughout the locality. The proposed scheme will allow for a cohesive arrangement of infrastructure, creating a zone of social connectivity which is not currently available within the locality or other allotments.</p> <p>Due to the subject site's strategic location, an increase in density will achieve the connectedness envisaged by the GSRP. The proposal will allow for revitalisation of the site, providing for well-considered publicly accessible open space, through-site link and community non-residential facilities. Overall, the proposal will lead to a healthy, resilient and socially connected community.</p>
Direction 4: Housing the city
<i>Objective 10 - Greater housing supply</i>
<i>Objective 11: Housing is more diverse and affordable</i>
<p>The NSW Government has committed to building 377,000 new homes across the State over the next five years to align with the Australian Government's <i>National Housing Accord</i>. Waverley Council has a housing target of 2,400 new homes, to be delivered by 2029.</p> <p>In May 2023, the NSW Productivity Commission published a paper titled <i>Building More Homes Where People Want to Live</i>. The Commission found that the greatest effect on house prices could be achieved through a planning process that increases housing density in areas of highest demand, particularly those closest to the Sydney CBD. Achieving this would require changes to current regulations to enable more housing to be built in the right places.</p> <p>To deliver more housing in Sydney's established areas, average apartment heights should be increased in suburbs close to the CBD and major job centres. In addition, allowing more development near transport hubs would better leverage existing infrastructure capacity.</p> <p>Increasing supply in high-demand locations can improve housing affordability, even for households that cannot currently afford to live there – a process known as <i>filtering</i>. Under filtering, new high-quality housing is occupied by high-income households, freeing their former dwellings for middle- to high-income households at lower costs. These households, in turn, vacate dwellings that can then be occupied by lower-income families, ultimately reducing demand pressures on social and affordable housing.</p> <p>As such, the provision of additional housing as part of a mixed-use development in an accessible location will directly support Waverley Council's housing target, enhance affordability, and address broader community needs.</p>

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Greater Sydney Region Plan: A Metropolis of Three Cities Directions
<i>Direction 5 – A city of great places</i>
<i>Objective 12 - Great places that bring people together</i>
<p>The proposed PP will provide an opportunity to enhance the public domain by delivering a through-site connection, public open space, non-residential floor space and additional residential apartments which will activate the surrounding area. The through-site connection will attract people to the site, promote visual and physical connectivity, and foster a sense of place. This will be further supported by the proposed non-residential uses, which will introduce an additional layer of social interaction and activation not currently available within the locality or under the existing planning controls.</p> <p>The proposed uses on the site, together with the public domain improvements, will encourage interaction and provide greater services in close proximity to residential accommodation. As outlined, the proposal will enhance the pedestrian and urban fabric of the locality through the delivery of a built form that is compatible with the character of surrounding developments.</p>
<i>Objective 13 - Environmental heritage is identified, conserved and enhanced</i>
<p>The GSRP promotes the conservation and enhancement of environmental heritage, recognising heritage values and their contribution to the significance of a place. While the site is not heritage-listed, the partial retention and re-instatement of the Synagogue building provides an opportunity to express and enhance the original design intent in its presentation to the public domain. This will be achieved by retaining a portion of the original fabric of the site's most important design element – the vaulted roof – thereby maintaining a direct connection between the original design and the new construction. This approach is consistent with the recommendations made by the IPC in their March 2024 advice. A Building Reconstruction Report has been prepared by Asteria Advisory to support this outcome.</p>
<i>Direction 6: A well-connected city</i>
<i>Objective 14 – A Metropolis of Three Cities – integrated land use and transport creates walkable and 30-minute cities</i>
<p>The proposal will provide for an uplift in density that will support the walkable and 30-minute cities objective in the GSRP. The site is within 30-minutes by public transport of major strategic and metropolitan centres with excellent access to employment and education opportunities. The site is readily able to support increased housing consistent with the 30-minute city vision.</p> <p>The concept proposal will vastly improve the public domain. The proposal will locate floor area within tower form, distributing built form away from the ground floor plane therefore increasing permeability through the site, which will in turn encourage walking, cycling and the use of public transport. The proposal will also improve the pedestrianised permeability of the site and public domain, particularly by connecting Flood Street and Anglesea Street. The site is within walking distance of a range of services and facilities with residents able to access their daily needs within an easy 15-minute walk of the site.</p>
<i>Direction 8: A city in its landscape</i>
<i>Objective 30: Urban tree canopy cover is increased</i>
<i>Objective 31: Public open space is accessible, protected and enhanced</i>
<p>The Planning Proposal responds directly to this need by introducing new publicly accessible open space in the form of a pocket park and a through-site pedestrian link. These spaces will incorporate landscaped areas with tree canopy planting, thereby contributing to the local greening strategy, improving amenity, and expanding the publicly accessible green space network.</p>

Eastern City District Plan (District Plan)

The District Plan adopts the Directions of the GSRP and lists the following Planning Priorities relevant for consideration in assessing this PP:

Eastern City District Plan
<i>Direction 1 A city supported by infrastructure</i>
<i>Planning Priority E1 Planning for a city supported by infrastructure</i>
<p>The proposal will support the delivery of increased residential accommodation and non-residential uses, within a highly accessible location near numerous services, facilities and public transport. As part of this proposal, the following components will support the infrastructure established in the locality;</p> <ul style="list-style-type: none"> - Well-located and designed public open spaces and through-site links; - Increase in residential accommodation, improving housing affordability in the locality; - Provision of non-residential floor space suitable for a range of uses including community uses <p>The proposal will significantly improve the public domain and will deliver infrastructure consistent with the Planning Priorities in the District Plan. The subject site is suitable to the proposed amendments given its proximity to services and transport and highly accessible nature which will encourage a 30-minute city where residents have access to key employment, health and educational facilities within 30 minutes by public transport.</p>
<i>Direction 3: A collaborative city</i>
<i>Planning Priority E2 Working through collaboration</i>
<p>The Planning Agreement Offer ensures collaboration with Council in delivering community benefits (pocket park, through-site link, reinstatement of Synagogue and contributions to improved community and recreational facilities) which will increase the use of public resources such as open space and community facilities.</p>
<i>Direction 3: A city for people</i>
<i>Planning Priority E3 Providing services and social infrastructure to meet people’s changing needs Planning Priority E4 Fostering healthy, creative, culturally rich and socially connected communities</i>
<p>The proposal will create high-quality publicly accessible open space for new residents, visitors, neighbours and the general public, thus catering for a wide variety of people and day-to-day activities. As discussed, the proposal will enable the provision of through-site link from Flood Street and Anglesea Street to the public open space within a prominent location.</p> <p>As shown in the reference scheme, the combination of publicly accessible space, and a new development on the site that retains and re-instates the Harry Seidler architecture will revitalise the urban environment whilst retaining its cultural significance. Non-residential floor space will be provided at the lower ground floor which may be suitable for a community use.</p> <p>In addition, the Planning Agreement Offer provides for a monetary contribution towards Council’s improvements and expansion of its community and recreational facilities in Waverley Park.</p>

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Eastern City District Plan
Finally, the increase in housing supply and diversity will improve affordability for a greater cross section of the community, and will further bolster the provision of a healthy and socially connected community.
Direction 4: Housing the city
<i>Planning Priority E5 Providing housing supply, choice and affordability with access to jobs, services and public transport</i>
Whilst there will be an increased provision and variety of residential apartments within the site, there will also be the provision of additional facilities and public open space. The variety and increase of housing choices will also deliver greater affordability through increased supply in the locality and will cater for the current and future population.
Direction 5 – A city of great places
<i>Planning Priority E6 Creating and renewing great places and local centres, and respecting the District's heritage</i>
The PP will provide an opportunity to enhance the public domain by delivering a through-site connection, public open space, and revitalised Synagogue architecture. The proposal will enhance the pedestrian and urban fabric of the locality through the delivery of a built form that is compatible with the character of surrounding developments, as well as increased pedestrian permeability. While the site does not have specific heritage significance, the partial reconstruction of the Synagogue building presents an opportunity to express and enhance the original design intent in its presentation to the public domain. This will be achieved by retaining a portion of the original fabric of the site's most important design element – the vaulted roof – thereby maintaining a direct connection between the original design and the new construction. The proposal will provide additional residential accommodation in proximity to the Bondi Road local centre supporting the economic viability and vibrancy of this important local centre.
Direction 6: A well-connected city
<i>Planning Priority E10 Delivering integrated land use and transport planning and a 30-minute city</i>
The proposal will provide for an uplift in density that will create walkable and 30-minute cities, not fully realised under the current planning controls. The connectivity of the site to the surrounding locality and public transport options will also be enhanced by the proposed amendments. The proposal will vastly improve the public domain. It will locate floor area within tower form, distributing built form away from the ground floor plane therefore increasing permeability with off-street parking proposed in the basement to reduce on-street traffic impacts. through the site, which will in turn encourage walking, cycling and the use of public transport. The proposal will also improve the pedestrianised permeability of the site and public domain, particularly by connecting Flood Street and Anglesea Street.
Direction 8: A city in its landscape
<i>Planning Priority E18 Delivering high quality open space</i>
The Planning Proposal responds directly to this need by introducing new publicly accessible open space in the form of a pocket park and a through-site pedestrian link. These spaces will incorporate landscaped areas with tree canopy planting, thereby contributing to the local greening strategy, improving amenity, and expanding the publicly accessible green space network.

Q4. Is the planning proposal consistent with a council LSPS that has been endorsed by the Planning Secretary or GCC, or another endorsed local strategy or strategic plan?

Yes – the Planning Proposal is consistent with the local planning strategies and plans and summarised in the following table.

Waverley Local Strategic Planning Statement (LSPS)

The Waverley Local Strategic Planning Statement 2020-2036 (LSPS) was finalised by Council in March 2020 and assured by the Greater Sydney Commission. The LSPS sets out a 20-year land use vision to guide land use planning for the LGA. The LSPS will provide Council with strategic direction for planning and help facilitate a coordinated approach to managing growth and development in the Waverley LGA.

The Planning Proposal has been assessed against the four themes and relevant priorities of the LSPS.

LSPS Theme	Key Priorities	How the Proposal Aligns / Contributes
Infrastructure & Collaboration	4. Ensure the community is well serviced by crucial social and cultural infrastructure	The proposal supports the efficient use of a well-located site by delivering additional housing, a through-site link, and publicly accessible open space. It reinstates significant Synagogue elements and provides upgraded community facilities, enhancing social infrastructure. Engagement with Council and the IPC has shaped the scheme, and a Planning Agreement Offer is proposed to deliver public benefits, consistent with the LSPS focus on collaborative planning.
Liveability	5. Increase the sense of wellbeing in our urban environment 6. Facilitate a range of housing opportunities in the right places to support and retain a diverse community	The proposal enhances public domain amenity through a new pocket park and improved pedestrian permeability, directly contributing to a more walkable neighbourhood. The retention and reinstatement of heritage fabric respects local character, while the mix of apartment types contributes to housing diversity. The design includes a slender tower form and basement parking to reduce streetscape and traffic impacts, aligning with priorities to protect residential amenity and neighbourhood character.
Productivity	11. Facilitate Bondi Junction as a lively and engaging strategic centre with a mix of employment, entertainment and housing options	Located in close proximity to transport, schools, and services, the proposal increases housing supply in line with State and regional housing objectives. The mixed-use outcome including residential, community and cultural uses supports local economic activity and strengthens the role of the site as a community hub. The

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LSPS Theme	Key Priorities	How the Proposal Aligns / Contributes
		proposed public domain upgrades further encourage activity and vibrancy in the surrounding area.
Sustainability	16. Plan for and manage our assets and urban environment, and grow our community to adapt and be resilient to a changing climate)	The proposal promotes a more sustainable urban form by concentrating growth near transport and services, reducing car dependence and encouraging active transport. Retention of key Synagogue elements represents an adaptive reuse outcome, reducing demolition waste. Landscaping, tree planting, and green space within the pocket park will contribute to urban heat mitigation and improved stormwater outcomes. A detailed Urban Design Report accompanies the Planning Proposal to demonstrate solar access, overshadowing and privacy impacts are appropriately mitigated.

Overall, the proposal is well aligned with the LSPS vision, delivering additional housing, improved public domain and community facilities, and respecting the site's cultural and historical significance all within a sustainable, well-connected urban framework. The design has been carefully tested, with amenity impact assessments and infrastructure planning ensuring a balanced and integrated outcome that responds to both local and regional priorities.

Notably, the LSPS identifies '*Principles for Change*' for PPs that provide measurable public benefits such as publicly accessible open space, cultural and social facilities, affordable housing, and infrastructure upgrades. This proposal clearly demonstrates a strong suite of public benefits, including a pocket park, through-site link, community facility upgrades, and contributions towards affordable housing, alongside the delivery of diverse new housing opportunities.

Principles for Change	
The Local Strategic Principles for Change	
Principle	How addressed
Proposals should be consistent with the GSRP and District Plan	As detailed above, the PP is consistent with the Objectives and Planning Principles of the GSRP and District Plan.
Proposals for sites in Bondi Junction Strategic Centre should be consistent with the objectives for the centre in the District Plan and in this LSPS.	The site sits just outside of Bondi Junction Strategy Centre and supports the viability and economic activity in the centre by providing additional residential accommodation in close proximity to diverse service and public transport options in this strategic centre.
Proposals should be consistent with the relevant directions, objectives and actions of the Waverley Community Strategic Plan.	The proposal is consistent with many of the Themes and Strategies in Council's Community Strategic Plan including a focus on increasing housing stock and diversity, improving tree canopy and providing sage and accessible public open space, preserving Waverley's heritage character, and providing diverse community facilities.

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Principles for Change	
The Local Strategic Principles for Change	
Principle	How addressed
Aims of the Waverley Local Environmental Plan.	The proposal will achieve many on the LEP objectives including the following the following key objectives: <i>(a) to promote and co-ordinate a range of commercial, retail, residential, tourism, entertainment, cultural and community uses to service the local and wider community,</i> <i>(b) to strengthen the viability and vitality of Bondi Junction as a strategic centre for investment, cultural and civic activity, retail, health care and entertainment, and to promote Bondi Junction as a centre for investment and employment opportunities in the knowledge and innovation sector,</i> <i>(c) to provide for a range of residential densities and range of housing types to meet the changing housing needs of the community,</i> <i>(ca) to encourage the development of a variety of housing on land close to public transport, essential goods and services and open space,</i> <i>(l) to improve connectivity and accessibility in Waverley and prioritise development that enables walking, cycling and the use of public transport,</i>
Proposals should be consistent with the relevant liveability, productivity, infrastructure and sustainability priorities, objectives and actions in this LSPS	As detailed above, the proposal is consistent with the relevant priorities, objectives and actions in the LSPS.
Proposals should be consistent with the relevant priorities, objectives and actions of any relevant strategies. A list of strategies is available at the end of this document.	The proposal is consistent with the relevant strategies like <i>Waverley Local Strategic Planning Statement (LSPS), Waverley Local Housing Strategy (Housing Strategy), and Waverley Community Strategic Plan (CSP)</i> and have been detailed in this report.
Proposals should support the strategic objectives in Council's adopted strategies and action plans.	As detailed above and below, the PP responds directly to key priorities in all relevant Council strategies. The Planning Agreement Offer has been prepared in accordance with Council's Planning Agreement Policy and Affordable Housing Contribution Scheme.
Proposals should not compromise non-residential development to meet employment targets for Bondi Junction Strategic Centre.	The proposal has no impact on non-residential floor space in the Bondi Junction Strategic Centre.
Proposals which seek to respond to a significant investment in infrastructure should be considered in a wider strategic context with other sites. This may include, but is not limited to, consideration of other infrastructure demand and provision, appropriate distribution of development potential across an	The development facilities by the PP is readily able to be accommodated through existing and/or augmented infrastructure in the locality. The proposal will deliver additional public benefits including open space and a through-site link, as well as a contribution to enhancement of community and recreational infrastructure in the nearby Waverley Park. Contributions in accordance with Council's Section 7.11 contribution plan have been accounted for in the

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Principles for Change	
The Local Strategic Principles for Change	
Principle	How addressed
area, value capture for public benefit and infrastructure delivery, and the orderly sequencing of development.	Planning Agreement Offer. The proposal will deliver additional housing to meet Waverley Council's forecast population growth for which infrastructure planning has already been undertaken by Council.
Proposals should give consideration to strategically valuable land uses that are under-provided by the market, such as but not limited to hotels, cultural space (including performance and production space), medical and health-related uses, education uses and childcare centres, and urban services such as mechanics and bulky goods retailers, and have regard to the appropriateness of the use for the context.	The proposal will retain non-residential floor space at the lower ground floor which can be used for a range of appropriate uses including childcare, community facilities or health and education facilities.
The Local Site-Specific Principles for Change	
Proposals should locate development within reasonable walking distance of public transport that has capacity (assuming development capacity will be delivered) and is frequent and reliable.	The proposal is ideally located within walking distance of a range of frequent and reliable public transport options.
Proposals should meet high sustainability standards, improve urban resilience, and mitigate negative externalities. Proposals can satisfy these high standards by committing all development on the subject site to achieve a 5+ Green Star rating with the Green Building Council of Australia, or a Core Green Building Certification or Zero Carbon Certification with the Living Futures Institute of Australia, or equivalent.	The proposed new development will meet all current sustainability standards including BASIX requirements for residential development. It will provide a significant improvement over the current use and development on the site which is outdated and does not meet current sustainable targets.
Proposals should include an amount and type of non-residential floor space appropriate to the site's strategic location and proximity to, or location within, a centre or activity street.	A limited amount of non-residential floor space will be retained on the site suitable to the site's zoning for residential purposes and location within a residential area.
Proposals should create demonstrable public benefit.	The PP is accompanied by a Letter of Offer to enter into a VPA with Council. The Planning Agreement Offer is intended to secure a balanced outcome whereby the increased development potential sought under this PP is matched by meaningful public benefits delivered both as monetary contributions and works-in-kind. The Offer has been prepared in accordance with Council's

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Principles for Change	
The Local Strategic Principles for Change	
Principle	How addressed
	Planning Agreement Policy and AHCS. In addition, the proposal will deliver additional on-site public benefits via a through-site link and pocket park.
Proposals should be supported by an infrastructure assessment and demonstrate any demand for infrastructure generated can be satisfied, assuming existing development capacity in the area will be delivered.	The site is located in an established urban area where there is existing infrastructure in place to support the proposed uplift on the site.
Proposals should make a positive contribution to the built environment and result in an overall better urban design outcome than existing planning controls.	As detailed above, the current planning controls do not incentive the redevelopment of the site or retention/re-instatement of the Synagogue architecture which is currently in very poor form. The proposal is for a slender tower form above the retained/re-instated synagogue architecture which will provide a contemporary built form response that preserves streetscape amenity, as well as amenity to surrounding buildings.
Proposals should result in high amenity for occupants or users.	The proposal will deliver renewed non-residential floor space and high-quality residential apartments with additional public open space providing high amenity for occupants and users.
Proposals should optimise the provision and improvement of public space and public connections.	The proposal will deliver a new pocket park and through site link.

Waverley Local Housing Strategy 2020 - 2036

The *Waverley Local Housing Strategy* (LHS) is a response to the Greater Sydney Region Plan and District Plan. The LHS is to guide housing over the next 20 years within the Waverly LGA. Of relevance to the proposal, the following is noted within the LHS:

There is only so much 'low hanging fruit' left i.e. feasible and profitable sites, and these have been picked up in the capacity assessment. Once these sites are redeveloped, the high number of existing sites are predominantly strata titled reducing the amount of developable areas. The feasibility of these remaining non-strata areas is limited because much of these are Heritage Conservation Areas, heavily capitalised or in locations where single dwellings attract a higher premium compared to apartments (i.e. some apartment complexes have been converted to single dwellings).

In accordance with the above, it has been acknowledged that there are limited opportunities for increase in densities within the LGA. The subject site represents a rare and achievable opportunity to increase housing in a strategic location, which will be supported by numerous public benefits, including vastly improved community facilities, new public open spaces and additional non-residential uses with adequate off-street basement parking and services for the existing and future uses.

The Housing Strategy includes five priorities, which are assessed below:

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Priorities	Consistency
<p>Priority H1 Manage housing growth sustainably and in the right locations.</p>	<ul style="list-style-type: none"> The subject site is located within walking distance of Bondi Road, local shops, schools, open space, and bus routes with direct access to Bondi Junction and the CBD. The proposed uplift supports a more efficient use of an underutilised site, aligning with the State Government's focus on well-located housing under the Housing SEPP and LMR housing reforms.
<p>Priority H2 Encourage a range of housing options to support and retain a diverse community.</p>	<ul style="list-style-type: none"> The proposal will deliver a mix of apartment types and sizes, including 2 and 3-bedroom dwellings, catering to singles, couples, families, and downsizers. The integrated scheme supports a balanced community by co-locating residential and non-residential uses.
<p>Priority H3 Increase amount of affordable rental and social housing.</p>	<ul style="list-style-type: none"> This PP is accompanied by an offer to enter into a VPA with Council which provides monetary contributions in accordance with Council's AHCS and Planning Agreement Policy, directly supporting the delivery of affordable housing in the LGA. The proposal is consistent with the objectives of the Housing SEPP.
<p>Priority H4 Improve liveability, sustainability and accessibility through high quality residential design.</p>	<ul style="list-style-type: none"> The redevelopment will deliver a BASIX-compliant, energy-efficient building with improved thermal performance compared to the existing structures. The inclusion of basement parking removes existing on-street demand, improving local traffic flow and reducing congestion.
<p>Priority H5 Ensure new development is consistent with desired future character.</p>	<ul style="list-style-type: none"> The scheme has been designed to retain and reinstate key elements of the Harry Seidler-designed Synagogue, maintaining a connection to the cultural and architectural history of the site. The proposed tower has a slender built form and podium design to minimise visual and amenity impacts on adjoining properties.

In accordance with the above, the proposal will clearly satisfy each priority as set out above and as discussed throughout this document.

Housing Targets

The Waverley Housing Strategy set a target of 3,400 dwelling by 2036. However in the context of the current housing supply and affordability challenges, and increased housing targets under the National Housing Accord, the State Government has set Waverley a new 5-year housing target of **2,400 new completed homes by 2029** – 480 housing completions per year. In the 12 months to June 2024, just 256 new homes were completed in Waverley which is well short of the annual target required to meet its Housing Accord targets. Additional uplift on key sites is urgently required to ensure these housing targets can be met. The subject site represents a rare opportunity to increase density on a large, consolidated site under single ownership to deliver additional housing in close proximity to transport and services.

Waverley Community Strategic Plan 2025-2035

The Waverley Community Strategic Plan 2025-2035 (Waverley CSP) applies to the subject site. The Community Strategic Plan sets out three themes and four pillars for Waverley LGA. The three themes for Waverley CSP are provided in the table below, with the responses detailing how the proposal is consistent with these initiatives:

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Themes & Objectives	Assessment
Theme One: People	
1.1 Diverse and inclusive community Foster a diverse and inclusive community	Provides a mix of housing types and upgraded community facilities, encouraging a socially inclusive neighbourhood.
1.2 Quality of life and community wellbeing Support quality of life and community wellbeing across the life span	Improves local amenity with pocket park, through-site link, and better pedestrian connectivity.
1.3 Arts, culture and creative expression Promote and encourage arts, culture and creative expression and participation	Retains and reinstates Synagogue elements as cultural interpretation, celebrating local identity.
1.4 Destination for world-class arts and culture Build Waverley's reputation as a destination for worldclass arts and culture, and a place where local artists come to thrive	Recognises and showcases Harry Seidler's architecture, enhancing Bondi's cultural reputation.
1.5 Protect and grow affordable housing stock Protect and grow the stock of affordable housing	Provides monetary contributions in accordance with Council's AHCS and VPA Policy.
1.6 Safe and resilient community Support a safe and resilient community that has the capacity to adapt to change	Delivers safer pedestrian access, reduced on-street traffic, and better lighting through public realm upgrades.
Theme Two: Place	
2.1 Climate resilience and reduce greenhouse gas emissions Waverley is an innovative leader in climate resilience, reducing emissions and managing climate risks	Promotes efficient, sustainable redevelopment with compact built form near public transport.
2.2 Biodiversity Waverley is restoring and protecting and improving our natural environment, canopy cover, habitat areas and coast	Introduces new landscaping, canopy cover, and urban greening through the pocket park.
2.3 Manage development Manage impacts of development to protect the heritage, liveability and local character of the LGA	Sensitive design with slender tower form and heritage retention to protect character and minimise impacts.
2.4 Traffic, transport and parking Provide accessible and sustainable transport infrastructure and manage transport, traffic and parking in a balanced manner	Provides off-street basement parking, reduces traffic generation, and improves walkability.
2.5 Safe and accessible open spaces Ensure public spaces, parks, open spaces and facilities have equitable access, are safe day and night, meet community needs for recreation and are well maintained	Delivers publicly accessible open space and improves pedestrian safety and permeability.
2.6 Accessible and sustainable assets Build, maintain and renew well-designed, accessible and sustainable assets and infrastructure, to improve the liveability of neighbourhoods	Provides modern, efficient community facilities integrated into new development.
2.7 Sustainable waste and organics collection Deliver best practice waste and organics collection services and maximise diversion from landfill	Enables best-practice waste storage and collection.
2.8 Clean and litter-free public spaces Keep public spaces, clean and litter-free	Creates high-quality, well-maintained public realm including landscaped park and link.

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Themes & Objectives	Assessment
Theme Three: Performance	
3.1 Community engagement opportunities Create opportunities for the community to engage with council decision making, and ensure input is listened to and acted on where appropriate	Pre-PP process involved early Council feedback. The PP will be exhibited in accordance with Council and DPHI requirements post Gateway determination.
3.2 Excellent Customer Experience Deliver the Waverley community excellent customer service, with services delivered efficiently, and with innovation	Provides a transparent PP with clear public benefits in accordance with all Council policies.
3.3 Financial Sustainability and Resource Management Ensure Council is financially sustainable, and manages resources, assets and contracts effectively	Offers significant VPA contributions and works-in-kind to support Council services.
3.4 Governance, Capacity and Capability Govern Waverley Council well, and build culture, capability, capacity, systems and processes to deliver services to the community	Aligns with State and local planning frameworks, supporting good planning outcomes.
3.5 Local Economy An inclusive and diverse economy where we focus on local businesses, visitor economy, night time activation and well maintained commercial centres	Supports local businesses through increased population, activation of ground floor uses, and improved public spaces.

The proposal aligns with the Waverley CSP by upgrading and modernising community facilities, providing new publicly accessible open space, and sensitively reinstating key elements of the Harry Seidler-designed Synagogue. It delivers high-quality architecture and urban design, supports community growth, and introduces additional housing in a well-connected, strategic location.

Our Liveable Places Centres Strategy 2020-2036

The *Our Liveable Places: Centres Strategy 2020–2036* (Centres Strategy) highlights the vital role of centres in ensuring equitable access to essential services and articulates a shared community vision for their future. The Strategy identifies Bondi Road as a key transport corridor and local centre, providing critical connectivity between Bondi Junction and Bondi Beach. Its objectives focus on enhancing accessibility through improved pedestrian and cycling connections, encouraging public transport use, delivering new open spaces such as pocket parks, increasing urban greening, and interpreting and celebrating local heritage.

Although the subject site is located just outside the defined local centre, it is within approximately 150m walking distance and directly supports these objectives. The proposal will contribute to the Strategy's vision by improving pedestrian permeability, creating publicly accessible open space, reinstating and interpreting heritage elements, and supporting a sustainable, well-connected urban environment.

Key Ideas	Assessment
Public Realm Increase public art, including heritage interpretation.	<ul style="list-style-type: none"> The proposal includes the partial retention and reinstatement of the Harry Seidler-designed Synagogue, ensuring the cultural and architectural history of the site is respected and interpreted for future generations. There is potential for integrated historical interpretation and public art within the publicly accessible areas (through-site

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Key Ideas	Assessment
	link and pocket park), providing educational and cultural value to the community.
New Pocket parks/civic spaces	<ul style="list-style-type: none"> The concept scheme delivers a publicly accessible pocket park fronting Anglesea Street, creating a valuable green space and social gathering point in an area with limited open space. The park is complemented by a through-site link that improves pedestrian permeability between Flood Street and Anglesea Street, contributing to the local open space network and enhancing walkability.
Built Form Encourage enhancement of active ground floor uses such as retail/business premises	<ul style="list-style-type: none"> The podium design allows for active, human-scaled street frontages to maintain vibrancy and passive surveillance. The proposed design provides opportunities for community interaction and activation of the public domain.
Maintain character of distinctive buildings	<ul style="list-style-type: none"> The proposal is explicitly designed to retain and reinstate the key urban fabric of the Synagogue, a building recognised as culturally and architecturally significant by Council and the IPC. The new development sensitively integrates contemporary built form with historic fabric, ensuring the site's cultural identity is preserved.
Access Reduce and calm traffic movements to improve pedestrian amenity and safety	<ul style="list-style-type: none"> The scheme includes three levels of basement parking and servicing, removing reliance on on-street parking and reducing peak traffic generation compared with the site's previous and current uses. The through-site link and pocket park improve pedestrian connectivity and create a safer, more walkable environment, separated from vehicular traffic. Site access has been designed to minimise conflict points between vehicles and pedestrians, supporting Council's objective to calm local traffic.

Q6. Is the planning proposal consistent with applicable SEPPs?

Yes – the Planning Proposal is consistent with relevant SEPPs as identified and discussed in the following table.

SEPP	Consistency
<i>State Environmental Planning Policy (Exempt and Complying Development Codes) 2008</i>	The Planning Proposal does not contain provisions that will contradict or hinder the application of the SEPP.
<i>State Environmental Planning Policy (Housing) 2021</i>	As outlined above, the LMR and Infill Affordable Housing provisions under the Housing SEPP would enable a maximum building height of 22.75m and an FSR of 1.95:1 on this site. While these provisions facilitate additional housing on sites close to transport and services, they do not consider unique

SEPP	Consistency
	<p>opportunities to deliver enhanced public benefits—such as reinstatement of significant architecture and provision of new public open space – on the site, as well as the rare chance to deliver additional housing on a large site in Bondi that is under single ownership, and with two site frontages.</p> <p>The subject site is well suited for an uplift beyond that envisioned by the Housing SEPP. A taller, more slender tower form can achieve superior built form and amenity outcomes compared with a shorter, bulkier massing. The proposed height and massing directly respond to site-specific constraints and opportunities, including protection of neighbouring amenity and solar access. The tower floorplate has been carefully designed and oriented to minimise overshadowing and privacy impacts.</p> <p>Any future residential flat building on the site will be capable of achieving full compliance with the relevant design criteria in the Apartment Design Guide, as well as the Design Principles in Chapter 4 of the Housing SEPP.</p> <p>Detailed solar analysis demonstrates that all neighbouring residential dwellings will continue to receive more than three hours of solar access to living areas and private open spaces, where currently available. Where existing solar access falls below this threshold, the proposal does not worsen impacts. This is consistent with ADG requirements. Minor impacts have been mitigated through careful building siting, slender tower design, and orientation of floorplates.</p>
<i>State Environmental Planning Policy (Resilience and Hazards) 2021</i>	<p>All proposed uses are currently permitted with consent on the site. The proposal does not seek to allow any additional sensitive uses on the site under the proposed R4 zoning. The current use, which includes a synagogue and community kitchen, is unlikely to have resulted in any contamination to the land. As such, there is unlikely to be a risk to human health and the environment as a result of future redevelopment due to the long term, non-contaminating use. A Preliminary Site Investigation (PSI) was carried out in accordance with the contaminated land planning guideline when the site was rezoned from SP2 to R3. Any future detailed application will be required to satisfy the SEPP Resilience and Hazards as it applies to the contamination of land.</p>
<i>State Environmental Planning Policy (Resources and Energy) 2021</i>	<p>This application does not change the manner in which this SEPP will apply to any future development application for new residential accommodation.</p>

SEPP	Consistency
<i>State Environmental Planning Policy (Sustainable Buildings) 2022</i>	This PP does not change the manner in which this SEPP will apply to any future development application for new residential accommodation or non-residential uses.
<i>State Environmental Planning Policy (Transport and Infrastructure) 2021</i>	The PP does not change the way in which the SEPP would apply to the site or to future development upon the site. Any future development application will need to consider the Transport and Infrastructure SEPP as necessary to ensure the relevant requirements are satisfied.

Q7. Is the planning proposal consistent with applicable Ministerial Directions (section 9.1 Directions) or key government priority?

Yes – the Planning Proposal is consistent with relevant Ministerial directions under section 9.1 of the EP&A Act as identified and summarised in the following table.

Direction	Consistency
Focus Area 1: Planning Systems	
<p>1.3 Approval and Referral Requirements</p> <p>Application This direction applies to all relevant planning authorities when preparing a planning proposal.</p> <p>Direction 1.3 (1) A planning proposal to which this direction applies must:</p> <p>(a) minimise the inclusion of provisions that require the concurrence, consultation or referral of development applications to a Minister or public authority, and</p> <p>(b) not contain provisions requiring concurrence, consultation or referral of a Minister or public authority unless the relevant planning authority has obtained the approval of:</p> <p style="margin-left: 20px;">i. the appropriate Minister or public authority, and</p> <p style="margin-left: 20px;">ii. the Planning Secretary (or an officer of the Department nominated by the Secretary), prior to undertaking community consultation in satisfaction of Schedule 1 to the EP&A Act, and</p> <p>(c) not identify development as designated development unless the relevant planning authority:</p>	<p>The planning proposal does not introduce any additional concurrence requirements or identify the development as designated development.</p>

Direction	Consistency
<p>i. can satisfy the Planning Secretary (or an officer of the Department nominated by the Secretary) that the class of development is likely to have a significant impact on the environment, and</p> <p>ii. has obtained the approval of the Planning Secretary (or an officer of the Department nominated by the Secretary) prior to undertaking community consultation in satisfaction of Schedule 1 to the EP&A Act.</p>	
<p>1.4 Site Specific Provisions</p> <p>Application This direction applies to all relevant planning authorities when preparing a planning proposal that will allow a particular development to be carried out.</p> <p>Direction 1.4 (1) A planning proposal that will amend another environmental planning instrument in order to allow particular development to be carried out must either:</p> <p>(a) allow that land use to be carried out in the zone the land is situated on, or</p> <p>(b) rezone the site to an existing zone already in the environmental planning instrument that allows that land use without imposing any development standards or requirements in addition to those already contained in that zone, or</p> <p>(c) allow that land use on the relevant land without imposing any development standards or requirements in addition to those already contained in the principal environmental planning instrument being amended.</p> <p>(2) A planning proposal must not contain or refer to drawings that show details of the proposed development.</p>	<p>This proposal will rezone the site to R4 and increase the HoB and FSR development standard. It does not allow a particular development to be carried out or apply non-standard LEP provisions or images.</p> <p>This planning proposal is not contrary to Direction 1.4.</p>
Focus Area 3: Biodiversity and Conservation	
<p>3.1 Conservation Zones</p> <p>Application This direction applies to all relevant planning authorities when preparing a planning proposal.</p>	Not applicable to subject PP.

Direction	Consistency
<p>Direction 3.1 (1) A planning proposal must include provisions that facilitate the protection and conservation of environmentally sensitive areas.</p> <p>(2) A planning proposal that applies to land within a conservation zone or land otherwise identified for environment conservation/protection purposes in a LEP must not reduce the conservation standards that apply to the land (including by modifying development standards that apply to the land)</p>	
<p>3.2 Heritage Conservation</p> <p>Application This direction applies to all relevant planning authorities when preparing a planning proposal.</p> <p>Direction 3.2 (1) A planning proposal must contain provisions that facilitate the conservation of:</p> <p>(a) items, places, buildings, works, relics, moveable objects or precincts of environmental heritage significance to an area, in relation to the historical, scientific, cultural, social, archaeological, architectural, natural or aesthetic value of the item, area, object or place, identified in a study of the environmental heritage of the area,</p>	<p>The subject site is adjacent to but not within the <i>Woodstock Road Heritage Conservation Area C16</i> and the <i>Flood Street Landscape Conservation Area C42</i>.</p> <p>The PP will facilities the future development of the site will provide opportunities for changes within the site that may be more compatible with the context and setting created by these heritage areas such as the provision of canopy street trees and landscaping within the setback to Flood Street. The change in zoning will have no physical impact to the significance of these heritage and landscape conservation areas.</p> <p>It is noted that the Synagogue building is not heritage listed. However, the proposal provides for the retention and re-instatement of the Harry Seidler Synagogue architecture on the site.</p> <p>A full assessment of potential heritage impacts will be undertaken as part of the future detailed development application and would address any potential impacts, including visual impacts. The proposed LEP amendment is consistent with Direction 3.2.</p>
Focus Area 4: Resilience and Hazards	

Direction	Consistency
<p>4.4 Remediation of Contaminated Land</p> <p>Application This direction applies when a planning proposal authority prepares a planning proposal that applies to:</p> <p>(c) the extent to which it is proposed to carry out development on it for residential, educational, recreational or childcare purposes, or for the purposes of a hospital – land:</p> <p>Direction 4.4 (1) A planning proposal authority must not include in a particular zone (within the meaning of the local environmental plan) any land to which this direction applies if the inclusion of the land in that zone would permit a change of use of the land, unless:</p> <p>(a) the planning proposal authority has considered whether the land is contaminated, and</p> <p>(b) if the land is contaminated, the planning proposal authority is satisfied that the land is suitable in its contaminated state (or will be suitable, after remediation) for all the purposes for which land in the zone concerned is permitted to be used, and</p> <p>(c) if the land requires remediation to be made suitable for any purpose for which land in that zone is permitted to be used, the planning proposal authority is satisfied that the land will be so remediated before the land is used for that purpose. In order to satisfy itself as to paragraph 1(c), the planning proposal authority may need to include certain provisions in the local environmental plan.</p> <p>(2) Before including any land to which this direction applies in a particular zone, the planning proposal authority is to obtain and have regard to a report specifying the findings of a preliminary investigation of the land carried out in accordance with the contaminated land planning guidelines.</p>	<p>The PP will facilitate land uses that are currently permitted with consent on the site. This includes residential, educational, recreational and child care uses.</p> <p>A PSI was carried out in accordance with the contaminated land planning guideline when the site was rezoned from SP2 to R3</p> <p>It is unlikely that any development in Table 1 to the contaminated lands planning guidelines has been carried out on the site. The site is unlikely to be contaminated. Any potential for contamination and requirements for remediation can be further addressed with any future development application.</p> <p>The assessment and determination of that application will include requirements (if necessary) to ensure the land is made suitable for the use proposed by the development application.</p> <p>Preparation of a Detailed Site Investigation and any remediation work can, if necessary, be undertaken at the time of a future development application when the specific nature and scope of work and future use would determine the specific thresholds and materials (if any) considered to be a potential risk to human health and the environment.</p>
Focus Area 4: Transport and Infrastructure	
<p>5.1 Integrating Land Use and Transport</p> <p>Application This direction applies to all relevant planning authorities when preparing a planning proposal that will create, alter or remove a zone or a provision relating to urban land, including land zoned</p>	<p>The PP will facilitate development options that can continue to take advantage of the wide variety of transport and movement options available in the neighbourhood.</p>

Direction	Consistency
<p>for residential, employment, village or tourist purposes.</p> <p>Direction 5.1 (1) A planning proposal must locate zones for urban purposes and include provisions that give effect to and are consistent with the aims, objectives and principles of:</p> <p>(a) Improving Transport Choice – Guidelines for planning and development (DUAP 2001), and</p> <p>(b) The Right Place for Business and Services – Planning Policy (DUAP 2001).</p>	<p>The proposed LEP amendment is consistent with Direction 5.1.</p>
<p>5.2 Reserving Land for Public Purposes</p> <p>Application This direction applies to all relevant planning authorities when preparing a planning proposal. Direction 5.2 (1) A planning proposal must not create, alter or reduce existing zonings or reservations of land for public purposes without the approval of the relevant public authority and the Planning Secretary (or an officer of the Department nominated by the Secretary)</p>	<p>Not applicable to subject PP.</p>
Focus area 6: Housing	
<p>6.1 Residential Zones</p> <p>Application This direction applies to all relevant planning authorities when preparing a planning proposal that will affect land within an existing or proposed residential zone (including the alteration of any existing residential zone boundary), or any other zone in which significant residential development is permitted or proposed to be permitted.</p> <p>Direction 6.1 (1) A planning proposal must include provisions that encourage the provision of housing that will:</p> <p>(a) broaden the choice of building types and locations available in the housing market, and</p> <p>(b) make more efficient use of existing infrastructure and services, and</p> <p>(c) reduce the consumption of land for housing and associated urban development on the urban fringe, and (d) be of good design.</p> <p>(2) A planning proposal must, in relation to land to which this direction applies:</p>	<p>The planning proposal seeks to apply an R4 zone to the site which permits a wide range of uses including residential accommodation with consent. The site is connected to all essential services and is within the established urban footprint. WLEP 2012 already contains provisions for essential services and good design.</p> <p>The PP will support positive housing outcomes on the site. The design of any future development will be subject to future applications.</p> <p>The application for a PP is therefore consistent with Direction 6.1.</p>

Direction	Consistency
<p>(a) contain a requirement that residential development is not permitted until land is adequately serviced (or arrangements satisfactory to the council, or other appropriate authority, have been made to service it), and</p> <p>(b) not contain provisions which will reduce the permissible residential density of land.</p>	

6.3.3 Section C – Environmental, social and economic impact

Q8. Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?

No. The site is not identified as being environmentally sensitive land with respect of critical habitat or threatened species, populations or ecological communities, or their habitats.

Q9. Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?

Yes. The planning proposal has considered and addressed potential environmental effects, as summarised below:

Urban Design

The proposed uplift in height and FSR has been carefully designed following a detailed analysis of the site context, opportunities, and constraints. The reference scheme prepared by balances the retention of key urban fabric (including partial reinstatement of the Seidler-designed Synagogue), improved community facilities, public benefits (pocket park and through-site link) and contextually appropriate density. The design positively contributes to the locality's character and urban renewal objectives. A separate urban design review has been undertaken by Peter Poulet (former Government architect) who has written a letter in support of the proposal.

Solar Access and Overshadowing

Detailed solar analysis demonstrates that all neighbouring residential dwellings will continue to receive more than three hours of solar access to living areas and private open spaces, where currently available. Where existing solar access falls below this threshold, the proposal does not worsen impacts. Minor impacts have been mitigated through careful building siting, slender tower design, and orientation of floorplates. Overall, solar impacts are considered acceptable in light of the significant public benefits.

Visual Privacy

The proposal provides setbacks of 3–6m to side boundaries and 20.5–22m to the rear, consistent with the ADG criteria. Habitable rooms and balconies can be purposefully designed with screening to maintain privacy and minimise overlooking.

Visual Impact

The built form has been designed with a clear podium-and-tower approach to minimise visual bulk and protect solar access. The slender tower forms reduce scale impacts and open up views to the reinstated Seidler building, enhancing the streetscape and pedestrian experience.

Traffic and Parking

Three basement levels are proposed to accommodate parking, loading, and servicing needs, in compliance with Council and Australian Standards. This will remove the existing reliance on on-street parking and significantly reduce peak-hour traffic generation compared to the current operations, improving road function and amenity for the locality.

Overall, the planning proposal has been developed to manage environmental effects through sensitive design, appropriate setbacks, high-quality architecture, and mitigation measures. The proposal achieves a balance between additional density, protection of neighbouring amenity, and delivery of substantial public benefits.

Q10. Has the planning proposal adequately addressed any social and economic effects?

Yes. The planning proposal has been developed with a clear focus on delivering substantial social and economic benefits for the local community, while managing and mitigating any potential adverse impacts.

Social Effects

The proposal responds directly to the need for enhanced community facilities and services within the Bondi locality. It delivers:

- **Retention and Reinstatement of Historical Elements** – Key components of the original Seidler-designed Synagogue will be retained and reinstated, protecting the cultural and architectural significance of the site and reinforcing community identity.
- **Improved Community Facilities** – The proposal provides 340sqm of non-residential uses, ensuring they meet the needs of current and future users.
- **Publicly Accessible Open Space** – The creation of a new pocket park and through-site pedestrian link improves public domain amenity, enhances permeability and provides opportunities for social interaction.
- **Support for Diversity and Inclusion** – By delivering additional residential accommodation and maintaining key community functions on site, the proposal supports a diverse and inclusive community that caters for a range of cultural, social and generational needs.
- **Improved Safety and Amenity** – The provision of off-street parking and servicing will reduce reliance on on-street parking and calm traffic movements, improving pedestrian safety and neighbourhood amenity.
- **Planning Agreement Offer** in accordance with Council's Planning Agreement Policy and AHCS which will deliver on-site benefits (retention and re-instatement of Synagogue Architecture) as well as contributions to enhancement of community facilities in the nearby Waverley Park.

Economic Effects

The proposal will contribute positively to the local and regional economy by:

- **Increasing Housing Supply** – Delivering additional housing in a well-located, accessible site close to transport and services supports State Government housing targets and can help moderate upward pressure on housing prices.
- **Construction Phase Employment** – The development will create direct and indirect employment opportunities during the construction phase, generating economic activity and supporting local suppliers and trades.
- **Ongoing Economic Activity** – The increased residential population will support local businesses, services and hospitality, strengthening the local economy and vibrancy of the area.
- **Efficient Land Use** – The proposal optimises the use of a strategically located urban site by integrating residential, community, and open space uses in a balanced way, maximising the social and economic return on this rare piece of urban land.

6.3.4 Section D – Infrastructure (Local, State and Commonwealth)

Q11. Is there adequate public infrastructure for the planning proposal?

Yes. The site is located within a well-established urban area that is already well serviced by public infrastructure, utilities, transport, and community facilities. As detailed throughout this report:

- **Infrastructure and Utilities** – The site is connected to existing water, sewer, electricity, gas, and telecommunications networks with sufficient capacity to accommodate the proposed uplift in density.
- **Transport and Accessibility** – The site benefits from excellent access to public transport, being within walking distance of multiple bus routes that connect to Bondi Junction, the CBD, and surrounding centres. The proposed through-site link will further enhance pedestrian permeability and accessibility.
- **Community and Social Facilities** – The locality contains a range of educational, recreational, cultural and social infrastructure which will support the additional population generated by the proposal.

The proposed zoning, height, and FSR amendments will not necessitate major upgrades to local or regional infrastructure. Any site-specific servicing requirements will be addressed as part of future development applications.

Importantly, the proposal will contribute directly to the provision of public infrastructure and facilities through:

- **Monetary contributions** under Council's Section 7.12 Development Contributions Plan, AHCS and Planning Agreement Policy.
- **Works-in-kind**, including the partial retention and reinstatement of the heritage-significant Synagogue.

These contributions and public domain works represent significant material public benefits and will ensure that infrastructure and community facilities continue to meet demand.

Section E – State and Commonwealth Interests

Q12. What are the views of state and Commonwealth public authorities consulted in accordance with the Gateway determination?

This PP is still in a preliminary stage. The Gateway Determination will advise the public authorities to be consulted as part of the Planning Proposal process. Any issues raised will be incorporated into this PP following consultation in the public exhibition period.

6.4 Mapping

This Planning Proposal seeks to amend the below map contained in the *WLEP*.

- Land Zoning Map **Sheet LZN_004** from R3 to R4
- Height of Buildings Map **Sheet HOB_004** from 12.5m to a maximum building height of 80m.
- Floor Space Ratio Map **Sheet FSR_004** from 0.9:1 to provide a maximum Floor Space Ratio of 2.8:1.

The proposed map is consistent with the intended outcomes for the Planning Proposal as identified in **Section 6.2**.

6.5 Community and Public Authority Consultation

Consistent with the requirements for a Standard LEP amendment and the DPHI Guidelines, it is anticipated the draft planning proposal would be publicly exhibited for a period of 20 days. The exhibition material will be specified in the Gateway determination and will include a copy of the planning proposal, an explanation of provisions, the draft LEP maps and an indication of the timeframes for completion of the process as estimated by Council.

Anticipated community consultation methods will include notice of public exhibition in a local newspaper and on Waverley Council's website, copies of exhibition material in electronic and hard copy at local government premises and letters of notification to nearby and adjoining land owners. Government agency referrals as specified in the Gateway determination are:

- Waverley Council
- Transport for NSW

6.6 Project Timeline

The proposed LEP amendment fits the category of a 'Standard' amendment as defined in the DPIE Guidelines and therefore is expected to take 320 days (225 working days) six months from the date of positive Gateway determination. The key milestones and overall timeframe will be subject to further detailed discussions with Council and the DPHI.

7 Conclusion

This Planning Proposal presents a carefully considered and strategically aligned approach to the renewal of 34 & 36A Flood Street, Bondi. It responds to the unique opportunities of the site, including its cultural significance, location within an accessible and well-serviced area, and its capacity to deliver housing, community facilities, and high-quality public domain improvements.

The proposal seeks to amend the WLEP 2012 to rezone and increase the permissible building height and FSR, enabling a design outcome that:

- **Retains and reinstates** significant elements of the Harry Seidler-designed Synagogue, preserving the cultural and architectural history of the site.
- **Delivers additional housing** in an accessible location, consistent with State and local housing priorities.
- **Improves community infrastructure** through substantial upgrades to community facilities and provision of new public open space, including a pocket park and through-site pedestrian link.
- **Mitigates amenity impacts** through a carefully tested built form that minimises overshadowing, respects neighbouring privacy, and manages bulk and scale.
- **Provides significant public benefits** through monetary contributions under Council's contributions schemes and Planning Agreement Policy, works-in-kind, and enhanced public domain outcomes.

The proposed LEP amendments represent the most effective and balanced mechanism to achieve these outcomes while supporting Waverley's LSPS, Local Housing Strategy, and Centres Strategy. The concept scheme demonstrates that the uplift in development potential can be accommodated in a manner that enhances the character and liveability of the area, strengthens community cohesion, and delivers a net benefit to both existing and future residents.

On this basis, the PP warrants a Gateway Determination and progression to public exhibition, allowing for further consultation and refinement as the project advances through the statutory process.

REPORT
PD/5.3/26.03

Subject: A New Approach to Strategic Planning and the Draft Sydney Plan - Submission

TRIM No: SF26/364

Manager: Tim Sneesby, Acting Executive Manager, Urban Planning

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

RECOMMENDATION:

That Council approves the submission to the NSW Department of Planning, Housing and Infrastructure attached to the report (Attachment 5) on A New Approach to Strategic Planning and the draft Sydney Plan.

1. Executive Summary

The NSW Department of Planning, Housing and Infrastructure (DPHI) are responsible for publishing strategic plans to guide development growth in NSW over the next 20 years, including where housing and jobs should be focussed. They are also responsible for outlining the planning system in which the NSW Government, local government, property developers and the community can operate within.

In December 2025, DPHI placed the following three documents on exhibition to inform a new suite of NSW strategic plans and an updated planning system:

- The draft Sydney Plan – A proposed strategic plan applying to Greater Sydney.
- A New Approach to Strategic Planning – A discussion paper on a proposed strategic planning framework.
- A Statewide Policy for Industrial Lands – Not applicable to Council

Feedback on the documents could be submitted between 10 December 2025 and 27 February 2026.

Council officers have reviewed the documents and prepared a submission on the A New Approach to Strategic Planning and the draft Sydney Plan documents. No submission has been prepared on the Statewide Policy for Industrial Lands document, as there are no industrially zoned lands within the Waverley local government area.

Council's submission supports the intention of the documents and provides recommendations to ensure that the NSW strategies and system align better with Council's priorities.

Due to timing constraints, the draft submission was submitted to the DPHI prior to the deadline on 25 February 2025, with the final submission, if approved, to be submitted shortly thereafter.

2. Introduction/Background

Current strategic plans and processes

Under the current NSW planning system, the NSW Government publishes the overarching strategic plans for Greater Sydney, which requires each Council to align their strategic plan. These NSW Government strategic plans generally guide growth over the next 20 years, including where housing and jobs should be focussed. They are periodically updated, in consultation with stakeholders including councils, developers and the wider community.

The most recent NSW strategic plans were prepared by the Greater Cities Commission for Greater Sydney, the Central Coast, Illawarra-Shoalhaven, Newcastle and Hunter regions. However, the Greater Cities Commission was disbanded in 2024, and the NSW Department of Planning, Housing and Infrastructure (DPHI) became the responsible strategic planning body.

The NSW Government also establish processes for making and updating strategic plans and lodging and assessing development applications. The current process allows developers to seek approval for changes to local strategic plans via the Planning Proposal or Housing Delivery Authority State Significant Development mechanisms.

Proposed strategic plans and processes

In December 2025, a new strategic plan for Greater Sydney titled the draft Sydney Plan was released for consultation. This document was released alongside two other documents including A New Approach to Strategic Planning and A Statewide Policy for Industrial Lands.

These documents set the policy framework for strategic land use planning in Greater Sydney and New South Wales. They provide a clear picture of how state and local government can leverage land use planning to address challenges and make the most of opportunities in the region. They identify what should be done today to secure the right land use outcomes in the short, medium and long term.

These documents will guide Council's own strategic planning framework, and future updates of Council's strategic plans, including the:

- Local Strategic Planning Statement – A 20-year vision for land use in Waverley, with priorities for how and where Council will deliver key infrastructure and community facilities,
- Local Housing Strategy – A framework that will guide the future of housing in Waverley over the next 20 years,
- Local Environmental Plan – Primary legislative document which outlines land use, heritage, building height and floor space controls for development,
- Development Control Plan – Primary non-legislative document which outlines additional planning controls for development, including building setback, landscaping and other detailed design and operational requirements.

Public exhibition closed on 27 February 2026, and due to timing constraints the draft submission was provided to the DPHI prior to the deadline on 25 February 2025, with the final submission, if approved, to be submitted shortly thereafter. This approach has been confirmed by the DPHI as acceptable.

DPHI are expected to consider stakeholder feedback in March 2026 and finalise the Sydney Plan in Q2 2026.

3. Relevant Council Resolutions

Nil.

4. Discussion

Following a review of the relevant documents released by the NSW State Government, Council officers have prepared a single submission on the draft Sydney Plan and A New Approach to Strategic Planning.

A New Approach to Strategic Planning

The intent of the proposed new framework seeks to:

- Reduce duplication across the strategic planning system.
- Align housing, employment, and infrastructure planning.
- Provide councils with clearer guidance and direction.
- Improve the accessibility and usability of planning priorities and policies.

Three levels of planning are proposed by the framework:

- State Level – This will consist of a State Land Use Plan which has not been released as part of the package. This Plan is intended to provide high-level policy directions for growth across the entire state and is anticipated to be released later in 2026.
- Regional Level – This will consist of plans for key regions including Greater Sydney. The draft Sydney Plan sits here. This level of planning translates key state policy and priorities into detailed actions for local and state government implementation.
- Local level – This will be informed by the state and regional level information and consist of Councils local strategic plans including the Local Strategic Planning Statement (LSPS), Local Environmental Plan (LEP) and Development Control Plan (DCP).

The current strategic planning framework consists of a plan for Greater Sydney (the ‘Region Plan’) and more detailed plans within Greater Sydney—the five ‘District Plans’. The District Plans provided detailed land use and infrastructure priorities at a smaller level (across 5-10 councils). However, the new framework proposes to remove District Plans and this level of detail. This means that a single plan is proposed to govern strategic planning for the entire Greater Sydney region with the key local considerations being at the local strategic planning level.

The discussion paper (Attachment 1) sets out a number of key questions to guide feedback about the current and proposed new framework. The submission has been structured to respond to these questions.

Draft Sydney Plan

The draft Sydney Plan places a strong focus on housing supply and meeting housing targets in line with the Federal Government National Housing Accord agreement. It also prioritises:

- Increasing housing diversity/choice.
- Securing the supply of affordable housing.
- Growing well located jobs.
- Aligning infrastructure to planned growth.
- Creating a vibrant city.
- Growing and connecting open space.

- Securing an ongoing pipeline of productive industrial land.
- Minimising the impact of natural hazards to communities.
- Sequencing planned growth in greenfield areas within the urban footprint.
- Managing land uses beyond the urban footprint.
- Protecting and enhancing the natural environment.

The draft Sydney Plan requires councils to:

- Review their LSPS to align with Sydney Plan and ensure housing targets can be met.
- Review existing and future open space provision and strategies and identify local opportunities to align with NSW Government's open space outcomes.
- Establish local Special Entertainment Precinct(s).
- Identify surplus Council land for affordable housing.
- Review infrastructure schedules (in Waverley's case the section 7.12 Development Contributions Plan) to reflect land use planning directions and current works and land acquisition costs.

Other actions are outlined in Attachment 3 to the report. Most of these actions are to occur within two years of the plan being finalised.

The draft Plan differs from the most recent region plan for Greater Sydney (A Metropolis of Three Cities) in a number of ways including:

- A greater focus on short term housing targets (up to 2029) rather than medium- and long-term housing delivery. Council's submission recommends consideration of both short and long-term targets.
- Less integration of housing with infrastructure (particularly transport), with housing actions identified upfront and other infrastructure considerations deferred until a later time. Council's submission recommends holistic planning that coordinates land use and infrastructure growth at the same time.
- A change in the categorisation and hierarchy of centres. Under the current region plan, Bondi Junction is labelled a 'Strategic Centre', the second highest order centre within the plan, behind a 'Metropolitan Centre'. Under the new proposal, Bondi Junction is considered a 'Retail Centre' which is defined as having an approximate mix of 50% retail and 50% residential and on average of offering 6,000 to 10,000 jobs. This classification puts Bondi Junction on par with much smaller centres such as Frenchs Forest, Narellan and Merrylands. This proposed label understates the role of Bondi Junction as a predominant, major centre servicing the eastern suburbs, and offering a large variety of jobs, retail, specialised services, a major transport interchange and housing. Council's submission recommends updating the categorisation and hierarchy of centres to accurately represent the vision for Bondi Junction.

See Attachments 2–4 for details.

Council's submission

Council officers have prepared a submission (see Attachment 5) for Council's approval.

In addition to reviewing the documents available, Council officers attended briefing sessions facilitated by the Southern Sydney Regional Organisation of Councils (SSROC) and the NSW Department of Planning, Housing and Infrastructure (DPHI).

The submission highlights areas where the intent of the Sydney Plan is supported, as well as areas where amendments should be made to better align better with Council's priorities detailed in endorsed local strategies.

The submission shares that the current strategic framework does not:

- Deliver outcomes which are supported by strategic justification
- Require transparent and evidence-based decision-making
- Deliver infrastructure to support new housing
- Appropriately capture value for public benefits

The submission recommends amendments such as:

- A longer-term vision for clarity and bolder guidance,
- Stronger weight provided to local strategic plans,
- Holistic strategic planning, which considers infrastructure and employment needs to support housing,
- Updating the categorisation and hierarchy of centres to better reflect the current status of, and future vision for, Bondi Junction as a major centre servicing the eastern suburbs,
- Greater accountability for outcomes of previous strategic plans,
- Greater climate resilience and hazard mitigation measures,
- Greater focus on housing affordability, alongside diversity, quality and supply, and
- Greater consideration for heritage and local character.

The submission does not provide commentary around areas of the plan that are not applicable to Council.

5. Financial Impact

There were no financial impacts associated with the preparation of these submissions. There will be some budget implications associated with the implementation of the actions set for councils. These will be reviewed upon finalisation of the Sydney Plan.

The submission requests grant funding be made available to councils to help them in completing the actions outlined, within the relevant timeframe.

6. Risks/Issues

There are no risks seen to be associated with the draft submission attached for endorsement. If Council were not to endorse a submission, then DPHI would not be properly informed on the strategic priorities for Council.

7. Attachments

1. A New Approach to Strategic Planning Discussion Paper (under separate cover) [⇒](#)
2. Draft Sydney Plan (under separate cover) [⇒](#)
3. Draft Sydney Plan - Summary of Actions (under separate cover) [⇒](#)
4. Draft Sydney Plan - Appendices A, C-J (under separate cover) [⇒](#)
5. Draft submission (under separate cover) [⇒](#) .

REPORT
PD/5.4/26.03

Subject: **Waverley Development Control Plan 2022 (Amendment No. 6) - Bondi Junction Special Entertainment Precinct - Adoption**

TRIM No: SF25/6331

Manager: Tim Sneesby, Acting Executive Manager, Urban Planning

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

RECOMMENDATION:

That Council:

1. Adopts the Waverley Development Control Plan 2022 (Amendment No. 6) attached to the report (Attachment 1), to take effect upon notification on Council's website.
2. Adopts the Terms of Reference for the Special Entertainment Precinct Working Group attached to the report (Attachment 2).
3. Appoints Cr Nemesh (Chair), Cr [INSERT NAME] (Deputy Chair) and Cr [INSERT NAME] to the Special Entertainment Precinct Working Group until the next mayoral election on 15 September 2026.
4. Applies for funding under the NSW Government's Special Entertainment Precinct Kickstart Grant Program (Round 2).

1. Executive Summary

Draft Amendment No. 6 to the Waverley Development Control Plan (DCP) 2022 introduces housekeeping updates and new provisions to support Council's vision for a vibrant and sustainable night-time economy in Bondi Junction. Public exhibition occurred between Wednesday 17 December 2025 and Monday 9 February 2026, with one submission received. This report outlines post-exhibition considerations and recommends adoption.

The draft Terms of Reference for the Special Entertainment Precinct Working Group (SEP-WG) have been prepared following Council endorsement to establish a working group to support the planning and trial of a SEP in Bondi Junction. The Terms of Reference are based on a template provided by the Office of the 24-Hour Economy Commissioner and form part of the minimum eligibility requirement for the Special Entertainment Precinct Kickstart Grant Program (Round 2).

An investigation of the Purple Flag accreditation program has also been undertaken to meet grant eligibility requirements. The Purple Flag Program is an optional, complementary accreditation framework for night-time precincts. This report recommends undertaking a self-assessment to determine the resource and financial commitment required should Council wish to pursue accreditation.

2. Introduction/Background

This report addresses three interrelated matters concerning the Bondi Junction Special Entertainment Precinct, linked to Council resolution CM/7.12/25.12. Together, these matters support Council's strategic objective of fostering Bondi Junction as a vibrant, accessible and welcoming centre that supports people, business and community life.

The matters addressed are:

Draft Amendment No. 6 to the Waverley Development Control Plan (DCP) 2022

The amendment outlines the proposed changes to planning controls to support the establishment of a Special Entertainment Precinct in Bondi Junction. The controls build on existing provisions, recognising the precinct's growing business diversity while maintaining an appropriate balance with high-quality residential amenity.

Draft Terms of Reference for Special Entertainment Precinct Working Group.

The ToR demonstrates Council's commitment to establishing a SEP Working Group. The Working Group will provide advisory input into planning, implementation, monitoring and review of the proposed 12-18 month SEP trial, and oversight of compliance following the trial period.

Council endorsement of the Working Group is a requirement to apply for Special Entertainment Precinct Kickstart Grant Program (Round 2).

Investigation of the Purple Flag accreditation program.

The Purple Flag Program is an internationally recognised accreditation framework designed to support vibrant and safe night-time economies. As part of the grant eligibility criteria, councils are required to investigate accreditation pathways.

There is no obligation for Council to proceed with accreditation at this stage. A self-assessment would allow Council to evaluate current performance against the five accreditation pillars and determine feasibility.

3. Relevant Council Resolutions

Meeting and date	Item No.	Resolution
Council 9 December 2025	CM/7.12/25.12	That Council: <ol style="list-style-type: none"> 1. Endorses the commencement of establishing a Special Entertainment Precinct (SEP) in Bondi Junction, encompassing the E2 commercial Core zoned area. 2. Investigates Purple Flag accreditation for the proposed SEP area. 3. Applies for funding under the NSW Government's Special Entertainment Precinct Kickstart Grant Program Round 2. 4. Publicly exhibits the draft Waverley Development Control Plan 2022 (Amendment No. 6) attached

		<p>to the report (Attachment 1) for 28 days.</p> <p>5. Officers prepare a report to Council following exhibition period, including Terms of Reference for a Precinct Working Group as outlined in the report.</p>
<p>Council 12 July 2024</p>	<p>CM/7.10/24.07</p>	<p>That Council:</p> <ol style="list-style-type: none"> 1. Adopts the Waverley Development Control Plan 2022 (DCP) (Amendment No. 4) attached to the report on the extension of standard trading hours in Oxford Street Mall, to take effect when notified on Council's website. 2. Writes to all those who made submissions advising them of Council's decision. 3. Investigates provisions for noise attenuation in residential development within and around the Oxford Street Mall precinct in a future DCP amendment.
<p>Council 21 November 2023</p>	<p>CM/8.5/23.11</p>	<p>That Council:</p> <ol style="list-style-type: none"> 1. Notes that Bondi Junction is a key commercial, social and cultural location in the heart of the Waverley local government area. 2. Investigates the steps required to create an Entertainment Precinct in Bondi Junction to improve the vibrancy of the Bondi Junction commercial centre, including but not limited to: <ol style="list-style-type: none"> (a) How existing planning instruments, including the Waverley Local Environmental Plan (WLEP) and Waverley Development Control Plan (WDCP), would need to be varied to address relevant matters, including outdoor dining hours in the current WDCP, existing footpath seating licenses, introduction of controls and compliance for maximum noise levels for any amplified sound. (b) Resources, timing and funding required to develop a draft planning proposal to amend the WLEP, noting that this may be the first key step to introduce an Entertainment Precinct in Bondi Junction. (c) Preparing a draft Plan of Management for the Entertainment Precinct.

		<p>(d) Any requirements for a specific Waverley Special Entertainment Precinct to facilitate the creation of an Entertainment Precinct.</p> <p>(e) The scope of any community consultation process.</p> <p>3. Convenes a Councillor briefing early in 2024 to discuss the benefits and risks for an entertainment precinct/zone in Bondi Junction, how an Entertainment Precinct could be introduced, how it could operate, what could be its potential boundaries, and what would a community consultation strategy look like.</p> <p>4. Receives a report by no later than April 2024.</p>
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4. Discussion

DCP Amendment No. 6

Waverley Development Control Plan 2022 (Amendment No. 6) proposes to:

- Introduce noise attenuation standards for residential development within the proposed SEP.
- Provide an interim planning measure complementing recent changes to trading hours in Oxford Street Mall.
- Guides residential growth while maintaining strong amenity standards consistent with Council's night-time economy objectives.

See Attachment 1 for the detailed changes.

Consultation occurred between 17 December 2025 and 9 February 2026, with documents made available for review on Council's Have Your Say page. Promotion occurred through Council's digital media and affected precinct stakeholders were also notified. As consultation occurred during the exclusion notification period, the consultation timeframe was extended beyond the standard 28 days to account for the exclusion holiday period from 20 December 2025 to 10 January 2026.

One public submission was received. The matters raised were not directly relevant to the DCP amendment. No post-exhibition changes are proposed.

It is anticipated that the proposed DCP amendments will be combined with the proposed changes arising from the Flood Risk Management Study and Plan (the subject of a separate report on the meeting agenda). If both are adopted, they will collectively form Amendment No. 6 of WDCP 2022. The changes will take effect within 14 days after publication on Council's website, in accordance with the *Environmental Planning and Assessment Regulation 2021*.

Special Entertainment Precinct Working Group (SEPWG) - Terms of Reference

The draft Terms of Reference are based on guidance from the NSW 24-Hour Economy Commission. They outline governance arrangements, membership, roles and operational protocols for the Working Group.

Following Council approval endorsement, an expression of interest (EOI) will be undertaken to invite participation from key stakeholders identified in the NSW SEP handbook. The Working Group will ensure that implementation is informed by a broad range of perspectives, including business, residents, NSW Police and relevant agencies.

Council staff will then proceed with submission of a grant application under Round 2 of the Kickstart Grant Program.

Purple Flag

The Purple Flag Program is an internationally recognised accreditation framework designed to help local governments manage vibrant and safe night-time precincts. Managed by the Office of the 24-Hour Economy Commissioner, the program often serves as an optional, complementary framework to SEPs. Current accredited precincts include:

- Parramatta CBD (City of Parramatta).
- YCK Laneways, Sydney CBD (City of Sydney).
- Haldon Street, Lakemba (Canterbury-Bankstown Council).
- Marrickville Road (Inner West Council).

Accreditation requires annual progress reporting and formal re-accreditation every two years against five core pillars:

- Safety and wellbeing – Perceptions of safety, policing, and amenity.
- Movement – Safe access, transport, pedestrian circulation, and wayfinding.
- Appeal – Diversity of after-dark entertainment, dining, retail, and culture.
- Place – Attractive, active public spaces and functional street design.
- Strategic alignment – Collaboration between Council, businesses, police and stakeholders.

The program presents an opportunity to further strengthen Bondi Junction's positioning as a mature and well managed night-time destination. However, resource implications require further evaluation through the proposed working group.

5. Financial Impact

There is no direct financial impact to Council arising from the adoption of Draft Amendment 6.

Preparation of the draft Terms of Reference for the SEP Working Group and investigation of the Purple Flag Program satisfy minimum requirements for application to the Special Entertainment Precinct Kickstart Grant Program (Round 2). Grant funding would support delivery of a SEP in Bondi Junction.

6. Risks/Issues

There are no risks or issues arising from the adoption of Amendment No. 6.

The primary risk associated with establishment of the SEP working group is potential imbalance in stakeholder representation. This will be mitigated through a structured EOI process consistent with the NSW SEP Handbook guidance.

Purple Flag accreditation would require ongoing resource commitment, including annual reporting and re-accreditation. A detailed assessment of financial and operational implications will be required before any formal commitment is made.

7. Attachments

1. DCP Part E - Site Specific Development [↓](#)
2. Draft Special Entertainment Working Group Terms of Reference [↓](#) .

Site Specific Development **E**

PART E SITE SPECIFIC DEVELOPMENT

Part E Site Specific Development is to be read in conjunction with State Environmental Planning Policy (Housing) 2021 – Chapter 4 Design of residential apartment development, the associated Apartment Design Guide and all relevant provisions of this DCP. Where there is an inconsistency between Part E and another Part, Part E prevails to the extent of the inconsistency.

E1 BONDJUNCTION xx

1.21 Character Areasx

1.22 Oxford Street Mall Provisionsx

Annexures

E1 BOND JUNCTION

1.21 CHARACTER AREAS

Bondi Junction contains a number of areas that contain similar characteristics and development potential, and are known as Character Areas as shown in Figure 29.

These include:

- A – West Oxford Street
- B – Oxford Street Mall
- C – Ebley Street Transition Corridor
- D – Bronte Road Village Centre

The additional provisions provided in Part E1 apply to these Areas.

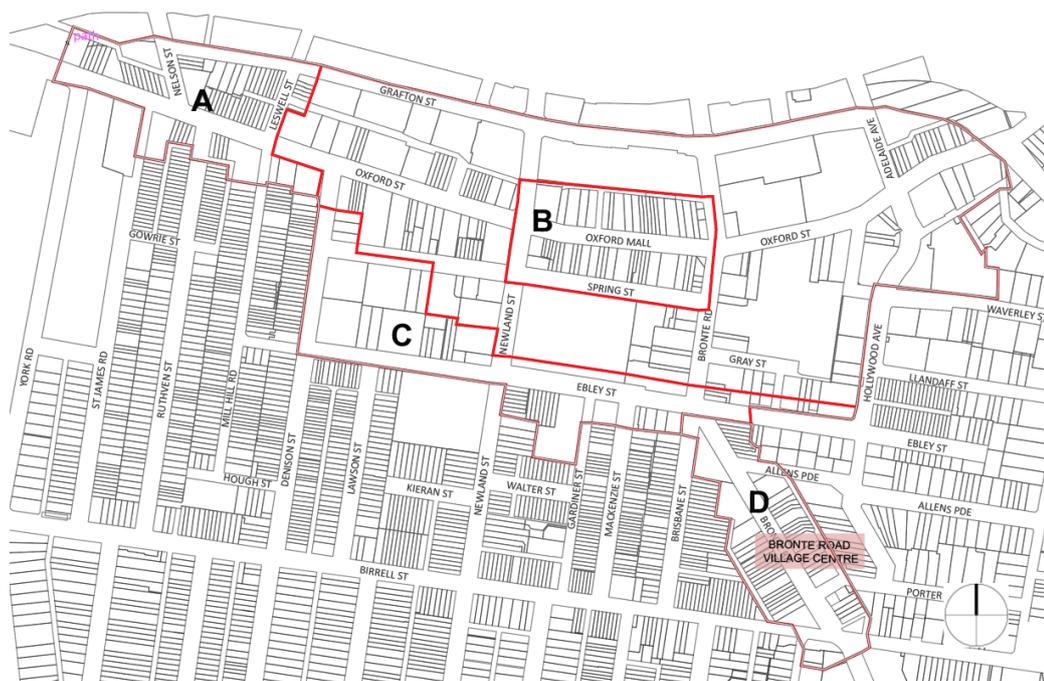


Figure 29 Neighbourhood Areas

Objectives

- (a) To ensure that development is consistent with the desired future character of the Bondi Junction centre.

Controls

- (a) Development within the Bondi Junction centre must be consistent with the desired future character objectives for that area.

Annexures

1.21.2 Oxford Street Mall

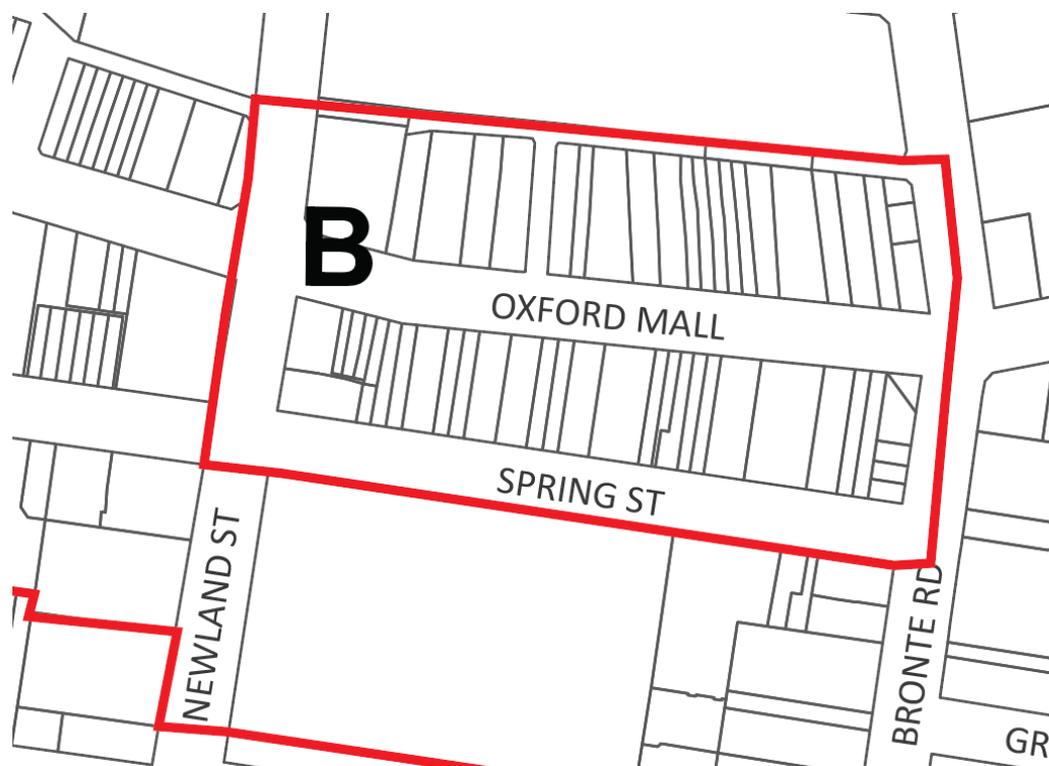


Figure 31 Oxford Street Mall Area

Refer to Part E1.22 of this DCP.

Annexures

1.22 OXFORD STREET MALL PROVISIONS**1.22.11 Noise attenuation for residential accommodation****Objectives**

- (a) To support a vibrant and safe nighttime economy.
- (b) To manage amenity and expectations relating to nighttime economic activity.
- (c) To establish appropriate internal noise criteria that balances vibrancy associated with late night trading in the Oxford Street Mall and a reasonable and commensurate level of amenity for residential accommodation.

Controls

- (a) Residential accommodation must be designed in a way which includes noise attenuation measures to achieve the criteria set out in Table 1.
- (b) In seeking to achieve the noise attenuation measures set out in Table 1, the design of the development should consider, but not limited to, measures relating to:
 - (a) Building and room layout.
 - (b) Glazing.
 - (c) Ventilation.
- (c) Where noise attenuation measures impact the provision of natural ventilation, alternative ventilation must be provided to ensure the proposal complies with the National Construction Code.
- (d) A Noise Impact Assessment prepared by suitably qualified acoustic consultant may be required when submitting a development application for new residential accommodation in the Oxford Street Mall. The Noise Impact Assessment is to outline the required noise attenuation measures to achieve the criteria set out in Table 1.
- (e) For alterations and additions, only apply the internal noise criteria in Table 1 to new or modified floor space.

Table 1 – Sensitive receiver internal noise criteria

<u>Sensitive receiver - Residential accommodation</u>	<u>Broadband (dBLAeq – 15 minutes)</u>	<u>Octave band criteria (dBZ)</u>
<u>Habitable rooms (excluding bedrooms)</u>	<u>35b – All hours</u>	<u>31.5 Hz - 59</u> <u>63 Hz – 52</u> <u>125 Hz - 46</u>

Annexures

<u>Bedrooms</u>	<u>35db – 7am – 10pm</u>	<u>31.5 Hz - 59</u> <u>63 Hz – 52</u> <u>125 Hz - 46</u>
	<u>30db – 10pm – 7am</u>	<u>31.5 Hz - 54</u> <u>63 Hz – 47</u> <u>125 Hz - 41</u>

DEFINITIONS

Note: Terms used in this Plan are defined in Waverley LEP and the Act and override any identical definition in this dictionary. The definitions below refer to terms that are not defined by either the LEP or the Act.

S

Seedbank - Seeds (especially from remnant vegetation) that has accumulated in the soil, and has the potential to regenerate.

Sensitive receivers - land uses that could be adversely impacted by entertainment venue sound.

Setback - The horizontal distance between a building and a site boundary, measured along a line perpendicular to the site boundary.

Sex Services - means sexual acts or sexual services in exchange for payment.

Sex Services Premises - means a brothel, but does not include home occupation (sex services).

Site - The allotment or group of allotments of land on which a building stands or is proposed to be erected.

Site Analysis - The process of identification and analysis of key features of the site and immediate surroundings to assist in understanding how future dwellings will relate to each other and to their locality.

Soil & Water Management Plan - Strategies and controls for a development or site to prevent pollution of the environment from all pollutants during the construction stage.

Solar Collector - Any building element or appliance specifically designed to capture or collect the sun's rays for the benefit of the occupants including windows to habitable rooms.

Solid fuel heating – A heating device that uses solid fuel, such as a fireplace.

State Significant Development - Development defined under Section 4.2 of the *EP&A Act 1979*.

Stormwater - Rainfall that is concentrated after it runs off all urban surfaces such as roofs, pavements, carparks, roads, gardens and vegetated open space and includes water in stormwater pipes and channels.

Street frontage - The street alignment at the front of the lot or building.

Streetscape - The character of a locality (whether it be a street or precinct) defined by the spatial arrangement and visual appearance of built and landscape features when viewed from the street.



Special Entertainment Precinct Working Group Draft Terms of Reference



Department	Urban Planning
Approved by	Council
Date approved	March 2026 (as of Council Meeting)
File reference	SF25/6331
Next revision date	March 2030
Relevant legislation	Council's Code of Conduct State Records Act 1998
Related policies/ procedures/guidelines	N/A
Related forms	N/A

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1. Acknowledgement

Waverley Council acknowledges the Bidiagal, Birrabirragal and Gadigal people, who traditionally occupied the Sydney Coast. We pay our respects to Elders past and present.

2. Disclaimer

This Terms of Reference was based off a template provided by the Office of the 24-Hour Economy Commissioner adapted to suit the specific needs of Waverley Council.

3. Special Entertainment Precinct Working Group – Terms of Reference Background

The Precinct Working Group has been created by Waverley Council to support the establishment and ongoing operation and monitoring of the Bondi Junction Special Entertainment Precinct (SEP).

It is a requirement under the *Local Government Act 1993* for Councils to act in accordance with the NSW Special Entertainment Precinct Guidelines (the Guidelines) in the management of a SEP.

The NSW Special Entertainment Precinct Handbook recommends that a Precinct Working Group (PWG) of internal and external stakeholders is established to ensure a collaborative and consultative approach to the management of the SEP.

The responsibilities of the PWG include meeting regularly to contribute and assist in the coordination of the preparation and establishment, operation and monitoring of a 12-18 month SEP trial and, if relevant, contributing to the process of making a SEP permanent, or suspending and/or revoking it if thresholds specified in a precinct management plan are exceeded.

The Precinct Working Group comprises representatives from council, venues and businesses, NSW Government and community. An Expression of Interest for stakeholders will be sought for the working group which shall be referred to as the *Bondi Junction SEP Precinct Working Group*, with final membership confirmed via Council meeting.

4. Objectives

The objective of the Special Entertainment Precinct Working Group is to provide advice to Council in relation to the Bondi junction Special Entertainment Precinct. This includes:

- Assist in the development of management frameworks, including noise standards, boundary definitions, and operating hours.

- Ensure that relevant stakeholders are engaged and consulted as the SEP is trialled, implemented, evaluated and, if relevant, suspended or revoked.
- Encourage collaboration on the management of the SEP between the council, venues and businesses, community and business organisations, and NSW Government agencies.
- Provide a platform for stakeholders to submit ideas and feedback, based on the views and experiences of their communities and/or organisations.

5. Responsibilities

- 1. For preparing for a SEP:** to provide input to council:
 - to inform the Precinct Management Plan and other supporting documentation,
 - to inform the dates and precinct boundaries for the SEP trial, and
 - when requested to review and address public feedback prior to the commencement of the trial.
- 2. For establishing a 12-18-month trial of a SEP:** to provide input to council:
 - to inform the SEP compliance and evaluation approach for the trial
 - to provide feedback to council and NSW agencies on the operation of the trial
 - assist council in responding to relevant issues raised by the community
- 3. For making the SEP permanent:** to contribute to the evaluation of the trial and provide input when required into decision-making process about whether to make SEP permanent, and to help address community feedback in planning for permanent establishment of the SEP.
- 4. For operating and monitoring the SEP:** to work with council and NSW Government agencies to assist to:
 - proactively resolve concerns or issues with the SEP as they arise
 - undertake consistent monitoring of changes to the precinct
 - contribute to the formal 5-yearly evaluation process.
- 5. For suspending or revoking a SEP:**
 - For suspension - to work with council and relevant NSW Government agencies to help address the issues that led to the suspension and contribute to the evaluation of conditions for reinstatement of the SEP.
 - For revocation - to contribute when required throughout the process of revoking the SEP.

6. Membership

Membership to the group will be via an **Expression of Interest** with applications sought by Council from a cross-section of stakeholder groups, and include [where applicable]:

Representative	Estimated number of members	Method of appointment
Mayor & Councillor(s) (Chair and Deputy Chair)	3	Resolution of Council
local Council officers including but not limited to strategic planning officers	4	By job position
the First Nations community	1	Expression of Interest
Liquor & Gaming NSW (L&GNSW)	1	Expression of Interest
local Police Area Command or Police District	1	Expression of Interest
entertainment, hospitality and performance venues within the SEP/s	TBD based on interest	Expression of Interest
local community groups, including neighbourhood action groups, residents' groups, cultural groups and arts and community service networks	4	Expression of Interest
artists, musicians and cultural practitioners	TBD based on interest	Expression of Interest
local business groups or chambers	2	Expression of Interest
local liquor accord members	1	Expression of Interest
other relevant council committee/advisory group representatives, such as a Local Transport or Traffic Committee.	TBD based on interest	Expression of Interest

Please note: Representatives and membership numbers in table above remains subject to change upon finalisation of the Precinct Working Group.

7. Working Methods

The Precinct Working Group shall be chaired by the mayor and deputy chaired by an appointed Councillor. If the chair and deputy are absent, the most senior staff member present is chair.

Meetings shall be held:

- Monthly (or as required) during the establishment of the SEP
- Quarterly once the SEP is operational

Following the meeting, minutes will be circulated to Precinct Working Group members.

8. Terms of Office

The precinct working group will operate from May 2026 onwards (tentative).

The precinct working group will be disbanded in the following circumstances:

- upon revocation of the SEP or,
- after a trial ends and it is decided to not make the SEP permanent and a sunset clause is included in the Local Environmental Plan (LEP), or
- after a trial ends, and it is decided to not make the SEP permanent, and a Planning Proposal has been finalised by DPHI, the LEP precinct boundary removed and DCP provisions revoked.

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REPORT

PD/5.5/26.03



Subject: Community Improvement Districts

TRIM No: A25/2305

Manager: Tim Sneesby, Acting Executive Manager, Urban Planning

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

RECOMMENDATION:

That Council:

1. Seeks the gazettal of Bondi Junction as a potential Community Improvement District (CID) under the *Community Improvement Districts Act 2025*.
2. Consults key stakeholders and local businesses to determine the feasibility of the CID.
3. Officers prepare a report to Council by June 2026 on the outcome.

1. Executive Summary

This report is an overview of the suitability of a Community Improvement District (CID) model in Bondi Junction. This model is enabled and supported under the *Community Improvement Districts Act 2025*, empowering local business and property owners to lead the economic and cultural revitalisation of a district.

2. Introduction/Background

Community Improvement Districts (CIDs) represent a strategic, place-based partnership model that empowers local business and property owners to lead the economic and cultural revitalisation of their districts with the support of Council. It presents an opportunity to support the future of Bondi Junction as a vibrant, accessible, and welcoming centre, that supports people, business, and community life.

CIDs are enacted under the *Community Improvement Districts Act and Regulation 2025*, and operate as independent, business-led entities that collaborate with their respective local government to drive collective investment and action. Transport for NSW (TfNSW) do offer funding grants to support the launch of a CID.

3. Relevant Council Resolutions

Meeting and date	Item No.	Resolution
Council 9 December 2025	CM/6.1/25.12	That Council: <ol style="list-style-type: none"> 1. Notes community feedback in relation to vibrancy reforms within Bondi Junction and specifically Oxford Street Mall. 2. Officers prepare a report to Council by March 2026

		<p>with an overview of the Community Improvement District model and its potential relevance for Bondi Junction.</p> <p>3. Invites a representative from Transport for NSW's Urban Policy team to present at the first Waverley Business Forum in 2026.</p> <p>4. Requests the Mayor to write to the Member for Coogee, Marjorie O'Neill MP, informing her of this resolution.</p>
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4. Discussion

CIDs are independent, business-led entities that collaborate with local government to drive collective investment within a precinct to enhance vibrancy and management. The model relies on place-based partnerships to create a structured pathway for public-private collaboration. Local stakeholders form a board to determine strategic priorities, develop actions and manage delivery.

The approach is financially self-sustaining through a special levy charged to non-residential property owners within the precinct. The levy is subject to a majority vote (ballot) by affected landowners. The role of Council is to formally support a CID proposal and enter into an agreement to ensure CID activities complement, rather than duplicate, existing Council projects, services or activities.

Successful pilots have launched across seven NSW local government areas (LGAs). In Sydney, CIDs have been created in Randwick, City of Sydney, Inner West and Penrith and have demonstrated that coordinated district management directly correlates with:

- Increased retail turnover and foot traffic.
- Enhanced business networking and resilience.
- Fairer investment contributions from commercial beneficiaries.
- Residential rate protection: all improvements are funded exclusively by commercial entities.

Table 1. Approved CIDs across Sydney Metropolitan Area.

LGA	CID Name	Seed Grant Funding	Outcomes
City of Sydney	Neon Playground 2.0	\$400,000	Activates Haymarket precinct with public space upgrades, events, marketing and smart tech to boost visitation.
Randwick	Heart of Randwick	\$400,000	Targets 24-hour medical precinct around Prince of Wales Hospital and Randwick Junction.
Inner West	Inner West Ale Trail	\$316,000	Marrickville craft breweries, arts, and culture via partnerships, branding and activations.
Penrith	St Marys – Transforming into a Thriving Hub	\$400,000	Revitalises Queen Street retail strip with laneway lighting, public art, pedestrian/cyclist infrastructure, pop-ups and events.

Strategic alignment

The introduction of a CID in Bondi Junction offers an opportunity to address community feedback regarding precinct vibrancy, particularly along Oxford Street Mall and the surrounding area. This framework delivers services, projects and/or activities that are funded through a self-sustaining model to enhance vibrancy, safety and retail turnover without impacting the residential rate base.

Council has the ability to guide a proposed CID towards delivering certain services, projects or activities prior to seeking formal approval. These projects must align with ones that Council has committed to in its strategic plan. A CID process also invites Council to provide feedback on whether TfNSW, as the Authority, should support the formation of the proposed CID and associated projects.

A range of projects, services and activities could support a CID Bondi Junction, as suggested in the CID model guide and demonstrated by pilots already delivered. These include:

- Developing a strategic planning document (e.g. business plan, engagement survey/ polling)
- Establish and maintaining partnerships and collaboration (e.g. District Charter, Memorandum of Understanding).
- Develop a brand and vision (e.g. the adopted Vision for Bondi Junction, place identity, branding strategy, activation framework).
- Using smart technology (e.g. data analysis, floorspace audit, trade area analysis, economic profiling).
- Curated placemaking intervention (e.g. public art, shade, landscaping, seating, lighting, and outdoor dining).
- Events (e.g. one-off street events, night-time events, community/cultural events, festivals and programs of events).
- Small scale, pop-up and shopfront activations.
- Increased lighting for safety, visibility and aesthetics.
- Improved wayfinding and place signage.

Implementing a Community Improvement District (CID) model in Bondi Junction would establish a coordinated framework for urban renewal through strategic planning and formal partnerships between major community stakeholders. Together, these initiatives aim to increase foot traffic, bolster the night-time economy and create a more vibrant, navigable, and commercially resilient environment. This would complement the broader objective further developing Bondi Junction as a vibrant, accessible and welcoming centre.

CID process

Establishing a CID is an iterative one-to-two-year process guided by the TfNSW 10-step framework.

The first few steps begin with pre-statutory preparation (Step 1), where local business leaders self-organise to define boundaries and draft a feasibility proposal.

This transitions into a mandatory Community Consultation period (Step 2), ensuring the proposal reflects local needs.

Once TfNSW, as the Authority receives and accepts the formal submission (Steps 3 and 4), the proposal proceeds to ballot (Step 5). A CID cannot exist without the direct support of those paying for it—the business landowners and tenants.

Following a successful ballot, Council provides advice (Step 6) to the Authority. While the Council does not operate the CID, its support is an important check on alignment with local Community Strategic Plan objectives.

If granted approval (Step 7), the financial mechanism commences. The state collects the levy (Step 8) and 100% of those funds are redistributed to the CID entity to deliver the approved services.

A CID operates for a five-years (Step 9) and must reapply for renewal (step 10) every five years. This ensures accountability and continued community support.

The 10-step process for CID establishment

1. Pre-statutory preparation and feasibility – Businesses and the community self-organise to investigate local interest and draft a feasibility proposal.
2. Community consultation – The proponent engages key stakeholders and prepares a mandatory consultation report reflecting their feedback.
3. Submission of proposal – The updated proposal and consultation report are submitted to the Authority (TfNSW).
4. Authority acceptance – The Authority reviews the proposal against legislation and, if accepted, finalises the voter roll for the upcoming ballot.
5. CID proposal ballot – A formal ballot is held to confirm sufficient support from local business landowners and businesses.
6. Council advice – Following a successful ballot, the relevant local council(s) are given the opportunity to confirm their support for the CID.
7. Authority approval – Final approval is granted if the CID has achieved ballot support, council backing, and legislative compliance.
8. Levy collection – The Authority invoices business landowners for the CID levy and redistributes 100% of these funds to the CID entity.
9. CID operation and monitoring – The CID entity begins delivering projects and must adhere to transparency, governance, and reporting requirements.
10. Renewal or cessation – CIDs expire after five years; entities must re-apply to renew for another 5-year term using the same 10-step process.

Ballot

CID constituents vote on whether the proposal is supported. Constituents hold both voting rights and liability to pay the levy. A successful ballot requires majority support from both business landowners and businesses within the designated area.

If approved, a CID-managed levy funds agreed improvements, with Council having the opportunity to review and support the final proposal before implementation.

CID levy

The approved CID proposal draws from the levy paid for by the constituents within the designated boundary. The levy is imposed upon eligible business landholders following a successful ballot and is determined and collected by the CID Regulatory Authority.

Funds are redistributed to the CID entity to deliver projects, services or activities that supplement existing Council services. There is no impact on the Council rate cap.

Each CID entity must enter into a formal agreement with Council to govern the working relationship. Council participates in initial consultation and may provide support through shared resources or joint initiatives.

Establishing a CID for Bondi Junction

The CID model presents a promising opportunity for Bondi Junction by fostering a cohesive and collaborative approach to support its future as a vibrant, accessible, and welcoming centre.

To progress interest, Council would need to seek gazettal under the *Community Improvement Districts Act 2025* as advised by TfNSW. Once approved, a Seed Funding Program is available to support eligible early-stage costs.

Gazettal does not guarantee the establishment of a CID. For example, a ballot may not support the proposed levy and the CID would not proceed.

A recommended first step is to obtain gazettal and engage with stakeholders.

Separately, Council can proactively engage with key stakeholders through the Waverley Business Forum and Chamber of Commerce to support early feasibility investigations in accordance with the TfNSW framework.

5. Financial Impact

There will be costs incurred associated with establishing a CID. Grant funding is based on the number of all parcels of land within the proposed CID boundary:

- Up to \$150,000 (excluding GST) is available for CID proponents with 125 parcels of land or fewer.
- Up to \$350,000 (excluding GST) is available for CID Proponents with more than 125 parcels of land.

Applicants must identify activities directly related to preparation documentation required for submission to the CID Authority.

Once established, no additional funding measures are required as the CID operates as a self-sustaining model through a special levy of non-residential property owners.

6. Risks/Issues

The CID model presents potential risks relating to governance, finance, reputation and delivery.

Governance

- The community may misunderstand Council's involvement with whom collects, distributes and manages the levy as it may not be supported by property owners, tenants or small business operators. Clear upfront communication during the ballot is required.
- The legislation does not explicitly guarantee alignment of CID activities with Council strategic plans; yet no interventions in public space will occur without approval from Council.

Finance

- Landowners may pass CID levies directly to tenants via rents, potentially impacting small businesses.
- Businesses may refuse to pay CID levies, leading to arrears and enforcement beyond Council's remit.

Reputation

- Uncertainty may arise regarding long-lived projects or assets (e.g. streetscape upgrades, lighting) if a CID fails or a CID is not renewed after five years. Public perception may suggest Council is outsourcing core services. Clear communication is required to demonstrate that a CID enhances, rather than replaces, Council services.

Delivery

- CIDs operate for five-year terms and may fail renewal ballots. There is a risk of stop-start programs and loss of continuity.

7. Attachments

Nil.

REPORT**PD/5.6/26.03****WAVERLEY**
COUNCIL**Subject:** Coastal Reserves Plan of Management - Round 2
Consultation Outcomes**TRIM No:** SF25/5171**Manager:** Ben Kusto, Executive Manager, Open Space and Recreation Operations**Director:** Sharon Cassidy, Director, Assets and Operations

RECOMMENDATION:

That Council:

1. Notes the outcomes of the community consultation on the key ideas and master plans for the Coastal Reserves Plan of Management.
2. Updates the draft Plan of Management and master plans, incorporating community feedback as set out in the report.
3. Notes that the draft Plan of Management will be reported to Council before being publicly exhibited.

1. Executive Summary

Council's public open spaces, both Crown land and community land, are governed by Plans of Management (PoMs) as required under [section 3.23](#) of the *Crown Land Management Act 2016* and [section 35](#) of the *Local Government Act 1993*.

A PoM defines the values, uses, management framework and future development parameters for public land. It ensures that land management decisions align with community expectations, legislative obligations and Council's adopted strategic plans.

Council's existing Coastal Reserves Plan of Management was prepared in 1993 and no longer reflects contemporary legislative requirements, environmental challenges, accessibility standards or community expectations. A new Coastal Reserves PoM (CR PoM) is therefore required.

The preparation of the CR PoM follows a structured three-stage consultation process. Round 1 consultation (2022) gathered information about how the reserves are used and community aspirations.

Round 2 consultation (October–November 2025) sought feedback on draft Master Plans and 'key ideas' for each reserve. This report presents the key findings of the Round 2 Consultation Summary Report (refer Attachment 1).

Round 2 consultation generated strong community interest, with 401 online contributions, 62 written submissions, stakeholder submissions, webinar participation and on-site engagement sessions. Feedback demonstrates:

- Strong support for environmental protection, erosion management and biodiversity outcomes.
- Broad support for improved accessibility where sensitively designed.
- A clear community preference for maintaining the informal, scenic character of coastal reserves.
- Rodney Reserve remains a site of competing community expectations receiving concentrated and polarised feedback regarding proposed upgrades particularly sports lighting, toilets, fencing and traffic impacts.

This report recommends that Council endorse the refinement of the draft CR PoM and associated Master Plans to include plans and actions that:

- Retain widely supported environmental and accessibility initiatives.
- Stage, condition or subject higher-impact proposals to further technical investigations.
- Introduce clearer design parameters and operational controls.
- Require further detailed design and consultation prior to implementation of higher-risk elements.

Inclusion of projects in the draft CR PoM does not constitute a funding commitment by Council. Implementation will be subject to further budget considerations and higher-impact projects further design development, technical studies and community consultation.

The finalised draft CR PoM will be reported back to Council for review prior to formal public exhibition under [section 38](#) of the *Local Government Act 1993*.

Public exhibition of the draft will provide the community another opportunity to provide further feedback with the public exhibition consultation findings and final CR PoM reported back to Council prior adoption.

2. Introduction/Background

Council is the land manager of the 14 coastal reserves comprising Crown land, community land and road reserves. Under the [Local Government Act 1993](#) (LG Act) and the [Crown Land Management Act 2016](#) (CLM Act). Council is required to prepare and maintain Plans of Management (PoMs) for such land.

A Plan of Management establishes:

- The core objectives and categorisation of land.
- Permissible uses and future development parameters.
- Environmental protection and risk management strategies.
- A framework for capital works, maintenance and long-term asset planning.
- Permissible lease and licences for the use of the land.

The current Coastal Reserves PoM was prepared in 1993. Since that time, significant legislative reform, population growth, increased recreational demand, climate change risks and contemporary accessibility standards necessitate a modernised plan.

The new Coastal Reserves PoM (CR PoM) will align with Council’s adopted strategic framework, including the Community Strategic Plan 2025–2035, Open Space and Recreation Strategy, Disability Inclusion Action Plan, Environmental Action Plan, Biodiversity Action Plan and other relevant policies.

Scope

The 14 coastal reserves covered in the CRPoM are listed in the table below.

Table 1. Coastal reserves.

Name	Legal Status
Clarke Reserve	Crown Reserve
Jensen Ave Reserve	NSW Govt leased
Tower St Reserve	Crown Road Reserve
Diamond Bay Reserve	Community land
Craig Avenue Reserve	Community land
Eastern Reserve	Crown Reserve & Crown Road Reserve
Weonga Reserve	Community land
Rodney Reserve	Crown Reserve & Community land
Raleigh Reserve	Crown Reserve & Crown Road Reserve & Road Reserve
Ben Buckler Park & Ray O’Keefe Reserve	Crown Reserve & Road Reserve
Hunter Park	Crown Reserve
Marks Park	Crown Reserve
Gaerloch Reserve	Crown Reserve & Community land
Calga Reserve	Community land

Round 1 Consultation (2022) – Key findings

Round 1 consultation was undertaken in 2022 to understand how the coastal reserves are currently used and to identify community aspirations for their future management.

A total of 397 survey submissions were received. The key findings included:

- Walking, dog walking and sightseeing were the most popular activities across the reserves.
- Most respondents accessed reserves by walking and visited frequently (daily or weekly).
- Typical length of stay ranged between 30 minutes and two hours.
- There was demand for additional seating and shade across multiple reserves.
- Improved maintenance and amenity were recurring themes.
- The reserves were highly valued for their coastal views, open grass areas and informal character.

These findings reinforced the importance of maintaining scenic qualities, improving comfort and accessibility, and carefully balancing passive and active recreation needs.

Technical studies and specialist advice

Following Round 1 consultation, Council undertook site analysis and commissioned specialist studies to ensure that proposed Master Plan ‘key ideas’ were evidence-based and aligned with legislative and risk management requirements.

Key studies informing the Master Plans included:

Heritage Study

- Investigated pre- and post-colonial history.
- Identified heritage fabric and culturally significant elements, including sandstone staircases along the coastal walk.
- Informed the inclusion of interpretation opportunities, including at Rodney Reserve relating to the former CSIRO site.
- Recommended an interpretation strategy to be reflected in the draft CR PoM Action Plan.

Universal Access Study

- Identified barriers to equitable access across the reserves.
- Recommended improvements including accessible parking, step-free path connections where feasible, shaded seating, accessible bubblers, inclusive playground elements and accessible toilets.
- Informed accessibility-related 'key ideas' tested in Round 2.

Rodney Reserve Geotechnical Report

- Assessed cliff stability and setback requirements.
- Informed safe positioning of proposed paths, lookout concepts and facilities.

Rodney Reserve CSIRO Interpretation Feasibility Study (Attachment 2)

- Investigated design options for interpreting the former CSIRO antenna site.
- Considered constructability, cost implications and geotechnical constraints.
- Informed the inclusion of lookout and landscape interpretation concepts presented during Round 2 consultation.

Native Title Legal Advice

- Confirmed statutory processes required under the Crown Land Management Act 2016.
- Will inform the final draft CR PoM prior to public exhibition.

Development of Master Plans and key ideas

The development of Master Plans and key ideas drew on:

- Round 1 community feedback.
- Site analysis and technical investigations.
- Legislative requirements.
- Council's strategic planning framework.

High-level Master Plans were prepared for each reserve. These plans illustrate 'key ideas' for future improvements, ranging from environmental management and accessibility upgrades to recreational and amenity enhancements.

The Master Plans are conceptual in nature. They identify potential future works but do not constitute detailed design or funding commitment.

Round 2 consultation (October–November 2025) sought community feedback on these draft ‘key ideas’ prior to finalising the draft CR PoM.

3. Relevant Council Resolutions

4.

Meeting and date	Item No.	Resolution
Council 16 September 2025	CM/7.14/25.09	<p>That Council:</p> <ol style="list-style-type: none"> 1. Publicly exhibits for 28 days the key ideas and master plans attached to the report (Attachment 1) for the draft Coastal Reserves Plan of Management. 2. Includes in the public exhibition the concepts presented at the Councillor briefing on 26 August 2025 comprising: <ol style="list-style-type: none"> (a) A lookout viewing platform to enable interpretation of the former CSIRO antenna. (b) Interpretation of the CSIRO astronomical instrument through landscape art. 3. Officers prepare a report to Council following the exhibition period. 4. Notes that the draft Plan of Management will be reported to Council before being publicly exhibited.

5. Discussion

Round 2 consultation process

The Round 2 community consultation was open from 11 October to 9 November 2025 to exhibit the draft Master Plans with ‘key ideas’ and collect feedback from the community and key stakeholders.

Residents near the subject sites were notified by a letterbox drop. Consultation posters were put up at each reserve to notify park visitors. It was also promoted via Council’s e-newsletter, social media accounts, and notifications to Precincts and key external stakeholders.

A dedicated Have Your Say webpage was set up for users to comment on the draft ‘key ideas’ and shared their thoughts. Feedback was also received via emails.

Three Have Your Say onsite consultation sessions were held at Ben Buckler Park, Rodney Reserve, and Calga Reserve where Council project officers were present to have conversations and encourage engagement.

One online webinar was held where the project officers presented each of the Master Plans and had a short question and answer session.

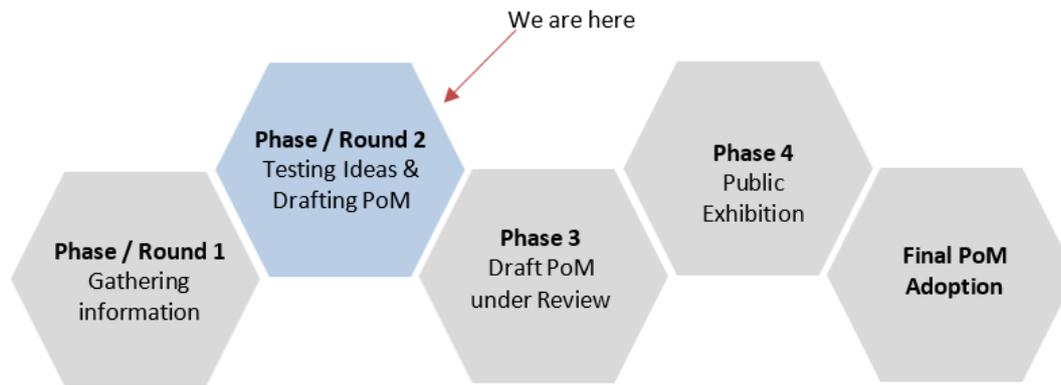


Figure 1. Consultation phases.

Round 2 consultation findings and recommendations

Round 2 consultation for the Coastal Reserves Plan of Management (CR PoM) generated strong community interest, with 401 contributions from 283 contributors via the Have Your Say platform, 62 written submissions (plus one late submission), interactive mapping feedback, stakeholder submissions, webinar participation and three on-site engagement sessions. A detailed summary and analysis of the submissions is provided in Attachment 1.

Engagement levels varied across reserves, with Rodney Reserve receiving the highest volume of submissions and commentary. Feedback across the remaining reserves was generally lower in volume and more site-specific in nature.

Overall, the consultation demonstrated that the community places a high value on Waverley’s coastal reserves as informal, scenic, and environmentally significant public spaces. While many proposals were supported—particularly those relating to accessibility and environmental protection, several elements generated strong concern, particularly where perceived to intensify use or alter the natural character of reserves.

Key themes emerging from consultation

1. Strong Support for Environmental Protection

Across nearly all reserves, there was strong and consistent support for:

- Protecting coastal views and open nature of reserves.
- Managing erosion and stabilising cliff edges.
- Protecting native vegetation and biodiversity.
- Continuing bushcare and weed management initiatives.

Environmental protection proposals were among the least contested elements of the Masterplans.

Recommended draft CR PoM response

- Retain and strengthen environmental protection objectives within the draft CR PoM.
- Clearly prioritise erosion control and biodiversity outcomes.
- Reinforce ‘no net loss of open space’ principles where feasible.
- Commit to coastal-appropriate materials and minimal visual impact design standards.

2. Preference for Maintaining Informal Coastal Character

A recurring theme across submissions was a desire to preserve the informal, open and relatively undeveloped character of the coastal reserves.

Concerns were raised where proposals were perceived to:

- Introduce excessive hard surfaces or ‘urbanise’ parkland.
- Formalise small neighbourhood reserves with additional paths and furniture.
- Shift reserves from passive recreation toward more structured or organised uses.

This sentiment was particularly evident in smaller neighbourhood reserves such as Jensen Avenue Reserve, Tower Street Reserve, Clarke Reserve and Calga Reserve, where many respondents preferred minimal intervention.

Recommended draft CR PoM response

- Refine path materials (e.g. stabilised decomposed granite or asphalt rather than concrete where appropriate).
- Consider required path widths to minimum accessibility compliance, while servicing visitor numbers, where feasible.
- Defer low-priority infrastructure in small neighbourhood reserves as long-term priorities.
- Include a design principle within the draft CR PoM reinforcing ‘minimal intervention in local pocket parks.’

3. Accessibility – Broad support with conditions

Accessibility upgrades, including step-free paths, pram ramps and mobility parking, received general support across many reserves, particularly were linked to:

- Equity of access.
- Inclusion of elderly or mobility-impaired visitors.
- Improved safety and erosion management.

However, in some locations there was resistance to sealed paths where these were perceived as unnecessary or visually intrusive. At Rodney Reserve there was local resistance to accessible toilets. The feedback indicates that accessibility measures are supported when clearly justified and sensitively designed.

Recommended draft CR PoM response

- Clearly articulate the legislative and Disability Inclusion Action Plan basis for accessibility upgrades.
- Limit new hard surfaces to areas where compliance gaps exist.
- Provide visual examples during exhibition to demonstrate minimal visual impact.
- Stage delivery to prioritise high-need connections and facilities first.

4. Rodney Reserve – Concentrated community concern

Rodney Reserve generated the highest level of engagement and the most polarised feedback. Key areas of concern included:

- Proposed sports lighting and extended night use.

- Installation of accessible toilets.
- Sports field fencing.
- Parking amendments and potential traffic impacts.

Many respondents expressed concern that these elements collectively represent an intensification of organised sport use and a departure from the reserve's existing passive, scenic character.

At the same time, there was strong support for:

- Retaining open grass areas and coastal views.
- Managing erosion and landslip risk.
- Improving accessibility connections.
- Delivering an inclusive play space (with mixed but notable support).

Stakeholder feedback also demonstrated support from organised sporting groups for lighting, fencing and improved amenities citing Council critical under supply of sports fields to support grass roots community sporting club needs.

Recommended draft CR PoM Response

Council needs to achieve a balance between supporting community recreation and sporting needs and residential amenity. To address concentrated concerns, the draft CR PoM may set strict controls and seek further technical investigations prior to committing to deliver facility upgrades:

- Limit sports lighting to defined hours and seasonal use, with no weekend competition lighting.
- Require detailed lighting impact assessment and post-installation compliance review.
- Apply Crime Prevention Through Environmental Design (CPTED) principles to any accessible toilet design, including passive surveillance, auto-locking and high-visibility siting.
- Require traffic impact assessment of future proposals.
- Limit fencing height and explore visually permeable or landscape-integrated solutions to separate user groups around sports field.
- Stage implementation so higher-impact elements are subject to further detailed design and community consultation prior to delivery.

Rodney Reserve will require careful balancing of competing community expectations as the draft CR PoM is refined.

5. Parking and traffic sensitivity

Parking and traffic were recurring concerns at several reserves, notably Rodney Reserve and Ben Buckler and Ray O'Keefe Reserve.

Submissions frequently linked additional parking or traffic changes to:

- Increased congestion.
- Reduced safety.
- Loss of green space.
- Increased visitation intensity.

Conversely, some user groups (e.g. local school, residents, fishing, and scuba diving users) emphasised the importance of maintaining convenient access and parking supply to meet their needs.

Recommended draft CR PoM response

- Require significant local traffic changes and traffic generating proposals to include dedicated traffic studies, detailed design, and community consultation prior to delivery.
- Include a ‘no net loss of parking’ principle where feasible.
- Provide clear access protections for key user groups (e.g. local schools kiss and go and bus drop-off areas).
- Clarify that the CR PoM enables ‘in principle’ concepts but detailed traffic design will undergo further consultation.

6. Community facilities and perceived safety

Concerns were raised regarding accessible toilets at Rodney Reserve, particularly in relation to anti-social behaviour and safety.

Conversely, some user groups (e.g. local sporting clubs, disability advocates, and clifftop walkers) emphasised the importance of providing toilets to meet community needs.

There was also strong support for retaining valued community assets such as:

- The Ben Buckler Amateur Fishermen’s Club.
- Existing playgrounds at neighbourhood reserves.

These responses highlight the importance of clearly articulating scale, design intent, and operational management measures in the draft CR PoM.

Recommended draft CR PoM response

- Embed CPTED principals and operational management commitments within the draft CR PoM.
- Include clear scale parameters to avoid perceptions of overdevelopment.
- Consider retaining smaller local play elements, where relocation is proposed, until larger playgrounds are developed.
- Maintain formal recognition of existing community clubs and compatible uses.

Overall findings

The Round 2 consultation confirms strong community attachment to Waverley’s coastal reserves and a clear expectation that environmental values and informal character remain the primary guiding principles of the Plan of Management.

The consultation demonstrates that:

- The community strongly values the environmental, scenic, and passive recreational qualities of the coastal reserves.
- There is broad support for biodiversity protection, erosion management and improved accessibility where sensitively designed.
- Proposals perceived to intensify organised sport, increase traffic, or materially change reserve character generate the highest level of concern.
- Rodney Reserve represents the most complex and contested site within the CR PoM sites and will require careful refinement and clear communication in the draft CR PoM.
- Smaller neighbourhood reserves generally attract a preference for minimal intervention rather than expansion of infrastructure.

Recommended refinement of the draft CR PoM should focus on:

- Retaining widely supported environmental and accessibility initiatives.
- Staging and conditioning higher-impact elements where community concern is concentrated including:
 - Further investigation – Separating high-risk traffic or infrastructure changes for further technical review, where appropriate, to support future developments.
 - Setting controls – Providing clearer design parameters and operational controls; and
 - Community consultation – Requiring further detailed design investigation and community consultation for higher-impact elements.

These refinements aim to balance legislative obligations, inclusion objectives, sporting demand, and environmental protection while responding meaningfully to community feedback.

Rodney Reserve studies

Additional reports for Rodney Reserve have been prepared in conjunction with the consultation summary report, to help underpin decisions for facility upgrades at Rodney Reserve:

Rodney Reserve CSIRO Heritage Interpretation Feasibility Study (Attachment 2)

This study:

- Investigates design options for interpreting the CSIRO site history.
- Reviews geotechnical risks and constructability constraints of proposals.
- Establishes implementation costs and financial feasibility.

Both options received support through the consultation process, are constructable within the site constraints but require significant budgets to implement.

It is recommended that both options be included in the draft CR PoM but as long-term projects until funding can be established.

Rodney Reserve Recreation Needs Analysis (Attachment 3)

The reports analyses and discusses:

- The critical under supply of sports fields in Waverley LGA.
- The persistent needs for additional active recreation facilities to serve the growth in Waverley LGA.
- Why Rodney Reserve would be the only and most potential site for improvements to support grass roots community sporting needs.

Proposed sporting upgrades received polarised views from the community with local residents pushing back on proposals based on residential amenity concerns while local clubs made submissions in support.

Council needs to achieve a balance between supporting community recreation and sporting needs and residential amenity. The recommendation above in this report seek to achieve that balance seeking further impact assessments form part of the actions and controls in draft CR PoM.

6. Financial Impact

The ongoing preparation of PoMs is funded annually under the Capital Works Program. This project is within budget.

Inclusion of projects in the draft CR PoM does not constitute a funding commitment by Council. Implementation will be subject to further budget considerations.

It is intended that the implementation of the PoM will be included in the Long Term Financial Plan with ongoing maintenance from the Operational Plan and major upgrades funded from future Capital Works Programs.

Once the PoM is formally adopted by Council, officers will update the community and respond directly to residents and stakeholders who have provided feedback through the course of the PoM development.

7. Risks/Issues

Delays in proceeding with the preparation of a draft Coastal Reserves Plan of Management (PoM) poses several risks to Council. But equally there is also reputational risk in proceeding without responding meaningfully to consultation feedback.

Below is a summary of key risks and issues:

Legal and compliance risks

- Breach of statutory obligations – Council has obligations under the *Local Government Act 1993* and the *Crown Land Management Act 2016* to prepare and implement plans of management for public land. Failure to do so could result in non-compliance with state legislation.
- Increased legal challenges – Without a formally adopted PoM and the associated Coastal Management Program (CMP), Council may face increased risk of legal challenges regarding planning decisions, development approvals, or management actions within the coastal zone.
- Liability for coastal hazards – An unfinalised plan could expose the Council to liability if it is deemed to have acted negligently in managing identified coastal risks (e.g., erosion, cliff instability, inundation).

Environmental and management risks

- Inadequate response to climate change – The coastal zone faces significant threats from climate change, including sea level rise, increased storm intensity, and erosion. A completed PoM provides critical, long-term strategies for managing these issues. Without it, Council may struggle to effectively mitigate these growing hazards, leading to potential harm to natural and man-made assets.
- Uncoordinated management – The PoM provides a holistic, long-term direction for the reserves. Without it, management of issues such as maintenance, environmental protection, and infrastructure upgrades may be ad-hoc, leading to potentially poor outcomes and inefficient use of resources.
- Degradation of amenity and biodiversity – The high pressure on Waverley's limited open space means that effective long-term strategies are crucial to preserving the quality and biodiversity of the reserves. A lack of a finalised plan could result in the degradation of these valuable public spaces.

Operational and reputational risks

- Ongoing community conflict – The community has raised numerous contentious issues during the consultation process. Finalising the PoM provides a clear, agreed-upon framework for addressing these concerns and managing community expectations. Delays could lead to continued public dissatisfaction and confusion.
- Difficulty securing funding – The existence of a formal management plan is often a prerequisite or an advantage when applying for state or federal government funding for coastal management and infrastructure projects. A lack of a finalised PoM could hinder Council's ability to secure necessary funding.
- Inefficient resource allocation – Without clear direction from a finalised plan, Council may face difficulties in prioritising and allocating resources for maintenance and upgrades effectively.

8. Attachments

1. Round 2 Consultation Summary Report (under separate cover) [⇨](#)
2. Rodney Reserve CSIRO Heritage Interpretation Feasibility Study (under separate cover) [⇨](#)
3. Rodney Reserve Recreation Needs Analysis (under separate cover) [⇨](#) .

REPORT
PD/5.7/26.03

Subject: **Flood Risk Management Study and Plan and Waverley Development Control Plan 2022 (Amendment No. 6) - Adoption**

TRIM No: A24/0331

Manager: Nikolaos Zervos, Executive Manager, Infrastructure Services

Director: Sharon Cassidy, Director, Assets and Operations

RECOMMENDATION:

That Council:

1. Adopts the Flood Risk Management Study and Plan attached to the report (Attachment 1).
2. Adopts the associated amendments to the Waverley Development Control Plan 2022 (Amendment No. 6) attached to the report (Attachment C of the Study and Plan), to take effect when notified on Council's website.

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 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.

On 4 November 2025, at the Strategic Planning and Development Committee, Councillors approved the public exhibition of draft Flood Risk Management Study. Exhibition occurred from 10 November to 8 December.

Following public exhibition, all submissions were reviewed by Council officers, the consultants, DCCEEW and the updated report was presented to the Floodplain Management Committee on 18 February 2026.

3. Relevant Council Resolutions

Meeting and date	Item No.	Resolution
Strategic Planning and Development Committee 4 November 2025	PD/5.3/25.11	That Council: <ol style="list-style-type: none"> 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.
Council 19 March 2024	CM/8.1/24.03	That Council: <ol style="list-style-type: none"> 1. 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. 2. Writes to all those who made submissions advising them of Council's decision. 3. 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	PD/5.5/21.04	That Council: <ol style="list-style-type: none"> 1. Endorses the Waverley LGA Flood Study attached

13 April 2021		<p>to the report as Council’s current understanding of flood behaviour within the local government area.</p> <ol style="list-style-type: none"> 2. Uses the knowledge derived from the Waverley LGA Flood Study to mitigate flood risk through applying planning controls to proposed development activities on land identified as flood-affected. 3. Notes the recent grant application to the Department of Planning, Industries and Environment for the Floodplain Risk Management Study and Plan.
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4. Discussion

Public exhibition

The draft Waverley Flood Risk Management Study was placed on public exhibition from 8 November to 10 December 2025. This exhibition period provided the community and other key stakeholders with an opportunity to review the draft study and provide feedback that would be considered in finalising the report.

The consultation was undertaken by reaching the community through social media, advertising, letterbox drops of over 36,000 leaflets to both residents and businesses and 2050 letters via Australia mail to owners living outside of the LGA. The primary focus on the exhibition being through Council’s Have Your Say project webpage. The webpage provided a downloadable copy of the report, a project summary and a FAQ section. A questionnaire survey was also provided to collect feedback.

Additionally, an information session was held on 29 November 2025. This session was available to all community members to attend and council officers, the consultant and our DCCEEW liaison were available to speak to the community one-on-one. Approximately 15 people attended the session.

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

Eighty-two submissions were received from the community on the HYS webpage during the public exhibition period and nineteen email submissions. The majority of responses related to flood mitigation option FM07 Thomas Hogan Reserve and others related to concerns, suggestions or general feedback regarding specific properties in relation to mapping, maintenance or project process.

A public exhibition consultation summary report was prepared by Council after the public exhibition was completed, see Attachment 2 to this report. This consultation report is also enclosed within the Flood Risk Management Study and Plan report and provides greater detail on the activities that formed part of the exhibition period, feedback received and the overall outcomes of the exhibition.

Updates to the Flood Risk Management study

Following the review of submissions from the public exhibition, the study was updated and the plan presented to Council officers.

The key updates:

- Updated executive summary to incorporate the plan
- Inclusion of the Public Exhibition process and outcomes
- Refinement of Flood Mitigation measures in consideration of the community feedback received
- Updated figures and mapping
- Development of the Flood Risk Management Plan

Of the various submissions received 82% related to concerns on the Thomas Hogan Reserve option (FM07). Council officers and consultant noted that the draft report did not clearly explain the intention of this option and the process in which it must go through.

To clarify this, a response, including a specific FAQ, was sent to all members of the community that had made a submission in relation to Thomas Hogan Reserve. Noting the report was also updated to include further details and explanation. See Attachment 3 to this report for the Thomas Hogan FAQ.

As with any of the flood mitigation infrastructure options, the next step in the process is a feasibility study, which includes wider stakeholder engagement, environmental impact assessments, high level options assessment and further community engagement. Prior to any of the options proceeding to design, the outcome of the feasibility studies would be presented within a report to Council.

Flood Risk Management Plan

The flood risk management plan has been developed; it 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 (Figure 1) includes the implementation process, responsibilities and funding pathways and is ordered in the outcome of the scoring criteria with the highest priority first.

ID	Measure	Description	Outcomes	Constraints	Responsibility	Funding	Score	Priority
FM07	Thomas Hogan Reserve and Francis Street Combined Civil Works	Measure is recommended for further feasibility studies. Concept design improving the flood detention capacity of the Thomas Hogan Reserve to provide widespread benefits to the LGA.	<ul style="list-style-type: none"> • Benefit-cost ratio of 3.62 indicating a potentially feasible option • Widespread benefits to the LGA downstream of the proposed works • Opportunity for improvements to the amenity of the reserve • Opportunity for the relocation and improvement of the Waverley Council Community Centre in the reserve 	<ul style="list-style-type: none"> • Potential for reduction in the useability of the reserve and aesthetic of the streetscape • Environmental impact investigations would be required to be carried out as part of future feasibility studies 	Waverley Council	Waverley Council and State funding	4.00	High
FM01	Gilgandra and Murrivier Road Combined Stormwater Augmentation	Measure is recommended for further feasibility studies. Concept design of additional stormwater outlets to alleviate the accumulation of flood waters within the William Street to Gilgandra Road major trapped low point.	<ul style="list-style-type: none"> • Benefit-cost ratio of 1.71 indicating a potentially feasible option • Removal of above floor affectation for 18 properties in the 1% AEP event • Reduces property flood affectation for 36 properties in the 1% AEP event 	<ul style="list-style-type: none"> • Multiple stakeholder liaison required with Sydney Water, Woollahra Council, and the Royal Sydney Golf Course as works extend outside of the LGA • Potential for downstream impacts within the Royal Sydney Golf Club that were not investigated as part of the scope of works for this study • Downstream capacity constraints associated with the Sydney Water formalised open channel • Disruptions to trafficability of roads and loss of amenity of the golf course should this option proceed for further feasibility studies and construction 	Waverley Council, Woollahra Council, Sydney Water, Royal Sydney Golf Club	Waverley Council, State funding, and potential for collaboration with Sydney Water	3.90	High

ID	Measure	Description	Outcomes	Constraints	Responsibility	Funding	Score	Priority
LM02	Changes to the Flood Risk Management Statutory Planning Framework	Proposed changes include recommendations for flood planning maps, planning review of hotspots, Development Control Plan Provisions, fencing, and climate change.	<ul style="list-style-type: none"> Updated flood mapping reflective of the updated modelling completed as a part of this study Refinements to Council's Development Control Plan Provisions Recommended measures for fencing Inclusion of climate change to the 2030 year horizon for the consideration of flood planning levels 	<ul style="list-style-type: none"> The implementation of amendments and superseding of previous material should be streamlined to minimise confusion 	Waverley Council	Waverley Council	3.85	High
LM03	Application of Flood Planning Controls	Advice on suitable conditions that could be imposed on development applications to ensure appropriate flood risk management outcomes are achieved.	<ul style="list-style-type: none"> Reduce the need for formal modification of development consent conditions when making minor changes that still achieve an equivalent flood risk management outcome Update of the requirement for development plans and conditions to be based on a specific reduced level 	<ul style="list-style-type: none"> Conditions imposed must be easy to understand and serve to streamline processes 	Waverley Council	Waverley Council	3.85	High
CM01	Community Education and Awareness	Implementation of an on-going flood education and awareness program to improve the community's understanding and awareness of flood risk.	<ul style="list-style-type: none"> Awareness of key overland flow paths and trapped low points within the LGA Understanding of severe weather and flood warning issued by the BoM and the SES Understanding of personal safety and property protection measures during a flash flood event Understanding of the available evacuation routes and emergency response measures 	<ul style="list-style-type: none"> Need for an on-going process to capture new residents Diminishing returns associated with a recurring process with exposure to the same content for long-term residents Dependency on the response and proactiveness of the community 	Waverley Council	Waverley Council and State funding	3.75	High

ID	Measure	Description	Outcomes	Constraints	Responsibility	Funding	Score	Priority
LM04	Notifications and Communications	The formalisation of notifications and communications to ensure consistent messaging across this study, Council's planning studies and strategies, Council's on-line mapping system, Council's planning policies, and Section 10.7 certificates.	<ul style="list-style-type: none"> Formalisation of messaging, language, and terminology Minimisation of confusion Provision of advice more detailed flood information is available on the Section 10.7(5) certificate 	<ul style="list-style-type: none"> The implementation of amendments and superseding of previous public education material should be streamlined to minimise confusion Misinterpretation of information provided within the planning certificates 	Waverley Council	Waverley Council	3.75	High
LM01	Flood Maps for Strategic Planning Purposes	Preparation of mapped outputs for the purposes of strategic planning.	<ul style="list-style-type: none"> Simplification of the information presented within this study with the Development of Flood Planning Constraint Categorisation mapping Provision of planning implications for each constraint category 	<ul style="list-style-type: none"> A need to consider outcomes that recognise the established nature of existing development, planning objectives that seek to maximise development opportunities in a metropolitan location, and the potential to manage legacy flood risk issues 	Waverley Council	Waverley Council	3.65	High
FM10	York Road Combined Stormwater Augmentation	Measure is recommended for further feasibility studies. Concept design involving the diversion of the existing stormwater network at the Denison Street and Cuthbert Street intersection as well as the construction of a new outlet on York Road to alleviate the burden on the at capacity northern stormwater network.	<ul style="list-style-type: none"> Low capital cost estimated at \$1,565,062 (AACE Class 4 estimate) Highly localised scope of works with alternate traffic routes available during construction Removal of above floor affectation for 11 properties in the 10% AEP event 	<ul style="list-style-type: none"> Environmental impact investigations would be required to be carried out as part of future feasibility studies. 	Waverley Council, Randwick City Council, Centennial Parklands, and Greater Sydney Parklands	Waverley Council, State funding, and potential for collaboration with Centennial Parklands	2.90	High*

ID	Measure	Description	Outcomes	Constraints	Responsibility	Funding	Score	Priority
CM03	Co-ordination with Emergency Services	Community education of the distinct roles and responsibilities of Council and emergency response agencies. Improvement of co-ordination between organisations.	<ul style="list-style-type: none"> Empowerment of the community to efficiently communicate with the relevant operator during a flood event Improved efficiency of operation during a flood event 	<ul style="list-style-type: none"> Logistic difficulties between organisations in organising regular correspondences and meetings Dependency on the response and proactiveness of the community 	Waverley Council and the SES	Waverley Council, SES and State funding	3.50	High
CM02	Improved Road User and Driver Safety	Undertaking of a road vulnerability assessment, review of existing evacuation routes, and the targeted installation of road flood signage. Implementation of a driver education program.	<ul style="list-style-type: none"> Understanding of the worst affected roads within the LGA Improved understanding of the hazards associated with driving through flood waters Understanding of how to interpret road flood signage 	<ul style="list-style-type: none"> Risk of motorists ignoring signage Dependency on the response and proactiveness of the community 	Waverley Council and TfNSW	Waverley Council, TfNSW, and State funding	3.20	Medium
PM01	Flood Proofing	The design and construction of buildings in such a way that flood damage is minimised. Recommendation for the retrofitting of flood proofing measures for properties identified to be impacted by above floor flooding for the 1% AEP event.	<ul style="list-style-type: none"> Improved flood resilience of existing and future buildings Reduced above floor affectation of existing dwellings Improved community understanding of flood proofing measures and flood resilient materials 	<ul style="list-style-type: none"> Additional cost to property owners and developers may deter the implementation of flood proofing measures and/or materials 	Property Owners	Property Owners	3.20	Medium
FM02	Barracluff Park Combined Civil Works	Measure is recommended for further feasibility studies. Concept design of the excavation of the Barracluff Park to minimise the spillover of overland flows into the Warners Avenue low point.	<ul style="list-style-type: none"> Removal of above floor affectation for three blocks of townhouses in the 1% AEP event Improved trafficability of Warners Avenue with a reduction in peak flood depths 	<ul style="list-style-type: none"> Potential for reduction in the amenity of the park and aesthetic of the streetscape Potential interference with the existing stormwater pipe underneath the park 	Waverley Council	Waverley Council and State funding	2.25	Low

Figure 1. Flood Risk Management Plan.

Amendments to the Waverley DCP 2022

As outlined in the pre-exhibition report, the recently adopted WDCP controls were reviewed in consultation with Council officers by GLN planning. A number of relatively minor refinements were proposed based on the implementation over the past 18 months through the development application process. 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 time frames.

In addition to those proposed changes exhibited, a number of minor post-exhibition changes are proposed; these relate to clarifications and improvements to the wording of relevant controls discussed in conjunction with GLN planning. All final proposed changes are marked up in red in Attachment C of the Study and Plan.

It is anticipated that, if adopted, the proposed DCP amendments will be combined with the amendment relating to proposed noise attenuation measures for the Oxford Street mall, which is the subject of a separate report on the meeting agenda. If both amendments are adopted, they will collectively form Amendment No. 6 of WDCP 2022. The changes will take effect within 14 days after publication on Council's website, in accordance with the *Environmental Planning and Assessment Regulation 2021*.

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 KBR 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. However, in February 2026 Council officers were informed that the application was not successful.

The Floodplain Management Program 2026-27 application window will open March/April 2026 and Council officers will apply for 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 endorses the Flood Risk Management Study and Plan, enabling further grant funding applications.

Should Council approval be postponed, this could lead to missing the funding application window in March/April 2026, which would in turn delay the next stage of mitigation works.

7. Attachments

1. Flood Risk Management Study and Plan (under separate cover) [⇒](#)
2. Community Consultation Report (under separate cover) [⇒](#)
3. FM07 Thomas Hogan Reserve - Flood Mitigation Information Sheet (under separate cover) [⇒](#) .

REPORT
PD/5.8/26.03

Subject: Walking Waverley - The Waverley Walking Strategy 2025-2035 - Exhibition

TRIM No: A04/0668

Manager: Nikolaos Zervos, Executive Manager, Infrastructure Services

Director: Sharon Cassidy, Director, Assets and Operations

RECOMMENDATION:

That Council

1. Publicly exhibits the draft Walking Waverley – The Waverley Walking Strategy 2025–2035 attached to the report for 28 days.
2. Officers prepare a report to Council following the exhibition period.

1. Executive Summary

The purpose of this report is to seek Council endorsement to publicly exhibit the draft Walking Waverley: The Waverley Walking Strategy for 28 days. After the exhibition period, officers will incorporate feedback to inform amendments and report back to Council for consideration and endorsement.

Walking Waverley provides a framework for walking to be safe, convenient, and pleasant for people of all ages and abilities in the local government area (LGA). It advances existing policy direction and identifies goals and focus areas that will help direct future efforts towards improving walking. At an action level, a list of improvement opportunities has been identified through the strategy. Delivery of the walking related improvements will require capital funding and an ongoing need to consider operational capacity. Walking Waverley and this report considers these challenges.

The draft Walking Waverley was reported to Council on 20 May 2025 recommending proceeding to public exhibition. The item was deferred to a Councillor briefing. The briefing was held on 27 May 2025 with feedback received on topics including safe speeds, right-sizing intersections, and pedestrian signal priority. The draft strategy has subsequently been modified in response to these inputs. A change log has been included at Attachment 2.

2. Introduction/Background

Waverley inherits its high density and narrow streets from historical development. This creates an ideal environment for walking to become a convenient and attractive transport option. One in every three trips in Waverley is currently made on foot. When combined with public transport, walking accounts for half of all trips. However, for many decades the development of the transport system has focused on vehicle movement. This has created barriers to safer and more comfortable walking and has resulted in transport infrastructure that is not meeting the community's current needs.

Walking Waverley builds on Council’s People, Movement and Places strategy. It sets the vision of a walkable community where walking is safe, convenient, and supports independent access by people of all ages and abilities. The strategy identifies current challenges to walking, and highlights focus areas where improvements are needed. Going forward Walking Waverley is intended to guide walking related improvements, align efforts with core service delivery, and indicate longer-term ambitions.

Walking Waverley also aspires to be more than a strategy, but a way for the community to reflect itself and become fully woven into its identity.

The need for this strategy is driven by:

- Transport and decongestion.
- Health benefits.
- Benefits for children and young people.
- Environmental benefits.
- Social benefits, inclusivity and accessibility.
- Support for businesses and visitation.

Walking Waverley was fully funded by Transport for NSW’s Get NSW Active grant and developed collaboratively with inputs from staff across various Council departments to ensure alignment. Development of the strategy took a data-oriented approach and with extensive input and consultation from the community. Data and modelling on the movement of people and vehicles played a key role in guiding this strategy, such as in the identification of infrastructure gaps, and balancing the needs of different road users. The strategy development also incorporated technical work from two specialised consulting services.

Inputs from the community included surveys and a reflective review of ongoing resident input and service requests. Phase 1 community engagement included a pop-up session to engage directly with residents. It also received 207 responses from an online community survey, which was viewed by 933 persons. The strategy development also drew on input from the community workshop that was part of Council’s Community Strategic Plan. The strategy was further shaped by the Access and Inclusion Advisory Panel and the Sustainability and Transport Expert Advisory Panel.

Throughout Walking Waverley and this report, ‘walking’ is intended to be universal and cover all means of independent walking-related transport. This includes users of mobility aids, such as walkers, wheelchairs, or guide dogs, and users across all ages and abilities.

3. Relevant Council Resolutions

Meeting and date	Item No.	Resolution
Council 20 May 2025	CM/7.10/25.05	That Council defers this item to a Councillor briefing.
Strategic Planning and Development Committee 5 September 2023	PD/5.2/23.09	That Council: <ol style="list-style-type: none"> 1. Approves the Communications and Engagement Plan for the Waverley Walking Strategy attached to the report. 2. Notes that Transport for NSW grant funding has been received to facilitate the development of the Walking Strategy, which will be delivered by an external consultant.

4. Discussion

Walking Waverley - Key features

Context and alignment

The development and content of Walking Waverley aligns with Council strategic context and seeks to fulfill operational needs. This includes the following key considerations:

- Community survey and engagement in relation to Walking Waverley revealed community expectation for enhanced walking infrastructure, and a general desire to walk more in the future.
- There is a significant proportion of short-distance driving trips in the LGA that are walkable.
- The strategy aligns with multiple Council policies and priorities, including:
 - More walkable streets through the Waverley Community Strategic Plan.
 - Waverley's People, Movement and Places plan identified the need to improve walkability and establish pedestrian priority.
 - Climate and sustainability goals and commitments through the Environmental Action Plan.
 - Placemaking and urban design initiatives under the Our Liveable Places Centres Strategy
 - Waverley Disability Inclusion Action Plan (DIAP) to enhance mobility for people of all ages and abilities
 - Transport equity and access goals
- Improving walking infrastructure and encouraging more walking is an important component of Council's transport strategy to reduce congestion and provide sustainable transport options. Walking Waverley will help navigate competing demands, and guide future walking related projects and external funding application.

Key outcomes and actions

This strategy aims to enable and encourage more people to walk in Waverley and aspires to have walking account for 50% of all trips by 2035. This would be an increase from the current 36% mode share of walking trips in the LGA. For reference, the City of Sydney's current walk mode share is approximately 57% (2023) of all trips. As such, the proposed walking mode share goal of 50% is ambitious; however, it is considered achievable given the delivery of this strategy and intentional on-going efforts to make walking comfortable for all.

To support an increase in walking and its associated benefits, Walking Waverley includes seven goals:

- Make walking safe for all people, at all times.
- Improve the permeability of the pedestrian network through streets and open space.
- Facilitate seamless integration between walking and public transport.
- Make walking pleasant and enjoyable.
- Provide accessible streetscapes that support independent access.
- Improve walking to promote vitality on streets.
- Ensure walking harmonises with other transport modes.

To fulfill the goals, Walking Waverley identifies a total of 162 improvement opportunities throughout the LGA that fall into the following 10 focus areas:

- Slow streets – Including 40 km/h zones throughout the LGA, and reducing speeds to levels that are appropriate for the surrounding urban environment and in laneways.

- Right-sizing intersections - Improvements to key intersections to re-focus on safe, and convenient movement of people walking.
- Vehicle entrances/exits – Treatment of street level vehicle entrances and exits to clarify pedestrian priority, and reduce walking related stress.
- Pedestrian safety initiatives – Including both infrastructure treatment to improve safety at pedestrian crash hot spots, and non-infrastructure community engagement and education.
- Pedestrian crossing improvement – More crossing opportunities and reducing interruptions from vehicular traffic to make it safer and easier to cross roadways.
- Pedestrian signal priority – Work with neighbouring councils and strongly advocate to Transport for NSW to improve pedestrian signal timing.
- Bus stops improvements – Improve street crossings near popular bus zones and provide more footpath space near bus stops for both pedestrians and standing passengers.
- Footpath improvement - Continue to monitor and implement improvements to footpath surfaces.
- Active travel to school – Continue to engage with schools to better understand their needs and concerns and apply for external funding to accelerate the delivery of safe routes to schools.
- Continuous travel paths – Support the implementation of the Waverley Disability Inclusion Action Plan (DIAP) by ensuring continuous travel paths for individuals with mobility limitations.

Among all improvement opportunities identified by this strategy, 14 have initially emerged as higher priority or larger scale. In large part, these build from existing strategic policy direction, are areas that continue to have considerable community attention, or are projects already underway. These improvement opportunities are considered to have higher community impact and commensurate walking and co-benefits. These are listed thematically in Table 1 below.

Table 1. Priority or larger-scale opportunities.

Pedestrian priority areas	
Waverley Street Gould Street Hall Street	These opportunities are intended to encourage additional pedestrian movement and activity, provide attractive social spaces for people to walk, stay, and enjoy, and promote economic vitality in commercial centres.
Key intersection improvements	
O'Brien Street & Wellington Street O'Brien Street & Barracluff Avenue O'Brien Street & Glenayr Avenue Blair Street & Wairoa Avenue Charing Cross Carrington Road & Darley Road	These opportunities are intended to facilitate pedestrian crossings at key intersections and ensure formal crossing points along pedestrian desire lines to minimise stress and risks for people of all ages and abilities.
Right-sizing intersections	
Corner of Waverley Street & Council Street Corner of Bondi Road and Denham Street	These opportunities are intended to reduce the complexity of intersections and temper higher-speed vehicle turning movements to improve pedestrian safety and experience, and to provide more footpath space.
Pedestrian-friendly enhancements	
Queen Elizabeth Dr at Bondi Pavilion Campbell Parade & Queen Elizabeth Dr	These opportunities are intended to transition the locations to more people centric designs and enhance

Roundabout	the walking experience by better managing vehicular traffic.
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The higher priority and large-scale improvement opportunities listed in Table 1 are not necessarily indicative of intended delivery timelines. For example, the ‘pedestrian priority area’ opportunities noted above are intended to cement strategic policy and provide a basis from which additional work builds, including projects such as the Bondi Junction Master Plan or the Hunter Local Area Transport Management (LATM) Study.

As well, the 14 opportunities in Table 1 do not preclude any of the other 162 identified improvements from emerging as higher priority over time. Through additional community input, state-level guidance changes, development or event impacts, or by sheer nature of urban transport complexities, there will be an ongoing need to review and adapt. For example, ongoing work to improve several intersections such as Murrivier Road and Mitchell Street, Ruthven Street and Oxford Street, and those in the Bondi LATM are not precluded or repositioned with the proposed walking strategy. Instead Walking Waverley is intended to take these forward and provide a foundation for identifying improvements into the future, while managing community expectations and making effective use of operational resources.

Walking Waverley also proposes to provide further policy direction on several key issues. This includes details on how to continue to improve inclusive and accessible walking infrastructure design, while not being overly prescriptive. There will continue to be a need to learn from the disability community and other stakeholders most impacted, and to provide context-sensitive design within complex urban environments. This is recognised by Walking Waverley in the ‘continuous travel paths’ focus area, which also proposes to reinstitute a kerb ramp program.

Working with others

We will work with partners and stakeholders to deliver improvement opportunities identified through this strategy and advocate to Transport for NSW on behalf of residents in areas we do not have direct control, such as traffic signal timings. Many of the identified opportunities will require further work, collaboration, and community input before they can be carried forward as defined projects.

Initial feedback

The draft Walking Waverley was reported to Council on 20 May 2025 recommending proceeding to public exhibition. The item was deferred to a Councillor briefing. The briefing was held on 27 May 2025 with feedback received on topics including safe speeds, right-sizing intersections, and pedestrian signal priority. The draft strategy has subsequently been modified in response to these inputs. A change log has been included at Attachment 2.

Next steps

Community engagement approach

The exhibition of Walking Waverley will utilise multiple channels to engage the community and gather feedback. Methods of engagement include:

- Intentional use of the Walking Waverley logo on related materials.
- Have Your Say project page with dedicated feedback survey.
- Have Your Say automated email notifications.
- Social media posts, and a series of promotional video shorts.
- Emails to schools, community groups and walking organisations.

- Dedicated engagement and transport email addresses for direct communication.

Objectives of community engagement include:

- Gather feedback from diverse stakeholders across the LGA.
- Increase public awareness of what Council is doing to improve walking, including through a series of promotional video shorts developed on an ongoing basis.
- Public education on the benefits and importance of a good walking environment, improve public acceptance of council projects and policies.
- Gather community support for Walking Waverley and proposed improvement opportunities.

The exhibition of the strategy to the public fulfills Council's obligations under the *Local Government Act 1993* (Chapter 13) regarding engagement with the local community when developing its plans, policies and programs.

Subject to approval by Council, public exhibition of Walking Waverley is scheduled for June 2026. After the period of public exhibition, officers will review and incorporate community feedback. It is anticipated that feedback will be supportive, such that finalisation and official publication of Walking Waverley is expected by August 2026. In the event that key thematic concerns are identified, officers would report back to Council to outline potential material amendments for additional review and endorsement.

5. Financial Impact

Development

The development of Walking Waverley was fully grant funded through Transport for NSW's Get NSW Active program. The proposed exhibition and community consultation to refine Walking Waverley does not have a financial impact.

Delivery

The full delivery of Walking Waverley—including all aspirational items—is estimated to require an overall investment of \$71 million (2025 dollars). There is no timeline associated with the full delivery of the strategy. In effort to meet Council's Environmental Action Plan (EAP) climate action targets and the mode share target proposed within Walking Waverley, Council will need to strive for timely ongoing execution.

The Long Term Financial Plan (LTFP) earmarked approximately \$2 million towards the implementation of Walking Waverley over the next 11 years. This funding will cover a portion of the initiatives considered 'high-priority/critical fixes' in the strategy. Grant funding will also be sought to deliver Walking Waverley, and, as such, a significant \$70 million allocation has been included in the unfunded LTFP as a key outcome to deliver when funding becomes available. The LTFP also identifies additional roadway and footpath related capital items.

Through project optimisation and close coordination, it is anticipated that some of these budget items will also contribute toward the implementation of Walking Waverley. Further budget adjustments through Council's annual Operational Plan may be required. As well, Walking Waverley seeks to advance existing streetscape upgrade intentions, such that it aligns with and guides ongoing commercial centres and streetscape upgrades budgets and other potential line items.

6. Risks/Issues

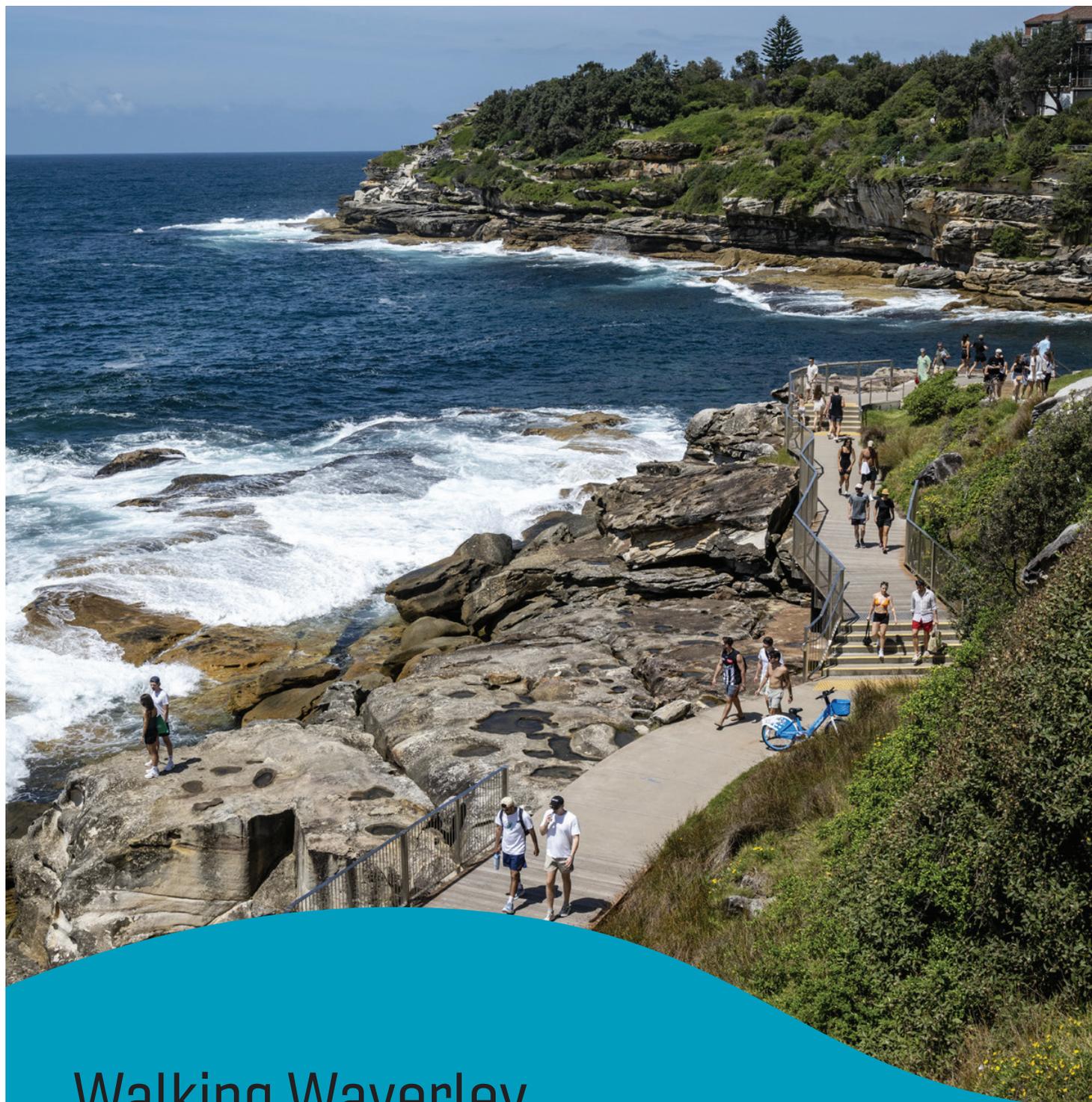
Without additional funding, delivery of Walking Waverley Council's EAP targets in its entirety would be challenging.

Council officers will continue to seek state and federal funding to deliver walking related improvements identified through Walking Waverley; however, strategy and thereby project delivery would benefit from a stable funding source for several reasons, namely:

- More control over prioritising projects based on local needs rather than the specific requirements of grant programs. This also means a focus on long-term, sustainable development rather than short-term, grant-dependent initiatives.
- Less project delays and uncertainties while waiting for grant application outcomes.
- More flexibility in project timeline, opportunities to negotiate better contracts, and greater flexibility in combining with other projects.

7. Attachments

1. Draft Walking Waverley - The Waverley Walking Strategy 2025–2035 [↓](#)
2. Change Log [↓](#) .



Walking Waverley

The Waverley Walking Strategy

2025 - 2035



Acknowledgement of Country

And our reconciliation vision

We acknowledge that this Walking Strategy will connect the community across the Traditional lands of the Bidiagal, Birrabirragal and Gadigal. We pay our respects to Elders past and present.

Our vision for reconciliation within the Waverley community is to create a vibrant, resilient, caring and inclusive environment where Aboriginal and Torres Strait Islander peoples:

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

In developing this Walking Strategy, Waverley Council remains committed to valuing and protecting our environment and respecting the intrinsic relationship Aboriginal and Torres Strait Islander people have with Country. The Bike Strategy enables a more sustainable environment, ensuring that future generations can enjoy Waverley's natural landscapes.



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Mayor's Message

My priority as Mayor is to improve Waverley's infrastructure so that as a community we are putting our best foot forward. This includes making walking around the area safe, convenient, and aesthetic.



With limited road space, and a growing population, we need walking to be a larger part of Waverley's sustainable transport mix. Making walking a better option will give our streets new vitality, enhance social connection and support a thriving local economy. Visitors and residents being able to walk to local shops is crucial to the success of our town centres, villages, and our retail-based local economy.

Both Australian and global experience shows that good walkability is linked to thriving retail businesses. Our community survey has shown that residents enjoy walking for a range of purposes including going to work, shopping locally, exploring the neighbourhood and staying active.

We will achieve better walkability in Waverley in multiple ways including; enhancing pedestrian priority; creating safer walking environments; conveniently locating public amenities near transport hubs; reducing speed limits; and redesigning intersections. Waverley Council will improve walking infrastructure to enable independent mobility for people of all ages and abilities.

We will also make it easier to cross streets, improve pavements with better surfaces, and provide more footpath space with fewer obstructions. This means that walking routes will be direct and without unnecessary detours or difficult crossings.

This also bolsters our work to encourage active travel to school among young people. Council will continue to work with schools toward this.

We will also work with Transport for NSW to give pedestrians signal priority in high pedestrian areas. Options to achieve this include "always-on" pedestrian signals and diagonal (scramble) pedestrian crossings in high pedestrian areas. Easier street crossings near popular bus stops make public transport a more attractive transport option.

This strategy is setting in motion a fundamental rethinking of vehicle-centric town planning from past eras. At the same time, it will strongly expand the walking culture and make even better use of our stunning natural environment. I commend the strategy to you and look forward to taking the journey together.

William Nemes,
Mayor of Waverley





Waverley inherits its high density and narrow streets from historical development, which creates an ideal environment for walking. Our compact landscape brings people closer to nearby shops, amenities, local attractions and transport hubs, making walking a convenient and an attractive transport option. One in every three trips in Waverley is made on foot, and when combined with public transport, walking accounts for half of all trips. More importantly, everyone walks at some point during a trip, even if they are driving.

Walking in Waverley is not only convenient, but also deeply imbedded in the local culture, offering a unique sense of place. Trodden pathways have been used by Aboriginal and Torres Strait Islander people for generations. And today Waverley's retail-based local economy relies on walking and public transport, and benefits greatly from a pedestrian friendly environment. As such, the Waverley Local Strategic Planning Statement seeks to encourage more walking within our LGA. Pedestrians are prioritised above other transport modes, as highlighted in the Waverley's People, Movement and Place plan, and TfNSW Road User Space Allocation Policy.

Waverley feels the impact of population growth across Greater Sydney, which places increasing pressure on our roads and streets. Higher density and limited road space presents both challenges, and opportunities for encouraging more walking, and promoting transit oriented development (TOD). Therefore, we focus on maximising the efficient use of limited road space, relying on active travel and public transport to manage congestion, and to support a sustainable transport system. We need to continue to prioritise walking to provide more transport options, enhance the walking experience, better integrate walking with public transport, and reduce car usage.

We face many challenges in improving walking. Historical vehicle-centric designs and planning made many of our roads difficult to navigate on foot. Many streets have excessive speeds, and with traffic volume that do not align with their functions. The lack of adequate pedestrian crossing opportunities creates barriers that divide our community. Various transport modes and on-street activities compete for the limited space on footpaths. Narrow footpaths in busy areas are often crowded with standing and moving pedestrians. Pedestrian infrastructure and crossings are inadequate in many parts of Waverley. There is increasing demand from the community to improve walking.





Purpose of this document

Walking needs to take up a greater role in delivering sustainable transport options in Waverley, and to support our residents, schools and local businesses. To that end, the walking strategy document identifies our issues, challenges, and opportunities to improve walking.

At a strategic level, the Walking Strategy sets our long-term vision of a walkable community where walking is safe, convenient, and supports independent access for people of all ages and abilities. The strategy identifies current challenges to walking, and highlights focus areas where improvements are needed. Voice from the community including surveys and resident feedbacks, and data on the movement of people and vehicles played a key role in guiding this strategy.

This strategy identifies opportunities to make incremental improvements to our walking network, and to encourage more people to walk, or use walking as part of their journey. As Waverley's first strategic document focused on walking, this strategy places a strong emphasis on walking-related infrastructure. At a more actionable level, this strategy identifies specific walking related issues, and brings together a list of improvement opportunities. For issues beyond our direct control, the strategy includes policy and advocacy actions aimed at driving change. This strategy also outlines longer-term improvement opportunities that we will continue to explore.

This document institutionalises knowledge, experience, and best-practices accumulated through daily operations, and will serve as a guide for our future efforts. This document also defines focus areas and lays out a number of improvement opportunities with varying levels of priority. These opportunities aim to enhance walkability by addressing infrastructure gaps, improving pedestrian safety, and creating a more accessible and enjoyable walking environment.



Why walking is important for Waverley?



Transport and De-congestion

Waverley's limited road space and historical development patterns present unique transport challenges. Provision of more road space cannot scale with increase in travel demand, therefore a sustainable transport system in Waverley needs to rely on public and active transport to alleviate congestion, and to reduce parking stress and reliance on driving. Walking is an important mode of transport by itself, and a vital component in using public transport. Walking is also the most affordable mode of transport for getting around and explore the neighbourhood. We need to continue to improve walking to provide more transport options, enhance the walking experience, and reduce car usages.



Health Benefits

Most residents recognise health benefits associated with walking. Physical inactivity is a leading cause of health issues. More than half of Australian adults, and two thirds of children do not meet physical activity guidelines¹. Walking provides incidental exercise opportunities, and is linked with increased productivity, and mental health benefits². Research has shown that each km a person walks produces the equivalence of more than four dollars in health and economic benefits³.



Benefits for Kids

Waverley is home to many schools and several education clusters, and being able to walk to school, activities or friends' houses makes children aware of their local neighbourhood and has many benefits. Walking to school contributes to healthy development of children and youth, raising self-esteem and happiness, and improving their physical and mental well-being⁴.



Environmental Benefits

A reduction in driving is targeted both by this strategy and our Environmental Action Plan (EAP) – and walking will play an important role towards that target. Promoting a shift towards walking (including public transport) and active transport reduces greenhouse gas emissions and other pollutants. Vehicles on short trips with cold engines emit several times more pollutants than during normal operations, and replacing these short trips with walking benefits the health of local residents, flora and fauna. As well, tire wear on asphalt, and brake pad wear creates hazardous particulate matter and microplastics that enter our bodies and our oceans.



Social Benefits

Walking creates more opportunities for face-to-face social contact, and fosters social connections and strengthens community bonds. Better walking conditions and opportunities increase the number of people using the street and in turn, helps others feel more comfortable walking.



Economics

Visitors and residents being able to walk to local shops is crucial to the success of our town centres, villages, and our retail-based local economy. Even people who drive are more likely to notice shops and displays when they walk, which increases the likelihood of spending. Both Australian and global experience show that good walkability is linked to thriving retail businesses. Our community survey show most residents walk to local shops on a weekly basis.

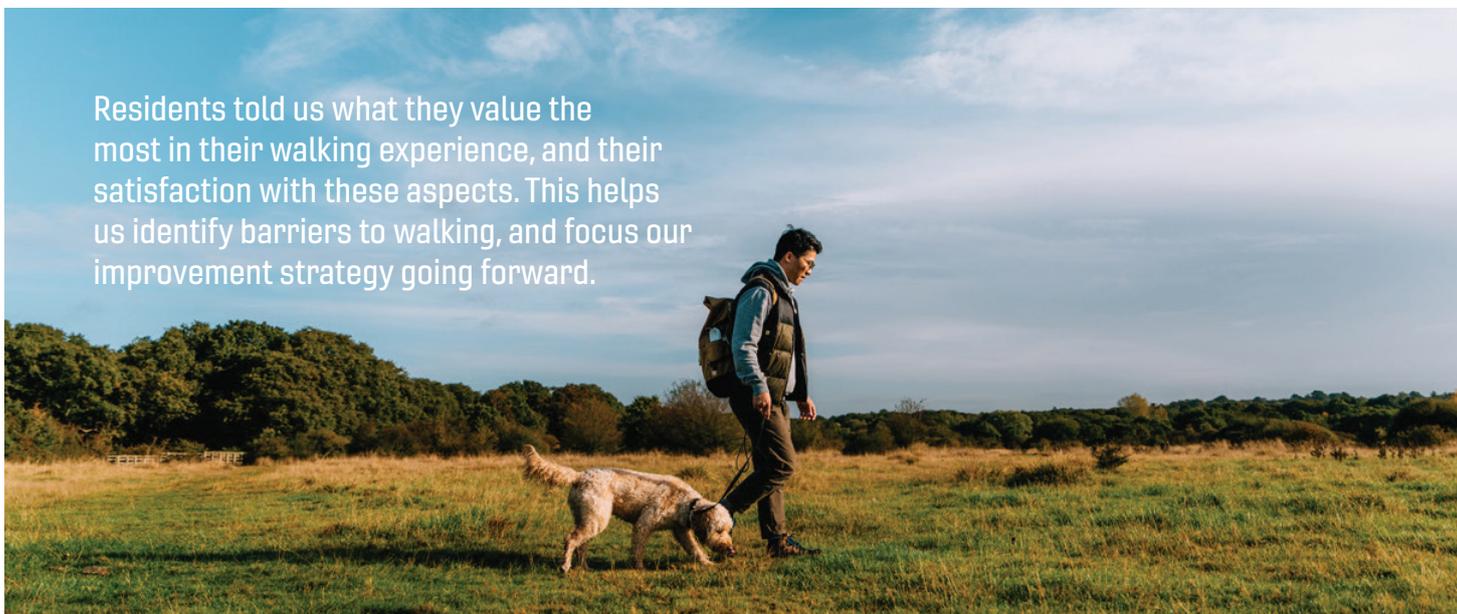
1. Web report, Australia's children physical activity, Key findings. Australian Government Department of Health and Age Care, 2018

2. Del Rosario, Lauren, Hao Wu, Jinwoo Brian Lee, Lee Roberts, Tony Arnold, Sandeep Mathur, and Christopher Pettit. "Assessing the monetary value of active transport and e-micromobility: A systematic review." *Transportation Research Interdisciplinary Perspectives* 27 (2024): 101243.

3. Economic parameter values for economic modelling, appraisal and evaluation of transport projects, Transport for NSW, 2023

4. Berasategi, Naiara, Idoia Legorburu, Jone Aliri, and Israel Alonso. "The 'walking with friends to school' project and its contribution to independent mobility, self-esteem and happiness." *Children & Society* 36, no. 5 (2022): 768-778





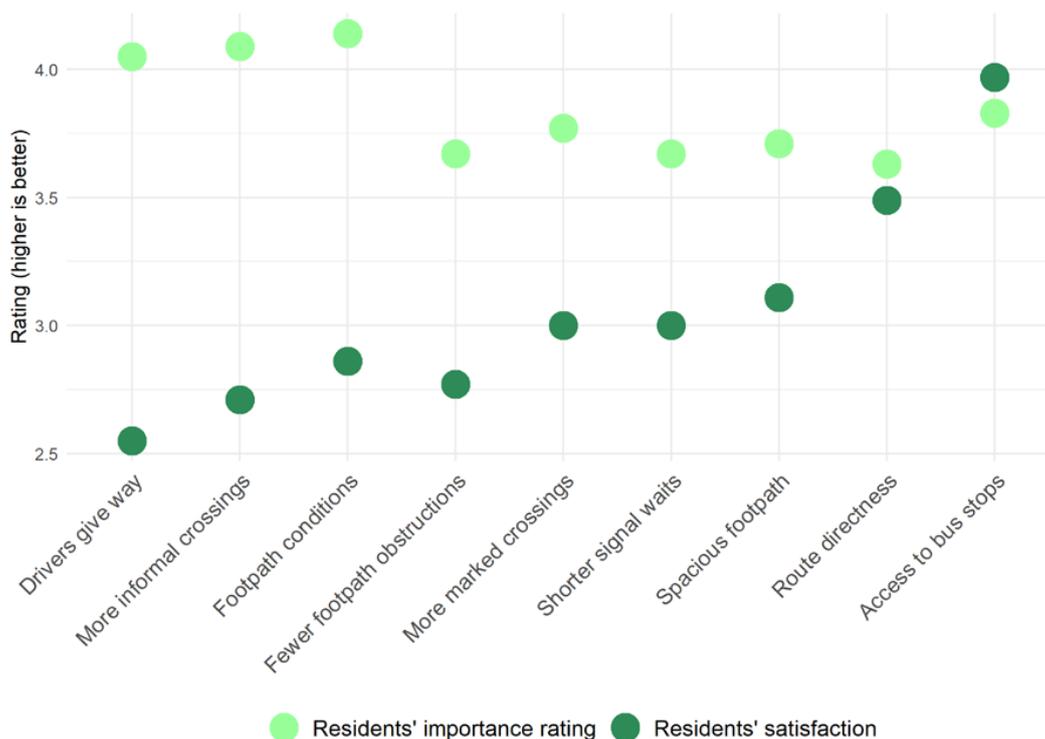
Residents told us what they value the most in their walking experience, and their satisfaction with these aspects. This helps us identify barriers to walking, and focus our improvement strategy going forward.

Pedestrian priority and right-of-way remains the most significant barrier to walking according to the community survey. Residents consider it crucial for vehicles to slow down and give way to pedestrians; however, most feel that drivers do not sufficiently reduce speed or give way to allow them to cross safely.

Informal crossing opportunities on high streets and residential streets are valued highly by the community. However, most residents do not feel safe crossing without signals or marked crossings. The lack of informal crossing opportunities can turn streets into barriers that divide the community, and is the second-largest obstacle to walking according to the survey. Residents also asked for more marked crossing points in the survey.

Pavement conditions are highly valued in the walking experience. There is room for improvement in footpath conditions, including footpath repairs, removing obstructions, and adding kerb ramps.

Additionally, the need for wider footpaths to reduce crowding, and shorter wait times at signalised crossings were also important considerations identified in the community survey. Access to bus services was highlighted as a positive aspect, with most residents finding bus stops conveniently located nearby.



The walking scene in Waverley

Waverley residents walk more often, and walk longer distances than an average resident in Greater Sydney²

1.3

Daily walking trips by Waverley residents

0.65

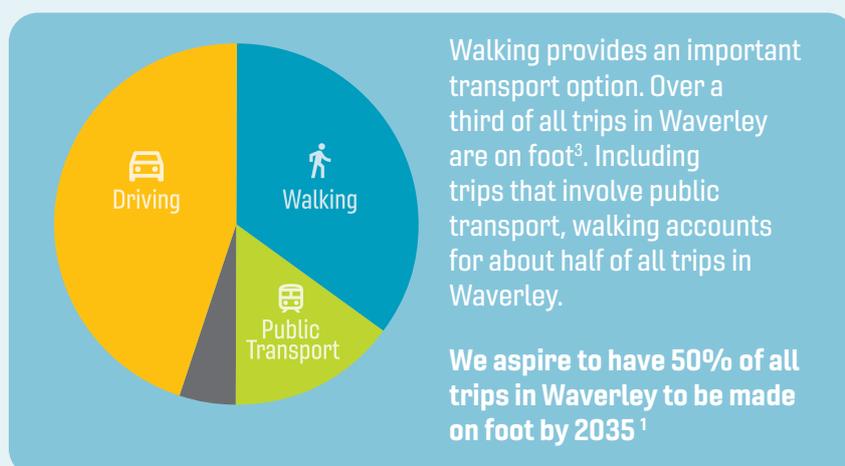
Daily walking trips by Greater Sydney residents

900m

Average walking distance by Waverley residents

803m

Average walking distance by Greater Sydney residents



1. By way of comparison, as of 2023, 56.8% of all trips in the City of Sydney are made on foot
 2. Weighted average by the number of residents within each LGA
 3. 36.3% - as of 2023 (Household Travel Survey)

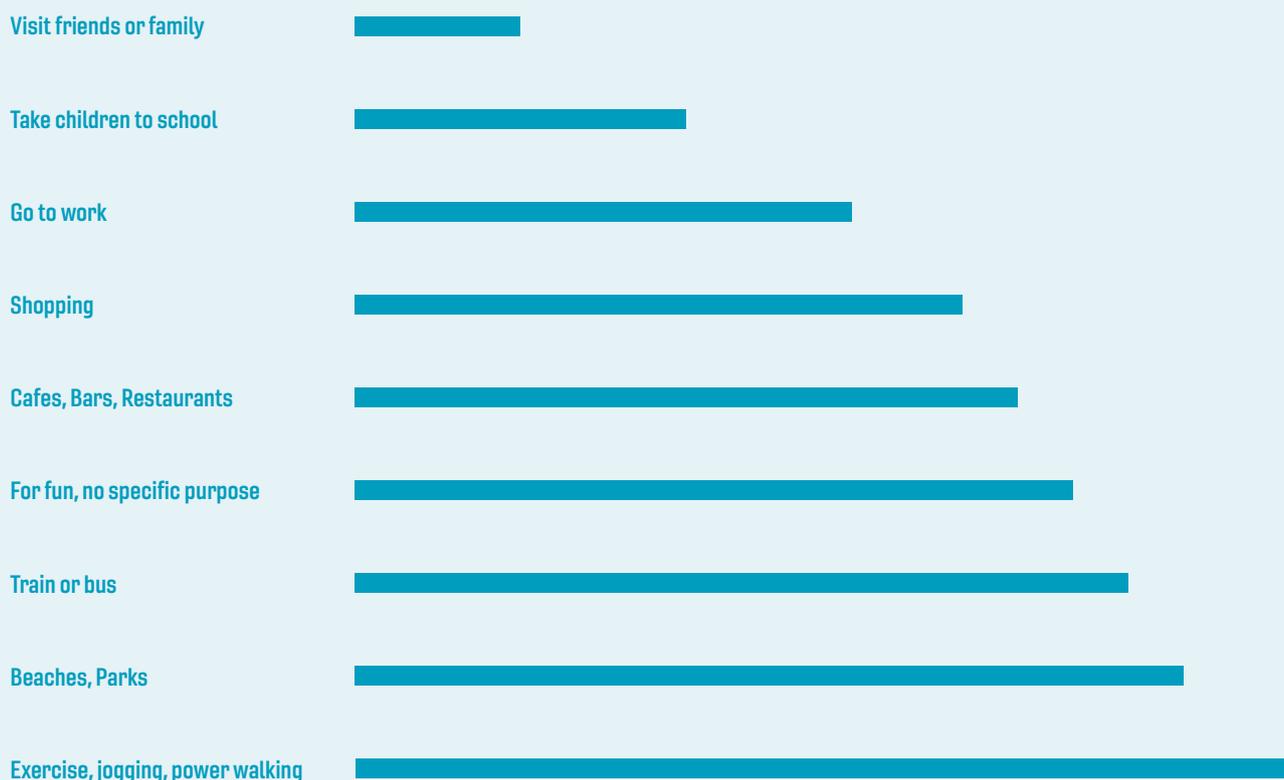


The walking scene in Waverley

Residents told us how they walk, and what they want us to improve.

Waverley residents walk both for transport, and to stay active. Based on our community survey, approximately 87% of residents engage in walking or jogging on a weekly basis. Many simply enjoy walking to explore the neighbourhood.

A positive walking experience benefits our local businesses. About one-third of residents walk (including using public transport) to visit retail shops, cafés, or restaurants daily, with this figure rising to nearly 90% on a weekly basis.





Beyond being a practical mode of transport, walking enhances social connections within the community¹ and provides incidental exercise opportunities with significant health benefits². The community told us what they want for Waverley's walking future, including better conditions on footpaths, and an overall safer, more pleasant and hassle-free walking experience.

As such, we aim to cultivate a pedestrian-friendly community where walking is safe, convenient, and pleasant for people of all ages and abilities. We envision walking as a means of both connecting places, and enhancing social interactions within Waverley. We strive to establish walking as a preferred mode of transport, and an inviting experience and lifestyle, contributing to a vibrant, healthy, and sustainable community.

¹ Recognised by 86% respondents

² Agreed to by 96% respondents



Why we prioritise pedestrians

Waverley's People, Movement and Places (WPMP 2017) and TfNSW Road User Space Allocation Policy (2024) prioritise pedestrians above other modes. This hierarchy covers a range of issues, including pedestrian right-of-way, and allocation of road space.



Pedestrians (inc. people using mobility aids / pushing prams)



Bicycles



Public transport



Service vehicles



Shared mobility



Parking and general traffic

This strategy builds on the People, Movement and Places plan by further defining needs and specific actions that are needed to realise our strategic goals.

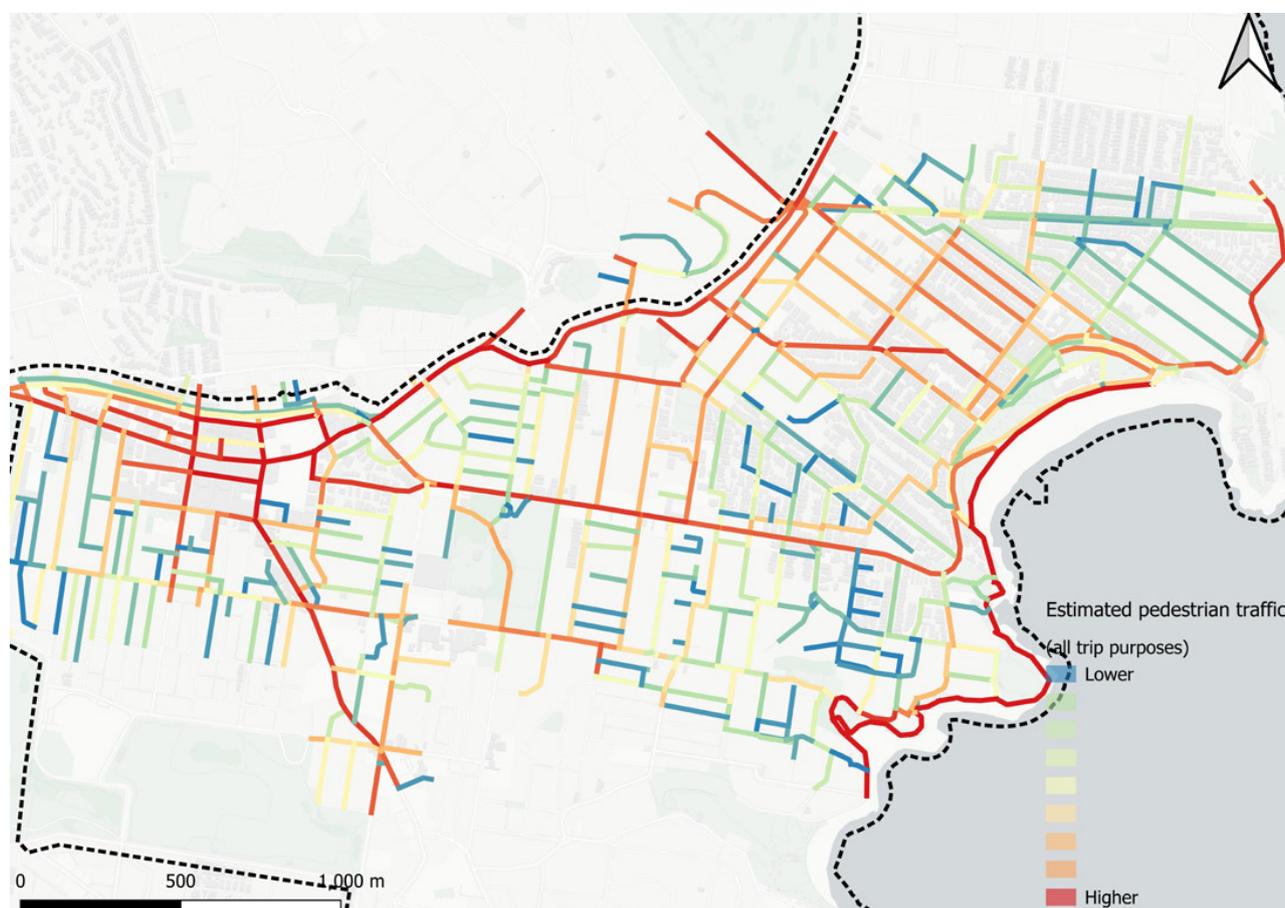
Many small local centres intersperse between town centres and other key destinations such as parks, beaches, schools and transport connections. Walking is convenient, and this is reflected in our relatively high proportion of walking to get around.

Pedestrians are more likely to live, work, or engage in activities near their walking routes. Negative impacts from nearby vehicles such as noise, emissions, and safety risks make walking and activities less enjoyable. This strategy underscores the need to mitigate these impacts and prioritise pedestrians and design local streets around their needs rather than those of vehicles.

The community sees drivers not slowing down and give way to pedestrians as the biggest barrier to walking, which not only discourages walking, but also poses potential safety risks for everyone, including people with mobility constraints, and school children who are less able to navigate around cars. While we continue to bring down traffic speeds on local, we also recognise that better walking infrastructure and a more integrated approach is needed to make our streets safer and more comfortable for walking.



Where do people walk and what contributes to more walking in Waverley



Some of our streets have more people walking – which places greater need for wider footpaths, better amenities, and strategies to manage potential conflicts with vehicular traffic, and other active transport modes.

Factors that contribute to more walking in Waverley include:

- High density housing
- Convenient train and bus services
- Concentrations of shops, restaurants, cafes & bakeries, and entertainment venues

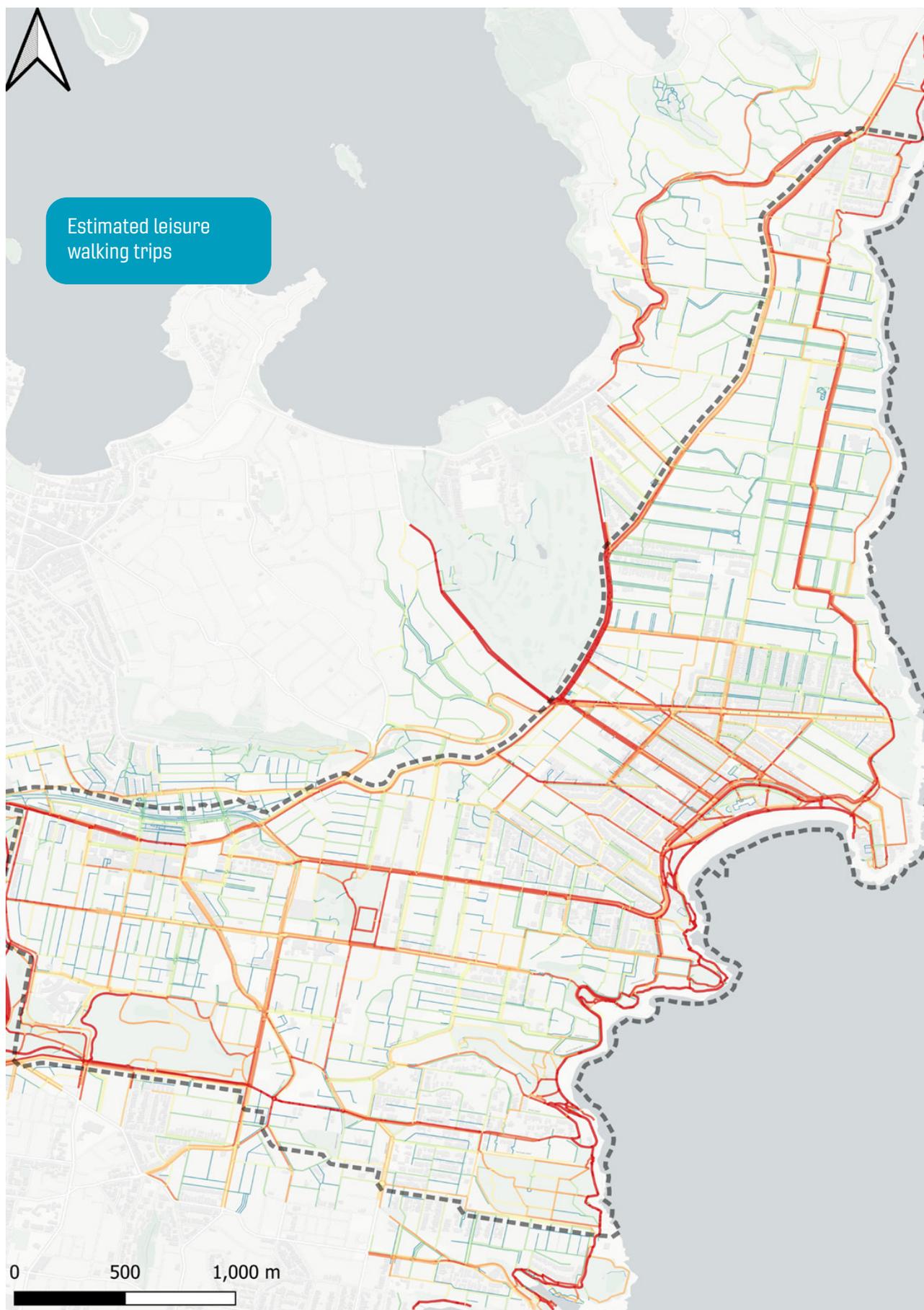
Our community survey identified additional factors that contribute to more people walking:

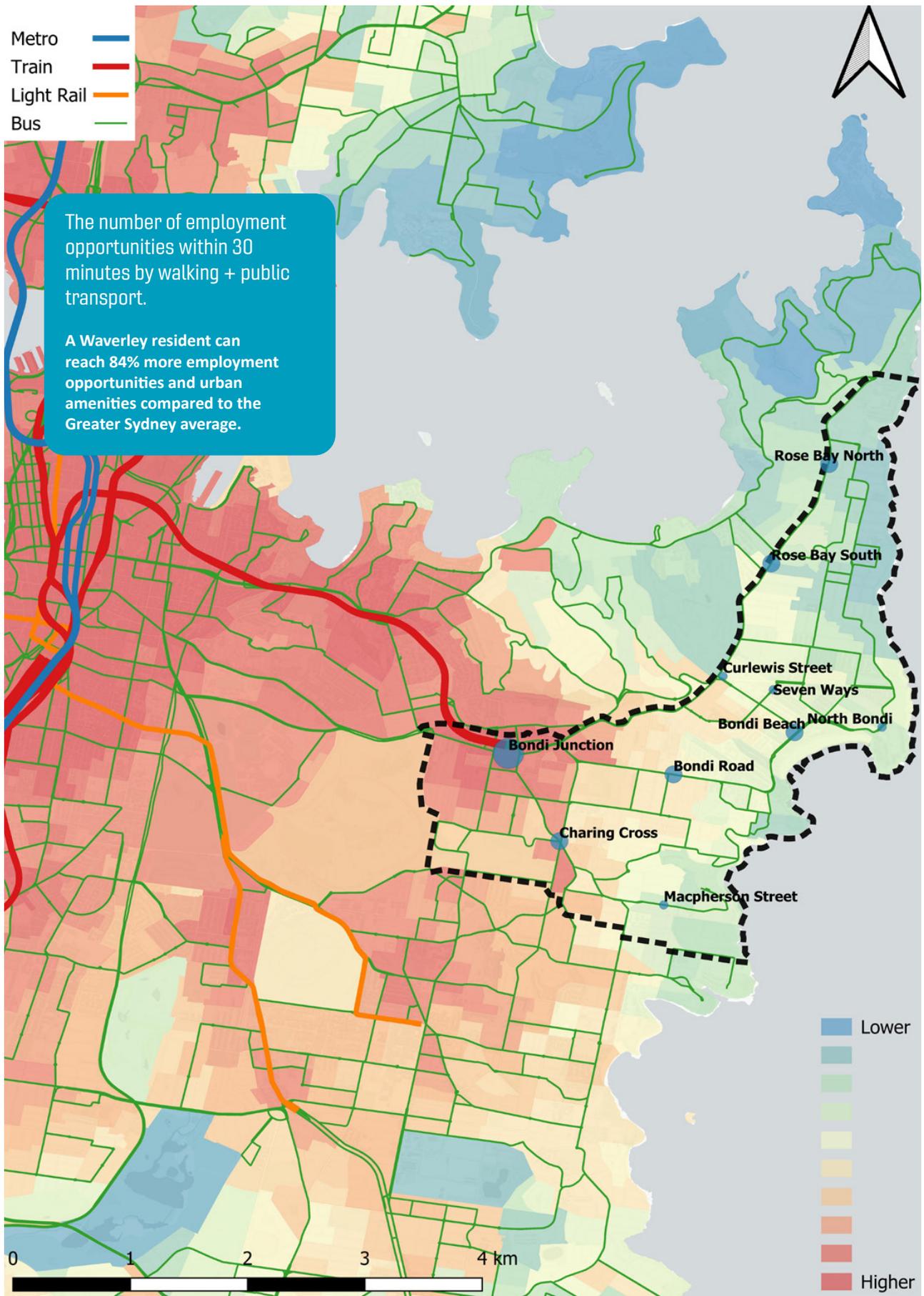
- Pedestrian priority and a safer walking environment
- More street crossing opportunities
- Improvement to footpath pavement, more space and less obstructions on footpaths

Our centres with high density, mixed-use development brings people closer to where they want to go. In these areas, urban amenities are conveniently located within a short walking distance from public transport hubs and population centres, creating an ideal environment for walking and transit use.

We will continue to remove barriers to walking, and encourage future development to maintain a compact and walkable urban landscape. This also minimises development impacts on our transport system.







Strategic Context

Walking has a symbiotic relationship with public transport, and together they form the backbone of the transport system in Metropolitan Sydney. At the state level it has been acknowledged that the provision of road space cannot scale with population and job growth, and that active transport and public transport will take up a greater role in delivering sustainable transport options, especially in high density areas and around public transport hubs.

Waverley enjoys strong public transport connectivity, with a well-serviced local bus network and direct train link to the CBD and broader Sydney via the train and metro systems. Together, walking and public transport provide residents with easy access to a wide range of employment opportunities and urban amenities, both within Waverley and across Greater Sydney. The Bondi Junction public transport hub has fast rail connection with the CBD, and connection with the local area by buses. Areas near Charring Cross and Bondi Road are also well connected by walking and public transport.

Waverley's retail-based economy benefits from its accessibility, drawing patrons and visitors from across Sydney and overseas.

To support our residents and local businesses, we will enhance walking to local destinations, and improve pedestrian access to public transport. This means better pedestrian permeability in our centres and higher density areas, and better linking public transport hubs with residential areas and major destinations. By improving walkability, this strategy is aimed at encouraging more walking in Waverley.

The increasing density in Waverley presents opportunities for transit oriented development (TOD), encourages more walking through enhanced walking infrastructure, urban design, street scape upgrades and more greenery. Walking will need to take on a greater role in providing sustainable transport options for new developments, and to minimise traffic impact.

We also acknowledge that walking is not yet a viable transport option in some areas within our LGA, namely Dover Heights¹, Vaucluse, and parts of Bronte. In alignment with the state planning objectives, we will enhance the walking experience near our centres, and improve walking as a more viable transport option in other parts of the LGA.

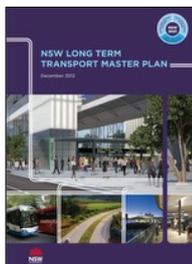


1. Part of Dover Heights near Rose Bay is covered by the Low and Mid-Rise Housing area under the state policy (2025). This area does not currently have good access by walking and public transport.

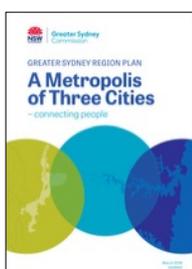


State & local planning context

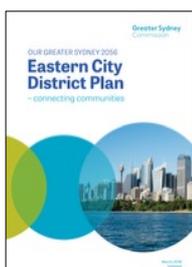
State



NSW Long Term Transport Master Plan (2012) highlights the importance of walking in delivering short, local trips, and in integration with public transport. The plan noted the need to improve walking access to the nearest train station, integration of transport infrastructure with land use planning. The plan also brings forward the potential for replacing a significant amount of short driving trips with walking.



The Greater Sydney Region Plan - A Metropolis of Three Cities (2018) provides the roadmap for enhancing housing opportunities around strategic and local centres. Improving walkability around centres reduces congestion, contributes to liveability, leads to more successful businesses, and supports people to be more active and socially connected. A focus is on enhancing walkability within 2 km of a strategic centre, and 10 minutes walking distance of a local centre.



The Eastern City District Plan (2018) outlines the strategy to enhance the connection between walking and public transport, and to co-locate transport infrastructure with schools, retail and other businesses to improve walkability. Residential development will prioritise locations within walking distance of centres, and parking provision need to account for the availability of walking and access to public transport.



Future Transport Strategy 2056 (2022) highlights the importance of walking as a mode of transport, and in encouraging the use of public transport. Better integration between walking and public transport will be needed to make travel time competitive with private vehicles, and to encourage more people out of their cars. A vision is for most people to reach their nearest centre within 30 minutes without driving a car.



NSW Active Transport Strategy (2022) outlines visions and focus areas in improving active transport, including creating walkable neighbourhoods, improving pedestrian safety, and encouraging behaviour change to make walking the preferred mode of transport.

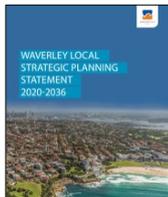


NSW Speed zoning standard (2025) outlines principles for setting speed limits on roads and streets. It emphasises safe speeds that are appropriate for street environment and place context, including 30 km/h and 40 km/h zones in urban places and local streets, and 10 km/h and 20 km/h in shared zones.



State & local planning context

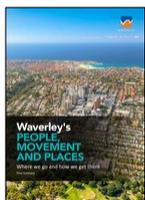
Local



[Waverley Local Strategic Planning Statement 2020 – 2036](#) outlines as our top planning principle to improve public and active transport to achieve the 30-minute city. This includes improving walkability, and working with the state government, businesses and new developments to support travel behaviour change and sustainable transport modes.



[Waverley Community Strategic Plan 2025-2035](#) presents a community vision of more active and public transport options, and more walkable streets in our community in the future. We will improve pedestrian safety, and deliver more walking and public transport options for our community.



[Waverley's People, Movement and Places - \(2017\)](#) establishes the priority of pedestrians, bike riders, and public transport over private vehicles, and pedestrians are placed as the top priority. This plan outlines opportunities and challenges for walking in Waverley, including historical land use and street patterns, difficult terrain, limited road space, parking and congestion.



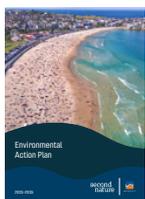
[Our Liveable Places Centres Strategy 2020 – 2036](#) highlights the role of our centres, and the goal of having walkable neighbourhoods around our centres. Improving walkability and incorporating active street frontages, ground floor retail and commercial businesses in our centres improves liveability, and provides further opportunities for enhancing community connections, and economic benefits.



[Waverley Disability Inclusion Action Plan 2022 – 2026](#) builds on actions taken by Council over many years to improve accessibility in Waverley. The plan identifies areas for further improvement, and strategies going forward.



[Waverley's Street Design Manual \(2020\)](#) outlines the principles and functions of streets in Waverley, including the hierarchy of streets and centres, and street design considerations. The manual highlights the function of streets as both to carry people and traffic, and to be a place for people to stay and enjoy. There are competing uses for limited street space, and the manual emphasises having a continuous footpath free of obstructions.



[Environmental Action Plan 2025 – 2035](#) outlines Council's goal and commitment to reduce transport related emissions, and to encourage transport mode choice that support transition to Net Zero greenhouse gas emission.



Challenges

High density in Waverley creates issues such as crowding on footpaths, and competing demand for limited street space. Waverley has highly trafficked roads that are both movement corridors, and also serve as major activity centres.

Transport demand. Both the population and demand for transport increases across Greater Sydney, and the significant numbers of visitor to Waverley each year contributes to our local economy, but also puts pressure on our transport infrastructure. With a proposed housing target of 3,400 additional dwellings by 2036¹ and an overall increase in density, we need more footpath space and better walking infrastructure to keep up with growth, and continue to improve the walking experience.

The provision of additional road space cannot scale with the increase in vehicular traffic. Therefore we need to encourage more residents and visitors to walk and use public transport.

Walking infrastructure has been inadequate in many parts of the LGA, including the lack of pedestrian priority and crossings, narrow footpath in busy areas, and missing kerb ramps.

Large block sizes and a lack of through site connections increases walking distance, and reduces access to public transport.

Topography. The hilly terrain, steep hills and cliffside paths in Waverley presents additional challenges for walking, especially for younger and older residents, and people with mobility constraint.

Opportunities

High density makes it easier for people to walk to places. A great number of urban amenities are within short walking distance from public transport hubs and residential areas.

Local walking culture, strong community support. Waverley has strong local culture and heritage for walking. The abundance of local scenery, beaches and parks, shops and outdoor dining, make walking fun and enjoyable, and a great way to explore the LGA. The community supports more walkable and pedestrian friendly neighbourhoods with slower and reduced traffic. Walking (inc. public transport) is the preferred mode of transport for most residents.

Public transport. Waverley has good public transport services by both trains and buses. High density helps promote Transit Oriented Development (TOD). A significant amount of people use walking and public transport to get to places.

Low vehicle ownership. Vehicle ownership rates in our LGA is lower than many other places in the Greater Sydney which presents opportunities for walking and public transport.

Natural traffic calming. Our narrow roads provide natural traffic calming, and grounds for further reducing vehicle speeds on local roads.

Streetscape upgrade and more greenery make streets more pleasant to walk, and more inviting as a place to stay and spend time.



1. Waverley Local Housing Strategy 2020 – 2036



Walking related needs and issues

A range of walking related needs and issues stemming from Waverley's population growth and its unique urban landscape have been identified. Data and feedback from the community played a key role in providing an up-to-date understanding of these issues, which also shapes how this strategy aims to address these issues.

Crashes involving pedestrians, pedestrian right-of-way –

There are a number of pedestrian crash hotspots in the LGA. Pedestrian safety and right-of-way came up as a top concern in resident feedback and the community survey.

Pedestrian permeability, crossings - Many streets in our LGA lack crossing opportunities. Traffic signals are not optimised for pedestrians even in areas with high pedestrian activities. The lack of pathways through large land parcels increases walking distance, and discourages walking.

Limited street space and reliance on public transport -

Waverley has limited road space due to high density and historical development. Both residents and visitors rely on public transport. Asymmetrical bus boarding and alighting numbers on different road sides places higher demand for space near bus stops and pedestrians crossings.

Footpath conditions - Footpaths are often narrow, and often crowded with standing and moving pedestrians. Various interruptions and conditions on footpath have been identified as a major barrier to walking by residents.

Streetscape - Better design and beautification of streetscape encourage more walking. This includes more greenery, and continuous awnings in town centres to provide shelter from weather.

Independent mobility – Waverley is home to several schools and have a large number of older people, and people with disability. Uneven pavement, missing and non-compliant kerb ramps, footpath obstructions and unsafe spots make walking difficult for children and people with mobility limitations.

Social and economic roles of walking – Walking increases social interaction and bonds the community closer together. Good walkability benefits the local community, and the retail-based local economy.

Conflict with other active transport users – Narrow road space, crowded footpath, and a large number of people walking and riding means conflicts are inevitable between different active transport users, and between pedestrians and parked bicycles.



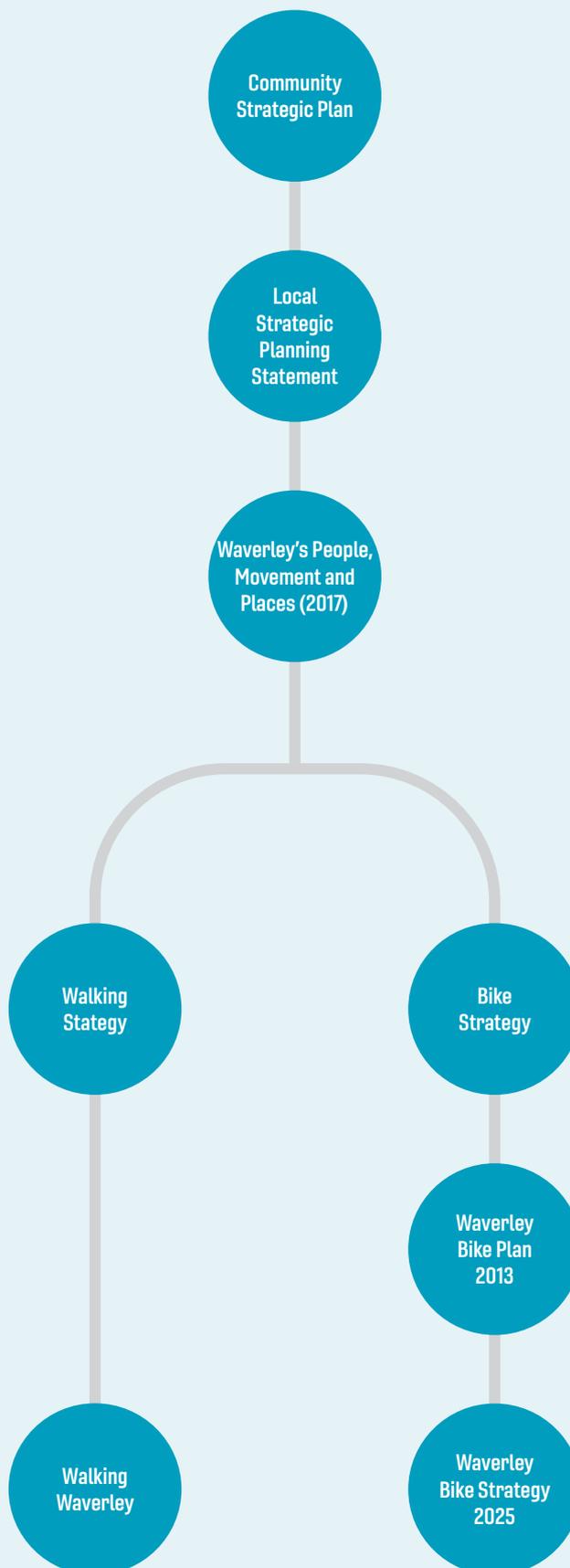
About this strategy

Walking Waverley proposes infrastructural and non-infrastructural treatments to support walking in our LGA. This document identifies gaps and opportunities for improving walking, and sets our goals and priority areas going forward. This strategy will guide our walk related capital and maintenance works, and funding applications, as well as providing guidance at an operational level to align our short to medium-term actions with longer-term strategic objectives. As Waverley’s first ever strategic document on walking, this strategy has a heavier emphasis on infrastructural improvement.

Development of this strategic document is aligned with other state, regional, and our local plans and policies. In particular, this strategy is influenced by the Waverley’s People, Movement and Places (WPMP) plan (2017), which sets our transport vision, and establishes the priority of pedestrians.

Walking Waverley incorporates the Active Travel to Schools plan, which seeks to improve safety, and enable the independent mobility of school children. This document is developed in parallel with the 2025 Bike Strategy that guides the implementation of bike infrastructure.

This strategy is informed by, and will inform other local plans and policies. These include the management and maintenance of walk related transport infrastructure in the Strategic Asset Management Plan (SAMP 6).



We are making progress improving walking in Waverley. We have delivered a number of infrastructural projects, with additional ones in the delivery pipeline.

Going forward, this strategy and action plan will help identify the need for improvement, prioritise critical improvements and balance competing needs from different modes of transport.

Other actions include:

Active travel to school:

Bondi Beach Safe Routes to School – funding granted by Get NSW Active 24-25 to upgrade pedestrian crossing at the intersection of Mitchell St and Blair St.

Traffic calming, 40 km/h zones:

We implemented 40km/h zones in the LGA south of Bondi Road.

As part of the 40km/h project, we applied 36 treatments to slow traffic between 2021 and 2022.



Working together towards our vision for walking in Waverley

Roles and responsibilities

While Council directly controls many aspects of the walking infrastructure, we do not have control over many other street features. The state owns and manages state roads, and has more interest and influence over regional roads. Traffic signals are also managed by the state. Bus stops and operations are responsibilities of the bus operator, although Council provides and maintains bus shelters. Shared bikes operate on our streets, and under the current legislative framework, Council currently lacks the authority and resources to regulate their use effectively.

Partners and stakeholders

Council will work to improve walking infrastructure that are within our direct control, and continue to monitor, evaluate, and work with the state to improve other walking related transport infrastructure, such as traffic signals and speed limits.

For areas beyond our direct control, we will continue to work with responsible parties and stakeholders, and advocate for positive changes to improve walkability.

Partners and stakeholders	Organisation type	Area of cooperation
Transport for NSW (TfNSW)	State government	Collaboration on improving walking infrastructure on local roads, and advocate actions for positive changes with pedestrian signals, and walking infrastructure on state roads.
NSW Department of Planning	State government	Land use and zoning to support a walkable environment
Randwick, Woollahra, City of Sydney	Nearby local government	Coordination projects across council borders to ensure the continuity of walking corridors across LGA boundaries
Transdev John Holland	Local bus operator	Bus stops, routes and services, integration of walking and bus services
Schools and NSW Department of Education	Education sector	Support for students active travel to school
Bike East, Walk Sydney Bicycle NSW	Not-for-profit organisation, advocacy group	Community engagement, input and feedback
Shared bike operators	Private sector	Shared bike parking and interaction with people walking



How this strategy is structured

Our Goals



Stemming from our goals, specific actions have been developed to improve walking.

To apply our actions, 10 focus areas have been identified, each with a list of improvement opportunities identified. These focus areas and improvement opportunities are often interconnected, contributing to multiple goals.



How this strategy is structured

Goals	Focus Areas
<p>Make walking safe for all people, at all times. The safety of pedestrians is prioritised and risks from vehicular traffic is mitigated.</p>	<p>Slow streets – Reduce speeds to improve pedestrian safety. This includes 40km/h zones throughout the LGA, and reducing speeds to appropriate levels based on local context.</p> <p>Right sizing intersections – Improvements to vehicle centric intersections. This reduces stress, facilitates pedestrian movement, and provides more space for people walking and staying.</p> <p>Vehicle entrances & exits - Clarify pedestrian priority and improve safety where vehicles cross pedestrian paths.</p> <p>Pedestrian safety initiatives – Including both infrastructure treatment to improve safety at pedestrian crash hot spots, and non-infrastructure community engagement and education.</p>
<p>Improve the permeability of the pedestrian network through streets and open space. Walking routes are direct, without unnecessary detour or difficult crossings. Walking is convenient, and the preferred transport option for short trips.</p>	<p>Pedestrian crossing improvement – Deliver pedestrian crossing improvements in alignment with a map of identified locations. This includes both marked crossings and informal pedestrian crossings</p> <p>Pedestrian signal priority – Work with TfNSW to reduce pedestrian delays at intersections, especially in high pedestrian areas where the movement of people should be prioritised. Explore innovative approaches and precedents from neighbouring LGAs to reduce pedestrian waiting time at signals.</p>
<p>Facilitate seamless integration between walking & public transport</p>	<p>Bus stops improvement – More footpath space for pedestrians and standing passengers, easier street crossing near popular bus stops.</p>
<p>Make walking pleasant and enjoyable for people of all ages and abilities</p>	<p>Footpath improvement – Improvements and upgrade to footpath surfaces, including highly trafficked and yet unpaved natural strips, connections through parks and open space. We will also provide better weather protection through awning and greenery.</p>
<p>Provide accessible streetscapes that support independent access by school children and people with disability</p>	<p>Active travel to school – Continue to work with schools to improve the safety of walking to school, enable and encourage more children to active travel to school.</p> <p>Continuous travel paths - Identify and treat missing and non-compliant kerb ramps, and other pinch-points that impact the walking.</p>
<p>Improve walking to promote vitality on streets, enhances social connection, and contributes to a sense of place and the local economy</p>	<p>Policies, planning controls and daily operations.</p> <p>Improve way-finding signages.</p>
<p>Ensure walking harmonises with other transport modes</p>	<p>Advocate for greater control of street space and features by Council, including space allocation, speed limits, traffic signals, both the authority and resources to better manage share micromobility devices.</p> <p>Trial pedestrian priority areas, and make permanent these changes with support from the community.</p>





Goal A: Make walking safe for all people, at all times

The goal of making walking safe responds to increasing traffic in our LGA, and a growing voice from the community to improve safety. This strategy developed a range of actions to improve safety with walking, including:

- A1.** Continue to reduce vehicular speeds, mitigate risks and impacts to pedestrians
- A2.** Reduce excessive vehicular traffic on residential streets and near town centres
- A3.** Indicate pedestrian priority, manage driver expectations and readiness to give way to pedestrians
- A4.** Transition from vehicular centric to people centric design, make every street walkable
- A5.** Improve pedestrian safety at identified collision hotspots, proactively address locations with potential for collisions
- A6.** Combine traffic calming with pedestrian crossings whenever possible

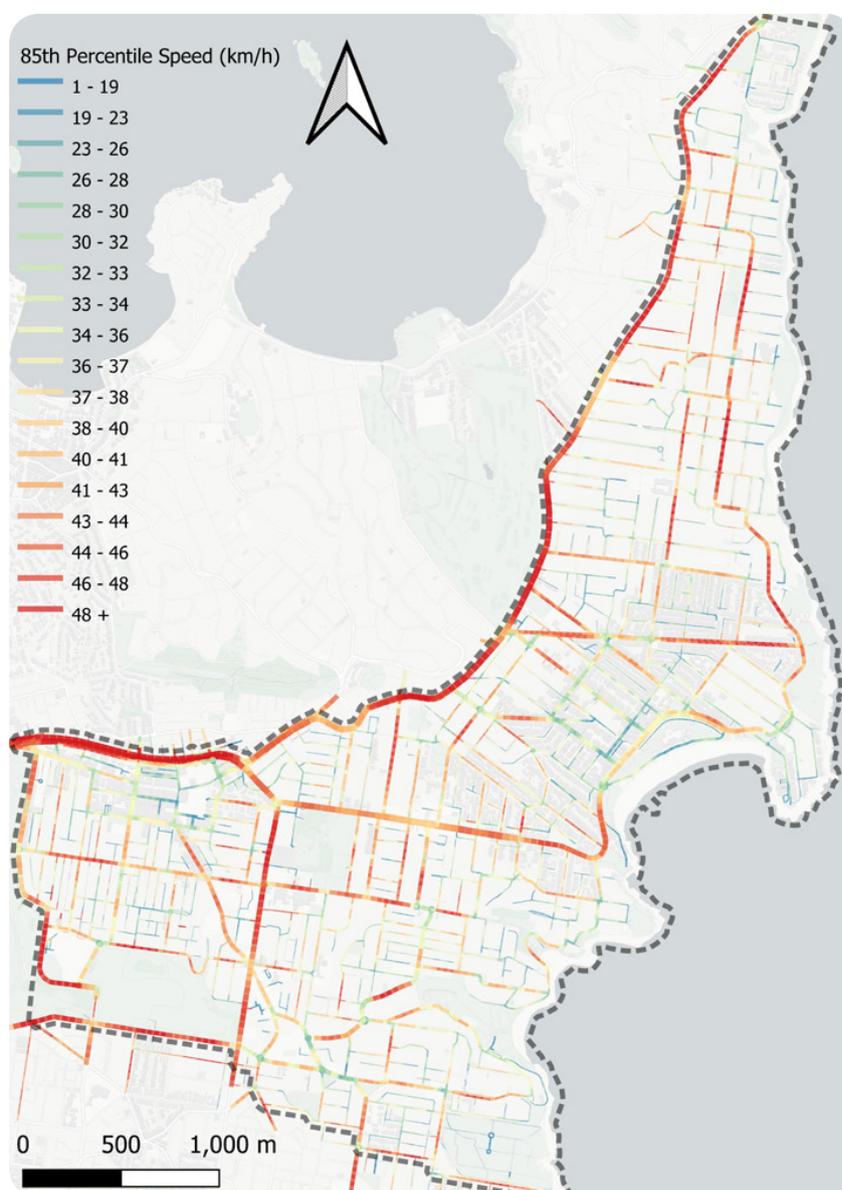


A1. Continue to reduce vehicular speeds, mitigate risks and impacts to pedestrians

Not all roads serve the same purpose - some prioritise efficient vehicle movement, while others are meant for local traffic. As traffic continues to increase, some roads are taking on functions they were not intended to handle. Excessive vehicular traffic and speeds bring a range of issues, most notably:

- **Safety risks** – Vehicles at high speeds are less likely to notice or give way to pedestrians, which results in more serious collisions. Research shows the likelihood of serious pedestrian injuries or fatalities increases with vehicle speeds. Fatalities become exponentially more likely to occur when speeds exceed 30 km/h¹.
- **Barrier effect** – Roads with fast moving vehicles make it more difficult for pedestrians to cross without signalised crossing points. This “barrier effect” is particularly significant when combined with high traffic volumes.
- **Noise and other negative impact** – Vehicular traffic diminishes the appeal of streets as places to stay and enjoy, and negatively affects nearby residential units and ground-level retail.

To enhance pedestrian safety and improve the liveliness of streets, we will continue to implement traffic calming to slow vehicles, reduce cut-through traffic in our core areas. This requires a strategic, systematic approach that considers the road hierarchy under the “Place and Movement” framework, and strategically place traffic calming devices and introduce network modifications that align traffic with the road function.



85th Percentile speeds shown in colours (2024)
(Traffic volume is represented with line width)

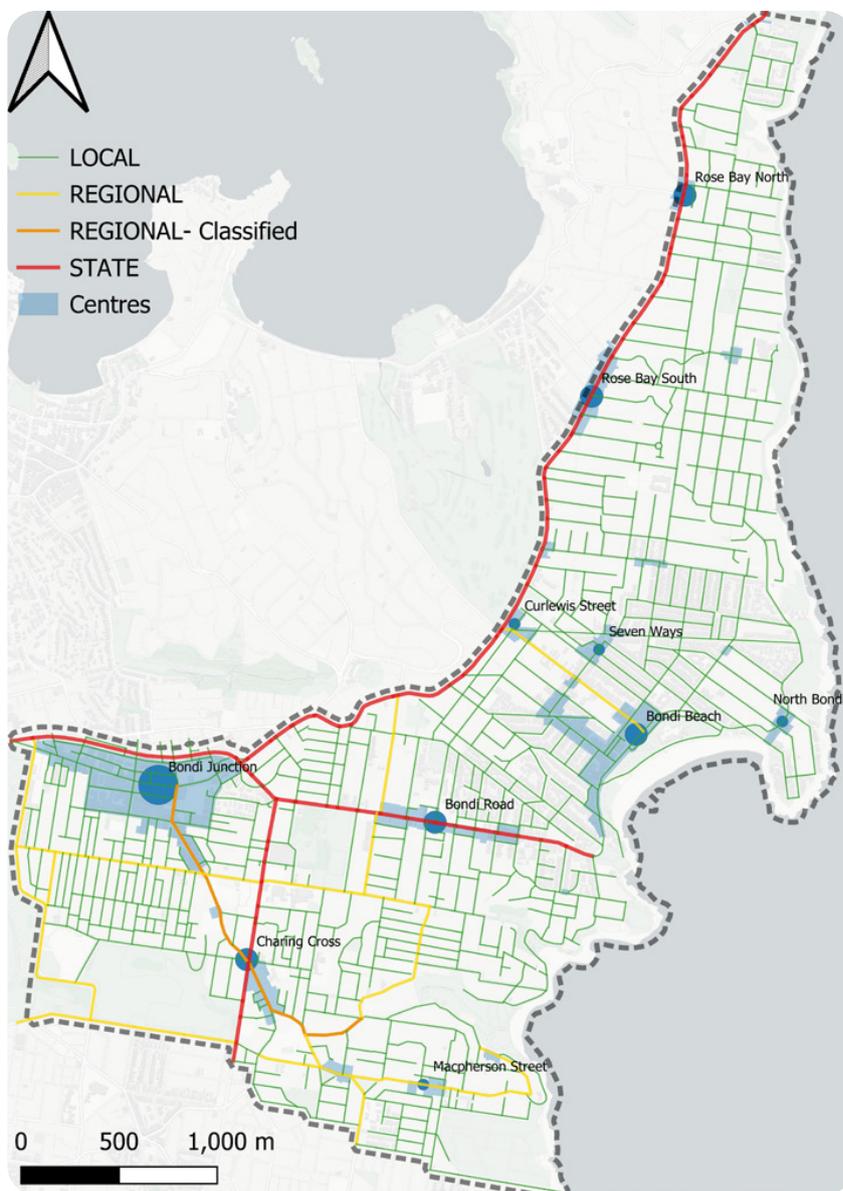
¹Jurewicz, Chris, Amir Sobhani, Jeremy Woolley, Jeff Dutschke, and Bruce Corben. “Exploration of vehicle impact speed–injury severity relationships for application in safer road design.” *Transportation Research Procedia* 14 (2016): 4247-4256.)



A2. Reduce excessive vehicular traffic on residential streets and near town centres

While the road classification based on management arrangements (local, regional, state) largely aligns with traffic patterns, some state and regional roads – such as Bondi Road, Curlewis Street, and sections of Bronte Road and MacPherson Street have evolved to serve more as places for people, rather than purely as vehicle thoroughfares.

We will implement traffic calming measures to reduce speed and traffic in commercial centres and residential areas, particularly where road function and actual traffic conditions are misaligned. We will monitor and address any unintended spill-over effects from changes in traffic.



 Road classification

Focus area: Slow streets

Excessive speeds and traffic volume are not compatible with the characters of our neighbourhood. To make our LGA more liveable, and streets safer for people walking, staying or playing, we will implement infrastructural changes to reduce vehicle speeds and traffic volume. Measures include lower speed limits, raised crossings, pedestrian refuge, and further narrowing roadway at intersections to make sure drivers slow down when making turns.

40 km/h zone

We will continue to work towards goals set by the Waverley Local Strategic Planning Statement 2020 - 2036, and implement speed limits that are appropriate for the surrounding urban environment. This will improve safety and contribute to more active transport.

This extends to Bondi Road, which is a state road but with extensive “place” functions and deep local connections.

Beyond 40 km/h zones

In addition to the on-going implementation of 40 km/h zones, there are significant safety and livability benefits to further reducing speed limits in laneways, and in high pedestrian areas and along active street environments, such as in Bondi Junction and Bondi Beach.

Lower traffic volume

Slower speeds in commercial centres also helps divert through traffic and reduce traffic volume around Bondi Junction¹ and across the LGA². This helps match traffic conditions with the function of a road, and aligns with both Council’s strategic plans, and the NSW Movement and Place Framework in managing roads and traffic.

We aim to reduce cut-through traffic on our streets, particularly where existing traffic volume does not match road function and local environment³.



Indicative priority pedestrian area

1. WPMP (2017)
 2. Waverley Local Strategic Planning Statement 2036
 3. Minimise volume of traffic along Newland Street with traffic calming and diversion (Waverley Local Strategic Planning Statement 2036); Discourage through-traffic in Bondi Junction (WPMP (2017))



A3. Indicate pedestrian priority, manage driver expectations and readiness to give way to pedestrians

A4. Transition from vehicular centric to people centric design, make every street walkable

Designing our streets for people, not cars

Streets have varying purposes: some act mainly as movement corridors, while others, like high streets and residential streets, serve important 'place' functions where people can stay and enjoy. Despite these differing roles, vehicles remain the design priority on most roads. Road space allocation, road geometry, and signal priority have a focus on vehicles movement - in many cases encouraging vehicles to travel at excessive speeds, or use high streets and residential streets as cut throughs ("rat run").

Vehicles not giving way to pedestrians is recognised by the community as a major barrier to walking. Vehicle-centric designs reinforce the mistaken belief that cars have priority, even when they do not. Excessive speed also means drivers are less likely to notice, or give way to pedestrians.

We will adopt more context sensitive road designs to improve safety for pedestrians. We will focus on the following:

- Slip lanes
- Roundabouts (where there is heavy traffic)
- Street level vehicle entrances/exits that incorrectly signal vehicle priority
- Pedestrian barriers and fences

The use of slip-lanes, roundabouts and one-way streets will consider the context of the urban environment. Existing installations will be reconsidered if they are not appropriate for the environment.

Where necessary, we will apply treatments to reduce vehicle speeds and signal pedestrian priority in road design. Kerb extensions, refuge islands are effective treatments to reduce crossing distance, especially for people who cannot walk as fast, or see or hear as clearly. Continuous footpath treatment provides clear signal to drivers that they are crossing a pedestrian path.

Driver expectation, safety in numbers

Drivers' awareness of entering high pedestrian areas such as town centres, influence their driving behaviour. We will incorporate better pedestrian-aware designs and manage driver expectations to reduce the likelihood of pedestrian crashes. Effective traffic calming, and preparedness to stop or give way to pedestrians are key to pedestrian safety.

Encouraging more people to walk improves the safety of everyone¹. As pedestrian numbers increase, they become more visible to drivers. Drivers also adapt to a high pedestrian environment by being more cautious, slowing down and paying more attention to people crossing the street. More people walking also justifies traffic calming and other infrastructure enhancements to improve safety. With this "safety in numbers" effect, more people walking improves not just their own safety, but also contributes to the safety of others.



1. Elvik, Rune, and Torkel Bjørnskau. "Safety-in-numbers: a systematic review and meta-analysis of evidence." Safety science 92 (2017): 274-282



Focus area: Right-sizing intersections

For marginal benefits to vehicle movement, vehicle centric intersection designs in dense urban areas make it more stressful, and less safe for people crossing a street, even in areas of high pedestrian activity. We will continue to improve intersection designs in line with TfNSW's Design of Roads and Streets (DORAS) manual¹.

Several opportunities have been identified to improve and right-size intersections that could result in safer street crossings, more space for people waiting at signals, and for on-street activities.

We will look to improve the following intersections in the short to medium term:

- Council St & Waverley St/Bondi Rd
- Denham St & Bondi Rd²
- Bronte Rd & Birrell St
- Bronte Rd & Carrington Rd

We will explore longer term opportunities to improve the following intersections:

- Curlewis St & Old South Head Rd
- Penkivil St & Old South Head Rd
- Wellington St & Blair St
- Birrell St & Carrington Rd (south-west corner as priority)

To minimise traffic impact from right-sizing intersections, we will carefully analyse the origin-destination of vehicles utilising slip lanes and continuously monitor traffic before and after treatment.

Improvements to roundabouts

Vehicles typically travel at higher speeds approaching a roundabout than a traditional intersection, and exit at much faster speeds. The exit point for vehicles using a roundabout is difficult to determine, making crossing a roundabout particularly difficult for pedestrians and other non-motorized users.

We will make improvements to the following roundabouts and look to improve more roundabouts in the future.

- Campbell Parade near Lamrock Avenue²
- Leichhardt Street and MacPherson Street intersection

Focus area: Vehicle entrances & Exits

Treat street level vehicle entrances and exits

Many vehicle entrances and exits in Waverley incorrectly signal vehicle priority, which creates a significant issue for people walking, particularly in and around Bondi Junction, Bondi Beach area.

We will apply treatment at street level vehicle entrance/exit points, where vehicular traffic and conflict with pedestrians are common. The goal is to clarify pedestrian priority, and to encourage drivers give way to people walking.

¹ Sec 8.3.6 & Sec 9.5.8
² Noted in WPMP 2017

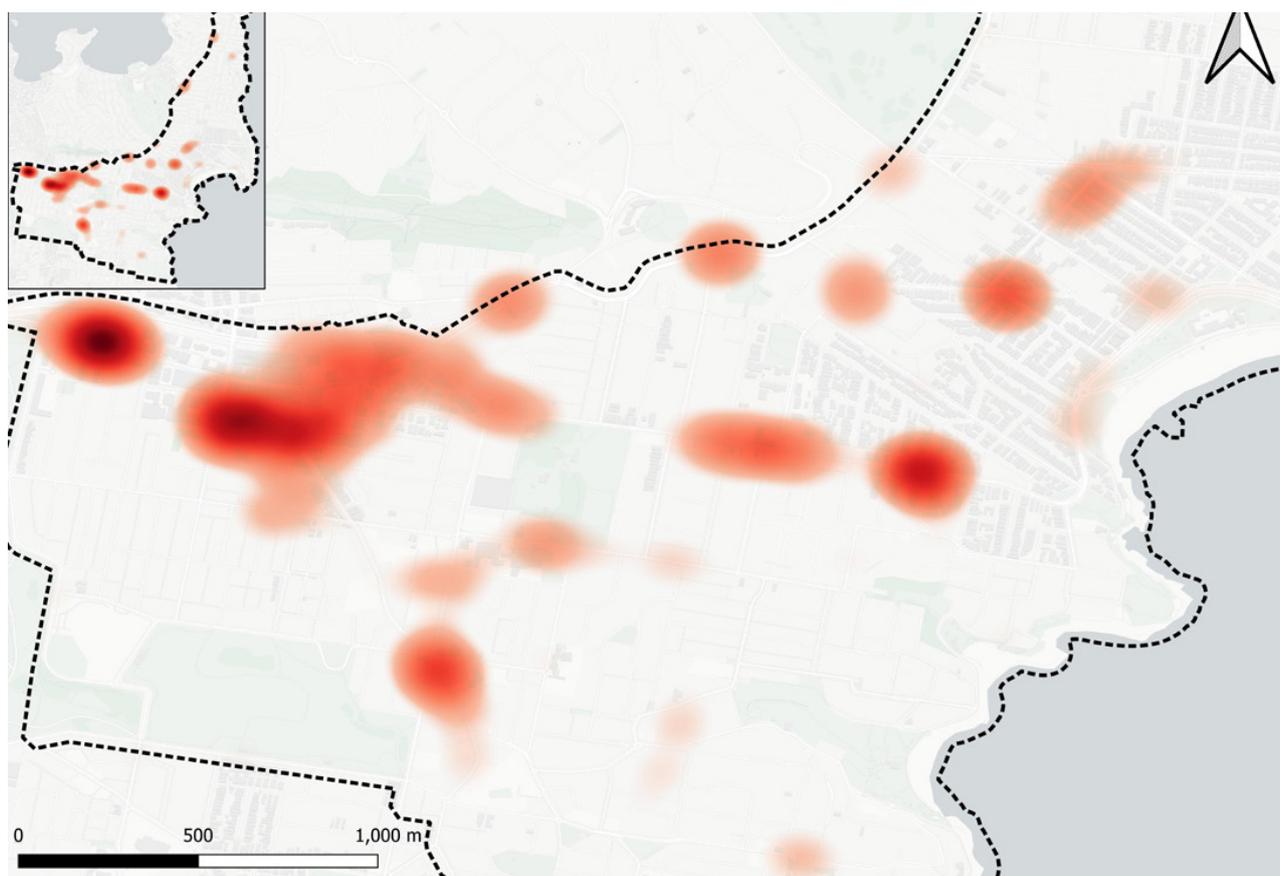


A5. Improve pedestrian safety at identified collision hotspots, proactively address locations with potential for collisions

A6. Combine traffic calming with pedestrian crossings whenever possible

 Heatmap showing where pedestrians crashes are more likely (2016 - 2022)

Including areas with high pedestrian activities and/or elevated risks to pedestrians



Pedestrian safety in our LGA

A pedestrian friendly neighbourhood should be forgiving of mistakes, and a misstep should not lead to collisions or injuries. This is particularly important for vulnerable road users such as school children, who are more active and less experienced in recognising risks.

While pedestrian safety statistics in Waverley is tracking reasonably well compared to other LGAs, there is still a long way to go towards a safe neighbourhood for pedestrians. Between 2016 and 2022, there were 125 reported crashes involving pedestrians in our LGA, including 52 serious injuries, and 4 fatalities. Pedestrians faced a markedly higher risk than drivers during collisions; 3.2% of reported pedestrian crashes resulted in fatalities, compared to 0.78% of vehicle crashes.

To make our LGA a safer place for pedestrians, we will work to enhance pedestrian priority, and reduce vehicle speed with the ongoing roll out of 40 km/h zones across the LGA. In commercial centres and high pedestrian areas, we will look to further reduce speed limits that are more compatible with the urban environment. Lower speed limit makes cars more likely to slow down for pedestrians, and reduces the severity of any collision that do occur.

Pedestrian crash statistics does not include those resulting in minor or non-injury to pedestrians. Therefore a large number of incidents are likely not reported. We also heard from residents about near misses. We will continue to monitor and improve safety for people walking in our LGA.



Focus area: Pedestrian safety

In conjunction with other improvements, we will look specifically at areas with a heightened risk for pedestrians. This includes both our local roads, and state roads such as Bondi Road, Council Street (Carrington Road) and Old South Head Road¹. We will conduct further investigations at pedestrian crash hotspots, and where appropriate, apply targeted treatment or work with TfNSW to improve pedestrian safety.

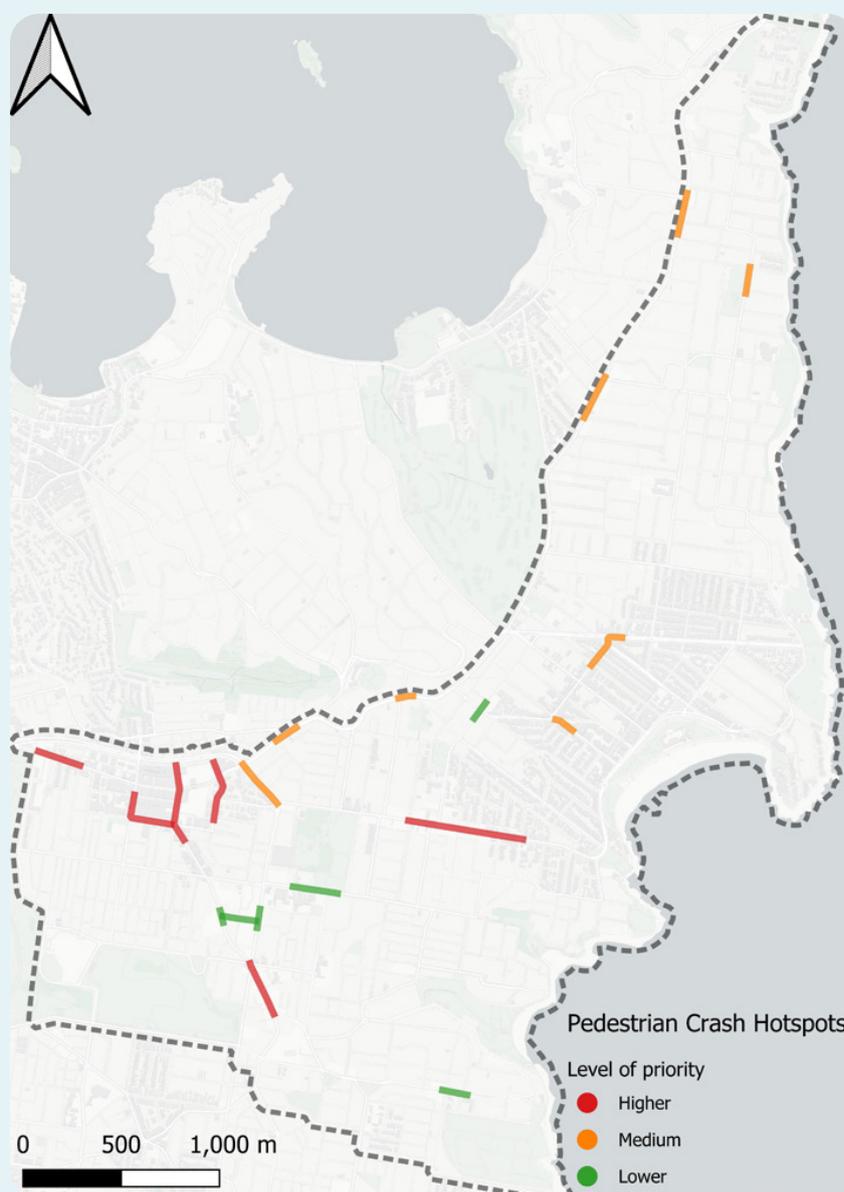
Infrastructural treatment

Vehicle speeds play a significant role in both the likelihood and severity of crashes, making them a key focus of our efforts. Slow points and speed humps are effective at reducing speeds. Where feasible, we will combine these measures with pedestrian crossings to enhance effectiveness. Line markings and signages will be installed where appropriate to alert drivers of crash hotspots.

We will minimise the use of one-way streets – although a one-way street reduces traffic volume, the change in driver expectation may lead to increased speeds that are not consistent with the road environment², which increases the risk to active transport users.

Community engagement and education (Non-infrastructural treatment)

We will actively engage the community to better understand their needs and preferences, and to educate the community on walking and driving safely. This includes engaging people with disabilities, school children and their parents to better understand needs and safety concerns.



Pedestrian crash hotspots

A number of locations where there is a cluster of pedestrian-related crashes have been identified. These clusters indicate high pedestrian activities and/or elevated traffic risks to pedestrians. The level of priority for investigating and treating a crash hotspot depends on factors such as the number of pedestrians exposed to traffic risks, the likelihood of future crashes, and the potential severity of crashes.

1. The need to improve quality, and increase pedestrian safety and amenity of Old South Head Road and Military Road is noted in Waverley Local Strategic Planning Statement 2020 - 2036.

2. Austroads 2016, Guide to Traffic Management Part 5: Road Management





Goal B: Improve the permeability of the pedestrian network

A permeable pedestrian network allows walking straight from point A to point B, without too much detour around large blocks or roads lacking crossing opportunities. Ensuring pedestrian permeability means minimising detour and walking distances, which can make the difference between a pleasant walking experience, and a tedious one. Our actions towards pedestrian permeability include:

B1. Provide more pedestrian crossing opportunities, ensure all desire lines at intersections have crossings, facilitate informal crossings where conditions permit

B2. Add cut throughs and modal filters to reduce walking distance. Improve connectivity through parks and coastal walk

B3. Strongly advocate to TfNSW to improve timing at key crossings to prioritise pedestrians, and introduce pedestrian scramble signals

B4. Support the Local Strategic Planning Statement's vision of a 30-minute city by promoting active and public transport, and encouraging compact and walkable development

B6. Encourage active and public transport to replace short driving trips, incorporate provision for walking in all streetscape projects



B1. Provide more pedestrian crossing opportunities, ensure all desire lines at intersections have crossings, facilitate informal crossings where conditions permit

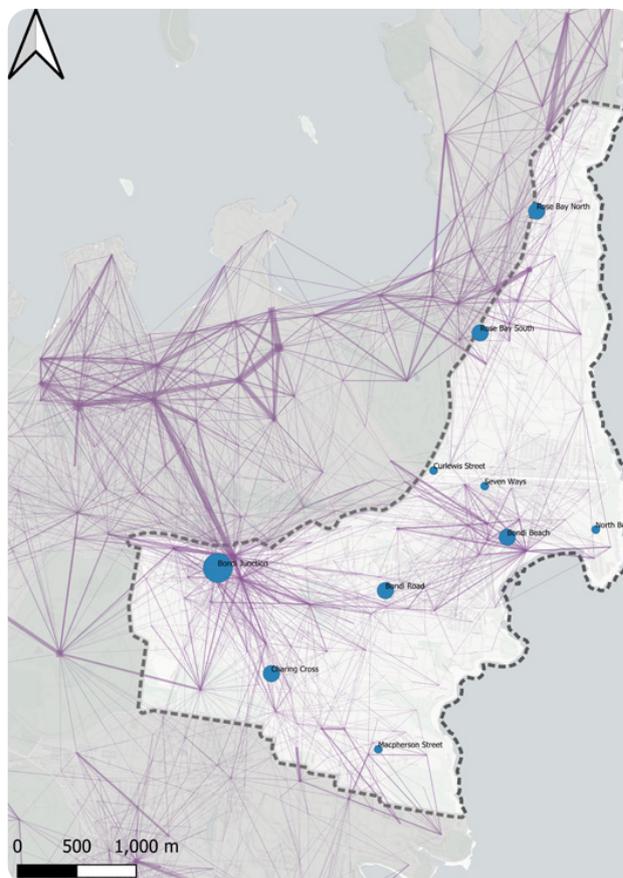
Desire lines and challenges to pedestrian network permeability.

There is strong demand for walking connections between commercial centres, public transport hubs and their surrounding areas. A significant amount of trips stemming from Bondi Junction and Bondi Beach converge along Bondi Road, making it a linchpin for both centres. Walking connections between Bondi Junction and Charing Crossing, Charing Crossing, with Double Bay¹ (Woollahra) also stand out as popular connections for walkable trips.

There remain many challenges to pedestrian permeability in Waverley, including roads and intersections with heavy vehicle traffic, and large block sizes that lack a passageway. In addition, there are also many locations with high traffic volumes, and large numbers of people crossing the street but without a marked crossing. The need to “negotiate” passage with vehicles can be both dangerous and stressful for many.

We will work to improve the permeability of the pedestrian network, eliminate pinch points, and facilitate pedestrian movement in all directions.

1. Areas beyond a 800-metre walking catchment area from the Edgecliff train station.



Short distance trip desire lines (within a 20-min walking distance)

Key walking corridors in Waverley

People walk for different trip purposes in Waverley – such as walk to get to places, walk for fun, or a combination of both. We aim to ensure a pleasant walking experience for all types of walking trips and walking corridors.

Transportation

- Walking on major roads such as Bondi Road, Bronte Road Old South Head Road connecting population centres with the commercial centre and public transport hub at Bondi Junction
- Walking access to popular bus stops

Recreational/tourist routes

- Walking routes to beaches, and coastal walks north and south of Bondi Beach
- Special Events – such as City to Surf, Sculptures by the Sea
- Walking amenities, places to stay, rest and enjoy

Shopping and dining

- Walking routes connecting village centres and town centres

Parks

- Access to parks and open spaces
- Through park connections

Schools

- Including day care, primary, secondary and colleges
- Walking connections between schools and adjacent parks



B2. Add cut throughs and modal filters to reduce walking distance. Improve connectivity through parks and coastal walk

Walking is more sensitive to distance than other modes of transport. Ensuring walking routes are direct and without unnecessary detour is an importance step in encouraging more walking.

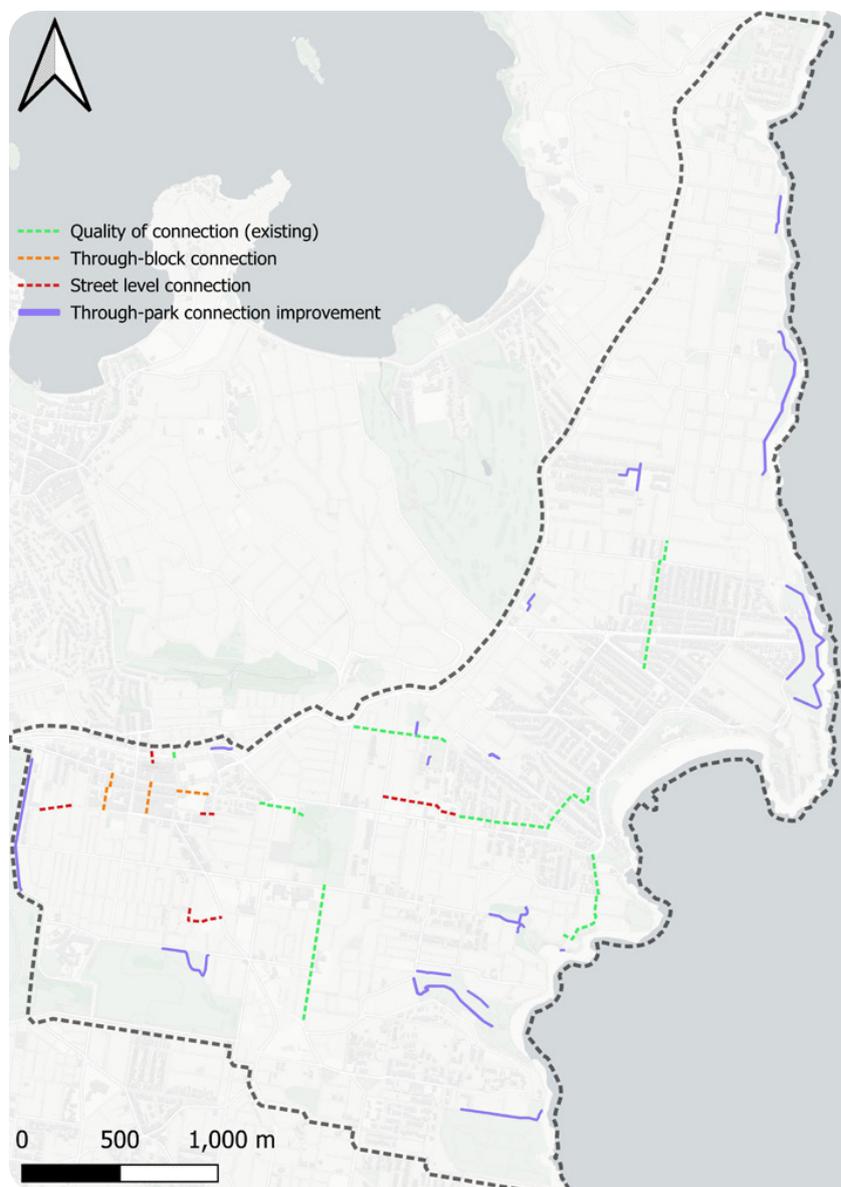
Along the desire lines that people frequently travel, a number of walking connections do not yet exist, but are essential for the permeability of the pedestrian network. On the other hand, some of these essential links already exist and are among the most heavily used walking routes in Waverley - however, many popular connections suffer from poor walkability due to narrow footpaths and low surface quality. We will enhance the walkability of existing through-block connections, and continue to assess the need for additional walking connections, identify opportunities to plug missing links.

For large blocks that currently lack permeability, there are opportunities to change existing development controls (DCP) to allow for more through site connections.

The need for better connection has been identified in the following locations:

- Between Bondi Junction and Centennial Park, Queens Park¹
- Between Bondi Beach and Bondi Junction¹
- Connection to Randwick Health & Education Precinct¹
- (Inside) Oxford Street Mall and the train station²
- Coastal walks and through-park connections

We will explore connections through parks and open space to enhance pedestrian network permeability. This includes repair and renewal of existing pavement, and installing paved footpath over frequently trafficked natural strips.



Potential connection improvements

Connections are indicative only, and show general directions

1. Waverley Local Strategic Planning Statement 2036
2. WPMP (2017)



Focus area: Pedestrian crossing improvement

Pedestrian crossings are a key piece in ensuring the permeability of the pedestrian network. This is also an area where residents demanded more and safer street crossings. We have identified a list of locations with significant crossing demand while existing pedestrian infrastructure remain insufficient. We will delivery pedestrian crossing improvements in alignment with the map of identified locations.

Informal crossing opportunities

While formal crossing opportunities reduce stress associated with crossing the street, network permeability and liveliness of our streets are further enhanced with informal crossing opportunities. Streets with lower speeds and shorter crossing distances make informal crossing easier and less stressful. We will focus on high streets, and streets with high pedestrian activities and low traffic functions to improve informal crossing opportunities.

Reduce interruptions by traffic, continuous footpath

In our centres and densely populated residential areas, footpaths are frequently interrupted by vehicular traffic on minor roads. The need to negotiate right-of-way with intermittent vehicle traffic adds to the stress experienced by people walking, and breaks up what could otherwise be a continuous commercial street.

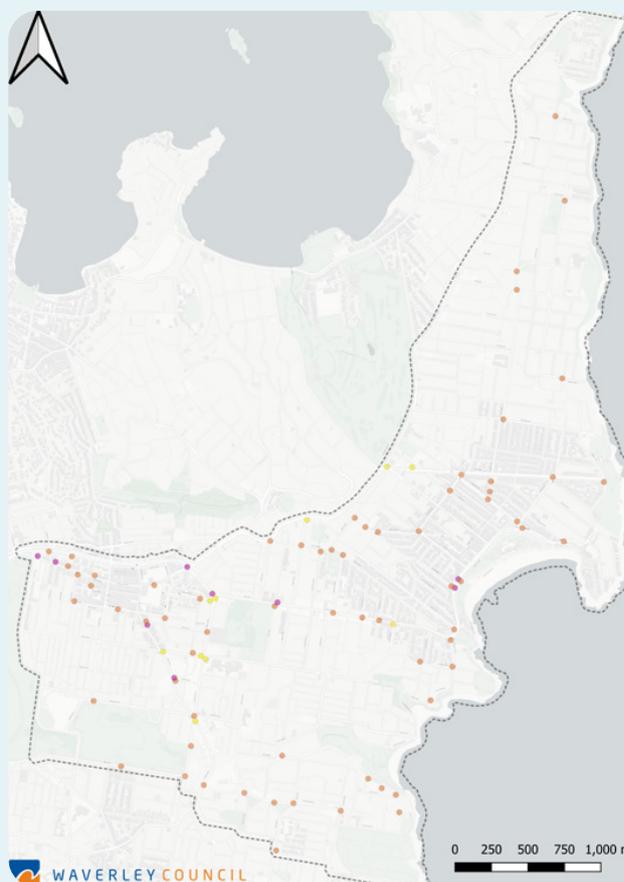
We will apply continuous footpath and other treatment where appropriate to enhance pedestrian priority and overall safety. The goal is to provide clear signals to drivers that instead of pedestrians crossing a road, it is the vehicles that are crossing a pedestrian path.

Driver education campaign

Under NSW Road Rules¹, vehicles turning, entering or leaving a driveway must give way to pedestrians. These rules are frequently misunderstood, a situation exacerbated by implicit biases in road design.

In addition to infrastructural treatments to make road features self-explanatory, we will undertake education campaign to ensure that drivers properly understand and follow road rules. These campaigns will aim at both local residents, and a high number of visitors to Waverley each year.

1. Rules 72, 74 and 75



 Opportunities to improve pedestrian crossing



B3. Strongly advocate to TfNSW to improve timing at key crossings to prioritise pedestrians, and introduce pedestrian scramble signals

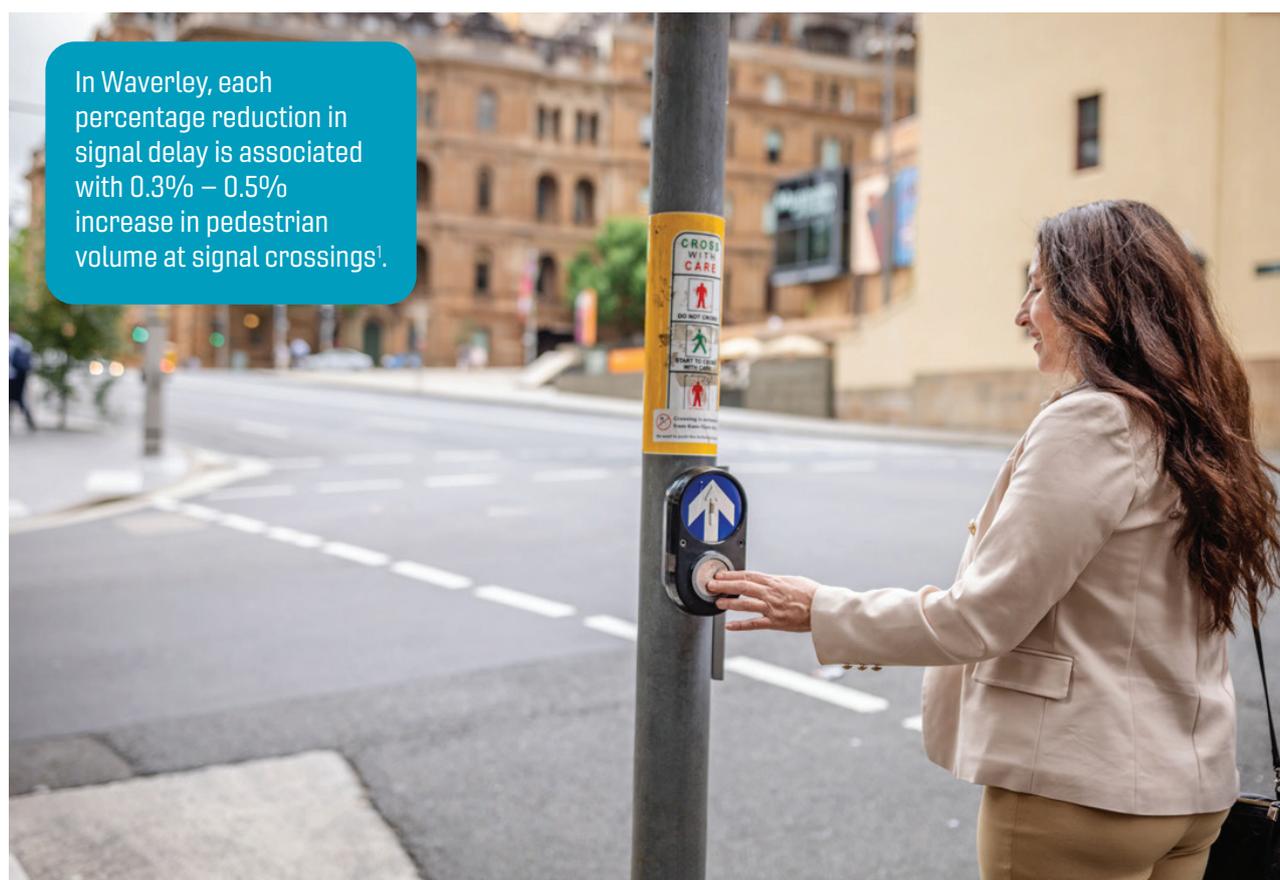
A case for shorter pedestrian wait times in Waverley

Traffic signals are an important part of walking experience. Signalised intersections with pedestrian phases reduce stress for some pedestrians crossings the street, but long wait times can make the walking experience frustrating and prohibitive.

There are a total of 55 locations with traffic signals across Waverley, of which 12 are dedicated pedestrian signals. Many crossings near our centres have a high number of people crossing². Despite high pedestrian activities, traffic signals are optimised for vehicle movement, and pedestrian crossings came as a afterthought. This design approach is incompatible with areas with high density and pedestrian activity. Pedestrian wait times at signals are long even in high pedestrian areas in our LGA.

Signals with long pedestrian wait times do not work as intended - people are unwilling to spend a long times waiting, and tend to cross at unsignalised road sections, or simply cross against the light even in heavy traffic, posing a significant safety risk. Sydney-based research show it is very difficult to keep pedestrians waiting at signals - pedestrian compliance rate drops markedly once the wait time exceeds 30 seconds³. This shows that people are unwilling to spend longer times waiting at signals.

Shorter pedestrian wait times means overall shorter signal phases – which is more compatible with slower traffic where more frequent stops are expected. Pedestrians are also more likely to abide by traffic signals, if they know that the wait time are reasonably short.



In Waverley, each percentage reduction in signal delay is associated with 0.3% – 0.5% increase in pedestrian volume at signal crossings¹.

1. Based on analysis by Vivendi for Waverley Council (2024)

2. Between 8,600 and 8,800 pedestrians cross the Bronte Rd from Oxford Street Mall to the Oxford Street on a typical day in 2024.

3. City of Sydney, Relationship of crossing timing and safety for people walking (2023)



Focus area: Pedestrian signal priority



Pedestrian signals are another key piece in the permeability of the pedestrian network. Although Council does not directly manage traffic signals, we will strongly advocate and work with TfNSW to improve pedestrian signals in the LGA.

Reduce pedestrian wait times

We will provide more safe crossing opportunities, and strongly advocate to TfNSW to reduce pedestrian wait time at key crossings where appropriate.

Research and experience by City of Sydney shows significantly reduced compliance rates when waiting times exceed 30 seconds. While short waits are desirable for pedestrians, intersections operate more efficiently with longer signal cycles, meaning longer wait times. In practice, 45 seconds is often considered a “sweet spot” that balances between pedestrians and traffic operations.

A scoping analysis identified a list of intersections and pedestrian crossings with high pedestrian activities that will require more favourable pedestrian wait times. Some of these crossings have relative low vehicle movement functions, and pedestrians should be further prioritised.

Auto-on pedestrian signals

Following the precedent in Sydney CBD, we will advocate for auto-on pedestrian signals in high activity areas, and during hours with high pedestrian activities. Waverley has a high number of international visitors who may not know how to use these push buttons.

Pedestrian scramble signals

Pedestrian scramble signals allow pedestrians to cross an intersection in all directions, including diagonally. We will explore opportunities to introduce pedestrian scramble signals at crossings with a high pedestrian volumes.

A number of intersections were identified that need more time for pedestrians:

- Campbell Parade & Hall Street
- Newland Street & Oxford Street (Scramble signal)
- Newland Street & Spring Street
- Oxford Street & Grosvenor Street (Scramble signal)
- Waverley Street & Bondi Road
- Waverley Street & Hollywood Avenue

Other intersections to consider in the medium to long term.

- Bondi Road & Penkivil Street
- Bondi Road & Watson Street
- Campbell Parade & Roscoe Street
- Newland Street & Grafton Street
- Oxford Street & Adelaide Street
- Oxford Street & Bondi Road
- Oxford Street & Nelson Street

We will work with neighbouring councils and strongly advocate to TfNSW to improve pedestrian signal timing at these locations.



B4. Align with the Local Strategic Planning Statement’s vision of a 30-minute city by active and public transport, encourage compact and walkable development to support future walking

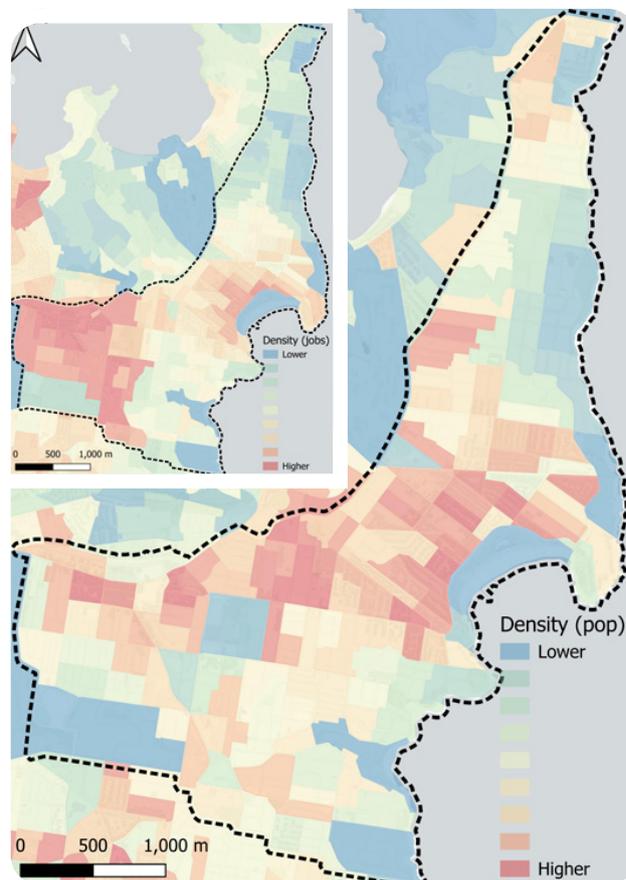
Compact development makes Waverley a more walkable place

For walking to become a viable mode of transport, there needs to be an abundance of shops and other urban amenities near where people live, along with well-connected, inviting footpaths that encourage walking to these destinations. Compact land use in Waverley creates an ideal environment for walking and public transport. With the second-highest population density in Australia, surpassed only by the City of Sydney (2024), Waverley is well-positioned to support walking and other active transport modes.

Connecting people with where they want to go

Population density in our LGA is highest near Bondi Junction, and in the area between Bondi Road and Blair Street. On the other hand, jobs in Waverley are concentrated near Bondi Junction, Charring Cross and also the Bondi Beach area. Job clusters represent not just employment opportunities, but importantly local retail and urban amenities for residents and visitors. It is our priority to improve footpath connecting where people live with where they want to go. This means connecting population centres with employment centres, transport hubs, food and recreation clusters, and also connecting visitors with popular destinations.

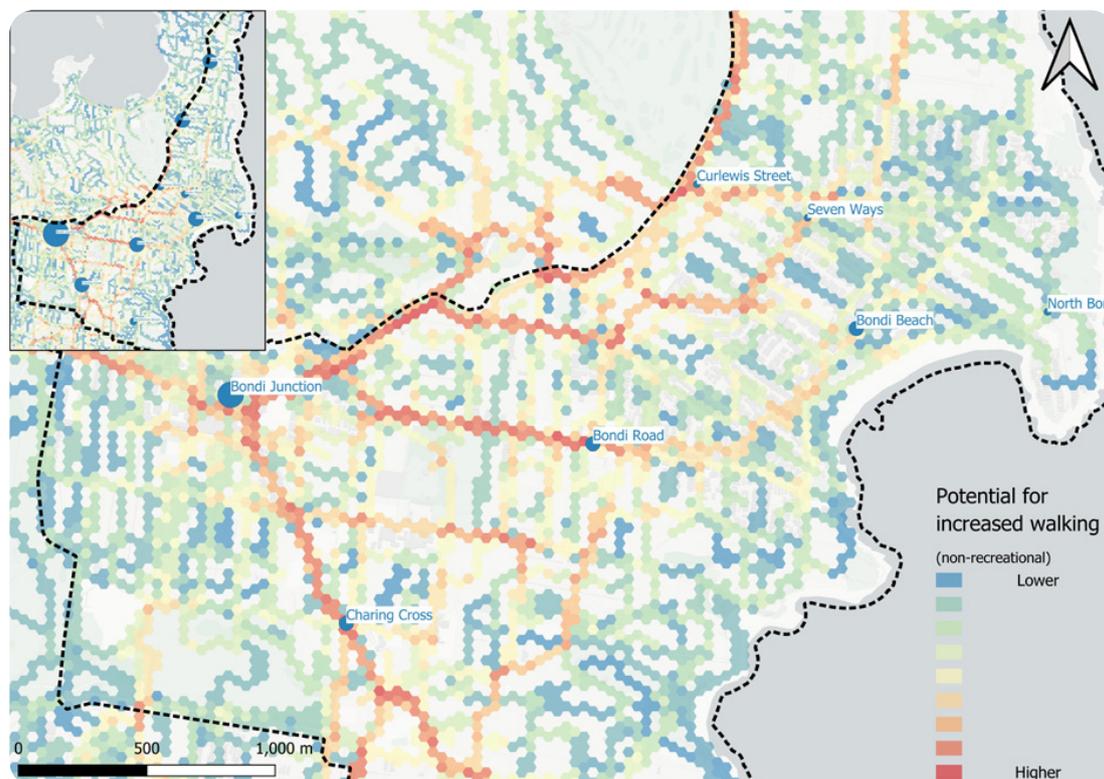
The connection between Bondi Junction and the densely populated area north of Bondi Road is among the most popular routes by walking (and by buses). Part of this connection can be made more direct, including additional entrances to the Bondi Junction transport interchange along the pedestrian desire line. As the backbone of this connection, the narrow footpath and heavy traffic on Bondi Road does not currently provide a pleasant walking experience. Footpaths near bus stops are narrow, and often do not provide sufficient space for both pedestrians and standing passengers. We will work on improving the walking experience along these routes, and explore rear laneway alternatives on either side of Bondi Road to provide a better walking experience¹.



[Job \(top\) and population density in Waverley. Maps of walking access to shops and other amenities are included in Appendix.](#)

1. An action in WPMP 2017 is to prepare a rear laneway strategy to provide car park / walk / cycle alternatives on either side of Bondi Road.

B5. Encourage active and public transport to replace short driving trips, incorporate provision for walking in all streetscape projects

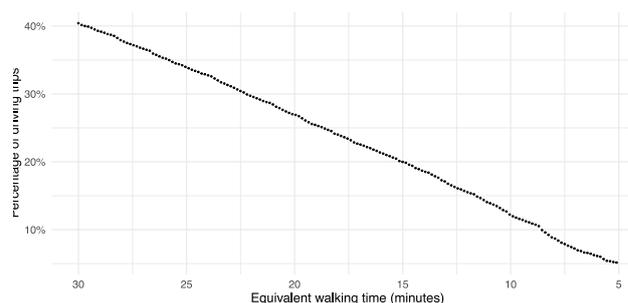


We want more people to walk instead of driving to make our streets safer, and to reduce transport related emission.

There is strong demand from the community for more walking. Based on our community survey, about three out of four residents prefer walking (and public transport) over other modes of transport for getting around in Waverley, which is much higher than the current share of walking trips. Many residents would like to walk more, but often choose to drive due to various barriers to walking. Short distance driving trips are particularly inefficient for many reasons¹, and a key objective of this strategy is to identify 'latent' demand for walking, and make targeted improvement to walkability to enable more residents to walk.

Modelling shows which walking routes will be heavily used, if existing short driving trips were to be replaced by walking². In the same vein that we wouldn't build a bridge based solely on the number of people swimming across – looking at desire lines helps identify important walking corridors, even if existing current walking demand is limited.

The permeability of the pedestrian network is key to more people walking instead of driving, particularly along walking routes where there is latent demand for walking.



Based on a sample of vehicle trips data, a significant amount of driving trips within our LGA can be replaced by walking.

- Short car trips take up valuable street space for parking, and involve a significant amount of time spent searching for parking, walking to and from the parking spot. Vehicles making short trips on a cold engine emit several times more pollutants than during normal operations, creating a substantial challenge for urban air quality.
- Based on driving trips origin-destination data from Compass IoT (2024)





Goal C: Facilitate seamless integration between walking & public transport

Walking is closely intertwined with public transport, and the convenience of using a public transport system depends greatly on the ease of accessing bus stops. Our actions towards this goal will make it easier for people to access bus services, and to improve buses where the current level of service is inadequate. Our actions include:

C1. Improve access to and crossing opportunities near high-usage bus stops, work with developers to ensure premises are easily accessible by walking and public transport

C2. Ensure sufficient footpath space near bus stops, provide adequate shelter and seating where people wait for buses

C3. Support walking and public transport to expand transport options, advocate for route change and additional services to support new and existing development

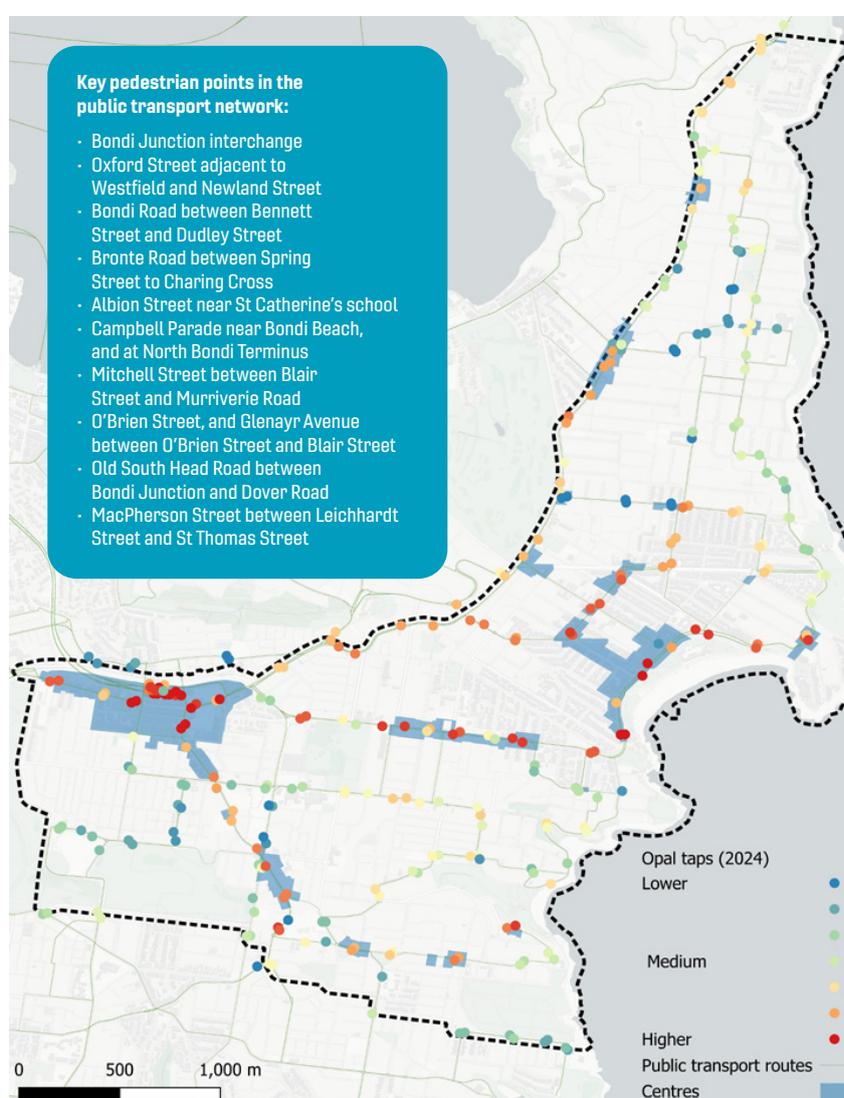


C1. Improve access to and crossing opportunities near high-usage bus stops, work with developers to ensure premises are easily accessible by walking and public transport

C2. Ensure sufficient footpath space near bus stops, provide adequate shelter and seating where people wait for buses

Walking access to bus stops. Convenient access to bus stops means ample street space to accommodate people both moving and staying, and improving the connection between bus stops and nearby residential areas, and major destinations. Walking access also includes sufficient footpath space near bus stops for both pedestrians and waiting bus passengers, and seamless connections between bus stops and final destinations and important . Parking lots, street level vehicle entrances and exits, and roads that are difficult to cross should not become barriers to waking near bus stops.

Pedestrian crossing opportunities near high usage stops is also needed to ensure that streets do not become barriers to bus riders. With strong bus travel demand between Bondi Junction and other parts of Waverley, boarding and alighting often take place on opposite sides of streets – meaning differing needs for footpath space on opposite street sides, and large volumes of people crossing during certain periods of the day.



[Level of bus patronage at transit stops. More bus patronage maps in Appendix](#)



Focus area: Bus stops improvement

While the onboard riding experience rests with TfNSW and bus operators, we can make the whole bus experience more pleasant by improving the footpath and walking infrastructure near bus stops. This aligns with Council's strategic plans to work with NSW Government to improve public transport along key routes, and to improve public and active transport connections between centres¹.

More footpath space near bus stops:

Provisions such as an in-lane bus stop (kerb extension) provide more space for both pedestrians and waiting passengers, support universal accessibility and at the same time serve as a bus priority measure that reduces bus delays. As a starting point, we will look to expand footpath space for high usage bus stops that currently lack sufficient footpath space. These include:

- Bondi Road, south side, near Dudley Street
- Bondi Road, south side, between Boonara Avenue and Denham Street
- Oxford Street, north side, near Newland Street
- Glenayr Avenue, north of Curlewis Street, east side
- Glenayr Avenue, near O'Brien Street
- Cambell Parade Opposite of Wairoa Avenue

Improve crossing between different sides of the street near popular bus stops:

We will look to improve street crossings along some of our popular bus stops:

- Bondi Road, between Flood Street and Sandridge Street
- Glenayr Avenue, between O'Brien Street and Blair Street
- Campbell Parade, between Francis Street and Ramsgate Avenue

Bus shelters

Some highly used bus stops do not current have adequate shelter. We will continue to monitor ridership at each bus stop, and provide appropriate bus shelters where necessary. We also look to provide in-lane bus stops together with bus shelters work to minimise disruption and reduce costs.

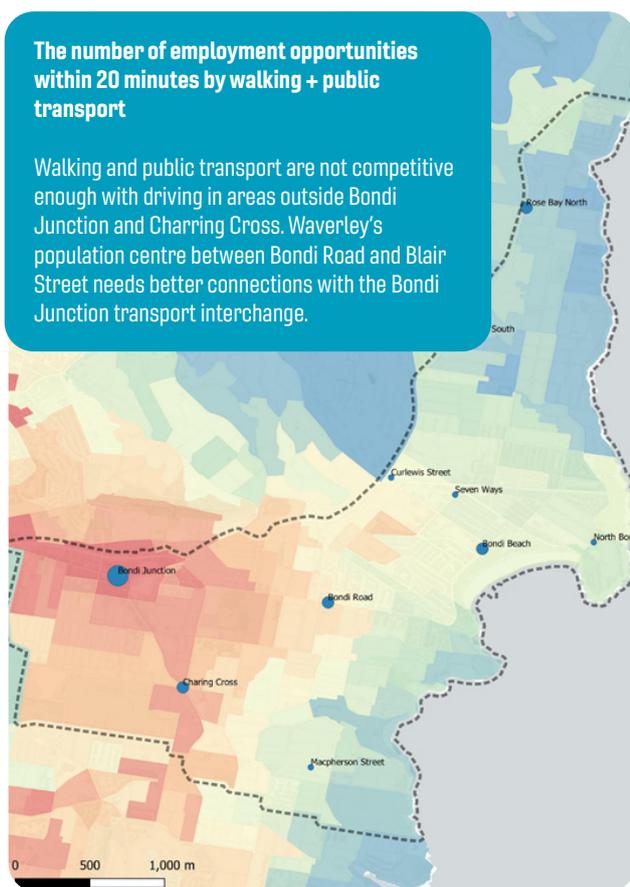


¹. Waverley Local Strategic Planning Statement 2036

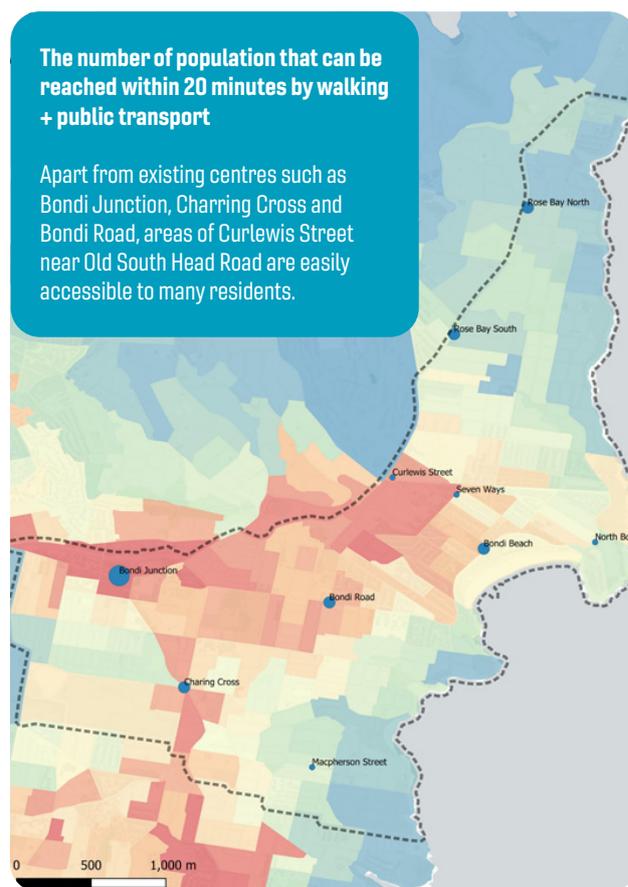


C3. Support walking and public transport for new and existing development, including advocating for route change and additional services, ensure that connections between bus stops and destinations are direct and seamless

We will advocate to TfNSW and bus operators for adequate services in underserved areas, and better connections with where people want to go.



The bus network in Waverley has good coverage. As of 2024, 94.8% of all employment opportunities, and 92.8% of all residents within Waverley are within a 5-minute walking distance to the nearest bus stop. Additionally, 22.2% of all employment opportunities, and 8.3% of all residents in Waverley are within a 10-minute walking distance to the Bondi Junction train station. This wide coverage of train and bus stops forms the backbone of the public transport network in Waverley, providing a vital link in how people access buses and trains by walking.



In Waverley, walking and public transport has a key role in supporting businesses by connecting them with a sizable number of potential patrons. Many areas of the LGA are easily accessible by residents without the need to drive.

Despite the overall convenient public transport services within LGA, some areas still lack good bus services, and their low density makes it difficult to walk to places. We will work to support new compact development in these “gap” areas, and work with TfNSW to provide faster and more frequent bus services to areas in need, and ensure adequate footpath connection to bus stops.



Walkability & public transport gap

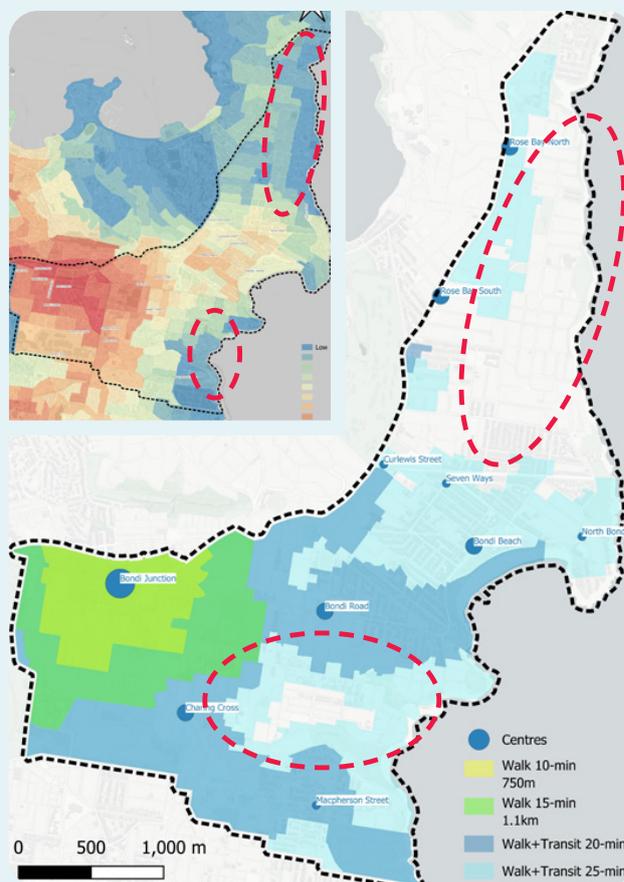
Enabling people to travel without the need to drive is a key focus of this strategy. This means being able to get to places by walking, and by taking public transport.

Walking and public transport is not yet a viable means of transport in parts of the LGA, such as parts of North Bondi, Dover Heights, Rose Bay, Vaucluse, and Bronte. These areas lack good walking access to local destinations and are not well connected by public transport with the Bondi Junction transport interchange. Low density in these areas make it more difficult for residents to walk to places, or to provide efficient public transport – low density forces buses to take circuitous routes to gather enough patronage, which also increases travel time and makes schedules less reliable.

Bus services on Old South Head Rd and Military Rd provide connection to the Bondi Junction interchange, but often incur significant delays, and on-time performance is often not satisfactory¹. Additionally, areas of Bronte near the beach have low density and limited bus coverage. Bus routes in this area are circuitous, and travel time to Bondi Junction is considerable.

We will take the follow approaches to addressing walkability gaps:

- Seek to work with the community to encourage denser and more compact development around Bondi Junction transport interchange, and along public transport corridors such as Old South Head road².
- Advocate to TfNSW for better bus services along Old South Head Road, Military Road, and faster and more direct bus connections between Bondi Junction and Bronte
- For areas that are too far to walk, or too low density for public transport, we will facilitate and encourage the use of other active transport modes, such as bikes and scooters.



Top: The number of jobs within 15 minute by walking and public transport
 Bottom: Connection with Bondi Junction via walking & buses
 Gap in Walkability and access by transit

1. Based on analysis of 2024 BOAM data.

2. Density in this area is expected to increase following the roll out of stage 2 Low and Mid-Rise Housing Policy by the state.





Goal D: Make walking pleasant and enjoyable

To make walking the preferable way of getting around in Waverley, this strategy includes actions to improve the experience with walking.

D1. Ensure footpaths are well maintained, pavement defects are repaired timely.

D2. Improve footpath conditions, minimise interruptions by traffic, remove pinch points and footpath obstructions

D3. Provide shading and weather protection along key walking routes

D4. Ensure sufficient street space for both moving and standing pedestrians, and activities on footpaths. Re-allocate space and widen footpath where appropriate



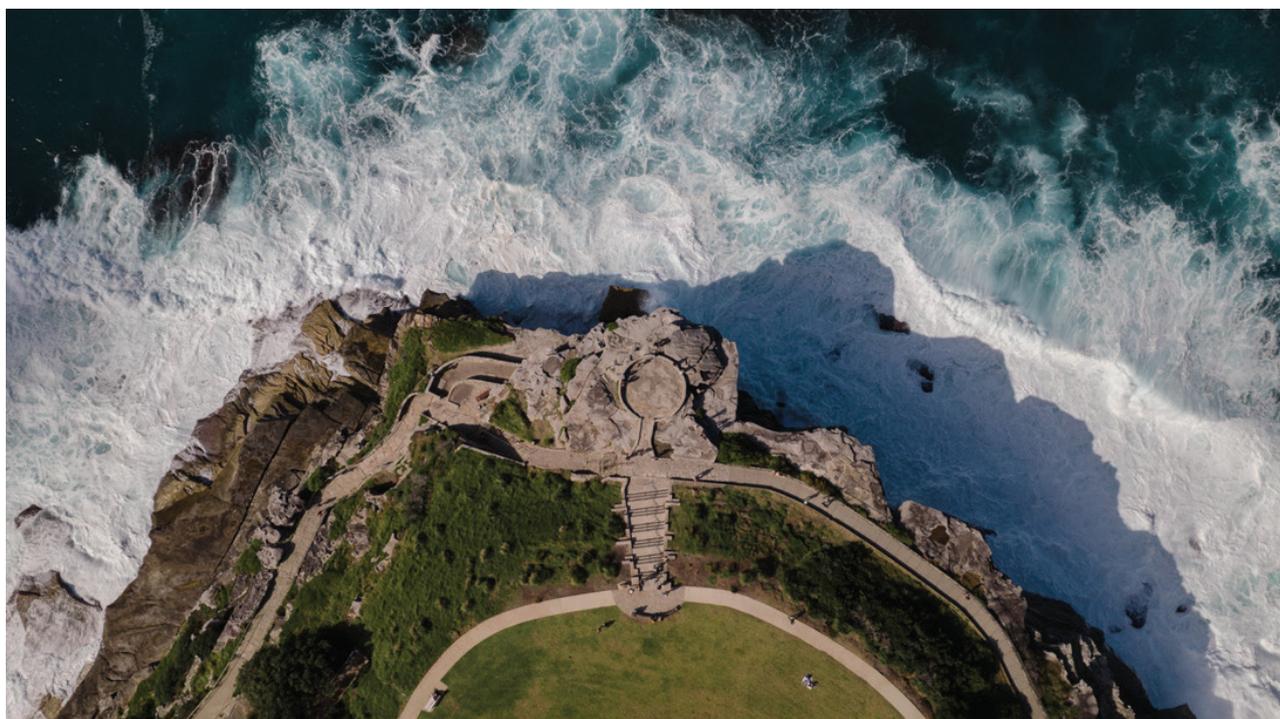
D1. Ensure footpaths are well maintained, pavement defects are repaired timely

D2. Improve footpath conditions, minimise interruptions by traffic, remove pinch points and footpath obstructions

Pavement quality

Footpath pavement quality is identified by residents as one of the most important aspects in the walking experience, and one of the areas where residents' satisfaction fell short of expectations.

Pavement in more heavily utilised footpaths deteriorate more quickly, and affect more people walking. Some of the footpaths in high pedestrian areas are already in a less than optimal conditions. With limited resources, it is important that we prioritise inspection and maintenance of these footpath sections, and to ensure footpath defects with the greatest impact on walking are repaired timely. We will incorporate footpath maintenance and upgrade into our Strategic Asset Management Plan (SAMP) for a more coherent approach.



Focus area: Footpath improvement



We will continue to monitor and audit footpath conditions¹, and implement improvements. Inspection and maintenance of footpath in high pedestrian areas will be prioritised. In addition, several locations with natural strips in need of footpath pavement have been identified.

Potential footpath renewal/upgrade projects

- Nelson Street (Waverley side across the foot bridge)
- Ebley Street southern side, between Bronte Road and Ann Street
- Bronte Road (between Ebley Street and Victoria Street)¹
- Eastern side (Bondi Public School side) on Wellington St from Bondi Rd to Edward St¹
- Old South Head Road south side (between Bondi Road and Bon Accord Avenue)

Through park connections – renewal/ new pavement over natural strip

We will enhance pedestrian network permeability by improving connections through parks and open space. This includes repairing and renewal of footpaths in deteriorating conditions, and paving frequently trafficked natural strips.

1. Initially in Bondi Junction and Bondi Beach, and expanding to other high pedestrian areas, including both sides on Bronte Rd from Ebley St, to Victoria St, and pavement on the eastern side (Bondi Public School side) on Wellington St from Bondi Rd to Edward St.



D3. Provide shading and weather protection along key walking routes

Shading and amenities

We heard from our residents that they want more shade to make walking comfortable during hot summer days¹. We aim to provide more shade in areas where people walk and spend more time, such as near crossings, bus stops, and high-streets.

Trees provide both aesthetic and functional benefits to our streets. Trees and urban greenery are effective in reducing urban heat island (UHI) effects. Trees can bring down urban temperature by as much as 1.6 degrees². Street trees also attenuate noise in urban areas, making streets less stressful, and more pleasant for people to spend time on. Some of our highly utilised streets do not currently have adequate shading and amenity, including

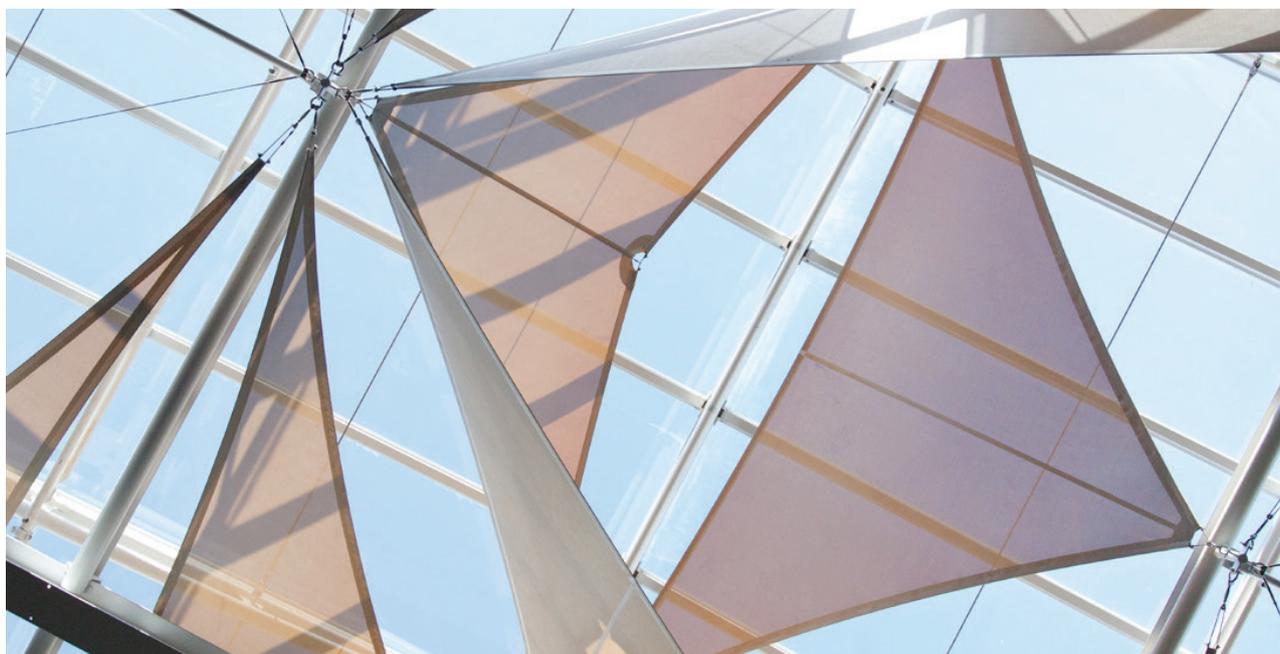
- Waverley Street
- Sections of Bondi Road
- Oxford Street (west of Denison St)
- Ebley Street
- MacPherson Street
- Campbell Parade

We will work towards providing more weather protection and other amenities at these locations.

Balancing shading and street space

Waverley has high density and narrow streets. While trees provide shading, overgrown bushes and tree roots uplifting footpath can make walking difficult. We will take a context-sensitive approach to provide shading while minimising disruption to pedestrian pathways. Where trees are not feasible due to footpath width and other limitations, we will work with developers to provide shade using awnings from adjacent buildings.

We will look at opportunities for changing the current Development Control Plan (DCP) to ensure awnings from adjacent commercial buildings provide continuous weather protection in town centres.



1. Providing more natural shading on pedestrian routes is also one of the key deliverables in our Environmental Action Plan.

2. Knight, Teri, Sian Price, Diana Bowler, Amy Hookway, Sian King, Ko Konno, and Raja Lorena Richter. "How effective is 'greening' of urban areas in reducing human exposure to ground-level ozone concentrations, UV exposure and the 'urban heat island effect'? An updated systematic review." *Environmental Evidence* 10 (2021): 1-38



D4. Ensure sufficient street space for both moving and standing pedestrians, and activities on footpaths. Re-allocate space and widen footpath where appropriate

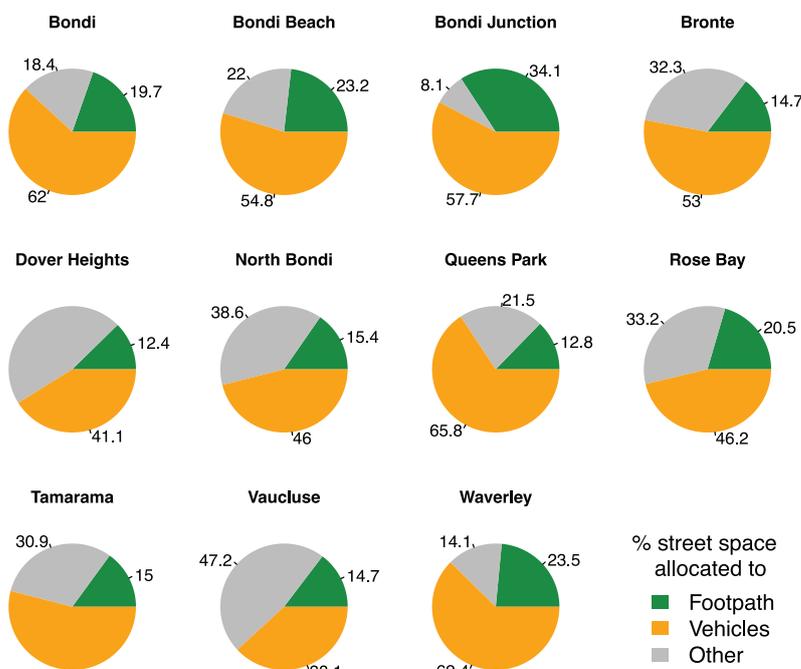
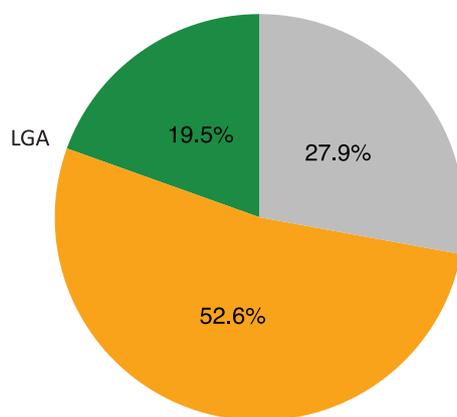
Sufficient space for people walking

All people walk for at least part of the trip, and half of all trips in Waverley are either on foot or by public transport. Despite this, the majority of road space is allocated to drivers. Across the entire LGA, only about 20% of the available road reserve is allocated to footpath¹, and 53% is allocated to vehicles.

The provision of more road space cannot scale with increase in the demand for driving. In line with our transport strategy (WPMP 2017), we will not allocate additional space from the road reserve to vehicles. Based on community survey, 62% of residents support re-allocating street space from other transport modes to walking. Where feasible, we will gradually reallocate existing space to support active and public transport when there is need for more footpath space.

Designing for peak hour pedestrian traffic

Waverley is home to some major trip generators, including the Bondi Junction commercial centre and transport interchange, bustling street level retail along Bondi Road, as well as global tourist destinations like Bondi and Bronte Beaches. Additionally, areas near schools experience high levels of traffic during peak hours. To accommodate pedestrian activities and to ensure a pleasant walking experience, we need to plan and design for the periods with the highest pedestrian activities.



Street space allocation – by suburb (% approximate only). Dover Heights has the lowest street space allocation to footpath (12.4%). Bondi Junction has the highest % street space allocated to walking (34% - including the Oxford Street Mall)²

1. This limited footpath space also includes street furniture, utilities, and the actual space available to walking LGA wide is less than 20%.

2. By comparison, the centre of the City of Sydney has 40% of street space dedicated to walking (Based on City of Sydney’s 2024 ‘A City for Walking’ Strategy and Action Plan Continuing the Vision)



Footpath space in high pedestrian areas

This strategy identifies some areas in LGA where current footpath width is insufficient to support the level of activities on the footpath. This includes areas where the walkable space cannot accommodate the volume of foot traffic, and also areas where streets are narrowed by bus stops and on-street dining. Some of these locations have limited road space, and may require innovative approaches to provide additional footpath space for people walking.

While this strategy highlights specific areas where footpath space is insufficient compared to other locations in the LGA, we also recognise that, overall, the current allocation of street space in Waverley disproportionately prioritises drivers over pedestrians. Moving forward, we will explore opportunities to reallocate more street space for pedestrians. The appendix includes recommended footpath width from a review and synthesis of relevant guidelines.

Locations identified as needing more footpath space allocation:

- Bronte Road west side, between Ebley Street and Spring Street
- Hollywood Avenue west side, between Oxford Street and Waverley Street
- Oxford Street north side, between Adelaide Street and Syd Einfeld Drive (retain existing pedestrian space)
- Bondi Road south side, near the Denham Street intersection
- Campbell Parade both sides, between Francis Street and Notts Avenue
- Bronte Road south side, commercial area between Nelson Avenue and Calga Place





Goal E: Provide accessible streetscapes that support independent access

School children and people with disability or mobility limitations have different needs and requirements for road infrastructure. This strategy includes actions that support independent mobility for everyone.

E1. Improve walking infrastructure and crossings along “walk to school” routes, continue to work with schools to respond to and address issues (Including reducing crossing distance, and raised crossing for greater visibility for children)

E2. Support the implementation of the Waverley Disability Inclusion Action Plan (DIAP) by ensuring continuous travel paths for individuals with mobility limitations in commercial and village centres



E1. Improve walking infrastructure and crossings along “walk to school” routes, continue to work with schools to respond to and address issues

56% of Students live within 1km of schools

70% of Students live within 1.5km of schools

Walking to school, activities or friends houses makes children aware of their local neighbourhood and provides an opportunity for parents and carers to pass on road safety skills and knowledge. Walking from a young age can also form healthy walking habits, and contribute to healthy development of children and youth, raising self-esteem and happiness, and improving their physical and mental well-being.

Recognising numerous benefits of active travel to school children, we are committed to establishing safe walk to school routes¹. Ensuring that school children can safely walk to school is an important part of this strategy, and we will work to enable and encourage more school children to active travel to school.

Roads in Waverley are under pressure from over 3,500 daily trips to public schools, and many more to private schools in our LGA. More parents driving children to school contribute to congestion and increase their own travel time. More cars on the street during school hours also makes it less safe for everyone.

Most children attending school in Waverley live within a walkable distance to schools², and encouraging them to walk to school will take a notable amount of traffic off the road during school hours. In addition to improving walking to school infrastructure, we will also offer safety education and lessons to students to build confidence and their ability to navigate safely.

We will work to improve the safety of students both walking and riding to school. Under NSW road rules, children under 16 can legally ride on footpaths (as of 2024). Therefore, footpaths are crucial not only for children walking but also for those riding.



1. Council motion (CM/6.1/22.05)

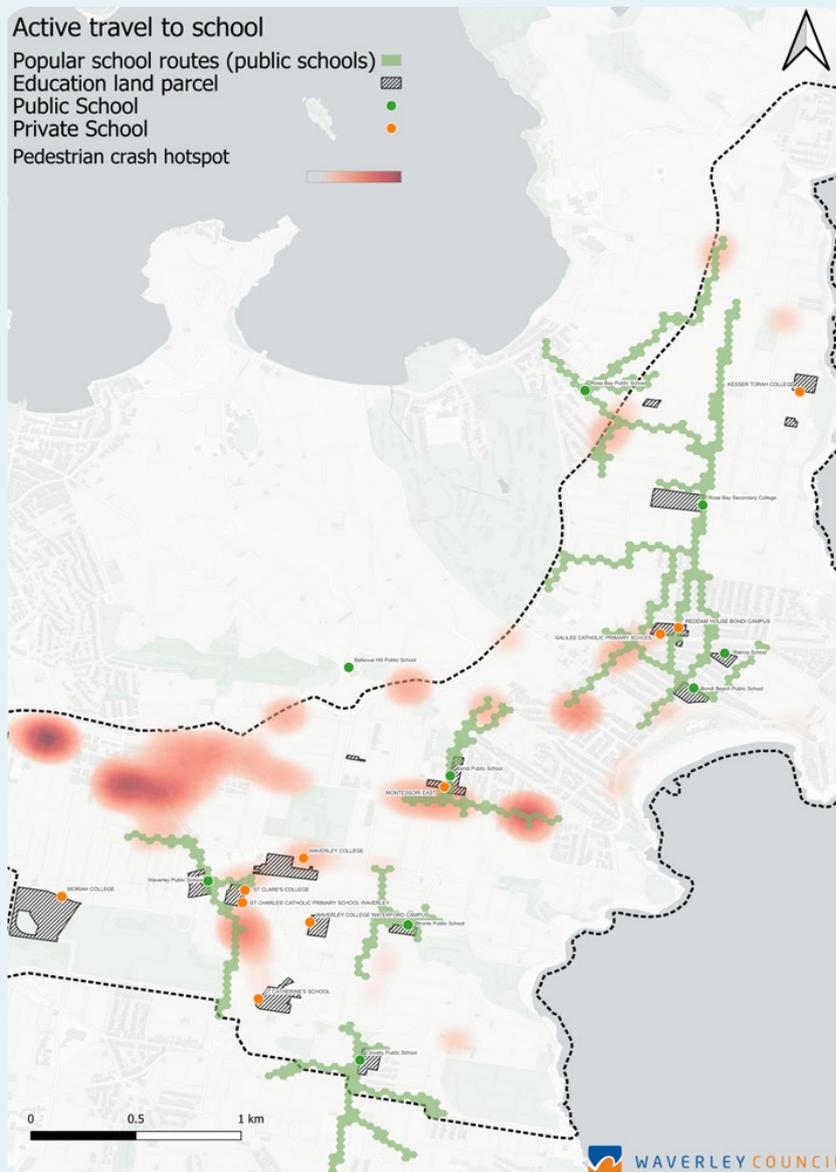
2. Based on the shortest-path distance from students' home to schools. Public school students only.



Focus area: Active travel to school

We are committed to continuing to work with schools to improve the safety of children walking to school. In collaboration with the NSW Department of Education and local schools, a preliminary list of popular school routes have been identified. Most of these routes connect schools with nearby population centres, and some of these routes are shared by students from different schools.

To deliver safe routes to school, we will focus on these routes as a starting point, and engage with schools to better understand their needs and concerns, and apply for state and federal funding to accelerate projects. We will continue to deliver Safe Routes to School workshops at local primary schools as a springboard for ongoing collaboration with local schools .



E2. Support the implementation of the Waverley Disability Inclusion Action Plan (DIAP) by ensuring continuous travel paths for individuals with mobility limitations in commercial and village centres

Minimum passable width

People with mobility limitations need more space, and more importantly – a continuous travel path free from obstructions or pinch points. Width of a footpath at its narrowest point often matters more than the average width. While narrow or uneven footpath segments are an inconvenience for the average person, they pose greater challenges for people with mobility limitation.

We will work to ensure minimum passable width for all footpaths in our LGA, and prioritise high pedestrian areas, commercial and village centres. This includes considerations for people carrying luggage, walking with children, and for wheelchair users to pass comfortably.

Near bus stops, we aim to ensure 1.5 metres of passable space either in front of, or behind the bus shelter². Where space is inadequate near bus stops, we will explore options for widening footpath.

Slopes

The hilly terrain in Waverley presents additional challenges to walking, especially for people with mobility limitations or pushing prams.

We will improve both signage and digital way-finding infrastructure to help people navigate around difficult terrain. In conjunction with this strategy, we are providing digital maps with slope gradients on council website to help the public navigate Waverley.

Kerb ramps, access to destinations and mobility parking

Missing or misaligned kerb ramps are a significant issue for individuals with mobility limitations and those using prams. In some cases, the absence of a kerb ramp in the desired direction forces people to step into busy traffic to cross the road. The lack of kerb ramps near mobility parking is a particular issue in the Bondi Beach area³.

We will focus on addressing these issues, and provide kerb ramps that are paired with mobility parking spots.

Tactile Ground Surface Indicators (TGSIs)

The standards:

TGSIs provide cues about change in the walking environment and assist vision-impaired persons with orientation, and alter them when approaching hazards. Good designs will minimise the need for TGSIs (AS1428.4.1).

Considerations:

With future capital works, tactile pavement markers would be considered where a pedestrian crossing joins carriageway with shallow gradients (e.g. less than 1:10 from Guide to Road Design Part 6A: Paths for Walking and Cycling).

Tactile pavement markers are generally not recommended for driveways or driveway-like vehicle crossings in pedestrian space (where pedestrians are the dominant user of the street space). The presence of TGSIs conveys (incorrectly) vehicle priority. The need for tactile pavement markers will also be reviewed on a case-by-case basis.

Challenges:

We recognise that certain footpath treatments benefiting a group of users may cause issues for other road users. For instance, tactile pavement markers aid vision-impaired people in navigation and alert them near intersections, or where vehicles cross their paths, but their application may negatively impact people using small-wheeled transport, such as push prams and mobility aids. Conversely, treatments such as flush thresholds provide level and continuous travel path for pedestrians, but may cause issues for people with vision impairments.

Going forward we will work with stakeholders to establish a guideline regarding the application of accessibility treatments, learn from world best experience to ensure equitable application of these devices, and to minimise their unintended impact on other road users (e.g. small-wheeled transport, such as push prams and mobility aids).

1. Australian Standards (AS1428.2 which sets a width of 1.2 m for a wheelchair user to navigate safely, and 1.8 m for two wheelchairs to pass each other. TfNSW Walking Space Guide (2020) suggests footpath width below 1.2 m as inadequate for people with mobility limitations, and should be prioritised for action. Waverley Street Design Manual also references 1.2 m as the minimum provision.

2. Transit Cooperative Research Program (TCRP) Report 19, Guidelines for the Location and Design of Bus Stops, Transportation Research Board 1996

3. Bondi Park, Beach, Pavilion Universal Access Study by Funktion for Waverley Council (2013)

4. Including Guide Dogs NSW, bike groups, wheelchair users.



Focus area: Continuous travel paths

We are committed to ensuring continuous path of travel for people of all ages and abilities. This means all routes are passable, and people should not need to take detour or step into traffic because of something in their path.

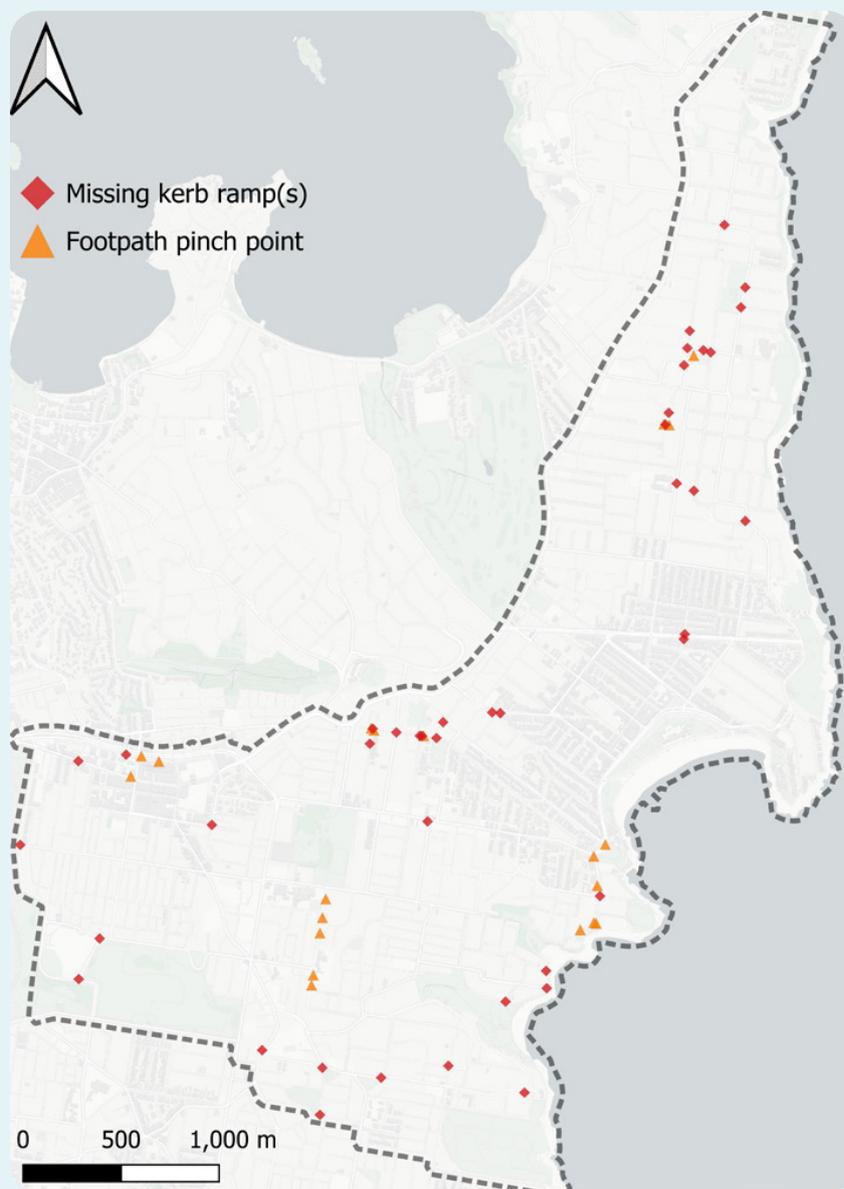
Kerb ramps program

We will progressively identify and treat missing and non-compliant kerb ramps and other pinch-points that impact the walking experience. A preliminary scoping analysis has identified locations where kerb ramps are missing along pedestrian desire lines. We will allocate funding to install missing ramps, especially those in areas with significant pedestrian activity, such as near commercial centres, bus stops, schools, hospitals, and mobility parking spots to improve accessibility.

Remove footpath obstructions¹

We will work with stakeholders to clear footpath obstructions, especially on narrow footpath segments where such obstructions pose a greater issue.

We will also work to remove temporary obstructions that impedes continuous travel path. This includes clearing bins, illegally parked vehicles on footpaths, and working with shared bike operators to reduce instances of inappropriately parked bikes.



 Issues with continuous travel paths
 Identified locations are preliminary and non-exhaustive
 - Does not include non-compliant kerb ramps

1. The need to remove footpath obstructions has been noted in previous plans and strategies:
 Waverley Local Strategic Planning Statement 2036: Increase accountability for residents and businesses to keep bins off the footpath
 Our Liveable Places Centres Strategy 2036 : Existing overhead powerlines to be undergrounded



Goal F: Improve walking to promote vitality on streets

Walking has an active role in community life, and in promoting the vitality on streets. Waverley's retail-based local economy also benefits from a pedestrian friendly environment. Research show that improving active travel facilities typically has positive economic impacts on local retail and food businesses¹.

F1. Encourage active frontage, mixed use of commercial and residential units

F2. Provide places for people to stay and enjoy, trial re-allocating street space to on-street dining, and make permanent these changes with support from businesses

F3. Explore opportunities to pedestrianise identified street segments, focusing on access by walking and public transport

F4. Improve footpath quality and streetscape, enhance pedestrian wayfinding signages, amenities and lighting

F5. Develop a wayfinding strategy and action plan



Wayfinding and amenity²

Walking is part of the culture of Waverley, and a great way to explore the neighbourhood. Waverley receives a large number of visitors each year, and both residents and visitors could benefit from a complete and consistent wayfinding system. Effective wayfinding improves the walking experience by reducing confusion and points to shorter bypass and through-routes that might not be immediately obvious to visitors. A well-designed wayfinding system connects tourist attractions, major destinations, and transport hubs. Additionally, information such as slope, stairs can also be incorporated into wayfinding signages to help people with mobility limitations, and to help guide people to nearby amenities.

Places to stay and enjoy

To enhance street vitality, footpaths need to accommodate not just people passing through, but also to provide a place for people to stay. This means wider footpaths to reduce the friction between people passing by and people staying, as well as providing benches, shade, water fountains, and other amenities.

We will also look for opportunities to trial new technologies, such as noise cameras, to reduce excessive traffic noise, and make streets more pleasant to spend time in.

Sense of safety day and night

Making sure people feel safe both day and night is essential for the vitality of the streets. Most residents (95%³), feel safe during the day in Waverley's streets and public places. While 75% of residents feel safe during night time, the sense of safety differs significantly between genders. People feel safest in activated public spaces that are well lit and bustling with activities and people nearby. An enhanced sense of safety encourages more people, especially women - who are more likely to feel unsafe after dark, to walk more and use public transport⁴. We will continue to improve nighttime safety, especially for women and other vulnerable people.

Improving lighting is one of the most straightforward step for improving nighttime safety. While providing adequate lighting, we will also be mindful of its impact on surrounding residential properties, flora and fauna⁵. Active frontage, and buildings adjacent to public places play an important role in passive surveillance ("eyes on the street"), especially during nighttime with fewer people on the street. Mixed-use development becomes especially important in this respect, as commercial and business buildings that often closed after hours, are complemented by residential units to ensure continuous surveillance. Additionally, mixed-use brings residents closer to businesses and urban amenities, which encourages walking and less driving.



1. Volker, Jamey, and Susan Handy. "Economic impacts on local businesses of investments in bicycle and pedestrian infrastructure: a review of the evidence." *Transport reviews* 41, no. 4 (2021): 401-431.
2. Improving wayfinding across the LGA is also included as an action item in the Waverley Local Strategic Planning Statement 2020 - 2036.
3. Waverley Community Strategic Plan 2022 – 2032
4. TfNSW Safer Cities Survey Report
5. Waverley Creative Lighting Strategy 2018 - 2028





Goal G: Ensure walking harmonises with other transport modes

The high volume of people walking, riding, and narrow street space in our LGA means potentially more conflict between different active transport users. This issue was noted in WPMP, and often raised by our residents. The increasing popularity of e-bikes and e-scooters, and those used by delivery riders has amplified these challenges. Managing these conflicts requires a context-sensitive approach, as there is no one-size-fits-all solution.

G1. Implement context-sensitive approaches to reduce conflict between pedestrians and bike riders

G2. Better manage bike parking on footpaths, including both shared and privately owned bikes

G3. Consider potential effects of traffic calming devices on bike riders

G4. Signal pedestrian priority and reduce conflicts with vehicles near parking lot entrances and exits

G5. Work with the State to manage the use of e-bikes and other micro-mobility devices on footpaths



Sharing the footpath space with other active transport users

Shared zones suit low activity areas¹ but can be problematic if bike riders travel at excessive speeds, or if there is not enough space on footpath². We will also consider compliance issues with dedicated bike lanes or paths where a large number of pedestrians cross path with bike riders. Low compliance with designated bike lanes in shared zones can lead to increased conflicts between pedestrians and bike riders, particularly in busy areas.

Bike speeds can be reduced more effectively where there is high pedestrian activity, and when there is need to negotiate the right-of-way with pedestrians³. Oxford Street Mall is a fully pedestrianised zone with a high volume of people walking and riding, and an example of conflict mitigation through “negotiated” right-of-way. The throughfare in Oxford Street Mall is narrowed by on-street amenities, and daily market which was set up to activate the space.

With the increasing popularity of e-micromobility devices and issues raised by residents about their safe use and parking on footpaths, we will work with the State to explore options for their effective management. Measures could include where these devices could operate, and at what speed (e.g. go-slow zones).

Separate bikes with pedestrians and other road users wherever suitable

On streets without substantial on-street retail and other activities, we aim to provide designated bike zones with physical or grade separation from both motor vehicles and pedestrians. We will also install “give way to pedestrians” signages where a bike lane crosses a pedestrian path.

Signages, Education campaigns

We will install signage to clearly delineate bike lanes, pedestrian paths, and shared zones. We will also engage bike riders through education campaigns to give way to pedestrians, and to discourage pedestrians from walking in bike paths.

Bike parking, bike littering

Parked bikes obstructing footpath affects the walking experience, and residents have raised concerns about bike littering, particularly with shared bikes. To address this, we will look at more on-street parking opportunities for bikes so the footpath can remain clear. We are working with shared bike operators to monitor and reduce instances of inappropriately parked bikes and e-micromobility devices obstructing public access.

Traffic calming devices sympathetic to bike riders

Treatments like chicanes, slow points, and kerb extensions can narrow the roadway, potentially forcing bike riders into traffic lanes, and increasing conflict with vehicles. This creates a trade-off between pedestrian safety and traffic stress experienced by bike riders, particularly on major cycling routes. When implementing traffic calming measures for pedestrians, we will also carefully consider their impact on bike riders to ensure a balanced approach.

Treatment of vehicle entrances and exits

Parking lots attached to commercial uses with a high number of vehicles entering and exiting is a major issue for people walking. We will signal pedestrian priority, and encourage drivers to give way to people walking.



1. TfNSW Cycleway design toolbox (2020).

2. Austroads recommends a clear width of 2 metres as the minimum width for the operation of a shared path.

3. Beitel, David, Joshua Stipanovic, Kevin Manaugh, and Luis Miranda-Moreno. “Assessing safety of shared space using cyclist-pedestrian interactions and automated video conflict analysis.” *Transportation research part D: transport and environment* 65 (2018): 710-724.



Monitoring and Evaluation Method

Measuring pedestrian activity, usage patterns, and collecting other performance metrics before and after a treatment are crucial for assessing their effectiveness and improving walking in our LGA. Data and community feedback are essential for understanding preferences and making informed decisions for the design and application of treatments. Post evaluation and monitoring help assess treatment effectiveness in the Waverley context and provide valuable insights for future projects. We will focus on the following areas going forward.

Pedestrian data

Data on pedestrians and other active transport users are more difficult to obtain compared to public transport and private vehicles that have well established data collection methods. The increasing availability of crowd-source data has improved our understanding of pedestrian movement within the LGA, though gaps remain. Going forward we will continue to monitor the movement of pedestrians and other active transport users, and explore innovative data collection methods. We will conduct regular community surveys to better understand active travel needs and preferences of our residents.

Public transport data

Trains and buses play an important role in how people get around in Waverley, and walking is part of each trip using public transport. Bus routes and schedules change from time to time, which affects their level of service and how people access bus services. We need to continuously monitor bus services in order to provide appropriate infrastructure to support people using buses in our LGA.

Better classification of roads and streets under the "Movement and Place" framework

Context-sensitive footpath treatment requires a good understanding about the functions of roads and streets, and their relative place and hierarchy in the transport network. It has been recognised that the current functional, legal, administrative classification of our roads and streets has not been consistent and not very useful for transport planning¹. To develop street hierarchy has also been identified as an action item in the Waverley's People Movement and Places (2017). We need a better data driven approach to develop a classification framework for our roads and streets that is able to respond to changes in community needs and usage patterns.

Public Engagement Approach

Public participation and support underpin the course of transport and urban planning, and to a large extent, the success or failure of infrastructure projects. Transport projects can involve short-term disruptions and greater longer-term benefits. While active transport generally have great community support - indifference or even opposition to active transport projects for various reasons are to be expected.

Going forward we will endeavour to better communicate our projects and strategies to the community. Objectives of public engagement include:

- Communicate to residents and exhibit what we are doing to improve walking in Waverley, and why we are doing these
- Public education on transport needs and constraints
- Road safety education (including school children)
- Better understand community needs and preferences, more effectively manage and respond to opposition
- Promote the cultural significance of walking and celebrate diversity in support of a strong and cohesive community
- Build public trust

1. Roads Act 1993 Issues Paper, TfNSW (2025).

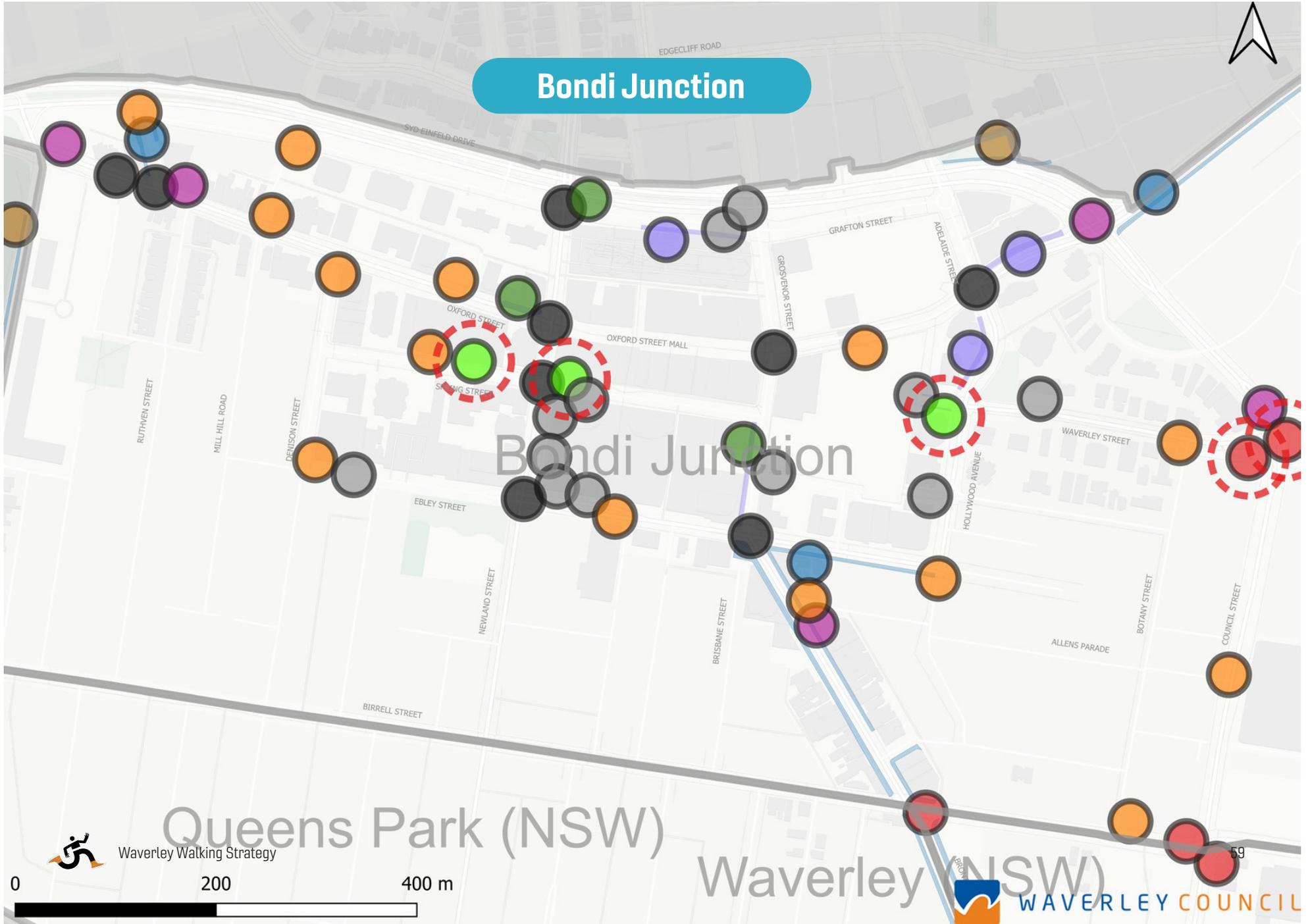


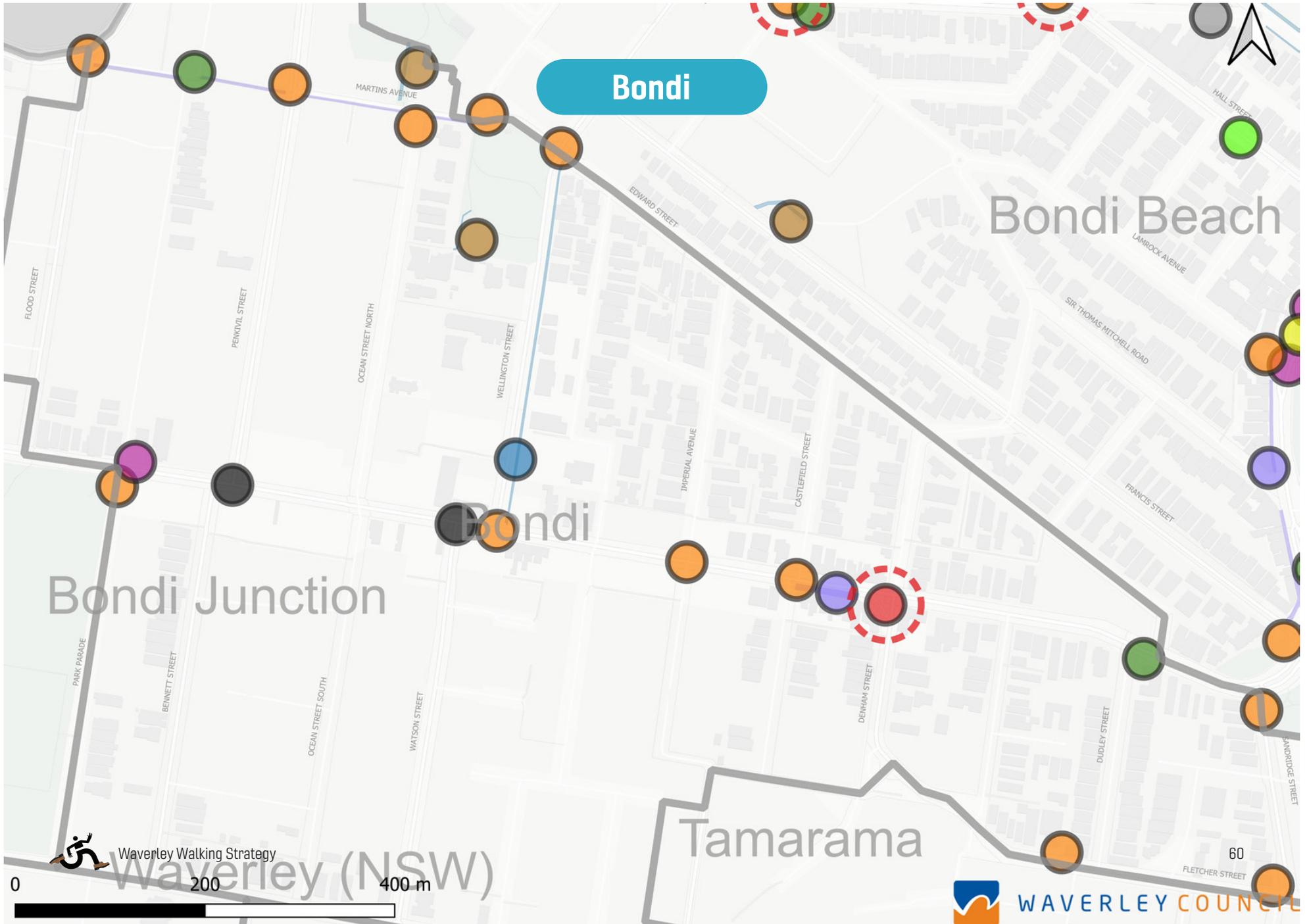
Improvement opportunities

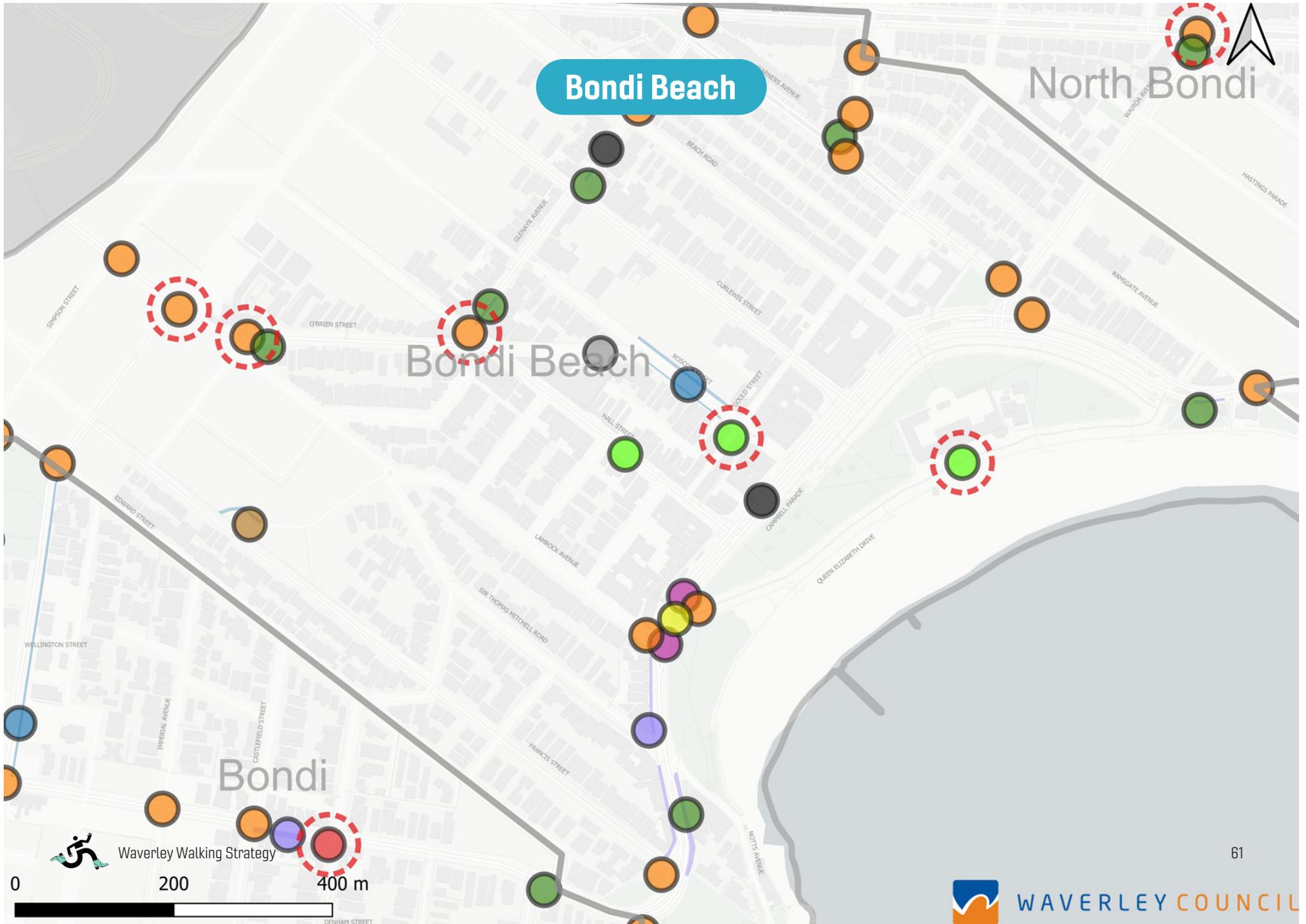
Many of our roads are difficult to navigate on foot from historical vehicle-centric designs and planning. As Waverley's first Walking Strategy, there is a significant emphasis on improving walking related transport infrastructure, and to lay the foundation for good walkability in our LGA. This strategy identified a total of 162 walking related improvement opportunities throughout the LGA. These improvement opportunities fall into the following categories:

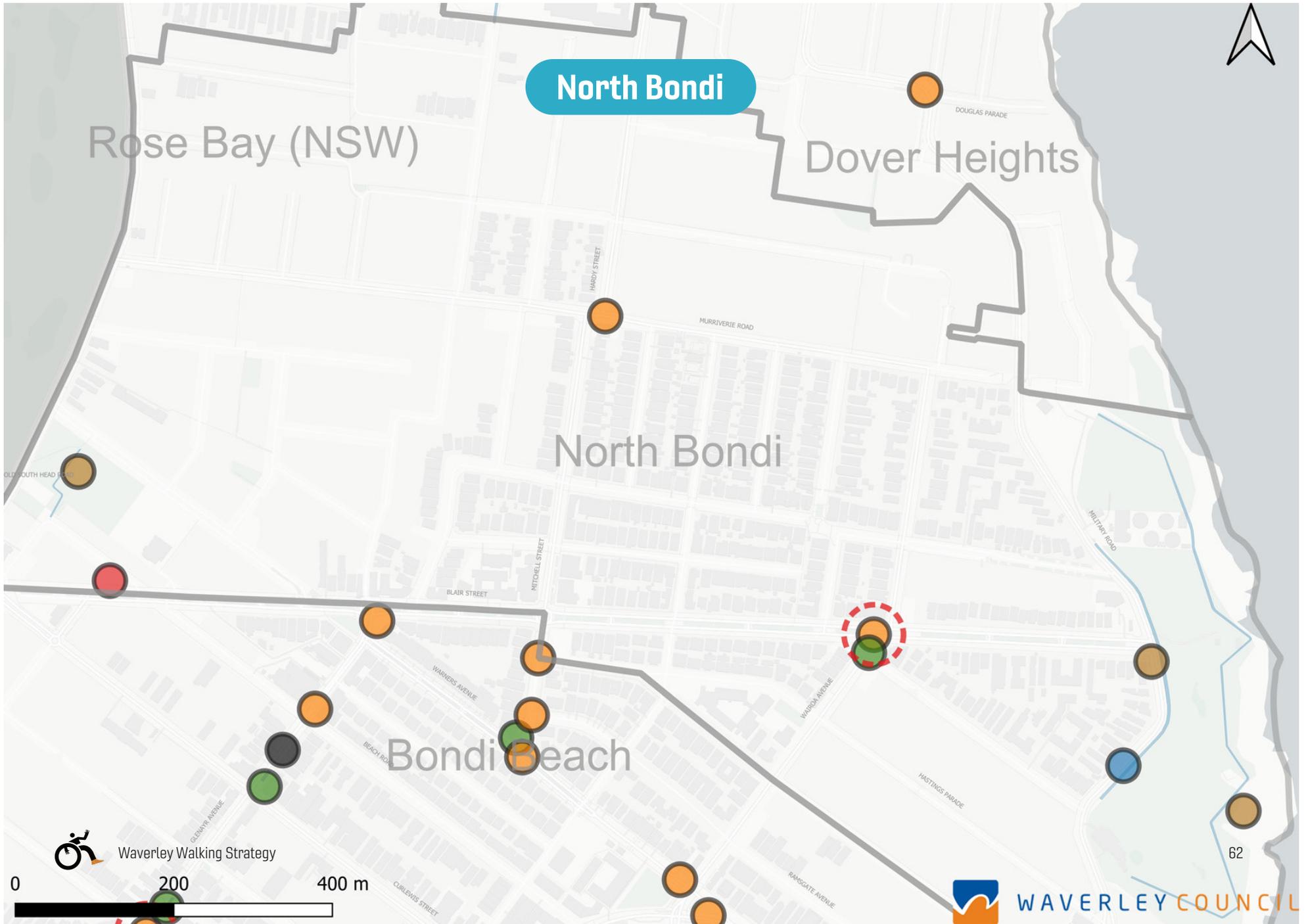
- **Crossing improvement:** Opportunity to install new crossing, or upgrade existing ones
- **Missing crossings (signal):** Locations identified as missing a signalised crossing in pedestrian desire line
- **Through park connection:** Improvement of walking paths in parks and open spaces to improve pedestrian permeability (inc. new connections)
- **Footpath surface treatment:** Upgrade or renewal of roadside footpath surfaces
- **More footpath space:** Street segments identified as needing more pedestrian space
- **Kerb extension/built out:** Opportunity to improve pedestrian experience and safety with extended footpath
- **Intersection normalisation:** Opportunities to redesign intersection and remove slip lanes
- **Roundabout redesign:** Roundabouts identified as causing issues for pedestrian movement, and opportunity for redesign
- **Pedestrian priority area/shared zone:** Road sections with high pedestrian activities and low vehicle movement functions that can benefit from changing how people and vehicles interact in the area
- **Street level veh access closure/treatment:** Street level parking lot entrances/exits in high pedestrian activity areas identified as needing treatment to reduce interruptions to people walking.
- **High priority projects:** Among these improvement opportunities, 15 have been identified as high priority projects. These projects are marked with red dotted circles in maps.

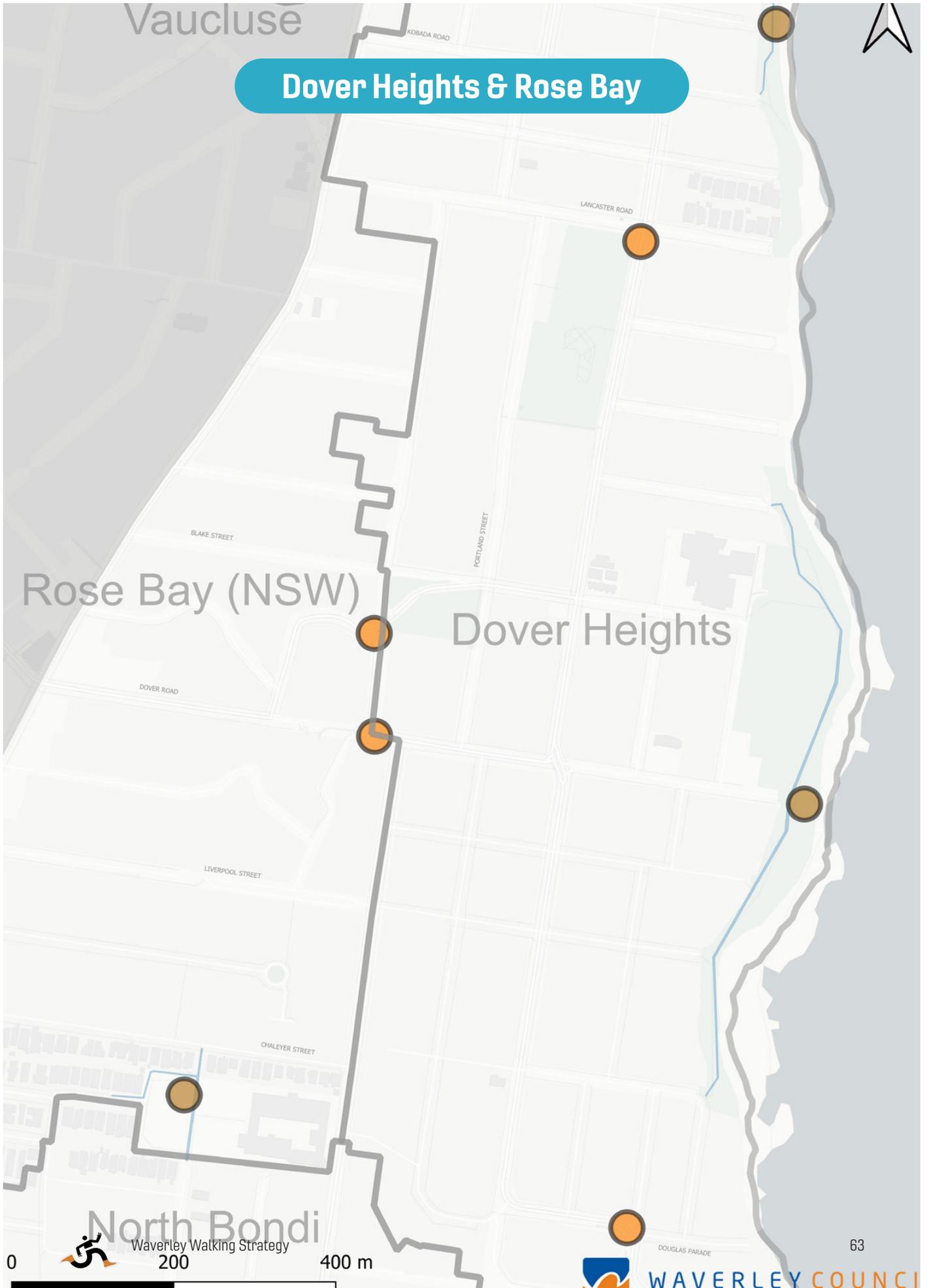


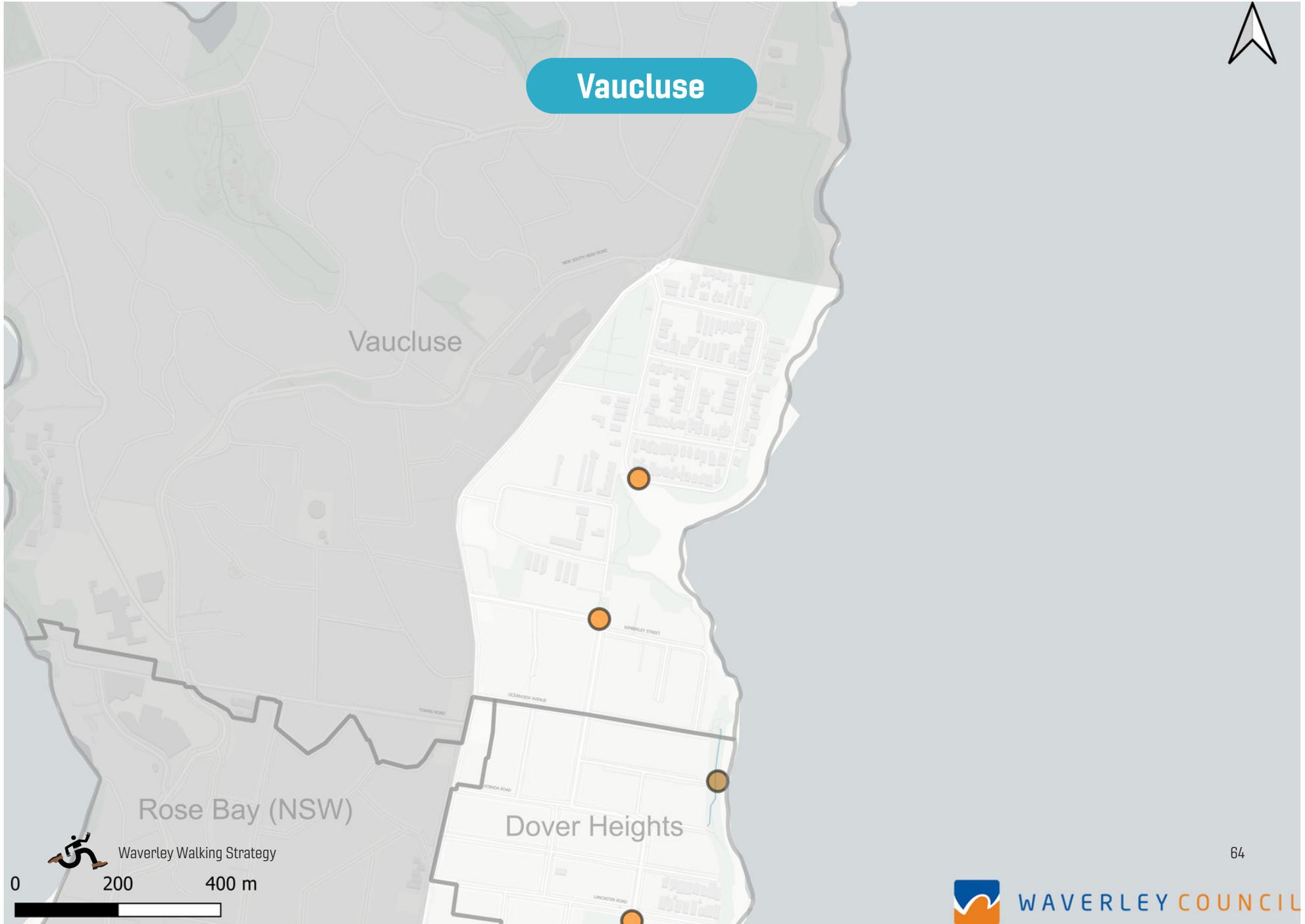




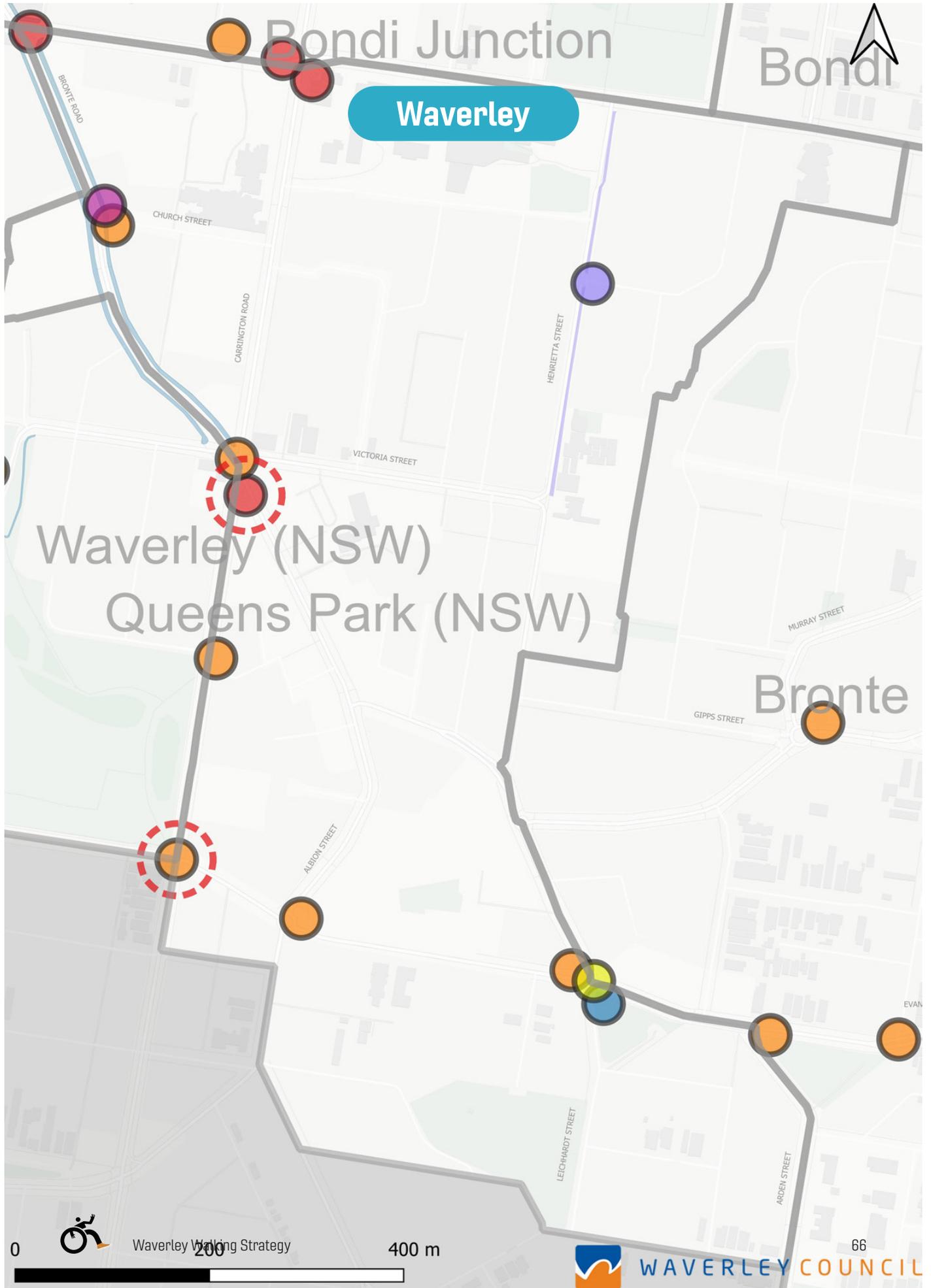


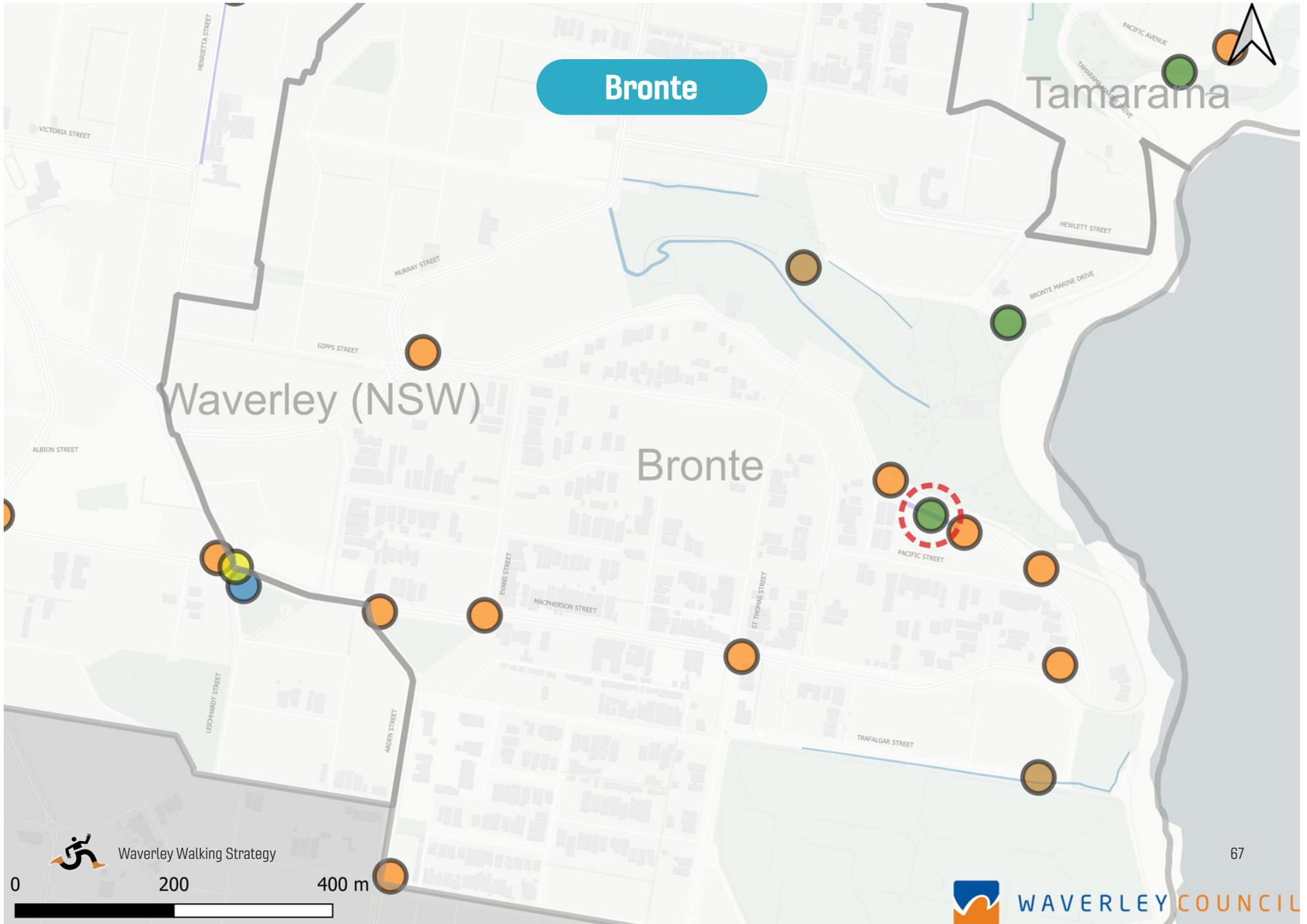


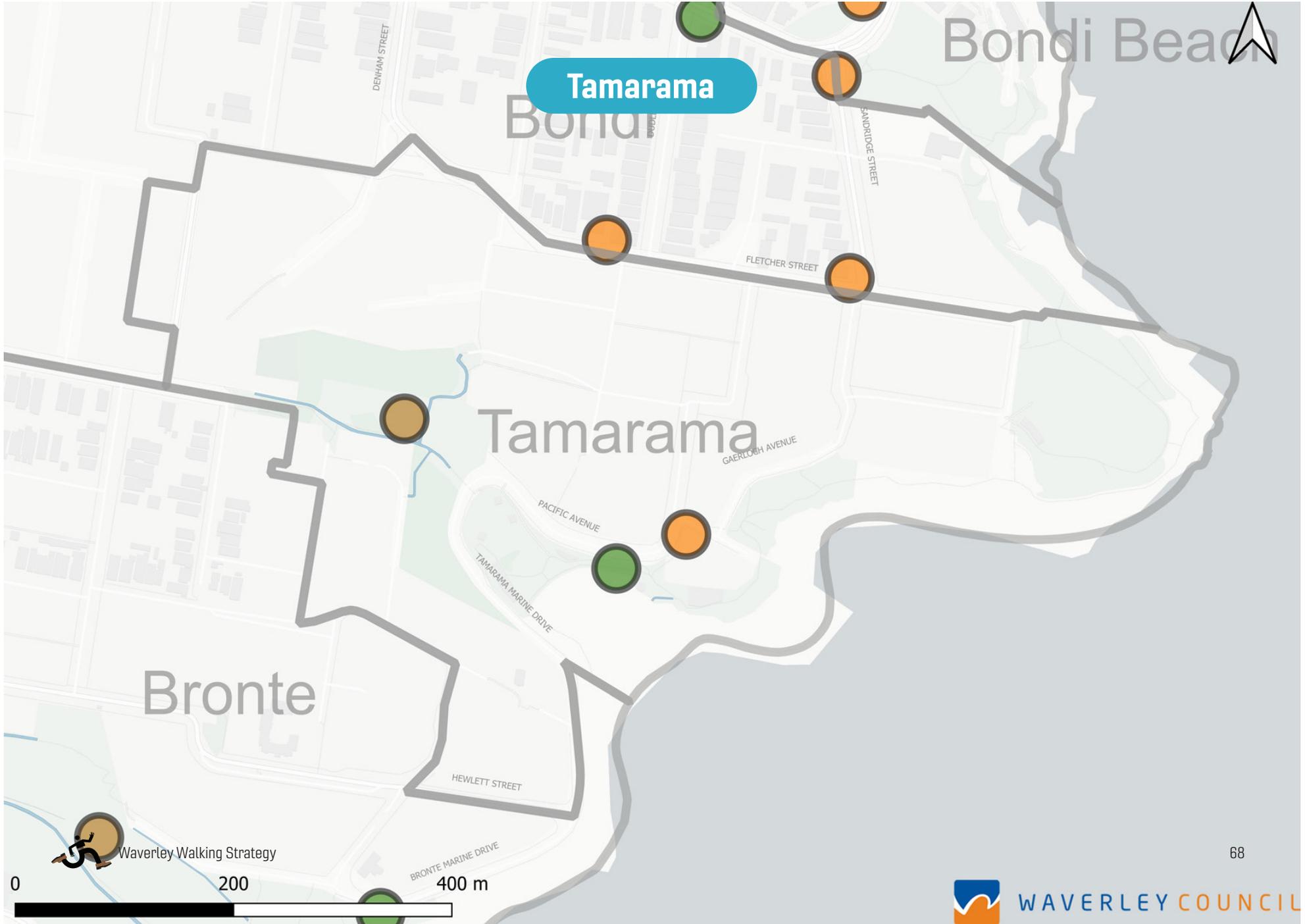












Project Prioritisation

While all improvement opportunities benefit the community, not all projects can be carried out all at once. We will prioritise walking related improvements with the most significant impact and benefits.

This strategy sets project priorities based on the level of pedestrian activities, nearby bus usage patterns, school student traffic, speed and volume of vehicular traffic, and potential safety risks. We have developed a data-driven prioritisation framework to prioritise projects with the greatest benefit to Waverley residents, while balancing the need of different road users, input and feedback from residents. Based on these metrics, improvement opportunities are categorised into:

- High-priority projects/Critical fixes – Improvements aimed at issues affecting a large number of people walking, along key walking corridors, with significant benefits and impacts, and those with significant safety implications
- Important improvements – Improvements aimed at addressing issues affecting many people walking, potentially in areas with high vehicular speeds and traffic
- All improvement opportunities – Including improvements that make walking more pleasant and enjoyable



High-priority projects/Critical fixes

Pedestrian priority areas

- | | |
|---|---|
| <ul style="list-style-type: none"> • Spring Street • Waverley Street • Gould Street • Hall Street | <p>These opportunities are intended to encourage additional pedestrian movement and activity, provide attractive social spaces for people to walk, stay and enjoy, and promote economic vitality in commercial centres.</p> |
|---|---|

Key intersection improvements

- | | |
|---|--|
| <ul style="list-style-type: none"> • O'Brien Street & Wellington Street • O'Brien Street & Barracluff Avenue • O'Brien Street & Glenayr Avenue • Blair Street & Wairoa Avenue • Charing Cross • Carrington Road & Darley Road | <p>These opportunities are intended to facilitate pedestrian crossings at key intersections and ensure formal crossing points along pedestrian desire lines to minimise stress and risks for people of all ages and abilities.</p> |
|---|--|

Intersection normalisation

- | | |
|--|--|
| <ul style="list-style-type: none"> • Corner of Waverley Street & Council Street • Corner of Bondi Road and Denham Street | <p>These opportunities are intended to reduce the complexity of intersections and higher-speed vehicle turning movements, to improve pedestrian safety and experience, and to provide more footpath space.</p> |
|--|--|

Pedestrian-friendly enhancements

- | | |
|---|---|
| <ul style="list-style-type: none"> • Queen Elizabeth Dr at Bondi Pavilion • Campbell Parade & Queen Elizabeth Dr Roundabout | <p>These opportunities are intended to transition the locations to more people centric designs and enhance walking experience by better managing vehicular traffic.</p> |
|---|---|

Delivering improvement opportunities

Indicative cost of project delivery

Cost estimates for delivering improvement opportunities identified in this strategy are based on estimated scale of projects, and unit rates based on previous projects undertaken by Council. Although actual costs may vary depending on market conditions, cost of traffic management and other contingencies, these estimates help shape our financial strategies and community expectations for the delivery of walking related projects.

(Million AUD)	Total	Kerb ramps program	Lighting compliance (existing)	Footpath pavement renewal/ upgrade	Ped crossing improvement	Associated earth work	Ped/Shared zone
High-priority projects/ Critical fixes	7.5	0.8	0.7	0	2.1	2.3	1.6
Important improvements	27.2	0.8	0.7	0.4	18.2	5.5	1.6
All improvement opportunities	70.6	0.8	0.7	4.9	21.5	8.7	34



Financial Strategy

On a per person basis, it will take about \$11 per resident per annum to deliver critical fixes identified by this strategy over the next 10 years (and \$ 101 per resident to deliver all improvement opportunities over the next 10 years). This is a highly achievable target. By comparison, in the past 20 years, the federal government spent \$ 714 per person annually on roads, with just 90 cents on walking and riding¹; most walking and cycling infrastructure were funded by state and local governments.

State and federal grants

A large number of international and domestic tourists visit Waverley each year, and walking has a significant role for everyone getting around in Waverley. In addition to local funding sources, we will seek external funding to accelerate projects. As of 2025, eligible external funding sources include:

- Active Transport Fund, ATF (Federal)
- Australian Government Black Spot Program, AGBS (Federal)
- Get NSW Active program (State)
- Safer Local Roads and Infrastructure Program (Federal)

Walking and cycling projects that improve connectivity to park lands are also eligible under the Metropolitan Greenspace Program (State)

Development Contributions and Voluntary Planning Agreements (VPA)²

We will explore ways to include funding for active and public transport projects in development contribution and voluntary planning agreements, which are aimed directly at improving transport options, and mitigating negative impacts of new developments.

Stable funding for walking infrastructure

- While state and federal grant funding and support from VPAs can help accelerate projects, a stable funding source will be more beneficial for a number of reasons, namely,
- More control over prioritising projects based on local needs rather than the specific requirements of grant programs. This also means a focus on long-term, sustainable development rather than short-term, grant-dependent initiatives.
- Less project delays while waiting for grant application outcomes
- More flexibility in project timeline, opportunities to negotiate better contracts, and greater flexibility in combining with other projects.

We will seek to allocate a fixed budget to deliver walking infrastructure for the community, and explore options to fund transport projects with more stable funding sources, especially for high priority projects that bring significant benefits our residents, but are less likely to get funding support at state or federal levels.

1. The Conversation - Australia spends \$714 per person on roads every year – but just 90 cents goes to walking, wheeling and cycling (2025)

2. In alignment with Waverley Planning Agreement Policy 2014 (Amendment No. 4) , walking infrastructure quality as “infrastructure required directly as a result of density increases experienced or expected from the redevelopment of a site”.



Appendix



Setting our strategy

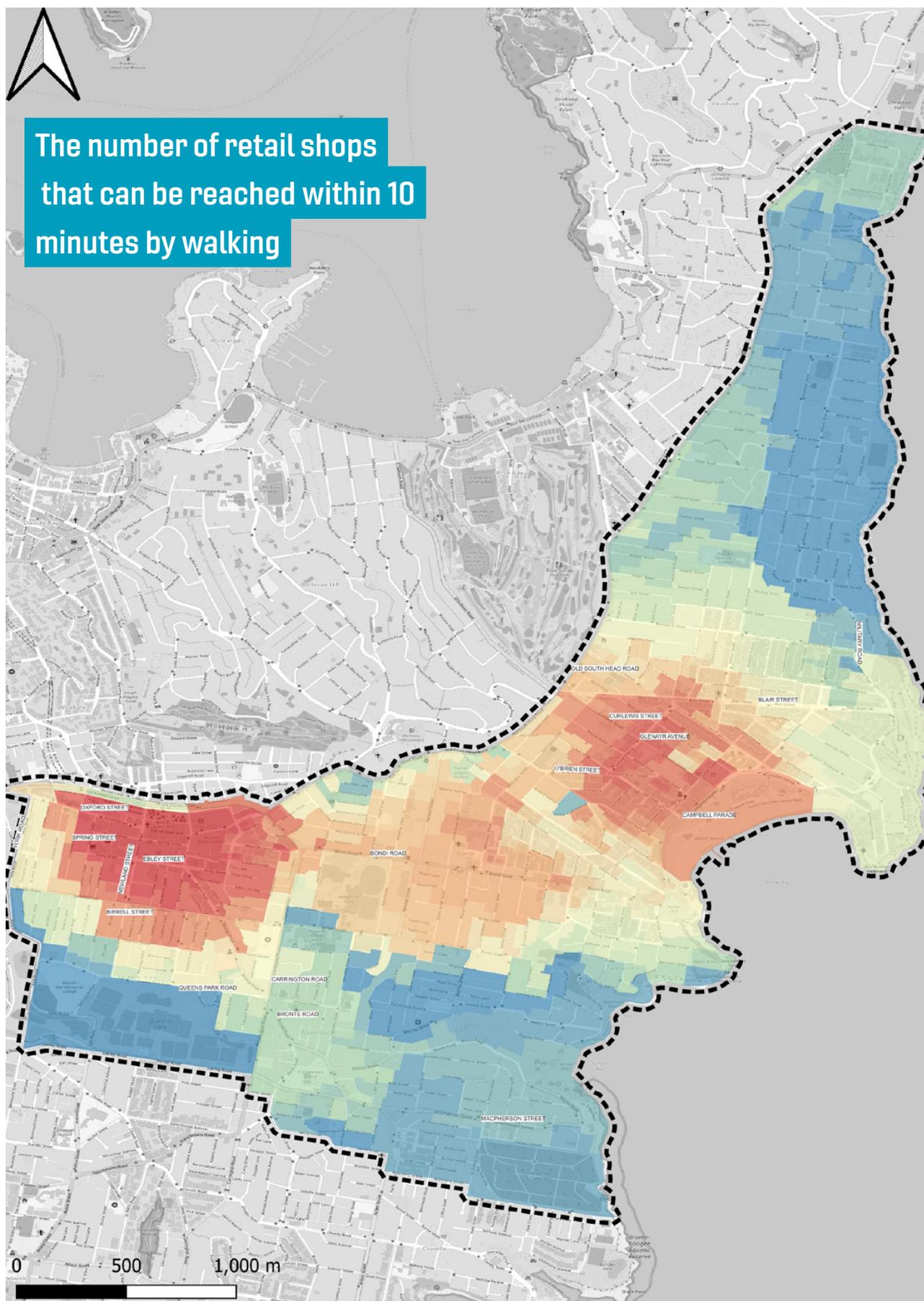
	Goal	Action	Evaluation
A	Make walking safe for all people, at all times. The safety of pedestrians is prioritised and risks from vehicular traffic is mitigated.	<p>A1. Continue to reduce vehicular speeds, mitigate risks and impacts to pedestrians.</p> <p>A2. Reduce excessive vehicular traffic on residential streets and near town centres</p> <p>A3. Indicate pedestrian priority, manage driver expectations and readiness to give way to pedestrians</p> <p>A4. Transition from vehicular centric to people centric design, make every street walkable</p> <p>A5. Improve pedestrian safety at identified collision hotspots, proactively address locations with potential for collisions</p> <p>A6. Combine traffic calming with pedestrian crossings whenever possible</p>	<p>EA1. Vision zero – no pedestrian fatality by 2035</p> <p>EA2. Reduced vehicular traffic volume near town centres</p> <p>EA3. Reduced traffic speeds</p> <p>EA4. Greater satisfaction with the walking environment (Waverley is considered a safe area for pedestrians by 65% of residents in 2021, with a target of 70% in 2032 - CSP)</p>
B	Improve the permeability of the pedestrian network through streets and open space. Walking routes are direct, without unnecessary detour or difficult crossings. Walking is convenient, and the preferred transport option for short trips.	<p>B1. Provide more pedestrian crossing opportunities, ensure all desire lines at intersections have crossings, facilitate informal crossings where conditions permit</p> <p>B2. Add cut throughs and modal filters to reduce walking distance. Improve connectivity through parks and coastal walk</p> <p>B3. Strongly advocate to TfNSW to improve timing at key crossings to prioritise pedestrians, and introduce pedestrian scramble signals</p> <p>B4. Support the Local Strategic Planning Statement's vision of a 30-minute city by promoting active and public transport, and encouraging compact and walkable development</p> <p>B5. Encourage active and public transport to replace short driving trips, incorporate provision for walking in all streetscape projects</p>	<p>EB1. Reduced pedestrian wait times at crossings</p> <p>EB2. Walking accounts for a higher share of all trips within Waverley (HTS 36.3% walking along - target for 50% by 2035)</p> <p>EB3. The number of urban amenities and employment opportunities reachable by walking</p>
C	Facilitate seamless integration between walking & public transport	<p>C1. Improve access to and crossing opportunities near high-usage bus stops, work with developers to ensure premises are easily accessible by walking and public transport</p> <p>C2. Ensure sufficient footpath space near bus stops, provide adequate shelter and seating where people wait for buses</p> <p>C3. Support walking and public transport to expand transport options, advocate for route change and additional services to support new and existing development</p>	<p>EC1. Public transport ridership in Waverley</p> <p>EC2. The number of urban amenities and employment opportunities reachable by public transport</p>

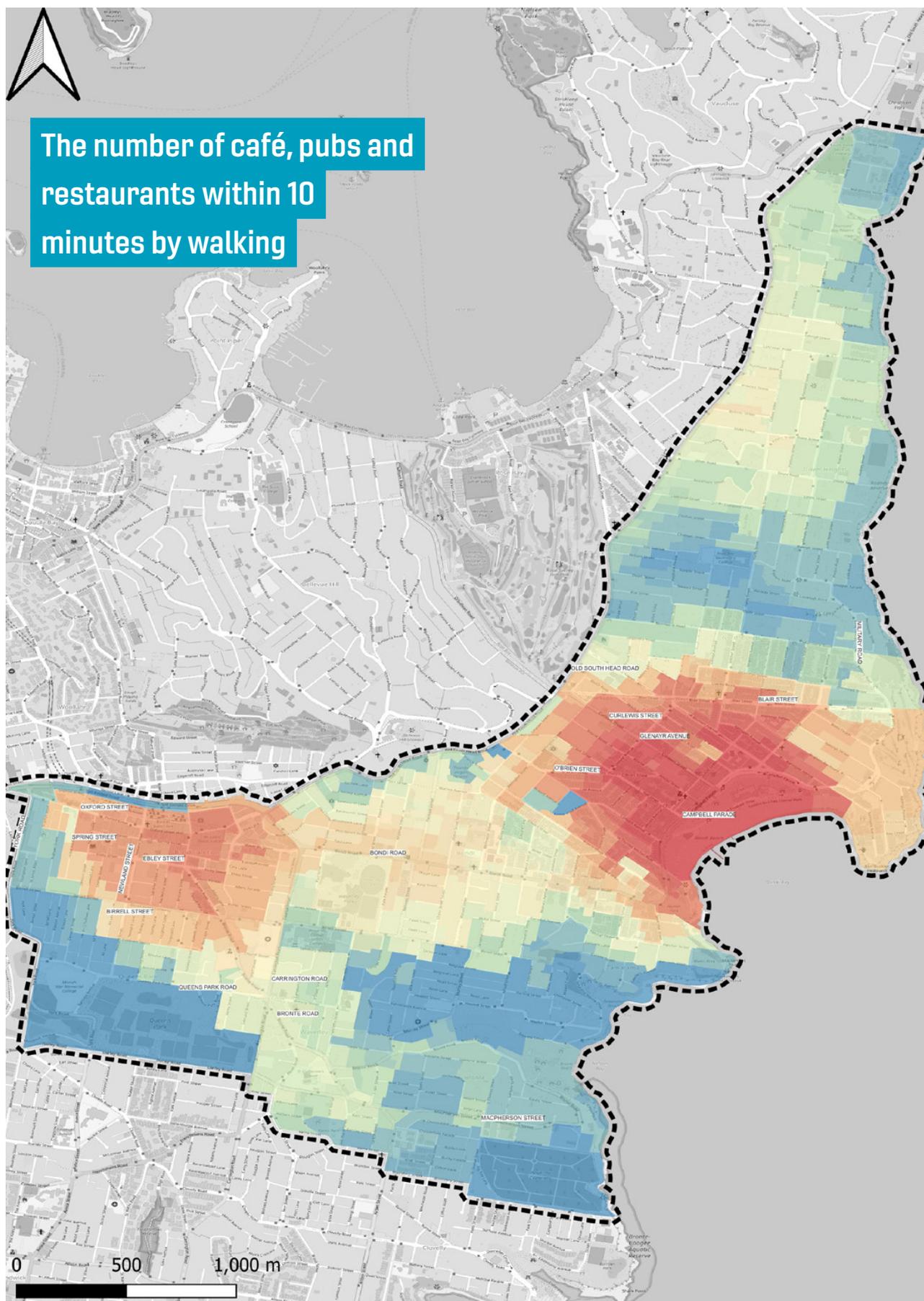


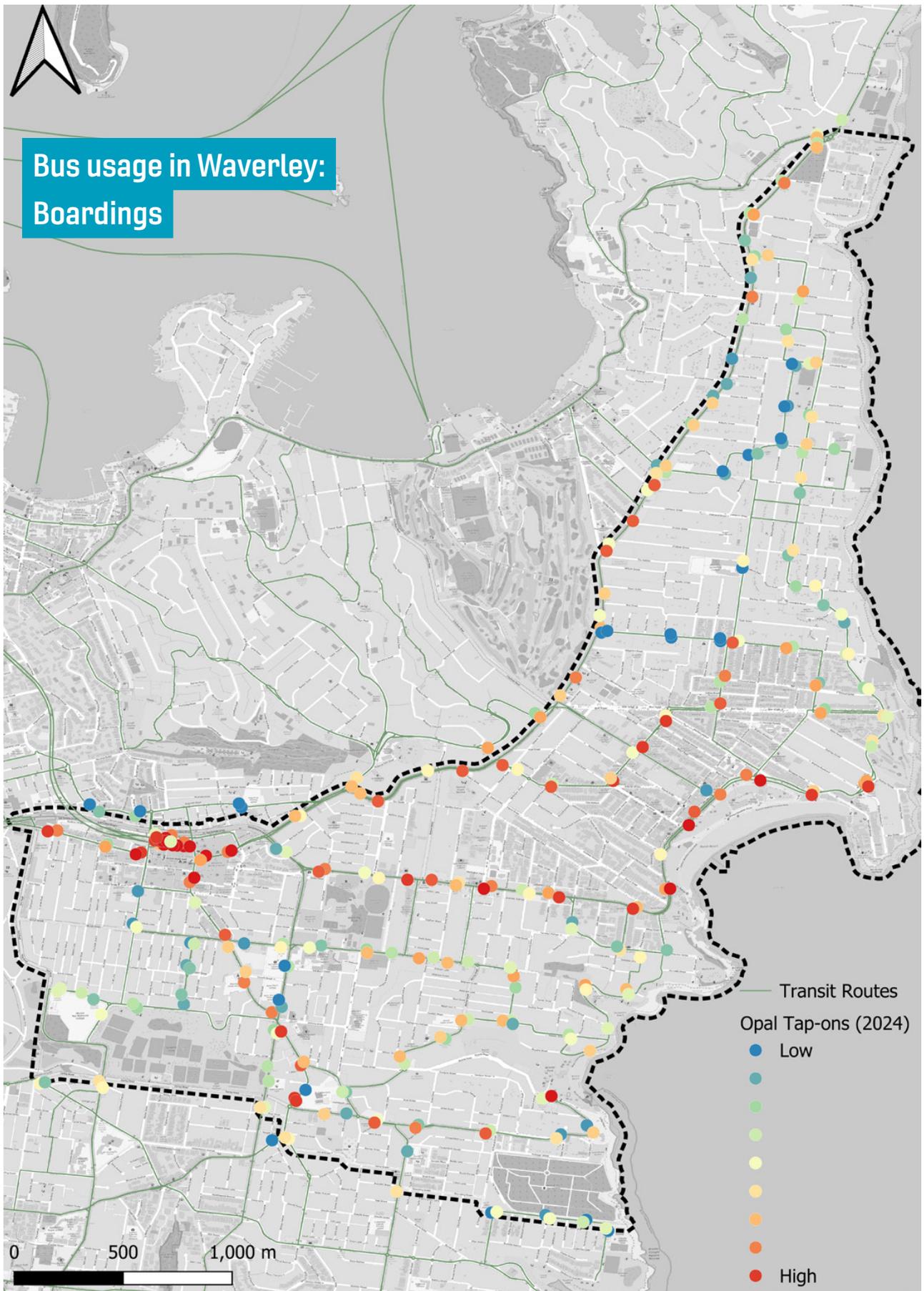
Setting our strategy

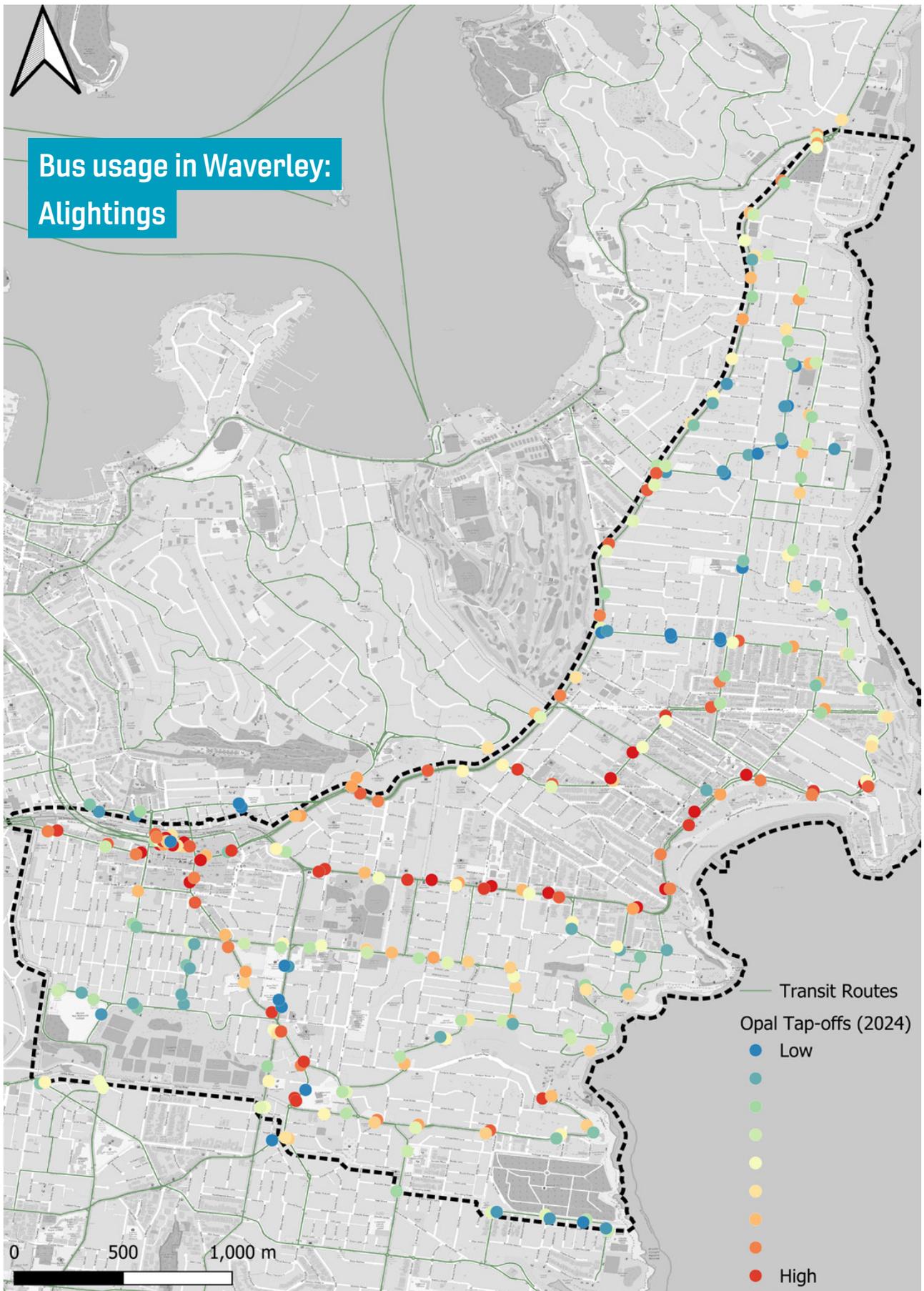
	Goal	Action	Evaluation
D	Make walking pleasant and enjoyable for people of all ages and abilities	<p>D1. Ensure footpaths are well maintained, pavement defects are repaired timely.</p> <p>D2. Improve footpath conditions, minimise interruptions by traffic, remove pinch points and footpath obstructions</p> <p>D3. Provide shading and weather protection along key walking routes</p> <p>D4. Ensure sufficient street space for both moving and standing pedestrians, and activities on footpaths. Re-allocate space and widen footpath where appropriate</p>	<p>ED1. A greater percentage of street space allocated to people walking</p> <p>ED2. A higher portion of footpath with tree cover or weather protection</p> <p>ED3. Higher pedestrian satisfaction with footpath quality (64% satisfied in survey – target for 75% by 2035)</p>
E	Provide accessible streetscapes that support independent access by school children and people with disability	<p>E1. Improve walking infrastructure and crossings along “walk to school” routes, continue to work with schools to respond to and address issues (Including reducing crossing distance, and raised crossing for greater visibility for children)</p> <p>E2. Support the implementation of the Waverley Disability Inclusion Action Plan (DIAP) by ensuring continuous travel paths for individuals with mobility limitations in commercial and village centres</p>	<p>EE1. Percentage of school children walking or riding to school</p> <p>EE2. Greater satisfaction from people with mobility limitation</p>
F	Improve walking to promote vitality on streets, enhances social connection, and contributes to a sense of place and the local economy.	<p>F1. Encourage active frontage, mixed use of commercial and residential units</p> <p>F2. Provide places for people to stay and enjoy, trial re-allocating street space to on-street dining, and make permanent these changes with support from businesses</p> <p>F3. Explore opportunities to pedestrianise identified street segments, focusing on access by walking and public transport</p> <p>F4. Improve footpath quality and streetscape, enhance pedestrian wayfinding signages, amenities and lighting</p> <p>F5. Develop a wayfinding strategy and action plan</p>	<p>EF1. More active frontage, greater mixed-use development</p> <p>EF2. Less noise and transport related pollution</p> <p>EF3. Residents’ perception of night time safety (75% residents feel safe in CSP 2022-2032 – CSP has a goal of 78% by 2032)</p>
G	Ensure walking harmonises with other transport modes	<p>G1. Implement context-sensitive approaches to reduce conflict between pedestrians and bike riders</p> <p>G2. Better manage bike parking on footpaths, including both shared and privately owned bikes</p> <p>G3. Consider potential effects of traffic calming devices on bike riders</p> <p>G4. Signal pedestrian priority and reduce conflicts between pedestrians and vehicles near parking lot entrances and exits</p> <p>G5. Work with the State to manage the use of e-bikes and other micro-mobility devices on footpaths</p>	<p>EG1. Percentage of people view bike riders and bike parking as a significant concern for walking (future community survey)</p>





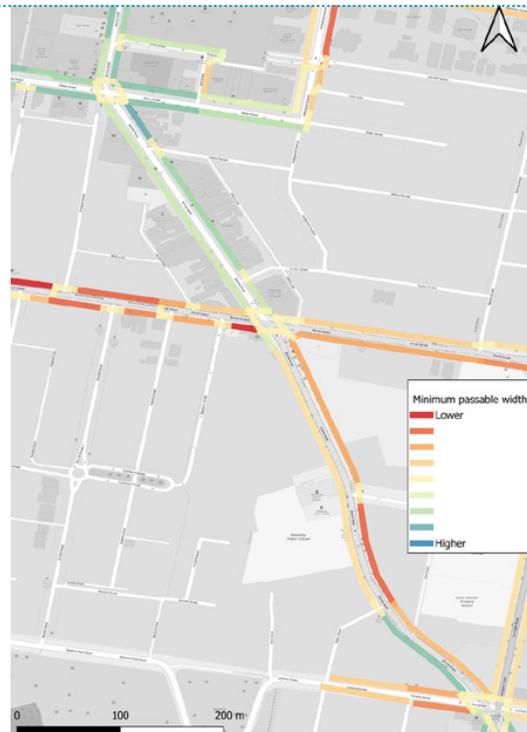






Footpath audit & evaluation

Over the last few years, there has been specific community interest to better understand footpath quality. Council officers investigated footpath quality using audit data. Results from footpath audits were further consolidated by pedestrian activity data to inform the need and priority for improvement. Examples of footpath auditing were presented in maps below.



A review of guidelines for recommended footpath width under different scenarios

Street Type	Description	Recommended Walkable Width* (metres)
Low activity, residential streets	Streets in a low density residential area that do not provide area-wide connections and mostly serve nearby residents. There is no major trip generators nearby. Occasionally there are bus stops along these streets, but generally do not have significant usage.	<ul style="list-style-type: none"> 1.0 – 1.2 (Austroads 2021, Guide to Road Design Part 6A: Paths for Walking and Cycling) 1.2 as minimum for a person with mobility aids (TfNSW Walking Space Guide (2020)) 1.2 for a wheelchair user to navigate safely (Australian Standards AS1428.2) 2.0 (TfNSW Walking Space Guide 2020 for low activity streets)
Medium to high density residential /Mixed-use streets/Pedestrian movement corridor	Streets that are used both by people passing through and nearby residents. There can be occasional but not continuous ground level retail activities along these streets. POIs with significant trip attractions might be nearby, but with no continuous shop front or on-street activities. The primary function of streets should be for people passing through, with occasional need for on-street activities.	<ul style="list-style-type: none"> 1.5 (Healthy Streets checklist for new developments (2024) suggests this width as required by a single person with mobility aids) 1.5 (TfNSW Walking Space Guide 2020 suggest that passing others is uncomfortable for most people on footpath less than 1.5 wide) 1.5 either in front of, or behind bus shelters(Transit Cooperative Research Program (TCRP) Report 19, Guidelines for the Location and Design of Bus Stops, Transportation Research Board 1996) 1.8 (Australian Standards for 2 wheelchairs to pass each other) 2.0 (Healthy Streets checklist for new developments (2024) recommends this for all streets in order to accommodate people with different needs) 2.3 -3.2 (TfNSW Walking Space Guide 2020 for medium activity streets)
High pedestrian activity, high streets	These streets are located in commercial and shopping areas, with a high pedestrian volume. There can be substantial ground level retail activities, with continuous shopfront or on-street dining. These streets need to accommodate both people moving and staying.	<ul style="list-style-type: none"> 2.4 and above, based on volume (Austroads 2021, Guide to Road Design Part 6A: Paths for Walking and Cycling) 2.5 (Waverley DCP 2022) 2.85 (TfNSW Walking Space Guide 2020, most people feel comfortable passing others at this footpath width) 3.9 - 4.5 (TfNSW Walking Space Guide 2020 for high activity streets)

*As a baseline, a person walking needs a width of 70cm (Healthy Streets checklist for new developments, May 2024), and people with mobility aids (1.5 m), carrying luggage, or walking with children would need more space (Healthy Streets checklist for new developments, 2024). In addition to the general footpath width above, a “minimum passable width” at the narrowest point along a footpath also needs to be considered for people with mobility limitations.

Footpath space includes street furniture, bus stops, poles, trees, utility boxes, and other obstacles, and not all footpath space is walkable. We will work with stakeholders to ensure adequate width for people of all ages and abilities, and for people moving and staying. People need more than the physical space to be able to comfortably pass each other. There is no one-size-fits-all footpath width for all streets, and much of the width consideration depends on the context of the street. The table summarises recommended footpath width from a review of guidelines and standards. The Waverley’s Street Design Manual (2020) also includes a review of minimum provisions for footpath width.

The recommended minimum width of a traffic lane is 3 metres¹, which is wider than existing footpaths in many parts of the LGA, including high pedestrian areas. We aim to provide more space for people walking whenever possible. We will work towards making walking pleasant and enjoyable for all people, regardless of their age or abilities.

1. Austroads 2021, Guide to Road Design Part 3: Geometric Design





W A V E R L E Y
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CUSTOMER SERVICE CENTRE

55 Spring St, Bondi Junction, NSW 2022

Appendix – Changes since the last draft strategy

This section tracks major changes to the documents from the previous draft version. Changes are categorized and labelled based on the reason for change, namely, “CR” for Councillor requested changes, and “U” for general updates as a result of changed circumstances, or newer policies and guidelines that became available since the last draft version. Minor corrections and modifications are

Document Section	Text before change	Text after change	Reason for Change
Preface	Areas of Waverley are covered by the NSW Government stage 2 Low and Mid-Rise Housing Policy which supports denser residential development. With limited space for transport infrastructure, we simply cannot add more roads to keep up with the rise in travel demand.	Higher density and limited road space presents both challenges, and opportunities for encouraging more walking, and promoting transit oriented development (TOD).	CR
Strategic Context	A significant amount of residential area in and around Waverley is covered by the newly introduced stage-2 Low and Mid-Rise Housing Policy (NSW Government 2025, which encourages higher residential density, and increases pressure on narrow streets and crowded footpaths.	The increasing density in Waverley presents opportunities for transit oriented development (TOD), encourages more walking through enhanced walking infrastructure, urban design, street scape upgrades and more greenery.	CR
State & local planning context	/	NSW Speed zoning standard (2025) outlines principles for setting speed limits on roads and streets. It emphasises safe speeds that are appropriate for street environment and place context, including 30 km/h and 40 km/h zones in urban places and local streets, and 10 km/h and 20 km/h in shared zones.	U
Challenges and Opportunities	With a proposed housing target of 3,400 additional dwellings by 2036 and the introduction of NSW stage 2 Low and Mid-Rise Housing Policy, population density in our LGA continues to rise. In particular, the number of additional residential units in our centres places additional pressure on already crowded footpaths.	With a proposed housing target of 3,400 additional dwellings by 2036 and an overall increase in density, we need more footpath space and better walking infrastructure to keep up with growth, and continue to improve the walking experience.	CR
Challenges and Opportunities	/	Large block sizes and a lack of through site connections increases walking distance, and reduces access to public transport.	CR

Challenges and Opportunities	/	Streetscape upgrade and more greenery make streets more pleasant to walk, and more inviting as a place to stay and spend time.	CR
Walking related needs and issues	/	Streetscape - Better design and beautification of streetscape encourage more walking. This includes more greenery, and continuous awnings in town centres to provide shelter from weather.	CR
About this strategy	Traffic calming, 40 km/h zones: We are implementing 40km/h in areas between Blair Street and Bondi Rd, and looking to roll out 40 km/h zones in other parts as the next step.	Traffic calming, 40 km/h zones: We implemented 40 km/h zones in the LGA south of Bondi Road.	CR
How this strategy is structured	Slow streets – Reduce speeds to improve pedestrian safety. This includes 40km/h throughout the LGA and aspirational 30 km/h zones in core areas in core areas and major walking routes and destinations.	Slow streets – Reduce speeds to improve pedestrian safety. This includes 40km/h zones throughout the LGA, and reducing speeds to appropriate levels based on local context.	CR
How this strategy is structured	Intersection normalisation – Redesign and normalisation of vehicle centric intersections.	Right sizing intersections - Improvements to vehicle centric intersections.	CR
How this strategy is structured	Pedestrian signal priority – Work with TfNSW to reduce pedestrian delays at intersections, especially in high pedestrian areas where the movement of people should be prioritised. Explore options such as “always-on” pedestrian signal, and diagonal (scramble) pedestrian crossings in high pedestrian areas	Pedestrian signal priority – Work with TfNSW to reduce pedestrian delays at intersections, especially in high pedestrian areas where the movement of people should be prioritised. Explore innovative approaches and precedents from neighbouring LGAs to reduce pedestrian waiting time at signals.	CR
How this strategy is structured	Footpath surface improvement – Improvements and upgrade to footpath surfaces, including highly trafficked and yet unpaved natural strips, connections through parks and open space.	Footpath improvement – Improvements and upgrade to footpath surfaces, including highly trafficked and yet unpaved natural strips, connections through parks and open space. We will also provide better weather protection through awning and greenery	CR
Focus area: Slow streets	We will continue to implement and monitor 40 km/h zones across the LGA. Bondi Road is a state road but with extensive “place” functions and deep local connections. Vehicle speeds on Bondi Road are mostly within 45 km/h, which is suitable for 40 km/h zone	We will continue to work towards goals set by the Waverley Local Strategic Planning Statement 2020 - 2036, and implement speed limits that are appropriate for the surrounding urban environment. This extends to Bondi Road, which is a state road but with extensive “place” functions and deep local connections.	CR
Focus area: Slow streets	Aspirational 30 km/h zone and pedestrian priority areas In addition to the on-going implementation of 40 km/h zones, there are significant benefits to establishing 30km/h zones in commercial centres and high pedestrian areas in Bondi Junction and Bondi Beach area (shown in the map). Other major walking trip	Beyond 40 km/h zones In addition to the on-going implementation of 40 km/h zones, there are significant safety and livability benefits to further reducing speed limits in laneways, and in high pedestrian areas and along active street environments, such as in Bondi Junction and Bondi Beach.	CR

	destinations would also benefit from vehicle speeds below 40 km/h.		
Actions A3 & A4	We will reduce vehicle-centric designs on local roads to improve safety for pedestrians.	We will adopt more context sensitive road designs to improve safety for pedestrians.	CR
Actions A3 & A4	The use of slip-lanes, roundabouts and one-way streets will be minimised, and we will seek opportunities to remove existing ones.	The use of slip-lanes, roundabouts and one way streets will consider the context of the urban environment. Existing installations will be reconsidered if they are not appropriate for the environment.	CR
Focus area: Right-sizing intersections	While the removal of slip lanes will cause a slight reduction in the level of service for motorists, this is expected to affect only a small number of vehicles and greatly improve the safety and overall walking experience. A review and removal of slip lanes was proposed by the WPMP (2017). The TfNSW Design of Roads and Streets (DORAS) manual ¹ considers slip lanes as a vehicle centric design that discourages walking, and recommends avoiding them in areas with high place function and high pedestrian activity, as well as in urban centre and urban context where frequent street crossing opportunities are needed to access transit stops.	For marginal benefits to vehicle movement, vehicle centric intersection designs in dense urban areas make it more stressful, and less safe for people crossing a street, even in areas of high pedestrian activity. We will continue to improve intersection designs in line with TfNSW's Design of Roads and Streets (DORAS) manual.	CR
Focus area: Right-sizing intersections	Several opportunities have been identified to normalise intersections, remove slip lanes and expand footpath space to facilitate pedestrian movement. In some cases, removal of slip lane provides more space for people waiting at signals, and for on-street activities.	Several opportunities have been identified to improve and right-size intersections that could result in safer street crossings, more space for people waiting at signals, and for on-street activities.	CR
Actions A5 & A6	we aspire to implement 30 km/h zones to further enhance pedestrian safety	we will look to further reduce speed limits that are more compatible with the urban environment	CR
Action B2	/	For large blocks that currently lack permeability, there are opportunities to change existing development controls (DCP) to allow for more through site connections.	CR
Focus area: Pedestrian signal priority	We will provide more safe crossing opportunities, and strongly advocate to TfNSW to reduce pedestrian wait time at key crossings to below 45 seconds, with a long-term goal of 30 seconds.	We will provide more safe crossing opportunities, and strongly advocate to TfNSW to reduce pedestrian wait time at key crossings where appropriate. Research and experience by City of Sydney shows significantly reduced compliance rates when waiting times exceed 30 seconds. While short waits are desirable for pedestrians, intersections operate more efficiently with longer signal cycles, meaning longer wait times. In practice, 45 seconds is often considered a "sweet spot" that balances between pedestrians and traffic operations.	CR

Action D3	/	Trees provide both aesthetic and functional benefits to our streets. Trees and urban greenery are effective in reducing urban heat island (UHI) effects. Trees can bring down urban temperature by as much as 1.6 degrees. Street trees also attenuate noise in urban areas, making streets less stressful, and more pleasant for people to spend time on. We will look at opportunities for changing the current Development Control Plan (DCP) to ensure awnings from adjacent commercial buildings provide continuous weather protection in town centres.	CR
Goal G	We will also work with shared bike operators to discourage inappropriate bike parking.	We are working with shared bike operators to monitor and reduce instances of inappropriately parked bikes and e-micromobility devices obstructing public access.	U
Goal G	/	With the increasing popularity of e-micromobility devices and issues raised by residents about their safe use and parking on footpaths, we will work with the State to explore options for their effective management. Measures could include where these devices could operate, and at what speed (e.g. go-slow zones).	CR
Setting our strategy	A1. Continue to reduce vehicular speeds, mitigate risks and impacts to pedestrians. (This includes aspirational 30 km/h in high pedestrian areas)	A1. Continue to reduce vehicular speeds, mitigate risks and impacts to pedestrians.	CR
CR: Councillor requested changes U: General updates as a result of changed circumstances, or newer policies and guidelines that since became available			

REPORT
PD/5.9/26.03

Subject: Flower Bike Wands - Feasibility Assessment

TRIM No: A14/0193

Manager: Nikolaos Zervos, Executive Manager, Infrastructure Services

Director: Sharon Cassidy, Director, Assets and Operations

RECOMMENDATION:

That Council:

1. Installs typical off-the-shelf flexi-posts in Henrietta Street, Waverley, to enhance delineation between the cycleway and vehicular traffic.
2. Advances the implementation of bicycle flower wands in Spring Street, Bondi Junction, to enhance delineation between the cycleway and the footpath, subject to grant funding.
3. Considers incorporating bicycle flower wands into the infrastructure needs of shared bike parking zones, noting potential financial contributions from the operators.

1. Executive Summary

In September 2025, Council resolved to investigate the feasibility of bespoke bicycle flower wands along Spring Street, Bondi Junction, to enhance delineation of the existing cycleway from the footpath. The feasibility assessment considers two main aspects: the type and availability of a suitable product and the suitability of the location itself.

The use of bicycle flower wands, or more generally flexible bollards, to delineate between a footpath and cycleway is an atypical use case. Further, Spring Street and its multifaceted functionality presents a unique context with commensurate challenges and risks. Bespoke bicycle flower wands are also anticipated to have a considerable cost premium. Based on existing needs and parallel programs, the suitability of flexible bollards and/or bicycle wands are also investigated for Henrietta Street, Waverley, and at shared bike parking zones located in various parts of the local government area (LGA).

To mitigate risks and cost issues, it is recommended that an off-the-shelf flexi-post is used along Henrietta Street in the first instance. In the event that Council successfully obtains grant funding, or through ongoing shared bike parking and management efforts, additional locations can be considered.

2. Introduction/Background

Council is investigating the use of flexible delineators in the form of bicycle flower wands at appropriate locations—including along Spring Street—to better separate different modes of transport. Flexible delineators take on different functional and aesthetic forms. They are often used in tactical urbanism applications, such as ‘quick-build’ bike lanes, kerb-extensions, or traffic calming chokepoints. They are typically designed to withstand multiple impacts and recover to their upright

form. Many are also intended to be traversable, particularly for emergency vehicles. On their own, they are not intended to stop collisions or act as a safety barrier.

The use of these types of flexible delineators (or bollards) has been limited within the Waverley LGA. In 2018, collapsible delineators were used to delineate a temporary footpath space in Calga Place. In 2019, the Henrietta Street northbound bike lane was enhanced to include traversable lane dividers (flaps) as a trial. These were of lower height and profile than the intended flexible delineators discussed in this report. Flexible bollards have also been used more recently to delineate on-street shared bike parking zones. Some additional ad hoc installations have also been undertaken to better highlight low-profile concrete delineators. As such, no larger-scale, permanent implementation of flexible lane delineators has recently been undertaken in the LGA.

The community has expressed some concern with the interaction of the Spring Street cycleway and adjacent footpath, particularly where the two facilities are flush. In 2025, Council installed retroreflective rumble strips between the footpath and cycleway to enhance delineation. The recent Council resolution seeks to further investigate delineation through the use of bicycle flower wands. These types of flexible delineators have become more prevalent in some other parts of the world. They are not currently used anywhere in Australia.

3. Relevant Council Resolutions

Meeting and date	Item No.	Resolution
Council 16 September 2025	CM/8.2/25.09	<p>That Council:</p> <ol style="list-style-type: none"> 1. Notes the importance of bike infrastructure to Council, specifically under the People, Movement and Places strategy, the Community Strategic Plan, the Environmental Action Plan, and the Bike Strategy and Action Plan. 2. Investigates the creation of bike wands in the style of Westminster City Council's recently installed tulip cycle wands, but with a native Australian flower. 3. Officers prepare a report to Council investigating and making recommendations on: <ol style="list-style-type: none"> (a) The feasibility of 3D printing or otherwise creating durable, soft plastic flowers to attach to the top of commercially available local bike wands. (b) In particular, the suitability of using these wands along the Spring Street bike path, where it meets the footpath, to provide clearer delineation and improve pedestrian safety. (c) The cost of fabricating and installing the wands on the bike path, including cost per unit. 4. Informs the following stakeholders of this resolution:

		(a) Bike East.
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4. Discussion

Delineator typologies

Enhanced delineation through flexible or softer materials comes with various names and sub-typologies. This includes items such as flexi posts, wands, flexible bollards, collapsible delineator, delineator posts, IRS bollards, candy bars, pavement flaps, or lane dividers. Council has used several of these in the past for similar applications. Regarding the Council resolution, the most relevant type and technical considerations are outlined here.

Technical guidance

Transport for NSW's Delineation and Pavement Marking (2025) guidelines specify considerations for the use of flexible bollards. This guidance is generally oriented toward their use on motorways and larger-scale roadways and in terms of managing vehicular traffic. As such, the guidance's applicability to the use of these treatments with respect to enhanced delineation of cycling infrastructure is limited, although some considerations remain:

- Flexible bollards should not exceed 1 metre in height.
- Use of highly visible colours including yellow, orange or white.
- Limit installation near well-defined pedestrian areas.
- Limit installation where they may become hazardous (as opposed to supportive) to bicycle riders.
- Spacing of 3 metres.

Transport for NSW's Cycleway Design Toolbox (2020) supports the implementation of quick-build bike facilities using flexible or soft delineators. It notes a need ensure that the barriers themselves do not become a safety risk, and that additional buffer space is provided where possible. The toolbox illustrates that collapsible delineators with a horizontal ground-based module are most often used to provide enhanced delineation. The toolbox does not preclude the use of flexible bollards or wands (without a horizontal module).

Typical flexible bollards

There are various typical flexible bollard sub-types available. The most typical flexible bollard are the simple orange plastic posts often seen on streets, and those currently used to delineate some shared bike parking zones.

Figure 1 below provides an example. These posts do not have an impact recovery system, such that they are more susceptible to destruction after impact, particularly if run over by vehicular wheels.



Figure 1. Typical flexible bollard subtype – Simple orange bollard.

Most enhanced delineators used for bike lanes in Greater Sydney consist of collapsible delineators with a horizontal module. As mentioned above, these were used to provide temporary separation between the pedestrian path and vehicular travel lane in Calga Place, Bronte. Experience here and other locations, such as the current temporary bike lane located along Moore Park Road (City of Sydney), has found that these are susceptible to destruction—both the posts and the horizontal module. This can be seen in Figure 2 below.



Figure 2. Calga Place temporary collapsible delineators with considerable wear and tear.

A more robust type of flexible bollard is also available, herein called a flexi post or IRS (impact recovery system) bollard. These off-the-shelf bollards are designed to fully recover from impacts, including from being run over directly by a wheel. Council has limited direct experience with these bollards, and they are not often used locally to delineate cycleways. They are often used in other international jurisdictions, but are locally available. See Figure 3 below. However, Council officers are aware that they too can be damaged given enough impact.



Figure 3. Flexi post or IRS bollards.

In any case, out of the three subtype of flexible bollards discussed here, flexi posts/IRS bollards are recommended where bespoke or more unique types of bollards are unable to be delivered.

Bicycle flower wands

Bicycle flower wands brandishing a tulip have recently been installed by Westminster City Council in the UK as shown in Figure 4 below. These wands are a form of IRS bollard, but with a more considered design in terms of function and aesthetic. They are under 1 metre in height, such that they do not themselves become obtrusive, a visibility constraint, or a direct obstacle (to handlebars). They are also made with recycled plastic.

The wand's design intention is to provide enhanced visual separation between bicycle lanes and vehicular travel lanes, thereby also increasing cyclist comfort. To align with this intention, they are typically spaced between two and four meters, such that it dissuades vehicles from entering the bicycle lane for short-term parking.



Figure 4. Tulip cycle wands installed in the UK.

Bespoke bollards

Council officers have sought to understand the potential for the market to supply bespoke flexible bollards with a flower topping. The key challenge with this approach is that the base and main portions of typical off-the-shelf bollards align with Australian Standards and/or are endorsed by state agencies. For most custom solutions, the recommended approach is to add a topping or cap to an off-the-shelf base. As such, a domestically produced bespoke option would use a typical flexible bollard as a baseline. Council officers also sought information from local 3D printing companies regarding the development of a flower topping that could be mounted to a flexible bollard. This has been determined to be possible, but with a commensurate cost discussed further below.

Additionally, Council officers embarked on collaboration efforts with the UNSW to develop a product made from recycled materials. Environment Protection Authority (EPA) grant funding has been sought. The outcomes of this process are currently uncertain. So too the type of product that UNSW would ultimately be able to create. Were Council to successfully receive the grant, further work with the community in terms of flower design and aesthetics would also be undertaken.

Use cases and locations

Based on existing needs and the Council resolution, three specific use-cases have been identified and are further discussed below. This includes the use of flexible delineators between the cycleway and footpath along parts of Spring Street, along the Henrietta Street cycleway, and at on and off-street shared bike parking zones.

Spring Street

Between Newland Street and Bronte Road, much of the Spring Street cycleway is flush (level) with the adjacent footpath. Further to the east, the cycleway is at roadway level. The main reason that the cycleway was designed in this manner was to facilitate loading and unloading activity to local businesses along the street. Much of the northern kerbside functions as a loading zone, and there is considerable loading activity throughout the day. The flush treatment minimises tripping hazards and facilitates the rolling of carts and dollies.

The flush treatment has resulted in some concerns from the community, including those with visual impairments. Concerns have included lack of clear delineation; that pedestrians find themselves within the bike lane, or that cyclists are travelling inappropriately or at undue speeds, potentially creating mutually uncomfortable conditions. In 2025, Council installed retroreflective rumble strips between the footpath and cycleway to enhance delineation. The retro-reflectivity increases the visibility of the existing white delineation in rainy or darker time periods. The rumble strips provide subtle added tactility. From a maintenance perspective, the strip is intended to be robust and more readily replaceable than other tactile solutions if needed.

The implementation of bicycle flower wands would increase visual delineation of the two spaces and would likely enhance the visual aesthetic of the street. It is also anticipated that maintenance will be lower, given that they will not be struck by vehicular traffic. However, they are also anticipated to introduce several challenges:

- It is not clear that the addition of bicycle flower wands will enhance delineation for visually impaired users, particularly those using a cane and shorelining, where they may instead become a further obstacle. Further work to engage the vision-impaired community on this aspect has not yet been undertaken.
- Despite their purpose-built height, the wands will reduce the effective and perceived width of the cycleway, nudging those travelling northbound closer to the southbound lane. A similar effect is anticipated for pedestrians, who will perceive a narrower footpath.
- The wands will constrain cyclist movements – to the extent that pedestrians and those loading/unloading may continue walking into the cycleway at inopportune times, there will be less lateral ability for a cyclist to avoid potential collision.
- Loading and unloading activities are anticipated to be lightly impacted.
- They may be perceived as additional clutter in an already busy area.
- They are likely to be susceptible to vandalism.

Henreitta Street

The existing lane dividers (flaps) delineating the Henreitta Street northbound bike lane from the southbound vehicular traffic lane have a low-profile. They have also shown wear and additional minor issues. This includes:

- Many of the flaps have been destroyed.
- The low profile has been cited as potential tripping hazard, notwithstanding that pedestrians should be minimising walking on the roadway.
- The flaps are overly traversable, meaning that vehicles are often found to be stopped in the bike lane, such that they block people cycling and encumber southbound vehicular travel.

As such, there is an opportunity to enhance the current delineation of the bike lane via bicycle flower wands or equivalent types of flexible bollards. The increased height of these, such that they would also be less traversable, would reduce the number of vehicles intruding into the bike lane. Similar to a Spring Street implementation, the effective and perceived width of the bike lane would be narrower. In this case, this is less of an issue as the facility only permits unidirectional bicycle travel and is already too narrow to facilitate safe passing. In short, the trade-off between enhanced delineation and minor narrowing is deemed to be a net positive.

Shared bike parking zones

Council has and continues to implement shared bike parking zones, both on and off-street. Some of these zones have been delineated using typical orange flexible bollards. These off-the-shelf bollards are cost-effective, but concerns to their aesthetics have been raised. Council officers have been seeking alternative products that maintain adequate delineation and visibility while improving the aesthetic quality. There is an opportunity to equip these zones with bicycle flower wands or an otherwise more aesthetic type of bespoke bollard. An ancillary benefit of this approach is to provide the shared bike parking zones with a brand, such that future users would also be able to better identify them on the street or footpath area. This would be analogous to a bus stop B-pole or T symbol for trains stations in terms of a clear visual indication of the transport infrastructure that is to be found at that location.

It should be noted that these zones also permit private bicycles to park. As such, bicyclists with self-locking mechanisms on their bike would also benefit from enhanced visibility of the bicycle parking spaces

Technical summary

The above discussion outlined high-level considerations and positives and negatives associated with the more immediate potential opportunities for the use of bicycle flower wands in the Waverley LGA. Based on this assessment, it is recommended that wands or equivalent flexible bollards be implemented with the following priority:

- Along the Henrietta Street northbound bike lane.
- At existing and upcoming shared bike parking zones.
- Along the Spring Street cycleway, at the flush footpath and cycleway interface.

Future bicycle infrastructure implementation or enhancements will also consider these treatments.

Cost estimates

The discussion above outlined potential options for the provision of flexible bollards, noting off-the-shelf products and the feasibility and availability of a bespoke product. In line with the intent of this initiative, the following financial information uses a bespoke product as a baseline. It does not include cost of installation. These would not differ materially across the products and may not require third parties. As well, given that the off-the-shelf flower bicycle wands are provided by only one vendor worldwide, direct unit prices are not provided here so as not to prejudice commercial sensitivity.

The provision of bespoke flower-topped flexible bollards for all three use-cases is estimated to cost about \$251,000. Table 1 breaks this down by use-case/location.

Table 1. Cost allocation by use case.

Use-case / Location	Percent of Total Cost	Technical Priority
Henrietta Street	29%	1
Spring Street	13%	3
Share Bike Pods	58%	2

Table 2 below provides the relative premium (or savings) related to the use of the three different potential products discussed in this report. The cost to fabricate a local flower to top a flexible bollard has a significant premium over other options, including importing off-the-shelf product from abroad.

Table 2. Premium (or savings) of different products.

Product	Relative Cost as a Percentage of Baseline
Bespoke flower-topped flexible bollard (baseline)	100%
Off-the-shelf bicycle flower wand (from the UK)	73%
Off-the-shelf typical flexi-post	46%

Given the significant cost premium of bespoke flower-topped flexible bollards, it is recommended that the implementation of off-the-shelf typical flexi-posts on Henrietta Street is advanced.

Further, it is recommended that the implementation of bespoke flower-topped flexible bollards is advanced subject to successful EPA grant funding outcomes. This would include further work with the community before finalising outcomes.

As well, the regulatory and governance framework regarding the management and parking of shared micromobility continues to evolve. This includes operationalising recent legislation, which may include financial contribution for shared e-bike parking infrastructure. This, on top of the the groundwork laid by the memorandum of understanding signed by all shared e-bike providers in 2025. As such, it is recommended that flower-topped bike wands at shared bike parking zones are considered as part of future shared e-bike parking work in terms of financial contributions.

5. Financial Impact

The implementation of typical off-the-shelf flexi-posts along Henrietta Street is estimated to cost up to \$35,000 (plus installation). This cost may be reduced by refining spacing. Subject to approval, Council

can fund the works from the current 2025-2026 Capital Works Program Bike Plan implementation line item.

6. Risks/Issues

This report recommends the implementation of typical off-the-shelf flexi-posts in Henrietta Street to mitigate potential risks associated with bespoke products and with other locations, including along Spring Street. Future grant funding or Council resolution may enable the implementation of bespoke flower-topped flexible bollards along Spring Street. Given the atypical use case and the unique context and needs of street users along and across the Spring Street footpath and cycle way, there is a larger degree of uncertainty associated with potential impacts and issues.

Experience has found that this type of 'tactical' infrastructure is generally associated with increased maintenance needs. It is anticipated that maintenance and/or vandalism would continue to be an issue for flexible bollards in any of the assessed use cases.

Community engagement has not been undertaken to inform any of the use cases or potential aesthetics. This is particularly a risk for flower-topped flexi-posts, where the aesthetic and form of the flower have no technical basis. In addition, one of the main intended user groups for the Spring Street use case—those with vision impairments—have not been consulted at this time. In contrast, the lack of robust delineation along Henrietta Street is a known issue, although the community will have differing views on potential solutions. Council is currently undertaking community engagement on the shared bike parking and management trial. Users have also expressed concern about Spring Street; however, the complexity of the location and multifaceted needs suggest elevated risk.

7. Attachments

Nil.

CLOSED SESSION
PD/7/26.03**Subject:** Moving into Closed Session**Author:** Emily Scott, General Manager**WAVERLEY**
COUNCIL**RECOMMENDATION:**

That:

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

PD/7.1/26.03 CONFIDENTIAL REPORT - Oxford Street and Spring Street, Bondi Junction - State Significant Development - Planning Advice

This matter is considered to be confidential in accordance with Section 10A(2)(c) of the Local Government Act, and the Committee is satisfied that discussion of the matter in an open meeting would, on balance, be contrary to the public interest as it deals with information that would, if disclosed, confer a commercial advantage on a person with whom Council is conducting (or proposes to conduct) business.

PD/7.2/26.03 CONFIDENTIAL REPORT - Oxford Street and Spring Street, Bondi Junction - State Significant Development - Direct Negotiation

This matter is considered to be confidential in accordance with Section 10A(2)(c) of the Local Government Act, and the Committee is satisfied that discussion of the matter in an open meeting would, on balance, be contrary to the public interest as it deals with information that would, if disclosed, confer a commercial advantage on a person with whom Council is conducting (or proposes to conduct) business.

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

Introduction/Background

In accordance with section 10A(2) of the Act, Council may close part of its meeting to deal with business of the following kind:

- (a) Personnel matters concerning particular individuals (other than councillors).
- (b) Personal hardship of any resident or ratepayer.
- (c) Information that would, if disclosed, confer a commercial advantage on a person with whom Council is conducting (or proposes to conduct) business.

- (d) Commercial information of a confidential nature that would, if disclosed:
 - (i) Prejudice the commercial position of a person who supplied it: or
 - (ii) Confer a commercial advantage on a competitor of Council;
 - (iii) Reveal a trade secret.
- (e) Information that would, if disclosed, prejudice the maintenance of law.
- (f) Matters affecting the security of Council, Councillors, Council staff and Council property.
- (g) Advice concerning litigation, or advice that would otherwise be privileged from production in legal proceedings on the grounds of legal professional privilege.
- (h) Information concerning the nature and location of a place or an item of Aboriginal significance on community land.
- (i) Alleged contraventions of any Code of Conduct requirements applicable under section 440.

It is my opinion that the business listed in the recommendation is of a kind referred to in section 10A(2) of the *Local Government Act 1993* and, under the provisions of the Act and the *Local Government (General) Regulation 2021*, should be dealt with in a part of the meeting that is closed to members of the public and the media.

Pursuant to section 10A(4) of the Act and clauses 14.9–14.12 of the Waverley Code of Meeting Practice, members of the public may make representations to the meeting immediately after the motion to close part of the meeting is moved and seconded, as to whether that part of the meeting should be closed.

RESUMING IN OPEN SESSION PD/8/26.03



WAVERLEY
COUNCIL

Subject: Resuming in Open Session

Author: Emily Scott, General Manager

RECOMMENDATION:

That Council resumes in open session.

Introduction/Background

In accordance with clause 14.17 of the Waverley Code of Meeting Practice, when the meeting resumes in open session the chair will announce the resolutions made by Council while the meeting was closed to members of the public and the media.