



STRATEGIC PLANNING AND DEVELOPMENT COMMITTEE MEETING

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

7.30 PM, TUESDAY 3 NOVEMBER 2020

A handwritten signature in grey ink, appearing to read 'R. B. McLeod'.

Ross McLeod
General Manager

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Delegations of the Waverley Strategic Planning and Development Committee

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

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

Live Streaming of Meetings

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

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

AGENDA

PRAYER AND ACKNOWLEDGEMENT OF INDIGENOUS HERITAGE

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

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

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

1. Apologies/Leaves of Absence

2. Declarations of Pecuniary and Non-Pecuniary Interests

3. Addresses by Members of the Public

4. Confirmation of Minutes

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5. Reports

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6. Urgent Business

7. Meeting Closure

CONFIRMATION OF MINUTES PD/4.1/20.11



Subject: Confirmation of Minutes - Strategic Planning and Development Committee Meeting - 1 September 2020

TRIM No: SF20/44

Author: Al Johnston, Governance Officer

RECOMMENDATION:

That the minutes of the Strategic Planning and Development Committee Meeting held on 1 September 2020 be received and noted, and that such minutes be confirmed as a true record of the proceedings of that meeting.

Introduction/Background

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

The Strategic Planning and Development Committee did not meet in October. Accordingly, the minutes of the September meeting are submitted to this meeting for confirmation.

Attachments

1. Strategic Planning and Development Committee Meeting Minutes - 1 September 2020



**MINUTES OF THE STRATEGIC PLANNING AND DEVELOPMENT COMMITTEE MEETING
HELD BY VIDEO CONFERENCE ON TUESDAY, 1 SEPTEMBER 2020**

Present:

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

Staff in attendance:

Ross McLeod	General Manager
John Clark	Director, Customer Service and Organisation Improvement
Peter Monks	Director, Planning, Environment and Regulatory
Emily Scott	Director, Community, Assets and Operations
Karen Mobbs	General Counsel
Darren Smith	Chief Financial Officer
Al Johnston	Acting Manager, Governance

At the commencement of proceedings at 9.03 pm, those present were as listed above.

Cr Wy Kanak, the Deputy Chair, chaired this meeting at the request of the Chair, Cr Lewis, who was in attendance.

At 9.18 pm, Cr Nemesh left the meeting and did not return.

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

Apologies were received and accepted from Cr Masselos.

2. Declarations of Pecuniary and Non-Pecuniary Interests

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

- 2.1 Cr Wy Kanak declared a less than significant non-pecuniary interest in item PD/5.4/20.0940 km/h Speed Limit Changes – Treatments, and informed the meeting that he lives in one of the affected streets.

3. Addresses by Members of the Public

- 3.1 A Darroch – PD/5.3/20.09 – Bondi Junction Urban Design Review Update – Adoption.
- 3.2 D Blajic – PD/5.4/20.09 – 40 km/h Speed Limit Changes – Treatments.
- 3.3 S Hoppe – PD/5.4/20.09 – 40 km/h Speed Limit Changes – Treatments.

4. Confirmation of Minutes

PD/4.1/20.09 Confirmation of Minutes - Strategic Planning and Development Committee Meeting - 7 July 2020 (SF20/44)

MOTION / DECISION

Mover: Cr Lewis
Seconder: Cr Wy Kanak

That the minutes of the Strategic Planning and Development Committee Meeting held on 7 July 2020 be received and noted, and that such minutes be confirmed as a true record of the proceedings of that meeting.

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

5. Reports

PD/5.1/20.09 Property Strategy (2020-2024) and Property Policies - Adoption (A19/0131)

MOTION / DECISION

Mover: Cr Wakefield

Seconder: Cr Burrill

That Council:

1. Adopts the Property Strategy 2020-24 attached to this report (Attachment 1), subject to the following amendments:

- (a) Amend Introduction (page 3) as follows:

‘Waverley Council (Council) is responsible for the management of property including land and built assets across the 9.2 km² of the local government area. Council’s land and building portfolio has a value of \$583 million, of which \$156 million is Crown Land, including the buildings upon it.’

- (b) Amend Scope (page 3) as follows:

‘This Property Strategy applies to all Council property assets (land and buildings), that are either Council owned or managed (including Crown land), whether in full or part, or occupied by Council as lessee.’

- (c) Add the following sentence at the end of Scope (page 3):

‘Council owns considerable road assets which are not included in the scope of this Strategy. Council-owned roads are managed through Council’s Strategic Asset Management Plan (SAMP).

- (d) Delete the word ‘demands’ from the first dot point under Key Principle 3 (page 10).

2. Adopts the Leasing and Licensing on Council Managed Land Policy attached to this report (Attachment 2).
3. Adopts the Property Acquisition and Disposals Policy attached to this report (Attachment 3).
4. Adopts the Commercial Property Policy attached to this report (Attachment 4).
5. Notes the status of the projects identified in the Property Strategy as strategic actions, to be delivered in the current financial year.

Division

For the Motion: Crs Betts, Burrill, Copeland, Goltsman, Kay, Keenan, Lewis, O’Neill and Wakefield.

Against the Motion: Cr Wy Kanak.

At 9.18 pm, during the consideration of this item, Cr Nemesh left the meeting and did not return.

PD/5.2/20.09 Draft Waverley Local Character Statements - Exhibition (A20/0325)**MOTION**

Mover: Cr Lewis
Seconder: Cr Keenan

That Council publicly exhibits the draft Waverley Local Character Statements 2020 attached to this report for a minimum of 42 days, and during exhibition sends the report to the relevant precincts with an offer of a briefing or presentation.

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

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

UNANIMOUS DECISION:

That Council publicly exhibits the draft Waverley Local Character Statements 2020 attached to this report for a minimum of 42 days, and during exhibition sends the report to the relevant precincts with an offer of a briefing or presentation, subject to the following addition to Character Area 21 on page 179 of the agenda: any plantings of trees and shrubs in the public domain, in particular coastal reserves or on street verges, do not block views of the harbour and ocean.

Division

For the Motion: Crs Betts, Burrill, Copeland, Goltsman, Kay, Keenan, Lewis, O'Neill, Wakefield and Wy Kanak.

Against the Motion: Nil.

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

PD/5.3/20.09 Bondi Junction Urban Design Review Update - Adoption (A12/0038-02)**MOTION / UNANIMOUS DECISION**

Mover: Cr Keenan
Seconder: Cr Wakefield

That Council:

1. Notes the matters raised in the submissions made on the Bondi Junction Urban Design Review Update during the exhibition period.
2. Adopts the Bondi Junction Urban Design Review as amended and attached to this report (Attachment 1).
3. Notifies those people who made a submission of Council's decision.

Division

For the Motion: Crs Betts, Burrill, Copeland, Goltsman, Kay, Keenan, Lewis, O'Neill, Wakefield and Wy Kanak.

Against the Motion: Nil.

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

A Darroch addressed the meeting.

PD/5.4/20.09 40 km/h Speed Limit Changes - Treatments (A18/0579)

Cr Wy Kanak declared a less than significant non-pecuniary interest in this item, and informed the meeting that he lives in one of the affected streets.

MOTION

Mover: Cr Burrill
Seconder: Cr Goltsman

That Council:

1. Notes the Councillor feedback received on the original six traffic calming treatments following the Councillor workshop held on 28 July 2020.
2. Approves the installation of traffic calming treatments, as detailed in this report, at the following locations:
 - (a) Botany Street at Allens Parade, Bondi Junction.
 - (b) Park Parade, Bondi.
 - (c) Bennett Street, Bondi.
3. Does not proceed with the proposed traffic calming treatment in Bourke Street, Queens Park, due to the short distance from the existing speed hump and the roundabout, and monitors speeds after implementation of the 40 km/h limit.
4. Defers the traffic calming treatments proposed at Ruthven Street for further investigation into angle parking on alternating sides along the street with a vehicle slowing device to create slow points similar to Rawson Avenue.

FORESHADOWED MOTION

Mover: Cr Wakefield

That Council defers this matter in order to gain more information on the following:

1. The costing of intersection treatments, using Park Parade as an example.
2. The consequences of deferring traffic calming in Ruthven Street and an examination of the option of angle parking on Ruthven Street.
3. The consequences of not proceeding with the traffic calming in Bourke Street.
4. Consults NSW Police and Transport for NSW on their flexibility in regard to the nature of what traffic calming devices and techniques Council uses.
5. Seeks clarification from the relevant State departments on available funding and any future funding for this initiative, the first in NSW of this size.

THE MOVER OF THE MOTION THEN WITHDREW THE MOTION.

THE FORESHADOWED MOTION NOW BECAME THE MOTION AND WAS MOVED AS FOLLOWS:

MOTION

Mover: Cr Wakefield
Seconder: Cr Burrill

That Council defers this matter in order to gain more information on the following:

1. The costing of intersection treatments, using Park Parade as an example.
2. The consequences of deferring traffic calming in Ruthven Street and an examination of the option of angle parking on Ruthven Street.
3. The consequences of not proceeding with the traffic calming in Bourke Street.
4. Consults NSW Police and Transport for NSW on their flexibility in regard to the nature of what traffic calming devices and techniques Council uses.
5. Seeks clarification from the relevant State departments on available funding and any future funding for this initiative, the first in NSW of this size.

THE MOVER OF THE MOTION THEN ACCEPTED THE ADDITION OF TWO CLAUSES AND AN AMENDMENT TO THE MOTION.

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

UNANIMOUS DECISION:

That Council:

1. Defers this matter in order to gain more information on the following:
 - (a) The costing of intersection treatments, using Park Parade as an example.
 - (b) The consequences of deferring traffic calming in Ruthven Street and an examination of the option of angle parking on Ruthven Street on alternating sides along the street with a vehicle slowing device to create slow points similar to Ashton Street and Denison Street.
 - (c) The consequences of not proceeding with the traffic calming in Bourke Street.
 - (d) Consults NSW Police and Transport for NSW on their flexibility in regard to the nature of what traffic calming devices and techniques Council uses.
 - (e) Seeks clarification from the relevant State departments on available funding and any future funding for this initiative, the first in NSW of this size.
 - (f) Investigates an alternative traffic calming solution along the length of Park Parade consisting of two minimum width travel lanes, with the outcome of the investigation to go to the Waverley Traffic Committee
2. Receives a report by the October Council meeting or earlier.

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

D Blajic and S Hoppe addressed the meeting.

PD/5.5/20.09 194-214 Oxford Street, 2 Nelson Street and Osmund Lane, Bondi Junction - Site Specific DCP - Post-exhibition (PP-1/2015)**MOTION / UNANIMOUS DECISION**

Mover: Cr Keenan

Seconder: Cr Kay

That Council:

1. Notes that the 194 Oxford Street planning proposal was approved by the Department of Planning, Industry and Environment over the consistent and extensive objections of Council and local residents.
2. Notes the matters raised in submissions made to the 194–214 Oxford Street, 2 Nelson Street and Osmund Lane, Bondi Junction Site Specific Development Control Plan (DCP).
3. Endorses the changes made to the 194–214 Oxford Street, 2 Nelson Street and Osmund Lane, Bondi Junction Site Specific DCP, as attached to this report.
4. Notes the ideas supported by the community on how to spend the \$4.7 million monetary contribution, which will help inform the content of the Voluntary Planning Agreement when negotiated.
5. Notifies those people who made a submission, including the Save West Bondi Junction group, of Council's decision.
6. Notes that the Design Excellence Competition is underway and the Site Specific DCP will provide guidance to inform the Design Competition.

Division**For the Motion:** Crs Betts, Burrill, Copeland, Goltsman, Kay, Keenan, O'Neill, Wakefield and Wy Kanak.**Against the Motion:** Nil.*Crs Lewis and Nemesh were not present for the vote on this item.***PD/5.6/20.09 Planning Proposal - 201-209 Old South Head Road, Bondi Junction - Post-exhibition (PP-4/2019)****MOTION / UNANIMOUS DECISION**

Mover: Cr Kay

Seconder: Cr Copeland

That Council:

1. Notes the matters raised in the submissions made on the planning proposal at 201–209 Old South Head Road, Bondi Junction.
2. Supports the planning proposal lodged by Julie Stern to amend the Waverley Local Environment Plan 2012 (WLEP) in respect of 201-209 Old South Head Road, Bondi Junction.
3. Amends the WLEP 2012 in accordance with the planning proposal in conjunction with Parliamentary Counsel under the delegation received from the Department of Planning, Industry and Environment.

Division

For the Motion: Crs Betts, Burrill, Copeland, Goltsman, Kay, Keenan, Lewis, O'Neill, Wakefield and Wy Kanak.

Against the Motion: Nil.

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

6. Urgent Business

There were no items of urgent business.

7. Meeting Closure

THE MEETING CLOSED AT 10.18 PM.

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SIGNED AND CONFIRMED
CHAIR
3 NOVEMBER 2020

REPORT
PD/5.1/20.11

Subject: Our Liveable Places Centres Strategy - Adoption

TRIM No: SF20/4425

Author: Jaime Hogan, Senior Strategic Planner

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

RECOMMENDATION:

That Council:

1. Adopts the Our Liveable Places Centres Strategy attached to the report (Attachment 1).
2. Prepares an Engagement Summary Report to be placed on the Have Your Say page for the project.
3. Notes the Strategy recommendation for additional investigation in the following areas:
 - (a) An appropriate planning mechanism to support the retention of essential urban services throughout the local government area, including automobile services (mechanics, petrol stations, etc) as well as some larger format retailers (storage, hardware, etc).
 - (b) A maximum floor space for supermarkets across all centres to ensure such a development would be compatible with the role and function of the centre and its place in the retail hierarchy.
 - (c) The appropriate quantum of car parking for the success of centres.
 - (d) A mechanism to encourage diversity of goods and service offerings in centres identified as Resilience Network Centres (RNC).
 - (e) A scheme for historic façade upgrades in centres such as Bondi Road and Charing Cross.
 - (f) Prepare a design manual for shopfronts, materials and signage in identified centres to be included in the Waverley Development Control Plan.

1. Executive Summary

The purpose of this report is to provide an overview of the engagement on, and seek the adoption of, the *Our Liveable Places Centres Strategy* (previously the *Draft Village Centres Strategy*).

The purpose of the *Our Liveable Places Centres Strategy* (the Strategy) is to provide a comprehensive and up-to-date policy and strategy review and policy recommendations for the local and neighbourhood centres within the Waverley local government area (LGA). The Strategy is intended to demonstrate the important role that Waverley's centres play in supporting our community, and to provide a shared community vision for the future of our centres to 2036. This may result in changes to policy, as well as capital works projects to achieve Council's commitments in transport, public domain and sustainability

improvements in our centres including achieving our target for net zero waste and net zero carbon emissions by 2030.

The Strategy will be used to inform council decision making regarding Planning Proposals and to make recommendations for the future of Waverley's commercial centres and public domain. It will also inform the comprehensive review of the LEP and DCP. Recommendations coming out of the Strategy are significant for future improvements and plans in terms of liveability, sustainability, housing and productivity of our community and LGA.

The Strategy seeks to achieve three key outcomes:

- To identify, protect and enhance character.
- To ensure the ongoing resilience of our urban areas and community.
- To protect the role of centres to be able to support our community.

2. Introduction/Background

Waverley is an area that has easy access to great places, a range of employment opportunities, and goods and services, as well as being close to spectacular beaches, open spaces and recreation facilities. As Waverley is such an attractive place to live and work, there will always be redevelopment pressure. This comes to Council in the form of development applications to provide infill development within existing development controls and Planning Proposals that seek to change the development controls or provisions for potential sites.

The Strategy was previously titled the *Draft Village Centres Strategy*, which was prepared using input from community engagement workshops, and online surveys and submissions. The *Draft Village Centres Strategy* was placed on public exhibition for six weeks between 25 March and 10 May 2020. Overall, Council received over 100 submissions, ran workshops with the Precinct Committees and attracted increased community attention via the preparation of a petition by a residents' group. The *Draft Village Centres Strategy* has been revised using community feedback from the public exhibition.

The title of the Strategy has also been revised and is now titled the Our Liveable Places Centres Strategy. The reasons for this are threefold. First, a number of submissions expressed that the term 'villages' did not adequately describe the small nature of the centres. Second, the term 'village' is currently used in the Waverley Development Control Plan 2012 (WDCP2012) as a collective umbrella term to refer to all of the centres, as well as two particular hierarchy levels in the WDCP2012 – Village (Bondi Road) and Small Village (Charing Cross and Rose Bay North and South). The use of the term in the Strategy caused confusion and was perceived as an intent to increase the scale of development across all centres. Accordingly, the term 'village' has been removed from the Strategy. Third, the change of the title to Our Liveable Places Centres Strategy aims to better reflect the strategic intent of the document to ensure our centres continue to support the liveability of the Waverley area.

Initially the *Draft Village Centres Strategy* was prepared to pre-empt development pressure in the area by preparing a shared vision for the area. The *Draft Village Centres Strategy* would then be used to inform the comprehensive review of the *Waverley Local Environmental Plan 2012* and *Waverley Development Control Plan 2012*, to better reflect this vision. The feedback that was received during the consultation period made it clear that the vast majority of respondents do not want the development controls to change and instead want greater protection and improved maintenance of the historic and local character of Waverley's centres. A number of submissions received did express support for various aspects of the *Draft Village Centres Strategy* and commended Council for undertaking strategic work for the area.

The Strategy identifies the vision, desired future character and objectives for each centre, presents ideas and opportunities for public domain and sustainability improvement, and presents policy changes to help support the key role of each centre.

The discussion section of this report outlines the nature of the key recommendations of the Strategy.

3. Relevant Council Resolutions

Meeting and date	Item No.	Resolution
Strategic Planning and Development Committee 2 March 2020	PD/5.1/20.03	That Council publicly exhibits the draft Local Housing Strategy and draft Village Centres Strategy attached to this report for 28 days.

4. Discussion

Key outcomes or recommendations of the Strategy

No changes to current height or floor space ratio controls

The Strategy does not propose any changes to the Maximum Height or Floor Space Ratio development controls in the *Waverley Local Environmental Plan 2012*. This is to ensure that any development in the future that is considered to be appropriate and in keeping with the Strategy is adequately able to capture value for the community, which cannot be achieved with a Council-led change to planning controls. Council is currently preparing an Affordable Housing Contribution Scheme and ideally this scheme would be established before further residential rezonings occur. There is only one centre in the Strategy where additional development is deemed to be acceptable in terms of strategic and site-specific merit. This is the Curlewis Street Centre, which sits at a key node on a strategic transport connection between Bondi Beach and the Rose Bay Ferry Terminal, as identified in the *Waverley Local Strategic Planning Statement*.

Zone rationalisation

The Strategy identifies sites for 'zone rationalisation', where a site is being used for commercial purposes but is currently zoned as a residential use. The rationalisation proposes to change the land use zoning from a residential use to a commercial use, to ensure that these sites continue to provide commercial uses into the future.

Rezoning and improved objectives – Inclusion of the B2 Zone and improved objectives

The Strategy also recommends that a number of local centres be rezoned from their current B4 Mixed Use zone, to a B2 Local Centre zone. The zones reflect a hierarchy, where B1 Neighbourhood Centre is a cluster of shops, B2 Local Centre is a larger centre or high-street strip of shops, and B3 Commercial Core being the major centre with office buildings and major retail, while B4 Mixed Use supports a mix of commercial and residential particularly in larger centres around a B3 Commercial Core zone.

The *Waverley Local Environmental Plan 2012* currently does not utilise the B2 Local Centre zone. It is noted that the Randwick and Woollahra LEPs do contain the B2 Local Centre zone to distinguish between medium-sized centres and strategic centres.

Changing the zoning from B4 Mixed Use to B2 Local Centre will permit similar land uses to what is currently permissible; however, it will apply more specific objectives to the nature of a medium-sized centre by seeking to encourage the provision of essential goods and services and enable greater protection of the human-scale character. Zone objectives have proven to be very important in Land and Environment Court determinations for developments.

The proposed hierarchy of centres is set out in the table below.

Table 1. Hierarchy of centres.

Land Use Zone	Objectives	District Plan/Local Strategic Planning Statement/ Proposed DCP Centre Type	Current WDCP2012 Hierarchy	Centres
B4 Mixed Use	Existing WLEP Objectives <ul style="list-style-type: none"> - To provide a mixture of compatible land uses. - To integrate suitable business, office, residential, retail and other development in accessible locations so as to maximise public transport patronage and encourage walking and cycling - To encourage commercial uses within existing heritage buildings and within other existing buildings surrounding the land zoned B3 Commercial Core. 	Strategic Centre	Nil	Bondi Junction
B3 Commercial Core	Existing WLEP Objectives <ul style="list-style-type: none"> - To provide a wide range of retail, business, office, entertainment, community and other suitable land uses that serve the needs of the local and wider community. - To encourage appropriate employment opportunities in accessible locations. - To maximise public transport patronage and encourage walking and cycling. 			
B2 Local Centre	Standard Instrument LEP Objectives <ul style="list-style-type: none"> - To provide a range 	Local Centre	Town Centre Village Small Village	Bondi Road Bondi Beach Charing Cross

	<p>of retail, business, entertainment and community uses that serve the needs of people who live in, work in and visit the local area.</p> <ul style="list-style-type: none"> - To encourage employment opportunities in accessible locations. - To maximise public transport patronage and encourage walking and cycling. 			<p>Rose Bay North Rose Bay South Curlewis Street</p>
B1 Neighbourhood Centre	<p>Existing WLEP Objectives</p> <ul style="list-style-type: none"> - To provide a range of small-scale retail, business and community uses that serve the needs of people who live or work in the surrounding neighbourhood. 	Neighbourhood Centre	Neighbourhood Centre	<p>Belgrave Street Blake Street Bronte Beach Fletcher Street Flood Street Macpherson Street OSH Road, Murrivierie Road North Bondi Seven Ways Vaucluse Wairoa Avenue</p>

In addition to the land use zone prescribing more appropriate objectives for each zone, it is also recommended that each centre have centre-specific objectives included in the *Waverley Local Environmental Plan 2012* to protect the centre's character and role. An example of where this has been carried out is *Part 7 – Additional Local Clauses* of the Blue Mountains LEP.

Historic character buildings

The Strategy identifies historic character buildings in each centre and discusses the difficulties associated with the upkeep of these buildings. It is a recommendation of this report that Council further investigates innovative methods to encourage greater maintenance of these historic character buildings. A number of submissions referred to the heritage character of the area, however currently the only centre that has any legal heritage status is Charing Cross centre. To better reflect the community's view of the historic character, character buildings have been identified to help shape the key characteristics of each centre and to be better maintained and protected in the future. The effective policy application is yet to be determined.

Resilience Network of Centres

The Strategy identifies a number of centres as part of a network of centres that can support community resilience by ensuring the equitable access to essential goods and services. The theory around resilient

centres says that these centres should be able to continue to provide a range of essential goods and services to support the surrounding residential population, access to open space to gather and ideally have a back-up solar power source in case of severe storms or network blackouts (there is no current plan for this in Waverley). The centres identified in Waverley are critical to providing 20-minute walkable neighbourhoods for the residents of Waverley.

The majority of the centres identified are also located along the three key transit corridors in Waverley: Old South Head Road, Bondi Road/Campbell Parade, and Bronte Road/ Macpherson Street. In the event of an emergency, the majority of our population would be able to walk to one of these centres, to access goods or services, or to seek assistance or community support. The Resilience Network Centres (RNC) are Bronte Road (as part of Bondi Junction), Charing Cross, Macpherson Street, Bondi Road, Bondi Beach, North Bondi, Seven Ways, Curlewis Street, Rose Bay South, and Rose Bay North.

Additional investigation required

The Strategy recommends additional areas where further investigation is required, including:

- An appropriate planning mechanism to support the retention of essential urban services. throughout the LGA, including automobile services (mechanics, petrol stations, etc) as well as some larger format retailers (storage, hardware, etc).
- A maximum floor space for supermarkets across all centres to ensure such a development would be compatible with the role and function of the centre and its place in the retail hierarchy.
- The appropriate quantum of car parking for the success of centres.
- A mechanism to encourage diversity of goods and service offerings in centres identified as Resilience Network Centres (RNC).
- A scheme for historic façade upgrades in centres such as Bondi Road, Charing Cross,
- Prepare a design manual for shopfronts, materials and signage in identified centres to be included in the Waverley Development Control Plan.

5. Financial impact statement/Time frame/Consultation

The preparation of the Our Liveable Places Strategy has involved a number of stages and various opportunities for community involvement. The full extent of the community engagement program and feedback has been captured in the *Our Liveable Places Engagement Report*. A summary of each stage and the participants engaged is provided below.

Generally, the quality of submissions from the community was of an excellent standard, providing well-justified views and additional background research. There was generally a mix of submissions from community organisations, Precinct Committees, landowners, residents and only a few business owners. This is despite all businesses having received hand-delivered pamphlets encouraging attendance at the in-person workshops and to sign up for project updates.

Community input – April 2019

What: online Survey on Council's Have Your Say Page.

Notification: social media, Have Your Say newsletter.

Engagement:

- 131 people aware (downloaded a document).
- 27 respondents.
- 49 pins on centres.

In April 2019, an online survey was created inviting input from the public to identify what they liked about their local centre, and where they saw room for improvement.

131 people visited the page; however, only 27 people took the time to drop a pin in the interactive map and complete the survey about that place. These points were largely in the centres in the southern half of the LGA.

Community input – September 2019

What: workshops and online survey. Cred Consulting was engaged to design survey and facilitate workshops

Notification:

- Letters delivered to every landowner in each centre.
- Pamphlets hand delivered to all ground-level businesses by Council staff.
- Pamphlets delivered via courier to all residents within a 400 m radius of each centre
- Social media.
- Have Your Say newsletter and project updates for the 'Planning in Waverley' project.

Engagement:

- 545 people aware (760 webpage visits).
- 213 survey responses.
- 71 workshop attendees.

Council engaged Cred Consulting to undertake a community engagement program to inform the development of the Strategy. Approximately 300 people gave feedback through August to September 2019 to inform the Waverley Village Centre Strategy via in-person workshops, intercept surveys conducted in the centres, and an online survey.

Findings from the community engagement have informed the Strategy by identifying what makes each centre unique, what people love about it, what people would like to see change and the character that they would like to see in the future.

The two engagement methods of online survey and community workshops served different but complementary purposes. The online survey sought to gather statistical data around community sentiment, and the community workshop provided an opportunity for more in-depth discussions around what makes a centre special and what the community wants to protect or change.

The survey received a high level of engagement from locals online and on the streets. The top three centres with the most engagement were:

- Macpherson Street – 59 respondents.
- Bronte Beach – 35 respondents.
- Charing Cross – 27 respondents.

The top three centres with most workshop attendance were:

- Bronte Centres – 21 participants.
- Charing Cross and Bronte Road (Bondi Junction) Centres – 25 participants.
- Bondi Basin (Hall Street) – 14 participants.

Community input – April–June 2020

What: public exhibition of the *Draft Village Centres Strategy*.

Notification:

- Social media.
- Ad in the Wentworth Courier.
- Extended to six-week exhibition period.
- Have Your Say newsletter and project updates for the 'Planning in Waverley' project.
- Email notification to all workshop participants and survey respondents.

Engagement:

- 872 people aware (1.3k webpage visits).
- 23 survey responses.
- 98 written submissions.
- Presentation to two Combined Precinct Meetings.
- Six Precinct Committee workshops.
- 1,094 Bondi Road petition signatures (as of 18 August 2020).

Attachment 2 provides a summary of the submissions received as part of this stage of engagement.

The Draft Village Centres Strategy was publicly exhibited for a period of six weeks during the April-June period of 2020. To advertise the exhibition, an ad was placed in the Wentworth Courier, as well as social media updates throughout the exhibition period.

This period was during the COVID-19 lockdown, and during the exhibition period, very few written submissions were received. To ensure that the community had adequate input, additional presentations were organised with the Combined Precincts Group, as well as more detailed workshops with some Precinct groups.

During this time, a petition was started by a residents group specifically referencing the Bondi Road centre. This, and the further engagement with the Precincts, led to a significant increase in submissions to the Draft Strategy. The petition was started on Change.org and sought support for the following:

- Stop the rezoning of Bondi Road.
- Stop the destruction of Bondi Road's heritage streetscape.
- Keep the essential local shops.
- Make Bondi Road pedestrian-friendly.

The petition received over 1,000 signatures and was addressed to the Minister for Planning and Open Spaces, the Greater Sydney Commission's Eastern City Commissioner, and to Council. A flyer was also distributed by the residents group Save Bondi Road.

The petition and accompanying image unfortunately did not accurately represent the Strategy document, using emotive language and claiming that Council was seeking to increase traffic speeds, which is not listed anywhere in the Strategy. This is thought to be a misinterpretation by the community of the 'Bus Rapid Transit' system. However, the number of signatures and comments added by signatories did make clear that they individually did not support some of the key changes that were outlined in the Strategy, including changes to the height of buildings, setbacks of buildings, or the provision of a Bus Rapid Transit system due to the loss of parking on the strip.

The petition has not been submitted to Council. However, it has been used to inform the revision of the Strategy.

Key common themes from the submissions

Some common themes that were raised in the submission are listed below.

1. The centres are very important to the community

Overwhelmingly, people care about what happens in the centres. They are perceived as:

- Important to tell the history of the development of the Waverley area – second to the beach/coastline, they provide the identity of Waverley for locals.
- A place for community connection, shopping, eating, working, living— the lifeblood of the urban area.
- Key pieces of social and public infrastructure, and vital to the resilience of the area and the community.

2. Public transport must be improved

- Existing density of the area requires better public transport.
- Additional density above the existing controls is generally not supported due to inadequate infrastructure.
- Street frontage setbacks should not be changed to accommodate public transport—the existing historic carriageway has proven itself to be adaptable to mode changes over time and should remain as such.

3. Walkability and safe cycling is paramount to Waverley's success

- Overwhelming support for the 'end of the car-dominated era' and move to value pedestrians.
- Strong support for removing parking and replacing with (1) cycling infrastructure, (2) green infrastructure and (3) some additional public domain.
- Recognition of how the centres developed along public transit routes, and how this continues—predominance of walking and public transport can be achieved again.

4. Employment uses must be protected, particularly to support locals

- New developments drive up the rent on any retail/office space provided (often excluding local businesses from being able to rent, and attracting chain stores).
- Generally, chain stores and larger supermarkets are not supported, with the Precinct Committee's requesting a 200 sqm cap on supermarkets across the B1 Neighbourhood Centre zone.
- Residential development within the centres is not supported as there is existing high-density surrounding the centres, and conflicting land uses.
- Small businesses have traditionally offered employment opportunities and apprenticeships to locals.

5. Diversity of uses within the centres must be protected, particularly to support locals

- Many submissions cited COVID-19 as having highlighted the importance of having a diverse range of shops available within walking distance.

- Diversity seen as a key attractor and historic characteristic of the centres, no need for anchors.
- Fine grain subdivision pattern is seen to greatly contribute to this variety, as well as the character.

6. Council's role is not to increase heights or FSR

- Numerous submissions noted the view that it is Council's role to uphold the ratified instruments that represent the community's vision. Council's role should be to develop protection mechanisms to support and protect employment, goods and services functions of the centres.
- Waverley is able to meet residential targets under existing controls; Council should not be seeking to increase provision of residential as it is not required.

7. Increased heights and redevelopment will lead to loss of historic character

- Acknowledgement of 'tired' appearance of some centres; however, the historic nature of centres is perceived as integral to the overall character of Waverley.
- Historic development pattern of the area lead to the location and provision of the centres.
- Increasing heights is seen to result in the loss of the historic character for many centres as well as change the nature of the employment, goods and service offering of the centre.

8. Desire for increased culture in centres

- Small performances, galleries, micro-breweries.
- Support for dual uses (i.e. daytime use/night-time use).
- Greater flexibility around hours of operation and uses.
- Residential uses within centre are seen to conflict with the provision of culture—residential not supported within centres.

9. Additional residential development not supported in the centres

- Priority should be given to employment generating uses, goods and services to support the community.
- Residential targets are already addressed as outlined in the LHS.
- Residential uses seen to conflict with night-time uses that could bring more life and culture to the area.

10. Urban greening and sustainability is desired across the board

- Strong support for greener places.
- Numerous submissions made the point that better maintenance of existing green infrastructure would be preferable to additional poorly maintained plantings.

While not all of these views are supported by extant research on successful urban centres, they reflect themes raised in submissions. Some themes have been reflected in the Strategy where staff have considered that appropriate.

6. Conclusion

The project has undergone extensive community engagement in the preparation of the *Draft Village Centres Strategy* and now the revised *Our Liveable Places Centres Strategy*. The revised Strategy aims to

provide a strategy that will ensure that our centres will continue to play their vital role in our area by:

- Providing equitable access to essential goods and services;
- Providing local employment and local business opportunities;
- Better protecting the historic character of our centres;
- Supporting community resilience; and
- Continuing to support the strong community connection that the Waverley community has demonstrated in their engagement with this Strategy.

Following the adoption of the Strategy, the comprehensive review of the *Waverley Local Environmental Plan 2012* will be undertaken and reflect the key policy changes recommended in the Strategy.

Additional areas for further investigation have been identified in the Strategy and will be reported to Council when complete.

7. Attachments

1. Our Liveable Places Centres Strategy [↓](#)
2. Summary of submissions [↓](#)



OUR LIVEABLE PLACES
CENTRES STRATEGY
2020 - 2036

Version		Date
1	Public Exhibition	April 2020
2	Modified following Public Exhibition	August 2020
3	Modified for Adoption- Nov SPDC Meeting	October 2020

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ACKNOWLEDGEMENT

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

We also acknowledge Aboriginal Elders past,
present and emerging.

INTRODUCTION

Purpose of the Strategy

The purpose of the *Our Liveable Places Centres Strategy* (the Strategy) is to provide a comprehensive and up-to-date policy and strategy review, and policy recommendations for the local and neighbourhood centres within the Waverley LGA. This document is intended to demonstrate the important role that our centres play in providing equitable access to essential services, and to provide a shared community vision for the future of our centres to 2036. This may result in changes to development controls, as well as capital works projects to achieve Council's commitments in transport, public domain and sustainability improvements in our centres including achieving our target for net zero carbon emissions by 2030.

The Strategy will be used to inform council decision making in regards to Planning Proposals and to make recommendations for the future of Waverley's commercial centres and public domain. It will also inform the comprehensive review of the LEP and DCP. Recommendations coming out of the Strategy are significant for future improvements and plans in terms of liveability, sustainability, housing and productivity of our community and LGA.

Waverley is an area that has easy access to great places, a range of employment opportunities, and goods and services, as well as being close to spectacular beaches, open spaces and recreation facilities. As Waverley is such an attractive place to live and work, there will always be pressure to redevelop areas, which will continue to come to Council for assessment in the form of Development Applications to provide infill development within existing development controls, and Planning Proposals that seek to change the development controls or provisions for potential sites.

Across Sydney, recent development trends in centres have replaced 1 and 2-storey neighbourhood shops and shop-top housing buildings with 3-4 storey mixed use buildings, and sometimes larger developments. These new developments can lack active street frontages due to the requirement for basement car-parking, waste storage and services associated with modern development. This type of development results in increased vehicle crossovers and building servicing at street frontages with a thin and often untenable veneer of retail.

This Strategy aims to prevent the erosion of the character of Waverley's much loved centres and places, by maintaining fine grain street frontages, pedestrian amenity and safety, and providing adequate commercial floorspace.

Our Liveable Places

Aims of Our Liveable Places

- The aims of this Strategy are to:
- Demonstrate how Council aims to give effect to the Liveability Objectives, Planning Priorities and Actions outlined in the *Greater Sydney Region Plan A Metropolis of Three Cities* (Region Plan) and the *Eastern City District Plan* (District Plan).
 - Respond to a number of Goals and Actions outlined in the *Waverley Community Strategic Plan 2018-2029* (CSP) and the *Waverley Local Strategic Planning Statement* (LSPS).
 - Inform the preparation of Special Character Area Statements.
 - Protect and enhance the historic character and identity of the local and neighbourhood centres.
 - Protect and enhance the role of the centres in supporting a resilient community and a liveable urban area.
 - Investigate precinct-based sustainability measures available in each centre.
 - Ensure that the centres can meet the goods and services needs of the community now and in the future.
 - Support the centres to provide local employment opportunities for the community now and in the future.
 - Ensure that our centres are accessible and support public and active transport modes.
 - Inform Council determinations with regards to Planning Proposals within the centres areas.
 - Inform the preparation of the Comprehensive Local Environmental Plan (LEP) and Development Control Plan (DCP) review.

Changes to the LEP and DCP

Throughout the extensive community engagement that was carried out for the preparation of this strategy, the community made it clear that Council's role is to advocate for and uphold the LEP and DCP to ensure the character of the centres in Waverley is protected.

This document does not propose any increase in height or FSR controls across the LGA. Instead, it identifies and highlights the character of each of the centres, to inform changes to the LEP and DCP that would better serve to maintain this character.

Implementing Liveability

The Strategy responds largely to the Liveability Objectives and Planning Priorities set out in the *Greater Sydney Region Plan A Metropolis of Three Cities* (Region Plan) and the *Eastern City District Plan* (District Plan) as follows.

A city for people: Celebrating diversity and putting people at the heart of planning
Planning Priority E3 Providing services and social infrastructure to meet people's changing needs.

- The Strategy aims to ensure the ongoing viability of our centres. To be viable, our centres will need to continue to offer goods and services that serve the direct needs of the local community, as well as continue to offer opportunities for local employment, and for social interaction.
- Our centres are themselves important pieces of social infrastructure, and need to be treated as playing this important role.

Planning Priority E4 Fostering healthy, creative, culturally rich and socially connected communities.

- Our centres are the lifeblood of our community. Community feedback throughout the development of this strategy has made it clear that the users of Waverley's centres value them as an important contributor to their lives. This is due to their walkability, their historic character, their local feel, and the variety of products and services on offer.
- To ensure our ongoing resilience as a community, it is important that our centres continue to serve the local community directly. As has recently been demonstrated through the Black Summer Bushfires and COVID-19 major events, our centres support our community to attain local goods and services, to offer support to others, and to be a part of the community.

Housing the city: Giving people housing choices
Planning Priority E5 Providing housing supply, choice and affordability with access to jobs, services and public transport.

- This Strategy does not promote additional housing in our centres, as this often comes at the cost of the provision of goods and services, and local employment opportunities. As development pressures build for the highly-contested and desirable areas within Waverley, it is important that the primary role of our centres is protected.
- Waverley is already a dense urban environment, with many opportunities for housing in the residential areas. Accordingly whilst some housing is permitted in the zone, it is not encouraged.
- Instead, to ensure that people are able to live close to jobs, services and public transport, it is vital that Council continues to advocate for the protection of not only the historic built fabric of our centres, but also their primary role.
- The 80% of residential properties are within a 10 minute walk to a local centre that has adequate goods and services to run regular errands and undertake a grocery shop.

A city of great places: Designing places for people
Planning Priority E6 Creating and renewing great places and local centres, and respecting the District's heritage.

- The historic character of our centres is important to our community not only because of the look and feel, but because our centres tell the story of the development of Waverley over time. Accordingly this Strategy aims to identify areas that could potentially qualify for greater character protection through planning controls in the future.

Frequently Used Terms			
Plans or Policies		Organisations	
CSP	Community Strategic Plan	GSC	Greater Sydney Commission
DCP	Development Control Plan	DPiE	Department of Planning Industry and Environment
District Plan	Eastern City District Plan, Greater Sydney Commission, 2018	Other	
LEP	Local Environmental Plan	LGA	Local Government Area
LHS	Local Housing Strategy	PP	Planning Proposal
LSPS	Local Strategic Planning Statement	VPA	Voluntary Planning Agreement
The Strategy	Our Liveable Places (this document)	EAE	Equitable Access to Essential goods & services
Region Plan	Greater Sydney Region Plan, A Metropolis of Three Cities (GSC)		

CONTEXT AND STRUCTURE

Relationship to other documents

The Strategy has been used to inform the *Waverley Local Strategic Planning Statement* (LSPS) and is influenced by National, State, Regional, District and Local policies. The Strategy also indicates how the LSPS will be implemented in our centres, and how the Region and District Plans are given effect to.

In addition to the Region and District Plan, this Strategy has also been informed by:

- National
 - Creating Places for People (Urban Design Protocol)
- State
 - Better Placed (NSW Government Architect)
 - Good Urban Design Guide (NSW Government Architect)
 - Greener Places (NSW Government Architect)
- Regional
 - Future Transport Strategy (NSW Government)
 - State Infrastructure Strategy (NSW Government)
 - Sydney Green Grid (NSW Government)
 - Greater Sydney Region Plan (NSW Government)
- District
 - Eastern City District Plan (NSW Government)
- Local
 - Waverley Local Strategic Planning Statement
 - Waverley Community Strategic Plan

The Strategy sits in relationship to other local plans, policies and strategies prepared by Council including:

- Waverley's People, Movement and Places
- Waverley Local Housing Strategy
- Sustainable Visitation Strategy
- Smart Waverley Strategy
- Bondi Junction Urban Design Review
- Play Space Strategy
- Street Design Manual
- Draft Local Character Statements
- Draft Open Space and Recreation Strategy

The Strategy will be used to inform the comprehensive review of the Waverley Local Environmental Plan (LEP) and Development Control Plan (DCP) as required under amendments to the *Environmental Planning & Assessment Act 1979* made in 2018.

For a comprehensive list of Council's current plans, policies and strategies, refer to Council's website.

Structure of this Document

A detailed Urban Design Review was prepared in 2019 to inform this Strategy, and provide an in-depth analysis of all centres including planning controls, built form, commercial uses, land ownership, heritage value, public domain analysis, community consultation summaries, a SWOT analysis and built form testing.

The Bondi Junction Strategic Centre has not been included in this study, as it was informed by the *Bondi Junction Urban Design Review* prepared and implemented in 2011. Council is currently undertaking a separate study to determine the successes and shortcomings of the implementation of that Review.

Using this detailed analysis, and feedback from the community gathered through workshops and an online survey, a desired future character for each village centre has been derived, key ideas identified and priority recommendations listed and highlighted in diagrammatic format.

This Strategy provides a contextual overview of the Waverley LGA, presents the community consultation feedback which was used to inform the place-based strategies, and illustrates a proposed strategy for each of the village centres. The Strategy aims to identify priority projects and areas for improvement as derived from analysis of centres and the overall strategy.

Centres Terminology

The Waverley Development Control Plan 2012 (DCP) currently outlines the following sub-categories of Village Centres: Town Centre, Village Centre, Small Village Centre, and Neighbourhood Centre. These have previously been used to provide an indication of the desired character and development for each centre in the DCP, however these categories do not align with the LEP land use zoning categories of B4 Mixed Use, B2 Local Centre, or B1 Neighbourhood Centre.

The DCP sub-categories are based on a previous Sub-Regional Strategy, which has since been superseded by the Region Plan and the District Plan. The new Plans utilise the following centre classifications: Metropolitan Centre (i.e. Sydney CBD), Strategic Centre, and Local Centre. The Plans establish a new framework, and this Strategy proposes an updated centres hierarchy for Waverley of:

- Strategic Centre (i.e. Bondi Junction),
- Local Centre,
- Neighbourhood Centre.

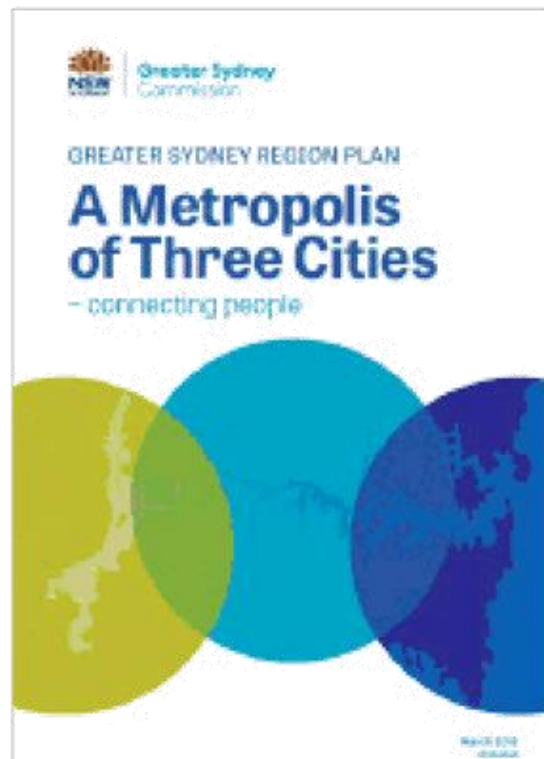
The value in changing the zoning of some centres from B4 Mixed Use to B2 Local Centre is that there would be a clear distinction in the zone objectives that will apply to the Bondi Junction Strategic Centre and the zone objectives of the local centres. This means that the zone objectives of the B2 Local Centre zoning can be targeted towards ensuring a greater diversity of businesses, retain a human scale of development, and ensure that the primary role of the centre is to provide services, goods and employment opportunities for locals.



Figure 1- Strategic Planning Framework

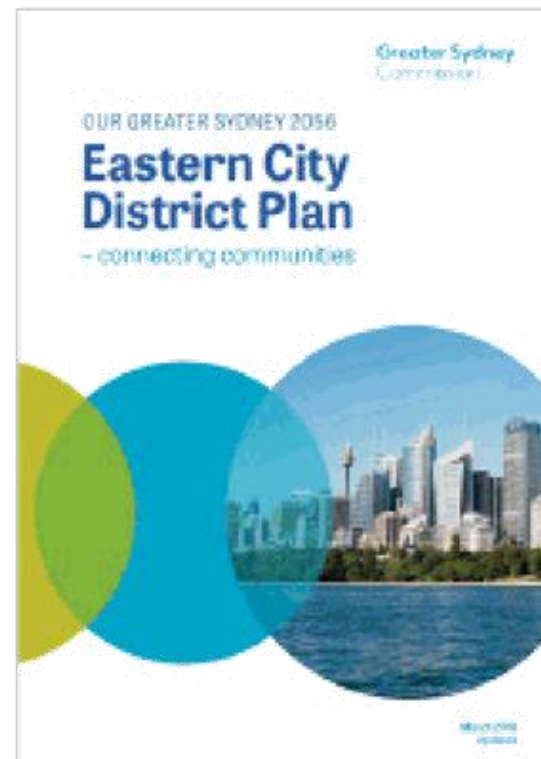
OVERVIEW OF STRATEGIC PLANS

NSW Government



Greater Sydney Region Plan

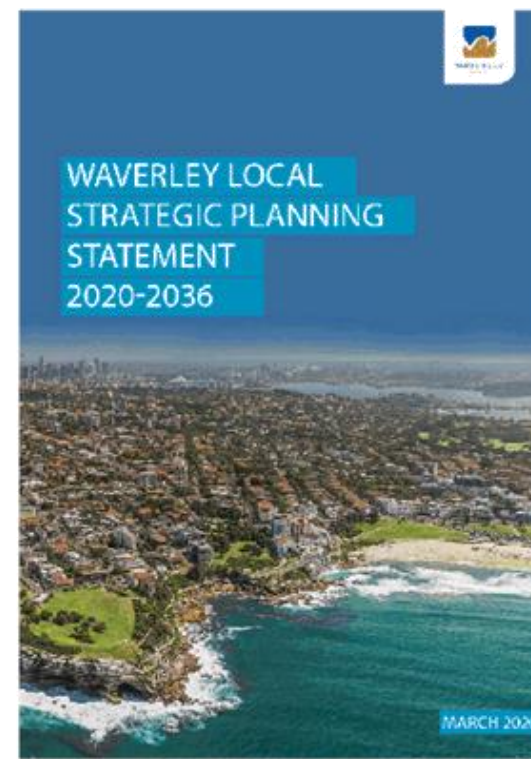
- Prepared by the NSW Government
- 40 year vision for Greater Sydney to 2056
- Ten Directions aligned to four themes: Infrastructure & Collaboration, Liveability, Productivity, Sustainability
- The aim of the plan is to bring new thinking for land use and transport patterns to influence Greater Sydney's liveability, productivity and sustainability by spreading access to social and cultural infrastructure, jobs and services across the region. It does this by creating three 'cities' which will provide everyone access to jobs, services and recreation opportunities within 30 minutes.
- The three cities are divided into five Districts, and each District has an associated 20 year implementation plan, called a District Plan.



Eastern City District Plan

- Prepared by the NSW Government
- 20 year implementation plan to 2036
- Planning Priorities and Actions are aligned to the four themes: Infrastructure & Collaboration, Liveability, Productivity, Sustainability, and also outlines how the plan will be implemented
- Council's Local Strategic Planning Statement (LSPS) is required to give effect to the Region and District Plan
- The Eastern City District is an established area with rich cultural heritage, world class educational institutions, and easy access to the global marketplace with the CBD and airport within 30 minutes. Lifestyle, entertainment and employment choices abound.
- Key challenges that the Eastern City District faces include a high cost of living, and ageing transport and utility infrastructure. Key opportunities include access to a well educated workforce, abundant opportunities for work and education, recreation, access to world class open spaces and natural assets, and access to a range of cultural facilities.

Waverley Council



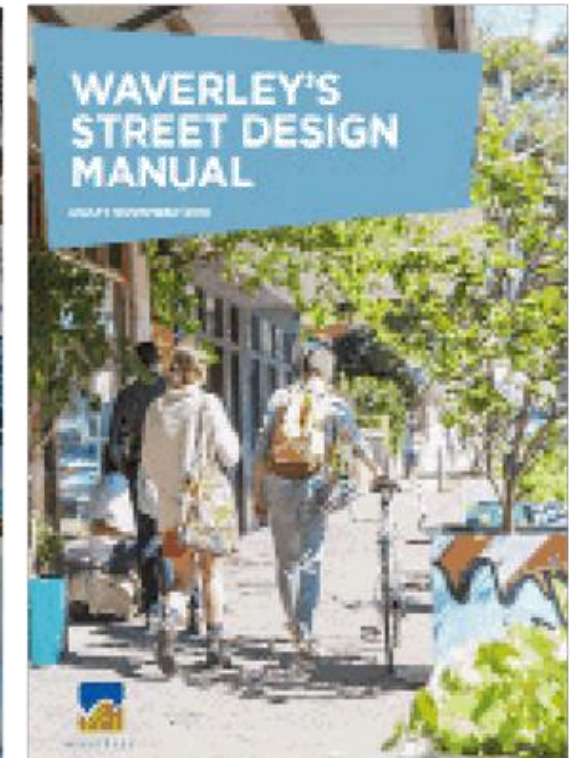
Waverley Local Strategic Planning Statement

- Required under the Environmental Planning & Assessment Act 1979
- 20 year vision and implementation plan
- Planning Priorities and Actions aligns to the same four themes and also outlines how the plan will be implemented
- The NSW Government is required to take the LSPS into consideration when reviewing the Regional and District Plans
- The LSPS provides an overview of the strategic vision for the Waverley LGA in the context of the Eastern City District, and identifies changes required to the Waverley LEP and DCP to give effect to the District and Region Plan.
- Some of the key issues that the Statement looks to address include increasing tree canopy and improve biodiversity, tackling affordable housing and housing affordability to maintain our diverse population, improving our waste practices and reducing waste, improving the performance of our building stock and adaptability to climate change, and maintaining our heritage and cultural assets through redevelopment pressures.



Waverley Community Strategic Plan

- Required under the Local Government Act
- Prepared with significant community consultation
- Outlines the community's vision for Waverley and an implementation plan
- Provides the community's vision for Waverley and outlines the key goals and strategies that Council will implement and aim to deliver on. This Plan feeds into all of Council's operational, delivery and financial planning.
- Key challenges that Waverley faces include overdevelopment, ageing and insufficient transport and utilities infrastructure, the loss of existing affordable housing through redevelopment, the impact of visitors on the amenity and environment, competitive market pressures causing loss of commercial development to residential development.



Other Waverley Strategies

- Streets are our largest community asset. They connect the public to goods and services by increasing the mobility of people, goods and ideas. Streets are also important places for people and civic life; people gather, socialise, shop, work, eat, walk and catch transport. It's where social and economic activity is focussed and local character is both expressed and is influenced.
- The purpose of the Strategy is to provide comprehensive design principles, guidance and
- considerations for upgrades to village centres and streetscapes for the Local Government Area (LGA) of Waverley Council. The accompanying Public Domain Technical Manual (PDTM) provides a coordinated, standard palette of materials, finishes and furniture to guide the street works and maintenance of village centres, parks, open spaces and streets throughout the LGA in accordance with the guidelines set out in this strategy.

OUR PLACES AND CENTRES

The Importance of Waverley's Places

Waverley's centres are much-loved places that contribute significant heritage and character and provide valuable services and employment not only to Waverley's community, but to Greater Sydney and international visitors as well. They play an important role in the liveability of our area and the resilience of our community by providing walkable opportunities to shop for groceries and to run regular errands. They also provide local opportunities for employment, whether that is casual work at a cafe or shop, or the ability to open a small office space to grow a business.

In addition to supporting daily needs, our centres offer the opportunity to engage in a public life, and take part in the local community. The sense of community in Waverley is very strong, due to the local nature of our centres that invite daily connections with people and place.

Sense of Place and Community

During the community engagement undertaken in the preparation of this Strategy, one thing was very clear:

Waverley's centres are highly valued assets.

They provide not only the opportunity to purchase goods and services, but also to be part of a community, to take part in public life, and to feel a sense of belonging. Not only did the community demonstrate a passion for the role that their local centres and shops play in their lives, but a sense of delight was felt regarding the historic character of the centres and the identity that this affords each centre. The community expressed a desire to retain the casual and community-minded feel of all centres, and to better protect the historic and heritage character of the centres for future generations.

In addition, the variety of businesses available in the various centres was identified as an important asset for the community. The fine grain nature and relatively affordable rent available in the centres was identified as having contributed to this diversity, and is considered an important characteristic to maintain into the future.

Activity and Vitality

The activity within the centres of Waverley changes throughout the day and week, and is also affected by seasonal visitation.

On weekdays 74% of Waverley residents commute to other areas within Sydney to participate in employment (Profile iD). The majority of key bus routes in Waverley run through the major centres, as this was the origin of their development in the first instance- as key transit routes through the area. As such, these centres offer the opportunity for our commuting residents to drop in and pick up a coffee and paper in the mornings, and pick up something for dinner on the way home, purchase a gift or essential product, or to dine at one of the many restaurants available in the centres.

During the daytime on weekdays the centres service those who work in the centres as well as many of our residents who work from home. In addition the population who do not work, or take part in the care-economy (as a primary carer) are often also around during the day and benefit greatly from the community atmosphere and the variety of goods and services on offer.

On the weekends, the centres serve not only the local community members but also the wider Sydney community, as many people come from other areas to visit the beaches and stop for food or shopping as well.

Across the year various centres will see fluctuating activity due to visitation from travellers particularly through the summer months, as well as increased visitation during Waverley's popular event calendar including Bondi Winter Magic, Festival of the Winds, Flickerfest, and Sculptures by the Sea.



Our Liveable Places

PLACE AND PUBLIC VALUE

The Importance of Place

This Strategy sets the direction that Waverley must take in order to thrive in the face of increasing global uncertainty, and local shocks and stresses. This Strategy calls for our communities, businesses, Council, and individuals to work together in an ongoing way.

Waverley has numerous vibrant and historical places, as well as an impassioned community that is working towards a more sustainable future for us all.

Due to recent growth in these places, as well as continuing pressures for growth across Sydney, our community is increasingly experiencing chronic stresses such as lack of housing affordability and availability, transport congestion, and frustration at the increasing erosion of our places' character and heritage.

In addition to these chronic stresses, Waverley can also be subject to acute shocks such as extreme heat, storms and flooding, secondary impacts of bushfires, and as we have recently seen, impacts from pandemics.

Waverley has the opportunity to address some of these issues through the way we plan and manage the built environment to help create a network of prosperous places for people and the planet.

Waverley's vision is to be a thriving, inclusive, prosperous and environmentally-driven part of Sydney that connects people to the lifestyle that the Eastern Beaches has to offer. To achieve this, our community will need to be connected, collaborative and resilient – and so will our places.

A resilient future is important to be able to shift to different more sustainable and local ways of living (which many in our community already do). At a minimum, Council should ensure that:

- A walkable lifestyle, whilst not practicable for all, is available to all.
- A strong sense of local connection can thrive, important in times of turbulence.
- Essential goods and services are easily and equitably available to all.

Our centres are considered important social infrastructure, as they support the livelihoods and lives of the community.

What is public value?

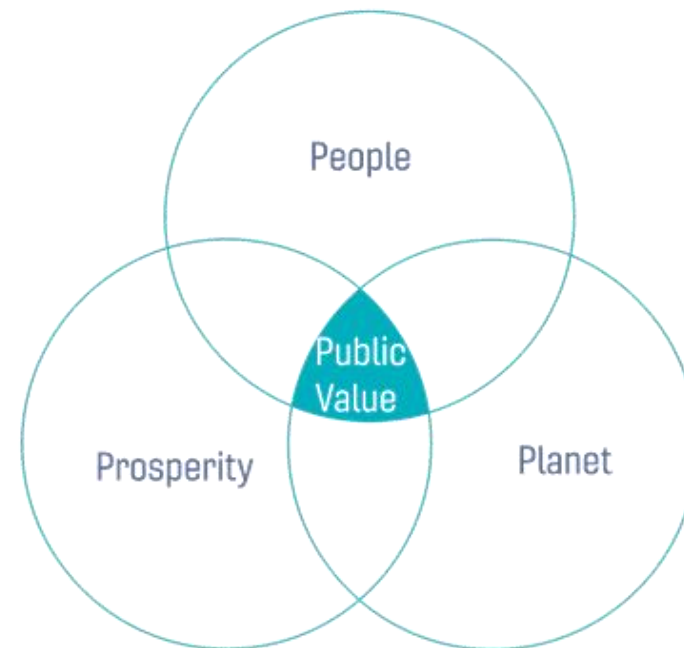


Figure 2- Public Value

Public value lies at the intersection of where people, place and the planet thrive. Importantly, public value is considered to be of benefit to the greater community, but also to future generations. When making decisions through a public value framework, the triple bottom line is considered in equal measure (people, planet and prosperity).

Public value may vary from place to place, depending on what is most relevant to the prosperity, people and planet in that location. For many centres in Waverley, the planet element remains fairly consistent, with the needs for prosperity and people varying slightly from place to place.

What might pose a public value in one place, may be of little value in another. For example a new community hall or library may be greatly needed in one centre, allowing the community to gather in a public place, but may be irrelevant in another.

The references to potential public value that have been identified throughout this document have been sourced from the community engagement undertaken to inform this Strategy.



URBAN RESILIENCE

What is Resilience?

What is resilience?

Resilience is a term originally from the field of ecology that has received increasing attention and application in urban planning and design and is an increasingly important topic within the practice of sustainable urban development. Resilience describes the capacity of a system to withstand, prepare for, recover from, and adapt or transform following a hazard.

Resilience can describe the physical conditions of urban form, as well as how an area is managed to successfully attract and generate uses and value, or adapted in order to remain viable. Importantly, urban resilience considers what is important to a community. Resilience is fundamentally a concept of community wellbeing, and is typically measured over time in the face of change.

An aim of this Strategy is to employ this concept both in exploring and evaluating our places, and to provide recommendations for how to increase local resilience.

Urban resilience

Classically resilience has focussed on two measurements: firstly, measuring the community's capacity to respond to hazards or disruptions; and secondly, measuring the capacity of infrastructure to tolerate hazards or disruptions.

Resilience in this respect therefore is largely focused on minimising risk in areas such as:

- The capacity and flexibility of infrastructure, buildings and urban fabric;
- Technological strategies for reducing energy consumption/ increasing efficiency; and
- Spatial strategies for addressing the potential and/or projected impacts of climate change, natural disasters or security challenges.

Resilient cities are said to reduce their environmental impact and/or have risk management features embedded in the urban fabric. The physical characteristics of a resilient city are typically 'secure', 'green' and 'compact'. Defining an urban area as resilient based upon these factors along however risks losing sight of the process-based understandings of resilience. That is, that resilience is fundamentally about the ongoing state of community wellbeing, and not purely a measure of physical form for form's sake. Whilst this Strategy aims to provide an analysis of the physical resilience of our places, other complementary work focuses on the process-based resilience of our community.

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Resilience as Density, Adaptability and Land Use

Resilient urban form is generally defined as dense/compact, inclusive of a diversity of building types, supported by robust movement infrastructure and accommodating of multipurpose or 'flexible' open spaces. These are properties that create conditions for withstanding change.

The adaptability of buildings is important for resilience as buildings have the capacity to outlive the economic viability of uses and thus are at risk of becoming obsolete. As the economic viability of uses sometimes follows cyclical patterns, it is ideal to design for adaptability between uses, but also to take a long-term view where one use may not be viable now but may be viable in the future. Adaptability allows the social and cultural capital embodied in buildings to be retained to create value over time.

Some urban forms and buildings may decline and decay, to later be renewed in the context of evolving cultural preferences and ways of living. Some may be protected but unused, which raises questions of the relations between heritage value and resilience. Others might have viable opportunities for uses but may not be able to provide the financial resources needed to maintain them. Hence a run-down urban environment can occur in places that are being used regularly. For example, Waverley has a number of centres that the community has identified as 'run-down' and in need of some aesthetic improvements, including Bondi Road and Charing Cross.

The diversity of uses in an area can promote safety and 'vitality', as different rhythms of activity move through the public realm throughout the day. Dense land uses can help to relieve pressure on traffic, promote walking and encourage greater use of and opportunity for public transport. A concentration of varied uses has the potential to promote a local economy by creating the opportunity for different kinds of activities to stimulate and support one-another.

These benefits can help to make neighbourhoods more resistant to economic shocks or socio-political changes. They can also potentially help reduce the risks of future anticipated climate-related change by providing a walkable city form. The evolution of land uses is strongly connected to the adaptability of the urban form, as well as patterns and structures of urban governance that may serve to promote or constrain adaptability.

Our centres provide resilience by carrying out their function of serving and supporting our communities by providing a location for certain types of uses, as well as being walkable and accessible.



Resilience as access to essential goods and services

Another characterisation of resilience recognises the importance of equitable access to essential goods and services, or EAE. This approach better recognises resilience as a measure of the ongoing well-being of the community.

This shift in perspective asks the question "what matters most to people in a community?" Whilst water and electricity provision are essential services, so too are the everyday services that the critical infrastructures exist to support. The accessibility to services such as education, health care, fresh food, and cultural amenities is crucial for a community's vitality, liveability, and cohesion. In addition the access to ecosystems services is considered essential for the wellbeing of humans and the environment.

Whilst all Waverley residents are arguably within easy access of world-class open spaces, coastlines and essential services, ensuring the ongoing EAE for all residents is vital to the ongoing cohesion and resilience of the community. This is particularly relevant in the highly-contested urban areas that make up our centres and places.

Resilience in this Strategy

This Strategy takes a blended approach of resilience as a measure of density, adaptability and land use, as well as a measure of the equitable access to essential goods and services (EAE).

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Our Liveable Places

URBAN RESILIENCE - PROPERTIES

Urban Resilience as a set of properties

One framework for evaluating and assessing urban resilience seeks to highlight resilience as a set of physical properties of the urban form including density, adaptability, and land use. Four key 'measures' for urban resilience are discussed below, with specific focus on the role that our centres play in creating urban resilience. (Juliet Davis et al., 2013).

Physical

a) population and built form density over time;

i) Able to sustain residential populations of sufficient density to make adequate use of available infrastructure and space and to help support a diversity of other colocated uses.

Waverley is already a very densely populated area that has open space and ageing infrastructure, requiring ongoing upgrades. Increasing the population must be reliant on an improvement in the provision of infrastructure and access to open space. As open space is difficult to acquire, and much infrastructure is already at its maximum capacity, it is considered that without major investment or upgrades, that increasing the population above what is already provided for within the controls is unnecessary.

ii) Able to provide levels of land cover that realise density without inhibiting the economic, social and cultural potentialities of the public realm.

Land coverage is largely fixed in the Waverley area, with the entire LGA now either developed or reserved for open space. A significant density has been achieved, and helps to support the economic, social and cultural potentialities of the public realm and the centres.

b) adaptabilities of street layouts and building types

i) Able to integrate different transport options/ needs within its streetscapes and create opportunities for a variety of street-based activities.

As Waverley has developed over time, there have been iterations of how transport has changed to support the varying preferences of the times. What is evident however is that the carriageway of our high streets has withstood the test of time, supporting horse and cart, trams, private vehicles and buses. This demonstrates that the urban form is fixed, however human behaviour is adaptive, and hence supports the resilience of the high street. Moving forwards, it is expected that the carriageway should be able to support further evolutions in transport typology and capacity.

ii) Able to be used differently, to be converted, adjusted, extended or retrofitted in ways that continue to facilitate and enhance use in economically sustainable ways.

This is perhaps the most 'sticky' of these resilience indicators. Whilst many buildings have stood the test of time over the last 100 years, this might largely be due to their purpose-specific nature. The vast majority of buildings are being used as designed; for example most shop-fronts house commercial uses, and most dwellings provide residential uses. Whilst this might be considered less 'resilient' by this standard, it could be argued that these uses are fit-for-purpose and continue to serve the community in an effective way.

Environmental

a) public transport accessibility;

i) Permeable and accessible from near and far places.

Waverley is a very accessible LGA with a comprehensive network of bus routes connecting our centres, and a heavy rail service that connects commuters to the CBD within 15-20 minutes. The vast majority of the LGA is walkable, and as identified previously, most residents live within a 20-minute walk of their local shops.

b) green space accessibility and open land preservation.

ii) Able to access public green open space for recreation and promote urban biodiversity.

All of our centres are within walking distance of public open space for recreation. Council seeks to promote greater biodiversity throughout our area, and also seeks to improve urban wellbeing by connecting people to biodiversity. The centres, whilst not appropriate for all types of plantings, can play a role in encouraging a greater diversity of planting.

Social

Degrees of land use and tenure diversity.

i) Able to concentrate diverse land uses, including social and public amenities and resources.

Waverley has a concentration of a small range of land uses, which are primarily focused on the activities of daily life: dwellings, shops and businesses, services and utilities, schools and parks, and health related uses. Waverley does not have any industrial land, and relies on importing goods and fresh produce. To move towards being more resilient, encouraging greater flexibility of land uses in our centres may be beneficial.



ii) Able to accommodate diverse tenure types, given the scope this provides for sharing resources and amenities across socio-economic categories.

Encouraging the sharing of facilities between schools and the public is something that Council will continue to work with the NSW Government to achieve. Where possible, a flexible approach to uses and operating hours may also serve to increase the diversity of uses available within a centre throughout the day. For example a florist during the day may be able to function as a small theatre at night time, a creative office may be able to operate as a gallery or small event space on the weekends. This efficient repurposing of resources may serve to create a stronger and more community minded offering as the centres are able to function throughout the day and continue to gather people together. To enable this, conflicts between uses such as night time uses and residential uses are to be minimised.

Economic

Property values in a wider urban context

i) Reflective of property values which show relative stability over time.

Property values across Sydney have increased dramatically in the recent decades. This increase in value of land, particularly where close to amenity, has resulted in increased development pressure to realise a significant return for the developer.

This has led to an erosion of character in some areas across Sydney. What can be seen in many of the Waverley high streets, is that the small subdivision pattern, and lower development controls (height, FSR), have largely maintained the character of some areas. Accordingly, if Council is to apply planning controls to assist in maintaining and protecting character, the most effective would appear to be retaining the development controls that allow renewal that is consistent with existing and desired future character and function of a centre, rather than high-yield development parcels attracting foreign investment and large scale developers.

URBAN RESILIENCE - WELLBEING

The 20 Minute City – Resilience as wellbeing

The Greater Sydney Commission has set out the vision for Greater Sydney to be a 30-minute city. This means that all residents would live within a 30-minute trip by public transport to their closest Metropolitan Centre. In Waverley's case, this is the 'Eastern City', or Sydney CBD. Despite the LGA being in close physical proximity to the CBD and being well connected via numerous public transport routes, the congestion on the roads can result in the public transport trip from Bondi Beach to the CBD taking upwards of 30 minutes in peak time. Whilst Council is seeking to work with the NSW Government to improve conditions for commuting, Council also seeks to ensure that Waverley enables a 20-minute neighbourhood for our community. This means that all of the essentials for day-to-day life would be available within a 20-minute walk. This vision is not only to improve the wellbeing of our residents, but also to support the strong sense of community that Waverley already has. When people are able to walk to their local shops, they can meet people on the street, improve their health, and reduce the amount of traffic on the road so that those who need to make essential trips in private vehicles are better able to.

To achieve this vision, Council will continue to advocate to various State agencies to ensure social infrastructure such as schools are located in walkable catchments with capacity to service the local area. Council will seek to ensure local services such as libraries, community centres, and open spaces are also located within a 20-minute walk for all, as well as seek to improve the walkability of our area through upgrades to paths and increased planting for shade. This Strategy seeks to ensure that our centres support 20-minute neighbourhoods by providing essential goods and services as well as local employment opportunities. As discussed previously, the equitable access to essential goods and services across a community is also a measure of resilience.

Walkability, Liveability and Wellbeing

A commonly used metric for walkability is that 800m represents a 10-minute walk. However this Strategy identifies 800m as a 20-minute walk as Waverley has many hills that reduce walking speed, and to ensure that walkability includes the walking speeds of those with less mobility. Figure 3 identifies an 800m walking catchment, or 'ped-shed', from the main centres that have essential goods and services available. As the diagram identifies, most areas within Waverley are within this catchment. Providing these key centres are able to continue to provide essential goods and services, Waverley will be able to deliver on its vision to have provide most residents with a 20-minute neighbourhood.

It is therefore vital to protect the primary role of a local centre to provide essential goods and services for locals. Waverley is already a very walkable and liveable area, with 97% of dwellings within a 20-minute walk of a centre that has a supermarket or large grocery and general store, and often even closer to neighbourhood shops. All residents are within a 30-minute walk of not only a local centre, but also a high-quality recreation space or place for gathering.

Access to Goods and Services

Many residents (17%) within Waverley do not own a private vehicle. During the COVID-19 pandemic lock-down, public transport was to be used for essential transport only. The COVID-19 lock-down demonstrated the importance of having essential goods and services within walking distance of all homes, as well as a variety of providers to ensure that all members of the community are able to access essential goods within walking distance of their homes. As the diagram on this page shows, our centres support an excellent level of EAE resilience across the LGA, with 97% of dwellings being within a 20 minute walk of essential goods and services.

A network of centres to support resilience

This Strategy identifies a number of centres as part of a network of centres that can support community EAE resilience. This means that these centres must continue to provide a range of essential goods and services to support the surrounding residential population, access to open space to gather, and ideally have a back-up power source in case of severe storms or network blackouts.

The adjacent diagram illustrates the centres that currently have a good range of essential goods and services, and illustrates an offset of 400m and 800m representing a 10 and 20 minute walk respectively. When this network of centres is identified, it is clear that our centres play an important role in supporting not only a 20-minute walkable city, but also a resilient community.

The majority of the centres identified are also located along the three key transit corridors in Waverley: Old South Head Road, Bondi Road/Campbell Parade, and Bronte Road/Macpherson Street. In the event of an emergency, the majority of our population would be able to walk to one of these centres, to access goods or services, or to seek assistance or community support.

These Resilience Network Centres (RNC) are identified in the adjacent diagram, as well as in the individual centre strategies.

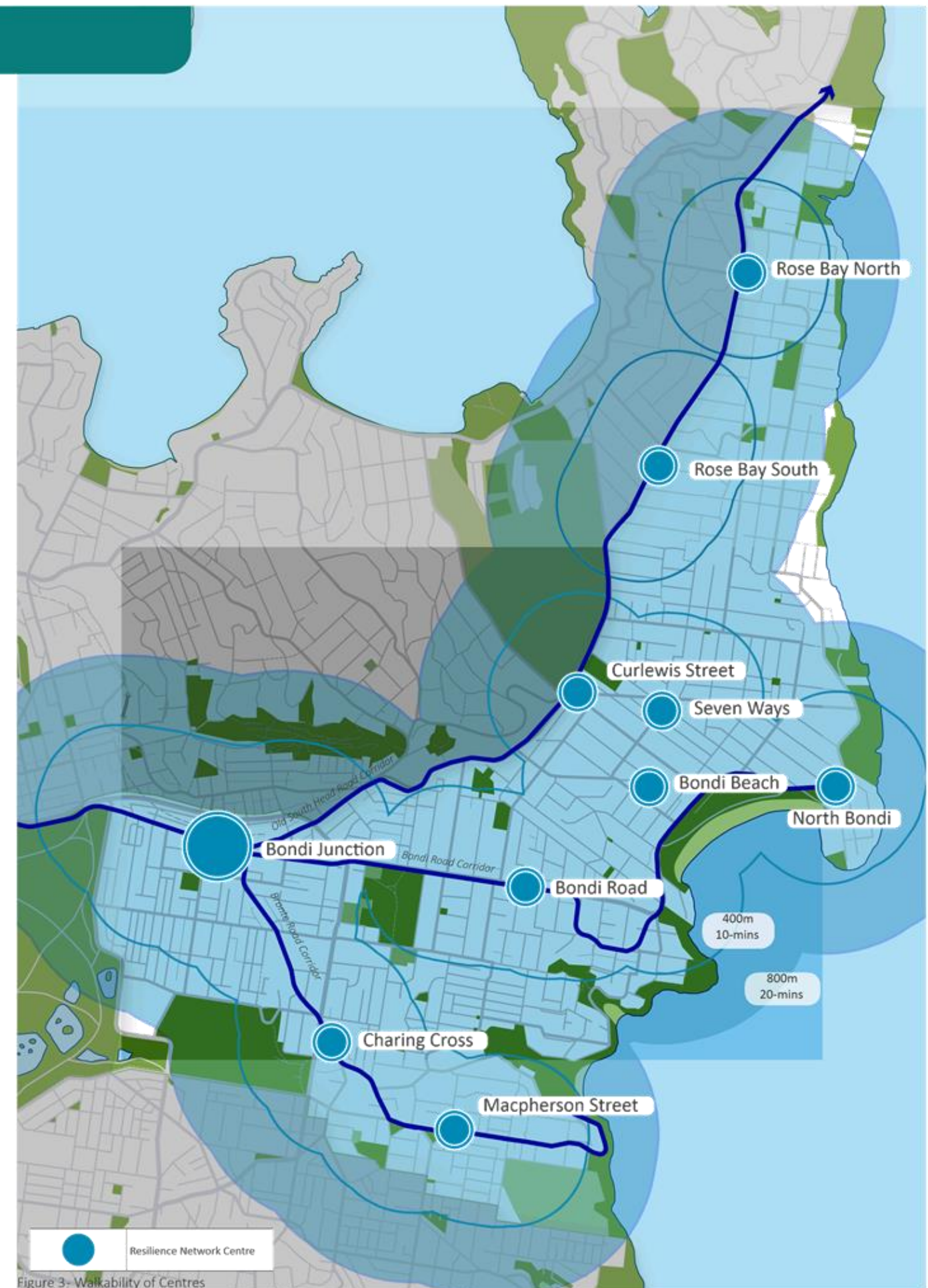


Figure 3- Walkability of Centres

Our Liveable Places

PROTECTING THE ROLE OF CENTRES

Primary role of the centres

Redevelopment pressures

Our centres are highly desirable places to live and work, and as such they are subject to ongoing development pressures. Whilst redevelopment pressures of centres will always exist, the intention of this Strategy is to provide guidance for development principles and controls that seek to create continuous frontages for pedestrian activity, various sizes of retail premises and workable spaces, safe pedestrian walkways and minimal vehicle and pedestrian conflicts, and well designed development with access to building services to rear lanes.

Active Street Frontages

Waverley Council recently updated the Development Control Plan to not support driveway crossovers across the primary high-street in a centre. This means that where a rear lane is not available, on-site parking is not supported. As this is an issue that many councils are facing, this is something that the State Government is looking into, to potentially redefine what creates an 'active street frontage', and what kinds of uses will be permitted.

Primary role: to support 20-minute neighbourhoods

As previously identified, it is important that the primary role of centres is protected to continue to ensure a 20-minute walkable neighbourhood to support a resilient community. This means that the primary role of a centre is to service the community by providing a range of essential goods and services, as well as local employment opportunities. To ensure this role is protected, additional planning mechanisms may be beneficial, such as:

- provisions to encourage a diversity of uses;
- provisions to ensure a minimum amount of commercial uses in a centre; and
- provisions to guide the design of street frontages to high streets.

Economic Diversity

As redevelopment occurs in our centres, Council seeks through its planning controls to ensure that there are retail or commercial uses delivered on ground floor, and first floor where appropriate. This is to ensure that there are local goods and services offered in local areas, as well as providing local employment opportunities. However Council has no way to guide what specific stores or uses will be delivered in those developments, beyond a 'retail' or 'commercial' use. These uses can turnover frequently or spend many years in a location, however these are decisions that are made by the market.

What has happened in some areas is that we have seen the loss of more traditional local stores, being replaced with specialty retail or hospitality uses. In some cases, an entire strip of shops can be redeveloped in this way, which can lead to the loss in diversity of local essentials.

Whilst Council cannot currently guide the specific retail or commercial uses in the centres through planning controls, Council can investigate what other mechanisms could be used to encourage more diversity in certain locations, and to help support and protect local businesses.

Diversity, quantity and opportunity

Community feedback indicated strongly that the diversity and quantity of offerings and hence business opportunities in the local centres is highly valued, and considered a key asset and characteristic of the centres.

One key issue with the redevelopment of our centres is that the developments that replace existing fine-grain shopfronts prioritise residential development, and provide only tokenistic commercial premises. These premises are often not well designed, and do not have the size, amenity or appropriate services such as storage to be able to service many types of businesses. As a result this further reduces the availability of commercial premises from what was previously available on the site. To address this issue, a key recommendation of this strategy is to require a minimum amount of commercial floor space to be delivered across centres.

As outlined previously, the resilience of the economic diversity of the centres is likely due to rising land values and lower controls not offering the 'right' conditions or incentives for redevelopment. For example, a number of sites in various centres have development capacity under the existing controls. These sites however have not been developed,



which could be due to a range of factors, including challenges with the amalgamation and consolidation of lots, or development controls that would not see the currently expected returns on redevelopment. As a result, the existing properties that are not developed offer comparatively cheaper rent (when compared to newer developments), as well as smaller premises that support small-medium businesses, often providing start-ups with their next opportunity to grow. In one sense, economic diversity would be able to be retained under these conditions.

One way that Council can support diversity is by having a larger quantum and number of shops in centres to increase competition and reduce rents. A key opportunity identified in this strategy is to review the zoning of existing sites that currently have a commercial use on the site, however are zoned for residential uses. These are identified to have the land zoning (permissible uses) changed to match the centre's zoning, to require them to continue to provide a commercial use to the community.

Council does not seek to increase the development controls (height or FSR) of the centres, excepting Curlewis Street.

Any increase in development standards is required to be instigated by a proponent-led Planning Proposal, and will be thoroughly assessed to ensure the proposal has merit, and is consistent with Council's strategic documents including:

- Waverley Community Strategic Plan,
- Waverley Local Strategic Planning Statement,
- Our Liveable Places Centres Strategy,
- Waverley Local Housing Strategy, and
- Other relevant council policies and plans.

CHARACTER

What is character?

Local character considerations go beyond historic and built form considerations to include all elements that contribute to the look and feel of an area including the public domain, topography, vegetation, streetscape and activity types.

Character elements of a centre could be wide verges, heritage significance and historic buildings, building typologies, styles or materials, types of uses, consistent setbacks, significant views, etc. The Waverley Local Character Statements (LCS) document expands in greater detail on the character of the various areas across the LGA. In addition

to the local character statements presented in the LCS, this Strategy also identifies character areas that may afford the characters of some centres a greater level of protection.

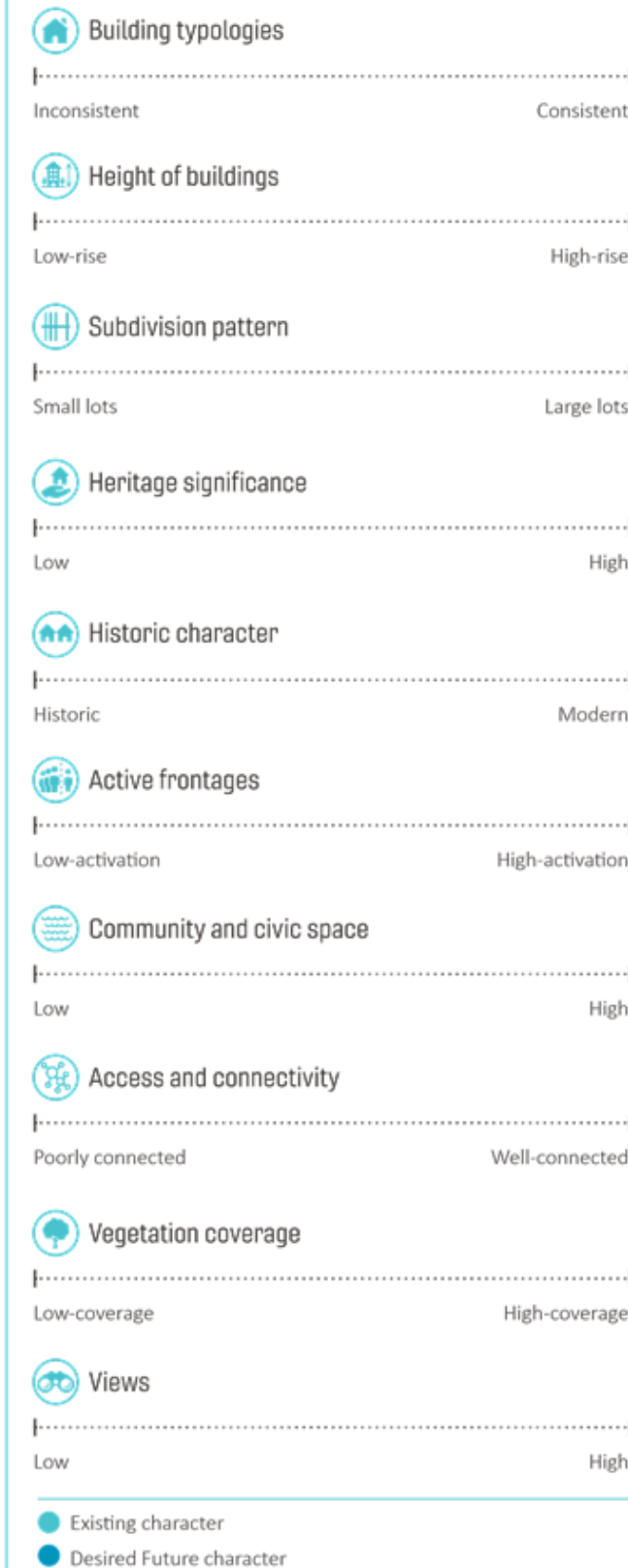
Presented here are similar existing and desired measures of character as used in the LCS, as well as Activity measures that review the type of centre and the activities within that centre. Each centre uses these measures to provide an indicator of the existing character and activity within the centre, as well as the desired future character and activity.

Table 1- Character and Prosperity Attributes

Character Attribute	Description	Indicator
Building typologies	Refers to the typology and architectural style of buildings within an area	Varied - Consistent
Height of buildings	Refers to the prevailing building height within an area	Low-rise (1-2 storeys)- high-rise (8+ storeys)
Subdivision pattern	Refers to the prevailing subdivision pattern within an area	Small lots - large lots
Heritage significance	Refers to urban and landscape conservation areas and / or general, landscape, archaeological and aboriginal items within an area	Low - High
Historic character	Refers to the historic character of the buildings in the area. Waverley has many historic buildings that contribute to the character of the area, however do not qualify as heritage items	Historic- Modern
Active frontages	Refers to the use of the ground floor as retail, office or business uses	Low-activation - High-activation
Community and Civic Space	Refers to the amount of space available for gathering, for public events, or publicly accessible interior space such as a library	Low- High
Access and connectivity	Refers to the level of access and connectivity to and from an area by the road network, public and active transport	Poorly connected - well connected
Vegetation coverage	Refers to the level of vegetation coverage within an area i.e. mature canopy, street trees, density of vegetation, type of vegetation	Low coverage (not leafy) - High coverage (leafy)
Views	Refers to the availability of views to and from an area	Low - High
Activity Attribute	Description	Indicator
Pedestrian activity	Refers to the number of pedestrians throughout the centre	Low- High
Business trade	Refers to occupancy rates	Low- High
Opportunities for interaction	Refers to number of active shopfronts and places to dwell, i.e. more shopfronts can lead to a greater number of potential interactions	Low- High
Range of goods and services	The range of goods and services that are on offer	Few choices- good variety
Opportunities for resilience	Refers to ability of the centre to operate as a community support centre during a crisis, by offering deliveries essential goods and , meeting points.	Low- High

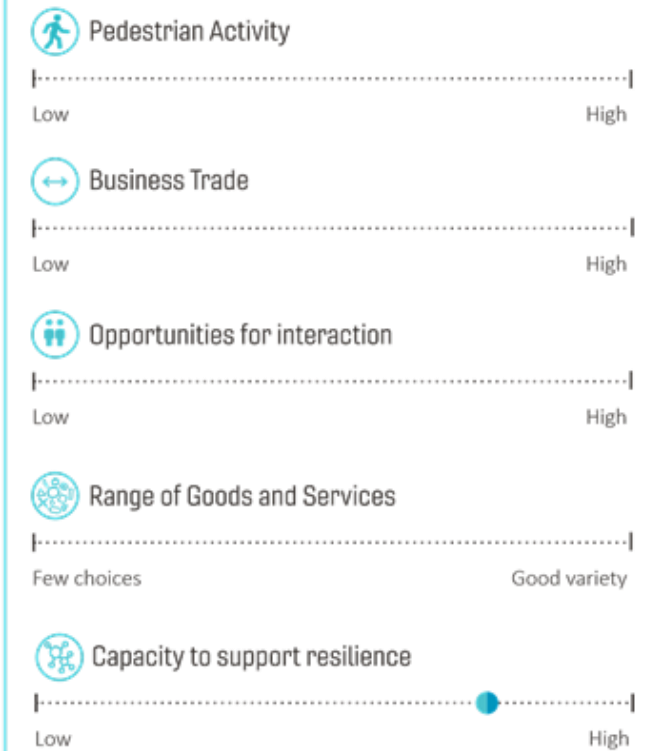
Character

Character Descriptor: **Enhance Existing**



Activity

Centre Typology: **Local's Centre**



Vitality

Vitality is a measure of the activity within the place as well as people's experience. Does a place feel active, safe and friendly, or does it feel quiet, dangerous or anti-social?

Viability

Viability in this strategy is used to discuss the ability of a centre to fulfill its role. For example a neighbourhood centre might provide cafes, restaurants and some shops to top up a larger grocery shop. Local centres should provide the ability to run errands such as going to the post office, and to do a whole grocery shop. This section also outlines the Resilience Network Centres' ability to support community resilience into the future.

Note: Planning literature around centres typically utilises 'viability' to refer to the vacancy rates of a place. Waverley's centres all typically operate at a high occupancy rate. The viability of a centre has thus been adapted to describe the ongoing role for the centre.

Capacity for evolution

This section outlines some of the key challenges identified through the community engagement process, as well as the capacity for the centre to evolve into the vision that the community has expressed.

CENTRES HIERARCHY

Centre Types and Proposed Hierarchy

Waverley's centres vary in size, activity and character. The hierarchy of the centres stem from their commercial land use classification as well as their activity and character. Understanding the local context, history and character of these centres will allow Council to maintain the existing character for the future and deliver services and amenity through the public domain for the local community, across the next 15 years while setting precedent for the future of Waverley's centres.

This analysis aims to rationalise the terminology used across the various plans and strategies.

- The Eastern City District Plan classifies centres as Metropolitan Centre, Strategic Centre, Local Centres and Neighbourhood Centres.
- The current Waverley LEP categorises Waverley's village centres under the following commercial zones within the Land Use Table in the LEP;
 - B4 Mixed Use
 - B1 Neighbourhood Centre

The Standard Instrument provides for a B2 Local Centre zone, which Waverley LEP has not adopted.

- Waverley DCP uses the term local village centres as an umbrella term for all villages, and a hierarchy of local village centres from Town Centre, Village, Small Village and Neighbourhood have been allocated to the key centres in the DCP.

Moving forward, it is important that the centre classifications and typologies are consistent across policy documents and strategies to maintain a standard term base and ensure future character is maintained through development and incoming proposals.

This document recommends that a number of local centres are rezoned from their current B4 Mixed Use zone, to a B2 Local Centre zone. The zones reflect a hierarchy, where B1 Neighbourhood Centre is a cluster of shops, B2 Local Centre is a larger centre or high-street strip of shops, and B3 Commercial Core being the major centre with office buildings and major retail, while B4 Mixed Use supports a mix of commercial and residential particularly in larger centres around a B3 Commercial Core zone.

Changing the zoning from B4 Mixed Use to B2 Local Centre will permit similar land uses, however it will apply more specific objectives to the nature of a medium sized centre by seeking to encourage the provision of essential goods and services, and enable greater protection of the character.

Below are the current WLEP Objectives for the centres, and the Standard Instrument Objectives for the B2 Local Centre zone. Council is able to suggest additional objectives to support the protection of character in the B2 Local Centres.



B4 Mixed Use

Existing WLEP Objectives

- To provide a mixture of compatible land uses.
- To integrate suitable business, office, residential, retail and other development in accessible locations so as to maximise public transport patronage and encourage walking and cycling
- To encourage commercial uses within existing heritage buildings and within other existing buildings surrounding the land zoned B3 Commercial Core.



B3 Commercial Centre

Existing WLEP Objectives

- To provide a wide range of retail, business, office, entertainment, community and other suitable land uses that serve the needs of the local and wider community.
- To encourage appropriate employment opportunities in accessible locations.
- To maximise public transport patronage and encourage walking and cycling.



B2 Local Centre

Standard Instrument Objectives

- To provide a range of retail, business, entertainment and community uses that serve the needs of people who live in, work in and visit the local area.
- To encourage employment opportunities in accessible locations.
- To maximise public transport patronage and encourage walking and cycling.



B1 Neighbourhood Centre

Existing WLEP Objectives

- To provide a range of small-scale retail, business and community uses that serve the needs of people who live or work in the surrounding neighbourhood.

Centre Name	Our Liveable Places, LSPS and DCP	Current LEP	Proposed LEP
Bondi Junction	Strategic Centre	B3 Commercial Core / B4 Mixed Use	B3 Commercial Core / B4 Mixed Use
Bondi Junction - West Oxford Street	Part of Bondi Junction Strategic Centre	B4 Mixed Use	B4 Mixed Use
Bondi Junction - Bronte Road	Part of Bondi Junction Strategic Centre	B4 Mixed Use	B4 Mixed Use
Bondi Beach (Hall Street)	Local Centre	B4 Mixed Use	B2 Local Centre
Belgrave Street	Neighbourhood Centre	B1 Neighbourhood Centre	B1 Neighbourhood Centre
Blake Street	Neighbourhood Centre	B1 Neighbourhood Centre	B1 Neighbourhood Centre
Bondi Road	Local Centre	B4 Mixed Use	B2 Local Centre
Bronte Beach	Neighbourhood Centre	B1 Neighbourhood Centre	B1 Neighbourhood Centre
Charing Cross	Local Centre	B4 Mixed Use	B2 Local Centre
Curlewis Street	Local Centre	B4 Mixed Use	B2 Local Centre
Fletcher Street	Neighbourhood Centre	B1 Neighbourhood Centre	B1 Neighbourhood Centre
Flood Street	Neighbourhood Centre	B1 Neighbourhood Centre	B1 Neighbourhood Centre
Macpherson Street	Neighbourhood Centre	B1 Neighbourhood Centre	B1 Neighbourhood Centre
Murrivier Road (East and West)	Neighbourhood Centre	B1 Neighbourhood Centre	B1 Neighbourhood Centre
North Bondi	Neighbourhood Centre	B1 Neighbourhood Centre	B1 Neighbourhood Centre
Rose Bay North	Local Centre	B4 Mixed Use	B2 Local Centre
Rose Bay South	Local Centre	B4 Mixed Use	B2 Local Centre
Seven Ways	Neighbourhood Centre	B1 Neighbourhood Centre	B1 Neighbourhood Centre
Vaucluse	Neighbourhood Centre	B1 Neighbourhood Centre	B1 Neighbourhood Centre
Wairoa Avenue	Neighbourhood Centre	B1 Neighbourhood Centre	B1 Neighbourhood Centre

“The design of the built environment must seek to address growing economic and social disparity and inequality, by creating inclusive, welcoming and equitable environments. Incorporating diverse uses, housing types and economic frameworks will support engaging places and resilient communities”

- Evaluating Good Design / Better Methods , Government Architect New South Wales



DISTRICT CONTEXT ANALYSIS

Waverley in Context

Waverley forms an important scenic and cultural element of the Eastern Harbour City, being the most direct connection from the CBD to Sydney's spectacular coastline. Waverley supports the vision in the Region Plan as it applies to Waverley, as this vision involves mainly improvements to infrastructure to support an already very densely populated area of Sydney. Ageing infrastructure, demands on public transport, and housing affordability are key issues that Waverley faces. Climatic challenges such as increased storm events and hot days will place additional strain on infrastructure and services. The projected population figures to the year 2036 indicate an increase in young people between the ages of 5-19 years, and adults 45+ years. A decrease is projected for adults between the ages of 20-44 years. Council will need to ensure adequate housing options and services are provided through the LGA to support these demographic changes, including greater variety of dwelling sizes and the ability to age within the community. For more information on population projections and housing needs, refer to the Waverley Local Housing Strategy.

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

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

	Neighbourhood Centre
	Local Centre
	Strategic Centre
	Health and Education Precinct
	Metropolitan Centre
	Waverley LGA

Our Liveable Places

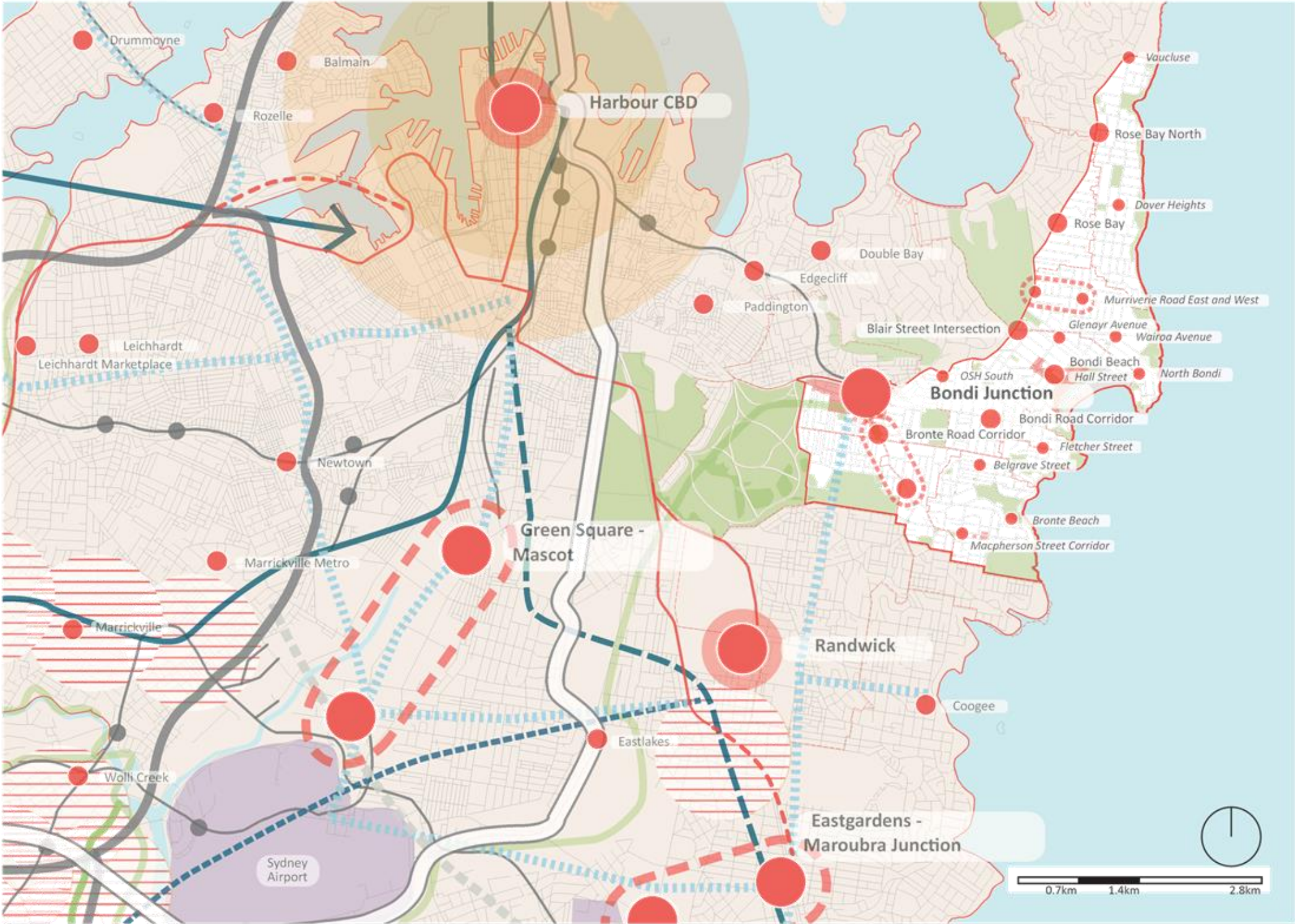


Figure 4- District Context Analysis

HISTORIC DEVELOPMENT OF WAVERLEY

A history of transit-oriented development

The future of Waverley's centres lies in understanding the qualities created by their history. Community consultation as part of the Centres Strategy made one thing very clear: Waverley's centres are highly valued assets and the community wants their fine-grain historical character and identity protected and enhanced. Why? Because these local neighbourhood centres are – and always have been – community-minded, welcoming and vibrant, informal and relaxed.

From their earliest days, Waverley's neighbourhood hubs have provided the opportunity for residents to purchase goods and services, be part of a community, take part in public life and feel a sense of belonging. The history of centres reveals that they have long served to foster resilient communities and liveable urban areas – and they will into the future. They have built-in liveability, ensuring that people can live close to jobs, services and public transport.

Waverley's settlement history gives insight, context and background to why these centres have survived and thrived. It provides insight into what created their resilience and what should be considered and emphasised in the future of these places.

The history, of course, begins with indigenous people of Sydney's east coast. For over a thousand generations, Aboriginal people lived in the area now known as Waverley. They walked the high ridgelines on which many of Waverley's key transport links now travel. The Gadigal and Bidjigal people used these high points in Waverley's topography to travel, overlook and manage their lands. Their legacy has endured in artworks and other sites of significance across Waverley, representing an indigenous heritage that is now globally recognised as the world's oldest living culture.

Along these ridgelines, Waverley's earliest roads were built, opening Sydney's east coast and its "barren and sandy" landscapes (as they were described in very early maps of the area) up for development. Over time, these routes through Waverley determined the development pattern and created its centres.

The two key routes from Sydney formed Waverley's first commercial centre at Charing Cross. Old South Head Road was Waverley's first road, connecting Sydney to the strategically important harbour entry point at South Head (1803- 1811). The other key road connected Sydney to Botany Bay (Old Botany Road and subsequent roads to Coogee such as Frenchman's Road at Charing Cross- later

known as Bronte Road) established the urban framework for the area. These primary connections, in alignment with the ridgeline, formalised existing walking tracks. They provided broader connections important to Sydney's growth, but opportunity for local growth and definition.

Old South Head Road enabled three early land grants including William Roberts (200 acres at Bondi), Hurd (30 acres including Ben Buckler headland), both granted in 1809, and Barnett Levey's 60 acres along Old South Head Road in 1831. Little development had occurred in Waverley before the land purchases were introduced in 1825. Rose Bay, overlooking Port Jackson, however became a popular location for wealthy colonists from the 1830s.

Gradually over time residences sprang up along these key routes, often located at pivotal locations with access to views and water. John Madden settled at what was known as Madden's Corner (1841), later renamed Charing Cross by Waverley's newly proclaimed Council in 1859. The current Charing Cross streetscape retains notable 19th and early 20th buildings with a high historic integrity.

Madden was one of many important entrepreneurial figures with a keen interest in supporting their local community. He donated land for a church and school in the area in 1854. Another prominent figure, Edward Smith "Monitor" Hall, who purchased the Bondi land grant from the Roberts family, was the pioneer of press freedom in Australia and started the Benevolent Society. His son-in-law, Francis O'Brien, bought the Bondi land, which utilised most of the original Roberts grant at Bondi including land along the waterfront, from Hall in 1851. Their names are remembered in key Bondi streets. O'Brien donated land for a new Council Chambers in 1860, along the newly formed Bondi Road (then known as Waverley Street). Bondi Road still does what it has always done: links Old South Head Road to the ocean. It is one of the great thoroughfares of Sydney, taking locals, visitors and international tourists to Australia's most famous beach.

Even though it had by then become a municipality, the Waverley area was still largely defined by its natural setting. The journey between Charing Cross and Tea Gardens (1854), now Bondi Junction, was described as passing along a country road to the next centre. Travellers battled sand hills and dense banksia. The O'Briens would often walk to Sydney via the Tea Gardens.

The majority of the LGA was formed around walkable distance between community hubs – which included a path

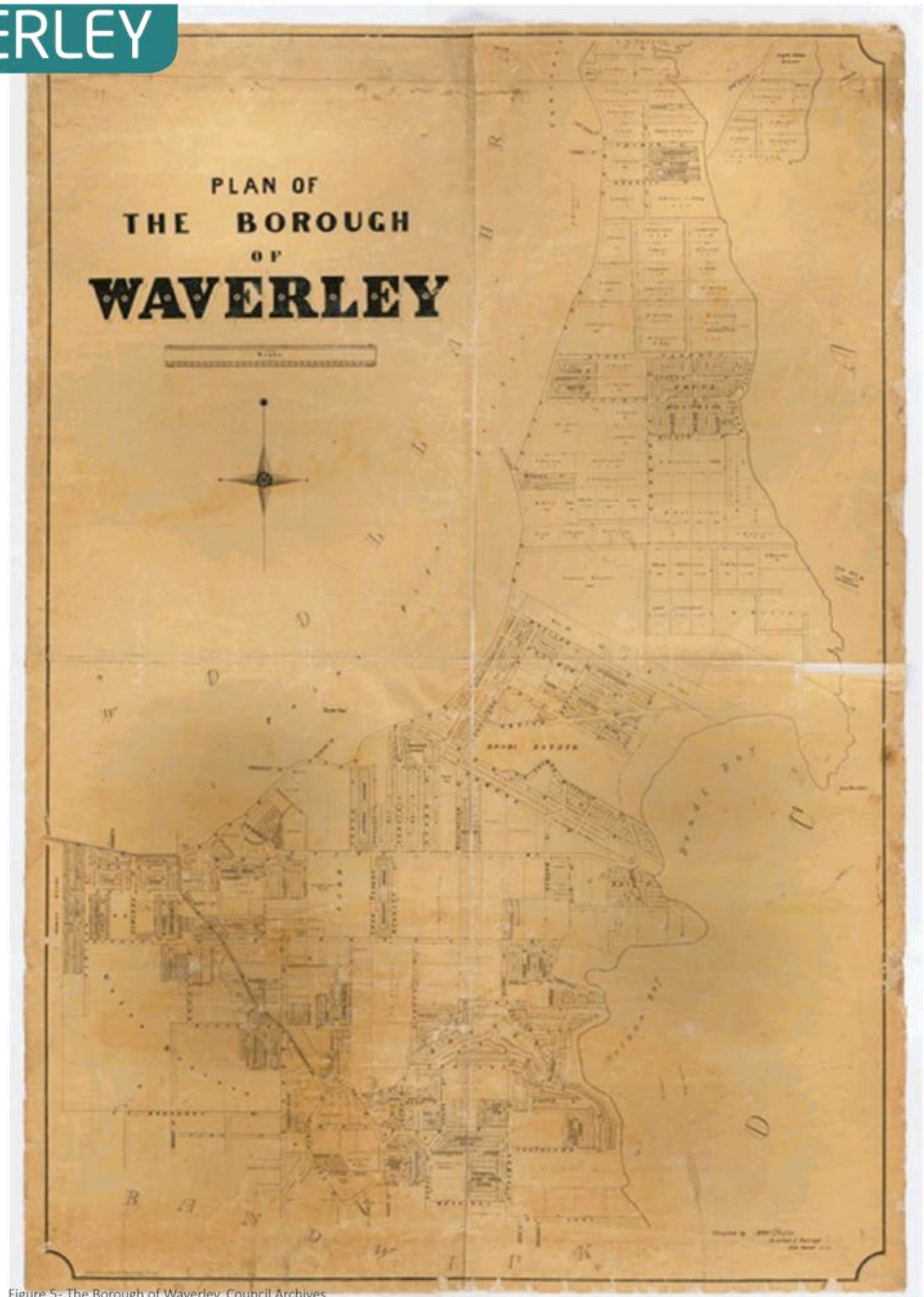


Figure 5- The Borough of Waverley, Council Archives

from Henrietta Street, through Waverley Park and Flood Street that connected Old South Head Road to Charing Cross. To this day, Waverley’s walkability remains one of its great strengths. The majority of residents in Waverley still live within a 10-minute walk, and almost all within a 20-minute walk of a centre that provides employment, allows people to run errands and buy groceries while connecting with their local community – all of which add to the area’s sustainability into the future.

By 1870, all of Waverley’s land had been granted or purchased. Subdivision was rapid. It was a period of sustained growth and suburban infill as the land of the big gentlemen’s estates was subdivided. Tea Gardens, located at a strategic crossroad, surpassed Charing Cross as the key commercial centre primarily as a result of the junction for electric trams in 1884. The trams travelled to Bondi via Fletcher Street because the lower part of Bondi Road was too

steep. Shops soon sprouted around Fletcher Street’s tram stop.

A campaign for a ‘right’ for public access to the beaches achieved success in the 1880s with substantial areas of waterfront land being resumed for public use. A tram service was provided to Bondi Beach terminating near Hall Street in 1884 and the tram arrived to the corner Macpherson Street and St Thomas Street in 1890. These tram stopping points were ideal for businesses to grow, supporting the needs of local residents who commuted on trams to work in the city from houses occupying the now subdivided land of the former large gentlemen’s marine villa estates of the area including Yanko, Lugar Brae and Bleak House.

The late 1800s, initially defined by a boom period during which many of Waverley’s late Victorian streetscapes were created, was followed in 1890 with a deep economic

depression that lasted until 1904. By that time, Waverley’s and hundreds of thousands of Sydneysiders, had witnessed at nearby Centennial Park as the Australian colonies were officially federated to for one nation in 1901.

In 1911, the tram-line to Bondi was extended along Campbell Parade, with a new terminus at North Bondi opened in 1928. The arrival of tram transport at the southern end of Campbell Parade fostered the growth of tea houses, hotels and shops to meet the rapidly growing tourist trade.

In 1911 the tram also finally reached Bronte, but growth at the beach remained minimal until the 1920s and 30s. It was during the Inter-War period, between 1918 and 1940, that the Bondi basin underwent rapid growth – once 150 acres of sand dunes had been removed. During this period, the Bondi Beach population boomed, supported by a new building type – the Inter-War residential flat building, which offered people the chance of home ownership without the high price tag of a house purchase. It created the lively beach community and shopping hubs for residents evident today.

The small commercial centres at Rose Bay North and Rose Bay also grew along the tramlines of Old South Head Road. The subdivision of the large estates north of Bondi – including Barracluff’s ostrich farm – created suburban hubs that met the needs of commuters in the days before supermarkets. Like all of Waverley’s centres, their sense of place has been created and their character defined by the presence of distinctive historic shopfronts- which their local communities hold dear.

The community has made it clear that they want Council to advocate for and protect the character of Waverley’s centres. For all their long history they have been sustainable. Low-density centres that have provided focal points of community connection. They can remain so while the community continues to value and advocate for the protection and celebration of not only their unique, distinctive historic character and built fabric but also their primary role of community service.

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In its present form, Oxford Street runs from the south-eastern corner of Hyde Park to Bondi Junction in the east. It is a major gateway to the city’s eastern suburbs, ...

<https://dictionaryofsydney.org/entry/botany>

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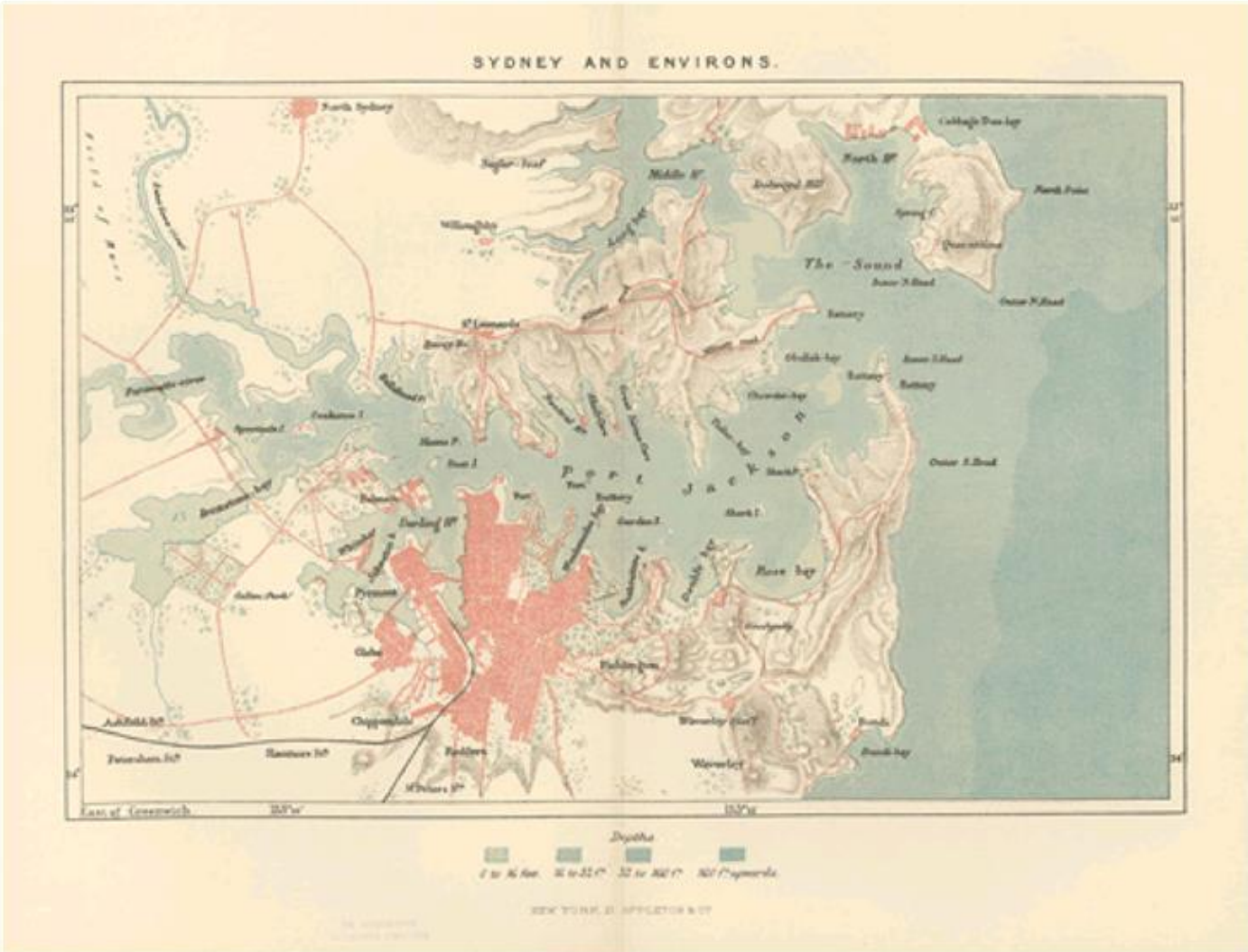


Figure 6- Sydney and environs, Source: <http://nla.gov.au/nla.obj-232350208>

The settlement of Waverley time line

This page follows the transit-oriented development of the colonial history of Waverley, as relevant to the centres. The colonial history is largely what has influenced the character of the centres, and accordingly the First Nations history has not been detailed here. For a more detailed First Nations history, refer to the *Waverley Aboriginal Cultural Heritage Study* available on Council’s website.

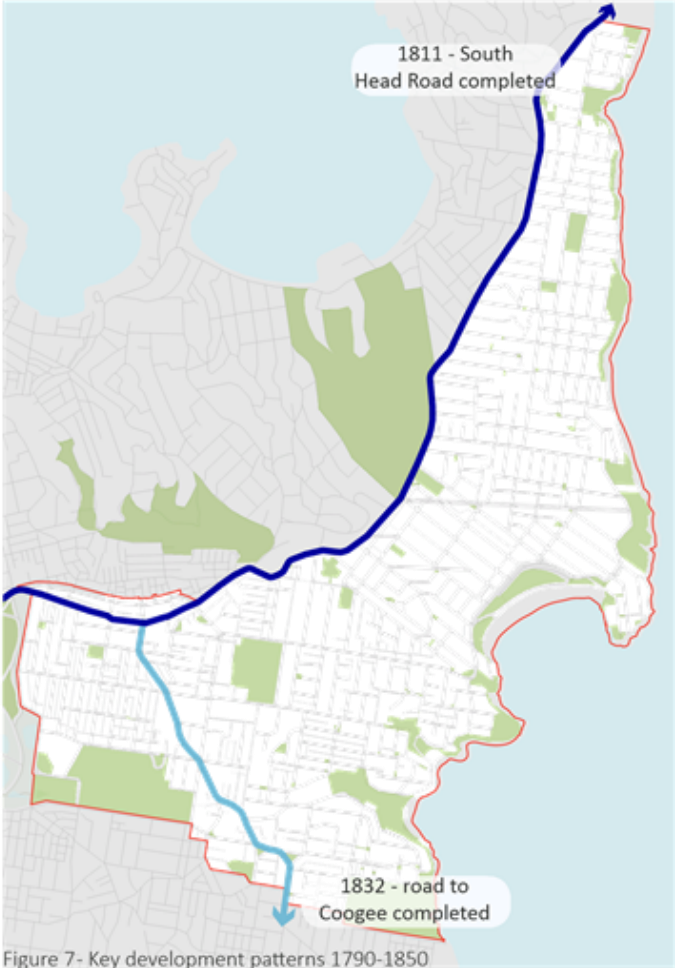
<1788-1790

Before the arrival of Europeans at Sydney Cove in 1788 and for a few decades after, the topography of Waverley was characterised by its coastal sand dunes, rocky ridgelines in the plateau dividing the ocean from Sydney Harbour, extensive bottlebrush and tea tree covered scrubland, and deep gullies with ferny groves.

For the Europeans who arrived in 1788, South Head at the entrance to Sydney Harbour immediately became significant for strategic security and shipping reasons, with the French explorer La Perouse arriving at Botany Bay only days after the First Fleet. In Europe, war was soon to break out between England and France under Napoleon and the British remained suspicious of French interests in the new colony. Frenchman’s Road in Waverley remains part of that story, as does the name Bronte (a title of Admiral Lord Nelson who defeated Napoleon), Nelson’s Bay (Bronte’s original European name) and Trafalgar Street at Bronte.

South Head was also an important site of First Nations clans of the area and a number of meetings between the Europeans , the Gadigal people and possibly the Biddigal and the Birrabinnagal people occurred in and around the headland. More sustained interaction took place after the establishment of the signal station at Outer South Head in 1790. First Nations people had many well-established walking routes across Sydney’s eastern coast.

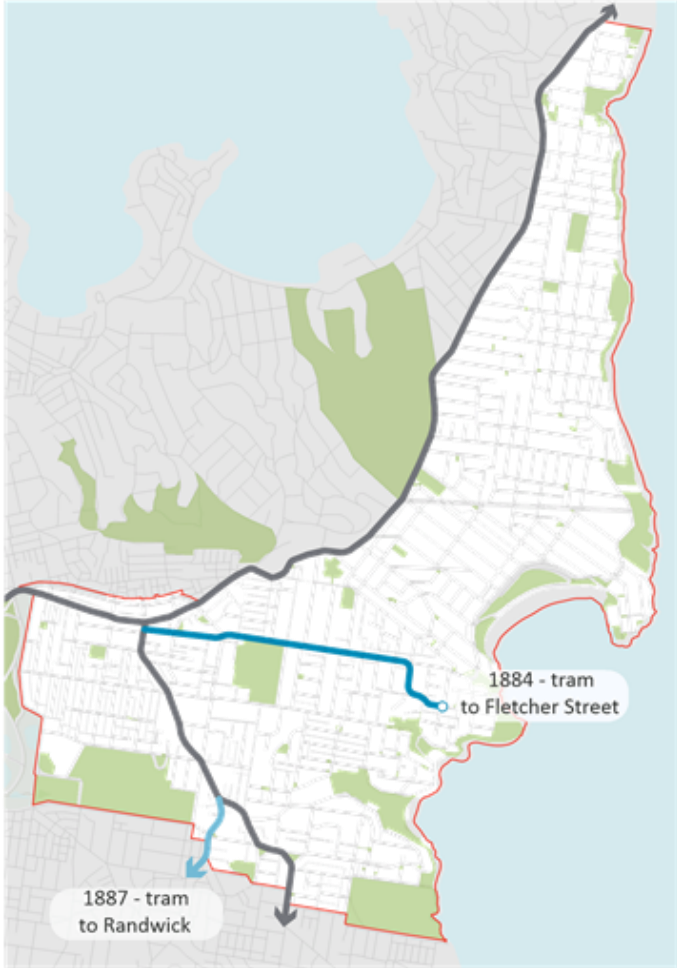
1790-1850



- 1790:** A signal station was established on high ground near South Head accessible by boat to alert the settlement to approaching ships.
- 1803:** A track from Sydney Town to the signal station was cleared. This track followed an Aboriginal path known as the ‘Maroo’ (home to the Gadigal and possibly the Biddigal and the Birrabinnagal people) which followed the ridgeline.
- 1803-1811:** The strategically important South Head Road (now Oxford Street and Old South Head Road) was built to the signal station at the harbour entrance. Part of its construction was overseen by William Roberts, an emancipated convict and noted colonial road builder who was granted 200 acres of land across most of the Bondi basin by Governor Macquarie in 1810. This was Waverley’s first land grant.
- 1811:** Old South Head Road was upgraded under instruction from Governor Macquarie, to accommodate wheeled vehicles.
- 1831:** A second road to South Head was commenced (now New South Head Road and William Street).

- 1831:** Barnett Levey was granted 60 acres bounded in part by Old South Head Road. He occupied the land before the official grant and built a substantial two-storey house, named Waverley House (never lived in) after the Scottish novel, in 1827 on Old South Head Road. The house later gave Waverly its name.
- 1832:** Bronte Road at Charing Cross was constructed as an offshoot from the South Head Road (reinstating the root to Botany). It had a variety of names through its history including Government Road, the Coogee Road, Cowper Street, Leichhardt Street and Frenchmans Road. It wasn’t known as Bronte Road until 1940.
- 1840s:** A lighthouse was built just south of the signal station in 1816-18, to a design by Francis Greenway – first Government Architect. A semaphore system replaced flags at the signal station in the 1840s and the present building was constructed to a design by Colonial Architect Mortimer Lewis.
- 1841-48:** Construction of Victoria Barracks in Paddington in 1841-48 led to the gradual infill of Old South Road.
- 1840s:** With the exception of some crown grants gifted between 1828 and 1831, the majority of the land releases in Waverley took the form of public auctions of moderately sized parcels of land, generally between five and ten acres. These land purchases had frontage to the small number of public roads that followed the ridgelines such as present day Bondi Road, Bronte Road and Birrell Street.
- 1840s:** The remoteness of the area, exposed elevated sites and constant water supply from springs and creeks provided favourable circumstances for industrial development such as brewing, soap works and tanneries. At Charing Cross, the Vickery family developed Glen Rock tannery in the 1860s for the family’s boot manufacturing business. Around these centres developed clusters of small terraces for the growing working class. These homes fostered the development of shops and hotels.
- 1845:** Land grantee John Madden was residing at Maddens Corner, where the old post office now stands. The crossroad was named Charing Cross in 1859, when the Waverley municipality was inaugurated at a meeting in the Charing Cross Hotel (council chambers were soon built along Bondi Road). Within a decade, horse-drawn trams were operating from Waverley’s first tram terminus outside what is now the Robin Hood Hotel at Charing Cross.
- 1850s:** Chinese market gardens in Botany fertile soil (began in the 1830s when the colonial government drained large swamps in the area).

1850-1890



- 1850s:** Development in Sydney slows as the lure of gold sees workers flood out of the city.
- 1852:** No development along Old South Head Road beyond Queen Street Woollahra.
- 1859:** Waverley Road was constructed, later to be known as Bondi Road with the intention to join Old South Head Road to the beach.
- 1859:** Bronte Road at Charing Cross became Leichhardt Street – part of the road from Oxford Street to Victoria Street was known as Cowper Street. Charing Cross (originally Madden’s Corner) had grown up on the 19th century road (Old Botany Road by 1850) running from Sydney to Botany Bay- located in a prime position along the track that followed the ridgeline from Coogee/Randwick to Bondi Junction (known as Tea Gardens) and then onto the city- was planned by the Council to be the commercial and retail centre of Waverley. At this time, Bondi Beach was nothing more than a series of remote sand hills and the only other business district was the Tea Gardens (now Bondi Junction) which had a small collection of shops and one hotel, the Tea Gardens Hotel, established in 1854.

1859: Council campaigned for funding for a road from Old South Head Road to 'the seashore'. Funding was received and a road was built which was initially known as Government Road, and then Waverley Street (in 1884-85 the road was called Bondi Road). Waverley Council moved to Bondi Road in 1860 at the behest of local landowner Francis O'Brien.

1875: Oxford Street renamed. Reflecting commercial expansion, its lower section was renamed Oxford Street, alluding to its London retailing namesake.

1877: Waverley's need for a cemetery had been raised in the early 1860s, but the first purchase of land came in 1875 and the first burials occurred in 1877.

1880: The steam tram service from the city via Bondi to Charing Cross was approved for construction by the government in 1880 and was subsequently completed in 1881. The trams to Charing Cross travelled down the main road (now Bronte Road) turning at Macpherson Street and heading down the hill, firstly to the Bronte shops- which was also the stop for Waverley Cemetery- and later to Bronte Beach. Another tram service linked Charing Cross with Randwick. Today buses run on these earlier tram routes.

1883: Supply of reticulated water from the City Council's Botany Swamps supply became available from 1883 with the completion of the Waverley Reservoir.

1884: Waverley's tram network continued to expand, with steam trams and, later, electric trams operating on a line from Tea Gardens to Fletcher Street, Bondi. The Charing Cross and Bondi trams formed a junction at Tea Gardens, which became known as Bondi Junction in 1932. The trams drew commercial activity to this junction, which saw this suburb naturally evolve into the retail centre for the Waverley area. This left Charing Cross as a quieter rural village.

1880s: Key infrastructure continued to be established across Sydney, which was becoming a 'global' city as a result of wool being traded overseas. By the mid-1880s, Waverley was growing faster than any other area near Sydney. Many factors influenced this, including a maturing economy with banks and other financial institutions willing to lend money to developers to buy and subdivide the estates and also to prospective home owners.

1888: Centennial Park – once known as Sydney Common and set aside by Governor Macquarie as a fresh water source for the growing colony – is established as a formalised park to commemorate 100 years since the arrival of the First Fleet.

Our Liveable Places

1890-1900



Figure 8- Key development patterns 1890-1900

1890s: By the later decades of the 19th century, the South Head Road provided access to tanneries, breweries, distilleries, building suppliers, quarries, farms and clothing factories. Its commerce flourished, with an abundance of banks and retail outlets that included all types of food providores, apothecaries, photographic studios, furniture stores and refreshment rooms.

1890s: Large estates and grand mansions that were initially a feature of the eastern suburbs, were replaced by suburban spread along the transport routes. Tea Gardens became a busy commercial centre and transport hub, with roads branching off to the coastal areas where a beach culture was emerging.

1894: The demand for ready access to the beaches resulted in the extensions of the tramlines from the city to Bondi Beach, Bronte Beach and further south to Coogee Beach. In 1894 the steam tram service from the city was extended to Bondi Beach with the tramway junction being established at Bondi Junction.

1900-1945

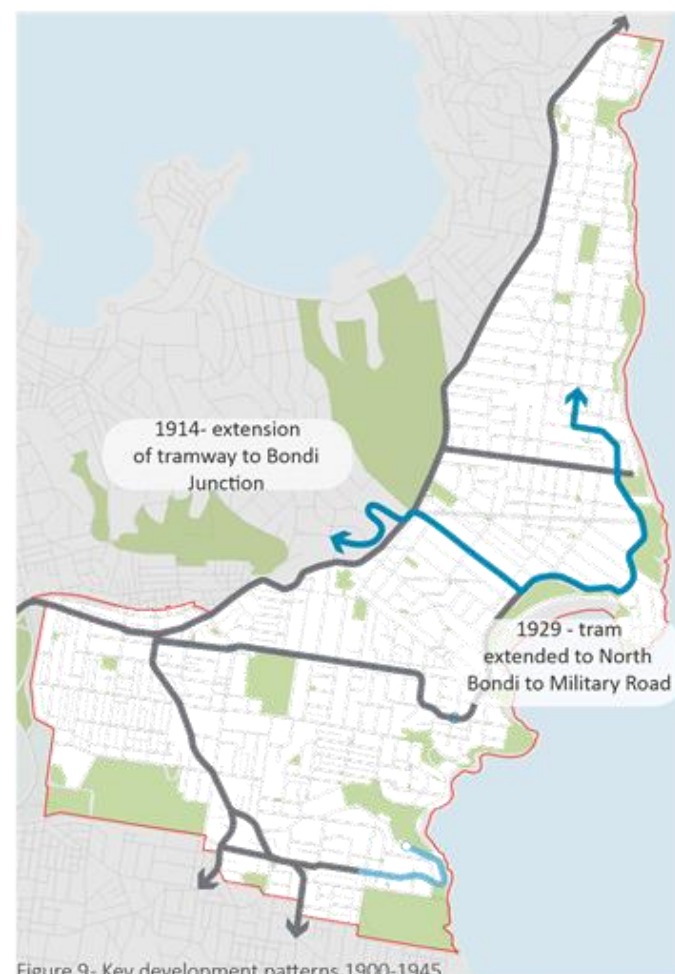


Figure 9- Key development patterns 1900-1945

1900: Remediation of 150 acres of sand dunes that run from the beach-front to Rose Bay begins at Bondi Beach with the use of marram grass and wicker fences.

1901: January 1-Federation of the Australian colonies under a new federal government was formalised with a grand parade and ceremony in Centennial Park.

1902: The tramway network was converted to the more convenient and speedier electric service. The tramway junction at Bondi Junction had fostered the development of shops along Oxford Street between the tramway depot (now the Waverley bus depot) and Bondi Road.

1909: Only 11 houses had been built in the immediate vicinity of Bronte Beach and only four shops established by 1920.

1911: With the coming of the 20th century the natural splendours of Waverley's beaches were developed into major recreational areas for the broader Sydney community. The history of development of the beachside recreational resorts included the Bondi Aquarium and Tamarama's Wonderland, while at Bondi Beach Waverley Council erected the first bathing sheds in 1911.

1914-18: First World War

1920: Massive Inter-War building boom begins at Bondi Beach after the sand dune remediation scheme clears away millions of tonnes of sand. It leaves Waverley's last suburb to be developed with a mix of semi-detached housing and a new style of in the Bondi basin.

1920s: Bondi Junction had become the commercial centre for the municipality with a plethora of cinemas and major retailers such as McIlraith's, Washington H. Soul Pattinson's, Mick Simmons, etc.

1920s -1930s: Houses built in large numbers in Bronte.

1939-1945: Second World War

1940: Road consolidated and called Bronte Road

1967: Construction of a train line to Bondi Junction

1970s: Property boom and a renewed appreciation of the importance of retaining the heritage and communicating the history of the place, still relevant today.

1979: Syd Einfeld Drive completed, Oxford Street Mall is established, and the Eastern Suburbs Railway opens becoming a major transport gateway to the area.

1980s: Substantial office development followed by extensive residential development in Bondi Junction in the 1990s and continued recently.

2000: A new Bondi Junction interchange tentatively opened in September 2000 for the Sydney Olympics and formally opened in 2001.

2003: Upgrade of the Oxford Street mall and streets and footpaths in the commercial area undertaken.

2006: The first Waverley Design and Heritage Awards held in Waverley acknowledging the importance of heritage and significant adaptive reuse works.

>2020: Significant planning and implementation of public domain upgrade and capital works underway across the LGA.

COMMUNITY INVOLVEMENT

How has this plan been prepared?

The preparation of the Our Liveable Places Strategy has involved a number of stages and various opportunities for community involvement. A summary of each stage and the participants engaged is provided below.

1 Community Input - April 2019

Online Survey

- 131 people aware
- 27 respondents
- 49 pins on centres

In April 2019, an online survey was created inviting input from the public to identify what they liked about their local centre, and where they saw room for improvement.

131 people visited the page, however only 27 people took the time to drop a pin in the interactive map and complete the survey about that place. These points were largely in the centres in the southern half of the LGA.

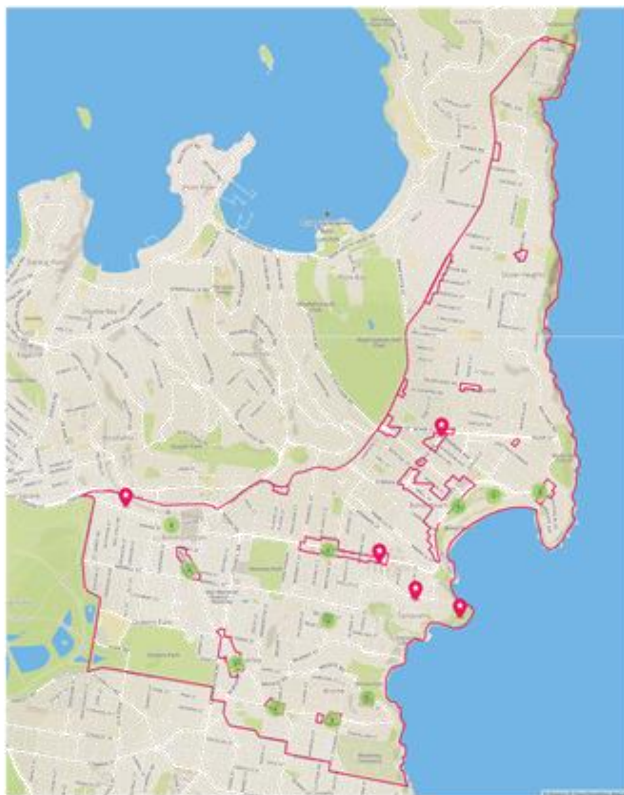


Figure 10- Have Your Say, 'pin-drop map'

2 Urban Design Review

- Undertake urban design analysis of the centres
- Identify issues raised by Community Input 1
- Undertake internal staff workshops to identify key opportunities for policy implementation and crossover

3 Community Input - September 2019

Workshops and Online Survey

Cred Consulting engaged to design survey and facilitated workshops

- 545 people aware (760 webpage visits)
- 213 survey responses
- 71 workshop attendees

Waverley Council engaged Cred Consulting to undertake a community engagement program to inform the development of the Strategy. Approximately 300 people gave feedback through August to September 2019 to inform the Waverley Village Centre Strategy via in-person workshops, intercept surveys conducted in the village centres, and an online survey.

Findings from the community engagement have informed the Strategy by identifying what makes each village unique, what people love about it, what people would like to see change and the character that they would like to see in the future.

The two engagement methods of online survey and community workshops served different but complementary purposes. The online survey sought to gather statistical data around community sentiment, and the community workshop provided an opportunity for more in-depth discussions around what makes a centre special and what the community wants to protect or change.

The survey received a high level of engagement from locals online and on the streets. Top 3 centres with the most engagement:

- Macpherson Street- 59 respondents
- Bronte Beach- 35 respondents
- Charing Cross- 27 respondents

Top 3 centres with most workshop attendance:

- Bronte Village Centres (21 participants)
- Charing Cross and Bronte Road (Bondi Junction) Village Centres (25 participants)
- Bondi Basin (Hall Street) (14 participants)

4 Preparation of Draft Strategy

- Utilise information to prepare draft ideas to help tease out a clearer community vision

5 Community Input - April-June 2020

Public exhibition of Draft Strategy

- 872 people aware (1.3k webpage visits)
- 23 survey responses
- 98 written submissions
- 2 Combined Precinct Meetings
- 6 Precinct workshops
- 1094 petition signatures

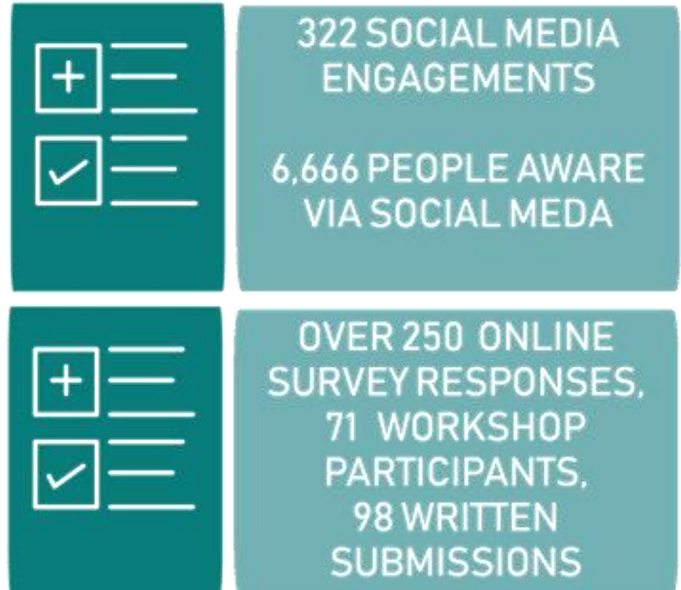
The Draft Village Centres Strategy was publicly exhibited for a period of 6 weeks during the April-June period of 2020. To advertise the exhibition, an ad was placed in the Wentworth Courier, as well as social media updates throughout the exhibition period.

This period was during the COVID-19 lockdown, and during the exhibition period, very few written submissions were received. To ensure that the community had adequate input, additional presentations were organised with the Combined Precincts Group, as well as more detailed workshops with some Precinct groups.

During this time, a petition was started by a resident's group specifically referencing the Bondi Road centre. This, and the further engagement with the Precincts led to a significant increase in submissions to the Draft Strategy.

6 Preparation of Final Strategy

- Strategy refined to better reflect community vision for retention of character of the area
- Reframed to Our Liveable Places, to reflect the important role of the centres in supporting liveability and community wellbeing, as well as resilience.



Our Liveable Places

COMMUNITY THEMES

Themes raised through consultation



6 HEADLINE THEMES EMERGED FROM THE COMMUNITY TO INFORM THE STRATEGY

During the various opportunities for community engagement, 6 key themes emerged as being important across all of the centres.

Whilst various themes are clearly stated, their implementation can often be differently understood. For example there was a clear objection to 'high-rise development,' however participants had varying views on what constitutes 'high-rise' development, with some views that 8-10 storeys is considered 'high-rise' and others noting that anything above 4 storeys is considered 'high-rise.'

These challenges in adequately communicating various viewpoints and trying to arrive at a shared language and understanding is one reason why community engagement is vital in the preparation of a shared vision for the community.

The use of the Draft Strategy as a conversation piece to better understand and communicate ideas is an important step in arriving at a more widely endorsed community vision.



COMMUNITY-MINDED, LOCAL AND SAFE

Community engagement participants value centres in Waverley as focal points of community life, and love bumping into neighbours on the street and chatting with local shopkeepers. Across all village centres, survey respondents were most likely to describe the desired future character of a centre as 'community-minded,' 'local' and 'safe.'

People told us there are opportunities to increase a sense of community in some centres, including through providing more places to gather in public space, such as comfortable seating and shade.

People think there are opportunities to enhance the safety of centres during the day and at night, including for pedestrians and cyclists and for people of all abilities and ages, through more lighting at night, improvements to footpath surfaces, and provision of separated cyclepaths, pedestrian crossings and traffic-slowing initiatives.



INTERNATIONAL RESONANCE IN BONDI AND A LOCAL / FOCAL POINT

The Bondi Beach area is an important focal point for local community life, and also attracts millions of visitors from across Sydney, Australia and overseas each year. Community engagement participants told us that planning for the Bondi Beach centre should support local community life as well as visitation, while ensuring that our urban environment retains what makes this area special. Some workshop residents told us there are opportunities for this centre to be bold and ambitious and lead the way in sustainability and green initiatives.



HISTORIC CHARACTER PROTECTED

Respecting and celebrating what makes each centre special and unique was a priority across engagement activities, including built environment and heritage features and independent businesses. Generally across all workshops, there was support for setbacks on upper levels and zero lot setbacks. There was also strong support for continuous awnings to reflect the heritage character of the area, as well as to provide a sense of continuity, shade and weather protection.

Overall, workshop participants did not want to see high density in the heart of centres, as this was not seen to be in keeping with the local character and may impact on sunlight access.

Over 80% of workshop participants were supportive of the idea that change may be required to retain cultural significance, but this should be done carefully to keep what is important.



VIBRANT VILLAGES AFTER DARK

Over 80% of workshop participants would like to see more places that provide dining and entertainment into the evening in the larger centres such as Bondi Road, Bondi Beach, Charing Cross as well as some of the smaller centres such as Blake Street, Dover Heights.

In most cases 'later opening hours' meant operating until 10-11pm, which is already permitted in many of our centres. Across all workshops, there was strong support for more local Indigenous stories and artworks embedded into the public domain.



MORE GREENERY AND TREES BALANCED WITH PARKING NEEDS.

Across community engagement activities, participants told us that they would like to see more greenery and trees in their village centres. 'Sustainable/green' was the fourth most popular word used to describe the desired future of Waverley's village centres. While over 75% of workshop participants were more supportive of trees, they were less willing to sacrifice parking spaces for increased greenery, as this is seen to impact on access to local shops and services.

Because public spaces such as footpaths and roads in the Waverley LGA are already spatially constrained, participants liked the idea of taking innovative approaches to greening their village centres, such as planter boxes and public seating that incorporate plants. Rooftop gardens and communal courtyards were also popular ideas in most centres.



CENTRE IDENTITIES & SENSE OF PLACE

The majority of Waverley's centres each have a unique identity or character. In part, this character is defined by the presence of distinctive terrace shopfronts, the businesses that operate in them, and the community that lives around them.

Community workshop participants told us that there is opportunity to increase a sense of place in the Bronte Road (Bondi Junction) village centre.

Some workshop participants see opportunities for Charing Cross to become more like the Paddington's Five Ways or Mosman's high streets.

For the villages located along the coastline, generally participants would like to see the 'beach' vibe and connection to the local environment retained as a central character trait into the future.

WAVERLEY'S VISION FOR 2036

Vision

Our centres are vibrant and historic places that provide a focal point for day-to-day activity. They enable easy and safe movement for all, and provide numerous opportunities to participate in public life. Importantly, our centres are a key component to supporting a resilient community, by providing essential goods and services and the opportunity to interact with others, all within walking distance from home.

Strategy

This Strategy has the following objectives:

- celebrate the heritage and character of our centres,
- protect and enhance their character,
- improve transport connections and opportunities for active transport in particular,
- increase the amount of public space for gathering,
- ensure our centres are safe, lively and attractive places to be, and
- ensure our centres can continue to serve their essential purpose as providers of goods and services within walking distance of home.

To achieve these outcomes, this Strategy proposes:

- 1 To work with the NSW Government and neighbouring councils to deliver key transport infrastructure projects to improve accessibility to Bondi Beach via Bondi Road and Curlew Street
- 2 To work with the NSW Government to improve bus service and capacity along Old South Head Road and Bronte Road
- 3 Prioritise public domain improvements in:
 - Charing Cross
 - Bondi Beach
 - Bondi Road
 - Curlew Street
 - Rose Bay North and South
- 4 Provide sustainability upgrades and public domain upgrades across all centres
- 5 Make policy changes to ensure that centres can continue to serve their essential role in the community
- 6 Identify key centres to be assigned as 'resilient centres' due to their location and capacity to service the community through periods of change in the future.

Context

Waverley's centres are diverse and vary in size – from smaller clusters of neighbourhood shops to larger bustling centres – they provide essential access to day-to-day goods and services, as well as employment

opportunities, close to where people live. Walkable neighbourhoods support healthy lifestyles and an active street life, which enhances community connections, safety and the success of local businesses, and improves social and economic participation. In Waverley, a third of all trips are on foot, which is a much higher mode share of walking, cycling and public transport than Greater Sydney. A loss of services in centres can result in a loss of vibrancy and activity, longer travel times for shopping and increased car use, which in turn can result in increased congestion, parking difficulties and loss of amenity and convenience.

Waverley's centres are much-loved places that contribute significant heritage and character and are a focal point for neighbourhoods providing important places for our community to gather and celebrate. The centres provide vibrant meeting spaces and enhance community connectedness. Where they include key public transport stops, they are an important part of a 30-minute city.

Given the importance of our centres for goods and services, employment opportunities and as a place for community to build and maintain social capital and sense of community, it's important that their role in our communities is maintained and improved into the future. This entails that planning controls should protect and promote the right mix of uses and scale of development, while improving the public domain with high quality public places – streets, plazas and parks – that foster social interaction and active lifestyles.

This goal is supported by the Eastern City District Plan, which outlines a number of place-based planning principles that should be considered for planning centres:

- Provide, increase or improve local infrastructure and open space
- Protect or expand retail and/or commercial floor space
- Protect or expand employment opportunities
- Increase residential development in, or within walkable distance of, the centre
- Providing fine grain urban form, diverse land use mix, high amenity and walkability in and within a 10-minute walk of centres

This Strategy demonstrates the strong character of each of the centres, and the need for the character to be maintained and enhanced. The analysis and recommendations in the study identify local service provisions and sustainability measures to preserve our natural and built environment into the future.



Figure 11- Vision for 2036

TRANSPORT AND ACCESSIBILITY



ACCESSIBILITY TO LOCAL
SHOPS AND CAFES



PUBLIC TRANSPORT,
CYCLING & WALKABILITY



KEY IMPROVEMENTS FOR
MOBILITY AND TRANSPORT

One of the key reasons that Waverley's centres are so successful is their ease of access. Our centres are mostly located adjacent to dense residential neighbourhoods that provide easy access via foot to local shops and cafes, which encourages a local community feel.

Specialist retail and services attract clientele from across the Eastern Suburbs either via public transport or private vehicles. As Waverley continues to become a more sustainable place to live and work, our focus is on how we ensure our key centres are easily accessible via public transport, and that walking and cycling around our centres is pleasant.

The majority of our centres can be accessed via public transport, however Council is working with the NSW Government to improve connection times and bus capacity to encourage more people to travel via public and active transport (walking and cycling).

In delivering public domain improvements, Waverley Council will ensure that our places become more accessible for those with limited mobility, through the implementation of our *Disability Inclusion Action Plan 2017-2021*.

As highlighted in *Waverley's People, Movement and Places*, There are three key transport and accessibility improvement projects proposed. These are:

- **Bondi Road Corridor**
Council is working with Transport for NSW to develop improved public transport conditions that may include priority lanes, reduced carparking in peak travel times, and continuous bike lanes provided in laneways off Bondi Road.
- **Bondi Beach**
These improvements are proposed to continue to Bondi Beach to move commuters more efficiently at peak times, and new bike lanes are proposed in and around the centre
- **Curlew Street**
A new bike path is proposed, and improved amenity for walkers and cyclists to better connect Bondi Beach with the Rose Bay Ferry Terminal, lessening some of the passenger load from the Bondi Road bus route.

In addition to these key projects, the Bronte Road and Old South Head Road corridors are likely to undergo routine public transport service improvements, and the remainder of a co-designed principal bicycle network will continue to be implemented across the LGA with TfNSW and neighbouring councils.

Waverley Council acknowledges that parking in centres is a critical service for particular groups of people in our community, including those with limited mobility, the elderly, and parents with prams and smaller children. All of the village centres will continue to provide an adequate amount of parking to service these members of the community, as well as short stay parking. As Waverley becomes a more sustainable community with more people travelling via public and active transport, there will be opportunities to be able to reclaim additional space to create new public parks and places such as turning underutilised cul-de-sacs into new pocket parks (see Bondi Road Centre).



Figure 12 - Transport and Accessibility Structure Plan



Our Liveable Places

HOUSING AND LIVEABILITY



**SUFFICIENT CAPACITY
IN EXISTING PLANNING
CONTROLS TO
ACCOMMODATE OUR 20
YEAR HOUSING TARGETS**

The Waverley Local Housing Strategy demonstrates that we have sufficient capacity in existing planning controls to accommodate our 20 year housing targets. Notwithstanding, not all sites with capacity will develop and hence there may be opportunities to accommodate housing growth in other sites across the LGA to accommodate Waverley's housing targets.



**DESIGN QUALITY OF
NEW BUILDINGS AND
MANAGEMENT OF HERITAGE
AND CHARACTER BUILDINGS
IS A PRIORITY GOING
FORWARD**

The Region and District Plans note the importance of place-based planning and locating housing in and around centres to improve access to goods and services, public transport links and foster walkable communities. Additional residential development within a five-minute walk of a centre focused on local transport, will help to create walkable local centres.



**PLACE BASED
PLANNING AND
LOCATING HOUSING IN
AND AROUND CENTRES**

However, housing should not compromise a centre's primary role to provide goods and services and the opportunity for the centre's employment function to grow and change over time. Similarly, negative impacts such as the replacement of retail frontages with car access and the pricing out of 'lower order' retail and commercial uses (i.e. mechanics) is an ongoing challenge that our area faces. Where there are opportunities for renewal, additional development beyond existing development standards should only be considered where a significant public benefit can be offered, such as the creation of a new public place or the provision of a community space. Any increase in the development standards is to be undertaken via a Planning Proposal process to assess the merits and impacts of the proposed changes.

Waverley is an area that has easy access to great places, a range of employment opportunities, and goods and services, and is close to spectacular beaches, open space and recreation facilities. As Waverley is such an attractive place to live and work, there will always be pressure to redevelop areas. To assist the community in having a say over how they want the area to change in the future, this Strategy identifies the character of each centre to be retained. This will enable Council to better assess whether a Planning Proposal is appropriate for an area, based on the community's shared vision.

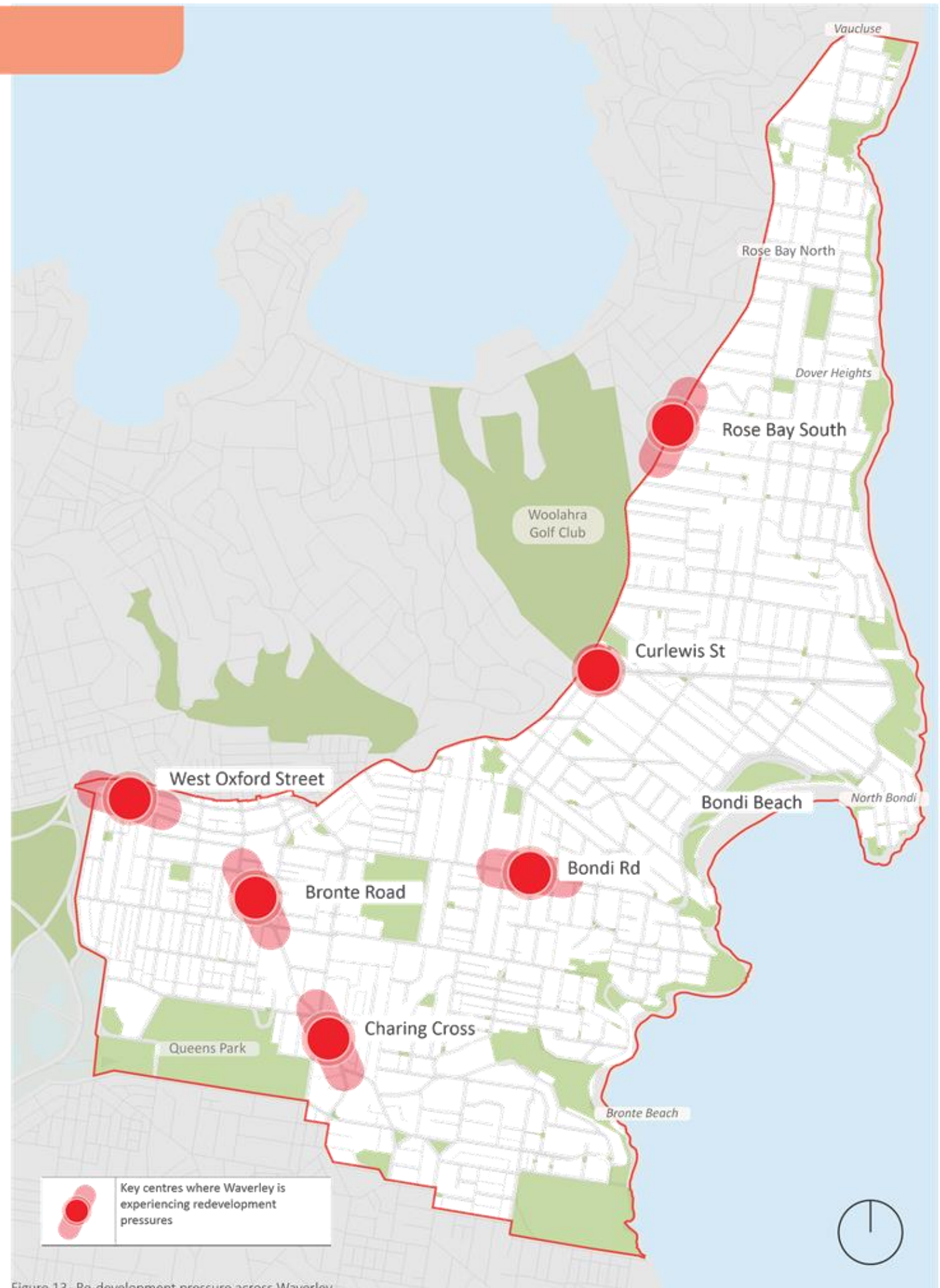


Figure 13- Re-development pressure across Waverley

ECONOMIC PRODUCTIVITY



LOW VACANCY RATES IN COMMERCIAL CENTERS



RETAIL AND HOSPITALITY ARE THE LARGEST COMMERCIAL TYPOLOGY



ENCOURAGE ECONOMIC DIVERSITY AND SUPPORT SMALL BUSINESS

The last comprehensive analysis of Waverley's centres retail performance was completed in the 2006 Hill PDA study 'Waverley local village centres: economic assessment'. This study suggested that the centres were trading reasonably well and outlines a hierarchy of centres (excluding Bondi Junction strategic centre) as: Bondi Beach as a Town Centre, Bondi Road as the only 'village centre,' and all other centres as 'small village centres.' Centres have different functions depending on their scale and the catchment they serve and not all centres need or should have the same mix of uses. For example, local residents can grab a morning coffee at Bronte after a walk or swim; they can dine out in Bondi Beach in the

evening, followed by drinks at a local small bar; tradespeople and locals can get tools and supplies, lunch and an after-work drink from Charing Cross; while local start-ups or business services can establish themselves in any centre. It is important that the network of centres as a whole provide for all types and scale of retail and commercial uses.

Since 2006, new supermarkets have opened in Bondi Beach and Charing Cross, while across the LGA there has been a decrease in convenience retail, light industry (such as mechanics) and an increase in food services (i.e. cafes & restaurants) and personal services (i.e. health and beauty salons), reflecting a pattern of gentrification since at least 2006. Some retail formats have largely disappeared including local video stores and printers. The population in Waverley has increased by 10,000 since 2006, which has implications for retail demand. In addition the increasing prevalence of chain retailers in local centres plays a role in challenging small businesses with a similar offering. Whilst Council is not able to influence specific retailers within a centre, Council can uphold zoning and development controls that ensure no loss of commercial floor space, facilitating opportunities for a range of businesses

Prior to COVID, the retail sector in Australia was experiencing tough trading conditions, with suggestions that trading was worse than the GFC. COVID has intensified poor trading conditions for retail, which has impacted businesses in Waverley LGA, with increased shop closures, particularly as a result of COVID. Pre-COVID the village centres were performing relatively well with a low vacancy rate ranging between 5-7%. A vacancy rate of 5% is considered a 'natural' attrition rate allowing for the turnover of businesses.

In retail planning terms it is desirable to maintain an adequate supply of vacant floorspace because this allows new retailers to enter the local market and promotes competition. This is particularly important if there is strong demand for representation in a centre from prospective tenants.

Furthermore, these vacancy rates and modelling from major retailers indicates that these centres are performing a vital role, that retail and commercial space should be maintained and that there is underlying demand for additional centre retail / commercial floorspace. As a result, it will be important to protect existing centre uses, particularly for low-cost start-up space and low-value uses such as light industry. This could involve rezoning existing uses where they don't have a business zoning and investigating controls for ensuring at least a maintenance or an increase in commercial / retail floorspace provision (i.e. a minimum non-residential FSR in any redevelopment). Opportunities for centre expansion should be identified where logical.



Figure 14- Key economic corridors



Our Liveable Places

SUSTAINABILITY AND RESILIENCE



The Urban Tree Canopy - delivering green infrastructure for climate change adaptation and resilience, including WSUD and storm-water retention amenities.



Parks, Open Space & Waste - delivering green infrastructure for people, and delivering infrastructure for waste management.



Waverley's sustainability vision is for the natural environment to remain pristine and well maintained, and our built environment to be resilient and efficient, minimising its impact on the environment. In addition Council will continuously seek to work towards our ambitious target of net zero carbon emissions by 2050.

A key challenge in Waverley is that a high proportion of our population resides in rental accommodation (41%) that typically has a shorter tenancy period and can generate large amounts of household waste when people move house in the form of illegal dumping or leaving litter behind when visiting the beach. Waste collection in our centres is an issue for pedestrian safety and amenity, and Council is investigating methods for precinct-based waste collection and management to address this issue. In addition waste and pollution runoff that washes into the ocean is an ongoing challenge for Council to manage and improve.

Water Sensitive Urban Design (WSUD) treatments play an important role in better managing the quantity and water quality of stormwater and runoff from our urban areas. They can also provide opportunities for increased urban greening and canopy tree planting to help reduce the 'urban heat island effect'. The incorporation of WSUD through streets and open space will be a priority in urban design improvements in most centres, with some centres having particularly ideal site-specific opportunities as illustrated on the plan. Urban Greening will also be improved in certain areas across the LGA, as identified in the LSPS.

To help support the Resilient Network of Centres, some centres have been identified to investigate solar power generation and storage to support these centres into the future during power outages.

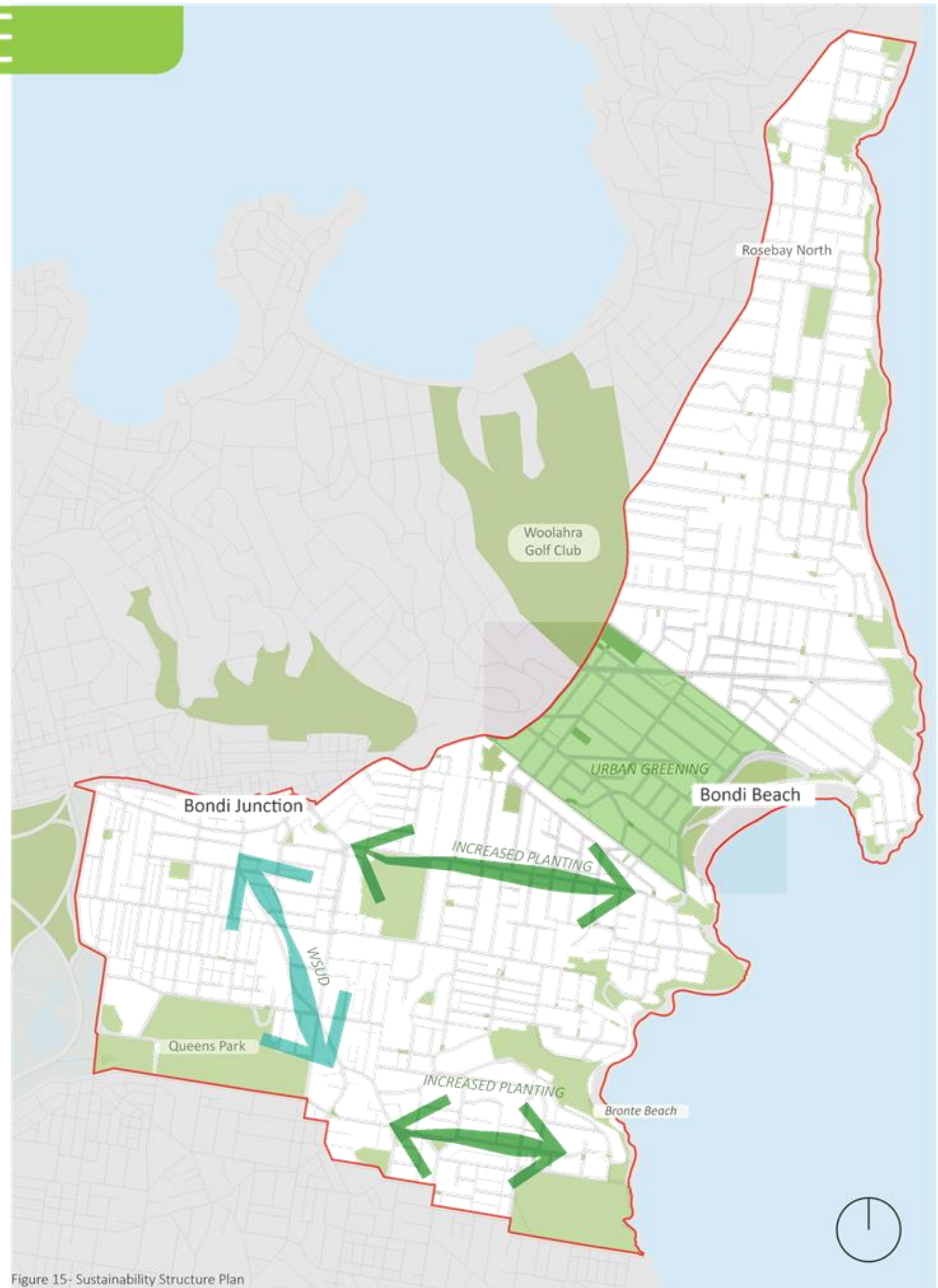


Figure 15- Sustainability Structure Plan

PRIORITY IMPROVEMENTS

PRIORITY PROJECTS



Key Transport and infrastructure improvements to enhance service frequency and accessibility of our centers and neighbourhoods.



Key public domain improvements to enhance walkability, access activity on the ground plane.



Key environmental improvements to achieve Waverley's goal of moving towards zero carbon emissions, zero waste, and improved water quality.

This Strategy highlights a number of key transport and infrastructure improvements, public domain improvements and environmental improvements required to enhance the street-scape and walk-ability, sustainability, productivity and liveability of our centres. A snapshot of these key ideas is summarised below:

- 1 Continue to work with the NSW Government to implement the key projects identified in *Waverley's People, Movement and Places*.
- 2 Increase pedestrianisation of Gould Street, Bondi Beach and to create a share-way (shared pedestrian and vehicle road) along Hall Street, Bondi Beach.
- 3 Deliver bike paths and footpath upgrades along Curlew Street and investigate activation and expansion of this commercial centre.
- 4 Providing infrastructure across the LGA to support electric vehicle charging, particularly charging for e-bikes, that are solar powered.
- 5 Urban greening and planting along Bronte Road Corridor, Bondi Road Corridor and Macpherson Street Corridor.
- 6 Water Sensitive Urban Design Treatment along the Bronte Road corridor, due to its proximity to the Centennial park stormwater catchment and the Bronte Gully Catchment.
- 7 Waste Management: trial the collection of commercial food-waste across local centres.

PRIORITY POLICY CHANGES



Support local businesses by enforcing controls that encourage diversity, active frontages and community engagement.



Ensure centres are able to continue to serve their role in the community through controls that require minimum commercial floor space.



Investigate further appropriate planning mechanisms to help facilitate the retention of urban services, and to limit the size of supermarkets.

This Strategy highlights a number of key policy changes to be able to support the effective functioning of our centres.

These key changes are outlined below:

- Rezone some centres from B4 Mixed Use to B2 Local Centre to be able to better target objectives in the LEP towards the scale of these centres, and distinguish their role as separate from Bondi Junction. These centres are Bondi Road, Charing Cross, Bondi Beach, Rose Bay North, Rose Bay South, Curlew Street.
- Seek to include additional centre-specific local objectives within the LEP to better guide development within each centre.
- Seek to rationalise the zoning of commercial premises from current residential zones (R2 or R3) to the appropriate Business zone (B1 or B2). This is to ensure the ongoing provision and competition of commercial uses within the centre.
- Seek to implement a minimum non-residential floor space requirement across all centres to ensure a minimum quantity of usable commercial floorspace.
- Further investigate an appropriate planning mechanism to support the retention of urban services throughout the LGA, including automobile services (mechanics, petrol stations, etc) as well as some larger format retailers (storage, hardware, etc).
- Further investigate a maximum floor space for supermarkets across all centres (B1 and B2) to support local competition.
- Further investigate the importance of car parking for the success of centres.



Figure 16- Priority Improvements

“All places have character – it is the ‘look and feel’ that makes one neighbourhood distinctive from another. Character is created through the interrelation of natural and built elements in both the public and private domains, including activity and use, design of the public domain and streetscape, interplay between buildings, architectural style and vegetation.”

- Local Character and Place Guideline, February 2019, NSW Government Department of Planning





WAVERLEY'S VILLAGE CENTRES

Bronte Road Corridor

1	Bronte Road, Bondi Junction	37
2	Charing Cross	47
3	Macpherson Street	57
4	Bronte Beach	63
5	Belgrave Street	69

Old South Head Road Corridor

6	Flood Street	77
7	Curlewis Street	83
8	OSH Road, at Murriverie Road	91
9	Rose Bay South	97
10	Blake Street	103
11	Rose Bay North	107
12	Murriverie Road	113
13	Vaucluse	119

Bondi Road Corridor

14	Bondi Road	125
15	Fletcher Street	135
16	Bondi Beach	139
17	Seven Ways	147
18	North Bondi	153
19	Wairoa Avenue	159



BRONTE ROAD CORRIDOR

Bronte Road Corridor

1	Bronte Road, Bondi Junction	37
2	Charing Cross	47
3	Macpherson Street	57
4	Bronte Beach	63
5	Belgrave Street	69



“The desired future character of the Bronte Road centre has been described by the community as being local, community-minded, safe and sustainable”.



1.1 About Bronte Road

The Bronte Road centre forms one key entrance route to the Bondi Junction Strategic Centre. Technically this area is considered part of the Bondi Junction Strategic Centre, however this portion of Bondi Road has not previously been addressed in an urban design strategy, and for this reason is covered here.

It is broken up by existing residential lots and larger lots with little activity. The centre predominantly hosts bulky good retail services and other local businesses and lacks a cohesive character when compared to other B4 centres within the LGA. It has small pockets of consistency towards the north-east end, with local cafes providing the 'hub' for activity towards Bondi Junction. It's location within the LGA is definitely unique, as it sits adjacent to multiple residential streets with large mature trees and other landscape conservation areas, however the centre itself lacks greenery and adequate public domain treatment. Further work and investigation is required for public domain upgrades along Bronte Road in terms of public furniture, planting and transport/movement corridor organisation.

1.2 Community Feedback

Strategy Preparation

Workshop Attendance:	25
Survey responses:	11

Draft Strategy

Submissions:	3
Survey responses:	0

Notwithstanding the important role that large format retail and urban services have in serving the broader community, there is overall agreement that at the moment, the large format retail shops are an architectural eyesore and negatively contribute to the area not feeling activated. There is general agreement that there is an opportunity to re-imagine and reinvigorate this precinct in the future.

Some said that this is where midrise, more contemporary architectural buildings could go, as the heritage character is much less prominent here compared to somewhere like Charing Cross (although where there is heritage, new buildings should be sympathetic to their character).

Generally an increase in the development controls such as height and floor space along this strip is supported, provided other heritage areas are better protected. Some would like to see more public spaces included in the precinct, as well as playgrounds for families and a new parking facility to help alleviate issues in surrounding areas.

Workshop participants want the Bronte Road centre to be refreshed and become more of a destination where people stop rather than pass through. Other groups identified the potential for this road to become a business and food hub, highlighting the commercial opportunities for this area.

Other groups identified the potential for this road to become a business and food hub, highlighting the commercial opportunities for this area. The vision for Bronte Road (Bondi Junction) from this group focussed on a timeless character that emphasises "old meets new."

3 PEOPLE



REFRESHED IDENTITY

- Fresh vision
- Destination
- Place brand (place name)
- Strong identity
- "Old meets new"
- Ethnic design
- Practical
- Colourful

2 PEOPLE



ENTRANCE TO BONDI JUNCTION

- Entrance to Bondi Junction
- Transition from high rise Bondi to low rise
- Building on the background



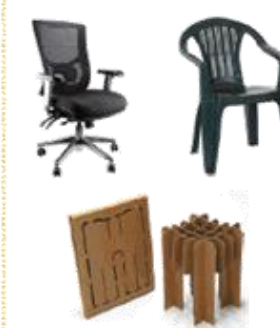
CREATIVE

- Funky (2)
- Indigenous design
- Public art



ALFRESCO

- Opportunity for greenery (on Bronte Road)
- Restaurant eating precinct



FUNCTIONAL

- Has a function / Functional (2)
- Utilitarian
- Efficient
- Balanced
- Economical
- Homogeneous



BALANCE OF MODERN AND TRADITIONAL

- Modern / Modern elements (4)
- Classy (2)
- Heritage / heritage feel (2)
- Sustainable
- Chic
- Avant-garde
- Commercial
- Contemporary



COMFORTABLE

- Comfortable (2)
- Welcoming
- Inclusive
- Family friendly
- Relaxed

Opportunity to build and engage the community through the environmental aesthetics of the area, more greenery on Bronte Road, as well as public art to invigorate the area was identified. There is an opportunity for businesses to thrive on Bronte Road (Bondi Junction), with much talk focussed on 'Osteria Riva' (this restaurant was also mentioned by other groups too).

There was one submission that supported the provision of a bike lane along Bronte Road.

Some would like to see more public spaces included in the precinct, as well as playgrounds for families and a new parking facility to help alleviate issues in surrounding areas.

1.3 Key Ideas

Public Realm



Increased planting and greenery, curated public domain



Provide functional and well designed public furniture



Wayfinding and interpretive signage to Bondi Junction and Charing Cross



Temporary activation, informal community spaces



Undergrounding power lines, introduce smart poles

Built Form



Encourage new development that contributes publicly accessible space including rooftops



Maintain character of distinctive buildings



Continuous active street frontages with upper storey set-backs

Access



Reduce and calm traffic movements to improve pedestrian amenity + safety



Encourage more cyclists by creating safe movement corridors



Electric cycling station for drop off and pick up

Environment



Investigate opportunities for food waste collection trial



Kerb planting and hanging planting to encourage safety and sense of place

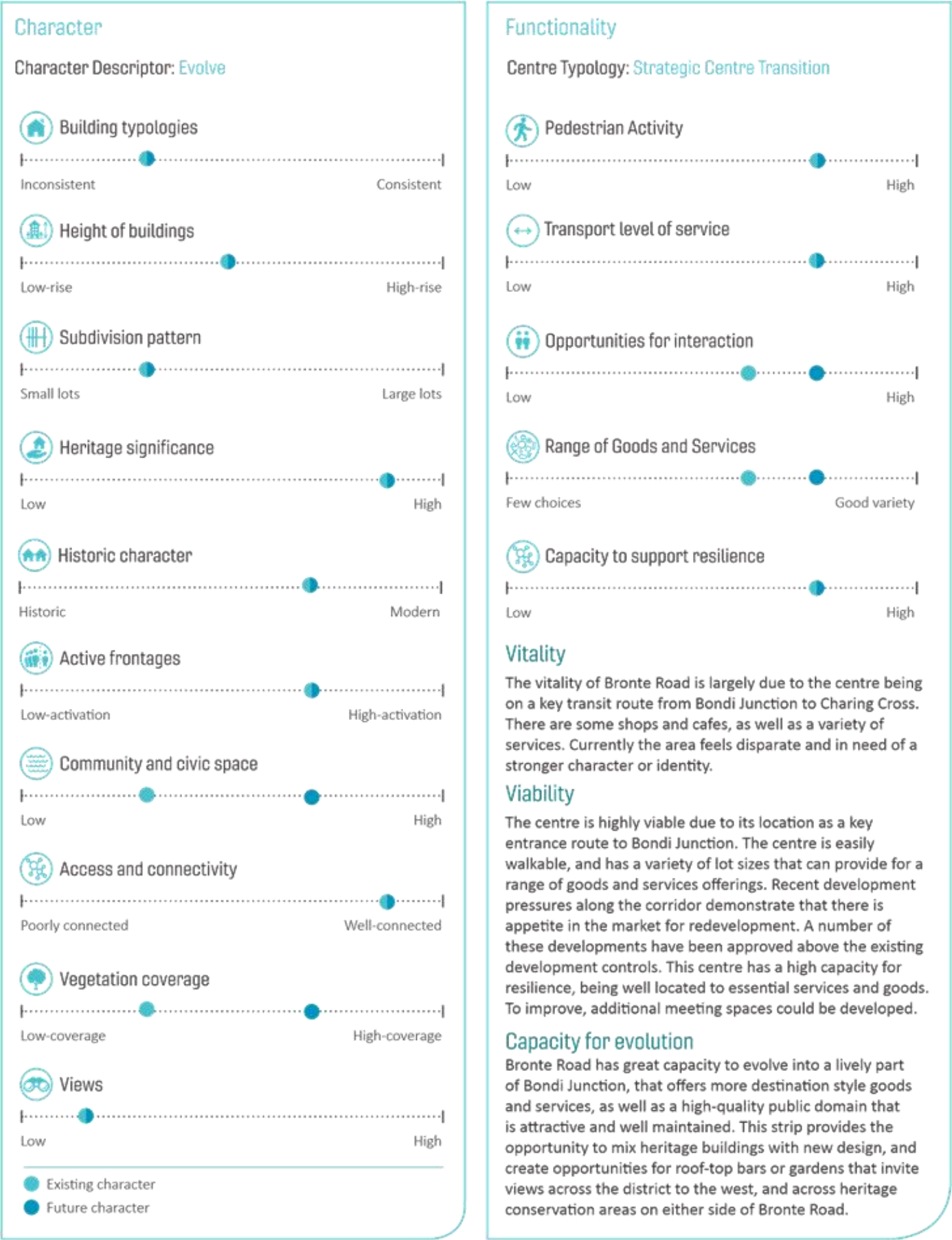


Investigate green roofing policy, a green wall as public art could be a point of attraction to the centre



Encourage uptake of Solar Power and battery storage to support this centre as a RNC

1.4 Desired future character



1.5 Vision & Objectives

Vision

The desired future character of the Bronte Road centre is local, community-minded, safe and sustainable.

It is a lively centre with a mix of goods and services on offer. There are places to meet and it is an interesting and pleasant environment to walk and cycle through. It feels like a quirky part of Bondi Junction with its own character.

Public Benefit

The community has identified the following elements as being potential public benefits:

- Business and food hub
- More greenery
- More pedestrian amenity
- Public art

Place-based Objectives

The objectives for development on land identified within the character area are as follows:

People, Place and Prosperity

- To develop Bronte Road as a destination with purpose, where people visit, stay and enjoy.
- To enable a diversity of businesses, including commercial and urban services, catering to the needs of the broader community.
- To provide places for the arts, entertainment and culture.
- To improve the visibility of local indigenous culture and heritage.

Environment

- To maintain a clean environment, with waste disposal managed discreetly and efficiently.

Access

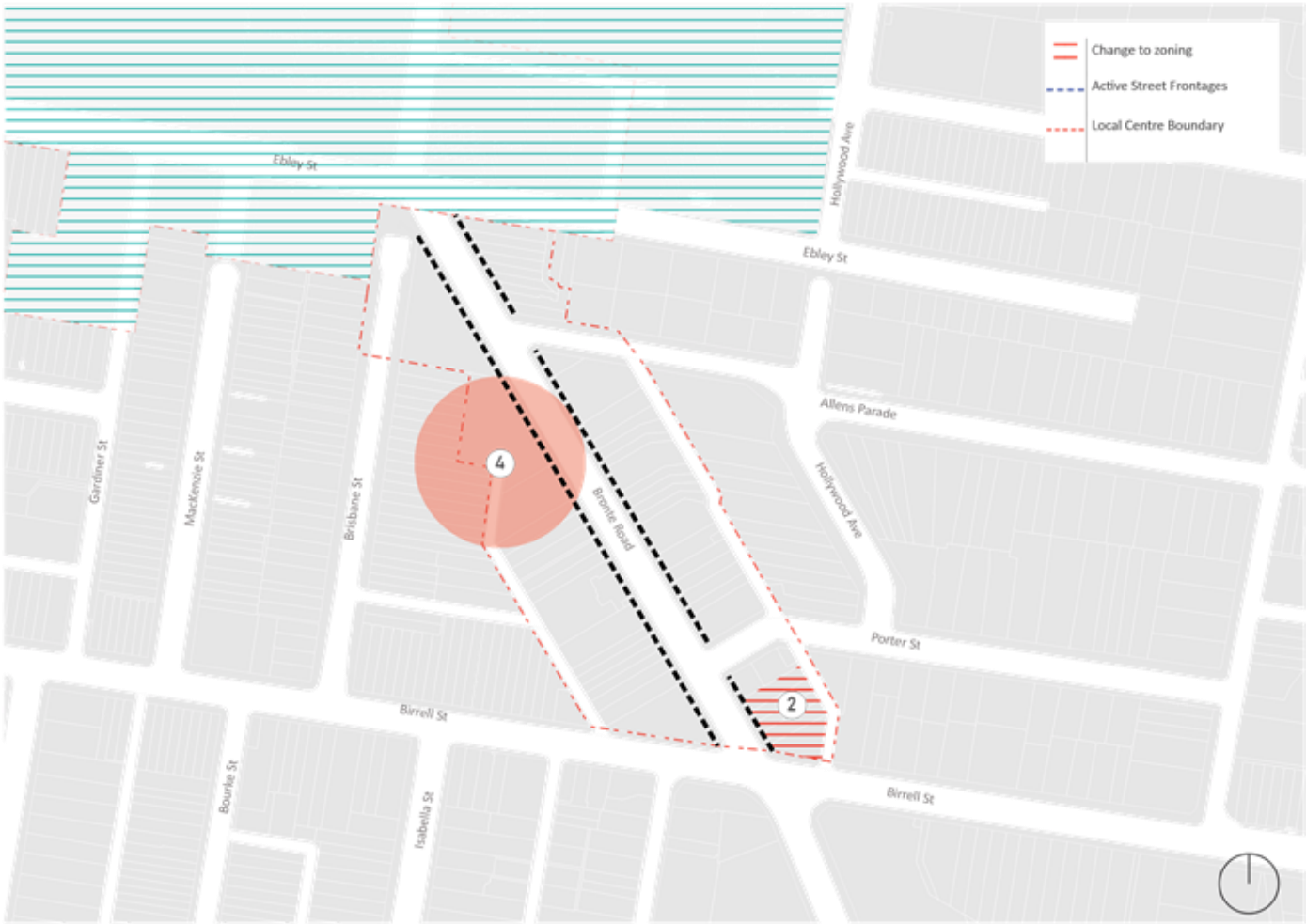
- To support a high level of pedestrian activity and connectivity within and from the centre to Bondi Junction, Queens Park and Charing Cross.
- To ensure the balanced and shared use of the public domain between pedestrian movements, landscaping, outdoor dining and vehicle access and parking.
- To provide a comfortable public realm, with functional and well-designed furniture, landscaping and signage.
- To provide a separated bike path and other safe cycling alternatives through the centre to support a key cycling route.
- To ensure that the centre provides universal access to all users.

Built Form

- To promote well-maintained mid-rise buildings of varying styles which form a consistent boulevard of ground floor shop fronts with setback upper storey residential uses.
- To ensure new buildings are well designed and responsive to the existing built form and scale; including heritage and character buildings and provides for a high quality of living with a street frontage that gives comfort to human scale.
- To encourage mid-rise buildings that create a transition between the built form scale of Bondi Junction and Bronte Road in between Ebley Street and Birrell Street.
- To facilitate new housing, commercial opportunities, community facilities and public open space.

1.6 Strategy

1.6.1 Zoning and Uses



- 1. Objectives and Zoning**

Retain existing B4 Mixed Use zoning to remain consistent with the adjoining Bondi Junction Strategic Centre, and apply area and zone specific objectives to cover the length of Bronte Road between Ebley St and Birrell St.
- 2. Zone Rationalisation**

This site is currently subject to a planning proposal to rezone the site from SP2 Infrastructure to B4 Mixed Use.
- 3. Minimum Non-Residential Floor Space**

This centre is subject to a planning proposal to introduce a minimum non-residential floor space ratio.
- 4. Diversity of uses**

Investigate and advocate for a potential mechanism to maintain and encourage a diverse range of shops and services. Council currently has no control over individual uses, however to ensure greater local resilience, this is something that Council will review further. In addition, investigate a potential mechanism to retain larger format urban services in centres.
- 5. Active street frontages**

Active street frontages as identified in the map are proposed to be included in the LEP. This will require the ground floor premises to be a commercial use including retail, business or office.

1.6.2 Public Realm



- 1. Public Domain improvements**
Public domain improvements with a curated look and feel along Bronte Road to encourage walking/active transport. Tree planting and public domain upgrades as part of future initiatives from Complete Streets Strategy.
- 2. Underground powerlines**
Existing overhead powerlines to be undergrounded. Smart pole integration.

1.6.3 Built Form



- 1. Appropriate transition in scale**
This section of Bronte Road is to provide a transition in scale to Bondi Junction. Bronte Road is surrounded by Heritage Conservation Areas, and has a number of heritage items along its length. The existing development controls of 4 storeys represent an appropriate transition in scale that respects the surrounding heritage areas, and maintains a secondary relationship to the taller developments in Bondi Junction.
- 2. Heritage sites**
Heritage buildings could accommodate appropriate infill under the current development standards set-back from the street front, respecting heritage fabric.
- 3. Non-heritage sites**
Could accommodate new development, under the current development standards provided the following principles are met:
 - Maintain consistent street frontage with adjacent developments.
 - Set back at 4th level of all new development, or follow existing street frontages but change materials to promote fine grain/variety of palette.
 - Overshadowing to street and back lanes or buildings are considered and tested appropriately.
- 4. Design Quality**
New building and / or refurbishment of existing buildings are well designed with quality materials, respecting existing built form and character if historical in nature, whilst accommodating a potential increase in scale (where appropriate).

1.6.4 Transport and Accessibility



1. Future Bike Paths

Work with TfNSW to deliver dedicated cycleways in the area. Current routes under investigation include and Brisbane Street.

2. Wayfinding

Improve pedestrian and cyclist wayfinding between Bondi Junction and Charing Cross, along the Bronte Road spine.

1.6.5 Sustainability and Environment



1. Raingardens

Increased planting and greening of Bronte Road through WSUD interventions and systems.

2. Urban Greening

Increase urban greening along Bronte Road for amenity and to contribute to a greater sense of place. Increase street trees in appropriate locations, as well as planter boxes and hanging baskets.

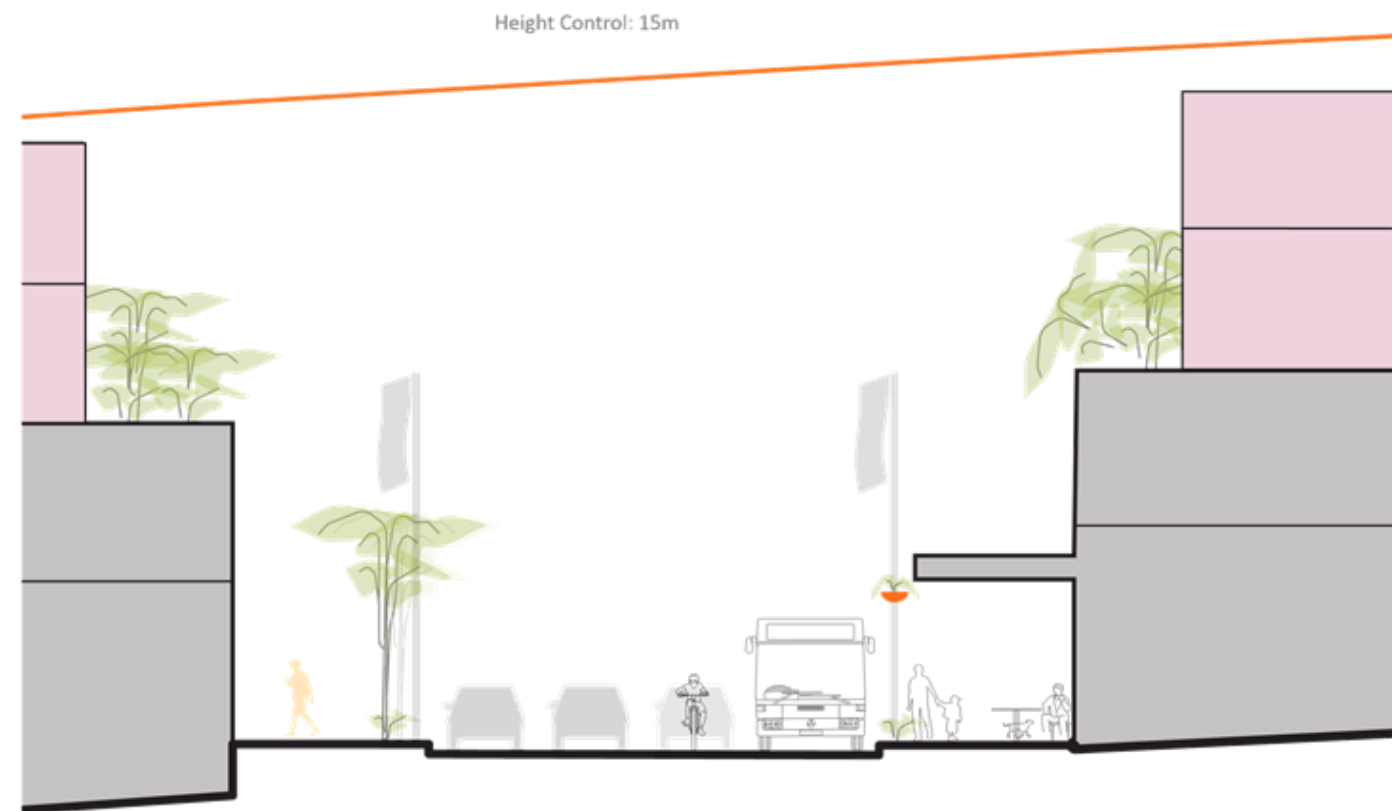
3. Resilience Network Centre

This centre has been identified as part of a network of centres that can support community resilience. This means that this centre must continue to provide a range of essential goods and services to support the surrounding residential population, access to nearby open space to gather, and ideally have a back-up power source in case of severe storms or network blackouts. For more information, refer to the *Urban Resilience - Wellbeing* section of this Strategy.

4. Decentralised power

Bronte Road is largely low-rise, and has excellent alignment to receive direct sunlight throughout the day. Incentivise the uptake of rooftop solar with battery storage (where feasible), to enhance energy security in the face of increasing storms and heat waves due to climate change. Some community members have expressed interest in exploring the potential uses of microgrids.

1.6.6 Indicative cross section showing capacity under existing controls



Existing conditions:

- Parking on either side of the street
- Two lanes for vehicular movement
- Bus route is shared lane with vehicles
- Bus stops in between parking spots
- Awnings sporadic
- Buildings range from 1 to 8 storeys
- Building typology varies from shop top housing, mixed use buildings to 2 storey terrace walk ups.

Section Key

- Existing Building/Commercial on ground floor
- Capacity under existing controls
- Existing Control Plane



Our Liveable Places

“The desired future character of Charing Cross has been described by the community as being local, community-minded, historical and safe”.



2.1 About Charing Cross

Charing Cross is a lively and well used traditional shopping strip with activation enhanced by cafes and pubs and its proximity to public open space, Queens Park. It has a growing residential population surrounding the centre. This population will only increase in coming years due to the amount of incoming proposed developments. This growth will enhance the centre in terms of employment opportunities, activity and liveliness.

Although the centre is popular and active, there is little amenity for people using public space in the centre, with little shade and no defined seating or gathering areas outside cafés or restaurants. A few benches exist in bus stop locations, and in the laneway by the Bronte Bistro, however defined seating on the footpath or in laneways. The laneway towards Queens Park lacks visual quality and safety/security, due to its narrow and near inaccessible footpath.

A lack of structure and definition in this centre is evident in the inconsistent streetscape character, which has not changed since the Public Domain Improvement assessment of 2006. The inconsistent tree planting and pavement treatments plays a role in this inconsistency. The garden and seating space at the front of the aged care facility at 280 Bronte Road provides a visual focal point in the centre and ideally is positioned in a great location for public space use, however as a privately-owned building by a strata-titled aged care facility, makes difficult to amalgamate for public domain improvement.

There are few inter-war heritage buildings that provide character to the street front due to the building facade and detailing on the shop front. The use of tiles along the shop front and to the entry of the stores should be preserved and maintained throughout the strip as it softens the harsh edge when there is no planting and most of all preserves historical character in the Urban Conservation Area. The Eastern Suburbs Legion Club is an important community based use in the centre, although the building is an intrusive element in the existing Conservation Area when compared to the smaller detail-oriented federation terraces.

Evidently, there is a lot that can be done for street-activation and place-making along the commercial strip of Bronte Road, particularly when it comes to the public domain and footpath.

3 GROUPS



GREEN AND NATURAL

- Green (2)
- Simple
- Elegant
- Whimsy
- Joy
- Natural
- Clean
- A bit of green but not over-bearing

2 GROUPS



CLASSIC AND VIBRANT

- Homey
- Seaside
- Boutique
- Respectful
- Vibrant

2 GROUPS



CREATIVE

- Funky (2)
- Indigenous design
- Public art

2 GROUPS



COMFORTABLE AND MODERN

- Comfortable (2) but edgy
- Modern (2)
- Designer
- Fun
- Community

2 GROUPS



RELAXED AND BEACHY

- Classic but cool
- Aspirational
- Relaxed
- Beachy character

2 GROUPS



FAMILY FRIENDLY AND PLAYFUL

- Outdoor
- Breezy
- Open
- Playful
- Family friendly

2.2 Community Feedback

Strategy Preparation	
Workshop Attendance:	25
Survey responses:	27
Draft Strategy	
Submissions:	9
Survey responses:	5

Overall agreement that the buildings should keep within the heritage character of the area, if upper floor storeys were setback. Some would also like to see continuous awnings and existing materiality continued to be used (e.g. brick buildings). There are generally strong concerns that Council should be upholding the Heritage Conservation Area by refusing development proposals and planning proposals that seek changes to the character of the area, including changes to the height controls. There is strong opposition to any changes to the height controls.

There is general consensus that buildings need to be better maintained. A suggested avenue is for council to create a heritage fund and Conservation Management Plan to help guide upgrades to and maintenance of the facades.

Some would like to see more outdoor seating areas and tree planting, while others were concerned that trees might take away parking in an already tight road corridor. More spaces for quiet dwelling away from the noise of Bronte Road is desired.

Workshop participants felt it is important to build on the Charing Cross centre’s existing assets, including proximity to the beach, heritage character and relaxed feel, while highlighting opportunities to enhance the comfort of the centre for all community members (e.g. all ages and backgrounds). Bringing more green and natural features such as plantings and trees was a priority across all groups. Participants selected chairs with a clean, modern and classic design but also liked chairs that they described as funky or playful.

Whilst urban greening is largely supported, there is an acknowledgement of tree planting not removing carparking, or interfering with buses or awnings. Trees should be in keeping with the scale of the centre, and be planted in appropriate areas. Other methods of greening such as planterboxes, or hanging baskets is supported, provided they are well maintained. Raingarden planting is also supported in appropriate locations.

The provision of a bike path along Bronte Road has mixed views, with supporters citing the improvement in safety for cyclists and increased amenity for pedestrians as key reasons, whilst those who don’t support the bike lane cite the loss of parking and conflicts with buses and key concerns. This matter is currently under review as part of the upgrades to the Charing Cross public domain upgrades. For more information refer to Council’s website.

The improvement of the amenity of laneways and pedestrian connections is generally supported.

The conversion of the Victoria Street carpark as a future park is not supported, with many citing the importance of retaining parking close to the centre. One submission cited the opportunity to use a portion of the carpark to undertake a trial for retail food waste collection as part of a circular economy.

There is support for a community pop-up centre, that allows greater interaction with Council. Council currently owns one shopfront along the laneway connecting the Victoria Street carpark and Bronte Road. This is cited as a potential location for this use, or to provide pop-up opportunities for small businesses or artists.

Some would like to see more outdoor seating areas and tree planting, while others were concerned that trees might take away parking in an already tight road corridor.

2.3 Key Ideas

Public Realm



Under-grounding power-lines and smart poles



Provide functional and well designed public furniture



Increase public art, including heritage interpretation



Increase publicly accessible space sheltered from Bronte Road



Green-link opportunity: Victoria St to Bronte Rd

Built Form



Protect heritage significance and characteristics



Consistency of historic aesthetic throughout centre



New buildings must not mimick heritage detailing



Retain existing height and scale controls throughout centre



Encourage regular maintenance of facades and awnings

Access



Create safe movement corridors for pedestrians in laneways and on the road.



Encourage more cyclists by creating safe movement corridors



Improve bus services and capacity along Bronte Road by working with the NSW Government



Activating laneways by creating areas for play



Electric cycling station for drop off and pick up

Environment



Increased planting and greenery



Street-tree introduction and bio-retention pits to harvest storm water



Trial food waste collection from Victoria Street carpark



Kerb planting to encourage safety and sense of place



Encourage uptake of Solar Power and battery storage to support this centre as a RNC

2.4 Desired future character

Character

Character Descriptor: **Maintain Existing**



Functionality

Centre Typology: **Local's Centre**



Vitality

Charing Cross has many narrow historic shopfronts that provide interest and opportunities for interaction along the street. It is a very walkable centre and receives a lot of foot-traffic from school students and locals, and has a proud and active community.

Viability

There is much opportunity for interaction and business in Charing Cross. The centre is well located on many bus routes, within walking distance of Bondi Junction, and is surrounded by schools, parks and other social infrastructure, keeping the centre busy and well attended throughout the day and week. There is adequate parking currently, and many people are able to walk and cycle to the centre, including school children. Charing Cross has a high capacity to support resilience, and could improve with decentralised power sources such as solar power. Queens Park is nearby to provide a large place for gathering.

Capacity for evolution

Charing Cross has the capacity to provide additional places for people to sit and enjoy the atmosphere, away from Bronte and Carrington Roads. More flexible pop-up uses in empty shop-fronts could be used to activate spaces, and a civic use such as a Council customer service centre is considered helpful to the future of the area. In addition, improving the safety of cycling in the area would improve the visit-ability to the centre for local shopping.

community-minded
historical



local
buzzing
safe



"I would like to see more diversity of shops and businesses."
- Survey respondent



2.5 Vision & Objectives

Vision	Public Benefit
<p>The desired future character of Charing Cross is local, community-minded, historical and safe.</p> <p>Charing Cross is safely and easily accessible by foot, cycle, and public transport.</p> <p>The centre is leafy, buzzing and has a range of goods and services to support the local community in day-to-day living.</p>	<p>The community has identified the following elements as being potential public benefits:</p> <ul style="list-style-type: none">• Community resource as public space, library or multi-function hall/recreation centre• More greenery and variety of planting from ground floor to above ground floor (including street poles/overhead power line poles)• Lane-way activation strategy• Encourage diversity of shops and businesses• Public plaza• Centralized car-parking for public

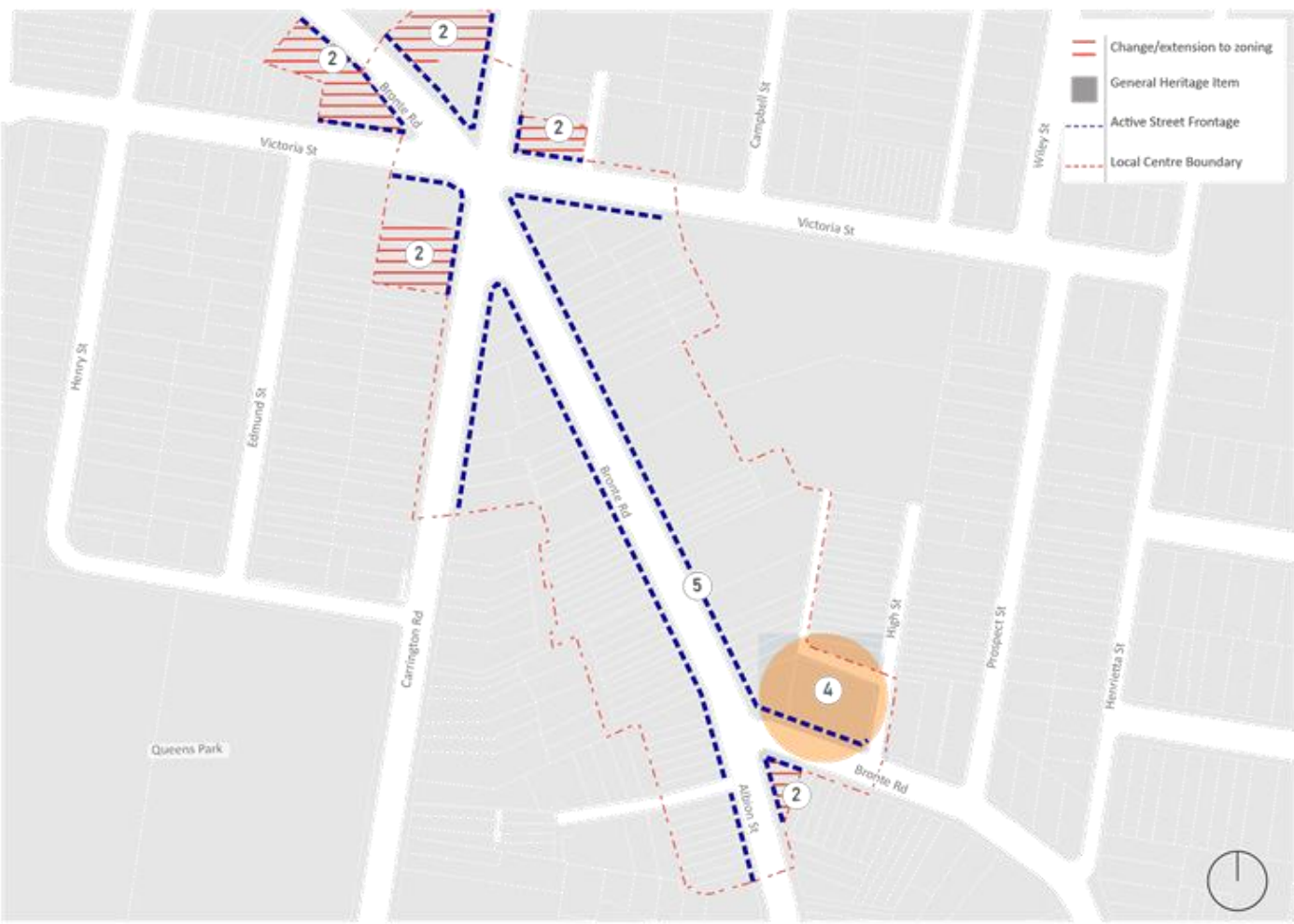
Place-based Objectives

The objectives for development on land identified within the character area are as follows:

<p>People, Place and Prosperity</p> <ul style="list-style-type: none">• To promote Charing Cross as a destination rather than a thoroughfare, where people visit, stay and enjoy.• To improve the visibility of local indigenous culture and heritage.• To promote a diversity of uses, independent businesses and retail offerings catering to local needs.• To provide places for the arts, entertainment and culture.	<p>Built Form</p> <ul style="list-style-type: none">• To maintain a prevailing and consistent streetscape, comprising distinctive and well-maintained low-rise Victorian, Federation and Inter-war buildings and shopfronts, reflective of the historical evolution of Waverley’s oldest commercial centre.• To protect the setting of and views to landmark buildings, including the Bell Towers at St Marys Immaculate Church, that are visible across the LGA aided by the centre’s ridgeline topography.• To ensure development is well designed and responsive to existing built form, history and heritage, with appropriate street frontage heights and upper storey setbacks.• To ensure any new building, or alterations or additions must respect the HCA and its design characteristics without mimicking heritage detailing.
<p>Environment</p> <ul style="list-style-type: none">• To maintain a clean environment, with waste disposal managed discreetly and efficiently.• To increase urban greening where appropriate.	
<p>Access</p> <ul style="list-style-type: none">• To promote a high level of pedestrian activity and connectivity within and from the centre to Bondi Junction, Queens Park and Bronte Beach.• To ensure the balanced and shared use of the public domain between pedestrian movements, landscaping, outdoor dining and vehicle access and parking.• To ensure a comfortable public realm, with functional and well-designed furniture, landscaping and signage.• To ensure that the centre provides universal access to all users.	

2.6 Strategy

2.6.1 Zoning and Uses



- 1. Objectives and Zoning**

Create site-specific objectives for the area. This is proposed to be done via a rezoning from B4 Mixed Use, to B2 Local Centre. This will provide greater guidance around objectives better suited to local centres as discussed in the introduction. In addition, specific objectives relating directly to Charing Cross that better protect and serve the unique nature of the centre are desirable. Recommendation to include new place-based objectives in the LEP.
- 2. Zone Rationalisation**

A number of sites as identified on the map are proposed to be rezoned from R3 Medium Density Residential to B2 Local Centre. This will ensure that any development is required to provide an employment use at the ground floor, however in addition more correctly reflects the current uses being carried out on the sites.
- 3. Minimum Non-Residential Floor Space**

Investigate an appropriate mechanism and quantity of non-residential floor space to apply to properties within the centre, to ensure adequate space for meaningful employment generating uses.
- 4. Diversity of uses**

Investigate and advocate for a potential mechanism to maintain and encourage a diverse range of shops and services. Council currently has no control over individual uses, however to ensure greater local resilience, this is something that Council will review further. In addition, investigate a potential mechanism to retain crucial urban services in centres.
- 5. Active street frontages**

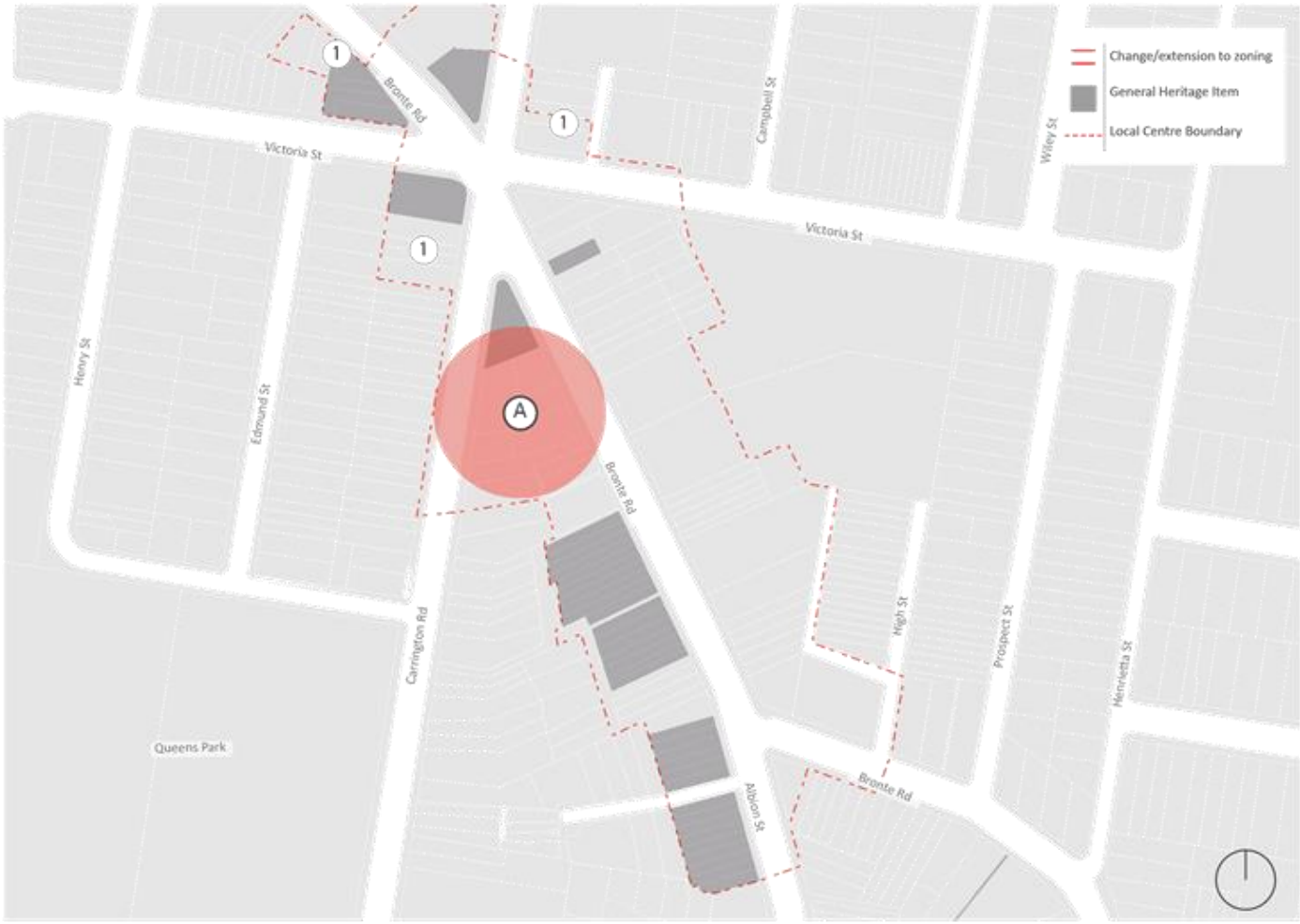
Active street frontages as identified in the map are proposed to be included in the LEP. This will require the ground floor premises to be a commercial use including retail, business or office.

2.6.2 Public Realm



- 1. Wayfinding**
Improve wayfinding along Bronte Road to key destinations such as Bondi Junction, Macpherson Street and Bronte Beach. This can include pedestrian way-finding, heritage storyboarding by signage, green-links, etc.
- 2. Increase public space**
Work with landowners to deliver new publicly accessible spaces.
- 3. Improve laneways**
Upgrade public domain along Judges Lane and connecting Bronte Road to the carpark. Laneways should add character and feel inviting as key connectors through the centre.
- 4. Historic Character**
Curate a consistent character at the street level through building design and upgrades to existing buildings, awnings and signage that respect the heritage shopfronts.
- 5. Underground Powerlines**
Existing overhead powerlines to be undergrounded. Smart pole integration.
- 6. Public Domain upgrades underway**
Concurrent to this document being prepared, public domain upgrades are being planned in detail for Charing Cross. Refer to Council's website for more information.

2.6.3 Built Form



- 1. Key site A**
This site is currently subject to a planning proposal.
- 2. Heritage Conservation Area**
Better protect and conserve existing character of the Heritage Conservation Area (HCA). Encourage innovative and contemporary new building developments, and alterations and additions to existing buildings, that are in harmony with, and maintain the integrity of the HCA's cultural heritage significance, its established character and visual amenity.
- 3. Capacity under the existing height control**
Bronte Road to the north is more eclectic in character and additional floor space for buildings could be considered on its merits in reference to the agreed principles.
- 4. Principles for development**
 - a) New development should respect the traditional patterns and proportions of the existing development. Additions should be carefully designed to:
 - respect the scale, massing and proportions of the existing building and its key design elements
 - involve the least amount of alterations to significant fabric
 - b) No additions are permitted within the front setback of buildings unless it can be clearly demonstrated that;
 - the new structure will not dominate the streetscape and subject building
 - obscure views to the building
 - adversely impact the cultural significance of the place
 - c) Corner development should accentuate the corner and provide a transition from one street to another.
 - d) Larger building façades should be articulated in a regular rhythm to respond to the late 19th Century and early 20thC street-scape characteristic of the HCA.

2.6.4 Transport and Accessibility



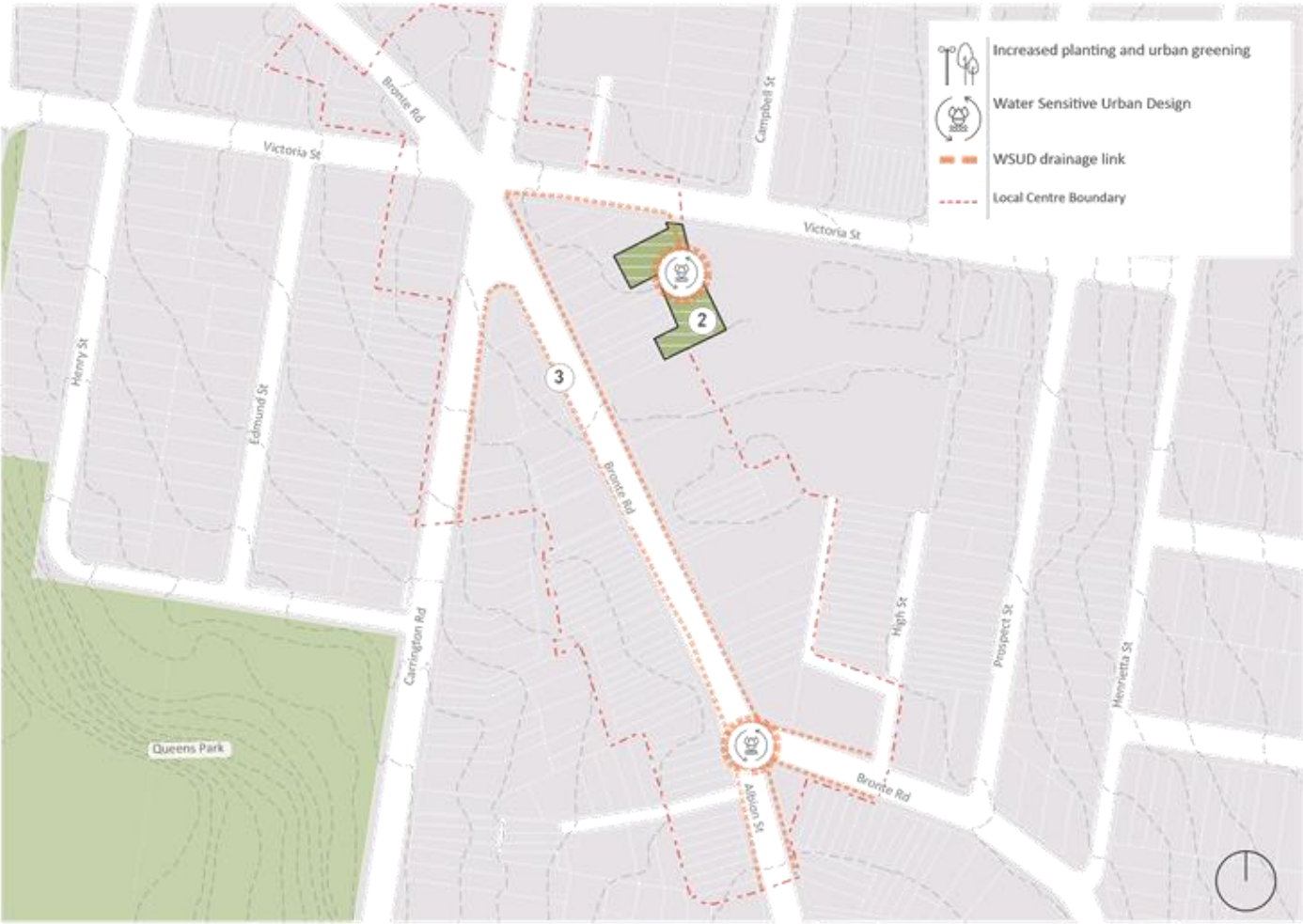
- 1. People, Movement and Places**
Refer to Waverley’s People, Movement and Places, for Council’s adopted position on transport and mobility improvements in this area.

2. Increased pedestrian connections
Work with the NSW Government to increase safe pedestrian crossings or islands to improve permeability and mobility around and through the centre. Laneways and through site links should be open 24 hours a day, and safe for pedestrians to travel through at all hours.
- 3. Bike lanes**
Work with neighbouring councils and State government to deliver separated cycle routes. Provide end of trip and parking facilities for cyclists.

4. Bus safety and efficiency
Work with NSW Government to ensure ongoing safety and efficiency of buses along Bronte Road.

5. E-bike chargers
Provide e-bike charging facilities and share bike pick-up/drop-off zone.

2.6.5 Sustainability and Environment



- 1. Urban Greening**
Increase tree planting in appropriate locations, and well-maintained planter boxes and hanging baskets.

2. Food waste trial
Utilise Victoria Street carpark for a retail food waste collection trial, to help feed into the circular economy.

3. Raingardens
Investigate appropriate locations for the inclusion of raingardens. Bronte Road is located on a ridge-line and is appropriately located to filter runoff that washes into Queens Park and Centennial Parklands.
- 4. Resilience Network Centre**
This centre has been identified as part of a network of centres that can support community EAE resilience. This means that this centre must continue to provide a range of essential goods and services to support the surrounding residential population, access to nearby open space to gather, and ideally have a back-up power source in case of severe storms or network blackouts. For more information, refer to the Urban Resilience- Wellbeing section of this Strategy.

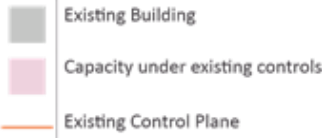
5. Decentralised power
Charing Cross is largely low-rise, and has excellent alignment to receive direct sunlight throughout the day. Incentivise the uptake of rooftop solar with battery storage (where feasible), to enhance energy security in the face of increasing storms and heat waves due to climate change. Some community members have expressed interest in exploring the potential uses of microgrids.

2.6.6 Typical street cross section: existing



Existing conditions:

- Available parking on each side of the road
- 2 way lanes for vehicles
- Bus lane shared with vehicle lane
- Pedestrians and cyclists share the footpath





Our Liveable Places

“The desired future character of Macpherson Street neighbourhood centre has been described by the community as being local, community-minded, safe, sustainable and green”.



3.1 Key Ideas

Public Realm






Increase planting and greenery



Provide more and improve public furniture



Temporary activation such as pop-ups/ parklets



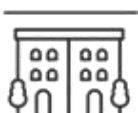
Play-grounds and break out spaces for children

Built Form





Heritage interpretation: Public Domain + Signs




Retain existing human scale built form controls, and fine-grain shopfronts




Heritage interpretation: Celebrate tram network

Access






Reduce and calm traffic movements




Encourage more cyclists along the spine along safe and appropriate routes




Electric cycling station for drop off and pick up

Environment






Increase verge gardens, green frontages and green roofing



Increased planting and greenery



Encourage uptake of Solar Power and battery storage to support this centre as a RNC

3.2 Community Feedback

Strategy Preparation

Workshop Attendance: 21
Survey responses: 59

Draft Strategy

Submissions: 8
Survey responses: 0

Workshop participants wanted Macpherson Street centre to be a place for community that is welcoming and inclusive, with spaces where people of all ages can come together. One group agreed that they want this centre to have a relaxed and casual look and feel, but prioritised simple beautification and playful elements. Another group wanted this centre to be a friendly and walkable place where people want to stop rather than pass through.

Submissions to the draft strategy did not support the rezoning of lots along Macpherson Street. There is general support for the inclusion of centre and zone specific objectives that better help to maintain the village feel of the centre.

Improving access for cyclists to and through the centre is supported, however there are mixed views over the specific route. There is general support to remove some car parks to provide increased footpath width and greenery.

All submissions note the existing success of the centre, and neighbourhood atmosphere. The human scale of buildings, as well as the fine-grain shop fronts are cited as key contributing characteristics to this atmosphere.

There was general support for a Chesterfield Lane to be converted into a shared zone, however there was no support for a through site link linking to Macpherson Street.



Our Liveable Places

3.3 Desired future character

Character

Character Descriptor: **Maintain Existing**



Functionality

Centre Typology: **Neighbourhood Centre**



Vitality

The vitality of Macpherson Street is evident through the crowds that gather waiting to visit cafes and restaurants, food takeaway shops, as well as the interactions between shopkeepers and pedestrians. The community is strongly connected to this centre, and seeks to protect the neighbourly feel.

Viability

The centre is very viable, being well located along a bus route, within walking distance to Bronte Beach and the coastal walk, and receives high visitation from locals as well as visitors. Many people also visit the Bronte Cemetery and alight the bus within Macpherson Street. Being so ideally located and surrounded by a densely populated area, this centre will always have opportunities for business. The centre has the capacity to grow to support greater resilience through offering a greater diversity of essential goods, provide meeting places for the community, and localised power sources such as solar.

Capacity for evolution

The Macpherson Street centre has the ability to evolve into a greener and more pedestrian and cyclist friendly centre. Whilst no changes are proposed to the built form, generally additional urban greening and more public space to congregate is desired, as well as safe connections for cyclists down to the beach.

3.4 Vision & Objectives

Vision

The desired future character of Macpherson Street is local, community-minded, safe, sustainable and green. It is green, safe and pleasant for cyclists and pedestrians alike, has a human-scale and great local businesses.

Public Benefit

The community has identified the following elements as being potential public benefits:

- Heritage signage and consistency of commercial signage across the street
- Community spaces
- Affordable housing
- Public plaza

Place-based Objectives

People, Place and Prosperity

- To promote the centre as welcoming and inclusive, with a relaxed and casual look and feel.
- To promote a diversity of uses, independent businesses and retail offerings catering to local needs.
- To provide a safe and well-connected public domain that prioritises pedestrians and cyclists.
- To create and maintain a cohesive and vibrant streetscape, with leafy trees, verge gardens and areas for people to stop and congregate.
- To improve the visibility of local indigenous culture and heritage.

Environment

- To maintain a physical and visual connection to the coast.
- To maintain a clean environment, with waste disposal managed discreetly and efficiently.

Access

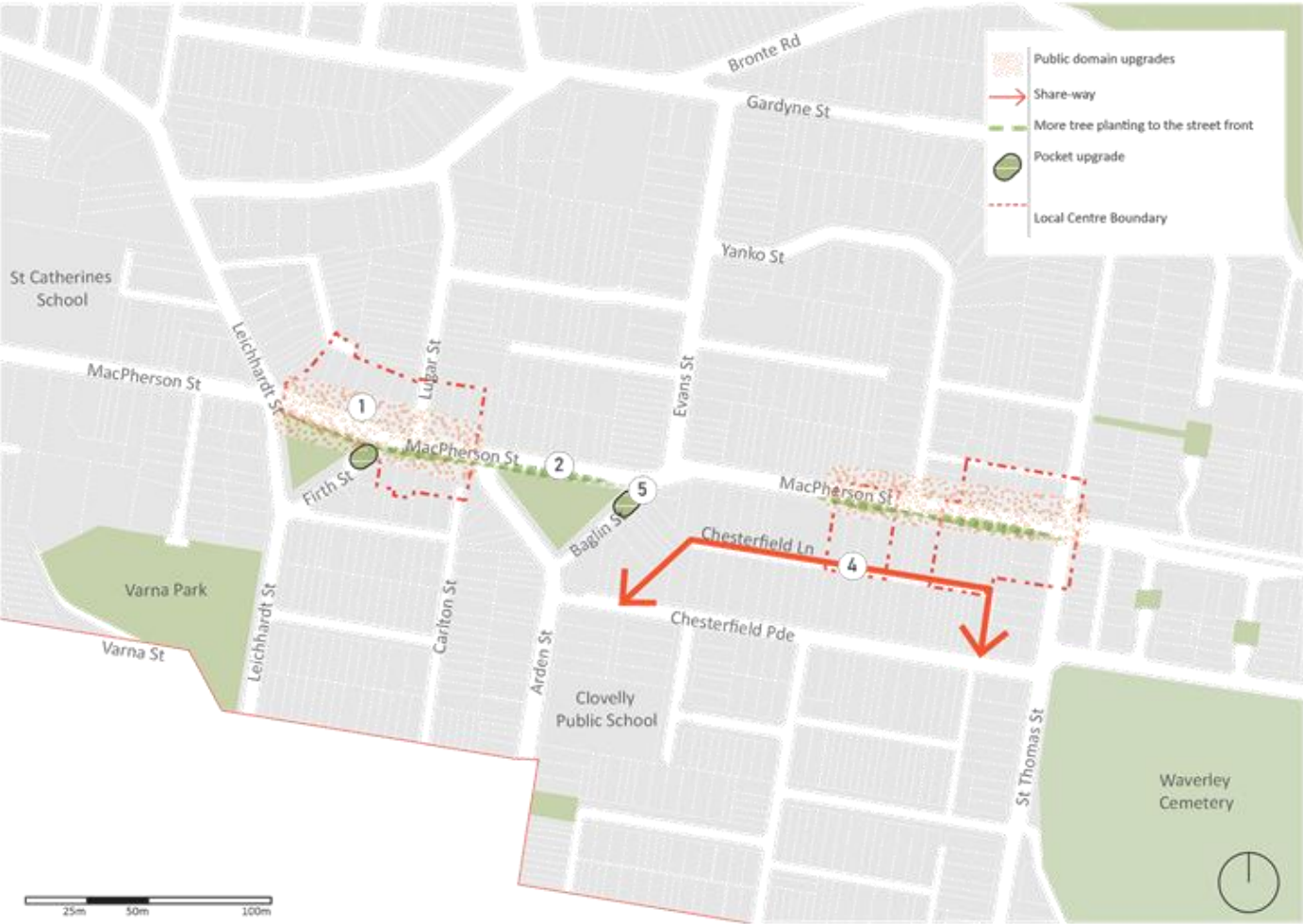
- To provide a safe cycling connection to Bronte Beach and Bondi Junction.
- To ensure that the centre provides universal access to all users.

Built Form

- To maintain low-rise (human-scale) built form of varying styles, with active shopfronts that are open to the public domain.
- To ensure new buildings are well designed and responsive to the existing built form and scale, including heritage and character buildings, and is of human scale and provides for a high quality of living.

3.5 Strategy

3.5.1 Public Realm



- 1. Public domain upgrades**
Upgrade public domain for pedestrian safety, shade and visual amenity including planting trees to street front on footpath.
- 2. Increase canopy**
Upgrade concrete cul de sac between pocket parks and street with more shading by planting trees to the street front.
- 3. Underground powerlines**
Existing overhead powerlines to be undergrounded. Smart pole integration.
- 4. Pedestrian safety**
Upgrade laneway materiality and signage from Chesterfield Lane through to Macpherson Street, to improve pedestrian safety and minimise pedestrian and vehicle conflicts.
- 5. Pocket park pop-ups**
Investigate use of cul-de-sacs for pop-up events such as markets.

3.5.2 Zoning and Built Form



- 1. Retain existing zoning**
Retain existing zone of B1 Neighbourhood Centre and existing properties. No additional properties to be included in the B1 Zone due to concerns of site amalgamation and resulting larger developments.
- 2. Non-residential uses**
Encourage provision of non-residential uses in surrounding area where appropriate.
- 3. Retain existing development controls**
Maintain fine grain shop-fronts and human scale development.
- 4. Maintain character**
Alterations and additions to existing heritage buildings should be in harmony with, and maintain the integrity of the heritage buildings, their significance, their established character and visual amenity. New development should respect the traditional patterns and proportions of the existing development and heritage conservation areas.

3.5.3 Transport and Accessibility



- 1. Bike lanes**
Work with neighbouring councils and State government to deliver a separated bike lane through the centre that is safe and appropriate. The current routes under investigation include Macpherson Street and Chesterfield Parade.

2. Parking in local streets
Assess the impact on parking, traffic and safety on adjacent and parallel residential streets with increased commercial amenity.
- 3. St Thomas Street parking improvements**
Investigate opportunity for public domain upgrades to St Thomas Street and introduction of angled parking with rear to kerb on one side only across the street. Traffic study for permitted length of park (For example, limit parking to 30minutes on weekends and 1 hour during the week to allow for continuous traffic).

4. E-bike chargers
Provide e-bike chargers and share bike pick-up/drop-off zone.

3.5.4 Sustainability and Environment



- 1. Urban greening**
Increase planting and climate appropriate variety across Macpherson Street. Increase tree planting in parks for shade, weather protection and enhancement of biodiversity. Investigate incentives for green roofing

2. WSUD
Water Sensitive Urban Design link for sub-surface irrigation system linking Simpson Park to Varna Park and Macpherson Park to Scott Street Reserve.

3. Food waste collection
Investigate precinct waste storage/collection for a potential combined facility for food-waste collection.
- 4. Resilience Network Centre**
This centre has been identified as part of a network of centres that can support community resilience. This means that this centre must continue to provide a range of essential goods and services to support the surrounding residential population, access to nearby open space to gather, and ideally have a back-up power source in case of severe storms or network blackouts. For more information, refer to the Urban Resilience-Wellbeing section of this Strategy.

5. Decentralised power
Macpherson Street is largely low-rise, and has excellent alignment to receive direct sunlight throughout the day. Incentivise the uptake of rooftop solar with battery storage (where feasible), to enhance energy security in the face of increasing storms and heat waves due to climate change. Some community members have expressed interest in exploring the potential uses of microgrids.


“The desired future character of the Bronte Beach centre has been described by the community as being relaxed, comfortable and casual with a strong connection to nature and the beach”.







Our Liveable Places


4.1 Key Ideas



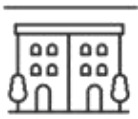
Public Realm




-  Increase planting and greenery
-  Functional and well designed street furniture
-  Temporary activation such as pop-ups
-  Solar-panel to provide energy to future bike or car charging stations




Built Form




-  Heritage interpretation: Public Domain + Signs
-  Heritage interpretation: Celebrate tram network
-  Retain existing human scale built form controls, and fine-grain shopfronts



Access



-  Reduce and calm traffic movements
-  Investigate separated cycle way towards Bondi Junction
-  Electric cycling station for drop off and pick up

Environment



-  Increase verge gardens, green frontages and green roofing
-  Investigate WSUD systems for planting and garden upgrades by the beach

4.2 Community Feedback

Strategy Preparation

Workshop Attendance: 21
Survey responses: 35

Draft Strategy

Submissions: 3
Survey responses: 0

Workshop participants want the Bronte Beach centre to maintain its current relaxed, comfortable and casual character with a strong connection to nature and the beach. Workshop participants emphasised the importance of this centre being inclusive, welcoming and friendly for all, including for families and people from diverse cultural backgrounds. Workshop participants want this centre to maintain its heritage character, but see room for a “modern take on traditional form” and more uniformity.

Generally submissions were supportive of improving cycling to the centre, via a safe route. Other issues raised in submissions include better management of conflicts between different landuses, and ensuring better water quality for stormwater that washes into the ocean.



Our Liveable Places

4.3 Desired future character

Character

Character Descriptor: **Maintain Existing**



Functionality

Centre Typology: **Neighbourhood Centre**



Vitality

Bronte Beach is a busy centre that services beach goers and immediate locals. The centre consists largely of food and beverage businesses with take away or sit-down options. The centre serves its purpose well to provide dining options to visitors to the beach, and morning coffee and community to the locals.

Viability

The centre will likely always be viable due to its location adjacent to the beach. Whilst there is not a large amount of variety of goods or services on offer, this centre should not seek to diversify from its current offering. This centre has a medium capacity to support resilience and instead residents would be recommended to walk to Macpherson Street centre. However the significant open space at Bronte Park is an ideal location for gathering.

Capacity for evolution

The evolution of the centre would largely be around improving safety of pedestrians and cyclists, and improving public transport connections. There are mixed feelings in the community over whether this centre should operate at night-time, as it would be seen to compete with Macpherson Street, as well as create conflicts between residents and visitors.

4.4 Vision & Objectives

Vision

The desired future character of Bronte Beach centre is relaxed, comfortable and casual with a strong connection to nature and the beach.

Public Benefit

The community has identified the following elements as being potential public benefits:

- More trees
- Increase continuity of shopfront awnings
- Spaces that promote community
- Upgrade to park area including picnic shelters, seating, surf club and a boardwalk.

Place-based Objectives

People, Place and Prosperity

- To improve the visibility of local indigenous culture and heritage.
- To create continuity and consistency of the public domain, through functional and well-designed signage, furniture and landscaping.
- To ensure the balanced and shared use of the streetscape between pedestrian movements, landscaping, outdoor dining and vehicle access and parking.
- To provide an inclusive, welcoming and friendly environment for all.
- To provide a diversity of businesses and retail offerings, located in smaller uniform shopfronts, that cater to local and visitor needs.

Environment

- To provide a clean environment, with waste disposal managed efficiently.
- To improve stormwater quality.

Access

- To provide safe walking and cycling routes to and within the centre.
- To ensure that the centre provides universal access to all users.

Built Form

- To retain the low-rise distinctive heritage and character buildings that frame the street, comprising ground floor business and retail offerings, with residential uses on the upper floors.
- To ensure any alterations or additions are well designed and responsive to existing built form, history and heritage.

4.5 Strategy

4.5.1 Public Realm



- 1. Footpath upgrade**
The Bronte Beach footpath is 5.9m wide, recently upgraded and previously at 3.5m wide. The DCP currently allows for a 1.5m thoroughfare for pedestrians on the footpath, however with the upgrade it is important to increase this to 3m to ensure footpath seating remains as existing and does not extend and limit movement and circulation.
- 2. Through site link**
Retain through-site link from Pacific Street to Bronte Road.

4.5.2 Zoning and Built Form



- 1. Protect views**
Protect views to Bronte Beach by reduction of visual clutter created by signage, large public domain fixtures and plantings.
- 2. Signage**
Create consistency with signage typology and size across Bronte Beach commercial shop fronts to reduce visual clutter.
- 3. Shopfronts**
Maintain fine grain shop-fronts and preserve existing character of buildings.

4.5.3 Transport and Accessibility



- 1. Bike lane**
Work with TfNSW to deliver separated bicycle paths from Bondi Junction to Bronte Beach. Ensure route is safe for all cyclists.

2. Transport services
Work with TfNSW to provide an increase in frequency of bus services to and from Bronte Beach directly from Bondi Junction.
- 3. E-bike charging**
Provide e-bike charging station, and pick-up/drop-off zone for bike share.

4.5.4 Sustainability and Environment



- 1. Bus shelter upgrade**
Upgrades to existing bus shelter, storage and council facility to incorporate waste storage and collection to eliminate the visibility of garbage bins on the footpath.


2. Stormwater treatment
Subsurface stormwater treatment to improve water quality and minimise pollutants flowing to ocean.
- 3. Solar chargers**
Investigate opportunities to provide solar energy and electricity to public facilities by the beach including future electric charging facilities for bikes and vehicles and street lights.


“The desired future character of Belgrave Street has been described by the community as being local, relaxed and beautiful”




5.1 Key Ideas

Public Realm







Maintain and provide additional planting and greenery




Upgrade Belgrave Street Reserve with play equipment and seating

Built Form






Encourage enhancement of active ground floor uses such as retail/business premises





Enhance character of buildings through art and planting




Encourage facade enhancements to maintain existing buildings

Access







Provide increased pedestrian crossings to improve user experience of centre




Investigate safer movement and interchange for cyclists

Environment





Increase verge gardens, green frontages and green roofing



Investigate WSUD systems for planting and garden upgrades on recently upgraded paving

5.2 Community Feedback

Strategy Preparation

Workshop Attendance: N/A
Survey responses: 5

Draft Strategy

Submissions: 3
Survey responses: 0

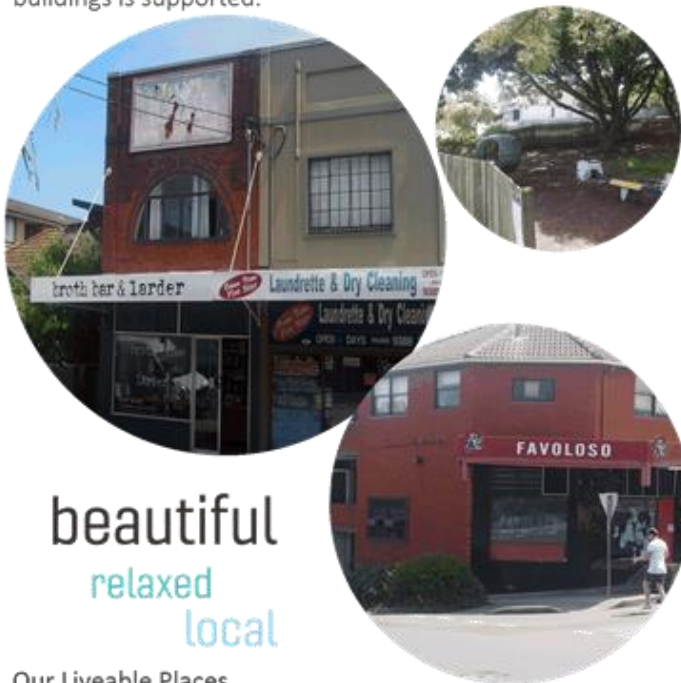
Submissions outlined support for increased planting, provided pedestrian and cyclist safety is prioritised. More appropriate planting for the park is preferred.

Submissions do not support the closing of the road to expand the play space, noting the key reason for this is that the existing park is poorly maintained, and upgrades take a long time to complete. It was a shared sentiment that greater investment in the existing open space is preferred to a new open space.

A pedestrian crossing on Murray Street is suggested to improve crossing particularly for parents with prams and young children. Currently there is no safe crossing between the cafe and the park.

Parking is cited as important in this area, and there is no immediate appetite to change the amount on offer - however it is acknowledged that the provision of a pedestrian crossing may slightly impact the number of car spaces available on Murray Street.

Changes to the built form are not supported, however reinvestment in facade improvements to the existing buildings is supported.



beautiful
relaxed
local

Our Liveable Places

5.3 Desired future character

Character

Character Descriptor: Enhance Existing



Functionality

Centre Typology: Neighbourhood Centre



Vitality

The vitality of Belgrave Street is largely dependent on the offerings of the individual operators. This is very much a 'neighbourhood cafe' strip. The playground and park provide the opportunity for parents and their children to have a walk to the shops and play in the park. The safety of this area is important to support the ongoing vitality of the shops.

Viability

The centre has a bus route close by, and is within walking distance of Bondi Road, Tamarama and Bronte Beaches. Murray Street runs through the centre which is a key connector route between Bronte and Bondi Junction/Bondi Beach. The centre contributes to the neighbourhood feel of the area. The centre has a medium capacity to support resilience, and instead residents would be encouraged to walk to Bondi Road centre.

Capacity for evolution

This centre is a maintain and enhance centre, where facade upgrades to the buildings may be suitable, however the character of the buildings contributes to the neighbourhood feel of the area and should be maintained. The evolution of this centre is to provide a safer pedestrian experience, particularly for parents with children.

5.4 Vision & Objectives

Vision

The desired future character of Belgrave Street is local, relaxed and beautiful.

It is a safe place for parents and children, and has a neighbourhood feel.

Place-based Objectives

The objectives for development on land identified within the character area are as follows:

People, Place and Prosperity

- To promote local business and retail offerings catering to neighbourhood needs.
- To improve the visibility of local indigenous culture and heritage.
- To ensure a safe and walkable public domain, that promotes connectivity within the centre and to surrounding residential areas.
- To ensure a cohesive and vibrant streetscape, with verge landscaping and a well-maintained community park.
- To provide a balanced and shared use of the streetscape between pedestrian movements, landscaping, outdoor dining and vehicle access and parking.

Environment

- To provide a safe area for children to play and enjoy public space.
- To provide climate and place appropriate planting in the park.

Access

- To provide pedestrian, cyclist and public transport connections that reduce vehicle usage and on-street parking demand.
- To improve pedestrian safety.
- To ensure that the centre provides universal access to all users.

Built Form

- To encourage upgrades to the facades of existing

5.5 Strategy

5.5.1 Public Realm



- 1. Kerb planting**

Kerb verge planting along Murray Street, to discourage pedestrian crossing at unsafe locations.
- 2. Underground powerlines**

Existing overhead powerlines to be undergrounded. Smart pole integration.

5.5.2 Zoning and Built Form



- 1. Character buildings**

No changes to development controls. Identify character buildings and characteristics to be maintained and enhanced.
- 2. Facade upgrades**

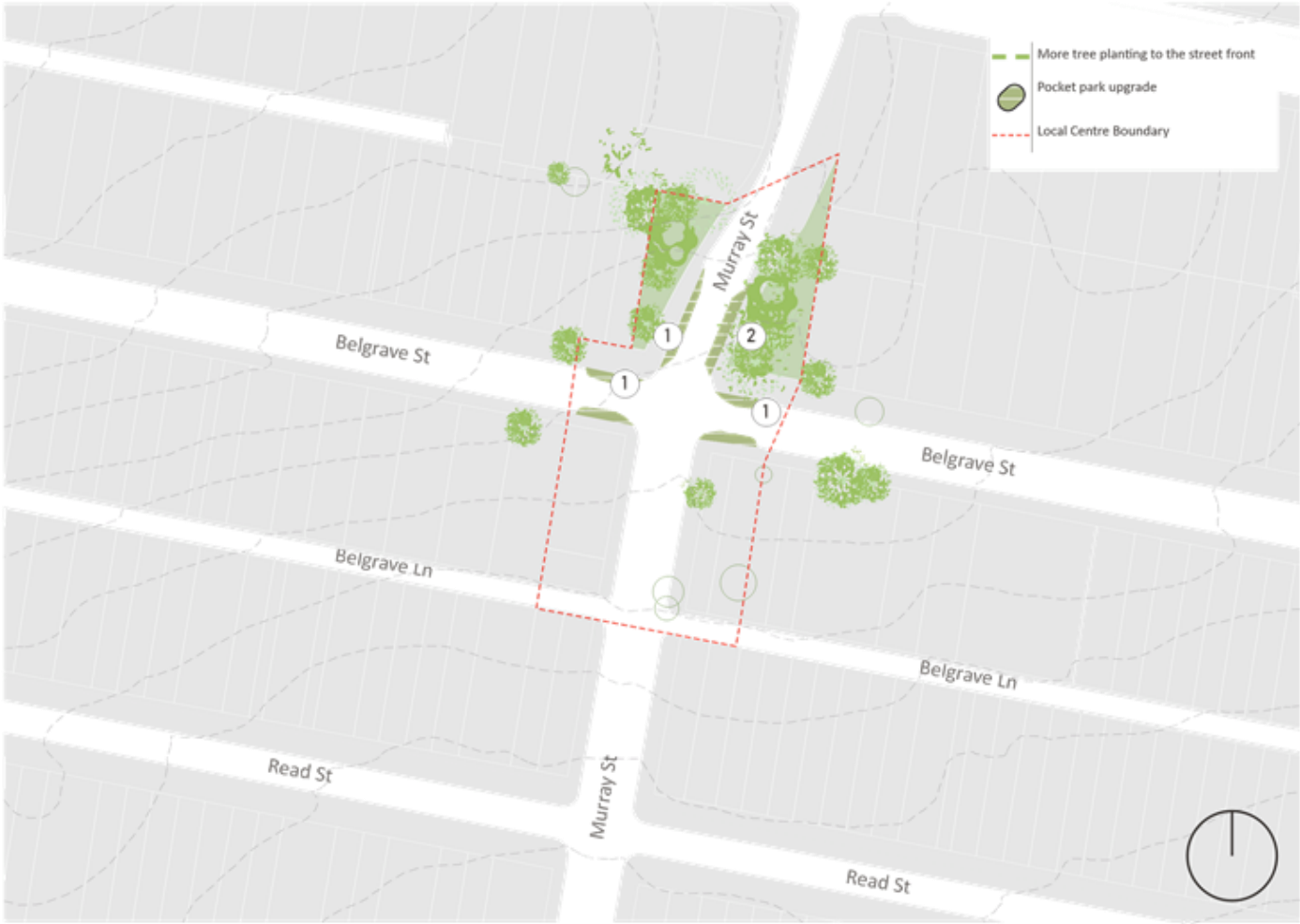
Investigate potential mechanism to encourage facade upgrades to improve appearance of character buildings.

5.5.3 Transport and Accessibility



- 1. Bike route**
Investigate possible new local bike routes along the spine of Murray Street to Bondi Road and Bronte Beach.
- 2. Traffic calming**
Upgrade road treatment the intersection of Murray Street and Belgrave Street for traffic calming. Could include change of material and blister treatment of kerb and footpath.
- 3. Pedestrian crossing - Murray**
Provide a continuous level pedestrian crossing between Jessie Street Reserve and Belgrave Street Reserve on Murray Street.
- 4. Pedestrian crossings - Belgrave**
Investigate appropriateness of pedestrian crossings on both sides of Belgrave Street. Blister treatment of kerb may be sufficient for safety.

5.5.4 Sustainability and Environment



- 1. Raingarden**
Implementation of Water Sensitive Urban Design rain gardens with blister treatment of kerb, or planting sub-surface catchment system within Belgrave Street Reserve.
- 2. Climate and use appropriate planting**
Renew Belgrave Street Reserve Plan of Management to be maintained regularly, and provide climate and park use appropriate tree planting.

OLD SOUTH HEAD ROAD CORRIDOR

Old South Head Road Corridor

6	Flood Street	77
7	Curlewis Street	83
8	OSH Road, at Murriverie Road	91
9	Rose Bay South	97
10	Blake Street	103
11	Rose Bay North	107
12	Murriverie Road	113
13	Vaucluse	119



“The desired future character of the Flood Street centre on Old South Head Road can be described as local and well-connected”.



6.1 Key Ideas

Public Realm



Increased planting, verge planting and greenery



Improve wayfinding as a key connector route for active transport link.



Investigate closure and upgrades to Flood lane such as pocket park.

Built Form



Encourage enhancement of active ground floor uses such as retail/business premises



Enhance character of buildings through art and planting

Access



Reduce and calm traffic movements to improve pedestrian amenity + safety



Encourage more cyclists along the spine of Old South Head Road towards BJ

Environment



Kerb planting to encourage safety and sense of place



Incorporate WSUD into public domain upgrades and new planting



Underground waste and recycling facilities at Flood Lane for residential and commercial

6.2 Community Feedback

Strategy Preparation

Workshop Attendance: N/A
Survey responses: 1

Draft Strategy

Submissions: 1
Survey responses: 0

The Flood Street centre received only one submission which outlined further clarity on how Old South Head Road is proposed to better accommodate cyclists. In addition this submission suggested that Flood Lane be closed to traffic to improve cyclist movements.



Our Liveable Places

6.3 Desired future character

Character

Character Descriptor: Enhance Existing



Functionality

Centre Typology: Neighbourhood Centre



Vitality

The Flood Street centre is small, and its vitality depends largely on the individual operators.

Viability

The centre is on a main transit route, and is also along a key walking route between the Bondi Basin and Bondi Junction. The centre offers opportunities for smaller businesses to gain some exposure on Old South Head Road, whilst being close to Bondi Junction. The capacity to support resilience in this centre is low, with Bondi Junction located nearby, residents would be encouraged to walk to Bondi Junction.

Capacity for evolution

The centre's capacity for evolution is largely to ensure a pleasant environment for people, whether pedestrians, cyclists or customers at the footpath dining.

6.4 Vision & Objectives

Vision

The desired future character of the Flood Street centre on Old South Head Road is local and well-connected, and safe and pleasant for pedestrians and cyclists.

Place-based Objectives

The objectives for development on land identified within the character area are as follows:

People, Place and Prosperity

- To provide an attractive location for small businesses with exposure to Old South Head Road.
- To provide a comfortable public realm, where pedestrians are prioritised through consistent footpath treatment and verge planting to improve amenity.
- To improve the visibility of local indigenous culture and heritage.

Environment

- To provide a clean environment, with waste disposal managed efficiently.

Access

- To provide a safe and walkable public domain, which provides a seamless connection.
- To ensure that the centre provides universal access to all users.

Built Form

- To retain low-rise distinctive heritage and character buildings that frame the street, comprising ground floor business and retail offerings, with residential uses on the upper floors.
- To ensure any alterations or additions are well designed and responsive to existing built form, history and heritage.

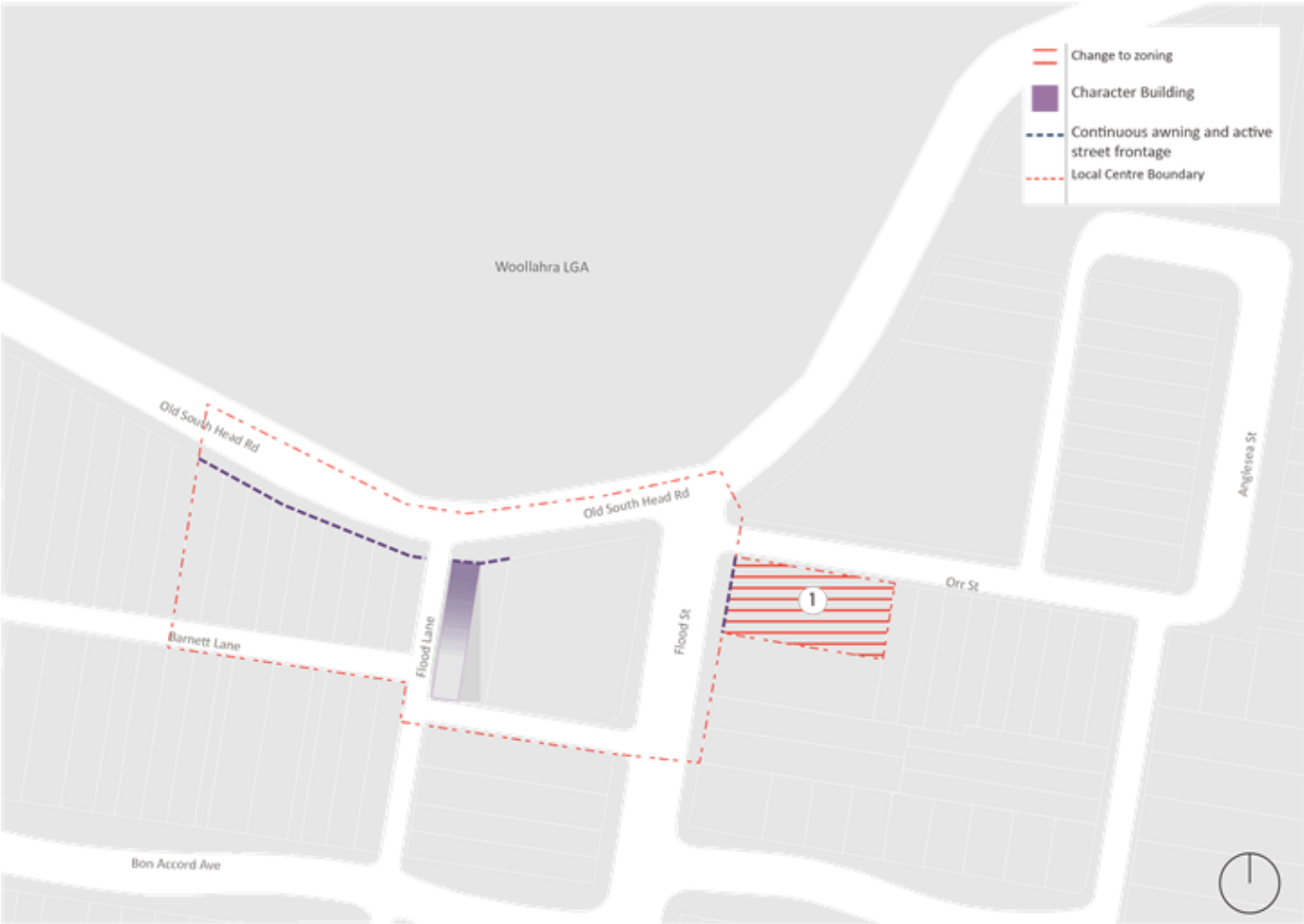
6.5 Strategy

6.5.1 Public Realm



- 1. Close Flood Lane**
Investigate partial closure of Flood Lane to create civic space/pocket park/hub. Public Domain upgrades to create “hubs” along spine of Old South Head Road and within the centre to attract visitors to stay and dwell outdoors as well as provide further outdoor dining space for ground floor hospitality uses to sprawl onto the laneway.
- 2. Improve amenity for pedestrians**
Planting along and greening of footpath. Possibility for kerb verge planting to promote safety and enhance the street-scape.
- 3. Underground powerlines**
Existing overhead powerlines to be undergrounded. Smart pole integration.

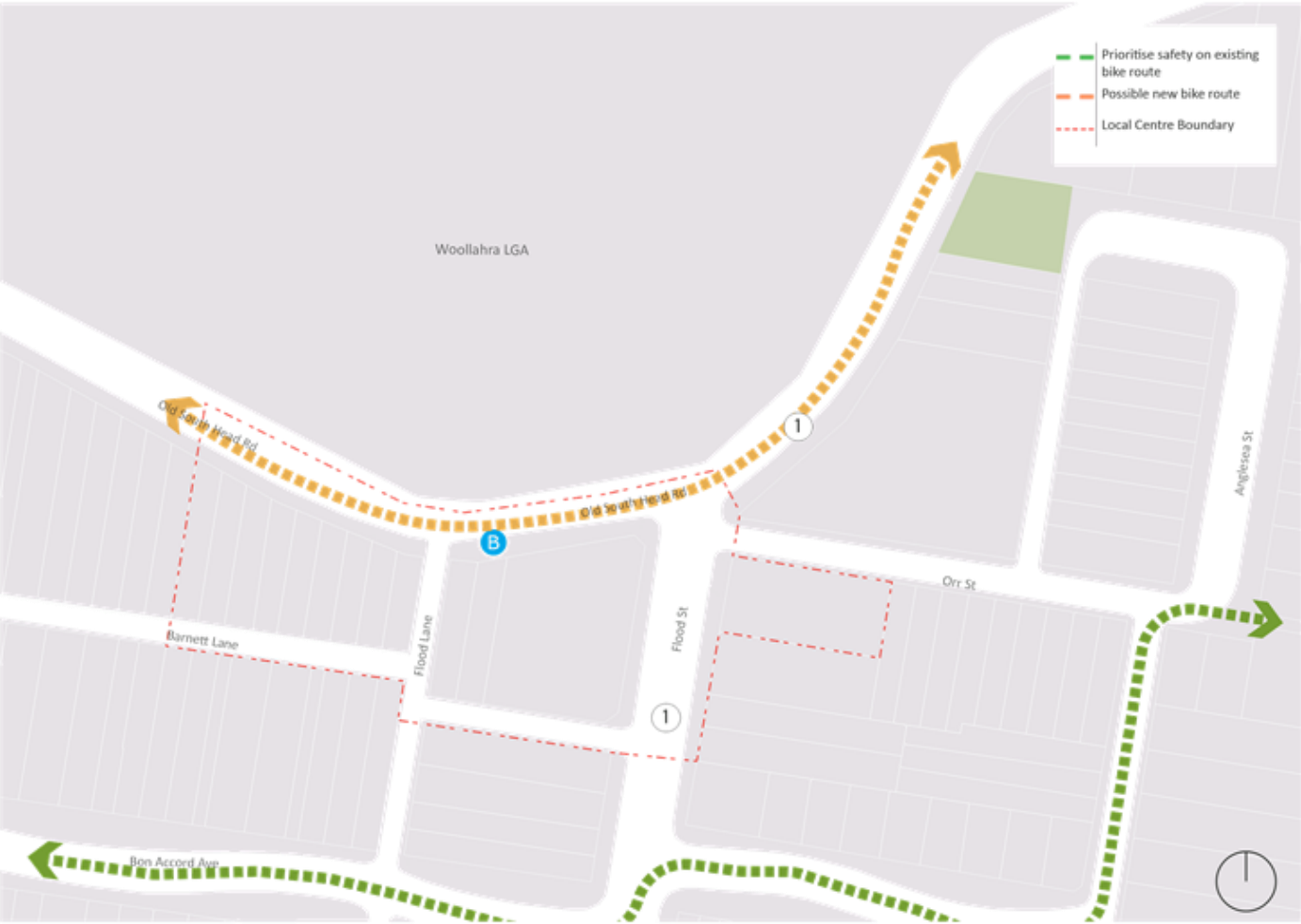
6.5.2 Zoning and Built Form



- 1. Zone rationalisation**
Extension of B1 Neighbourhood centre to conserve new and existing business uses on ground floor at the corner of Orr St and Flood Street.
- 2. Active frontages**
Review and add further detail to requirements of ‘active frontages’ in the DCP to ensure transparency, quality and intersection with pedestrians and local businesses.
- 3. Retain existing development controls**
Could accommodate new development under existing controls, provided the following principles are met:

 - Maintain a consistent street frontage
 - Follow existing street frontages but change materials to promote fine grain/variety of palette
 - Overshadowing to street and back lanes or buildings are considered and tested appropriately.

6.5.3 Transport and Accessibility



- 1. Improve existing bike route**
Improve existing Waverley Bike Plan route along Bon Accord Ave, Flood Street, Penkivil Lane, and Martins Ave. Investigate road treatments, bike lane, or traffic calming devices for safety of cyclists.
- 2. Potential new bike route**
Work with the NSW Government and Woollahra Council, investigate possible new local bike route along the spine of Old South Head Road towards Bondi Junction.

6.5.4 Sustainability and Environment



- 1. Raingarden**
Implementation of Water Sensitive Urban Design rain garden or catchment system in Flood Lane if a pocket park was implemented.
- 2. Urban greening**
Urban greening and kerb side planting along the footpath of Old South Head Road.

“The desired future character of the Curlewis Street centre is to be a revitalised and vibrant small centre ideally located between the harbour and the beach”.



7.1 About Curlewis Street

7.2 Community Feedback

The Curlewis Street centre has a range of land uses catering to the direct community and those travelling to and from Bondi Junction along Old South Head Road. From child care centres to a petrol station, food and cafe uses, fitness and health to more industrial car workshops and repair stations, the centre is mixed in uses and provisions. On the whole, the centre lacks cohesive character as a place to gather and enjoy in the public realm.

There are a number of Development Applications currently under review or recently approved and under construction, and include services that will diversify the centre even further including a co-work/share space and a larger fitness and health centre. The centre has a lot of potential and is underdeveloped in terms of the controls permissible in its current state.

The centre sits on a strategic route between Bondi Beach and Rose Bay wharf, and provides an opportunity to enhance the pedestrian and cyclist journey along this route with a more consistent sense of place.

Strategy Preparation	
Workshop Attendance:	14
Survey responses:	3
Draft Strategy	
Submissions:	3
Survey responses:	1

This centre has not attracted a significant amount of feedback. There has been general support for renewal of this area in terms of uses, public domain and redevelopment, with one submission stating that they do not support a change to the built form controls. Survey participants were supportive of creative industries and night time economy uses being encouraged in this area. There is support for more health and wellness uses as well as a local supermarket to encourage greater walkability. One submission noted that an increase in height controls to five stories is required for any redevelopment to be feasible.

There is strong support for a separated bike lane as this is a key route between Woollahra and Waverley to better connect the key destinations of Bondi Beach and Rose Bay. In addition there is strong support that this key link be prioritised as an active transport link generally, involving the planting of canopy trees to encourage walking along this route as well.

A consistent look and feel was not seen as importantly as improving the quality of the public domain and increasing planting within the centre. Providing well designed public furniture was also viewed as important.



7.3 Key Ideas

Public Realm



Increased planting and greenery



Provide functional and well designed public furniture



Increase public art, including murals or green walls on blank walls



Night-time trading and entertainment



Improve paving and wayfinding signage

Built Form



Encourage enhancement of active ground floor uses such as retail/business premises



New buildings/ refurbishments are well designed



Maintain character of distinctive buildings

Access



Improve pedestrian connectivity from Bondi Beach to Rose Bay



Improve cycling connectivity from Bondi Beach to Rose Bay



Electric cycling station for drop off and pick up



Separated cycle paths for cyclist attention at the major intersection

Environment



Green-links from OSHR to Beach Road to Barracluff Park



Under-ground waste system for commercial properties



Street trees and bio-retention pits for storm water harvesting



Encourage uptake of Solar Power and battery storage to support this centre as a RNC

7.4 Desired future character

Character

Character Descriptor: **Evolve**



Functionality

Centre Typology: **Mixed Use Centre**



Vitality

The Curlewis Street centre currently has limited vitality, due to the disperse nature of the centre, the uses currently on offer, and the run down appearance of the public domain. Currently a number of urban services occupy the area that should be integrated into future uses and developments.

Viability

The Curlewis Street centre has a high level of viability, as it is well serviced by numerous bus routes, and is an easy walk or cycle from Bondi Junction, Bondi Beach and Rose Bay Ferry Terminal. There are a range of sites with different formats to be able to accommodate a variety of uses.

Capacity for evolution

The Curlewis Street centre has a high capacity for evolution into a lively mixed use centre that provides a range of offerings and urban services to the public. It is ideally located along a key strategic route identified in the Waverley Local Strategic Planning Statement that seeks to connect Bondi Beach to Rose Bay Ferry Terminal. This route seeks to encourage active transport to invite visitors to travel between Bondi Beach and the CBD via the ferry and a pleasant flat walk. This centre would provide a place of interest along this route. There are a number of urban services that are important to consider in the evolution of the place. The capacity to support resilience has the potential to increase, to support the local community by providing essential goods and a place to gather.



7.5 Vision & Objectives

Vision

The desired future character of the Curlewis Street centre is to be a revitalised and vibrant centre ideally located between the harbour and the beach.

The centre is well connected for pedestrians and cyclists, and provides a rest point along the connection from Bondi Beach to Rose Bay. The centre offers locals an opportunity to walk to a range of goods, as well as providing an opportunity for cultural, entertainment and health and wellness uses.

Public Benefit

The community has identified the following elements as being potential public benefits:

- Activation of ground plane to turn it from a ‘dead zone’ into something more vibrant
- Beautification of the public domain
- Planting on the footpath and trees
- Wider footpaths

Place-based Objectives

The objectives for development on land identified within the character area are as follows:

People, Place and Prosperity

- To create a vibrant streetscape, marking the ‘entrance’ to Bondi Beach and Waverley LGA, with consistent verge landscaping and signage.
- To promote a diversity of businesses, catering to the needs of the local community.
- To provide a mixture of uses, including night time uses, and to ensure appropriate interfaces between different uses.
- To promote the provision of important urban services that cater to the needs of the broader community.
- To improve the visibility of local indigenous culture and heritage.

Built Form

- To promote low to mid-rise buildings of varying styles that frame the street.
- To ensure that new buildings and / or refurbishment of existing buildings are well designed and responsive to existing built form, whilst accommodating a potential increase in scale (where appropriate).

Environment

- To provide increased urban greening through climate appropriate planting, canopy trees and raingardens.

Access

- To create a safe and well-connected public domain, where pedestrian and cyclist mobility is balanced with highly-trafficked streets, vehicle access and parking.
- To provide end-of-trip facilities for cyclists to encourage cycling.
- To provide e-bike facilities to encourage cycling between Rose Bay Ferry terminal and Bondi Beach.
- To ensure that the centre provides universal access to all users.

7.6 Strategy

7.6.1 Zoning and Uses

The map shows the Curlewis Street area, bounded by Old South Head Rd to the west, Blair St to the north, and Wellington St to the east. A red dashed line indicates the 'Local Centre Boundary'. A red hatched area, labeled with a circled '2', indicates a 'Change to zoning'. The area includes the Woollahra Golf Club to the north and Bondi Beach to the east. A legend in the top right corner defines the symbols: a red line for 'Change to zoning' and a red dashed line for 'Local Centre Boundary'. A north arrow is located in the bottom right corner.

1. Objectives and Zoning

Grow and consolidate the commercial area within the centre. This is proposed to be done via a rezoning from B4 Mixed Use, to B2 Local Centre. This will provide greater guidance around objectives better suited to local centres as discussed in the introduction. In addition, specific objectives relating directly to Curlewis Street that better protect and serve the unique nature of the centre are desirable. Recommendation to include new place-based objectives in the LEP.

2. Increase Commerical Zone

Rezone current R3 Medium Residential sites to B2 Local Centre Zone to provide additional opportunities to provide commercial uses and urban services on ground floor and further activation of the area. Current urban services include car mechanic services, as well as a petrol service station.

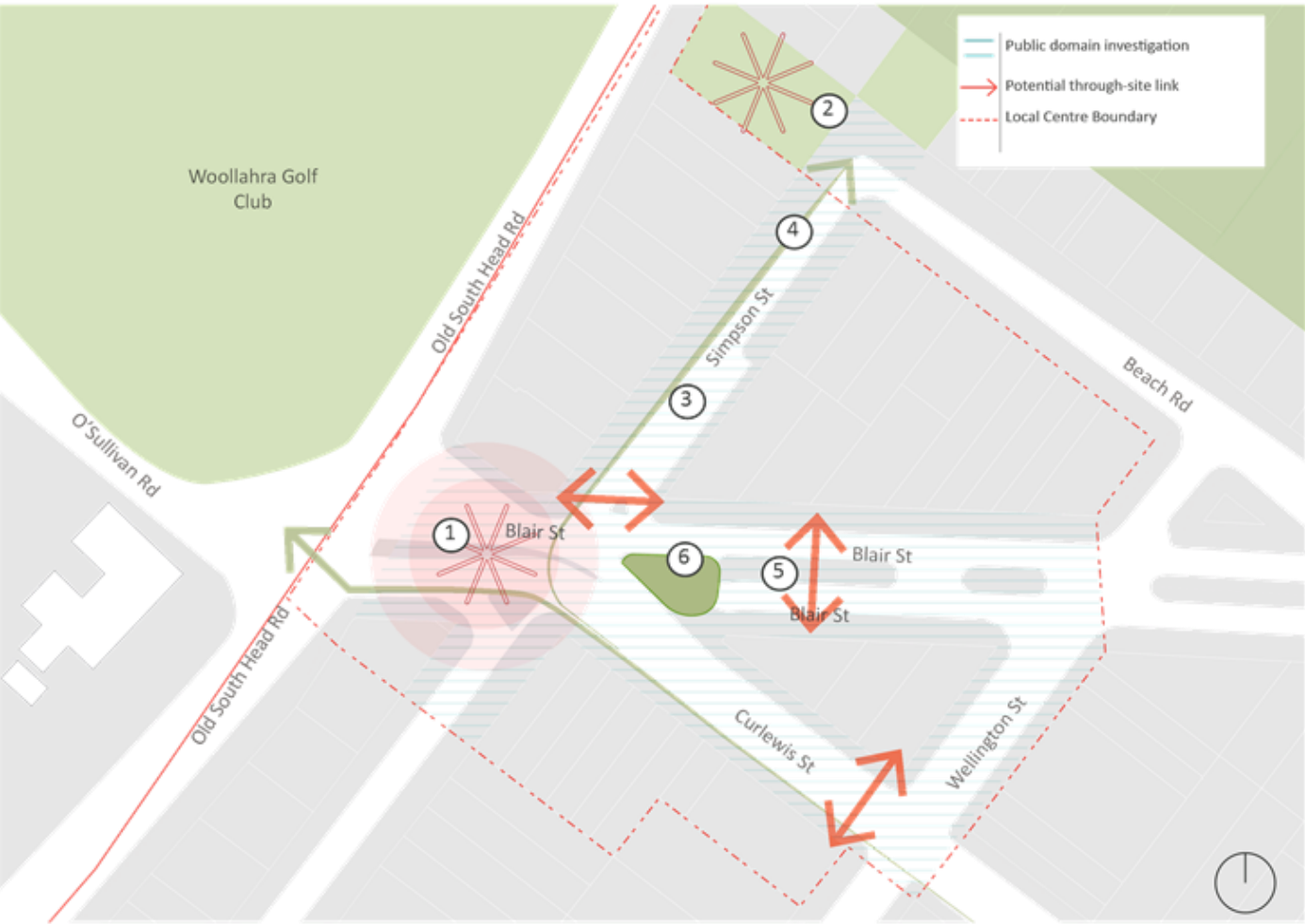
3. Diversity of uses

Investigate and advocate for a potential mechanism to maintain and encourage a diverse range of shops and services. Council currently has no control over individual uses, however to ensure greater local resilience, this is something that Council will review further. In addition, investigate a potential mechanism to retain larger format urban services in centres.

4. Active street frontages

Active street frontages as identified in the map are proposed to be included in the LEP. This will require the ground floor premises to be a commercial use including retail, business or office.

7.6.2 Public Realm



- 1. Entrance and public domain upgrades**
Upgrade public domain to mark 'entrance' to Bondi when coming from O'Sullivan Street/Old South Head Road. Prioritise planting, paving and signage. High-quality surface treatment as well as greenery for shading and planting to enhance streetscape.
- 2. Better maintenance**
Improve connectivity between Barracluff Park and Synagogue and improve appearance of plantings.
- 3. Increase pedestrianisation**
Investigate potential to activate Simpson Street and the parallel block and create a shared way with increased public domain space.
- 4. Green link**
Investigate a green-link and cycle connection from Curlew Street through to Barracluff Park and beyond.
- 5. Pedestrian Crossings**
Ensure appropriately located pedestrian crossings for access around centre.
- 6. Create a new pocket park**
Investigate heritage potential to create a pocket park at the end of Blair Street.

7.6.3 Built Form



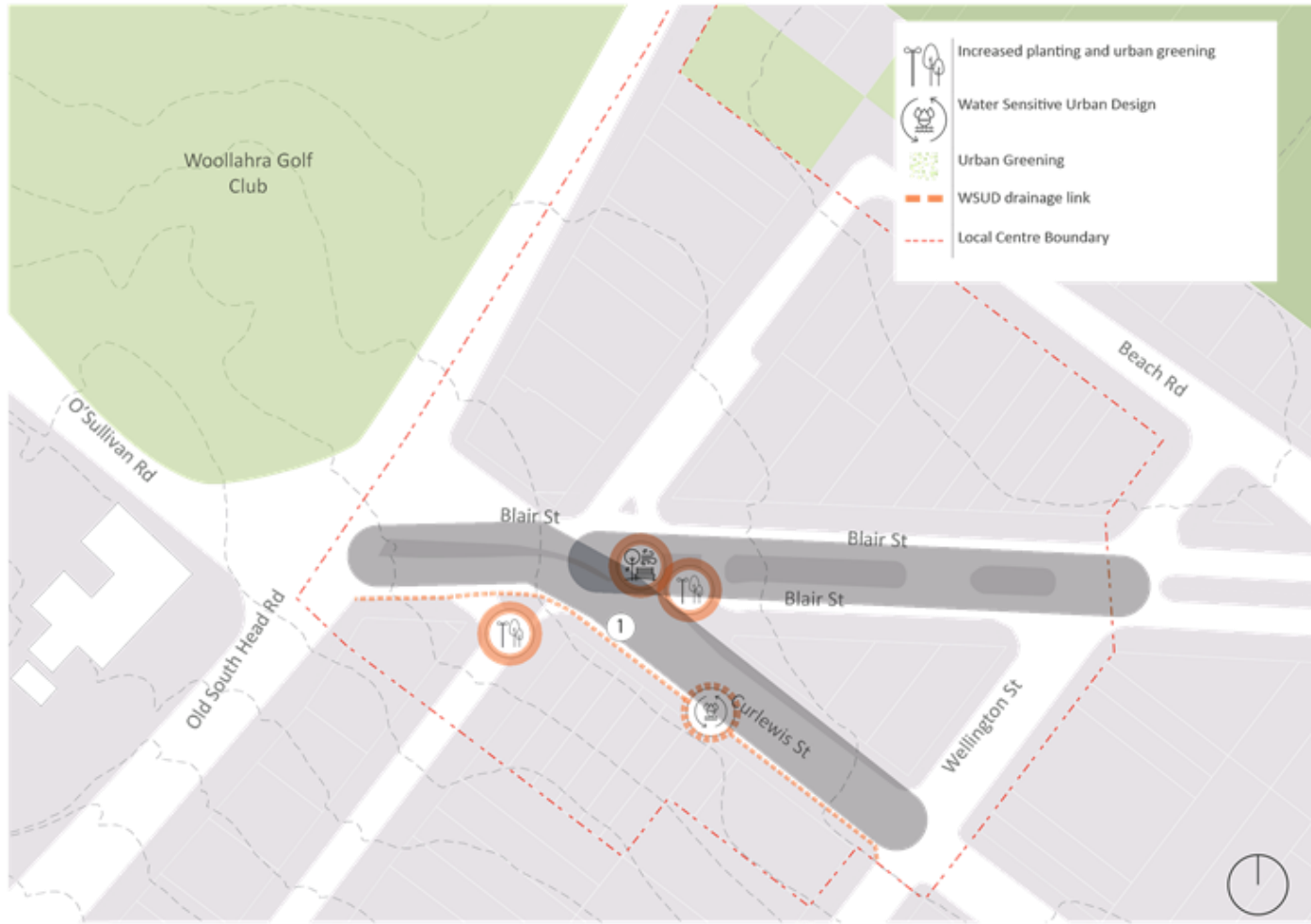
- 1. Long term redevelopment opportunity**
Potential to accommodate additional height to four storeys if a re-development of lots were proposed, provided urban services were retained, a quantum of affordable housing is provided on site, and publicly accessible space is provided.
The following principles are proposed:
- Maintain consistent street frontage
- Set back new development, or follow existing street frontages but change materials
- Overshadowing to street and back lanes or buildings are considered.
- 2. Character buildings**
The buildings identified above are character buildings, and have features that should be maintained.
- 3. Building design**
New building and / or refurbishment of existing buildings are well designed with quality materials, respecting existing built form and character if historical in nature, whilst accommodating a potential increase in scale (where appropriate).

7.6.4 Transport and Accessibility



- 1. Green links**
Green links enhanced with way-finding signage to Rose Bay from Bondi Beach.
- 2. Rearrange Parking**
Investigate angled parking in Blair Street to increase parking provision within the centre.
- 3. Separated bike path**
Work with neighbouring councils and State government to deliver a co-designed bicycle network, with a key route along Curlew Street
- 4. E-bike chargers**
Provide e-bike charging points and share bike pick-up and drop-off zones.

7.6.5 Sustainability and Environment



- 1. Urban Greening**
Encourage urban greening through public domain upgrades on Curlew Street and Blair Street. This should include climate appropriate canopy trees on as well as raingardens with sub-surface irrigation systems for planting along Curlew Street. Blair Street is a Landscape Conservation Area (LCA), and any additional planting along this route must be sympathetic to the LCA.
- 2. Increase ownership of planting**
Develop a strategy to encourage community and verge gardens at shop fronts, to be maintained by shop keepers and/or community members. This might be initially subsidised by Council, then developed as an employment plan for those looking for work.
- 3. Solar powered e-bike charging station**
Utilise solar panels to generate off-grid charging power for future electric bike stations or car-charging stations.
- 4. Resilience Network Centre**
This centre has been identified as part of a network of centres that can support community EAE resilience. This means that this centre must continue to provide a range of essential goods and services to support the surrounding residential population, access to nearby open space to gather, and ideally have a back-up power source in case of severe storms or network blackouts. For more information, refer to the Urban Resilience-Wellbeing section of this Strategy.
- 5. Decentralised power**
Curlew Street is largely low-rise, and has excellent alignment to receive direct sunlight throughout the day. Incentivise the uptake of rooftop solar with battery storage (where feasible), to enhance energy security in the face of increasing storms and heat waves due to climate change. Some community members have expressed interest in exploring the potential uses of microgrids.

“The desired future character of OSH Road, at Murrverie Road centre has been described by the community as being local, community-minded, green and sustainable”.



8.1 Key Ideas

Public Realm



Maintain and provide additional planting and greenery



Activation of blank walls through public wall art



Temporary activation such as pop-ups, shop front activation.

Built Form



Heritage interpretation Public Domain + Signs



Encourage enhancement of active ground floor uses such as retail/business premises



Enhance character of buildings through art and planting

Access



Reduce and calm traffic movements to create safe pedestrian environments



Investigate safer movement and interchange for cyclists

Environment



Increase verge gardens, green frontages and green roofing

8.2 Community Feedback

Strategy Preparation

Workshop Attendance: N/A
Survey responses: 2

Draft Strategy

Submissions: 2
Survey responses: 0

Two submissions were received for this centre. Feedback suggested changes to the provision of a clear cycling route.



Our Liveable Places

8.3 Desired Future Character

Character

Character Descriptor: **Enhance**



Functionality

Centre Typology: **Neighbourhood Centre**



Vitality

The vitality of this centre is comparatively low, based upon the engagement over this centre, as well as site visits to the centre. This is likely due to the current mix of offerings available, with a high proportion of the available tenancies unoccupied.

Viability

The centre is highly viable, with regular bus services, a bus stop at the centre, and is also within walking distance to Rose Bay Ferry Terminal, as well as the other Rose Bay centres. The centre is also easily accessible by bike, however the routes could be safer and more clearly marked. This centre has a medium capacity to support resilience. It is recommended that residents walk to Rose Bay South centre for essential goods and places to meet. However the centre could evolve to better support the community in these respects.

Capacity for evolution

The centre has the capacity to evolve into a more lively and active centre with active uses on the ground plane, better cycling infrastructure and some interesting art and urban greening to lift the presentation of the area.

8.4 Vision & Objectives

Vision

The desired future character of OSH Road, Murrivier centre is local, community-minded, green and sustainable.

It is lively, active, and safe for pedestrians and cyclists alike.

Place-based Objectives

The objectives for development on land identified within the character area are as follows:

People, Place and Prosperity

- To promote an attractive location for new and small businesses, with exposure to Old South Head Road.
- To maintain a comfortable public realm, where the pedestrian experience is prioritised through consistent footpath treatment and verge planting to screen Old South Head Road.
- To improve the visibility of local indigenous culture and heritage.

Environment

- To provide a clean environment, with waste disposal managed efficiently.

Access

- To provide safe pedestrian, cyclist and public transport connections that reduce vehicle usage and on-street parking demand.
- To ensure that the centre provides universal access to all users.

Built Form

- To promote low-rise well-maintained buildings, comprising ground floor business and retail offerings.
- To ensure that new buildings and / or refurbishment of existing buildings are well designed and responsive to existing low-rise built form, with appropriate setbacks at upper levels.
- To retain and enhance character buildings through the centre.

8.5 Strategy

8.5.1 Public Realm



- 1. Public art**

Work with building owners to promote murals or integrated public artworks to create interest and interpret history of the area.
- 2. Underground powerlines**

Existing overhead powerlines to be undergrounded. Smart pole integration.

8.5.2 Built Form



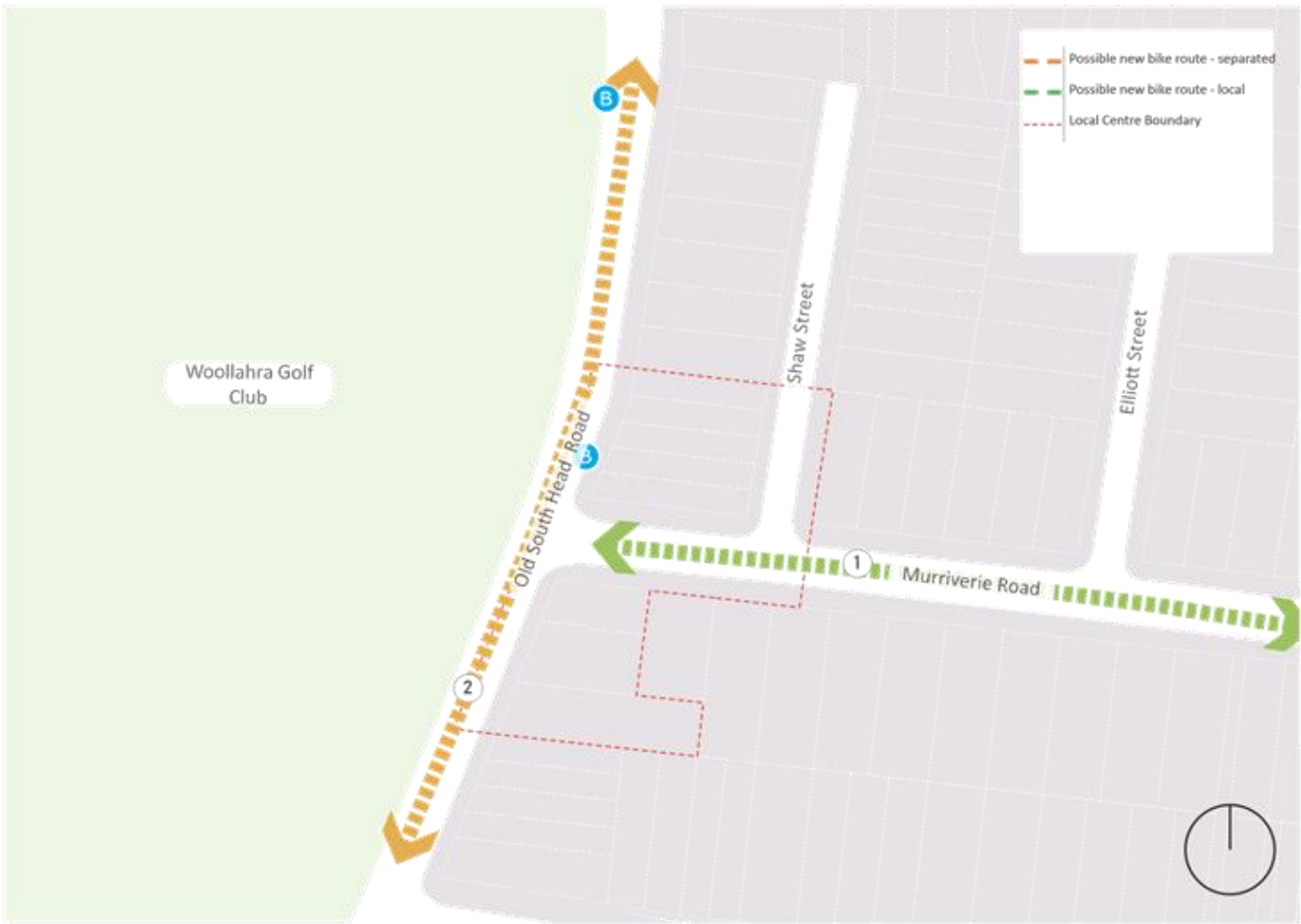
- 1. Existing capacity**

Key areas could accommodate new development under current controls, provided the following principles are met:

 - Maintain consistent street frontage
 - Setback 3rd level or follow existing street frontages but change materials to promote fine grain/variety of palette
 - Overshadowing to street and back lanes or buildings are considered and tested appropriately.
- 2. Retain character**

Retain the characteristics of character buildings that contribute to the historic look and feel of the centre.

8.5.3 Transport and Accessibility



- 1. Waverley Bike Plan**
Mixed traffic bike route on Murriverie Road leading to Murriverie Road East Neighbourhood centre and down Glenayr Avenue towards Bondi Beach. Promote connections to safe cycling route along Mitchell and Hardy Streets for less confident cyclists. Better connect with the shared path on the western side of Old South Head Road.
- 2. Prioritise cyclists**
Work with TfNSW to deliver and promote a safer cycling route along Old South Head Road (potentially separated).

8.5.4 Sustainability and Environment



- 1. Urban greening**
Planting along and greening of footpath to enhance the streetscape, promote safety and provide additional trees. Kerb verge/blister planting on the corner of Old South Head Road and Murriverie Road to promote safety and enhance the street-scape.

“The desired future character of the Rose Bay South centre (from Liverpool Street) can be described as a local hub, family and community oriented and safe”.



09
ROSE BAY SOUTH
STRATEGY

9.1 Key Ideas

Public Realm



Increased planting, verge planting and greenery



Public domain upgrades such as street furniture consistency with Woollahra



Traffic calming initiatives including road surface treatment at intersections



Under-grounding power-lines and smart poles



Work with Woollahra Council to create coordinated approach to place-making

Built Form



Encourage enhancement of active ground floor uses such as retail/business premises



Enhance character of community buildings through art and planting



Promote street-scape activation through outdoor dining and extended trading hours



Prevent vehicle crossings and building services on Old South Head Road

Access



Reduce and calm traffic movements to improve pedestrian amenity + safety



Improve conditions for cyclists along Old South Head Road



Electric cycling station for drop off and pick up

Environment



Trial under-ground waste system and food-waste collection for commercial properties



Kerb planting to encourage safety and sense of place



Street trees and bio-retention pits for storm water harvesting



Encourage uptake of Solar Power and battery storage to support this centre as a RNC

9.2 Community Feedback

Strategy Preparation

Workshop Attendance: 6
Survey responses: 0

Draft Strategy

Submissions: 2
Survey responses: 2

Generally submissions were supportive of the strategy, with an increased focus on cyclist safety requested.

One submission noted that there has been a lot of recent development in this centre that has eroded the character, and an increase in traffic and congestion. In addition it is noted that many of the properties in this centre do not have rear-lane access, and therefore should not be able to develop basement car parks which further erode the character of the high-street. It is noted that much of the recent development has been undertaken on the Woollahra side of Old South Head Road.

A number of submissions noted the success of the removal of the bus lane and the positive impact on traffic movement that has resulted.



family-oriented
relaxed
low-key
local

Our Liveable Places

9.3 Desired Future Character

Character

Character Descriptor: Enhance Existing



Functionality

Centre Typology: Local Centre



Vitality

Rose Bay south has a lively atmosphere, and has the feel of a busy high-street. The centre has a range of goods and services, but lacks a consistent look and feel.

Viability

The centre is well serviced by bus routes, and is located within walking distance of the Rose Bay Ferry Terminal, Rose Bay Beach and local schools. The viability of the centre is high, and will continue to support the day-to-day life of the local community. This centre has a high capacity to support resilience as it provides a good range of essential goods and services. Additional public meeting places, a Council customer service centre, and decentralised power such as solar panels could help to further grow the capacity to support resilience.

Capacity for evolution

Rose Bay South has the capacity to evolve into a place that has a more consistent look and feel, and to provide a greater sense of cohesiveness between the Waverley and Woollahra sides of Old South Head Road.

9.4 Vision & Objectives

Vision

The desired future character of Rose Bay South centre is a local hub, family and community oriented and safe.

The centre is a lively and attractive place that supports local residents with day-to-day living, and provides places to meet with friends and family. It is safe and pleasant for pedestrians and cyclists alike.

Place-based Objectives

The objectives for development on land identified within the character area are as follows:

People, Place and Prosperity

- To support a destination that is friendly, inviting, and fosters community connection.
- To create a cohesive streetscape, comprising well-designed low-rise buildings of varying styles which form a consistent street frontage with small active shopfronts.
- To ensure a diversity of uses, including commercial, retail, health and residential.
- To ensure a functional and well-designed public domain with consistent furniture, landscaping and signage.
- To improve the visibility of local indigenous culture and heritage.
- A balanced and shared use of the streetscape between pedestrian movements, landscaping, outdoor dining, vehicle access and parking.

Environment

- To maintain a clean environment, with waste disposal managed discreetly and efficiently.

Access

- To provide a walkable public domain, where the pedestrian experience is prioritised, reducing the reliance on private vehicles.
- To ensure that the centre provides universal access to all users.

Built Form

- To ensure new buildings are well designed and responsive to existing built form, with appropriate street frontage heights, upper storey setbacks and active ground floor uses.
- To ensure that building services and basement car parking do not compromise the active street frontage and business opportunities that the Old South Head Road high-street offers.

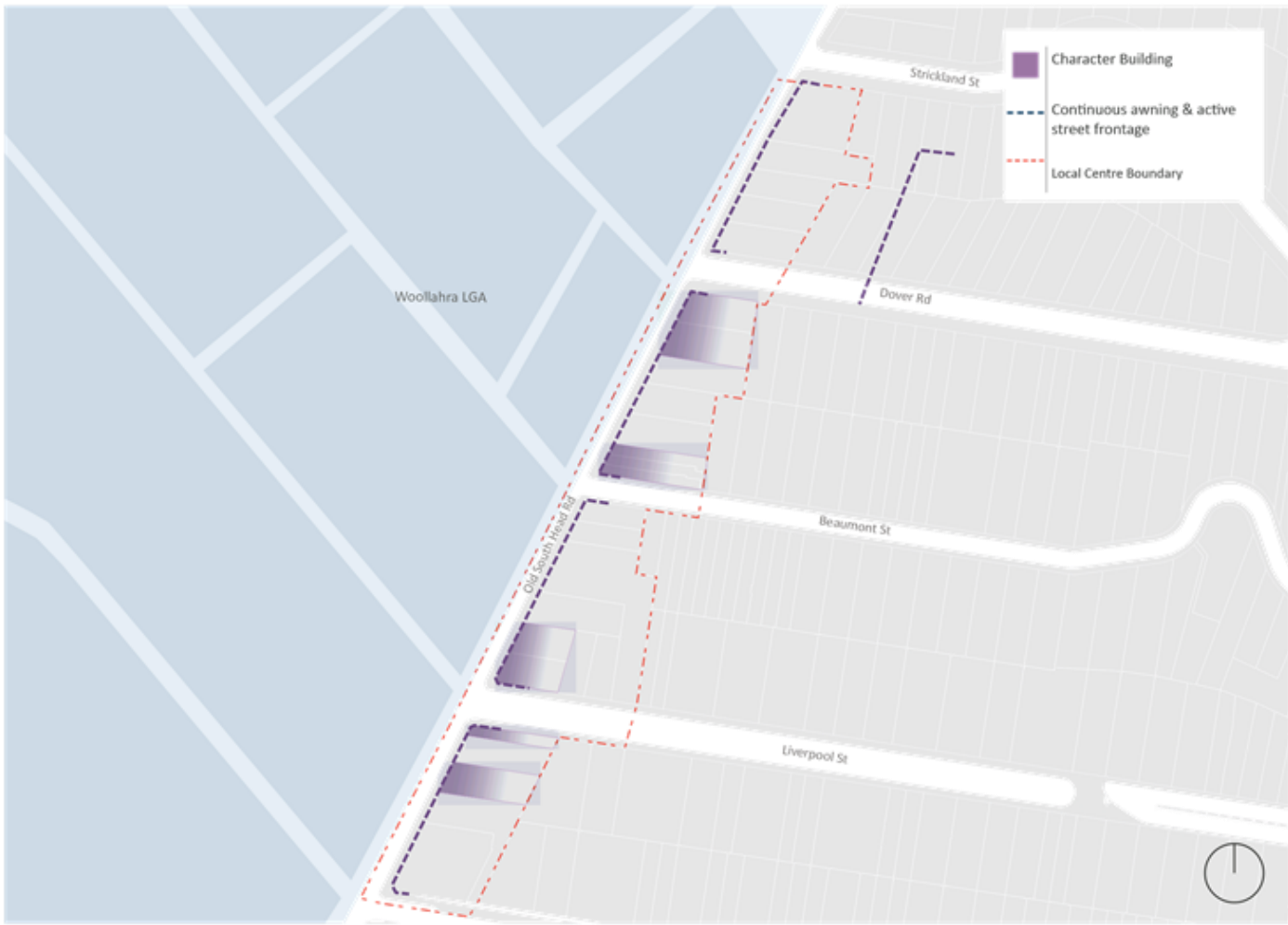
9.5 Strategy

9.5.1 Public Realm



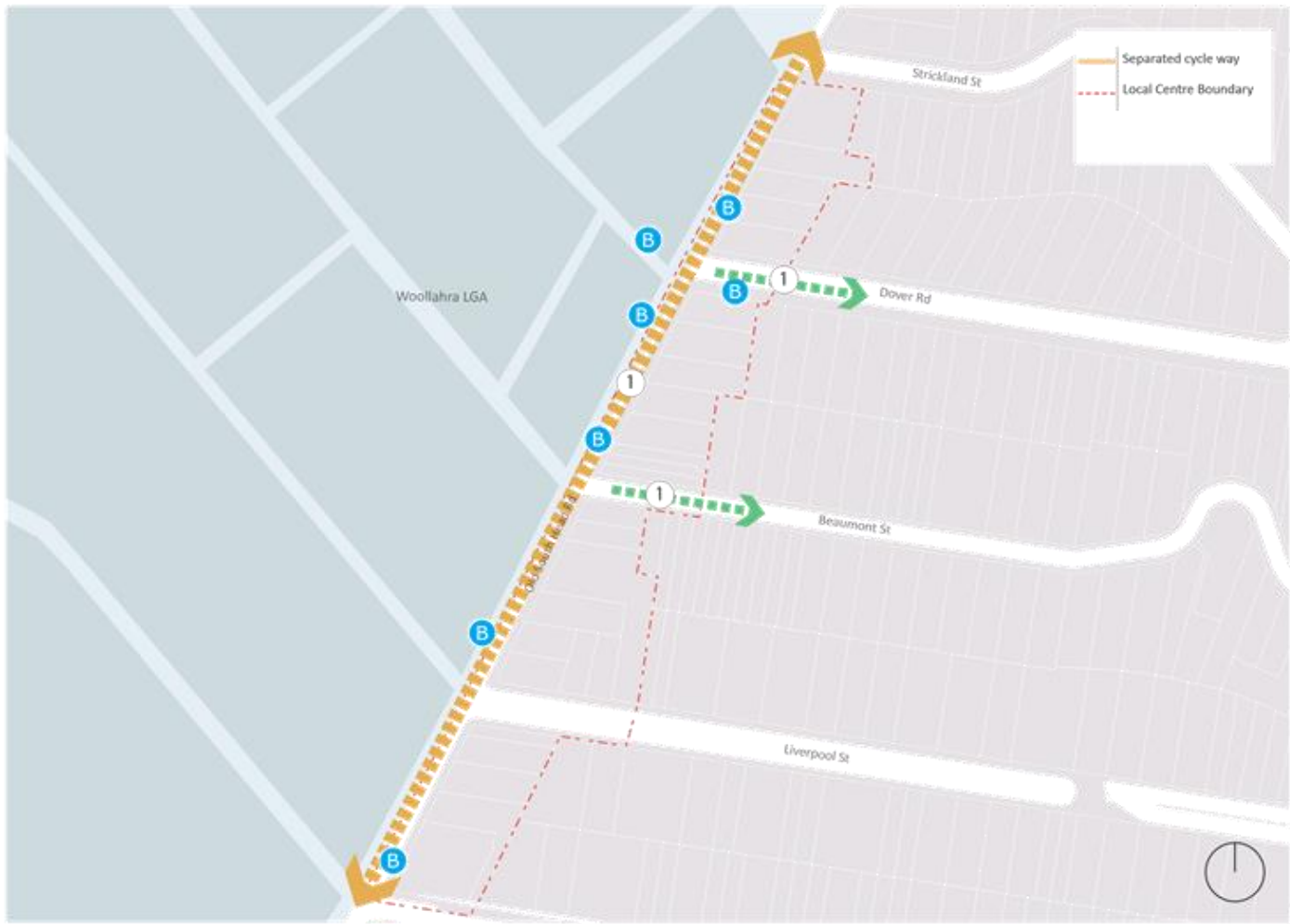
- 1. Upgrade public domain**
Work with Woollahra Council to achieve upgrades to public domain and consistency of paving treatment, lighting and planting on both sides of the road.
- 2. Road surface treatment**
Work with Woollahra Council to upgrade road treatment at intersections with Old South Head Road for traffic calming. Material palette could include pebble stone paving or similar on an elevated pedestrian crossing at each intersection.
- 3. Underground power lines**
Existing overhead power-lines to be under-grounded. Smart pole integration.
- 4. Council outreach**
Investigate potential for Council Customer Service Centre for civic related uses.

9.5.2 Zoning & Built Form



- 1. Objectives and Zoning**
Create site-specific objectives for the area. This is proposed to be done via a rezoning from B4 Mixed Use, to B2 Local Centre. This will provide greater guidance around objectives better suited to local centres as discussed in the introduction. In addition, specific objectives relating directly to Rose Bay South that better protect and serve the unique nature of the centre are desirable. Recommendation to include new place-based objectives in the LEP.
- 2. Retain existing development controls**
Many sites can accommodate new development under current controls.
- 3. Create style guide**
Work with Woollahra Council to develop a curated style guide / control plan to guide a more consistent look and feel to the under-awning built form.
- 4. Minimum Non-Residential Floor Space**
Investigate an appropriate mechanism and quantity of non-residential floor space to apply to properties within the centre, to ensure adequate space for meaningful employment generating uses.
- 5. Diversity of uses**
Investigate and advocate for a potential mechanism to maintain and encourage a diverse range of shops and services. Council currently has no control over individual uses, however to ensure greater local resilience, this is something that Council will review further. In addition, investigate a potential mechanism to retain crucial urban services in centres.
- 6. Active street frontages**
Active street frontages as identified in the map are proposed to be included in the LEP. This will require the ground floor premises to be a commercial use including retail, business or office.

9.5.3 Transport and Accessibility



- 1. Prioritise cyclists**
Work with Woollahra Council and State government to prioritise cyclists, and investigate the creation of a separated cycleway along Old South Head Road.
- 2. Connect to alternate routes**
Provide wayfinding for less confident cyclists to connect to alternate routes including along Mitchell and Hardy Streets, and other quieter routes through Woollahra.
- 3. E-bike chargers**
Provide e-bike chargers and share bike pick-up/drop-off zones.

9.5.4 Sustainability and Environment



- 1. Urban greening**
Increased planting and greening of Old South Head Road through WSUD raingardens and kerb planting where appropriate.
- 2. Consistent palette**
Work with Woollahra council to deliver consistency of tree planting on both sides or a variety of plants and planters on the Eastern side of Old South Head Road.
- 3. Resilience Network Centre**
This centre has been identified as part of a network of centres that can support community resilience. This means that this centre must continue to provide a range of essential goods and services to support the surrounding residential population, access to nearby open space to gather, and ideally have a back-up power source in case of severe storms or network blackouts. For more information, refer to the Urban Resilience-Wellbeing section of this Strategy.
- 4. Decentralised power**
Rose Bay South is largely low-rise, and has excellent alignment to receive direct sunlight throughout the day. Incentivise the uptake of rooftop solar with battery storage (where feasible), to enhance energy security in the face of increasing storms and heat waves due to climate change. Some community members have expressed interest in exploring the potential uses of microgrids.



10.1 Key Ideas

Public Realm





Temporary activation,
informal community spaces



Undergrounding power lines,
introduce smart poles



Complete recent public
domain upgrades

Built Form





Permit night-time uses in the
centre to expand upon the uses
and existing community feel



Enhance character of
buildings through art and
planting

10.2 Community Feedback 10.3 Vision & Objectives

Strategy Preparation	
Workshop Attendance:	N/A
Survey responses:	2
Draft Strategy	
Submissions:	1
Survey responses:	0

This centre received one submission and two surveys completed. The submission outlined support for the strategy to permit night-time uses as there has been community support for this over time.

The submission also made the point that the community appreciates the recent public domain works undertaken, however the works require finalisation. In addition the ongoing maintenance by the area from Council and the public could be improved to ensure the area remains clean and attractive.



local
relaxed
safe
sustainable

Vision

The desired future character of Blake Street is local, safe, relaxed and sustainable.

It is a place to meet friends and enjoy the coastline.

Place-based Objectives

The objectives for development on land identified within the character area are as follows:

People, Place and Prosperity

- To maintain a high quality and cohesive public domain with substantial verge planting and seating where people stay and congregate.
- To support night-time uses in the centre.
- To improve the visibility of local indigenous culture and heritage.

Environment

- To maintain the environment for the enjoyment of all.
- To better maintain the area so that it is clean and attractive.

Access

- To promote a safe and walkable public domain, that promotes connectivity within the centre and to surrounding residential areas.
- To ensure that the centre provides universal access to all users.

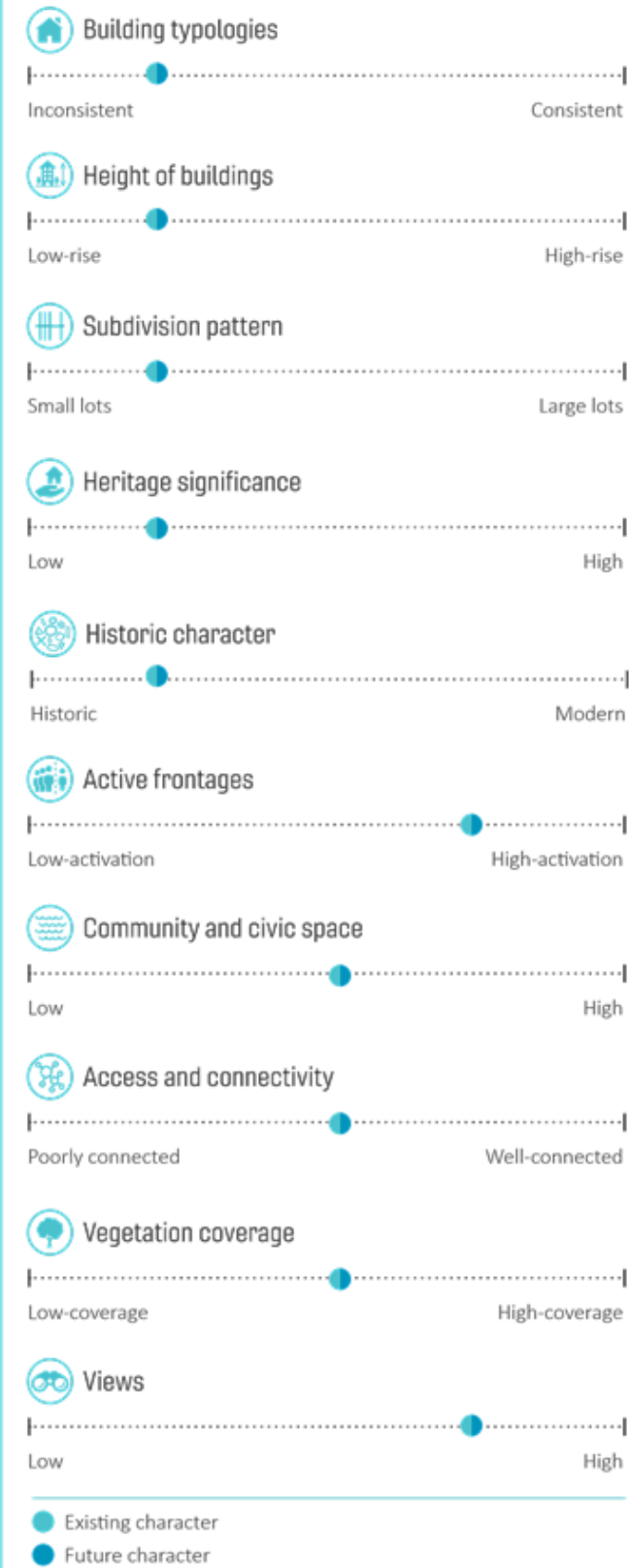
Built Form

- To ensure new buildings and/or refurbishment of existing buildings are well designed and responsive to existing low-rise built form.
- To retain the low-rise built form of varying styles, with active shopfronts that contain local business and retail offerings catering to local needs.

10.4 Desired future character

Character

Character Descriptor: **Maintain Existing**



Our Liveable Places

Functionality

Centre Typology: **Neighbourhood Centre**



Vitality

The vitality of Blake Street centre is due largely to the offerings of the individual operators in the centre. The centre attracts locals to the area as a hub.

Viability

The viability of the centre relies largely on the offerings of individual operators, however it is well serviced by public transport and is walkable from surrounding areas. Additional wayfinding could be added to attract walkers seeking a break or refreshments on the Bondi to Manly coastal walk. The centre has a medium capacity to support resilience, which could be increased by providing increased essential goods. However it is recommended that residents walk to Rose Bay South for essential goods, services and places to meet.

Capacity for evolution

The community is encouraging of extending the hours of the centre to be able to dine locally at night-time. The centre also requires improved maintenance to ensure it remains clean and attractive.

10.5 Strategy



- 1. Public realm - clean and attractive**
Improve appearance of public domain by increasing the maintenance schedule of public place cleansing. Ensure recent works are finalised and that street furniture including bins is functioning properly.
- 2. Public realm - views**
Maintain harbour views along Blake Street.
- 3. Zoning and built form**
Increase hours of operation to support night-time uses in the centre, as well as outdoor dining.
- 4. Transport and access**
Improve wayfinding from coastline for walkers on the Bondi to Manly coastal walk.
- 5. Sustainability**
No changes.

“The desired future character of Rose Bay North (Towns Road) centre has been described by the community as being local, quiet and safe”.



11.1 Key Ideas

Public Realm



Increased planting and greenery



Provide functional and well designed public furniture



Work with Woollahra Council to create coordinated approach to place-making



Under-grounding power-lines and smart poles

Built Form



Encourage enhancement of active ground floor uses such as retail/business premises



Promote streetscape activation through outdoor dining and extended trading hours

Access



Reduce and calm traffic movements to improve pedestrian amenity + safety



Work with TfNSW to prioritise cyclists along Old South Head Road

Environment



Under-ground waste system for commercial properties



Kerb planting to encourage safety and sense of place



Street trees and bio-retention pits for storm water harvesting



Encourage uptake of Solar Power and battery storage to support this centre as a RNC

11.2 Community Feedback

Strategy Preparation

Workshop Attendance: 6
Survey responses: 1

Draft Strategy

Submissions: 2
Survey responses: 0

Submissions received were generally supportive of the strategy, with support for WSUD and safety for cyclists.

Similar to Rose Bay South, a key sentiment in Rose Bay North is that the centre could have a more consistent look and feel, as the current 'look' doesn't match the 'feel'.



family-oriented
relaxed
low-key
local

"Great small businesses
in the area"
- Workshop participant



Our Liveable Places

11.3 Desired Future Character

Character

Character Descriptor: **Maintain Existing**



Functionality

Centre Typology: **Neighbourhood Centre**



Vitality

The vitality of Rose Bay North is due largely to the availability of a diverse range of goods and services that support the day-to-day living of local residents. The centre has a community feel, and residents feel that they can accomplish most of their daily tasks as needed here.

Viability

The ongoing viability of the centre is supported by the regular bus routes, and location near a range of schools and an existing densely-populated area. The centre has a high capacity to support resilience, as it has access to essential goods, however could increase access to essential services. There is limited space for public gatherings, which could be increased.

Capacity for evolution

Rose Bay North, similar to Rose Bay South, has the capacity to create a more consistent appearance, with a high-quality urban environment to match the feel of the place.

11.4 Vision & Objectives

Vision

The desired future character of Rose Bay North centre has been described by the community as being local, quiet and safe. The centre is well connected and safe for pedestrians and cyclists alike.

Public Benefit

The community has identified the following elements as being potential public benefits:

- more parking options
- a bank and local fruit and vegetable shop
- urban greening for a pleasant look and feel

Place-based Objectives

People, Place and Prosperity

- To create a destination that is friendly, inviting, and serves the local community.
- To promote a diversity of uses, businesses and retail offerings, that cater to local needs.
- To improve the visibility of local indigenous culture and heritage.

Environment

- To maintain a clean and attractive environment, with waste disposal managed discreetly and efficiently.
- To increase urban greening within the centre.

Access

- To create a walkable public domain, where the pedestrian and cyclist experience is prioritised, reducing the reliance on private vehicles.
- To create a functional and well-designed public domain with consistent furniture, landscaping and signage.
- To create a balanced and shared use of the streetscape between pedestrian movements, landscaping, outdoor dining, vehicle access and parking.
- To ensure that the centre provides universal access to all users.

Built Form

- To promote well-maintained mid-rise buildings of varying styles which form a consistent street frontage of ground floor shop fronts and upper storey residential.
- To ensure new buildings are well designed and responsive to existing built form, with appropriate street frontage heights, upper storey setbacks and active ground floor uses.

11.5 Strategy

11.5.1 Public Realm



- 1. Public domain upgrades**
Work with Woollahra Council to achieve upgrades to public domain and consistency of paving treatment, lighting and planting on both sides of the road.

2. Underground powerlines
Existing overhead powerlines to be undergrounded. Smart pole integration.
- 3. Improve pedestrian connections**
Opportunity to work with Woollahra Council to implement design and development of pedestrian crossing opposite Coles for ease of movement from the entry on Dudley Road across to the other side of Old South Head Road. This could include an extension of the footpath, planting, elevated pedestrian crossing with no traffic light and a removal of the traffic light further up towards Towns Road. Further traffic studies and assessment required. Public domain upgrade and implementation of pedestrian crossing on Oceanview Avenue from block to block. Further extend the kerb, WSUD, trees and planting.

11.5.2 Zoning & Built Form



- 1. Objectives and Zoning**
Create site-specific objectives for the area. This is proposed to be done via a rezoning from B4 Mixed Use, to B2 Local Centre. This will provide greater guidance around objectives better suited to local centres as discussed in the introduction. In addition, specific objectives relating directly to Rose Bay North that better protect and serve the unique nature of the centre are desirable.

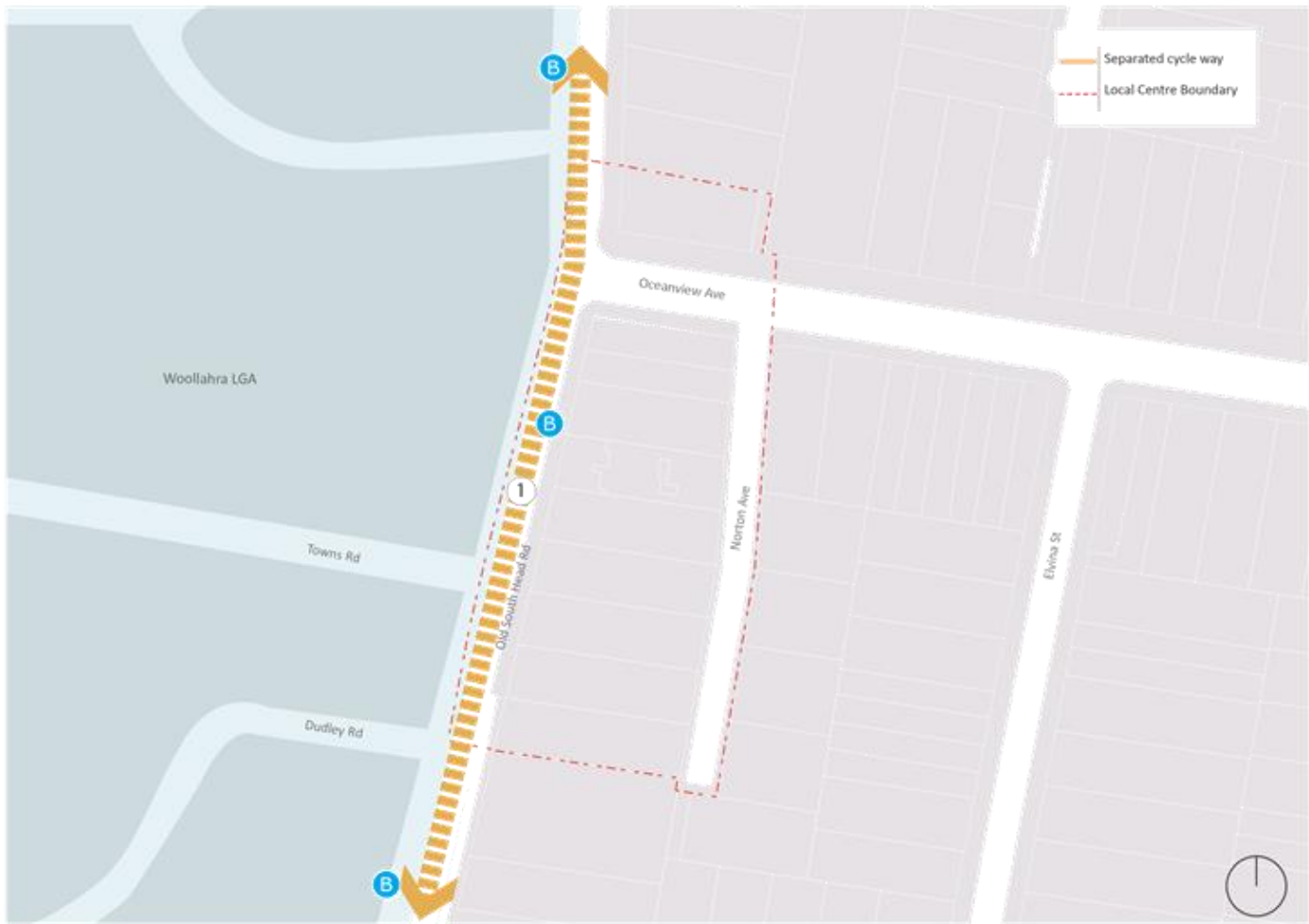
2. Retain existing development controls
Many sites can accommodate new development under current controls.

 - Maintain consistent street frontage
 - Set back at 3rd level of all new development, or follow existing street frontages but change materials to promote fine grain/variety of palette
 - Overshadowing to street and back lanes or buildings are considered and tested appropriately.
- 3. Create style guide**
Work with Woollahra Council to develop a curated style guide / control plan to guide a more consistent look and feel to the under-awning built form.

4. Diversity of uses
Investigate and advocate for a potential mechanism to maintain and encourage a diverse range of shops and services. Council currently has no control over individual uses, however to ensure greater local resilience, this is something that Council will review further. In addition, investigate a potential mechanism to retain crucial urban services in centres.

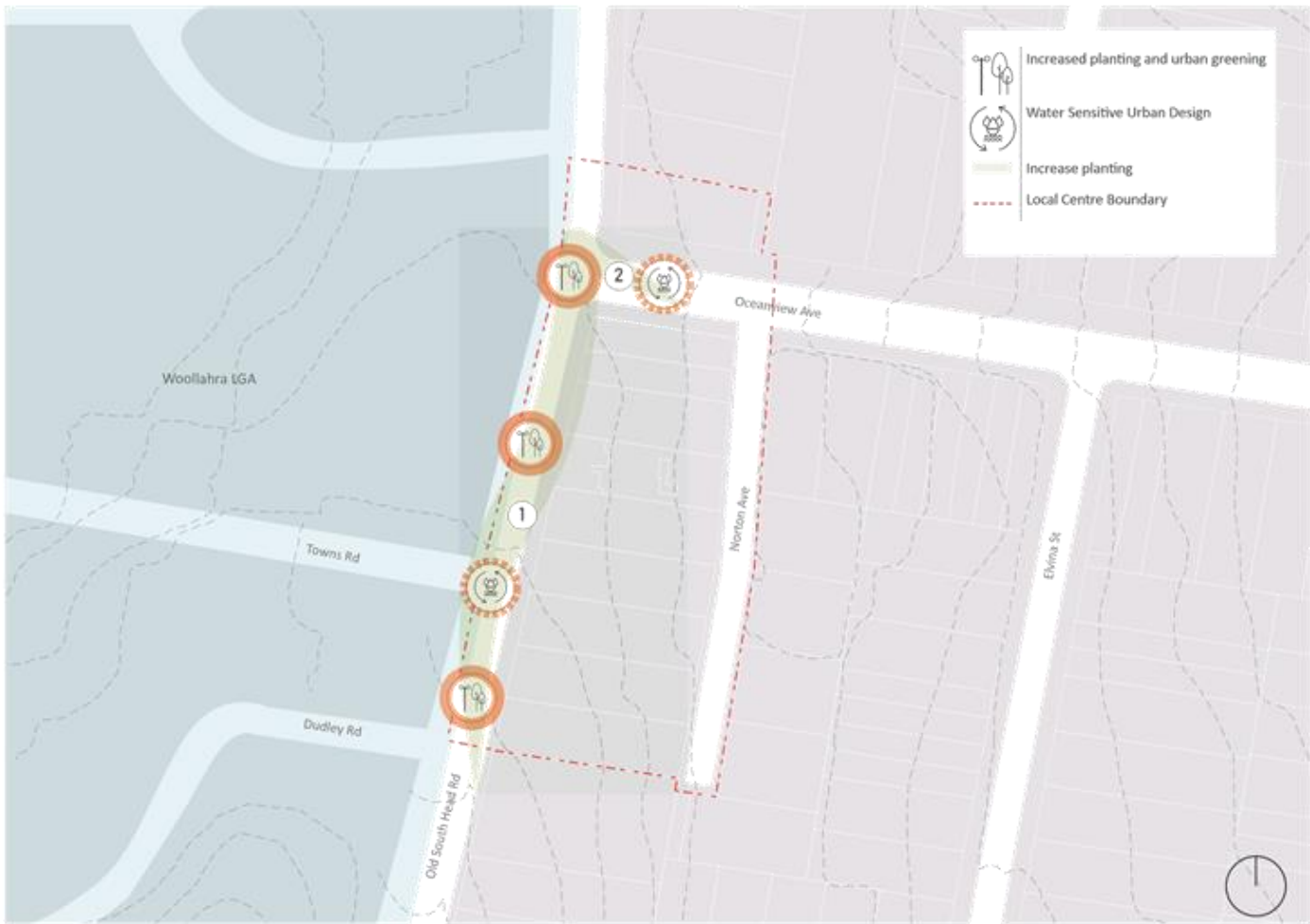
5. Active street frontages
Active street frontages as identified in the map are proposed to be included in the LEP. This will require the ground floor premises to be a commercial use including retail, business or office.

11.5.3 Transport and Accessibility



- 1. Prioritise cyclists**
Work with Woollahra Council and State government to prioritise cyclists along Old South Head Road. Investigate a separated cycle way
- 2. Improve transport services**
Work with Transport for NSW to increase the level of service of public transport along Old South Head Road.
- 3. E-bike chargers**
Provide e-bike chargers and share bike pick-up/drop-off zones.

11.5.4 Sustainability and Environment




- 1. Urban greening**
Increased planting and greening of Old South Head Road through kerb planting and hanging baskets.
- 2. Raingardens and kerb planting**
Kerb planting on Oceanview Avenue on the corners intersecting with Old South Head Road. Increase footpath width to provide planting and WSUD for urban greening and safety.
- 3. Resilience Network Centre**
This centre has been identified as part of a network of centres that can support community resilience. This means that this centre must continue to provide a range of essential goods and services to support the surrounding residential population, access to nearby open space to gather, and ideally have a back-up power source in case of severe storms or network blackouts. For more information, refer to the Urban Resilience-Wellbeing section of this Strategy.
- 4. Decentralised power**
Rose Bay North is largely low-rise, and has excellent alignment to receive direct sunlight throughout the day. Incentivise the uptake of rooftop solar with battery storage (where feasible), to enhance energy security in the face of increasing storms and heat waves due to climate change. Some community members have expressed interest in exploring the potential uses of microgrids.


“The desired future character of Murrverie Road centre has been described by the community as being local, safe, sustainable and green”.




12.1 Key Ideas

Public Realm





Maintain and provide additional planting and greenery



Functional and well designed street furniture



Temporary activation such as pop-ups/ parklets

Built Form





Heritage interpretation
Public Domain + Signs

Access





Reduce and calm traffic movements to create safe pedestrian environments



Investigate safer movement and interchange for cyclists

Environment





Increase verge gardens, green frontages and green roofing



Investigate WSUD systems for planting and garden upgrades on recently upgraded paving

12.2 Community Feedback

12.3 Desired Future Character

Strategy Preparation	
Workshop Attendance:	N/A
Survey responses:	1
Draft Strategy	
Submissions:	2
Survey responses:	0

The key feedback received through submissions relates to sustainability opportunities and cyclist safety.



12.4 Vision & Objectives

Vision

The desired future character of Murrverie Road centre is local, safe, sustainable and green.

It is safe for pedestrians and cyclists alike.

Place-based Objectives

The objectives for development on land identified within the character area are as follows:

People, Place and Prosperity

- To promote a cluster of vibrant independent businesses and retail offerings, catering to local needs.
- To provide and maintain cohesive and vibrant streetscape, with leafy trees, verge gardens and a well-maintained community park.
- To improve the visibility of local indigenous culture and heritage.

Environment

- To provide a clean environment, with waste disposal managed efficiently.
- To promote water sensitive urban design opportunities where possible.

Access

- To provide pedestrian, cyclist and public transport connections that reduce vehicle usage and on-street parking demand.
- To ensure that the centre provides universal access to all users.

Built Form

- To retain low-rise distinctive heritage and character buildings that frame the street.

12.5 Strategy

12.5.1 Public Realm

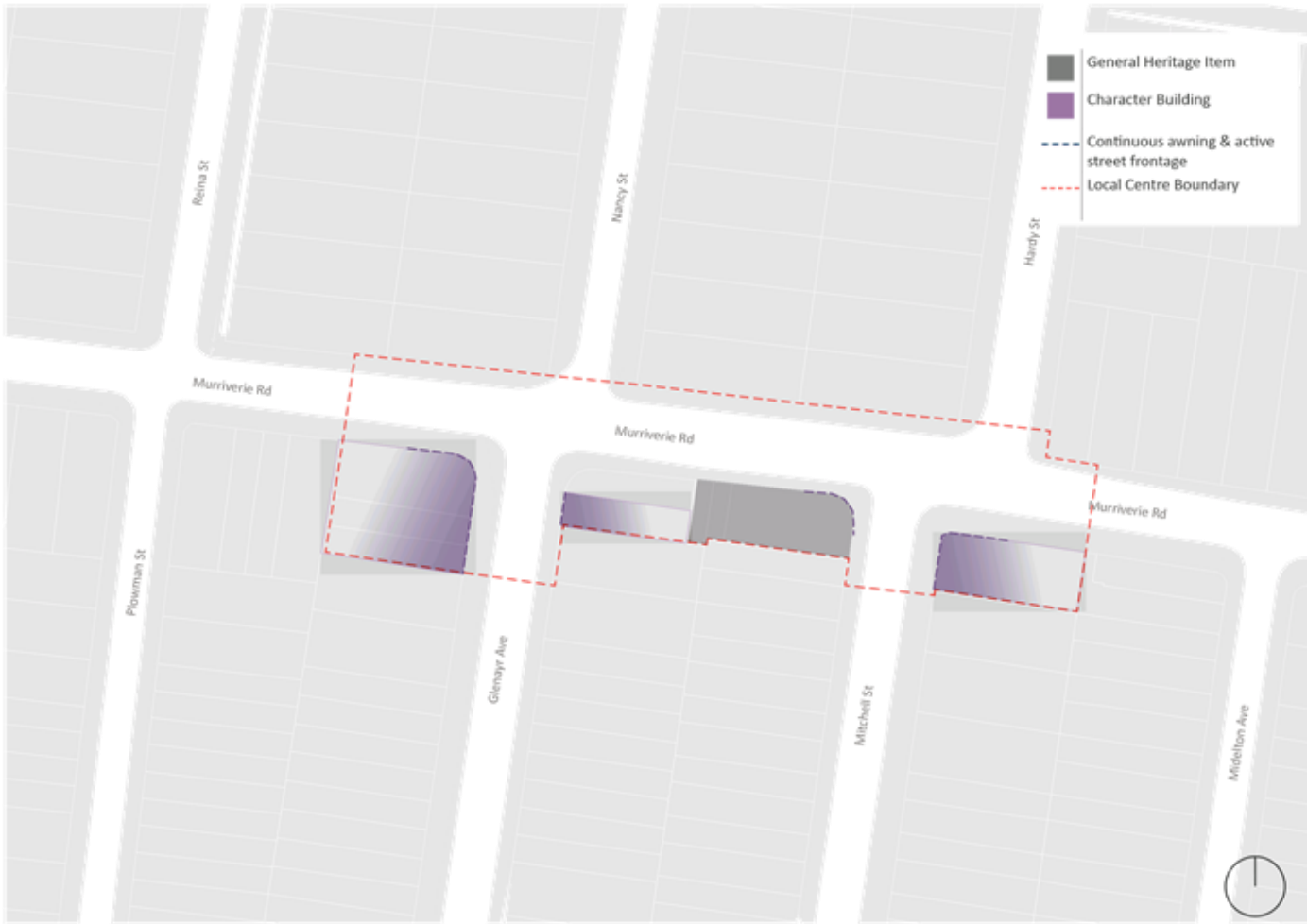


- 1. Curate consistent look and feel**
Upgrade road treatment at intersections with Murrivier Road for traffic calming. Intersections as indicated with hatching at Glenayr Avenue and Mitchell Street. Material palette could include pebble stone or sandstone paving on an elevated pedestrian crossing at each intersection. Investigate public domain upgrades including verge planting, planter boxes, waste and recycling facilities.

2. Upgrade playground
Upgrade play park at the corner of Glenayr Ave and Murrivier Road to include public art and further planting.
- 3. Night-time uses**
Promote activation of the street-scape through spill-over of retail uses, outdoor dining and extended trading hours.

4. Underground powerlines
Existing overhead powerlines to be undergrounded. Smart pole integration.

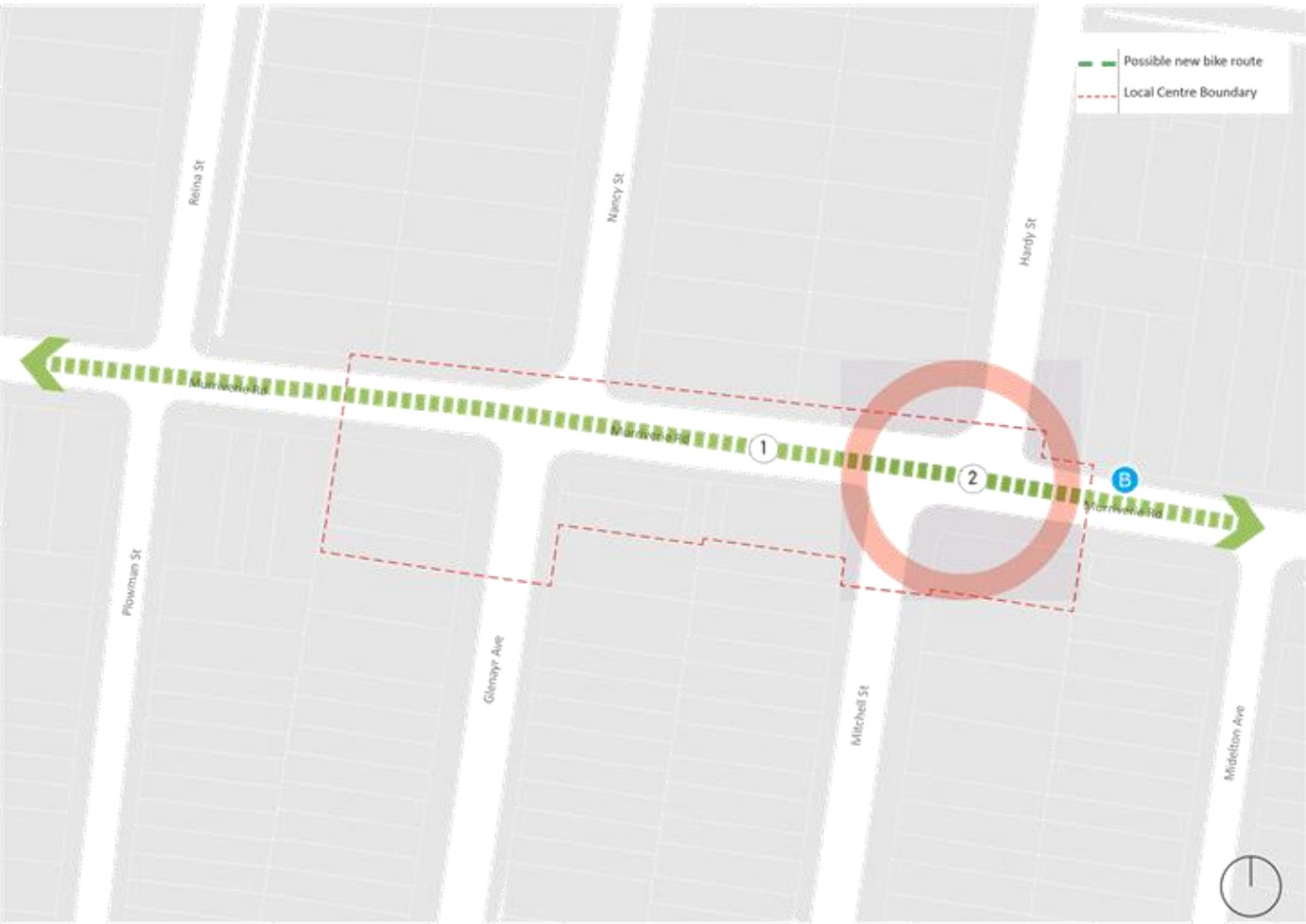
12.5.2 Zoning & Built Form



- 1. Develop style manual**
Create consistency with signage typology and size across commercial shop fronts to reduce visual clutter.

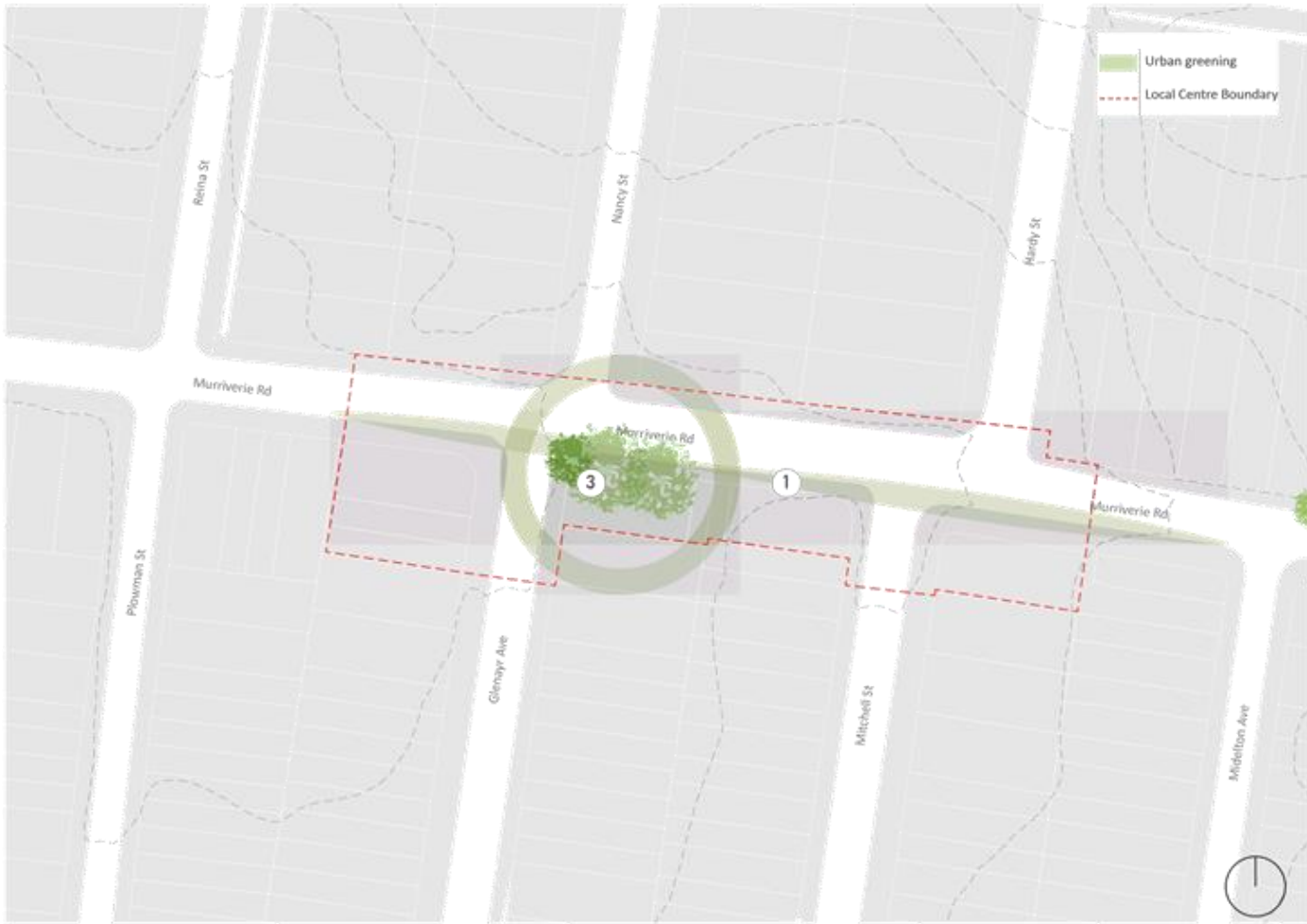
2. Maintain character
Maintain fine grain shop-fronts and preserve existing character of heritage or character buildings.
- 3. Active street frontages**
Active street frontages are proposed as identified in the map, to be included in the LEP. This will require the ground floor premises to be a commercial use including retail, business or office.

12.5.3 Transport and Accessibility



- 1. Cyclist safety**
Improve safety for cyclists by creating awareness and investigating upgrades to markings or a separated cycleway.
- 2. Improve intersection safety**
Reduce vehicle conflict between buses and cars.

12.5.4 Sustainability and Environment



- 1. Urban greening**
Urban greening across shop fronts and verge planting on footpath edges.
- 2. Increase permeability**
Reduce non-permeable surfaces throughout this area, by reducing footpaths with permeable surfaces including additional planting where appropriate.
- 3. Water sensitive urban design**
Water Sensitive Urban Design treatment such as a rain garden in the play park at the corner of Glenayr Avenue and Murrivier Road. This could be used as an educational raingarden to raise awareness about water quality and runoff to the ocean.




13
VAUCLUSE
STRATEGY


Our Liveable Places

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13.1 Key Ideas

Public Realm







Maintain and provide additional planting and greenery




Undergrounding power lines, introduce smart poles

Built Form





Encourage enhancement of active ground floor uses



Enhance character of buildings through art and planting

13.2 Community Feedback 13.3 Vision & Objectives

Strategy Preparation	
Workshop Attendance:	N/A
Survey responses:	0
Draft Strategy	
Submissions:	0
Survey responses:	0

This centre has received no feedback or input from the community.

Vision

The desired future character of Vaucluse neighbourhood centre is local, safe, relaxed and sustainable.

It is a place to meet friends and enjoy the coastline.

Place-based Objectives

The objectives for development on land identified within the character area are as follows:

People, Place and Prosperity

- To promote a safe and attractive meeting point for locals and visitors alike.
- To improve the visibility of local indigenous culture and heritage.

Environment

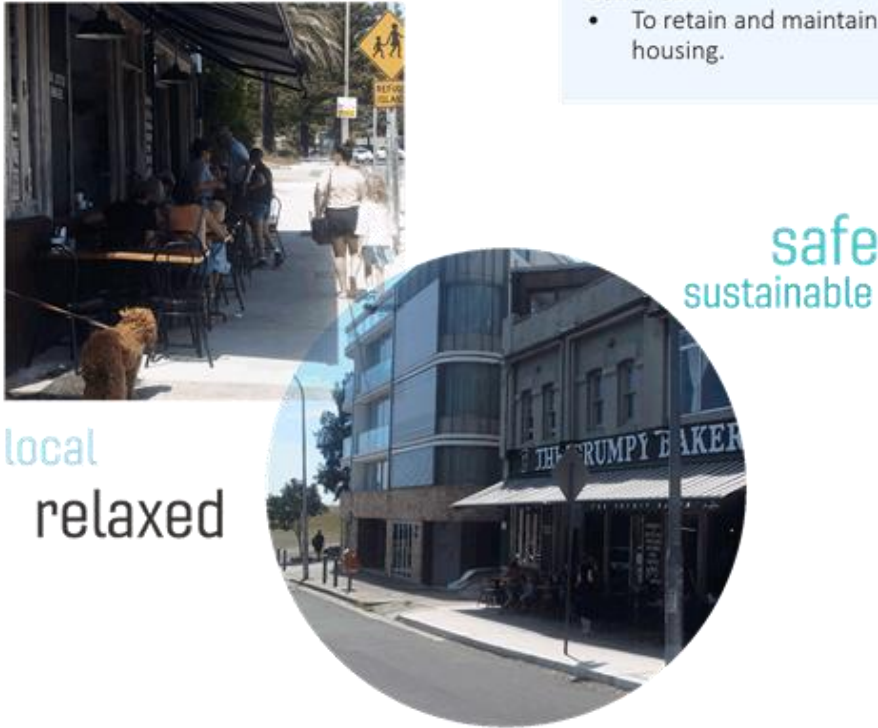
- To promote a cohesive and vibrant streetscape, with leafy trees, verge gardens and areas for people to stop and congregate.

Access

- To encourage a safe and well-connected public domain that prioritises pedestrians and cyclists.
- To ensure that the centre provides universal access to all users.

Built Form

- To retain and maintain the small cluster of shop-top housing.



13.4 Desired future character

Character

Character Descriptor: **Maintain Existing**



Functionality

Centre Typology: **Neighbourhood Centre**



Vitality

The vitality of this centre is largely driven by the individual operators of the centre. Currently the centre has good trade and often has people seated outdoors.

Viability

The viability of the centre also largely depends on the individual operators of the centre. The centre is well located near open space and surrounded by residential areas, so attracts good local business. This centre has a low capacity to support resilience. It is recommended that residents walk to Rose Bay North for essential goods. However there is a good amount of public space available to gather.

Capacity for evolution

The centre could evolve to work as a local walkable pick-up/drop-off zone for goods, as part of a resilience strategy.

13.5 Strategy



- 1. Public realm**
Upgrades to footpath and connectivity to park.
- 2. Zoning and built form**
Extend B1 Neighbourhood centre zone to conserve ground floor uses.
- 3. Transport**
Investigate appropriate location for a solar powered e-bike charging station, and provide safe bike parking.
- 4. Sustainability**
Urban greening and planting along the footpath of Fletcher Street opposite neighbourhood centre shops.

BONDI ROAD CORRIDOR

Bondi Road Corridor

14	Bondi Road	125
15	Fletcher Street	135
16	Bondi Beach	139
17	Seven Ways	147
18	North Bondi	153
19	Wairoa Avenue	159



“The desired future character of Bondi Road is a ‘local’s high-street’ that is community-minded, welcoming and vibrant, informal and relaxed. It is a celebrated historic route to the beach, and has a casual atmosphere with vibrant street art and plantings.”



Our Liveable Places

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14.1 About Bondi Road

Existing Character - West Bondi Road

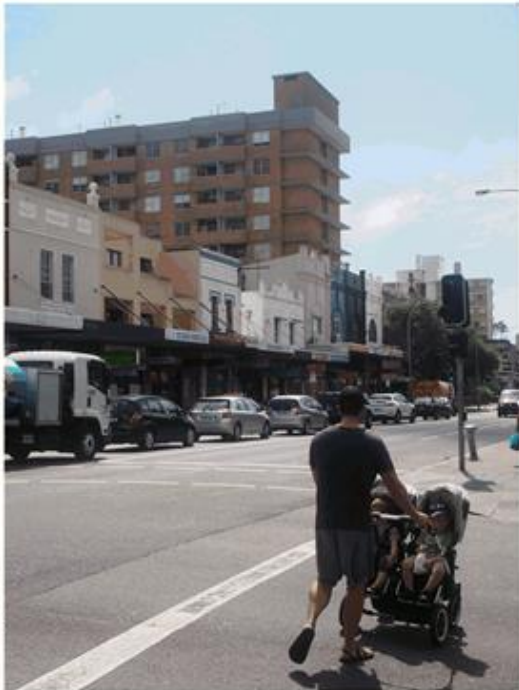


A distinct character exists between the western end and eastern end of Bondi Road, both in built form and the public domain. The western end of Bondi Road, closer to Bondi Junction, is run down and has a less consistent character when compared to the eastern end. The western end has more diverse land use offerings, with a mix of retail, hospitality and personal services. The built form is inconsistent with a former service station, a range of residential and shop-top housing buildings, and public buildings such as St Patrick's Catholic Church and the Waverley Woollahra Arts School.

The western end is a 15-20 minute walk to the Bondi Junction Transport Interchange, and has two key stops for the 333 express city service bus route, with a number of additional stops for the local routes 380 and 381. Many residents walk along Bondi Road to and from the station, as the buses are often at capacity in both the morning and evening peak hours. The walk is not shaded in summer, and is unpleasant with traffic congestion, and minimal greenery or shade.

The western end has seen recent infill redevelopment, characterised by a four-storey street wall with ground floor retail or commercial uses and residential uses above. There are a number of larger 60's and 70's flat buildings, which create an inconsistent street wall, as well as some significant groupings of heritage and character buildings. There are a number of significant inter-war art deco shop-top housing buildings.

The area is lacking in a distinct public space to gather or meet, and largely maintains it's high-street quality with a continuous street frontage and regular shopfronts. The range of shops and services demonstrate that this centre is well attended and an important arterial spine for Waverley. West Bondi Road is currently characterised by a consistent street frontage and street wall, a lively range of shops and services, and a degraded public domain. It is a harsh urban environment that is in need of aesthetic rejuvenation, however it is a much-loved centre and the importance of the historic high-street to locals is evident.



Existing Character – Central Bondi Road



The northern side of this section is largely residential development with a few health & beauty services. The southern side is mostly shops, with two residential flat buildings near Boonara Ave. The residential developments along this section of Bondi Rd distinguish this section from the West and East Bondi Rd characters.

This section of shops on the south side lacks some of the vitality of West Bondi Road, and the residential section also helps to focus and contain the vitality of the Bondi Road character. There are a number of mature trees on the northern side that provide shade and help to ameliorate traffic noise for residents, and reduce the visual impact of the residential flat buildings.

Currently a service station occupies the corner of Avoca Street and Bondi Road, providing an important urban service, however detracting from the largely consistent character of the southern side of Bondi Road.



Existing Character – East Bondi Road



The eastern end of the corridor is lively and bustling with activity in the evenings, as a local and tourist 'go-to' for restaurants and recreation.

The eastern end of Bondi Road, closer to Bondi Beach, has a mix of commercial and residential ground floor uses. The commercial uses are typically at the street frontage, whilst the blocks of apartments have large front setbacks with vehicle crossings and landscaped areas. There are a number of inter-war period 3-4 storey walk-ups and shop-top housing buildings that provide a strong segggense of character to the area. The ground floor commercial uses are mostly hospitality and retail and have created a retail 'hub' around the intersection of Denham Street and Bondi Road, due to the fine grain nature of the shop fronts and human scale of the built form.

The public domain at this end of Bondi Road is worn and would benefit from improved paving and increased planting.



14.2 Community Feedback

Strategy Preparation

Workshop Attendance:	5
Survey responses:	26

Draft Strategy

Submissions:	18
Survey responses:	13
Petition:	1000+ signatures

The Bondi Road draft strategy received 16 written submissions and 13 online survey responses. In addition, a petition was started on Change.org which sought support for the following:

- Stop the Rezoning of Bondi Road
- Stop the destruction of Bondi Road's heritage streetscape
- Keep the essential local shops
- make Bondi Road pedestrian-friendly

The petition received over 1000 signatures. A flier was also been distributed by the resident's group Save Bondi Road.

The Desired Future Character was widely supported in submissions, however the words "innovative" and "boulevard" were considered in-congruent descriptors to the heritage character of the high-street and were not supported. These words have been removed from the desired future character statement.

The feedback received in the written submissions and online survey responses conveyed a diversity of viewpoints. There is some support for the redevelopment in Zone A to revitalise the corridor and provide opportunity for potential transport infrastructure in the future. Conversely, there is opposition to redevelopment occurring in Zone A, as this is seen as likely to lead to the loss of vitality that already exists within this section of Bondi Road. The rezoning of Zone B was raised in only one submission and was strongly opposed. The justification for this opposition, is that additional new employment floorspace is likely to challenge the existing retail strip. The retention of the existing footprint is preferred to consolidate the 'high-street' nature, and to retain the other portions as residential.

Importantly the image used in the Draft Strategy invited much feedback that this would result in the loss of 'Heritage Facades', however the facades along this section of Bondi Road are not heritage listed, nor identified as part of the proposed new Heritage Conservation Area in the Draft Waverley Heritage Assessment. It is recommended that these facades be provided with Local Character protection as they are considered by locals to contribute greatly to the historic character of the area, despite not being suitable for heritage

listing.

Overall, the retention of existing urban fabric, despite currently appearing 'run-down', is seen as providing the following opportunities:

- Multiple fine-grain shopfronts in existing buildings provide businesses with cheaper rent and provide increased opportunity for social connections and impromptu meetings.
- The existing built form is significant as it provides not only character at a human scale, with architectural interest, but also provides an intact high-street that tells an important story in the urban development of European settlement in Sydney. The existing largely consistent street-frontage setback, existing facades, and the rhythm of the shopfronts is considered important to retain to retain this history.
- The existing built form provides a human scale, as well as offering a long-distance vista towards the beach, and a glimpse of the significant Norfolk Pines at Waverley Park.
- The eastern portion of Bondi Road is very successful as it is.

There is general support for improvement to the public transport service offered along Bondi Road, however there are mixed views about permanent clearways and the impact on parking for access to the shopping strip. If there was to be a new public transport service offered, it is considered that this should be provided within the existing carriageway.

The shops and the carriageway have overtime demonstrated resilience- whilst transport changed from trams to private vehicles, the structure of Bondi Road remains. There is general support for acquisition of land to create continuous bike lanes in the laneways behind the shopfronts. However, there is also strong support to improve amenity for pedestrians and cyclists along Bondi Road itself. Pedestrian amenity and public domain improvements are strongly supported. The creation of 'hubs' received some support – provided this does not equate to increases in the scale of development. Urban greening is supported, however it was noted that maintenance of the existing trees could be improved, before Council seeks to plant new trees.

Many submissions acknowledged that the existing built form along parts of Bondi Road, including Zone A, requires maintenance to return a sense of pride over the built form for the whole community. Whilst it is the individual land-holders responsibility to maintain their asset, Council can investigate potential funding avenues to create a centres-revitalisation fund.



INNOVATIVE & SPONTANEITY

- Innovative design
- Spontaneous
- Clean
- Simple, yet complex
- Leading edge
- DIY
- Spirit of experimentation



WELCOMING

- Comfortable (2)
- Welcoming
- Allows for all types of people
- Inviting for all ages



ORGANIC

- Natural
- Recycled
- Neutrals



RELAXED

- Laid back but structured
- Not too slick
- Relaxing
- Informal



COASTAL

- Entrance to beach and ocean
- Beach chic
- Airy and light

PLAYFUL

- Playful
- Fun



LOCAL

- Village vibe

WHAT DO PEOPLE LOVE?

Workshop findings (love/change activity)

Some common themes:

- The human scale / low rise
- Small independent shops, cafes, bars and restaurants
- The local parks (and Bocce playing)
- Activity of small scale businesses and retail

Some other comments:

- Love the view
- Increased number of 333 buses
- Apartment living
- Constant activity & movement
- Everything needed is here
- Kangaroo Paw planting - water saving planting on the corner of Francis & Denham

WHAT DO PEOPLE WANT TO CHANGE?

Workshop findings (love/change activity)

Some common themes:

- More trees and landscaping along the streets to provide shade, mitigate heat and a buffer from traffic
- Widen footpaths
- More pedestrian and bike friendly, including more pedestrian crossings and review of existing ones
- Reduce dependence on cars / traffic congestion
- More public parking
- More public transport (to get people out of cars)

Some other comments:

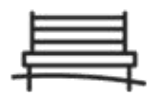
- An underground heavy rail
- Bondi Road could have higher density is there was a train station
- Provide lights at Wellington Street
- Improved pedestrian connection to the junction
- No places to be without paying e.g. library community centres
- No civic space
- Dilapidated commercial frontals & facades
- Household rubbish dumping
- Poor quality apartment buildings

14.3 Key Ideas

Public Realm



Increased planting and greenery



Provide functional and well designed public furniture



Increase public art, including heritage interpretation.



New Pocket parks/ civic spaces

Built Form



Encourage enhancement of active ground floor uses such as retail/business premises



Heritage interpretation: Celebrate tram network



Maintain character of distinctive buildings

Access



Reduce and calm traffic movements to improve pedestrian amenity + safety



Encourage more cyclists along the spine to Bondi Junction



Public transport priority area



Dynamic traffic lanes



Electric cycling station for drop off and pick up

Environment



Encourage green roofing and increased planting



Underground waste system for commercial properties



Kerb planting to encourage safety and sense of place



Encourage uptake of Solar Power and battery storage to support this centre as a RNC

14.4 Desired future character

Character

Character Descriptor: **Enhance Existing**



Functionality

Centre Typology: **Local's Centre**



Vitality

Bondi Road is busy with pedestrians walking up and down the street, people waiting for buses, people using the many shops, and there are very few vacancies. There are many opportunities to run into new and familiar faces.

Viability

Bondi Road has a range of goods and services available. Residents are able to walk to the shops for groceries and to run weekly errands. Many residents walk through the centre daily and are able to pick up goods on the way home. There are a number of cafes and restaurants, currently balanced with shops for retail and services. This mix is important to retain Bondi Road as a 'Local's Centre'. Bondi Road has a high capacity to support resilience as it has a range of essential goods and services, and has access to places to gather, however this could be improved.

Capacity for evolution

Bondi Road is looking run-down. The community is welcoming of aesthetic improvements – rather than structural changes – to improve the look of Bondi Road, but not change the feel. The community is supportive of urban greening throughout the centre as well. Bondi Road is largely transactional – there are not many places to linger outdoors, nor community centres or the like where it is free to go and dwell. Whilst not essential to the function of Bondi Road, this could be an area for evolution in the future.



14.5 Vision & Objectives

Vision

The desired future character of Bondi Road is a ‘local’s high-street’ that is community-minded, welcoming and vibrant, informal and relaxed. It is a celebrated historic route to the beach, and has a casual atmosphere with vibrant street art and plantings.

Bondi Road is visited by residents daily on their commute to work or to run errands. It is a great place to take part in public life, and a place where residents can find groceries and a range of specialty foods, interesting local shops, and run regular errands.

Place-based Objectives

The objectives for development on land identified within the character area are as follows:

People, Place and Prosperity

- To ensure that the impacts of visitors to the coastline does not detract from heritage and amenity of the centre.
- To consistently maintain the public realm to ensure that they are green, clean and free of litter.
- To increase urban greening along the Bondi Road spine for improved amenity.
- To promote public artworks in the public domain including murals and heritage interpretation.
- To increase the visibility of local indigenous culture and heritage.
- To promote walkability to and along Bondi Road to entice people to meet, linger and foster community connections.
- To promote Bondi Road as an important local centre that provides a walkable range of goods and services to the surrounding residential community.
- To celebrate the historic tram route to Bondi Beach that formed the existing development pattern.
- To retain a diversity of independent uses, businesses and retail offerings catering to local needs.
- To ensure ground floor premises provide active and inviting street frontages.
- Minimise residential development within the centre to ensure retention of employment opportunities.

Environment

- To ensure development incorporates best practice sustainability initiatives.
- To promote localised energy generation including through solar panels and microgrids.
- To promote green roofing, rooftop gardens, and increased planting on buildings where appropriate.

Public Benefit

The community has identified the following elements as being potential public benefits:

- Acquisition of land to complete continuous bike lanes in laneways behind Bondi Road.
- Better maintenance of existing trees, and where appropriate, more trees and landscaping along the streets to provide shade and a buffer from traffic.
- Increased public transport services and capacity, with reduced travel times.
- A civic space or places where people can go ‘free-of-cost’.

To promote a clean environment, with waste disposal managed discreetly and efficiently.

To encourage heat-reflective materials and increased shading to create a cooler climate for pedestrians.

Access

- To create a pedestrian friendly public realm, improve cyclist safety along Bondi Road, and provide a network of safe laneway connections to Bondi Beach and Bondi Junction.
- To balance the shared use of the public domain between pedestrian movements, landscaping, outdoor dining and vehicle access and parking.
- To advocate for improved public transport capacity and services.
- To retain the existing historic carriageway width.
- To ensure that the centre provides universal access to all users.

Built Form

- To retain the distinctive historic urban fabric of the high street, including the fine grain shopfront pattern, two-storey street frontage and nil-setbacks, and the architectural detail of the original facades.
- To protect and celebrate the historic character and diverse buildings along Bondi Road.
- To ensure infill development is well designed and responsive to the existing built form and scale, including heritage and character buildings, and is of human scale.

14.6 Strategy

14.6.1 Zoning and Uses



1. Objectives and Zoning
- Create site-specific objectives for the area. This is proposed to be done by changing the zone from B4 Mixed Use, to B2 Local Centre. This will provide greater guidance around objectives that are better suited to local centres as discussed in the Introduction. In addition, specific objectives relating directly to Bondi Road that better protect and serve the nature of this particular centre are desirable. Recommendation to include new place-based objectives in the LEP.
2. Zone Rationalisation
- A number of sites as identified on the map are proposed to be rezoned from R3 Medium Density Residential to B2 Local Centre. This will ensure that any development is required to provide an employment use at the ground floor, however in addition more correctly reflects the current uses being carried out on the sites. The zone identified as (2a) is proposed to be retained as R3, however may benefit from additional permitted uses such as retail.
3. Minimum Non-Residential Floor Space
- Investigate an appropriate mechanism and quantity of non-residential floor space to apply to properties within the centre, to ensure adequate space for meaningful employment generating uses.
4. Diversity of uses
- Investigate and advocate for a potential mechanism to maintain and encourage a diverse range of shops and services. Council currently has no control over individual uses, however to ensure greater local resilience, this is something that Council will review further.
5. Active street frontages
- Active street frontages are proposed as identified in the map, to be included in the LEP. This will require the ground floor premises to be a commercial use including retail, business or office.

14.6.2 Public Realm



1. Prioritise public domain improvements at key bus stops

Design public domain upgrades to provide improved public space to give commuters an improved sense of place and pride. Increase planting, replace paving (where required) and ensure adequate public furniture and bins. Investigate water refill stations. Investigate locations for public artworks in these areas.

2. Pedestrian Amenity and Access

Increase pedestrian amenity on walk to Bondi Junction as well as equity in accessibility (i.e. universal paving treatment and access routes). Where possible provide increased shade through planting, and encourage shopkeeper uptake of adjustable awning shading.

3. New urban plaza

Investigate redesign of the Avoca Street cul-de-sac to create small pocket park/planted area and opportunity for increased parking and bicycle parking. This is a long term investigation.

4. Intersection design

Urban design upgrades at intersections with Bondi Road to create a sense of place, and improve pedestrian safety. Material palette could include paving to mark transition to residential areas as well as rain gardens and increased footpath to minimise the length of the pedestrian crossing across the road.

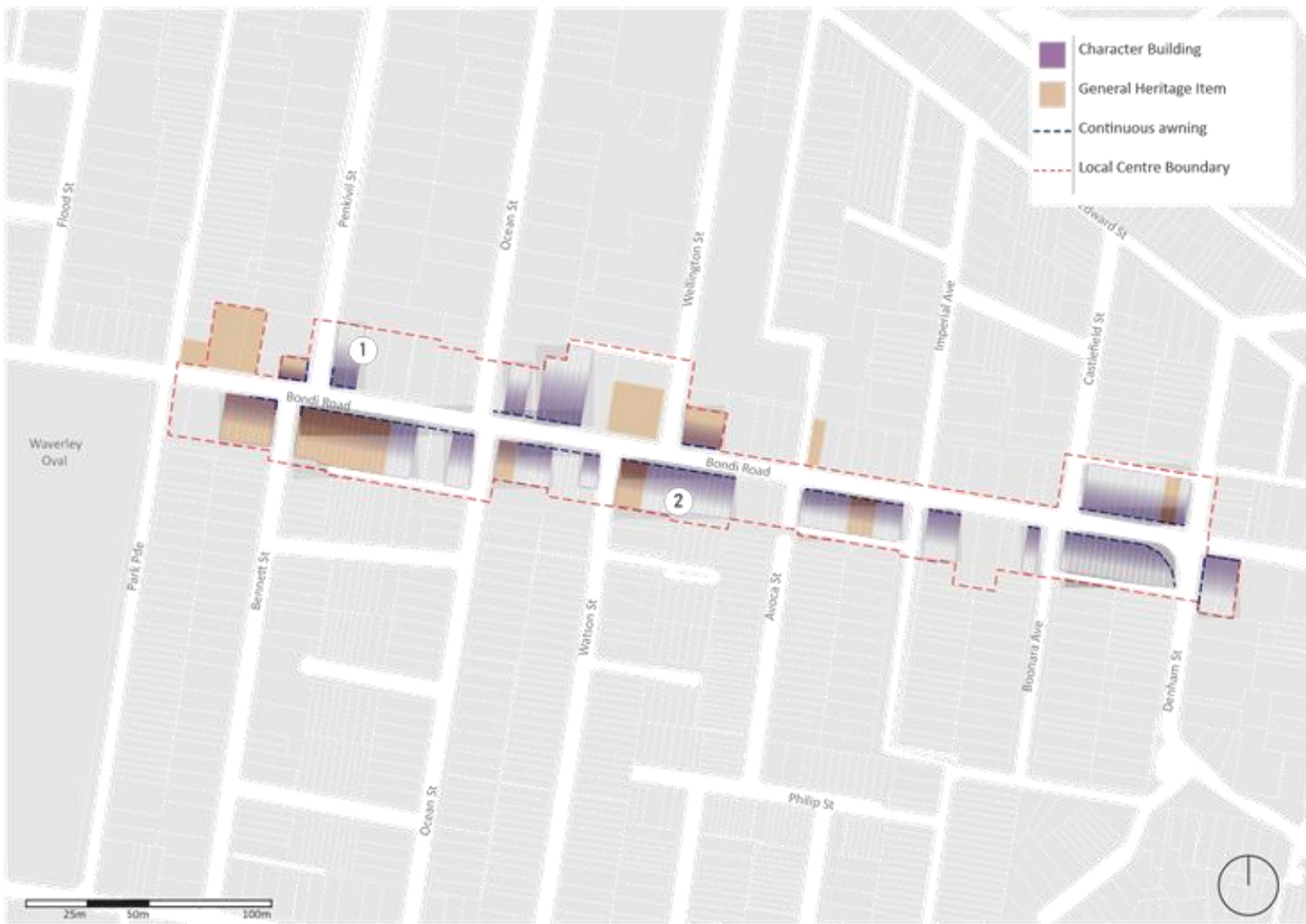
5. Heritage interpretation

Heritage interpretation to be included in public domain upgrades, on signage and in artworks, and investigate inclusion on construction hoardings.

6. Planting

Better maintain existing trees and plants, and where appropriate increase tree planting and variety along Bondi Road to provide shade, beauty, and improve pedestrian amenity.

14.6.3 Built Form



1. Character Buildings

The buildings identified are buildings that maintain the integrity of the original high street buildings. They provide awnings, a consistent street setback and regular subdivision pattern. It is recommended that these buildings be recognised as buildings that contribute to the character of the high-street.

2. Fine-grain commercial premises

Maintain fine grain commercial premises on ground plane throughout the corridor. This provides the pedestrian with continuous interest and opportunities for engagement along the corridor. This will also increase the opportunity for a variety of businesses.

3. Investigate facade restorations fund

Many community members have identified that Bondi Road is looking 'run-down'. It is recommended that Council investigate potential funding streams to assist property owners to maintain or restore the facades of character buildings.

4. Require continuous awnings

The recent development on the northern side of Bondi Road has not provided awnings for pedestrians' weather protection. Ensure new development provides a continuous awning at the street frontage.

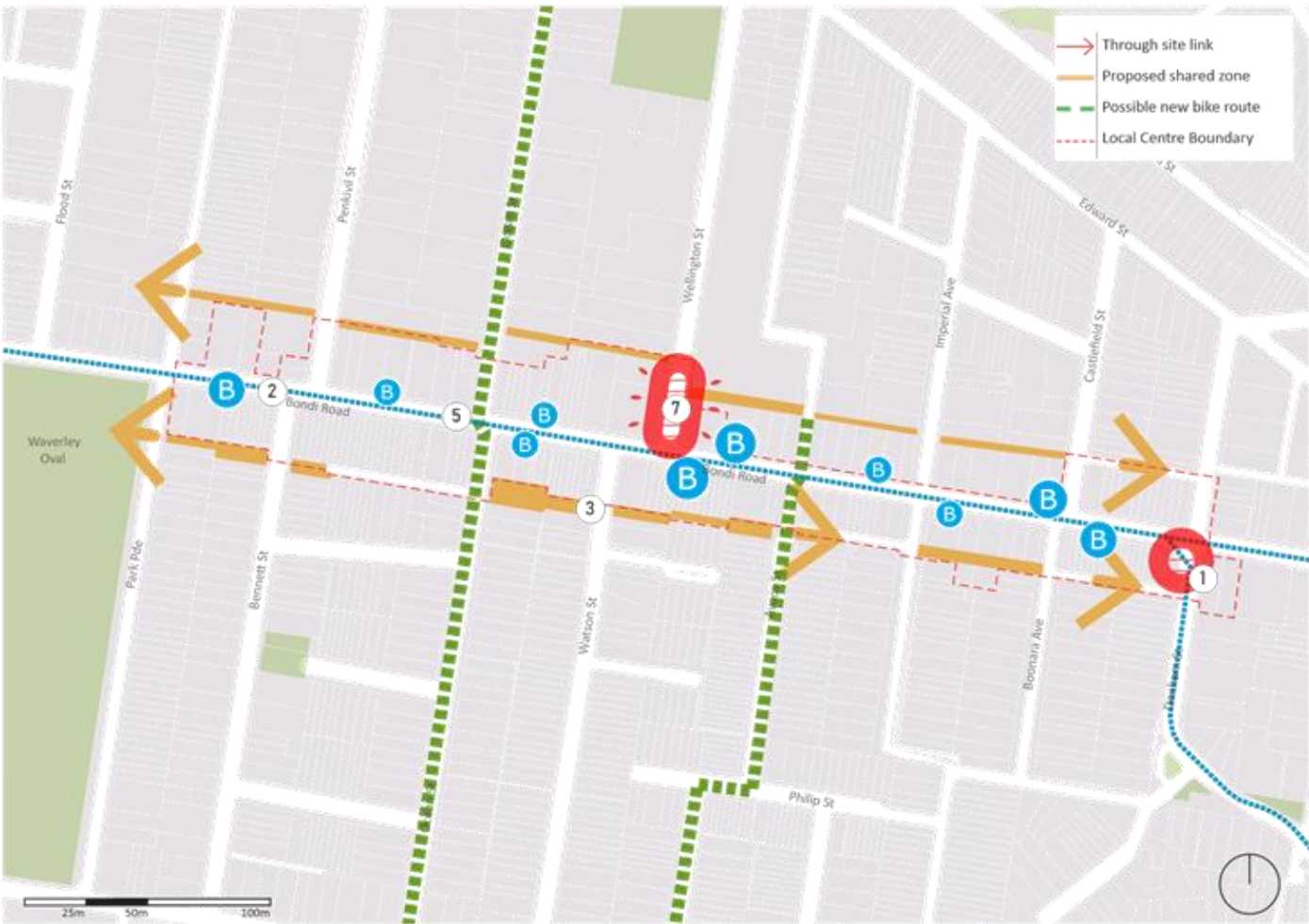
5. Public artworks

Feedback received from community engagement also identified a desire for more public artworks in the form of murals along Bondi Road, as this provides an inviting and local sense of place. Murals are currently permitted, however Council may wish to investigate a program that identifies appropriate building facades and match them with an artist.

6. Rationalise Height and FSR relationship

Align any height and FSR inconsistencies across the length of Bondi Road.

14.6.4 Transport and Accessibility



1. General Transport Strategy

Refer to *Waverley's People, Movement and Places*, and the *Bondi Road Corridor Transport Strategy* for more information on Council's adopted strategy to improve traffic and access on Bondi Road.

2. Improve public transport service

Work with the NSW Government to deliver increased bus services and capacity in peak travel times for commuters.

3. Create continuous bike lanes

Long term strategy to work with landowners to secure a continuous cycle link through the back laneways parallel to Bondi Road. Recommendation to identify portions of sites for compulsory acquisition to complete laneways and share zones.

4. E-bike chargers

Provide e-bike chargers and share bike pick-up/drop-off zones.

5. Safety and amenity of Bondi Road

Work with the NSW Government to improve the safety of cyclists on Bondi Road. This may involve education programs and increased signage.

6. Retain existing carriageway

Where public transport improvements are proposed and require additional infrastructure, the existing carriageway is to be retained, to retain the existing character buildings. This may result in the loss of on-street carparking in some locations, however these parks could be relocated throughout the centre, such as at the closed off Avoca Street, resulting in no net-loss.

7. Improve intersection at Wellington Street

Investigate options to improve the safety of the intersection at Wellington Street and Bondi Road. This is a high-incident zone and needs to be addressed to ensure the safety of pedestrians, particularly as there a high proportion of school children walking around this area.

14.6.5 Sustainability and Environment



1. Urban Cooling

Encourage greening of roofs, accessible rooftop gardens or light coloured roof materials. This could serve to decrease the Urban Heat Island effect, to increase available open space (public and/or private), increase opportunities for publicly accessible views to the ocean, and improve urban amenity with plants.

2. Raingardens

Install raingardens in side streets to improve amenity, and filter urban runoff before it becomes stormwater. Further investigation is required to determine optimum locations for raingardens.

3. Waste Management

Work with local businesses to reduce waste overall, improve food waste diversion and where possible link to a circular economy outcome.

4. Resilience Network Centre

This centre has been identified as part of a network of centres that can support community EAE resilience. This means that this centre must continue to provide a range of essential goods and services to support the surrounding residential population, access to nearby open space to gather, and ideally have a back-up power source in case of severe storms or network blackouts. For more information, refer to the Urban Resilience-Wellbeing section of this Strategy.

5. Decentralised power

Bondi Road is largely low-rise, and has excellent alignment to receive direct sunlight throughout the day. Incentivise the uptake of rooftop solar with battery storage (where feasible), to enhance energy security in the face of increasing storms and heat waves due to climate change. Some community members have expressed interest in exploring the potential uses of microgrids.

“The desired future character of Fletcher Street has been described by the community as being local, safe, beautiful, sustainable and green in the future”.



15.1 Key Ideas

Public Realm & Environment





Maintain and provide additional planting and greenery



Enhance reserve potentially with play equipment, planting and seating



Improve wayfinding to encourage more walking and cycling



Provide facilities for cyclists including e-bike chargers

Built Form & Environment





Encourage enhancement of active ground floor uses such as retail/business premises



Enhance character of buildings, including through art and planting



Increase verge gardens, green frontages and green roofing

15.2 Community Feedback

Strategy Preparation	
Workshop Attendance:	N/A
Survey responses:	5
Draft Strategy	
Submissions:	2
Survey responses:	0

Submissions and survey responses regarding the Fletcher Street centre identify a strong connection to a sense of place, and that this should only be enhanced not changed.

There is general support to maintain and improve the pocket park, and for a greater celebration and integration of heritage.

15.3 Vision & Objectives

Vision

The desired future character of Fletcher Street is local, safe, beautiful and sustainable/green in the future.

A small centre for locals, and on the way to/from the beach.

Place-based Objectives

The objectives for development on land identified within the character area are as follows:

People, Place and Prosperity

- To support a cluster of vibrant independent businesses and retail offerings catering to local needs, located within distinctive low-rise character buildings.
- To create a cohesive and vibrant streetscape, where pedestrian movements, outdoor dining, landscaping and vehicle access and parking are balanced.
- To celebrate the heritage of the area interpreted through art and public domain works.
- To improve the visibility of local indigenous culture and heritage.

Environment

- To maintain and enhance an attractive community pocket park.

Access

- To maintain safe pedestrian, cyclist and public transport connections that reduce vehicle usage and on-street parking demand.
- To ensure that the centre provides universal access to all users.

Built Form

- To ensure the refurbishment of existing buildings maintains the heritage character of the centre.
- To enhance character buildings through art and planting.

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PD/5.1/20.11- Attachment 1

Our Liveable Places

Page 159

15.4 Desired future character

Character

Character Descriptor: **Maintain Existing**



Our Liveable Places

Functionality

Centre Typology: **Neighbourhood Centre**



Vitality

The vitality of Fletcher Street is largely dependant on the offerings of the individual operators. This is very much a 'neighbourhood shops' strip. The reserve provides a place to sit and enjoy a coffee in the sun.

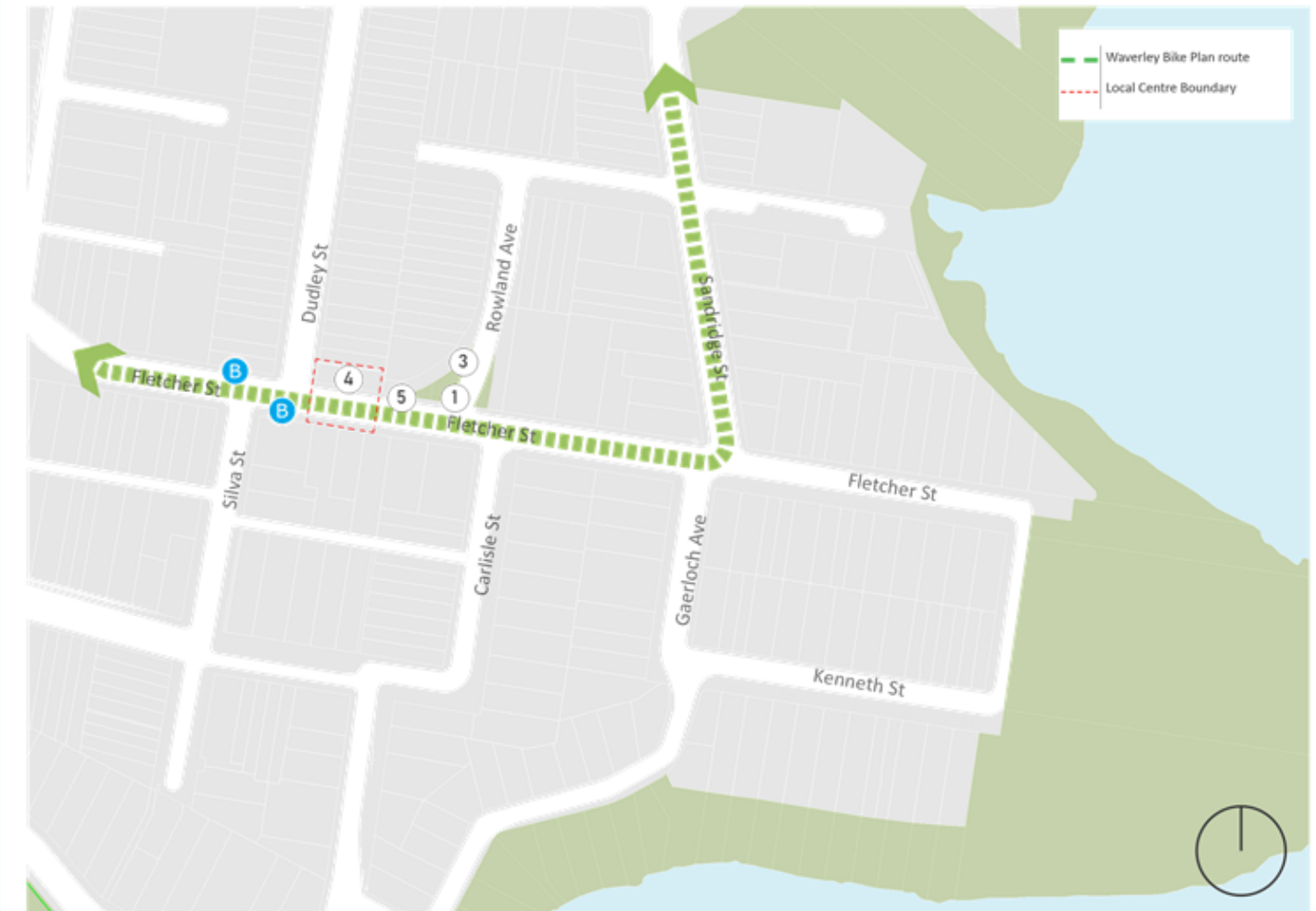
Viability

A bus route runs through the centre, and it is within walking distance of Bondi Road, Bondi Beach, and Tamarama Beach. The centre receives a good amount of foot traffic due to its location on the way to Tamarama Beach. The centre contributes to the neighbourhood feel of the area. The centre has a medium capacity to support resilience. It is recommended residents walk to Bondi Road centre. There is ample open space for gathering.

Capacity for evolution

This centre is a maintain and enhance centre, where facade upgrades to the heritage building may be suitable, however the character of the building contributes to the neighbourhood feel of the area and should be maintained. The evolution of this centre is to provide a historic set of neighbourhood shops that celebrate the heritage of the area.

15.5 Strategy



- 1. Public realm - Heritage**
Heritage interpretation of old tram-way through signage and paving treatments from Fletcher Street and through Rowland Avenue. To investigate potential with heritage teams.
- 2. Public realm - Wayfinding**
Provide clear signage to encourage walking and cycling between Tamarama Beach and Bondi Junction.
- 3. Public realm - Pocket park**
Investigate enhancements to the reserve including well designed seating and potentially play equipment.
- 4. Zoning and built form**
Investigate mechanism to regularly provide support to upgrade the facade of the building.
- 5. Transport**
Investigate appropriate location for a solar powered e-bike charging station, and provide safe bike parking.
- 6. Sustainability**
Urban greening and planting along the footpath of Fletcher Street opposite neighbourhood centre shops.

“The desired future character of Hall Street is to be an iconic destination for locals and international travellers that is lively, green and sustainable. A centre that has a community feel and is creative and diverse”.



16.1 About Bondi Beach

Existing Character of Bondi Beach

The character of Bondi Beach centre is diverse, casual, approachable and friendly. The built form is varied with many original buildings remaining as well as newer infill development.

The centre comprises lengths of Hall Street, Gould Street, Glenayr Avenue, and smaller connecting streets. The layout of the centre encourages walking and cycling throughout, as it is quite flat and compact.

Hall Street is a bustling street with many eateries and shops, street trees, and a largely consistent building height. Hall Street has filtered views to the beach, and gives the centre its beachside feel. A number of streets connect to Hall Street that have a mix of retail uses that spill from Hall Street into the neighbouring residential areas. These side streets provide a leafy reprieve from the busy strip of Hall Street, and offer an abundance of parking that serves the centre.

Gould Street is a narrow street with a range of interesting boutiques and has a shopping strip feel to it. The built form character is human-scale and largely consistent.

Glenayr Avenue has a varied and diverse character, with more residential buildings interspersed between commercial buildings.

Curlew Street has a varied built form including original shopfronts and newer shop-top housing developments. Across the area the public domain is tired, ageing, and inconsistent.

"I'm concerned Hall St is getting busier with lots of cars driving up and down."
- Survey respondent



16.2 Community Feedback

Strategy Preparation

Workshop Attendance:	14
Survey responses:	24

Draft Strategy

Submissions:	3
Survey responses:	1

Submissions were generally supportive of the strategy.

The increased pedestrianisation of Gould Street is supported, provided access to existing basements is provided, and cyclists are able to travel along Gould Street in both directions.

The increased pedestrianisation of Hall Street is also supported, as well as road closures to the adjoining streets, to reduce traffic movements and increase the public space for pedestrians.

A separated cycleway is suggested for Glenayr Avenue.

The workshop participants identified the desire for an iconic landmark or building, that locals can be proud of, and that visitors identify with Bondi.

The mixed character of the area is desirable to maintain. This has been identified as a mix of both historic and new buildings, as well as a mix of uses that support the local community. It is acknowledged that whilst Campbell Parade serves largely visitors to the area, the Bondi Beach centre supports locals in day-to-day living and business.

There is a general desire for a greater mix and availability of night-life, as well as ensuring amenity for residents within the centre, as there are often complaints about anti-social behaviour. There is strong support to retain existing built form controls throughout the centre. The proposed changes to land use zoning pertain to the permissible uses on the site only, not to any increases in built form height or density.

The only objection to rezoning any properties within the centre is that this may increase anti-social behaviour. This is an ongoing concern to balance with residential amenity.

2 PEOPLE



1 PERSON



GREEN

- Sustainable (3)
- Green and leafy (2)
- Natural
- Clean
- Is very season driven
- Lots of green spaces
- More trees and shade
- Recycled/Repurposed/ not massed produced
- Needs re-upholstery



PRACTICAL, CONTEMPORARY AND FUNCTIONAL

- Functional (4)
- Practical to purpose
- Contemporary
- Sleek
- Clean
- Future looking



COMMUNITY

- The community hands make the place
- Sense of community



WHAT DO PEOPLE LOVE?

Workshop findings (love/change activity)

Some common themes:

- Good restaurants, coffee and bars
- Variety of shopping
- Still caters to locals
- Long-standing businesses with familiar faces
- Diversity of people and cultures
- Sense of community
- It is walkable
- Green spaces, corridors and connection to the sea
- Vibrant / the 'vibe' - especially on Hall Street
- Home to many creatives and artists

ARTISTIC & CREATIVE

- Artistic (2)
- Interesting
- Creative place
- Eclectic
- Artisanal / hand-crafted
- Authentic
- Traditional



FRIENDLY

- Friendly (2)
- Hospitable
- Inviting
- "Cosy" "Fall into the arms of a friend"



FUN

- Fun (3)
- Young



DIVERSE

- Diverse (2)
- Culturally sensitive
- Colourful

WHAT DO PEOPLE WANT TO CHANGE?

Workshop findings (love/change activity)

Some common themes:

- Need to improve footpaths and gutter design and maintenance
- Lack of continuity in public realm e.g. street seating, signage
- Increase the night time economy - night markets, creative lighting, later opening hours
- Improved lighting at pedestrian crossings and along Hall Street
- More sun and weather protected places to shop
- More greenery on the streets e.g. community gardens
- Improvement of public transport services and options, including sustainable transport options such as electric bikes
- Reduce traffic in Hall Street

16.3 Key Ideas

Public Realm



Pedestrianised or shared zone along Hall Street + Gould Street



Additional sun and weather protection



Continuity of signage, landscaping and street furniture



Further activation, night markets, entertainment and creative lighting

Built Form



Encourage design and development of iconic buildings



Adaptive re-use of heritage and historic character buildings



Minimum non-residential FSR on 1st and 2nd floors to encourage commercial uses

Access



Calm traffic through increased pedestrianisation of streets



Public electric bike loading docks to encourage the use of bicycles



Prioritise active and public transport through cycle lanes and facilities



Dynamic and managed use of street environment: delivery times, emergency vehicle access.



Electric cycling station for drop off and pick up

Environment



Increased planting and greenery such as planter boxes and community gardens



New pocket parks at the intersections of secondary north-south streets and Hall Street



Underground waste system for commercial and residential properties



Encourage uptake of Solar Power and battery storage to support this centre as a RNC

16.4 Desired Future Character

Character

Character Descriptor: **Enhance Existing**



Functionality

Centre Typology: **Local's and Visitor's Centre**



Vitality

Bondi Beach is a thriving centre with both locals and visitors regularly frequenting the centre. Bondi Beach centre is busy throughout the day and into the evening, and has a variety of businesses to support this activity.

Viability

Bondi Beach has an eclectic mix of goods and services on offer, with a range of interesting shops and local businesses. There are a number of supermarkets for locals to complete their weekly shop, as well as cafes, restaurants and take away stores. With the beach nearby, there will always be visitors to this centre, and the centre's ability to be accessible, walkable and attractive is important to the success of businesses. This needs to be balanced with the centre's ability to serve local residents. This centre has a high capacity to support resilience, with a range of essential goods and services, and good open space to gather.

Capacity for evolution

Bondi Beach has the capacity to be a world class centre. Workshop attendees identified that Bondi centre needs an icon that locals can be proud of, and that visitors can identify with Bondi. Increasing the walkability and pedestrian safety within the centre, as well as access to the centre is a key opportunity for Bondi to evolve into a 21st century urban beachside destination that showcases sustainability and culture done well. Supporting a night-life that supports culture and events is also an opportunity for Bondi Beach.



16.5 Vision & Objectives

Vision

The desired future character of Bondi Beach is a vibrant centre for locals and visitors alike, that is lively, green and sustainable. A centre that has a community feel, is casual, creative and diverse.

It is a great place to take part in public life, and a place where residents can find groceries and a range of specialty foods, interesting local shops, and run regular errands. The centre is safe to walk and cycle around, and has a range of activities for people from all walks of life.

Public Benefit

The community has identified the following elements as being potential public benefits:

- More council services (library, museum)
- Increase tree variety and planting on streets
- Community gardens
- Hall Street and Gould Street pedestrianised
- The core commercial strip of Bondi Beach should be ‘people focused’
- A new iconic building or landmark

Place-based Objectives

The objectives for development on land identified within the character area are as follows:

People, Place and Prosperity

- To ensure that the impacts of visitors to the coastline does not detract from heritage and amenity of the centre.
- To support a strong sense of community.
- To promote a diversity of uses, businesses and retail offerings in smaller shopfronts with active frontages to maximise interactions and interest.
- To ensure continuity of the public realm treatments, through functional and well-designed signage, furniture and high quality materials.
- To consistently maintain the public realm to ensure that it is green, clean and free of litter.
- To increase urban greening around Bondi Beach.
- To promote places for the arts, entertainment and culture as well as health and fitness.
- To increase the visibility of local indigenous culture and heritage.
- To promote walkability to and along Bondi Beach to entice people to meet, linger and foster community connections.
- To celebrate the historic tram route to Bondi Beach that formed the existing development pattern.
- To retain a diversity of independent uses, businesses and retail offerings catering to local needs.
- To ensure ground floor premises provide active and inviting street frontages.
- Minimise residential development within the centre to ensure retention of employment opportunities.

Environment

- To ensure development incorporates best practice sustainability initiatives.
- To promote localised energy generation including through solar panels and microgrids.
- To promote a clean environment, with waste disposal managed discreetly and efficiently.
- To protect and promote open spaces and corridors providing visual and physical connection through to Bondi Beach.
- To encourage heat-reflective materials and increased shading to create a cooler climate for pedestrians.

Access

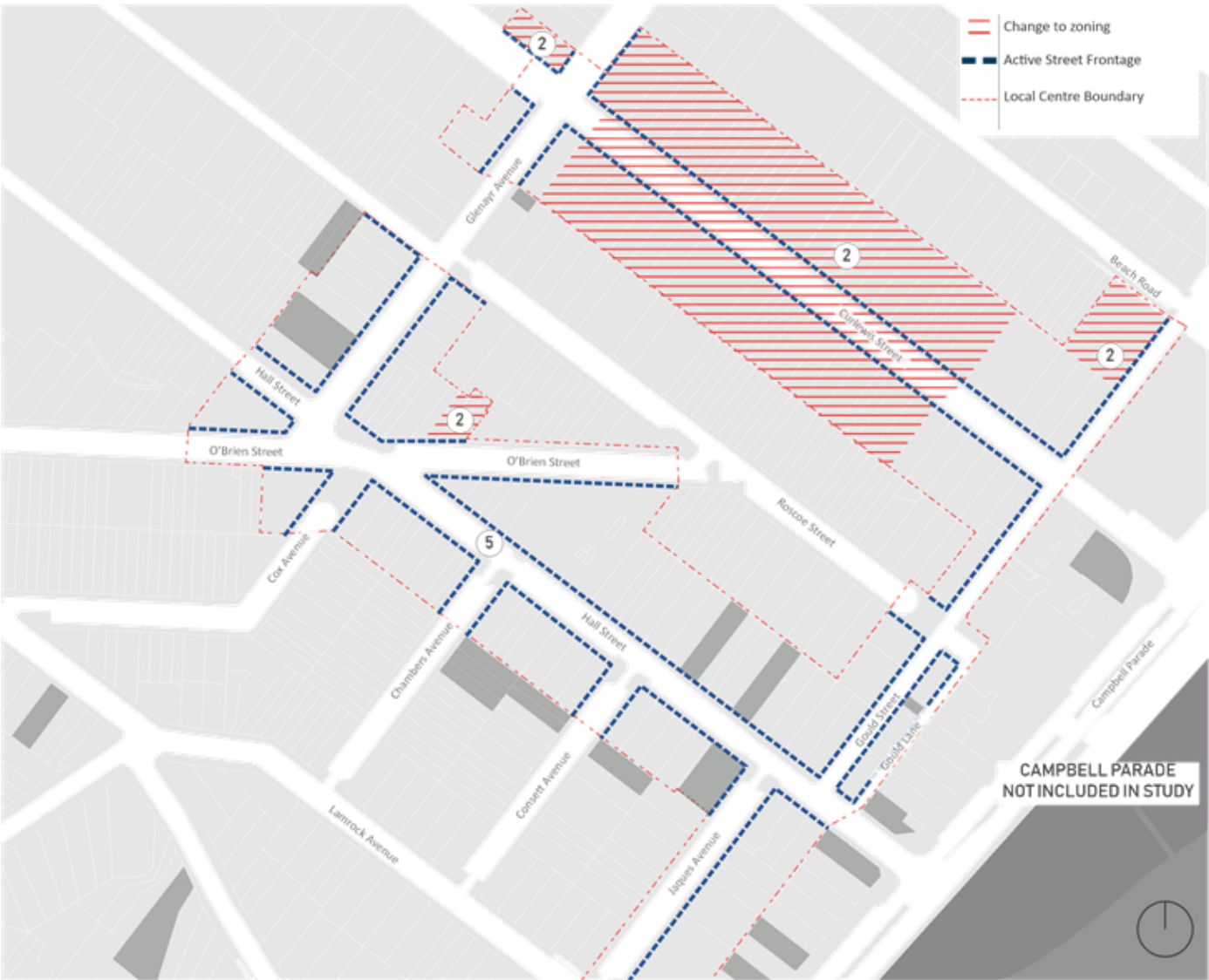
- To create safe and walkable public realm, where pedestrian mobility and experience is prioritised over vehicle access and movements.
- To balance the shared use of the public domain between pedestrian movements, landscaping, outdoor dining and vehicle access and parking.
- To advocate for improved public transport capacity and services.
- To ensure that the centre provides universal access to all users.

Built Form

- To ensure infill development is well designed and responsive to existing built form, history and heritage, with appropriate street frontage heights and upper storey setbacks.
- To promote a mix of old and new buildings, with adaptive re-use of heritage and encouragement of innovative modern design for new development.
- To retain the distinctive historic urban fabric including the fine grain shopfront pattern.
- To protect and celebrate the historic character throughout the centre.

16.6 Strategy

16.6.1 Zoning and Uses



1. Objectives and Zoning
- Create site-specific objectives for the area. This is proposed to be done via a rezoning from B4 Mixed Use, to B2 Local Centre. This will provide greater guidance around objectives that are better suited to local centres as discussed in the Introduction. In addition, specific objectives relating directly to Bondi Beach that better protect and serve the nature of this particular centre are desirable. Recommendation to include new place-based objectives in the LEP.
2. Zone Rationalisation
- A number of sites as identified on the map are proposed to be rezoned from R3 Medium Density Residential to B2 Mixed Use. This will ensure that any development is required to provide an employment use at the ground floor, however in addition more correctly reflects the current uses being carried out on the sites.
3. Encourage a mix of uses
- Investigate the implementation of a minimum non-residential FSR and mechanism to encourage diversity of offerings in the centre.
4. Encourage night-life
- Review hours of operation and ability to encourage entertainment or event uses, where residential amenity can be reasonably retained.
5. Active street frontages
- Active street frontages are proposed as identified in the map, to be included in the LEP. This will require the ground floor premises to be a commercial use including retail, business or office.

16.6.2 Public Realm



1. Prioritise 'node' upgrades

Prioritise public domain upgrades at nodes at main intersections that are green, attractive and consistent in materials and street furniture. The nodes create the entrance points to the Bondi Beach centre.

2. Hall Street upgrades

To increase the sense of safety and amenity, investigate potential to convert Hall Street into a one-way shared zone, with adjacent streets closed at the intersection with Hall Street as new civic spaces. Review of vehicular access point at the intersection of Hall Street and Cox avenue to private residential development on the corner, to provide a potential upgrade to the existing pocket park.

3. Curlew Street upgrades

Upgrade public domain to increase consistency and pedestrian amenity.

4. Enhance plaza

Enhance the civic space at the intersection of Roscoe Street and Campbell Parade to encourage increased activity as well as supporting the existing street markets.

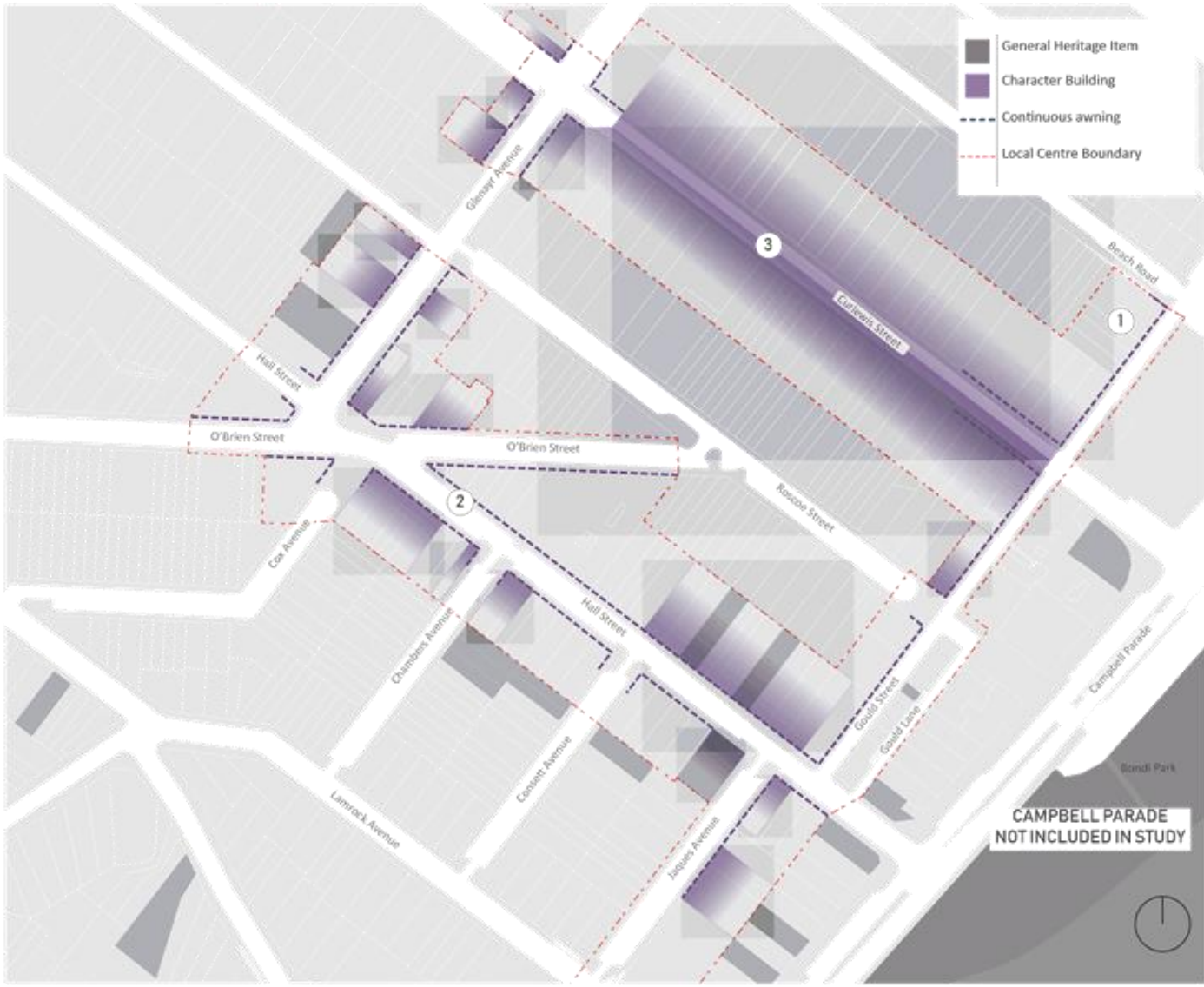
5. Gould Street upgrades

Improve pedestrian accessibility of Gould Street and upgrade public domain with new paving treatment as well as greenery for shading and planting to enhance streetscape.

6. Glenayr Avenue upgrades

Upgrade public domain for pedestrian safety, shade and visual amenity, particularly along Glenayr Avenue.

16.6.3 Built Form, Zoning and Uses



1. Retain existing controls

No changes are proposed to the built form throughout Bondi Beach area. Maintain consistent street frontages, awnings and reduce visual clutter that detracts from key view corridors to the beach.

2. Integrate new development

Encourage infill developments and alterations and additions along Hall Street and Glenayr Avenue are designed to complement and be in harmony with the context, and maintain the integrity of character buildings.

3. Encourage mixed use character

Develop controls to acknowledge mixed character along Curlew Street, and ensure integration of new development with existing development.

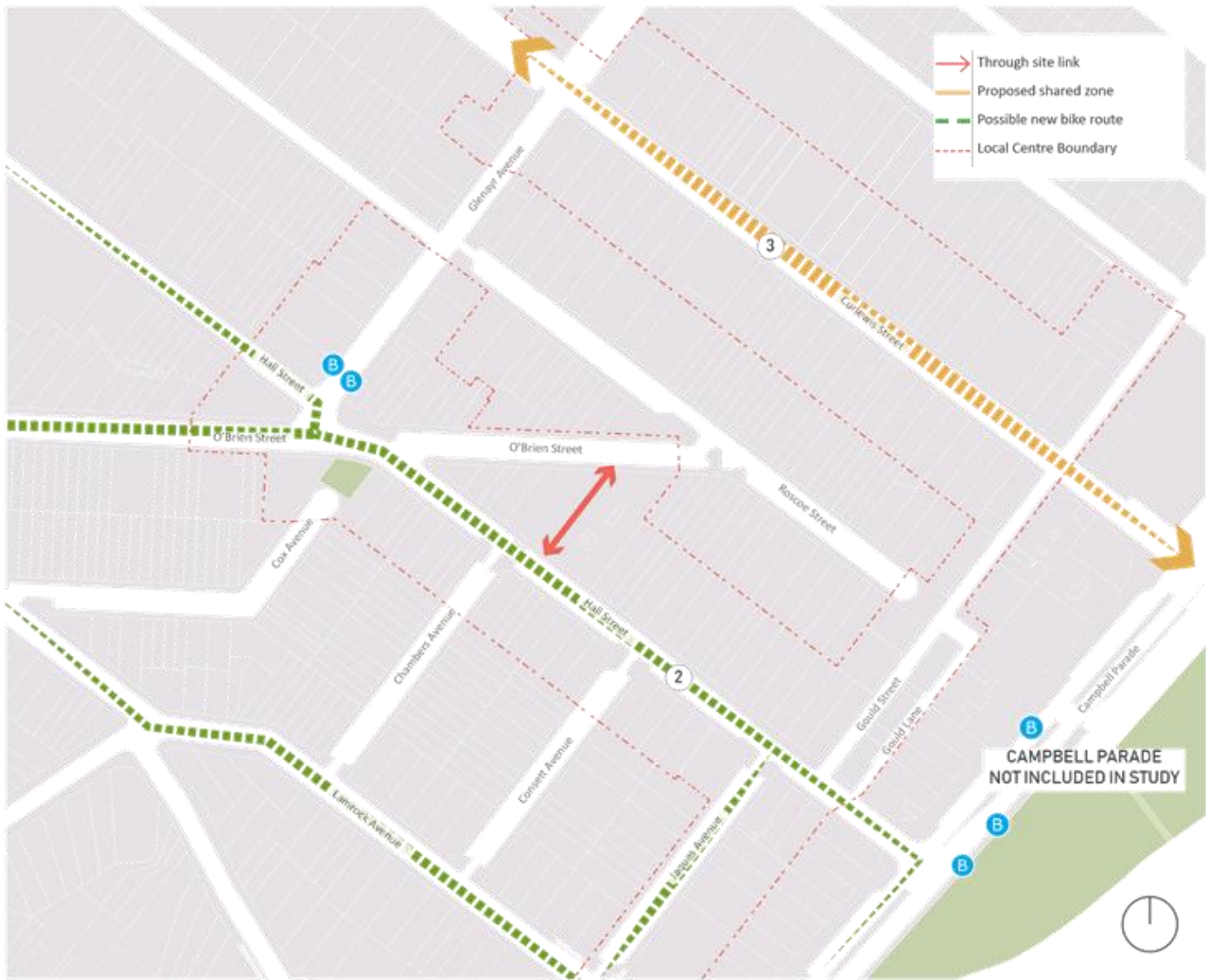
4. Develop design manual

Create consistency with signage typology and size across character areas (Hall Street, Glenayr Avenue, Curlew Street, Gould Street).

5. Maintain fine grain shops

Maintain fine grain shop-fronts in new developments, particularly along Hall Street, Glenayr Avenue and Gould Street.

16.6.4 Transport and Accessibility



1. People, Movement and Places

Refer to Waverley's People, Movement and Places for Council's adopted position on transport and mobility improvements in this area.

1. Improve cyclist safety and prioritisation

Work with internal transport teams to deliver new local route through Hall Street.

2. Curlew Street separated cycleway

Work with NSW Government and internal teams to deliver a co-designed principal bicycle network (Tier 2 Route), including a separated cycle way from Campbell Parade to Rose Bay along Curlew Street.

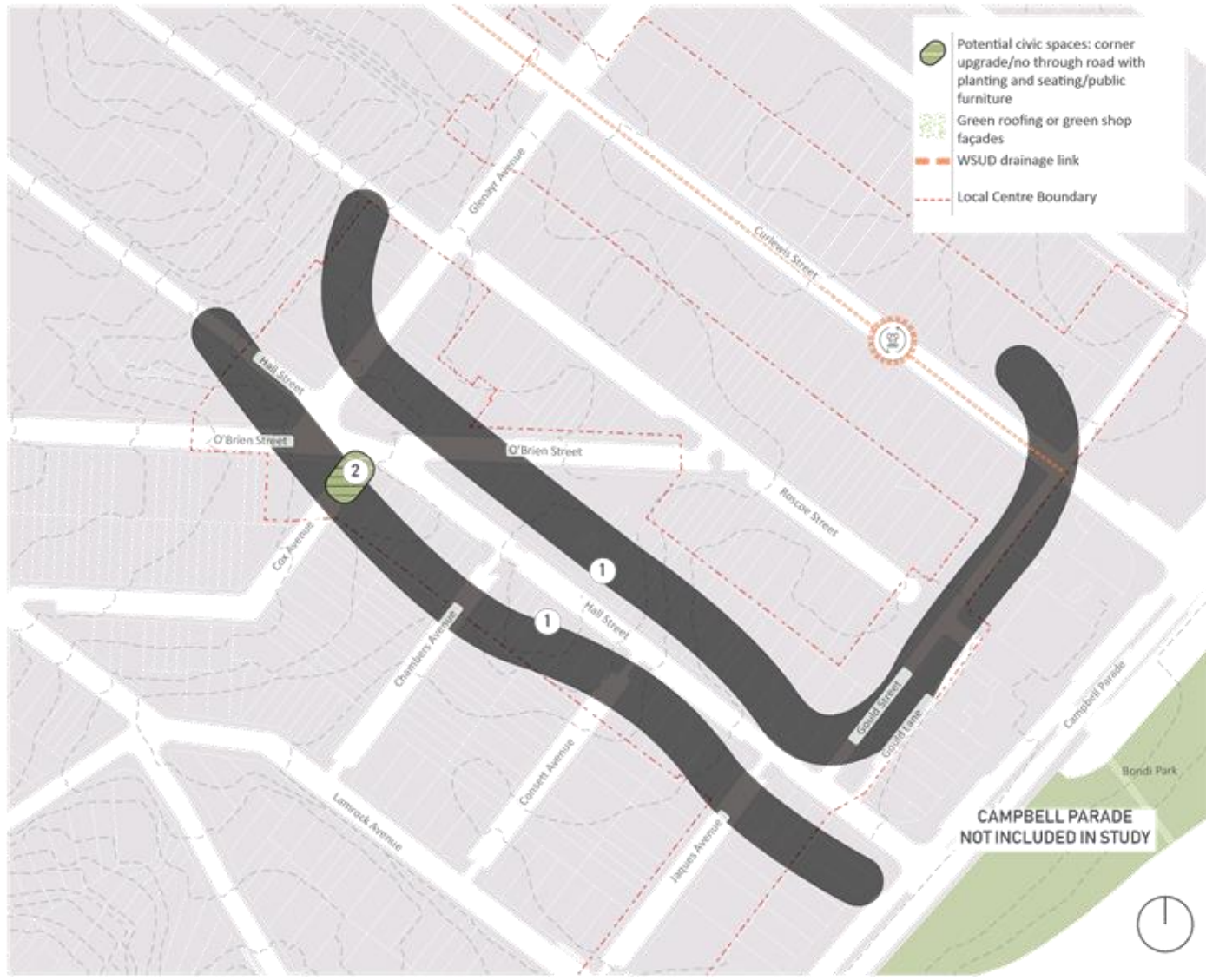
3. Bus services

Continue to work with the NSW Government to continuously improve service capacity and availability for both commuters and visitors.

4. Solar powered e-bike charging

Investigate solar powered charging station for future electric bike stations or car-charging stations.

16.6.5 Sustainability and Environment



1. Increase canopy

Retain and grow existing tree canopy throughout centre.

2. Encourage green roofs and rooftop gardens

Investigate green roofs or accessible rooftop gardens through the DCP as a requirement for all new buildings. Council may investigate a grants program to retrofit existing buildings.

3. WSUD upgrades

Provide WSUD upgrades along the Curlew Street separated cycle way.

4. Resilience Network Centre

This centre has been identified as part of a network of centres that can support community resilience. This means that this centre must continue to provide a

range of essential goods and services to support the surrounding residential population, access to nearby open space to gather, and ideally have a back-up power source in case of severe storms or network blackouts. For more information, refer to the Urban Resilience-Wellbeing section of this Strategy.

5. Decentralised power

Bondi Beach is largely low-rise, and has fairly good alignment to receive direct sunlight throughout the day. Incentivise the uptake of rooftop solar with battery storage (where feasible), to enhance energy security in the face of increasing storms and heat waves due to climate change. Some community members have expressed interest in exploring the potential uses of microgrids.

“The desired future character of Glenayr Avenue is a local and community-minded, interesting, sustainable and green hub. A place to meet, shop and dine for the local area”.



17.1 Key Ideas

Public Realm



New pedestrian crossings in place of traffic islands.



Improve finish and consistency of footpaths and introduce kerbside planting.



Activate footpath, parks and space opposite cafes with play amenities for kids



Introduction of more public furniture in parks, by bus stops and in public domain



Further activation through night markets, entertainment and creative lighting

Built Form



Heritage interpretation including public domain works and signage



Adaptive re-use of heritage and historic character buildings



Minimum non-residential FSR to provide commercial uses

Access



Prioritise active and public transport through cycle lanes and facilities



Wayfinding as a key connector route for active transport and green grid



Electric cycling station for drop off and pick up

Environment



Increased planting and greenery such as planter boxes and community gardens



Under-ground waste system for commercial and residential properties



Encourage uptake of Solar Power and battery storage to support this centre as a RNC

17.2 Community Feedback

Strategy Preparation

Workshop Attendance: 14
Survey responses: 9

Draft Strategy

Submissions: 1
Survey responses: 0

One submission was received supporting an increase in cyclist amenity and safety.

Survey feedback and workshop participants identified that increased night-time activities, improved pedestrian safety, and places for arts and cultural activities are desired in this centre.

beautiful
community-minded
interesting



intriguing
sustainable
local green



Our Liveable Places

17.3 Desired Future Character

Character

Character Descriptor: **Maintain Existing**



Functionality

Centre Typology: **Neighbourhood Centre**



Vitality

Seven Ways is a small but loved centre, with small businesses opening out onto a character-filled streetscape. There are numerous food outlets as well as shops and services. A new pocket park has provided additional open space in which to linger and meet people.

Viability

A range of older and newer commercial spaces are available, offering different opportunities for businesses. Given the large population within walking distance, and being close to Bondi Beach, this centre will continue to attract customers for regular food and beverage needs as well as more bespoke offerings. This centre has a medium capacity to support resilience. It is recommended that residents walk to Bondi Beach centre for essential goods and services.

Capacity for evolution

Seven Ways could draw upon its historic strengths and provide creative heritage interpretation through artworks in the public domain. In addition, a more consistent public domain and safe options for cycling would ensure the ongoing success of this small centre.

17.4 Vision & Objectives

Vision

The desired future character of Seven Ways is a local and community-minded, interesting, sustainable and green hub. A place to meet, shop and dine for the local area. Seven Ways is easily accessible, safe for pedestrians and cyclists, and is a great place to linger.

Public Benefit

The community has identified the following elements as being potential public benefits:

- Safe movement for pedestrians
- Cycle lanes and bike parking facilities
- Universal Access
- Places for arts and creativity
- Night time entertainment and trading
- Community and verge gardens

Place-based Objectives

People, Place and Prosperity

- To support diverse uses, businesses and retail offerings, interspersed by residential and civic uses and book-ended by open and active community spaces.
- To maintain a fine-grain streetscape with well-maintained and distinctive character buildings.
- To promote a high level of pedestrian and cyclist activity and connectivity within and from the centre to surrounding centres and Bondi Beach.
- To ensure continuity of public realm treatments, through functional and well-designed signage, furniture and landscaping.
- To improve the visibility of local indigenous culture and heritage.

Environment

- Landscaping and tree planting that provides continuous greenery through the centre.
- To promote a clean environment, with waste disposal managed discreetly and efficiently.

Access

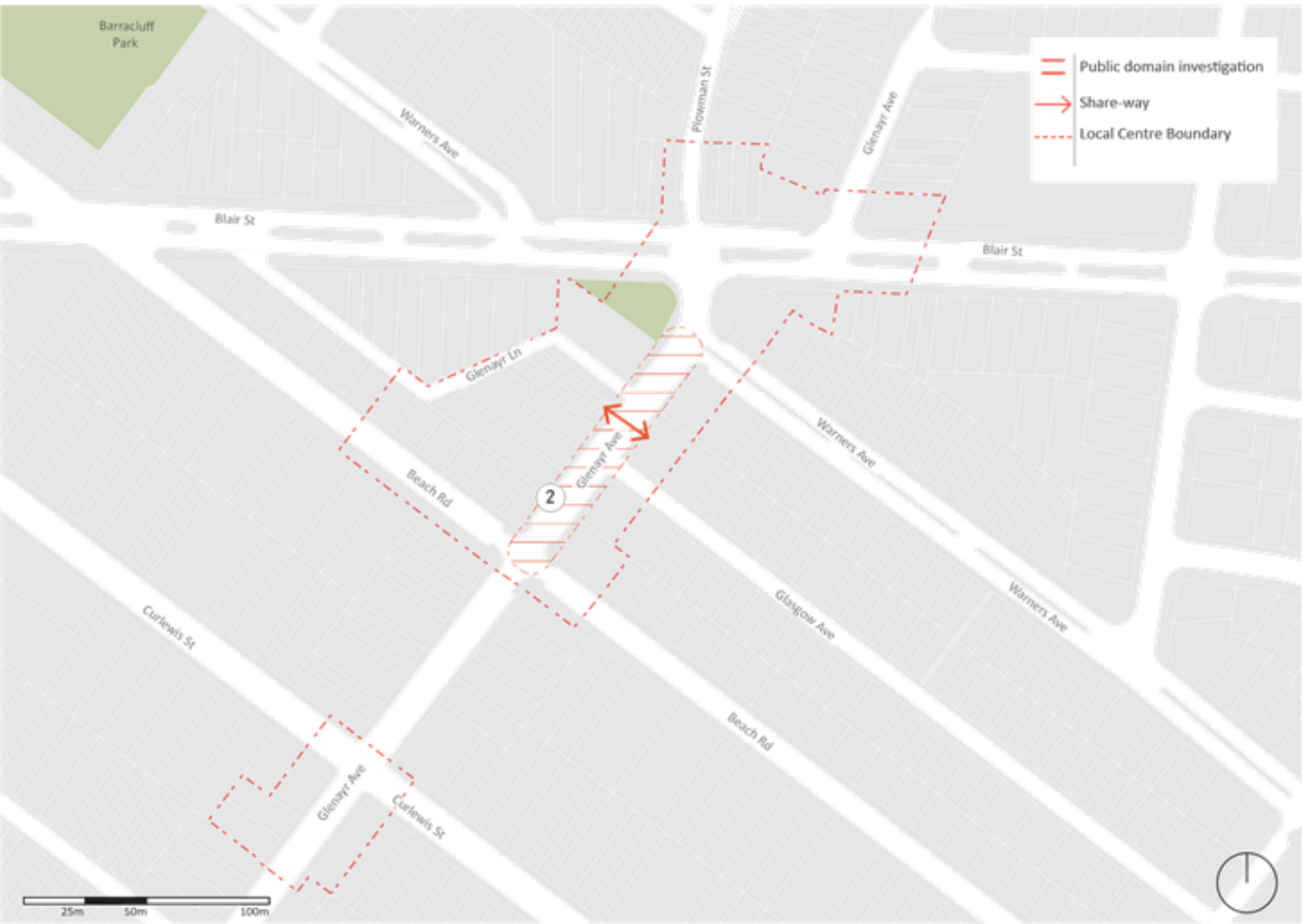
- To encourage a high level of pedestrian and cyclist activity and connectivity within and from the centre to surrounding centres and Bondi Beach.
- To ensure that the centre provides universal access to all users.

Built Form

- A fine-grain streetscape, with well-maintained and distinctive character buildings.

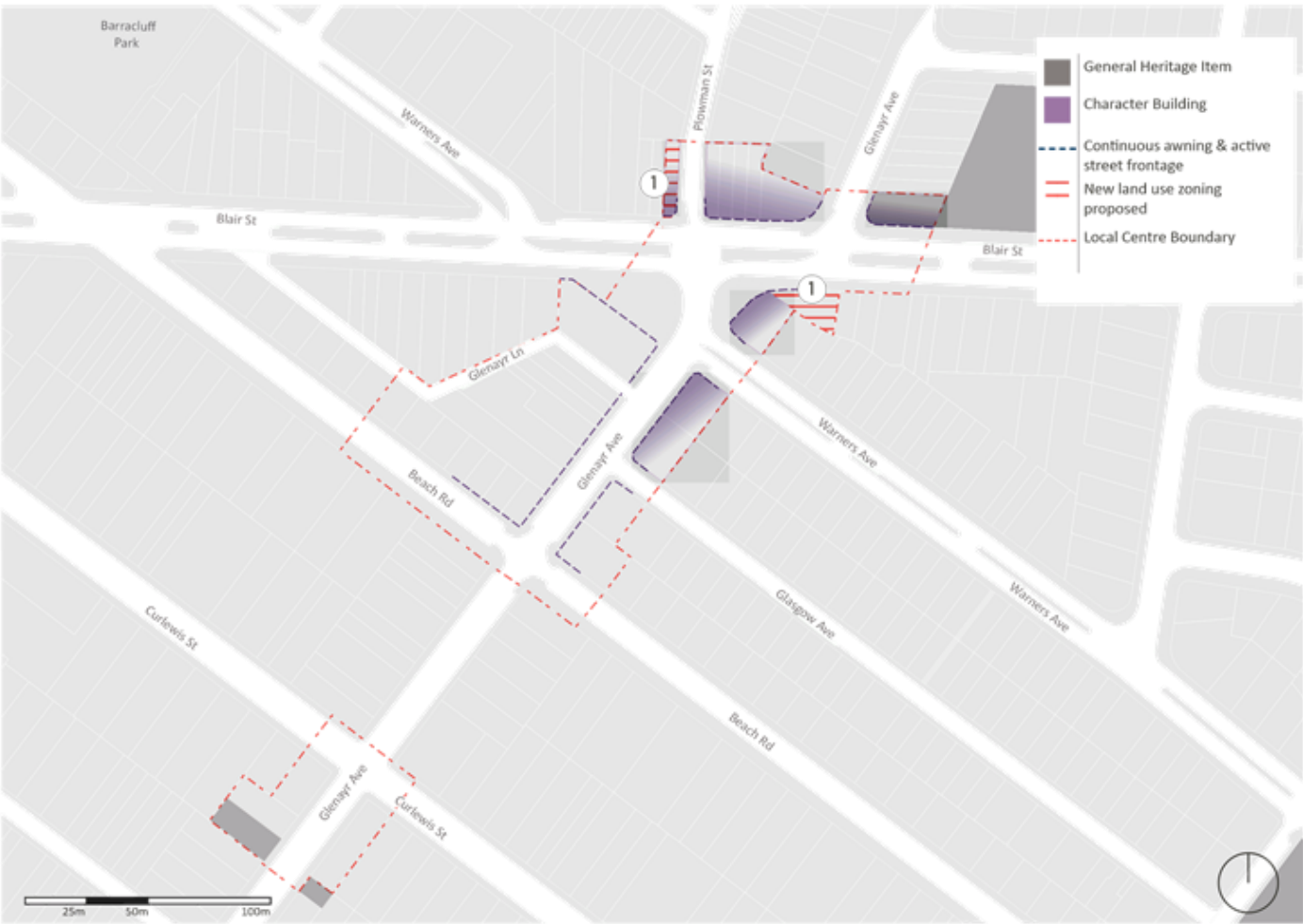
17.5 Strategy

17.5.1 Public Realm



- 1. Improve pedestrian amenity**
Upgrade public domain for pedestrian safety, shade and visual amenity. This could include widening footpaths to encourage ease of movement while cafes can easily sprawl onto the footpaths with al fresco dining.
- 2. Improve pedestrian safety**
Review northern end of Glenayr Avenue for a zebra pedestrian crossing and speed humps to reduce traffic speed towards Blair Street.

17.5.2 Zoning & Built Form



- 1. Zone rationalisation**
Potential to extend the B1 Neighbourhood Centre zone to preserve existing uses on ground floor.

2. Alterations and additions
Provide greater flexibility for alterations, additions to existing buildings, that are not visible from the street and maintain the existing character.

3. Retain existing controls
No changes to LEP development standards (Height or Floor Space Ratio) proposed.
- 4. Develop a design manual**
Create consistency with signage typology and size across the street fronts to reduce visual clutter through improved DCP controls, and potentially a Council upgrades program.

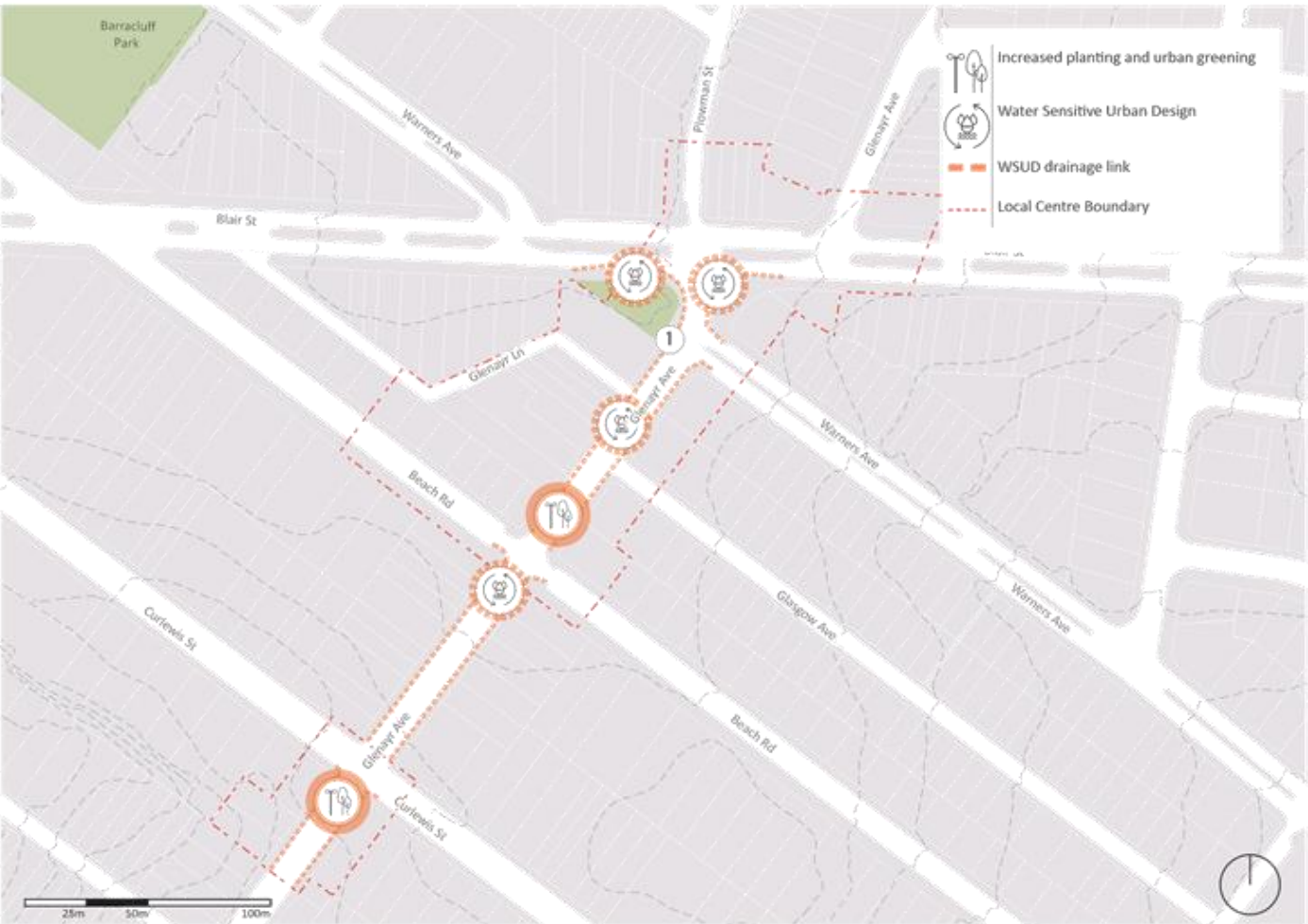
5. Active street frontages
Active street frontages are proposed as identified in the map, to be included in the LEP. This will require the ground floor premises to be a commercial use including retail, business or office.

17.5.3 Transport and Accessibility



- 1. Waverley Bike Plan**
Prioritise cyclists along Warners Avenue and increase awareness and safety for cyclists along Glasgow and Beach Road.
- 2. E-bike chargers**
Provide e-bike chargers, and share bike pick-up and drop-off zone.
- 3. Prioritise Curlew Street Bike Path**
Work with neighbouring councils and the State Government to deliver a separated cycleway through Curlew Street as a key link between Bondi Beach and Rose Bay.

17.5.4 Sustainability and Environment



- 1. Urban greening**
Increased tree planting and kerb side ridge planting to green the footpath and streetscape.
- 2. WSUD treatment**
Water Sensitive Urban Design (WSUD) treatment systems in line with projects and upgrades to streetscape. If trees and edge planting is implemented, work with sustainability and projects to investigate feasibility of WSUD on Glenayr Avenue.
- 3. Resilience Network Centre**
This centre has been identified as part of a network of centres that can support community resilience. This means that this centre must continue to provide a range of essential goods and services to support the surrounding residential population, access to nearby open space to gather, and ideally have a back-up power source in case of severe storms or network blackouts. For more information, refer to the Urban Resilience- Wellbeing section of this Strategy.
- 4. Decentralised power**
Seven Ways is largely low-rise, and has fairly good alignment to receive direct sunlight throughout the day. Incentivise the uptake of rooftop solar with battery storage (where feasible), to enhance energy security in the face of increasing storms and heat waves due to climate change. Some community members have expressed interest in exploring the potential uses of microgrids.

“The desired future character of North Bondi centre has been described by the community as being local and community-minded, diverse, green and sustainable”



18.1 Key Ideas

Public Realm





Increase planting and greenery



Functional and well designed street furniture



Temporary activation such as pop-ups/ parklets



Solar-panel surface treatment to roads to provide energy to future bike or car charging stations

Built Form





Heritage interpretation Public Domain + Signs



Adaptive re-use of heritage and historic character buildings



Minimum non-residential FSR to provide commercial uses

Access





Reduce and calm traffic movements to create safe pedestrian environments



Investigate safer movement and interchange for cyclists at the bus interchange



Electric cycling station for drop off and pick up

Environment





Increase verge gardens, green frontages and green roofing



Investigate WSUD systems for planting and garden upgrades towards the beach



Encourage uptake of Solar Power and battery storage to support this centre as a Resilient Network Centre

18.2 Community Feedback

Strategy Preparation

Workshop Attendance: N/A
Survey responses: 4

Draft Strategy

Submissions: 2
Survey responses: 0

Generally feedback was focussed on the sustainability opportunities for the centre, as well as improving cycling safety.

It is suggested that a separated cycleway would be more appropriate to be able to provide a safe route to cyclists, as traffic moves quite quickly in this area.



Our Liveable Places

18.3 Desired Future Character

Character

Character Descriptor: Enhance Existing



Functionality

Centre Typology: Neighbourhood Centre



Vitality

The vitality of the North Bondi centre is well supported by the offerings of individual operators, however the location next to the iconic Bondi Beach will inevitably continue to draw people throughout the year.

Viability

The centre is highly viable being both a centre that supports local residents and visitors with largely food and beverage offerings. The centre is well serviced by buses, being the end of the line terminal for the 333 route to the Sydney CBD, and a key stop along the routes through the Eastern Suburbs. Being an early stop, many commuters in the morning are able to get a seat on the bus, however the trip to the CBD does currently take over 30mins. This centre has a medium-high capacity to support resilience with access to essential goods, and ample open space to gather. Bondi Beach centre is a short walk away if needed.

Capacity for evolution

The centre has the capacity to evolve into a more attractive and sustainable centre, that feels less dominated by road and more pedestrian and cyclist friendly. This is a key urban heat hot-spot for the area, so creating cooling and shading opportunities is important.

18.4 Vision & Objectives

Vision

The desired future character of North Bondi centre is local and community-minded, diverse, green and sustainable.

Place-based Objectives

People, Place and Prosperity

- To retain a cluster of vibrant independent businesses and retail offerings, catering to local needs.
- To provide and maintain cohesive and vibrant streetscape, with leafy trees, verge gardens and a well-maintained community park.
- To provide a visual connection to Bondi Beach.
- To improve the visibility of local indigenous culture and heritage.

Environment

- To provide clean environment, with waste disposal managed efficiently.

Access

- To promote a safe and walkable public domain that promotes connectivity within the centre and to Bondi Beach and surrounding residential areas.
- To provide a balanced and shared use of the streetscape between pedestrian movements, landscaping, outdoor dining and vehicle access and parking.
- To provide and maintain attractive and functional public furniture for bus shelter.
- To ensure that the centre provides universal access to all users.

Built Form

- To retain low-rise distinctive heritage and character buildings that frame the street, comprising ground floor business and retail offerings, with residential uses on the upper floors.
- To ensure new building and / or refurbishment of existing buildings are well designed and responsive to existing low-rise built form, with appropriate setbacks at upper levels, and driveway crossovers.

18.5 Strategy

18.5.1 Public Realm



- 1. Urban Domain Upgrade**
This centre is subject to a current urban design project to upgrade the appearance of the terminus.

2. Solar chargers
Investigate solar powered electric charging facilities for bikes and vehicles and street lights.

3. Maintain park
Maintain the quality of the park for community useage.
- 4. Consolidate waste**
Investigate improved precinct-based waste and recycling facilities.

5. Activate the streetscape
Promote activation of the streetscape through spill-over of retail uses, outdoor dining and extended trading hours.

18.5.2 Zoning & Built Form



- 1. Retain views**
Protect views to Bondi Beach by reduction of visual clutter created by signage and new buildings.

2. Develop design manual
Create consistency with signage typology and size across commercial shop fronts to reduce visual clutter.

3. Zone rationalisation
Investigate extension of B1 Neighbourhood centre zone to preserve existing ground floor uses on Ramsgate Avenue East.

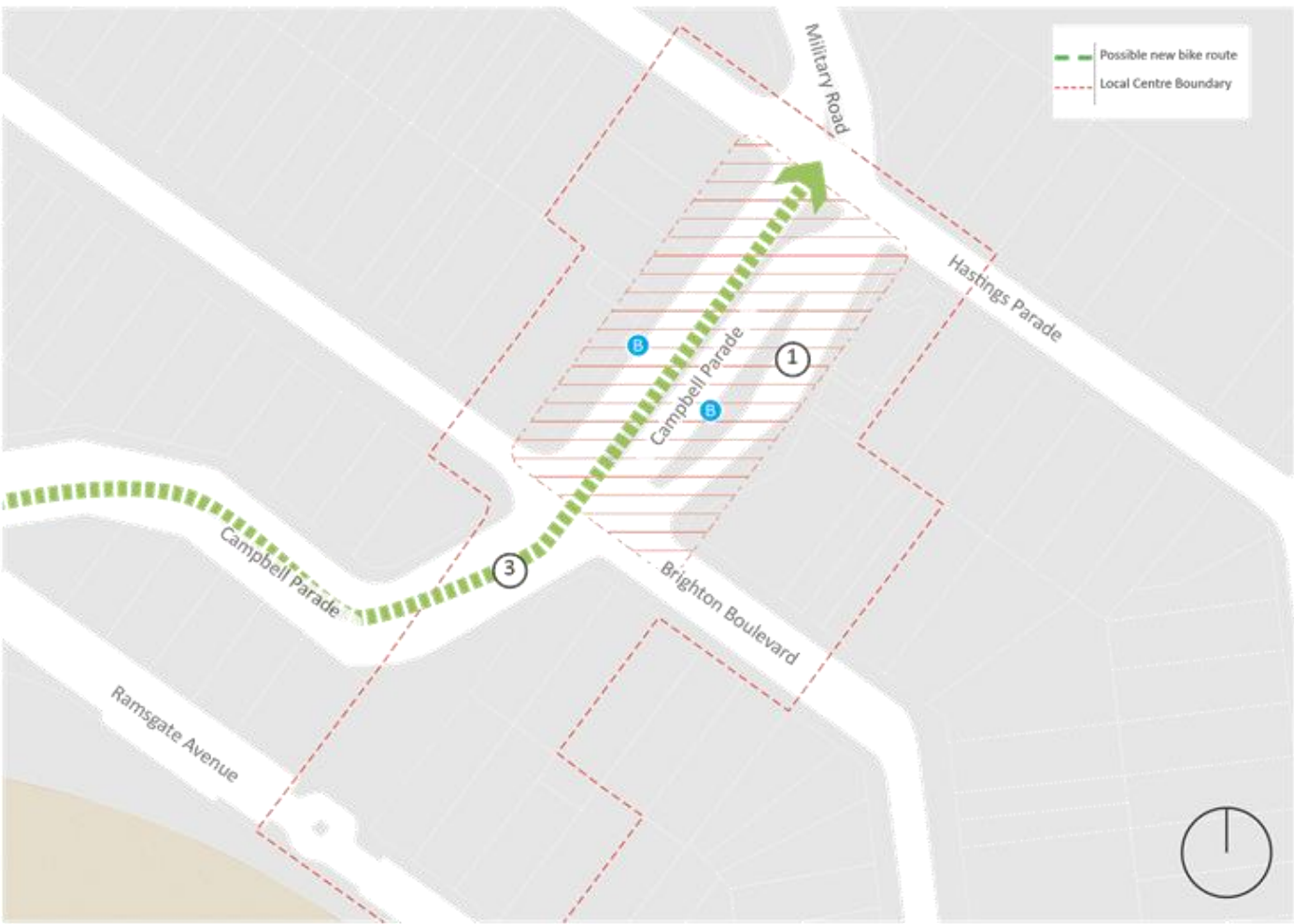
4. Maintain character
Maintain fine grain shop-fronts and preserve existing character of heritage or character buildings. Where alterations and additions are proposed, encourage innovative and contemporary design in harmony with the cultural heritage significance and character of buildings within the centre, their established character and visual amenity.
- 5. Retain existing setbacks**
No additions are permitted within the front setback of buildings unless it can be clearly demonstrated that;

 - the new structure will not dominate the streetscape and subject building
 - obscure views to the building
 - adversely impact the cultural significance of the place

6. New buildings
Any new building must respect the character of existing buildings without mimicking heritage detailing.

7. Active street frontages
Active street frontages are proposed as identified in the map, to be included in the LEP. This will require the ground floor premises to be a commercial use including retail, business or office.

18.5.3 Transport and Accessibility



- 1. Improve bus terminal**
Work with NSW Government to manage bus interchange to facilitate safer pedestrian and vehicle movements.
- 2. E-bike chargers**
Provide e-bike chargers and share bike pick-up/drop-off zones.
- 3. Improve cyclist safety**
Improve local cycle route to create safer movement corridors for cyclists down Military Road, through North Bondi and towards Bondi Beach. Improve driver awareness and markings on road, and investigate the provision of a separated cycleway.

18.5.4 Sustainability and Environment



- 1. Urban Greening**
Potential for urban greening of the bus interchange at North Bondi incorporating trees, planting on smart poles and kerb side verges. This is a key hot-spot in the LGA for urban heat, so maintaining and increasing canopy and vegetation to contribute to cooling is ideal, as well as lighter coloured materials for roads and pavements.
- 2. WSUD**
Investigate opportunities to include Water Sensitive Urban Design treatment such as a rain garden in and around the bus terminal area.
- 3. Resilience Network Centre**
This centre has been identified as part of a network of centres that can support community resilience. This means that this centre must continue to provide a range of essential goods and services to support the surrounding residential population, access to nearby open space to gather, and ideally have a back-up power source in case of severe storms or network blackouts. For more information, refer to the Urban Resilience- Wellbeing section of this Strategy.
- 4. Decentralised power**
North Bondi has a mix of buildings with fairly good alignment to receive direct sunlight throughout the day. Incentivise the uptake of rooftop solar with battery storage (where feasible), to enhance energy security in the face of increasing storms and heat waves due to climate change. Some community members have expressed interest in exploring the potential uses of microgrids.

“The desired future character of Wairoa Avenue can be described as a local hub, family-oriented local business centre, low-key and relaxed”.



19.1 Key Ideas

Public Realm





Increased planting, verge planting and greenery



Upgrade reserve on corner of Wairora Ave and Blair St



Increase public and wall art to reflect the vibrancy of businesses and schools.



Investigate public domain upgrades and seating at Wairoa reserve.

Built Form





Encourage enhancement of active ground floor uses such as retail/business premises



Heritage interpretation: Celebrate tram network



Enhance character of community buildings through art and planting

Access





Reduce and calm traffic movements to improve pedestrian amenity + safety



Encourage more cyclists along the spine to Blair Street

Environment





Kerb planting to encourage safety and sense of place



Incorporate WSUD into public domain upgrades and new planting

19.2 Community Feedback

Strategy Preparation

Workshop Attendance: N/A
Survey responses: 0

Draft Strategy

Submissions: 2
Survey responses: 0

The submissions received for this centre are largely supportive of proposed improvements such as water sensitive urban design and safety for cyclists.



family-oriented
relaxed
low-key
local

Our Liveable Places

19.3 Desired Future Character

Character

Character Descriptor: **Maintain and Enhance**



Functionality

Centre Typology: **Neighbourhood Centre**



Vitality

The vitality of this centre is largely dependant on the individual operators in the centre. The centre is located in a residential area within walking distance to schools, other larger centres, and Bondi Beach and the coastline.

Viability

The ongoing viability of this centre relies largely on the individual operators, but also retains it's viability given the historic nature of the buildings and urban form. The neighbourhood shops are serviced by a bus route to Bondi Junction and Bronte, as well as being within an easy walk to Bondi Beach and the 333 route to the CBD. This centre has a medium capacity to support resilience, and residents are encouraged to walk to Bondi Beach centre for essential goods and services.

Capacity for evolution

This centre has the capacity to evolve into a mixed character strip of shops that continues to service the local neighbourhood. The centre is also ideally located for water sensitive urban design improvements and reducing runoff.

19.4 Vision & Objectives

Vision

The desired future character of Wairoa Avenue is a local hub, family-oriented local business centre, low-key and relaxed. It is safe for pedestrians and cyclists alike.

Place-based Objectives

The objectives for development on land identified within the character area are as follows:

People, Place and Prosperity

- To create a place where people can stop and congregate for a quiet moment.
- To ensure a vibrant and green streetscape, with leafy trees and verge planting.
- To create a balanced and shared use of the streetscape between pedestrian movements, landscaping, outdoor dining and vehicle access and parking.
- To ensure continuity of the public realm treatments, through functional and well-designed signage, furniture and landscaping.
- To promote a small clusters of businesses and retail offerings, interspersed by civic and residential uses.
- To improve the visibility of local indigenous culture and heritage.

Environment

- To provide a clean environment, with waste disposal managed efficiently.
- To increase infiltration opportunities through WSUD.

Access

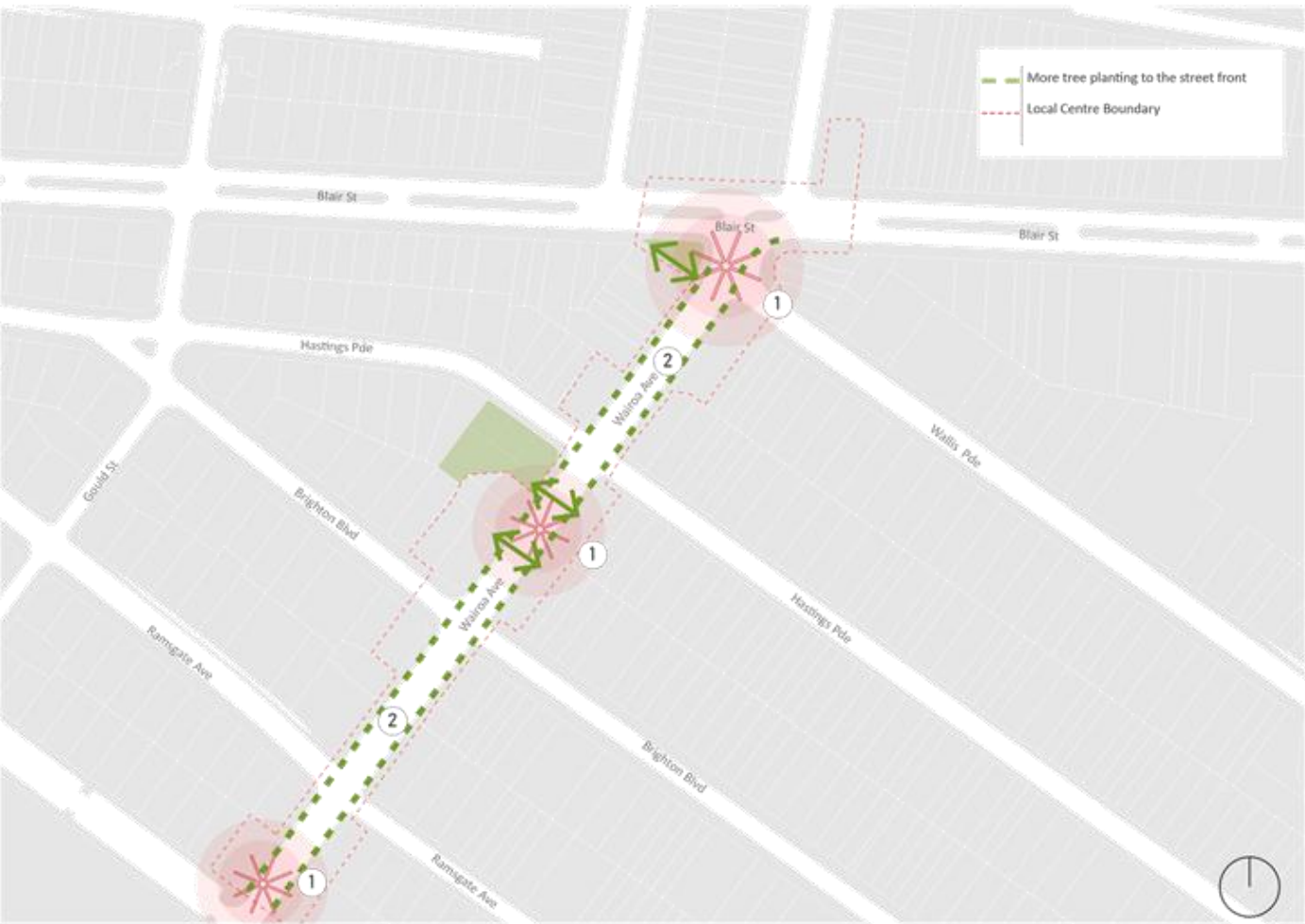
- A safe and well-connected public domain that prioritises pedestrian and cycling connectivity within and from the centre to surrounding centres and Bondi Beach.
- To ensure that the centre provides universal access to all users.

Built Form

- To ensure new buildings are well designed and responsive to the existing built form and scale, including heritage and character buildings, and is of human scale and provides for a high quality of living.
- To ensure low-rise distinctive heritage and character buildings that frame the street.

19.5 Strategy

19.5.1 Public Realm



- 1. Focus public domain improvements at nodes**
Focus public domain improvements at key clusters of shops or intersections to create a consistent sense of place along Wairoa Avenue.
- 2. Improve amenity for pedestrians**
Opportunity for large scale urban intervention at the centre of Wairoa Avenue including extension of footpath, planting, outdoor seating, WSUD, and a pedestrian crossing adjacent to the scouts hall and childrens playground.

19.5.2 Zoning & Built Form



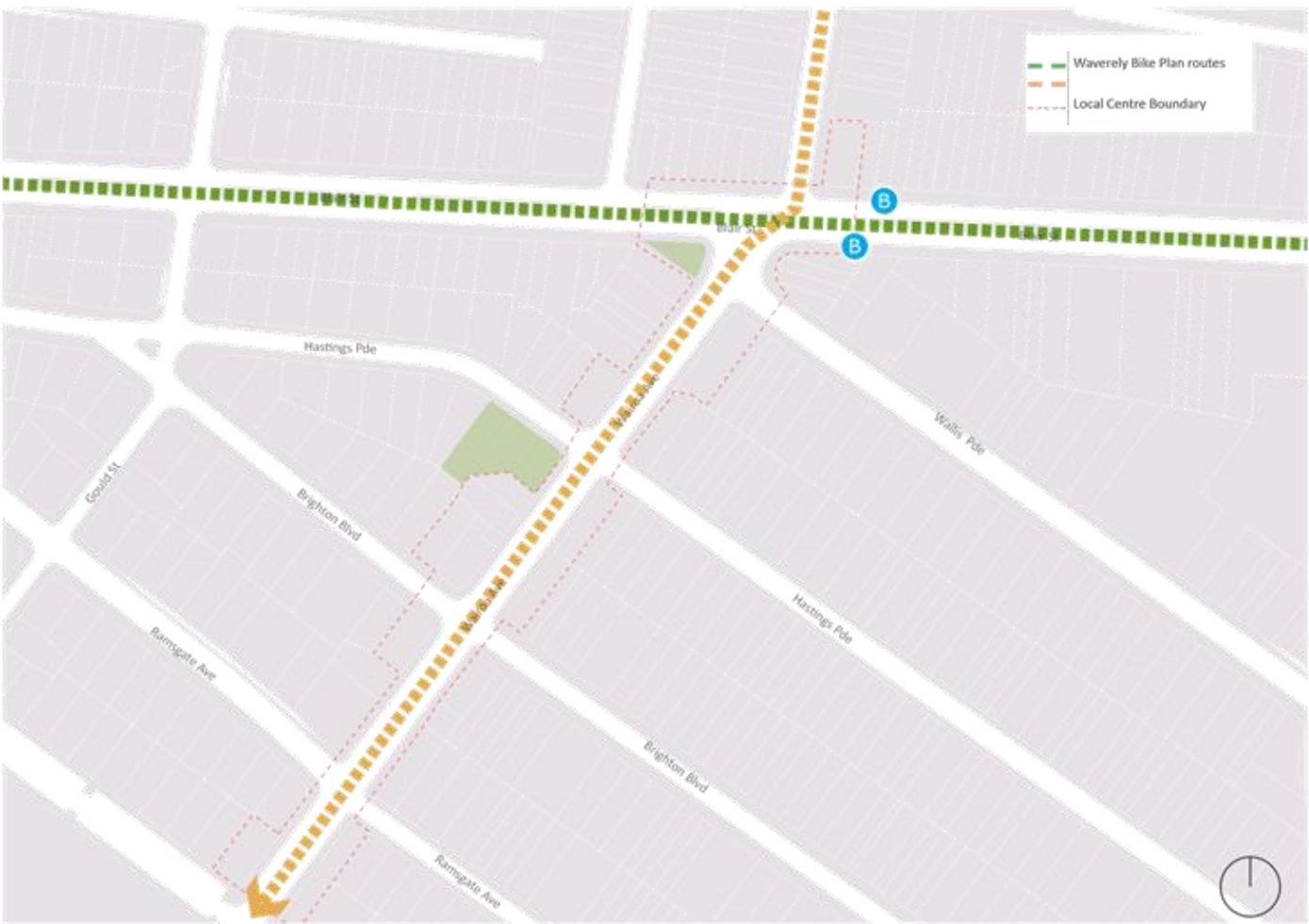
- 1. Zone rationalisation**
Expand the B1 neighbourhood zone across the majority of the street to encourage the retention of local businesses at a small scale food and service model.

2. Maintain community infrastructure
Retain existing and encourage new community infrastructure along Wairoa Avenue including scouts hall, kids playground, public park, church, youth services and community centre. Recommended SP2 Infrastructure zone for this site.

3. Active street frontages
Active street frontages are proposed as identified in the map, to be included in the LEP. This will require the ground floor premises to be a commercial use including retail, business or office.
- 4. Maintain character**
Maintain fine grain shop-fronts and preserve existing character of heritage or character buildings. Where alterations and additions are proposed, encourage innovative and contemporary design in harmony with the cultural heritage significance and character of buildings within the centre, their established character and visual amenity.

5. New buildings
Any new building must respect the character of existing buildings without mimicking heritage detailing.

19.5.3 Transport and Accessibility



- 1. Cyclist safety**
No changes proposed to existing Waverley Bike Plan routes, however traffic calming devices and a potentially separated path may be investigated in the future to improve safety for cyclists along this route.

19.5.4 Sustainability and Environment



- 1. Water sensitive urban design**
Opportunity for large scale water sensitive urban design intervention including raingarden planting.
- 2. Increase permeability**
Reduce non-permeable surfaces throughout this area, by reducing footpaths with permeable surfaces including additional planting where appropriate.
- 3. Urban greening**
Climate and area appropriate planting along the length of Wairoa Avenue and potentially minimise the width of the footpath to increase the permeable area and greenery.

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WAVERLEY
COUNCIL

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Draft Village Centres Strategy Public Exhibition - Submission Summary

Submission	# of supporters	How is this addressed in the strategy
General Strategy Comments		
Overall support for the strategy, commendation for strategic work of Council	6	Noted
Support Strategy in its Draft form for adoption <ul style="list-style-type: none"> - Support for changing development controls to deliver Strategy - Scale and ambition well considered - Improved liveability across all centres wholeheartedly supported 	6	Noted – this position has been revised, as there was overwhelming support for no changes to be made to the existing controls.
Support for strategic alignment with District and Regional Plans	1	Noted
Support for plans to improve housing, liveability, productivity, and sustainability	1	Noted
Commendation on consultation undertaken	2	Noted
Community consultation not well advertised	1	Noted – refer to Council report for Community Consultation methods.
Acknowledgement of Waverley's role on a global scale	1	Noted
Include Councils Access for All framework and Disability Inclusion Action Plan <ul style="list-style-type: none"> - Specifically universal design, as 'accessibility' often refers to transport rather than mobility for all - Provide ramps into shops - Improved signage 	2	Noted – this has been included as an objective in each centre.
Remove all proposed new heights throughout the document	2	This has been reflected due to large community response demonstrating a strong desire to protect the existing character.
Strong support to rename Strategy <ul style="list-style-type: none"> - Not group neighbourhood centres under 'village' 	1	This has been reflected with a new title.
Completion of Strategy by mid-2020 unrealistic <ul style="list-style-type: none"> - Greater consultation required 	1	Noted
Additional evidence based work needed including <ul style="list-style-type: none"> - Traffic volumes, pedestrian counts, numbers of cyclists, hazards and accessibility issues, widths of footpaths, vegetation surveys etc. - Recommend review of Healthy Streets Program 	1	Noted – this has been undertaken and formed the Village Centres Urban Design Review. This document did not form part of the public exhibition.
It is the role of Council to hold development pressures to the ratified instruments	3	Noted
Introduction		
Purpose		
Purpose to refer more broadly to Council objectives <ul style="list-style-type: none"> - to achieve council's/community commitments in transport, public domain and sustainability improvements in our village centres. 	1	Purpose of the strategy has been updated to reflect these comments.

Draft Village Centres Strategy Public Exhibition - Submission Summary

Submission	# of supporters	How is this addressed in the strategy
- Include reference to net zero?		
Need a clearer overarching vision	1	The Introduction section has been heavily edited to provide a clearer overarching vision.
Statement about keeping to LEP/DCP/Character to be emphasised	2	This has been added on page 3, as well as throughout the document.
Include resilience context <ul style="list-style-type: none"> - social, community, environmental - diversity of local offerings - vibrant neighbourhoods - decentralised, walkable, accessible for all, safe 	1	The Introduction section has been heavily edited to provide a resilience framing to the Strategy.
Meaning of village needs to be clarified <ul style="list-style-type: none"> - discrete collections of built form and associated activities - tight grouping of commercial premises and associated residential buildings - small and of human scale 	1	The term 'village' has been removed from the document as there were many submissions that felt the term village incorrectly described the centres.
History of Waverley's villages should be included <ul style="list-style-type: none"> - currently no reference to this important characteristic - each have a unique history and character - represent early patterns of settlement in Sydney's east - all are historically important for post-European settlement of Sydney - surviving buildings are from pre-Victorian, Victorian, Federation, Edwardian and Art Deco architectural styles - Notable that other historic and important shopping strips and villages through Sydney have heritage protection, with the listing supported and defended by Councils (e.g.s include Crown Street, King Street, Oxford Street, Five Ways Paddington, etc). 	1	The Introduction section has been heavily modified to include a section on Historic Development to better shape the narrative around the importance of the centres' historic character.
Importance of Centres		
GSC Quote referring to centres requiring supermarkets not supported <ul style="list-style-type: none"> - suggested that this is more relevant to greenfield centres in growth areas - include more general points around what role Waverley's centres should play 	2	This quote has been removed.
Part of the character is the mix of residential and commercial uses	1	Noted – this is reflected in the recommendation to include a minimum non-residential floor space ratio.
Character is the human scale of buildings	6	Noted – this is reflected in the recommendations to maintain existing controls.

Draft Village Centres Strategy Public Exhibition - Submission Summary

Submission	# of supporters	How is this addressed in the strategy
Encourage and protect the diversity of villages that provide vibrant meeting spaces and enhance community connectedness <ul style="list-style-type: none"> - work with community, residents, precincts and businesses 	1	Noted
Transport and Accessibility		
Acknowledgement of need for improved transport across LGA <ul style="list-style-type: none"> - population makes this an imperative - reduce reliance on private vehicles - healthier options must be provided, like active transport 	6	Noted – this has been reflected by referring to Council's adopted transport plan, <i>Waverley's People, Movement and Places</i> .
Acknowledgement that Waverley was formed along mass transit routes and is very well connected	1	The Introduction section has been heavily modified to include a section on Historic Development to better shape the narrative around the importance of the centres' historic character.
Refer to <i>People, Movement and Places</i> document <ul style="list-style-type: none"> - more support for the Movement and Place framework - look at how people use general accessibility and support with public space, not just focussed on road-centric parking and transport 	2	Noted – this has been reflected by referring to Council's adopted transport plan, <i>Waverley's People, Movement and Places</i> .
Support for cycleway from Bondi Beach to Rose Bay Wharf <ul style="list-style-type: none"> - for commuters, recreational use and visitors 	1	Noted
Council should work closely with local groups to identify and support safety implementations and improvements	1	Noted
Support for vision where active transport is encouraged and supported with quality separated bike lanes <ul style="list-style-type: none"> - however does not reflect current reality - currently car-centric approach that is uninviting and unsafe - contributes to liveability, productivity and sustainability 	4	Noted – this is reflected in the vision, objectives and recommendations of each centre.
Domination of car-centric centres must shift to pedestrian-centric <ul style="list-style-type: none"> - Eastern Suburbs is most car-obsessed place I have lived - People focussed not car focussed - Quieter, cleaner, healthier - Walkability is should be increased 	7	Noted – this is reflected in the vision, objectives and recommendations of each centre.
Support for trams to be reinstated to Bondi and Bronte	1	Noted – there is a history of feasibility studies for the reintroduction of trams in the area. They have not been successful.
Support for NSW Government to extend heavy rail and improve network <ul style="list-style-type: none"> - Line to include UNSW and Randwick 	5	Noted

Draft Village Centres Strategy Public Exhibition - Submission Summary

Submission	# of supporters	How is this addressed in the strategy
<ul style="list-style-type: none"> - Line should not include Bondi (1) - Line should include Bondi (2) - Line to include Sydenham 		
Suggested underground link from Bondi Junction Station to Bellevue Hill School and Birriga Road	1	Noted
Suggested trackless tram along Curlewis Street and Birriga Road	1	Noted
Centres originally formed along public transport routes <ul style="list-style-type: none"> - Waverley villages are already exemplary models for walkability and public transit 	1	The Introduction section has been heavily modified to include a section on Historic Development to better shape the narrative around the importance of the centres' historic character.
Support for increasing bike lanes and making Waverley more bike-friendly <ul style="list-style-type: none"> - Better facilities are required to support active transport, including covered bike parking - Network of safe, continuous bike routes - Should provide safe routes for all ages - Support for radical and massive investment in supporting walking, cycling and public transport 	5	Noted - this is reflected in the vision, objectives and recommendations of each centre.
Upgrade to Bondi Junction Transport Interchange is essential to assist improved transport	1	Noted – Council is working with the NSW Government to plan upgrades to the Interchange.
Provision of express bus from Bondi Beach direct to CBD (travelling via Syd Einfeld Drive not through the Bondi Junction Transport Interchange)	1	Noted
Greater clarity required for the hierarchy of infrastructure required for various cycle routes <ul style="list-style-type: none"> - Each centre's Desired Future Character should include a 'safe and well-connected public domain that is pedestrian and cyclist friendly' as an objective 	1	Noted - this is reflected in the vision, objectives and recommendations of each centre.
Parking Generally <ul style="list-style-type: none"> - Additional density is concerning as parking availability is already limited - Basement parking access of high-streets not supported, however this is seen to put pressure on surrounding streets - Parking within centres should be for shoppers not residents 	2	Noted – recommendation to undertake further analysis on importance of parking in centres
Support for no basement car-parking off high-streets	2	Noted
Support for encouraging more commuting / visitation via Rose Bay Ferry with separated bike lane along Curlewis	2	Noted

Draft Village Centres Strategy Public Exhibition - Submission Summary

Submission	# of supporters	How is this addressed in the strategy
Housing and Liveability		
Housing <ul style="list-style-type: none"> - no more growth is required across the LGA as supported by LHS - Waverley already has high density - Waverley has surpassed its 2036 housing targets with existing controls - Spot rezoning not supported 	5	Noted. This has been reflected through the discussions on development pressures and the existing capacity within our controls. See section 'Protecting the role of centres'
Existing infrastructure cannot support additional population	1	Noted
Design quality and management of heritage and character buildings should be a priority	1	Noted – additional information has been added to address historic character.
Not supportive of public benefit statement as encourages increases to development standards	1	Noted – this has been retained to ensure that any future developments that do seek to increase the controls are aware that council would seek a public value contribution.
Support for increased green space	3	Noted – refer to Council's Open Space and Recreation Strategy.
Maintenance of existing open space and trees preferred over new ones	3	Noted – this has been reflected in the relevant centres.
Strengthen character of villages, emphasise heritage conservation by: <ul style="list-style-type: none"> - Commissioning heritage conservation management plans - Assisting owners to restore heritage features - Celebrate heritage and its values 	1	This has been reflected in the various centres, and with a stronger narrative throughout. In addition the Historic Development of Waverley section was added.
Public Domain must respect heritage	1	Noted
Surprise at how few bars, cafes and restaurants have great views	1	Noted
Support for Council to support Social Housing (not just affordable) <ul style="list-style-type: none"> - Support grass roots / housing providers over developers 	1	Noted
Productivity		
Limit shops across neighbourhood centres to 200sqm only	2	Noted – this has been added as an recommendation for additional study.
Greater flexibility in zoning to allow for new retail formats to respond to changes in consumer behaviour	2	Noted – this has been referenced in the Urban Resilience – Properties section.
Protection of employment uses in centres is essential <ul style="list-style-type: none"> - Rental returns are high so need to intervene in market - Council should explore options for rent control - Support diversity of businesses and provision of viable space for business activities 	2	Noted. This is largely out of Council's remit. Need to retain employment lands in the centres is reflected in the Urban Resilience sections.

Draft Village Centres Strategy Public Exhibition - Submission Summary

Submission	# of supporters	How is this addressed in the strategy
<ul style="list-style-type: none"> - Historic importance of the centres as having always been work places, e.g. stonemasonry, fashion and design, timber merchants and carpentry - Important to retain employment and apprenticeship opportunities in the area 		
Residential uses are not supported in centres	1	Noted. This has been discussed in the Urban Resilience sections.
Suggestions for Council community outposts in various centres	2	Noted – this has been included in Charing Cross and Rose Bay South centres.
Due to development pattern along public transport lines centres have numerous anchor points and do not require contemporary ‘anchors’ to sustain them <ul style="list-style-type: none"> - Centres are not competing for market share against Bondi Junction supermarkets 	2	Noted – this has been reflected in the Historic Development, Urban Resilience, and Place discussions.
Greater flexibility for operation of businesses <ul style="list-style-type: none"> - COVID impacts - Dual uses (i.e. one use during day, another at night) - Increase cultural offerings - Increase access for young businesses - Pop-ups during COVID 	3	Noted – this is reflected in the introduction discussions as well as in individual centres.
Reduced format major supermarkets is to the detriment of small privately-owned businesses <ul style="list-style-type: none"> - Impact the economic viability of established businesses - Reduce employment opportunities as more likely to mechanise checkouts - Can afford to undercut prices of similar offerings in the same centre 	2	Noted – a discussion on diversity is included in the Urban Resilience sections, and Economic Productivity.
Socio-economic impacts to be included	1	Noted.
Support for strategy to fast track investment and enhance Bondi as a national and international tourist destination	1	Noted.
Support for activation of street frontages	1	Noted.
Increase in culture generally <ul style="list-style-type: none"> - Live music, theatre, outdoor events - Bronte Beach should have more events (1) 	1	Noted – this has been reflected in the narrative and in certain centres.
Sustainability		
Strong support for sustainability upgrades <ul style="list-style-type: none"> - Essential for community resilience 	1	Noted
Support for urban greening <ul style="list-style-type: none"> - Planting on kerbsides and walls 	4	Noted

Draft Village Centres Strategy Public Exhibition - Submission Summary

Submission	# of supporters	How is this addressed in the strategy
- Council should adopt a policy to purchase / lease green space such as bowling clubs		
Improve local urban ecology <ul style="list-style-type: none"> - Biodiversity important - Cultural connection with biodiversity 	1	Noted – this has been added to the discussion, however will be picked up further in upcoming Council strategies.
Include net zero emissions to this section <ul style="list-style-type: none"> - <i>In Waverley, we have the goal that all new and existing buildings are built/retrofitted to reduce carbon emissions and manage energy, water and waste efficiently. This will ensure that our houses and workplaces are comfortable, energy and water efficient, affordable to run and climate resilient.</i> 	2	Noted
Include reduction of ocean pollution	1	Noted – this has been added in the Sustainability section.
Waste management is unresolved <ul style="list-style-type: none"> - Additional densities not supported until waste management is resolved - Circular economy - Continue to reduce waste - Encourage more recycling - Introduce FOGO for residents and commercial operators - Work with NFPs to improve collection of textiles - Focus on minimisation and producer responsibility 	5	Noted – additional discussions have been added about waste. Further detail will be picked up in future Council work for Net Zero Waste.
Improved food waste management <ul style="list-style-type: none"> - Trial composting of café kitchen waste - Potentially use compost in Waverley area - Implement the 2017 Commercial Waste Organics Study - Putrescible waste to be treated as a resource rather than a problem 	5	Noted – food waste trials have been flagged in certain centres.
Rooftop greening of heritage areas not supported due to structural issues	1	Noted
Increased canopy trees in heritage areas not supported <ul style="list-style-type: none"> - Hanging under awning baskets are preferred 	1	Noted – this has been updated in Charing Cross and Bronte Road.
Retain embodied energy in existing built fabric	1	Noted
Community Engagement		
Suggest use of Citizens Juries or Citizens Assemblies for on-going and well-informed consultation and decision making	1	Noted – this has been reflected to the Communications team.

Draft Village Centres Strategy Public Exhibition - Submission Summary

Submission	# of supporters	How is this addressed in the strategy
Priority Improvements		
Park at Avoca St not supported – in conflict with access requirements	1	Noted – park has been retained
Key priority should be to integrate WSUD, canopy, and greening in streetscapes <ul style="list-style-type: none"> - Start with Charing Cross 	1	Noted – has been reflected in the centres.
Plantings and WSUD may conflict with undergrounding powerlines	1	Noted.
Solar powered roads is not supported, <ul style="list-style-type: none"> - Investigation of public domain solar or battery operations preferred - Link to EV, eg. Electric bike charging - E.g. solar trees as shade structures - Rooftop/building integrated solar is desirable - Solar powered bus shelters 	1	Noted – this has been reflected in the centres.
Sub-surface waste systems is highlighted in many centres, but may not be suitable	1	Noted – this has been removed.
Urban heat mitigation generally supported <ul style="list-style-type: none"> - Additional opportunities include permeability and lighter coloured roads/surfaces - Solar roads not supported - Ensuring air conditioned high-use community spaces are powered by solar panels with battery storage systems to operate in the event of a heat wave or emergency electrical blackout 	1	Noted
Bronte Road From Bondi Junction to Charing Cross <ul style="list-style-type: none"> - Upgrade footpath on both sides - Plant avenue trees 	1	Noted
Initiate a Council-led pop-up program for empty shopfronts	1	Noted – this has been passed to the COVID response team.
Pedestrian Crossing at Carrington Road Charing Cross <ul style="list-style-type: none"> - Work with NSW Government for a pedestrian crossing / island 	1	Noted – this has been added to the centre strategy.
Prioritise co-designed principal bicycle network, integrate WSUD into streetscape changes	1	Noted.
Development Pressures		
Acknowledgment of loss of retail diversity <ul style="list-style-type: none"> - Need to investigate mechanism to retain - Building services, carparks, token retail leading to loss of vitality 	3	Noted – this has been reflected in the Economic Diversity and Urban Resilience – Wellbeing sections.
Include socio-economic impacts <ul style="list-style-type: none"> - Relate economic activity to well-connected and vibrant communities 	1	Noted – this has been reflected in the Urban Resilience – Wellbeing section.

Draft Village Centres Strategy Public Exhibition - Submission Summary

Submission	# of supporters	How is this addressed in the strategy
Centres Hierarchy		
Change from B4 to B2 perceived as an ‘upzoning’ - Increase in density and uses not supported	3	Noted – a more detailed discussion has been included in the section Centre Hierarchies.
Improved capacity for place/zone-specific objectives supported	3	
Rose Bay North		
Support for WSUD to be integrated with plantings	1	Noted
Desired future character to include cycling	1	Updated
Support to prioritise cyclists along this strip - Strategy should also identify secondary routes along Mitchell and Hardy Sts	1	Updated
Rose Bay South		
Desired future character to include cycling	1	Updated
Support to prioritise cyclists along this strip Strategy should also identify secondary routes along Mitchell and Hardy Sts	1	Updated
Support for undergrounding of power lines	1	Noted
General support for strategy - More information needed on how some initiatives will be achieved	1	Noted
No increase in height or density	1	Noted
Recent developments have increased traffic congestion and decreased village feel	2	Noted
Removal of the bus lane has had positive outcomes	1	Noted
Opportunity to include a Council community shop in either Rose Bay centres	1	Updated
Bronte Road (Bondi Junction)		
Increase in density along Bronte Road supported - This was general feedback at workshops - Strategy unachievable without investment from redevelopment	2	Noted
Refer to cycling in the desired future character	1	Noted
Support separated cycle link along Bronte Road - Secondary link along Brisbane Street, Birrell Street and Isabella Street	1	Noted
Charing Cross		
The heritage character must be preserved and protected - Charing Cross is the best example of an historic village shopping centre in the Waverley Council area	4	Updated

Draft Village Centres Strategy Public Exhibition - Submission Summary

Submission	# of supporters	How is this addressed in the strategy
<ul style="list-style-type: none"> - Commission a Conservation Management Plan for Charing Cross Conservation Area to guide restoration, and seek funding to work with building owners to restore shopfronts - Current controls are appropriate - Council needs to do more than just list important buildings, it needs to find ways to bring about heritage restoration 		
Include reference to expansion of the HCA approved on 5 May SPDC meeting	1	Not included – as this is not finalised.
Cycleway not supported on Bronte Road <ul style="list-style-type: none"> - Loss of parking 	2	Noted
Support separated cycle link along Bronte Road <ul style="list-style-type: none"> - Key regional route - Not dependant on development, is required link 	1	Noted
Desired future character must include cycling	1	Updated
Pedestrian Crossing at Carrington Road Charing Cross	1	Updated
Work with NSW Government for a pedestrian crossing / island		
Victoria Street carpark suggested for composting waste trial	1	Updated
WSUD plantings generally supported – however may require additional irrigation	1	Updated
Community pop-up centre <ul style="list-style-type: none"> - Facilitate access for community pop up shop front at Shop 4, 276-278 Bronte Road - Relocate car spaces into carpark to free up space for an outdoor courtyard to rear of building 	2	Updated
Improve amenity of walkway from Victoria Street Carpark to Bronte Road	1	Updated
Additional lots to be included in zone rationalisation	2	Updated
Integrate Waverley Historical Society promotion of Charing Cross	1	Noted
Upgrade needed to some buildings and public domain <ul style="list-style-type: none"> - so the 'run-down' appearance is not used to incentivise development 	4	Updated
Strongly oppose any Increase in height <ul style="list-style-type: none"> - human scale maximum height 9m - residential not supported within centre (not a historic use, contrary to heritage character) 	5	Updated
Support for carpark to be converted to park <ul style="list-style-type: none"> - Potential underground parking 	1	Noted
Carpark conversion to a park not supported	1	Noted – Updated
Support for Key Site A redevelopment	1	Noted

Draft Village Centres Strategy Public Exhibition - Submission Summary

Submission	# of supporters	How is this addressed in the strategy
Do not support the inclusion of a plaza at Key Site A <ul style="list-style-type: none"> - Not likely to be true public space - Preference to have this as a café / restaurant courtyard/ curated space taken into account in the development controls - Better use of the private open space at 380 Bronte Road preferred, potentially with a deciduous mature tree to replace the magnolia (could include this as a photomontage in the Strategy) - Pedestrian connection is not needed, laneways are already used for people to walk to park 	4	Updated
Smart poles should be included in a mock-up	1	Noted
Preferred urban greening - hanging baskets with greenery <ul style="list-style-type: none"> - From smart poles or from awnings - Large trees not supported 	2	Updated
Macpherson Street		
Cover photograph illustrates Macpherson St village is highly successful	1	Noted
Waverley Cemetery is still a working cemetery, with visitation from bus	1	Noted
Opposed to rezoning of sites along Macpherson St <ul style="list-style-type: none"> - creates possibility of larger shops and supermarkets 	4	Updated
Strong support to maintain fine grain shops and human scale development	1	Updated
Support for vision that prioritises cycling	1	Noted
Support bike lane along Macpherson St <ul style="list-style-type: none"> - Also support additional routes along Chesterfield, Arden, Leichardt 	1	Noted
Concerns with safety of bike path along Macpherson Street <ul style="list-style-type: none"> - preferred route is Chesterfield, Trafalgar Street, Bronte cutting 	2	Noted
Support for shared zone in Chesterfield Lane <ul style="list-style-type: none"> - and additional measures to prevent delivery trucks through lane - suggest Council lease the car parking spaces in the RSL site development to be publicly accessible 	3	Noted
Does not support through site link from Chesterfield Lane to Macpherson St	2	Updated
Support for widening of footpath and removing parking <ul style="list-style-type: none"> - parking could be accommodated in new parking in St Thomas Street - Limited/timed parking to Macpherson St 	2	Noted
Do not support sub-surface irrigation linking Simpson Park to Varna Park <ul style="list-style-type: none"> - prefer WSUD including tree pits, passive irrigation and raingardens 	1	Updated
Macpherson St/Arden St park important piece of greenspace to be retained	1	Noted

Draft Village Centres Strategy Public Exhibition - Submission Summary

Submission	# of supporters	How is this addressed in the strategy
Concerns about safety of Ardern St and Macpherson St	1	Noted
Do not support the reference of Macpherson St as a 'village' centre	3	Updated
Mixed views on parklet	3	Noted
St Thomas Street – retail is supported but re-zoning not necessary <ul style="list-style-type: none"> - prefer mechanism to retain existing zone - require any future development to provide/retain a ground floor retail use 	1	Updated
Concern over loss of greenspaces generally	1	Noted
Continuity of planting palette along key streets incl Macpherson would be preferable <ul style="list-style-type: none"> - e.g. use same plan from Bronte Beach to St Catherines - paperbarks are currently being replaced by plants with no relationship to the surrounding plants in Yanko Avenue 	1	Updated
Potential to hold markets in pocket park at Ardern/Macpherson <ul style="list-style-type: none"> - urban greening is desired but could trial pop-up markets 	1	Noted
Bronte Beach		
Solar tiles not supported	1	Noted
Not supportive of new public bathroom at toilet stop	1	Updated
Not supportive of WSUD <ul style="list-style-type: none"> - preferred subservice treatment of stormwater with permeable pipe system to remove pollutants entering the beach (similar to what is in Bondi) 	1	Updated
Managing conflicts between uses <ul style="list-style-type: none"> - Kitchen exhaust fans are noisy (age, condition, size) - council should investigate how to improve this 	2	Updated
Convenience store not supported – could hours of operation should be restricted	1	Noted
Desired future character should include cycling <ul style="list-style-type: none"> - support for a cycleway - the bike route should go through the cutting 	2	Updated
Bondi Road		
General		
Support for Bondi Road strategy generally	11	Noted
Support for Desired Future Character	2	Noted
Does not support Desired Future Character	1	Noted
Support for Key Ideas	2	Noted
Support for Public Realm improvements	5	Noted

Draft Village Centres Strategy Public Exhibition - Submission Summary

Submission	# of supporters	How is this addressed in the strategy
Support for Sustainability section	3	Noted
Bondi Road already is a vibrant, successful, local community <ul style="list-style-type: none"> - Is walkable, local - Has range of goods and services - Important for older residents - Sense of community - Good for those who commute to visit on way home/to work 	11	Noted
VPA as a mechanism supported	1	Noted
VPA as a mechanism not supported	1	Noted
Zoning and Uses		
Support for zone rationalisation <ul style="list-style-type: none"> - Increase to Park Parade 	1	Noted and updated
Rezoning in Zone B not supported <ul style="list-style-type: none"> - Prefer to consolidate retail in existing areas 	1	Updated
Diversity of shops needed <ul style="list-style-type: none"> - New offerings tend to be predominantly café/restaurants 	1	Noted and Updated
Public Domain		
Waverley Park is a meeting place at the West end of the centre	1	Noted
Cleveland Street style planting suggested	2	Updated
Upgrades should enhance heritage streetscapes	1	Updated
East Bondi Road character Increased planting and new paving	1	Updated
Support for footpath widening	1	Noted
Does not support pocket park at Avoca Street <ul style="list-style-type: none"> - Access - Lack of amenity 	3	Noted and updated
Supports pocket park at Avoca Street	1	Noted
Pedestrian amenity questioned with traffic congestion and speed	1	Noted
Suggested interpretive signage of local history	1	Noted
Built Form		
Suggest divide Bondi Road into three character areas to better reflect area	1	Updated
Strong support to retain and support local and small retailers <ul style="list-style-type: none"> - Small shop sizes and older shops have lower rents - More shops leads to more interactions with people – creates community 	16	Updated

Draft Village Centres Strategy Public Exhibition - Submission Summary

Submission	# of supporters	How is this addressed in the strategy
West Bondi Road character Include interwar art deco shop top housing buildings	1	Updated
East Bondi Road character supported	1	Updated
Strong support to retain existing character <ul style="list-style-type: none"> - Important to retain human scale - Existing character is crucial to success of Bondi Road - Greater protection of European heritage and interesting architecture - Distinctive terrace shopfronts, businesses and people living in them are the most attractive features of Bondi Road / main asset - Recent new developments are out of character with the heritage / historic facades, do not contribute to amenity of Bondi Road 	24	Updated
Strong opposition to increase in development controls <ul style="list-style-type: none"> - Support to retain existing development controls - Inconsistent with character - Impact on amenity unacceptable - Overshadowing to southern residential lots unacceptable - Lack of protection of heritage character - Increase traffic congestion - Redevelopment will destroy local businesses - New rents are higher, excluding local businesses/start ups - Compromise one of few remaining high-streets in Waverley - Create a canyon or wind-tunnel of built form - Perceived as overdevelopment of the area - Area is already dense, no additional development required 	22	Updated
Support for increased density and changes to development controls <ul style="list-style-type: none"> - in strategic locations - focal point - increased footpaths and activity for pedestrians - support for no floor space ratio - support for criteria for redevelopment to be design excellence, height, and envelope control - support for an additional storey on what is proposed (total 7 storeys) - important provision of housing - residential should be allowed on ground floor (where not fronting Bondi Road) 	15	Updated

Draft Village Centres Strategy Public Exhibition - Submission Summary

Submission	# of supporters	How is this addressed in the strategy
- additional height required as true incentive in existing strata buildings		
Upgrades to shopfronts required	3	Updated
- Investigate how to support land owners upgrade the shopfronts		
- Create a main-street committee to help curate public artworks and façade upgrades		
- Continuous awnings needed		
Transport		
Any changes must be transport-led	1	Updated
Real changes to transportation must occur before any changes to development controls would be supported		
Support for rear-lane cycleways	5	Updated
- Supported in principle		
- Not supported if an 'exchange' for 6 storey heights		
- Confusion around acquisition		
Support bike routes on Ocean Street and Avoca Street	1	Noted
Improve safety and amenity of Bondi Road	1	Noted
- Reduce speed to 30km/h		
- Provide zebra crossings to Bondi Road and Castlefield Street		
Bus Rapid Transit not supported	10	Updated
- Not feasible		
- Not desirable		
- Should not use increased transit to support increased development		
- Would result in loss of character		
- Concerns regarding a 'tourist tunnel'		
- Bus priority lanes preferred		
Bus Rapid Transit supported	1	Noted
Improve bus stop infrastructure – integrated with smart features, solar panels	1	Noted
Support for more cyclists along Bondi Road	2	Noted
- safety of Bondi Road itself to be improved		
- Separated cycleway suggested in medium – long term to remove slower moving cyclists from clearway		
- Less costly infrastructure preferred		
Do not support bike lane on Bondi Road	1	Noted
Support for safety improvement at intersection of Wellington St and Bondi Road	2	Noted
- Lack of signals has promoted 'rat-run' along Martins Ave bike route		

Draft Village Centres Strategy Public Exhibition - Submission Summary

Submission	# of supporters	How is this addressed in the strategy
<ul style="list-style-type: none"> - Martins Ave closed to vehicles to improve safety of cyclists - Existing cycle route via Francis and Martins preferred as main route 		
Retain existing clearway <ul style="list-style-type: none"> - works well currently - Except for peak hours and season - Additional clearways can impact business trading - Extend to 10am 	5	Noted
Support removal of car parking along Bondi Road	2	Noted
Parking along Bondi Road is important for shoppers <ul style="list-style-type: none"> - On and off-street parking is important to support shops - Parking works as a buffer between pedestrians and road 	5	Noted
Sustainability		
Support for WSUD measures <ul style="list-style-type: none"> - Raingarden locations may not be optimal as shown - Describe WSUD interventions (tree pits, passive irrigation, raingardens) 	4	Noted
Does not support accessible green roofs <ul style="list-style-type: none"> - If heritage character is lost - Heritage buildings will not support green roofs 	2	Noted
Support for encouraging uptake of rooftop solar <ul style="list-style-type: none"> - Could be solar and greening - Microgrids - Battery storage supported 	3	Updated
Improve shading on residential sections of Bondi Road with more tree planting <ul style="list-style-type: none"> - Do not conflict with awnings 	2	Updated
Support for vegetable gardens	2	Noted
Additional street trees could be planted at cnr Denham and Bondi Road	1	Updated
Support for green corridor to lower temperature and provide amenity	2	Noted
Bondi Beach		
Gould Street pedestrianisation supported <ul style="list-style-type: none"> - Consider car access to buildings that already have basements - Cycle access to be provided in both directions 	2	Updated
Support Hall Street part pedestrianisation	1	Noted
Glenayr Ave supported – WSUD opportunities supported <ul style="list-style-type: none"> - Suggest separated cycleway 	2	Noted

Draft Village Centres Strategy Public Exhibition - Submission Summary

Submission	# of supporters	How is this addressed in the strategy
Support proposed separated cycleway on Curlewis Street	1	Noted
Request to pedestrianise Campbell Parade	1	Noted
Suggested underground pedestrian routes to Bondi Beach from Gould Street - Link to a potential future heavy rail station	2	Noted
WSUD recently completed	1	Noted
Trafficable green roofs not supported	1	Noted
Retain existing built form controls	1	Noted
Support for civic space at Roscoe Street and Campbell Parade	1	Noted
Need to include reference to cyclists in desired future character	1	Updated
Support for Hall Street, Obrien Street, Lamrock Ave as possible new routes Suggest also Rosecoe St, Obrien St and Cox Ave	1	Noted
Concern of loss of amenity due to antisocial behaviour	1	Noted and updated
Include rationalisation of number of storeys between DCP and LEP	1	Noted
Does not support zone rationalisation at Glenayr Avenue	1	Updated
North Bondi		
Urban heat island hot spot - WSUD site is very steep - Explore cooling opportunities outside the grided area - Could WSUD be considered for the lot 121 Brighton and Ramsgate lots as well - WSUD could be near bus terminus	1	Updated
Include cyclists in Desired Future Character - Lack of clarity around cycling improvements - Traffic volumes on Military Road require separation for cyclists, and/or significant traffic calming	1	Updated
Curlewis Street		
Support for the bike path - Bike link should be a priority - Ensure bike link fits with Priorities identified in BIKEast submission	3	Noted
Remove solar road surfaces	1	Updated
Increase canopy along this active travel thoroughfare	1	Updated
General support for the strategy - Public domain upgrades	1	Noted
Support of rezoning and redevelopment of Key Site B	1	Noted

Draft Village Centres Strategy Public Exhibition - Submission Summary

Submission	# of supporters	How is this addressed in the strategy
- Suggest 5+ storeys to ensure feasibility		
Do not support the increase in commercialisation of the centre	1	Noted
Wairoa Avenue		
WSUD supported here	1	Noted
- Could link to scout hall at top of hill		
- Also reduce non-permeable surfaces across the area to increase infiltration		
Does not support opportunity for large scale urban intervention w rezoning	1	Noted
Support for vision that prioritises cycling	1	Updated
- More detailed on how this will be achieved		
- Current cycling quality is poor		
- Separated cycle routes preferred		
Flood Street		
Lack of clarity around how to encourage more cyclists along Old South Head Road	1	Updated
- Improvement of existing Bondi Beach to Bondi Junction cycle route through separation, traffic calming and/or street closures to Martins Avenue, Anglesea Street, Flood Street, Watkins Street, Bon Accord Avenue, Kenilworth Street, Wavelrey Crescent and/or Ben Eden Street		
- Contra-flow cycling treatment/closure of Orr Street		
Does not support any changes	1	Noted
Murriverie Road		
WSUD strongly supported	1	Updated
- Potential for an educational space/raingarden?		
Murriverie Nth - Shared path on Woollahra Side, change point to provide access to shared path on the western side of OSH Road	1	Updated
Desired future character should reference cyclists	1	Updated
- East – refer to previous OSH Rd comments		
- West – not identification of possible new local bike route		
Add resolve conflict of turning cars and buses at Hardy St and Michell St	1	Updated
Belgrave Street		
Identification of bike route along spine of Murray St and Fletcher St, along Sandridge and Fletcher St	1	Updated
- Lack of clarity around this route		
More trees and planting supported	1	Updated
- However maintain ability for pedestrians to cross street		

Draft Village Centres Strategy Public Exhibition - Submission Summary

Submission	# of supporters	How is this addressed in the strategy
Support for undergrounding power lines	1	Noted
Street play not supported <ul style="list-style-type: none"> - Instead promote play in existing park and upgrade park - Investment in park is preferred 	3	Updated
Support for traffic calming <ul style="list-style-type: none"> - T intersection - And pedestrian crossing across Murray St - Improve safety generally for parents with prams that use the park 	2	Updated
Removing parking not supported	2	Updated
Belgrave reserve upgrades <ul style="list-style-type: none"> - Planting should be appropriate to use, current mature trees create dark and shady feel - Prefer replacement of mature trees with location and climate appropriate trees for a more inviting park 	1	Updated
Frustration that Council has prepared this strategy when there are key things that have been communicated before that have not been included (i.e. upgrades to the park requested over many years)	1	Updated
Correction needed to Street Names on maps	1	Updated
Fletcher Street		
WSUD might not be appropriate	1	Noted
Remove duplicate – investigate possible new local bike routes....	1	Updated
General support for strategy	1	Noted
Blake Street		
Strong support for night time activity <ul style="list-style-type: none"> - Many previous precinct motions for dining, none for small bars 	1	Noted
Completion of public domain upgrades and maintenance <ul style="list-style-type: none"> - Need to upgrade defects of previous public domain works that have been completed - Works are appreciated by greatly by precinct – completion needed - Maintenance schedule to be improved, to clean waste from planter box areas, and to maintain plants and weeds - Pressurised cleaning on tiles 	1	Updated
Vaucluse		
Nil		Nil.

REPORT

PD/5.2/20.11



Subject: Jessie Street Reserve - Native Garden and Indigenous Learning Centre

TRIM No: A19/0171

Author: Sue Stevens, Co-ordinator, Urban Ecology

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

RECOMMENDATION:

That Council:

- Notes that an indigenous plant and native food garden has been recently installed outside Bronte Public School.
- Considers the inclusion of a budget allocation in the 2021–22 budget to enable the installation of a small local native plant garden at Jessie Street Reserve that includes species from the critically endangered Eastern Suburbs Banksia Scrub vegetation community, together with interpretative signage.

1. Executive Summary

This report is responding to a Council resolution to construct a native garden and indigenous learning centre at Jessie Street Reserve. Due to the small size of the Reserve and its location beside a busy road, it is an unsafe and inappropriate location for a learning centre. This report proposes planting a native garden consisting of Eastern Suburbs Banksia Scrub plants together with interpretative signage.

2. Introduction/Background

Council has requested an investigation into developing Jessie Street Reserve (corner of Murray Street and Belgrave Street, Bronte) into a native food garden and indigenous learning centre to enhance local understanding of local indigenous culture and increase indigenous business and employment.

3. Relevant Council Resolutions

Meeting and date	Item No.	Resolution
Council 16 April 2019	CM/8.4/19.04	<p>That:</p> <ol style="list-style-type: none"> Council investigates developing Jessie Street Reserve (corner of Murray Street and Belgrave Street, Bronte) into a native food garden and indigenous learning centre to enhance local understanding of local indigenous culture and increase indigenous business and employment. The investigation consider:

		<p>(a) The integration of the centre as part of the Waverley Council Reconciliation Action Plan.</p> <p>(b) Plans and designs for a native garden with an education area that will require extensive landscaping to make the most of a small place.</p> <p>(c) User safety, as it is located next to a busy road.</p> <p>(d) Security, to ensure it is not misused at night and causes concern for neighbours.</p> <p>(e) Suitable local indigenous businesses with the capacity to plan, plant and maintain the garden.</p> <p>(f) Resident and Bronte Precinct feedback.</p> <p>(g) Costings for the establishment and ongoing maintenance of this space.</p> <p>3. Council consults elders and other relevant Aboriginal and Torres Strait Islander organisations.</p> <p>4. Council officers report back to Council on the outcome of the investigation.</p>
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4. Discussion

The proposal was investigated, and the results are as follows.

2(a) The integration of the centre as part of the Waverley Council Reconciliation Action Plan

Council's second RAP was launched in December 2019. If this centre eventuates, it could become part of the third RAP. The centre could fit with the following RAP Actions under the 'opportunities' theme:

- Action 2 – Investigate opportunities to incorporate Aboriginal and Torres Strait Islander supplier diversity within our organisation.
- Action 3 – Explore opportunities to promote and learn more about Aboriginal and Torres Strait Islander cultures and build the capacity of our local area.

2(b) Plans and designs for a native garden with an education area that will require extensive landscaping to make the most of a small place

Plans for a native garden at this site can be developed following agreement on the scope and size of the garden and funding being allocated for plans to be developed.

2(c) User safety, as it is located next to a busy road

It was agreed among all those consulted that this is not a safe location for an education centre or for gatherings of any more than a few people, due to its small size, that it is located beside a busy road, and that much of the reserve slopes downwards towards the road. It is a particularly unsuitable site for groups of small children. The photo below outlines the small width available in the flatter areas of the park.



Figure 1. Jessie Street Reserve.

2(d) Security, to ensure it is not misused at night and causes concern for neighbours

Security would be considered if the project was to go ahead, but the common solutions such as lighting and fencing may not be popular with local residents. Lighting could cause light pollution and spill into neighbouring properties, and fencing may convey a sense of exclusivity.

2(e) Suitable local indigenous businesses with the capacity to plan, plant and maintain the garden

Council officers are in contact with local indigenous business IndigiGrow who could supply plants for this project. The garden could be planted by Council staff or contractors and maintained by Council staff.

2(f) Resident and Bronte Precinct feedback

The Bronte Precinct was consulted on 17 February 2020, with the following feedback provided:

- It was noted that a previous proposal for a herb spiral at this site was not supported. It was proposed that the herb spiral be a co-operative project between the café on the opposite corner and residents.
- The idea of a native plant garden was supported in-principle.
- Some seats for people to sit and drink coffee could be installed.
- More clarity around what is a 'Learning Centre' was requested, but that it was a good initiative if the right space could be found.
- More information is needed as to how this proposal would support indigenous employment.
- It was agreed that the site was unsuitable for groups of children due to safety concerns, in particular due to its location on the corner of a busy road.
- Much of the site is sloping and would require extensive landscaping works to flatten it out, then installation of retaining walls. It was considered that this would not be an efficient use of ratepayers' money.

If a garden upgrade is resourced, or learning centre proposed in a suitable location, then resident and community consultation would occur via Council's 'Have Your Say' page and on-site surveys.

2(g) Costings for the establishment and ongoing maintenance of this space

See section 5 of this report below for estimated costing for a small native plant garden to be installed at this site.

3. Council consults elders and other relevant Aboriginal and Torres Strait Islander organisations

It has previously been signalled to Council that Lands Council do not see commenting on local government proposals to plant on local- government-managed lands as with their core areas of focus. Should a learning centre proposal be accepted and funded for this or any other site, the Lands Council and elders will be consulted on cultural aspects of the project. Council has engaged with IndigiGrow, which has strong connections to the La Perouse Aboriginal Land Council and strong knowledge of ESBS plants.

Discussion

Preserving and restoring locally indigenous vegetation

Preservation of locally indigenous vegetation, including the critically threatened ecological community *Eastern Suburbs Banksia Scrub*, is an essential component of managing our landscape in a sustainable manner, conserving our natural heritage for future generations, and improving human health by providing green and biodiverse spaces for passive recreation and amenity. Connection with our natural heritage through conserving and re-establishing areas of locally indigenous vegetation is also an essential part of reconciliation.

Jessie Street Reserve

Jessie Street Reserve was named after Jessie Street (1889–1970) an activist, a feminist and a lifelong campaigner for women's rights, the peace movement and the elimination of discrimination against Aboriginal people. Her activism in support of Aboriginal people lends itself to the Reserve being a learning centre for indigenous culture. However, Jessie Street Reserve is not of a sufficient size to accommodate an education area or learning centre. The location of the Reserve presents safety risks of this site that are not insignificant. This Reserve is linear in shape, with the longer side adjacent to Murray Street—a busy thoroughfare for traffic travelling from Bondi to Waverley and Bronte suburbs. Approximately 75% of the Reserve is sloping, with the bottom of the slope at Murray Street. The flat part of the reserve is approximately 50 square metres and is on the corner of Murray Street and Belgrave Street. Any landscaping to flatten the site would be expensive and may raise geotechnical issues.

Alternative native plant garden and learning space at Bronte Public School

In October 2019, students and parents from Bronte Public School and staff from IndigiGrow, an indigenous-run nursery at La Perouse, installed an indigenous plant and Bush Tucker Garden outside the School on Hewlett Street, approximately 200 m from Jessie Street Reserve. This is a much safer location as it is in a cul-de-sac on a wide verge. This garden contains edible native plants and species found in Eastern Suburbs Banksia Scrub, a critically endangered ecological community. This garden has all the benefits of the proposed garden at Jessie Street Reserve, with less of the safety risks and maintenance needs. Council is supporting Bronte Public School to ensure that this garden establishes successfully. This garden meets some of the objectives of the Council resolution.

Alternative actions for Jessie Street Reserve

This report recommends that a small native garden at Jessie Street Reserve be installed with interpretative signage. The garden would have a theme of locally native and Eastern Suburbs Banksia Scrub species with the planting limited to the southern end on the existing terraced area only that is currently turfed. The majority of the could be replanted with locally indigenous plant species and infill planting could occur under

existing trees and shrubs. Interpretative signage could be installed describing plant species names and their potential uses. While this would not be an education centre, it would enable connection by a small number of people at any time to a diverse range of plants, sourced from local nurseries using seed stock from a local provenance.



Figure 2. Aerial view showing hatched area for planting.

The planted area would make up 10% of Jesse St Reserve and would not involve the removal of any existing plants.

Species that could be suitable for this type of garden at this site include, but are not limited to:

- *Acacia suaveolens*.
- *Actinotus helianthin*.
- *Actinotus minor*.
- *Billardiera scandens*.
- *Cymbopogon refractus*.
- *Darwinia fascicularis*.
- *Dianella caerulea*.
- *Dianella congesta*.
- *Entolasia stricta*.
- *Eriostemon australasius*.
- *Grevillea buxifolia*.
- *Hibbertia fasciculata*.
- *Hibbertia linaeris*.
- *Isopogon anemonifolius*.

- *Lepidosperma laterale*.
- *Philotheca buxifolia*.
- *Ricinocarpus pinifolis*.
- *Themeda austral*.

Some of the species listed could be difficult to source due to lack of seed availability. IndigiGrow could potentially supply some of the Eastern Suburbs Banksia Scrub species. Seeds of available species could be collected for propagation, if available, by Randwick Council Community Nursery.

5. Financial impact statement/Time frame/Consultation

Financial impact statement

No budget exists in the 2020–21 budget to undertake this project. Approximately \$15,000 would be required for plant supply and preparation, planting of a small native garden as described above at Jessie Street Reserve. The breakdown of costs are as follows:

Table 1. Breakdown of costs.

Plant Propagation and Supply	\$1,000
Site Preparation, planting and initial maintenance	\$3,500
Installation of seat and concrete slab	\$3,000
Design, fabrication and Installation of interpretative signage	\$2,000
Ongoing maintenance for 24 months	\$6,000

The project delivery and ongoing maintenance would need to be factored into staff work programs for 2021-22. The estimated \$15,000 budget will be included in the Urban Ecology budget for 2021–22.

The completed garden would require maintenance in excess of current service levels at Jessie Street Reserve, which is primarily mowing. While Council staff currently do not have skills to maintain these native plantings, existing asset maintenance staff could be trained in the conservation and land management skills required.

Time frame

Planting should be undertaken in autumn or winter for the garden to be successfully established. This would mean that the planting would only be able to occur in autumn 2022. Community consultation, site preparation, and plant propagation would take a minimum of six months to occur. Prior to commencement of implementation of a garden, some consultation with the local community would be needed.

6. Conclusion

The proposal for an indigenous learning centre has merit, but Jessie Street Reserve is not a suitable location. This report proposes that the planting of a native garden consisting of Eastern Suburbs Banksia Scrub plants at Jessie Street Reserve be considered as part of the 2021-22 budget process.

7. Attachments

Nil.

REPORT
PD/5.3/20.11

Subject: Margaret Whitlam Recreation Centre - Indoor Cricket Nets Training Facility

TRIM No: A19/0459

Author: Robert Sabato, Senior Project Manager

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

RECOMMENDATION:

That Council:

1. Receives and notes the Concept Design Report for the Margaret Whitlam Recreation Centre Indoor Cricket Nets Training Facility project attached to the report.
2. Endorses Option B as the preferred option for inclusion in the development of the new draft Waverley Park Plan of Management.
3. Notes that community consultation on the proposed Margaret Whitlam Recreation Centre Indoor Cricket Nets Training Facility will be undertaken as part of the Waverley Park Plan of Management (PoM) process.

1. Executive Summary

The purpose of this report is to provide an update on the Margaret Whitlam Recreation Centre (MWRC) Indoor Cricket Nets Training Facility including details of the three concept design options developed.

Council officers are recommending Option B, comprising four cricket pitches with integrated amenities attached to the MWRC Clubrooms, as the best investment for Council as it has minimal impact on Waverley Park green space, is well integrated with the existing grandstand and is within the budget outlined in the Heads of Agreement.

2. Introduction/Background

In September 2019, Council entered into a Heads of Agreement (HOA) with Suburbs Cricket Club (ESCC) to enter into a Public-Private Partnership (PPP) for the Indoor Cricket Nets Facility Building Project. The project arose due to a shortfall of training facilities following the demolition of indoor cricket training facilities due to the redevelopment of the Sydney Football Stadium. This was preceded by a Councillor workshop earlier in September 2019 where a preliminary concept commissioned by ESCC was presented as well as the outcomes of the structural feasibility study. Following execution of the HOA, the Office of Local Government endorsement for the PPP was received in January 2020.

The HOA called for a detailed needs analysis. This has been undertaken by Council's Open Space Planning team which highlighted the potential for the Indoor Cricket Facility to allow for the multi-purpose use when not used by ESCC. The report recommends the proposed facility should include retractable nets that can be pushed back outside of cricket training times to permit other activities such as multipurpose court overlays,

fitness training and other sporting activities. The recommendations also include considerations that were to be reviewed and assessed for feasibility in the design stage of the project. These include:

- Cricket training lanes and multi-purpose court dimensions.
- The type/cushioning of the playing surface.
- Line marking options.
- The provision of storage space for ESCC as well as other clubs.
- Dedication of non-cricket use in facility scheduling.

3. Relevant Council Resolutions

Meeting and date	Item No.	Resolution
Council 17 September 2019	CM/11.3/19.09	<p>That Council:</p> <ol style="list-style-type: none"> 1. Treats this report as confidential in accordance with section 11(3) of the Local Government Act 1993, as it relates to a matter specified in section 10A(2)(d)(i) of the Local Government Act 1993. The report contains commercial information of a confidential nature that would, if disclosed, prejudice the commercial position of the person who supplied it. 2. Endorses the Heads of Agreement between Council and Eastern Suburbs Cricket Club (Waverley) Incorporated attached to this report for the proposed Indoor Cricket Nets Facility Project. 3. Authorises the General Manager to sign the Heads of Agreement on behalf of Council and to forward to Eastern Suburbs Cricket Club (Waverley) Incorporated for execution. 4. Prepares an Agreement for Variation to Licence with Eastern Suburbs Cricket Club (Waverley) Incorporated, with a report to be brought back to Council for approval. 5. Writes to the Office of Local Government to seek formal approval to enter into a Public-Private Partnership with Eastern Suburbs Cricket Club (Waverley) Incorporated for the Indoor Cricket Nets Facility Building Project. 6. Contributes the amount of funding to the project set out in Table 1 of this report. 7. Officers report back to Council on the recommended funding sources and the proposed expenditure program either as part of the Q1 review of the 2019/20 Capital Works Program or via a separate report, and as part of the next Long Term Financial Plan adjustment. 8. Undertakes community consultation as soon as possible.

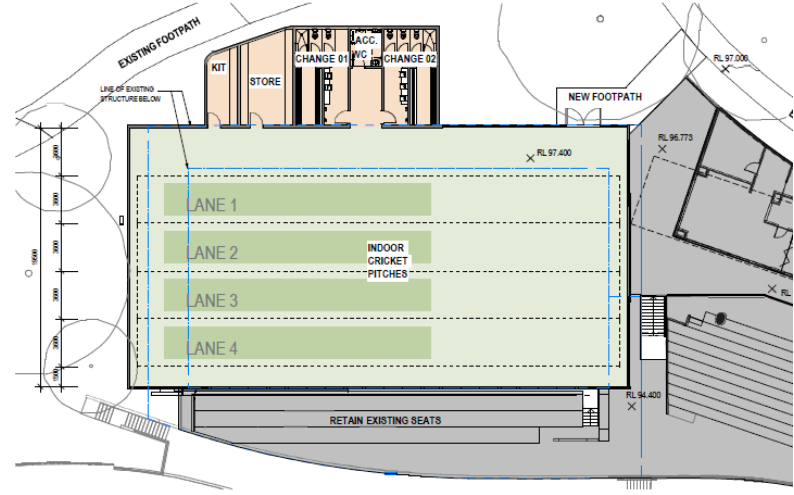
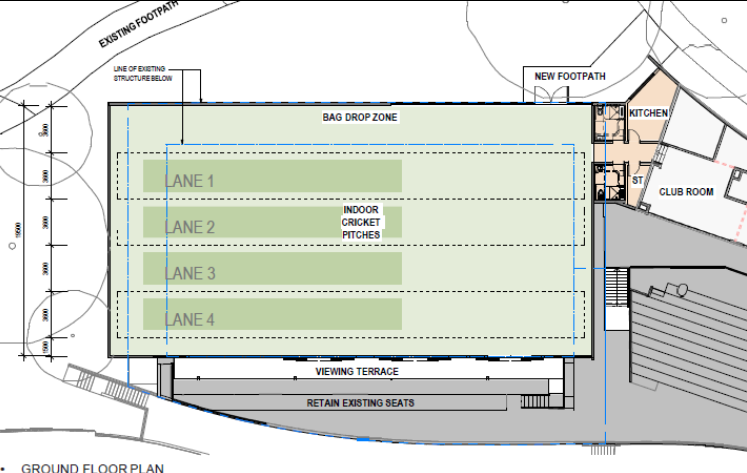
<p>Council 19 March 2019</p>	<p>CM/5.2/19.03</p>	<p>That Council:</p> <ol style="list-style-type: none"> 1. Notes that Easts Cricket Club has recently approached Council with a proposal to build an indoor cricket practice net facility and associated amenities on the area immediately south of the Phil O'Sullivan–Bob Horsell Grandstand at Waverley Oval above the indoor sports facility and astroturfed tiered seating structure. 2. Requests officers to undertake discussions with representatives of Easts Cricket Club to examine the potential of building a cricket practice net facility and associated amenities, including a pre-feasibility study. 3. Notes that these discussions will be undertaken consistent with the recently adopted Capital Partnership Probity Guidelines for joint projects with community groups. 4. Considers the following important: <ol style="list-style-type: none"> (a) The need for toilet and changing facilities that can be accessed by other sports activities at Waverley Park, with specific emphasis on adequate female facilities. (b) The net area and associated space be usable for other purposes than cricket practice nets. (c) The material of the structure be lightweight, and that the structure, when viewed from the oval and from public areas within the park, does not present as a bulky, intrusive or oversized addition to the Grandstand. (d) The design does not impact on the current use of the existing indoor sports facility. 5. Notes that East Cricket Club is seeking sources of revenue and grants separate from Council and has the support of both Cricket NSW and Cricket Australia. 6. Notes that the indoor cricket practice net facility at the Sydney Cricket Ground will be reduced from 12 lanes to four lanes as part of the redevelopment of the precinct, known as the Sydney Football Stadium redevelopment. 7. Notes that the facility would be owned and managed by Waverley Council. 8. Requests that the plans be presented at a Councillor workshop, after which Council will release documentation to allow thorough public consultation. 9. Notes that a report will be submitted to Council detailing
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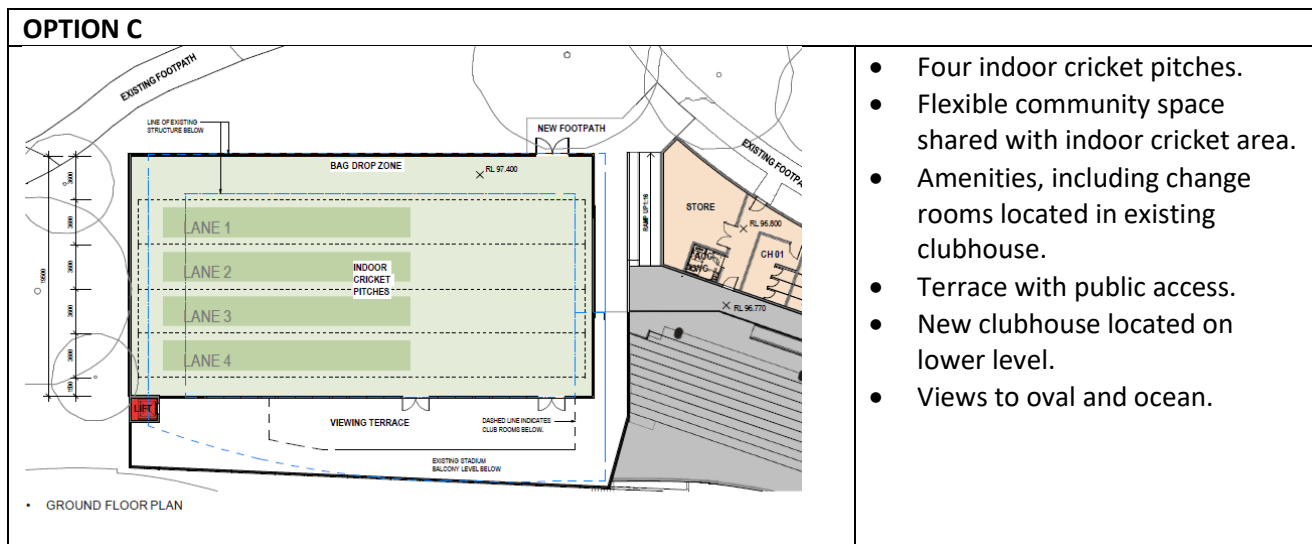
		the architectural plans, budget elements and community impacts, including the results of the public consultation, at a future Council meeting for Council's consideration and deliberation.
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4. Discussion

In March 2020, following an open tender process, Co-Op Studios were engaged to provide architectural services for the project. The needs analysis formed a key component of the brief as well as the requirements provide by ESCC. Co-Op Studios working closely with the Council and ESCC PCG developed three options for consideration by the PCG and Councillors. The Concept Design Report is attached. The options can be summarised as follows:

Table 1. Summary of options.

<p>OPTION A</p>  <p>• GROUND FLOOR PLAN</p>	<ul style="list-style-type: none"> • Four indoor cricket pitches. • Flexible community space shared with indoor cricket area • Amenities, including changerooms. • Retain existing tiered seating. • Partial views to oval and ocean.
<p>OPTION B</p>  <p>• GROUND FLOOR PLAN</p>	<ul style="list-style-type: none"> • Four indoor cricket pitches. • Flexible community space shared within indoor cricket area. • Amenities with connection to clubhouse. • Terrace. • Partially retain existing tiered seating. • Views to oval and ocean.



The Concept Design Report includes a review of each option in terms of how well each option address the design principles, program, amenity and feasibility as per the extract below. It is evident from this analysis that Option B performs strongest against these criteria.

	OPTION A	OPTION B	OPTION C
DESIGN PRINCIPLES			
Offers an open threshold & free movement	•	•	•
Transparency between park & oval		•	•
Hierarchy of forms sit comfortably in context	•	•	•
Access to light & views	•	•	•
Connection to park & nature		•	•
Respectful neighbor to existing conditions	•	•	•
PROGRAM & AMENITY			
Indoor cricket training facilities	•	•	•
Amenities including WC + Kitchen	•	•	•
New change rooms	•		•
Viewing deck or terrace		•	•
AMENITY			
Public access to viewing deck			•
New accessible connections from oval to park			•
Improved club house facilities		•	•
Internal connection from club rooms to new facility		•	
Retains existing tiered seating	•	•	
FEASIBILITY			
Minimum impact to existing structure	•	•	
Area within preliminary boundaries of site		•	
Preliminary cost assessment within budget		•	

Figure 1. Comparison of options.

The PCG are recommending Option B as the best investment for Council as it has comparatively less impact on overall Waverley Park green space and is well integrated with the existing grandstand.

Under recent changes to legislation relating to Crown Lands, a new Plan of Management for Waverley Park is required. It is proposed that Option B be included in the development of this Plan of Management to allow it to be consulted on via the PoM process.

5. Financial impact statement/Time frame/Consultation


Financial impact statement

As reflected in the HOA, ESCC have a commitment from Cricket NSW to a joint contribution of \$450,000. Council made a matched funding contribution of \$450,000 towards the cost of the project, which is being used to fund the design work. The remaining funding would be sought from the State and Federal Government via grant funding; see the funding sources in table below.

Table 2. Funding proposal.

Funding Source	Funding Amount
Waverley Council (capped)	\$450,000
Eastern Suburbs Cricket Club/Cricket NSW	\$450,000
State/Federal Government (applications to be made)	\$2,700,000
Total Funding	\$3,600,000

The initial total cost of the Project was estimated to be \$3,600,000 (exclusive of GST). A cost assessment report has been undertaken for the developed concept options with the results below:



Range	Description	Option A Extended Amenities	Option B Reduced Amenities	Option C Refurbished Amenities
HIGHER	This cost represents the high end of the range of pricing we would expect from tenders on this project. This is also the costing which considers latent conditions becoming apparent, design scope creep, complex strengthening requirements	\$4,000,731.50	\$3,782,151	\$4,819,641
CURRENT	This cost reflects the current level of documentation and our understanding of the project scope	\$3,637,028.64	\$3,438,319	\$4,381,492
LOWER	For this sum to be achievable several factors would need to align e.g. subcontractors would need to become more competitive, a reduced standard of finish generally would need to be allowed for, less, minor latent conditions becoming apparent and a straightforward construction process. This also reflects the current market conditions (during the COVID19) where tender price reduction have been up 15%	\$3,162,633.60	\$2,989,842.45	\$3,809,993.25

Figure 2. Cost assessment.

Council officers recommended Option B is within the cost estimate included in the HOA.

Time frame and consultation

Subject to Council approval, the next steps for the project will be to:

- Include Option B in the development of the Waverley Park PoM.
- Consult the community via the revised PoM during 2021.
- In conjunction with project partners, submit a grant application to the Greater Sydney Sports Facility Fund as well as seek other grant funding opportunities.

Should the project proceed to completion, the estimated time frame is shown below.

Table 3. Time frame.

Milestone	Estimated completion
Report to Council with concept designs	November 2020
PoM review completion	July 2021
DA submission	September 2021
DA determination	March 2022
Construction tender documentation	July 2022
Construction contractor tender and contract finalisation	August 2022
Construction completion and occupation certificate	December 2023

6. Conclusion

It is recommended that Council endorses Option B as the best design option and best investment for Council, as it has comparatively less impact on overall green space, is well integrated with the existing grandstand and is within the budget outlined in the HOA approved by Council. Consultation is proposed to occur via the Waverley Park Plan of Management development process.

7. Attachments

1. Concept Design Report - Margaret Whitlam Recreation Centre Indoor Training Facility - 13 October 2020 [↓](#)

CONCEPT DESIGN REPORT

MWRC INDOOR CRICKET TRAINING FACILITY

BONDI JUNCTION, NSW

13.10.2020



CO-OP
CO-OP STUDIO PTY LTD

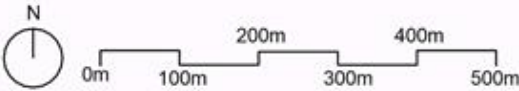


INTRODUCTION

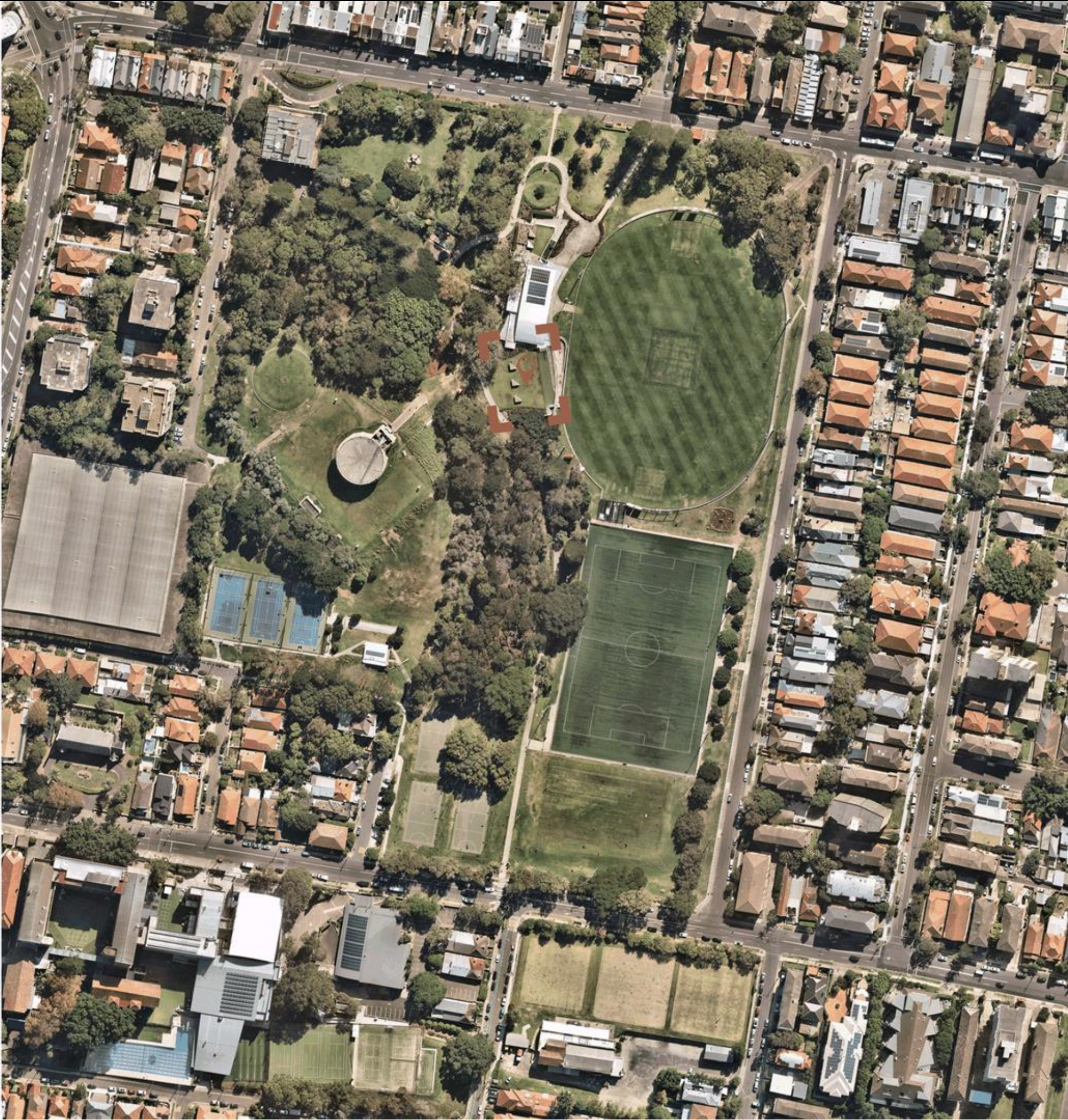
Location:
Waverley Park,
Cnr Bondi Rd, Park Pde & Birrell St, Bondi
NSW 2026

Facility purpose:
Indoor cricket practice facility that services
local Premier Club and broader cricket
community. Facility provides an indoor training
option for multi-sports as well as venue hire for
local community events.

Other compatible use:
Shared training venue for other sporting
codes, shared venue for local community and
location for school holiday camps.




CO-OP | MWRC - Indoor Cricket Training Facility



2

SITE
ANALYSIS

SITE ANALYSIS

- 

Proposed Site Location
- ①


Margaret Whitlam Recreation Centre
- ②


Water tower
- ③

Waverley Council Chambers
- ④

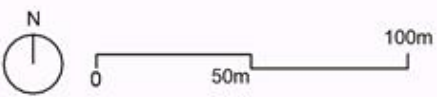
Residential zone
- ⑤

Bus stop
- ⑥

Waverley College
- 

Public transport access path
- 

Vehicle access path



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WAVERLEY PARK

Waverley Park consists of several areas: Waverley Oval with its grandstand and turf cricket pitch, Waverley #2 synthetic field and Waverley #3 is a smaller sized field suitable for training or small sided games. Other areas include 3 netball courts, 3 Multi-purpose courts, a Bocce court, 2 public synthetic cricket nets, a fitness station, and the Memorial Gardens.¹

1. Waverley Council, Sports Fields.
https://www.waverley.nsw.gov.au/recreation/sports_fields/margaret-whitlam_recreation_centre



01. View from Bondi Rd, towards Margaret Whitlam Recreation Centre



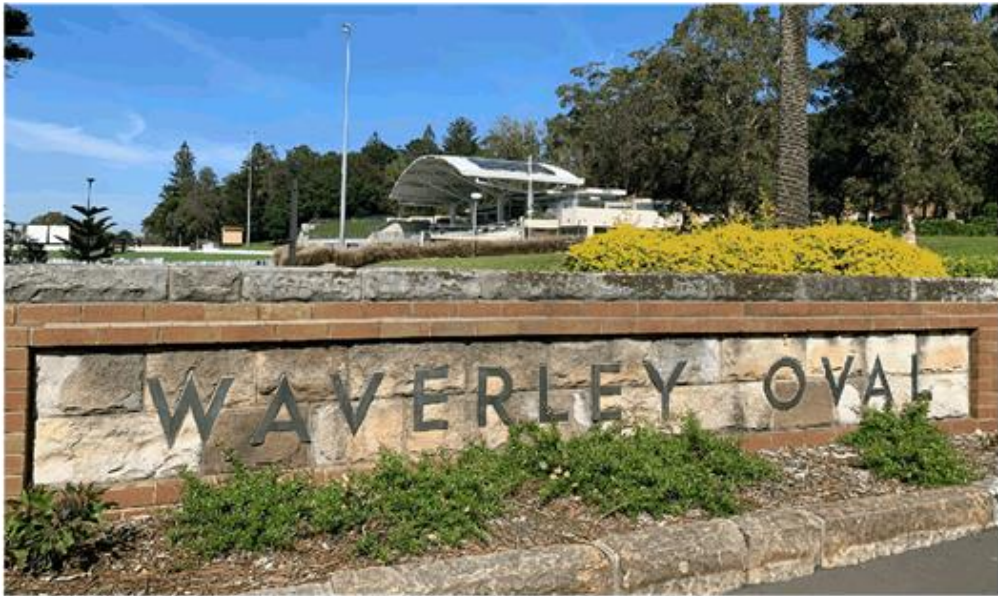
02. View from Bondi Rd



03. View from Waverley #2, synthetic field



04. View from proposed site toward water tower







05. View from Bondi rd, towards park signage & Margaret Whitlam Recreation Centre

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meamc

ARBORIST REPORT

LEGEND

- EXISTING TREE
- TPZ
(TREE PROTECTION ZONE)
- SRZ
(STRUCTURAL ROOT ZONE)
- ENCROACHMENT
- PROPOSED PATH



MARGARET WHITLAM
RECREATION CENTRE

The Margaret Whitlam Recreation Centre is located on Bondi Road in Waverley Park. The centre provides Waverley with a sports and recreation hub everyone in the community can enjoy. From established sports clubs with a long history in Waverley, to new sporting groups and individuals.

The centre features the following facilities:

- 1000m2 multi function indoor sports court.
- 170m2 function room with commercial size kitchen.
- Grandstand with 250 seats for spectators.
- 2 Club rooms with servery.
- Cafe overlooking Waverley Oval to the sea.
- Changing rooms and ancillary facilities.
- The centre plays host to a number of regular activities across a variety of sports. There are activities for people of all ages and for both male and female participants.¹

1. Waverley Council, Sports Fields.
https://www.waverley.nsw.gov.au/recreation/sports_fields/margaret-whitlam_recreation_centre



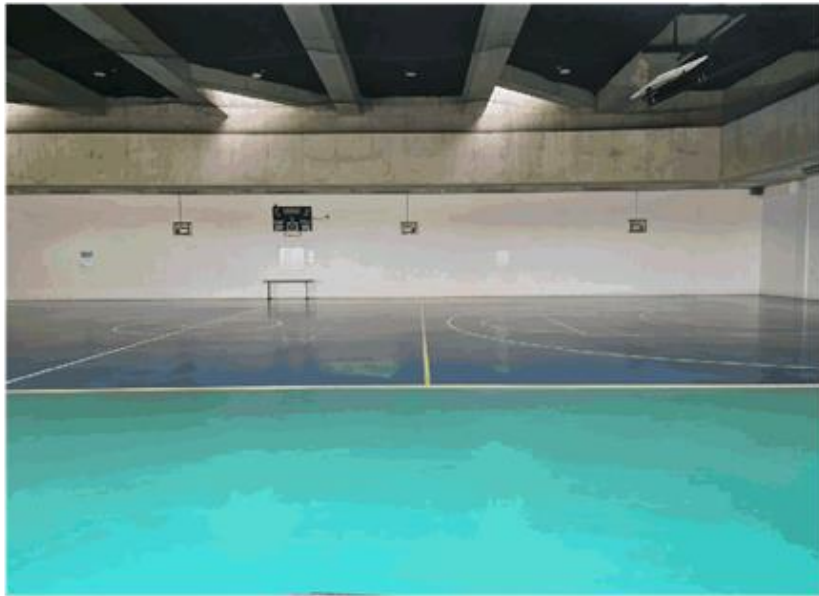
01. View from the oval looking West towards Margaret Whitlam Recreation Centre



02. View from park into entry of Margaret Whitlam Recreation Centre



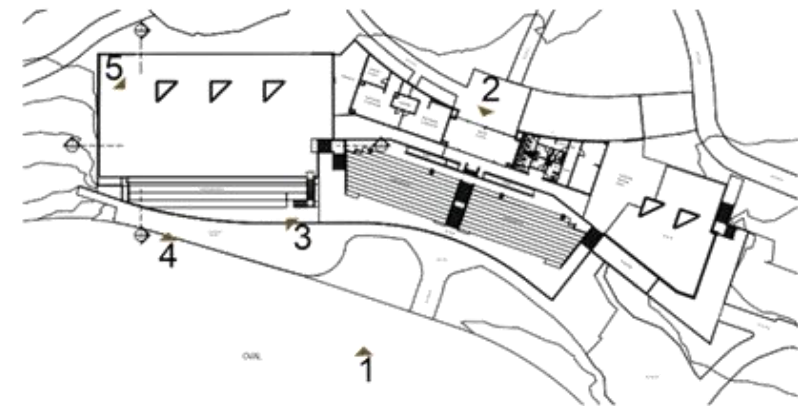
03. View towards steps with synthetic turf



04. View into indoor sports facility



05.. View of turf roof of indoor sports facility



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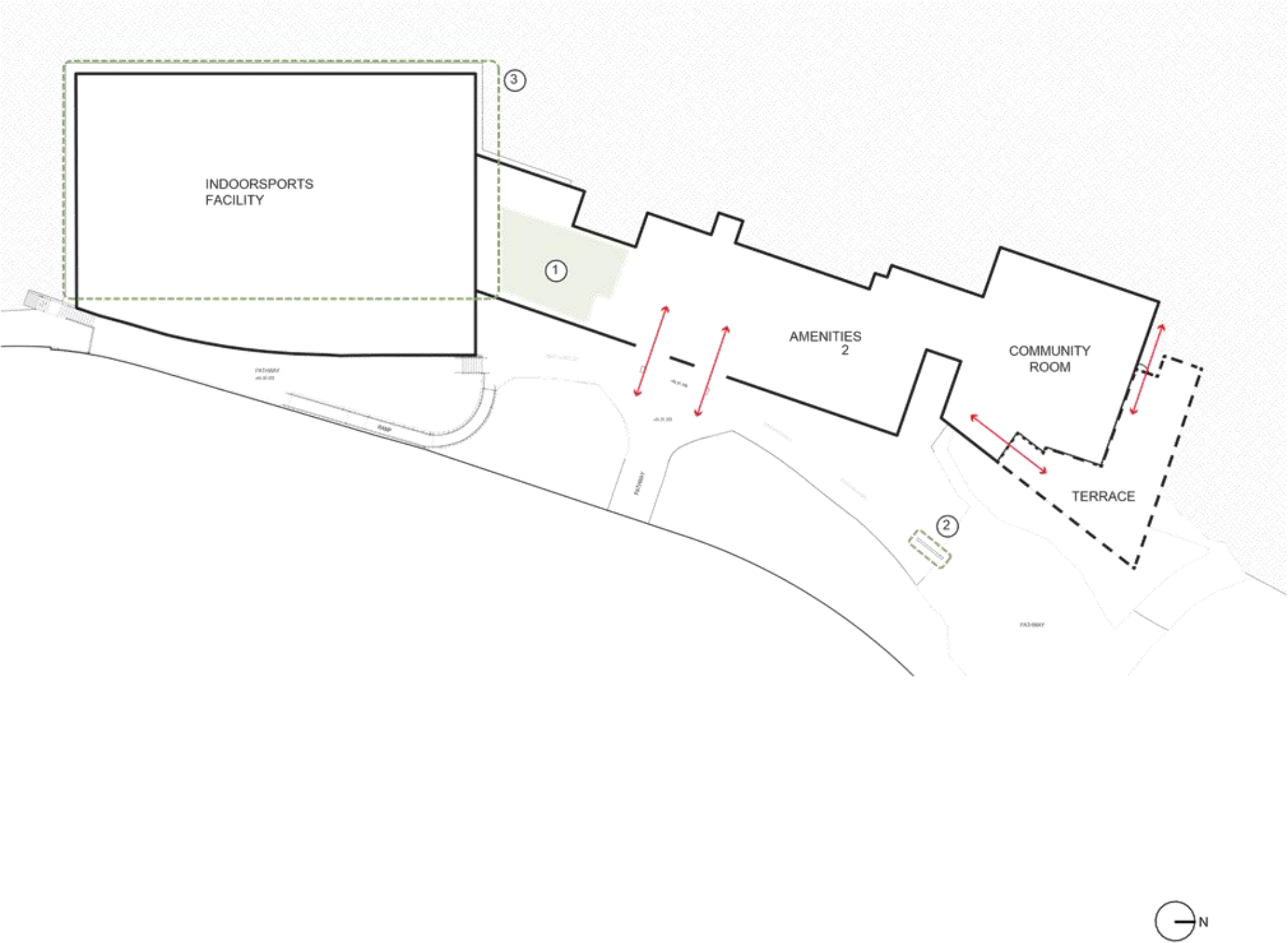
Concept Design Presentation | 7

MARGARET WHITLAM
RECREATION CENTRE

PROPOSED PoM BUILDING REFURBISHMENTS
LOWER GROUND

Legend

- ① Reconfigure existing amenities
- ② Reduce extent of existing wall
- ③ New indoor cricket and community recreation facility
- ④ Reconfigure existing club rooms
- ⑤ Addition of public toilets
- ⑥ Reconfigure existing public toilets
- ⑦ Reconfigure and expand existing cafe

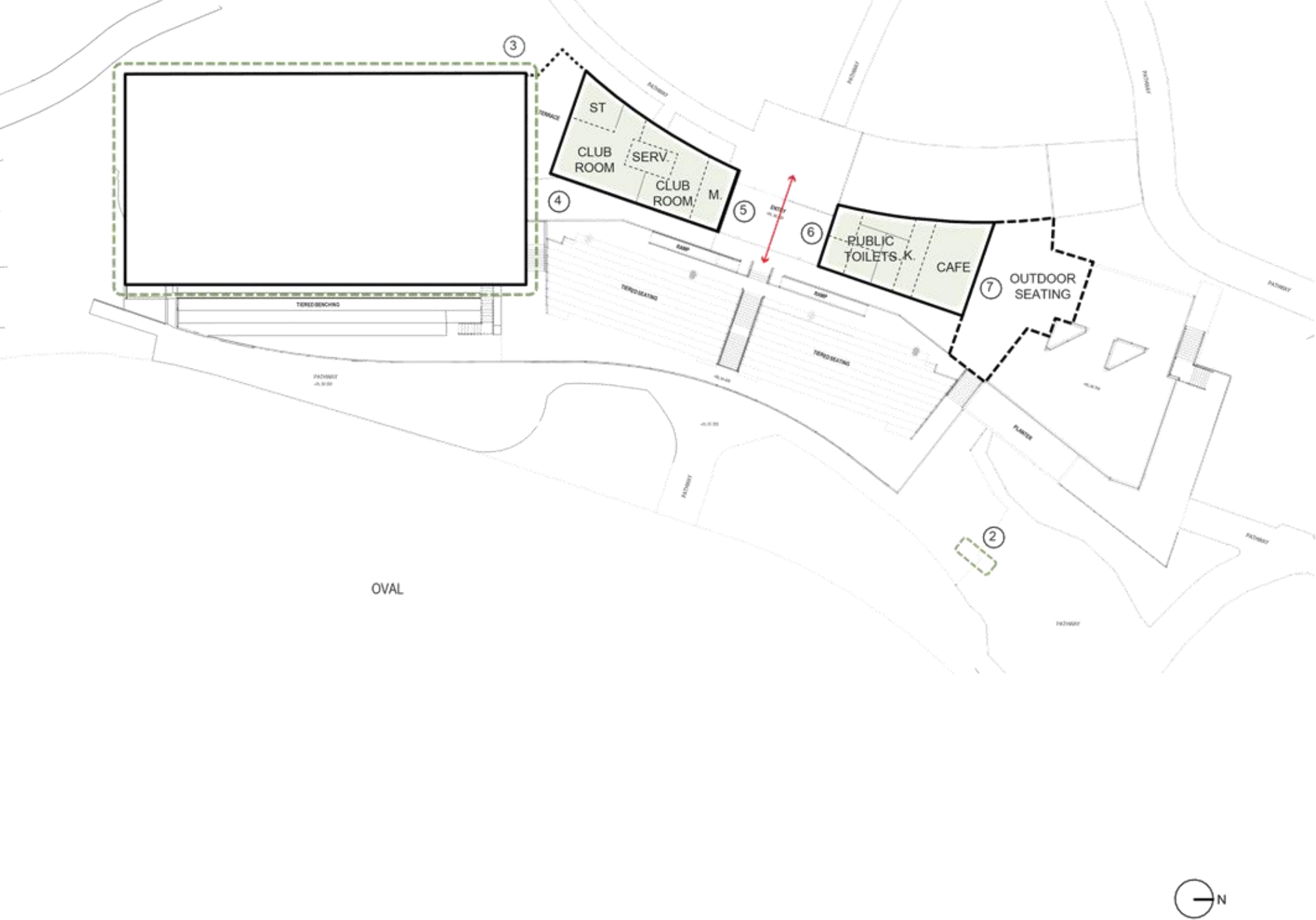


MARGARET WHITLAM
RECREATION CENTRE

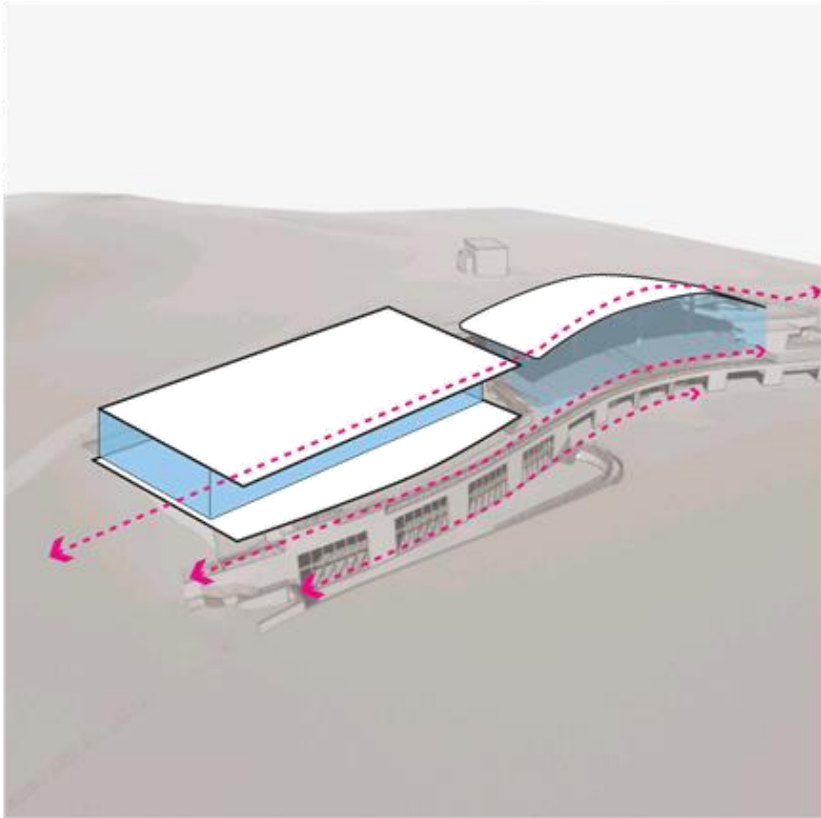
PROPOSED PoM BUILDING REFURBISHMENTS
UPPER GROUND

Legend

- ① Reconfigure existing amenities
- ② Reduce extent of existing wall
- ③ New indoor cricket and community recreation facility
- ④ Reconfigure existing club rooms
- ⑤ Addition of public toilets
- ⑥ Reconfigure existing public toilets
- ⑦ Reconfigure and expand existing cafe

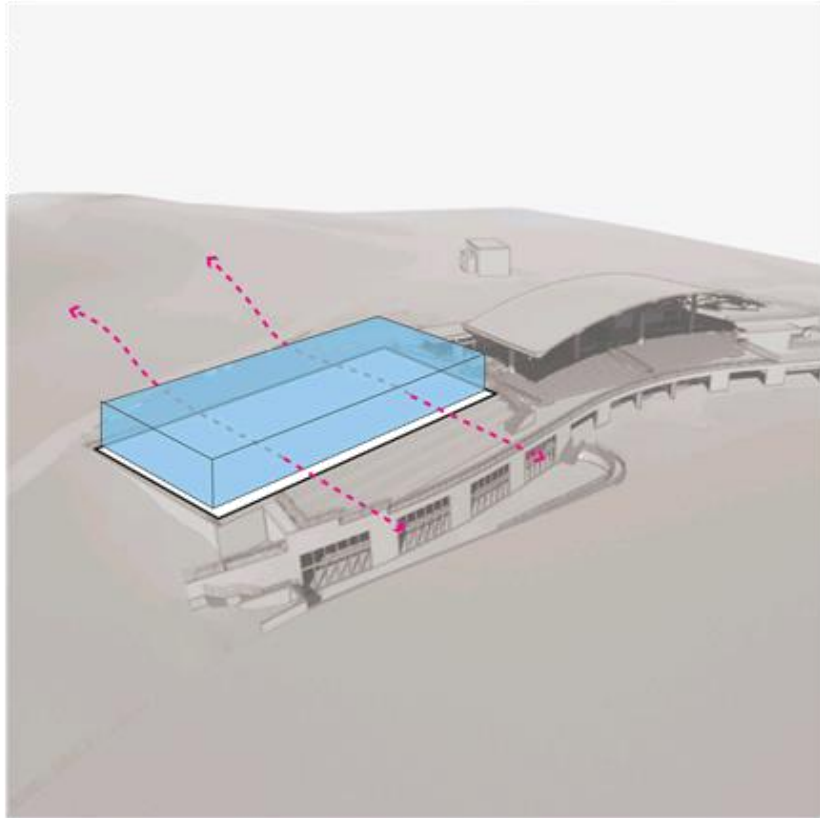


KEY FINDINGS



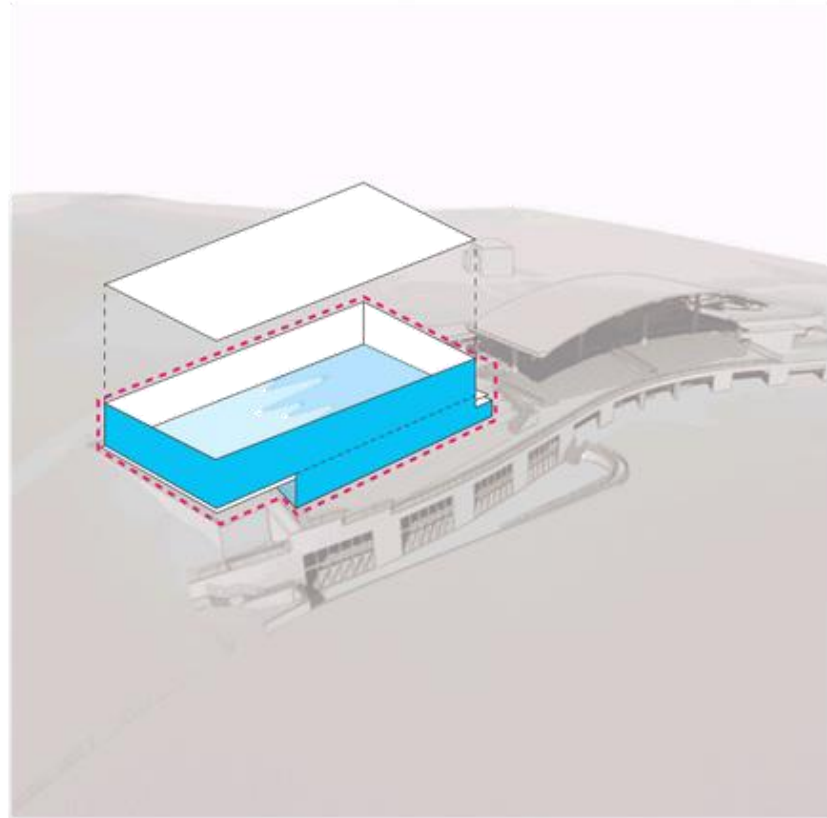
01. SCALE & FORM

Margaret Whitlam Recreation Centre is highly visible from Park Parade, Bondi Rd and surrounding neighbours. The new pavilion should compliment the existing structures and be appropriate in scale.



02. TRANSPARENCY

Waverley park offers a mix of historical, recreational, community & leisure spaces, complimented by an ocean view backdrop. The building should maintain a level of transparency to continue the strong connection between spaces & maintain views.



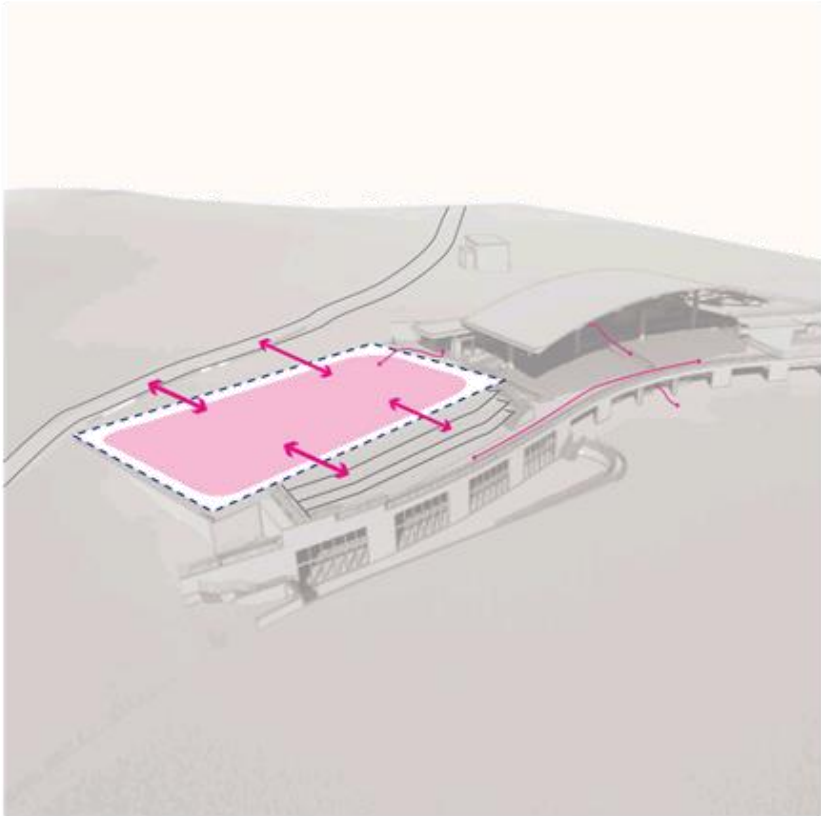
03. FLEXIBILITY

The facility should cater for a range of uses to retain the variety of opportunity that the existing building and park offer. The site also offers views to the oval & ocean, providing an opportunity for council & community events which require high quality space.

2

DESIGN
PRINCIPLES

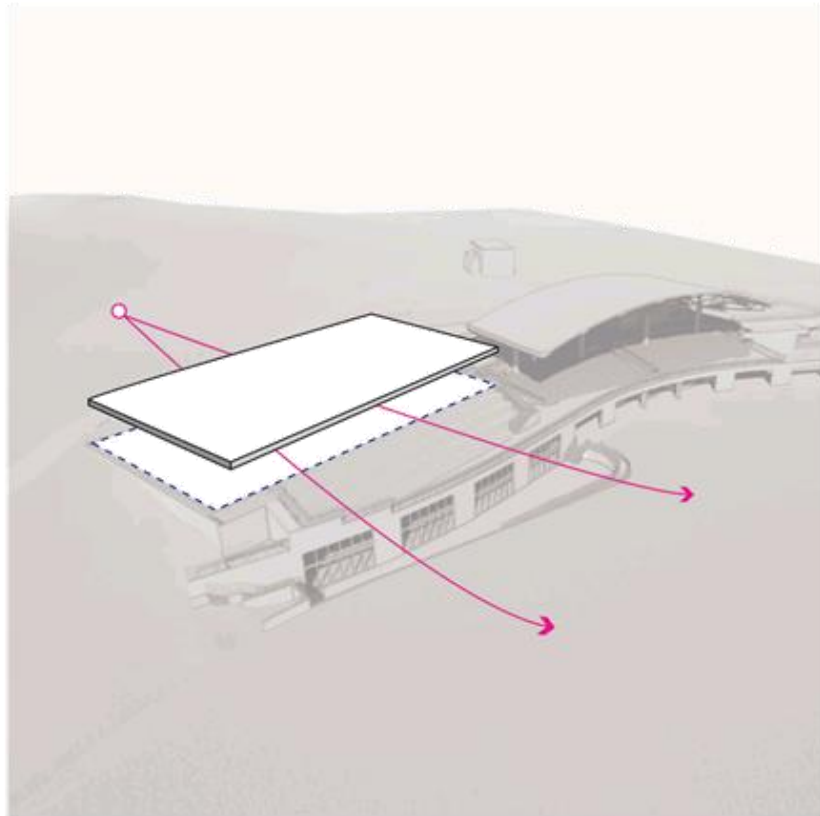
DESIGN PRINCIPLES



01. OPEN THRESHOLD + MOVEMENT

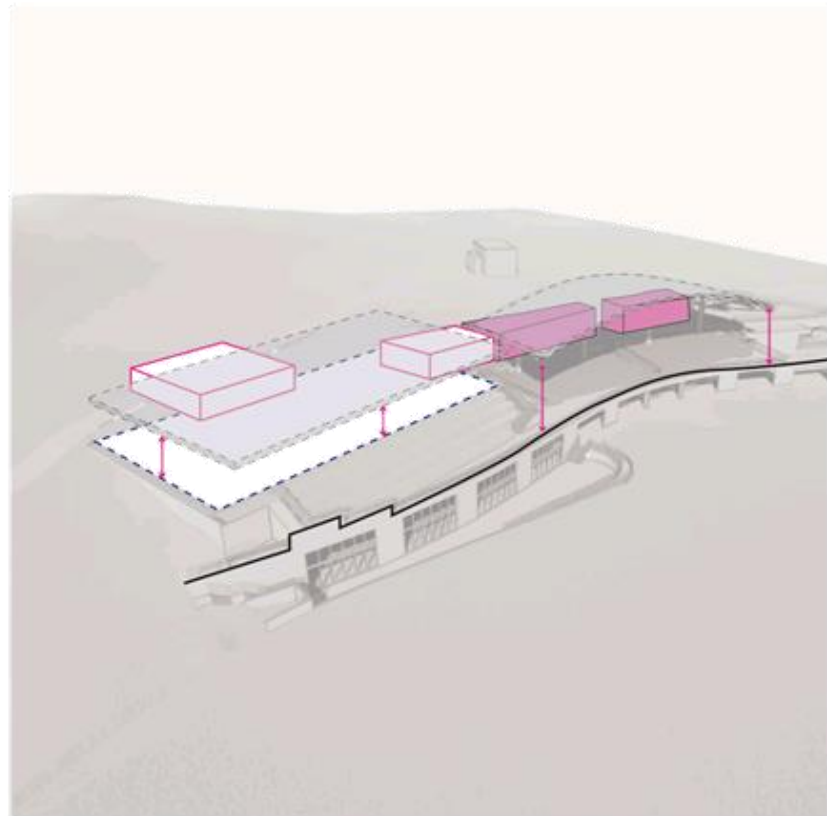
Maintain a light threshold between public amenity & the new building to connect the facility with the existing building & park.

Reduce internal structure to create an 'openness' that creates a sense of clear space and provides flexible program.



02. TRANSPARENCY

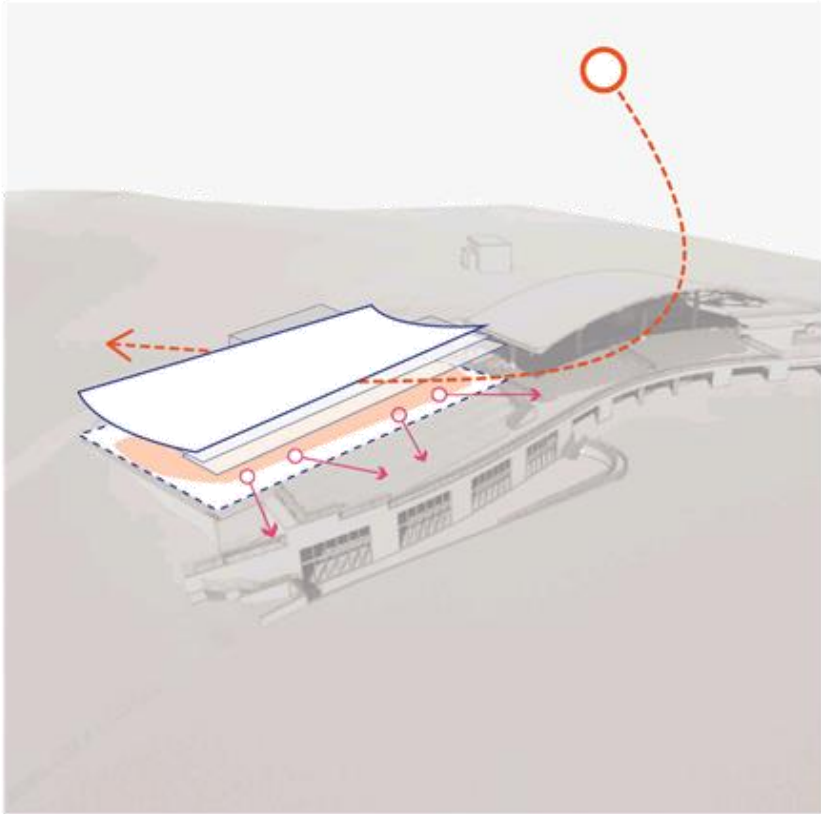
Acknowledge the visual connection between the park, oval & ocean by creating a transparent building, for users and passers by.



03. HIERARCHY OF FORMS

Respect the existing hierarchy of forms and continue the relationship between podium, pavilions and roof, so that the new building can sit comfortably in its rich context.

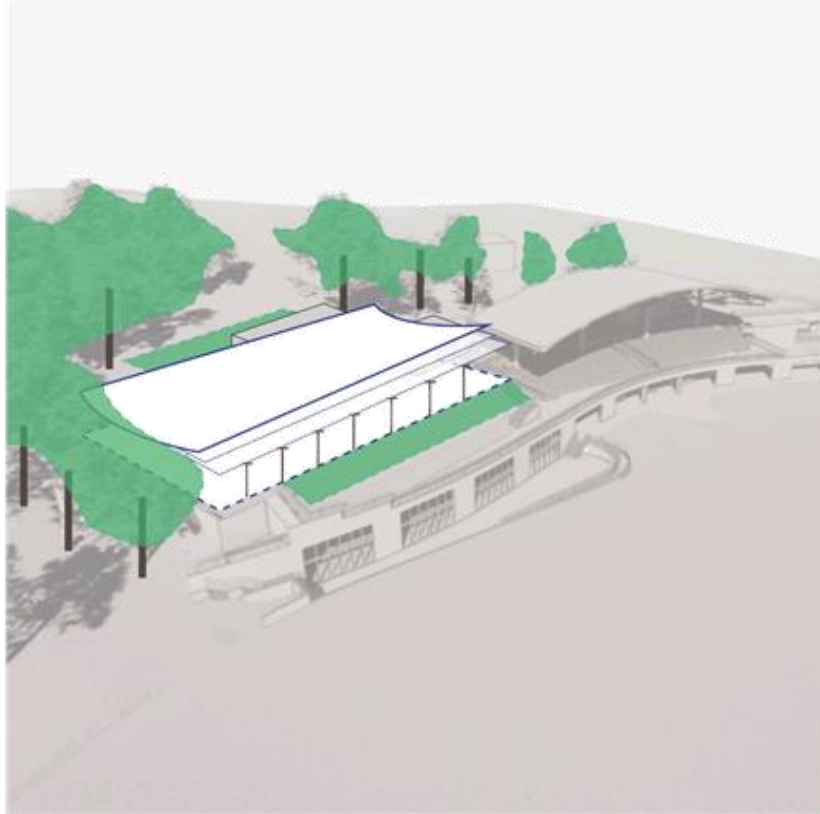
DESIGN PRINCIPLES



04. LIGHT & VIEW

Maintain the valuable views toward the oval, park and ocean.

Create a permeable form to the sites great access to natural light and ventilation.



05. NATURAL CONNECTION

Sit the building comfortably in its natural setting acknowledging the important balance between built and natural form.



06. RESPECTFUL NEIGHBOUR

The building must be a comfortable neighbour to the historical park & pavilion while offering something 'more'. The relationship with neighbouring forms and the community must be understood with care.

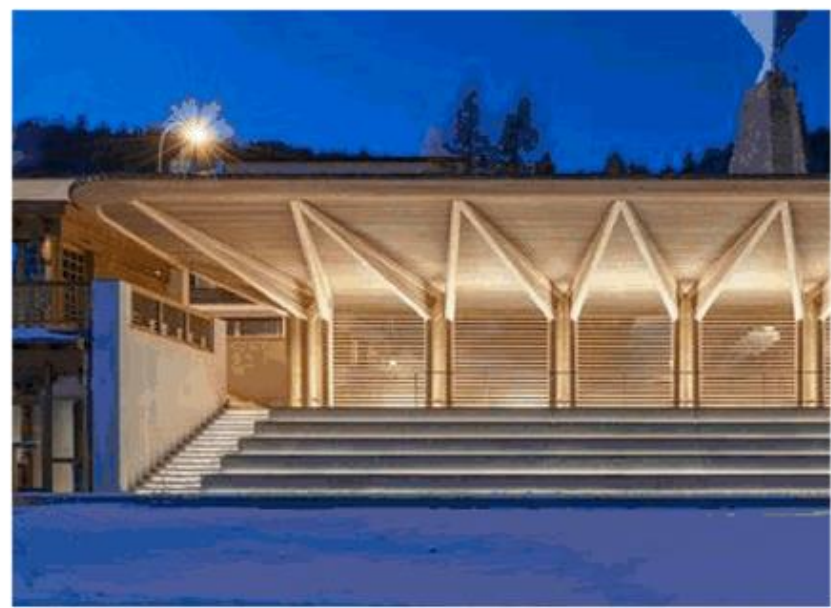
MATERIALITY



01. OPEN THRESHOLD + MOVEMENT



02. TRANSPARENCY



03. HIERACHY OF FORMS



04. LIGHT & VIEW



05. NATURAL CONNECTION



06. RESPECTFUL NEIGHBOUR

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Architect: [illegible]

3

DESIGN
OPTIONS

OPTION A

SUMMARY:

- 4 INDOOR CRICKET PITCHES
- FLEXIBLE COMMUNITY SPACE SHARED WITH INDOOR CRICKET AREA
- AMENITIES, INCLUDING CHANGE ROOMS
- RETAIN EXISTING TIERED SEATING
- PARTIAL VIEWS TO OVAL + OCEAN

Legend

Indoor Cricket Facilities
Can be opened up for group fitness and mixed use recreation

Amenities

Open circulation

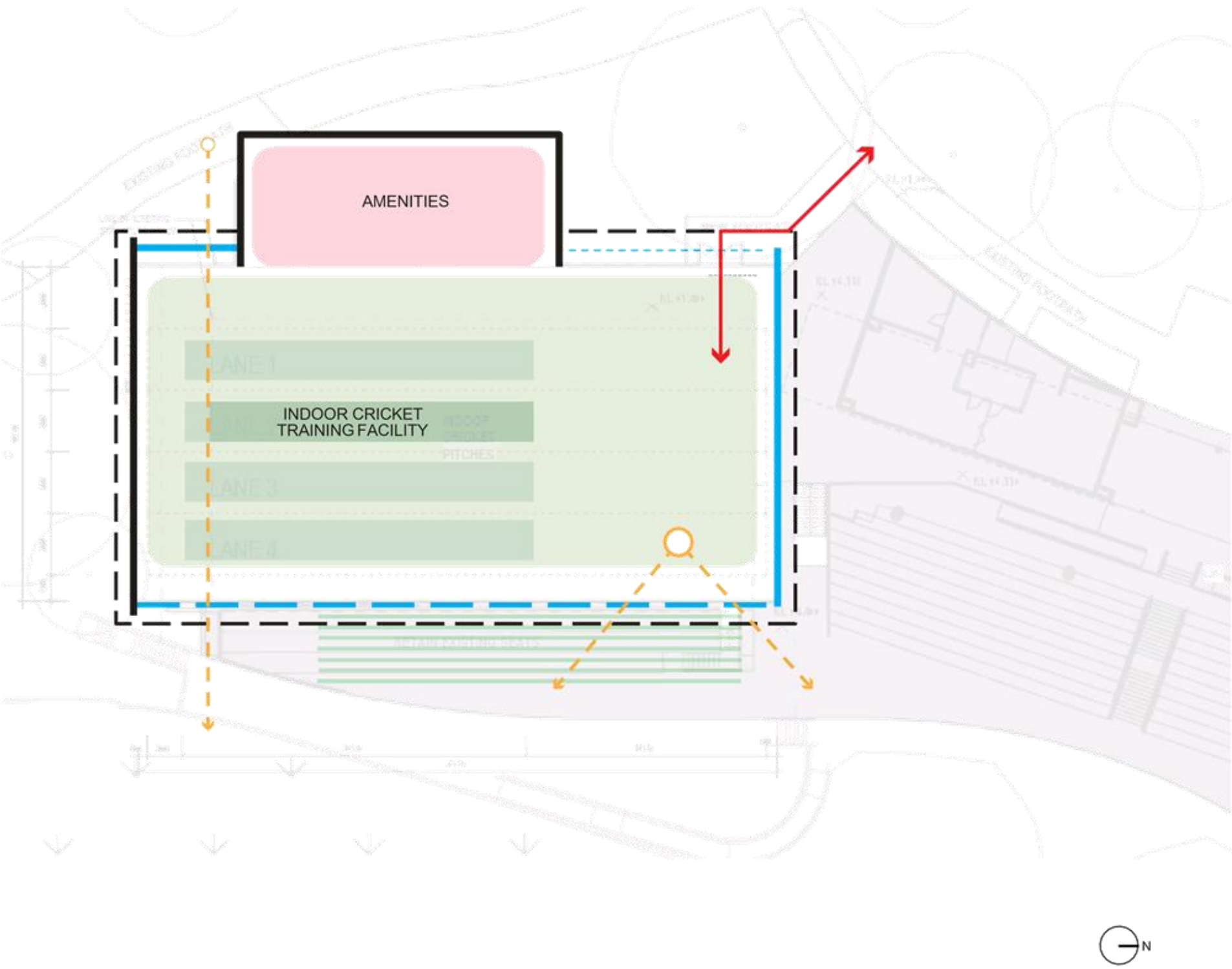
Visual connection / views

Glazing

Operable Windows

Operable Doors

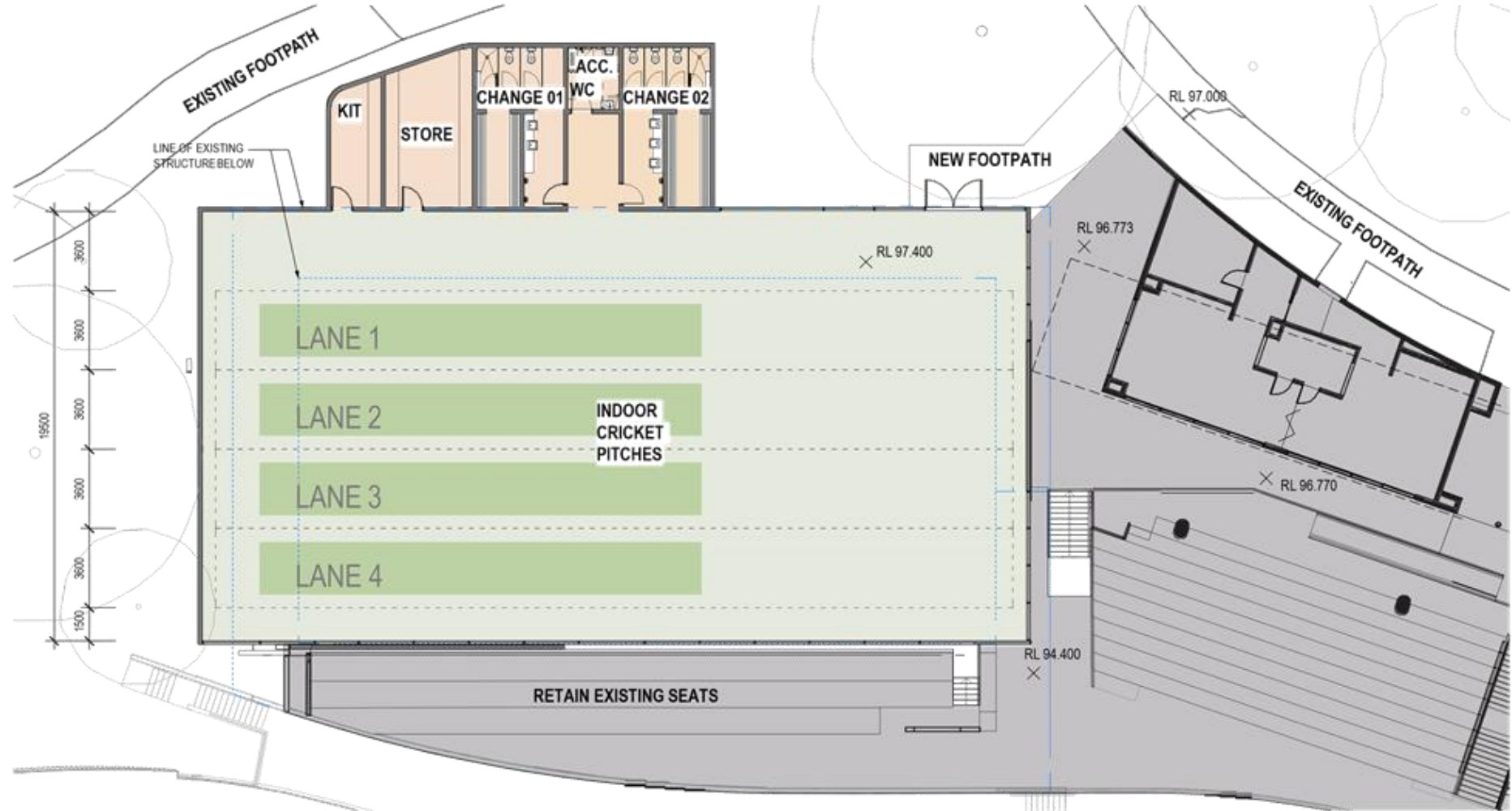
Existing Tiered Seating



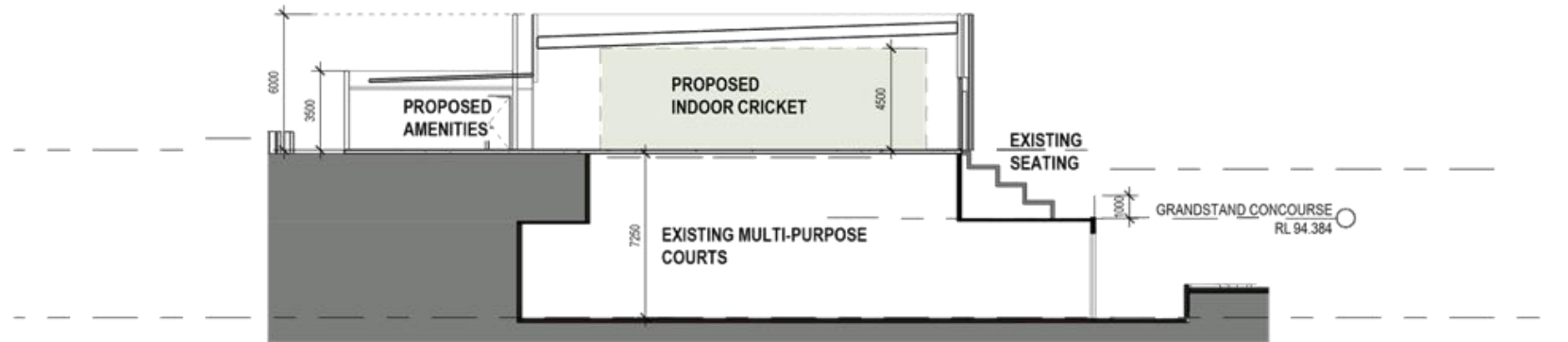
OPTION A

SUMMARY:

- 4 INDOOR CRICKET PITCHES
- FLEXIBLE COMMUNITY SPACE SHARED WITH INDOOR CRICKET AREA
- AMENITIES, INCLUDING CHANGE ROOMS
- RETAIN EXISTING TIERED SEATING
- PARTIAL VIEWS TO OVAL + OCEAN



• GROUND FLOOR PLAN



• SECTION

OPTION A



OPTION A - VIEW FROM NORTH SIDE OF OVAL



OPTION A - VIEW FROM SOUTH SIDE OF OVAL



v wÁp u Ch Op ápl Ā CĀŕ CĀ Ch y k Œ CĀ l z CĀl y u
l u Áy h u j l

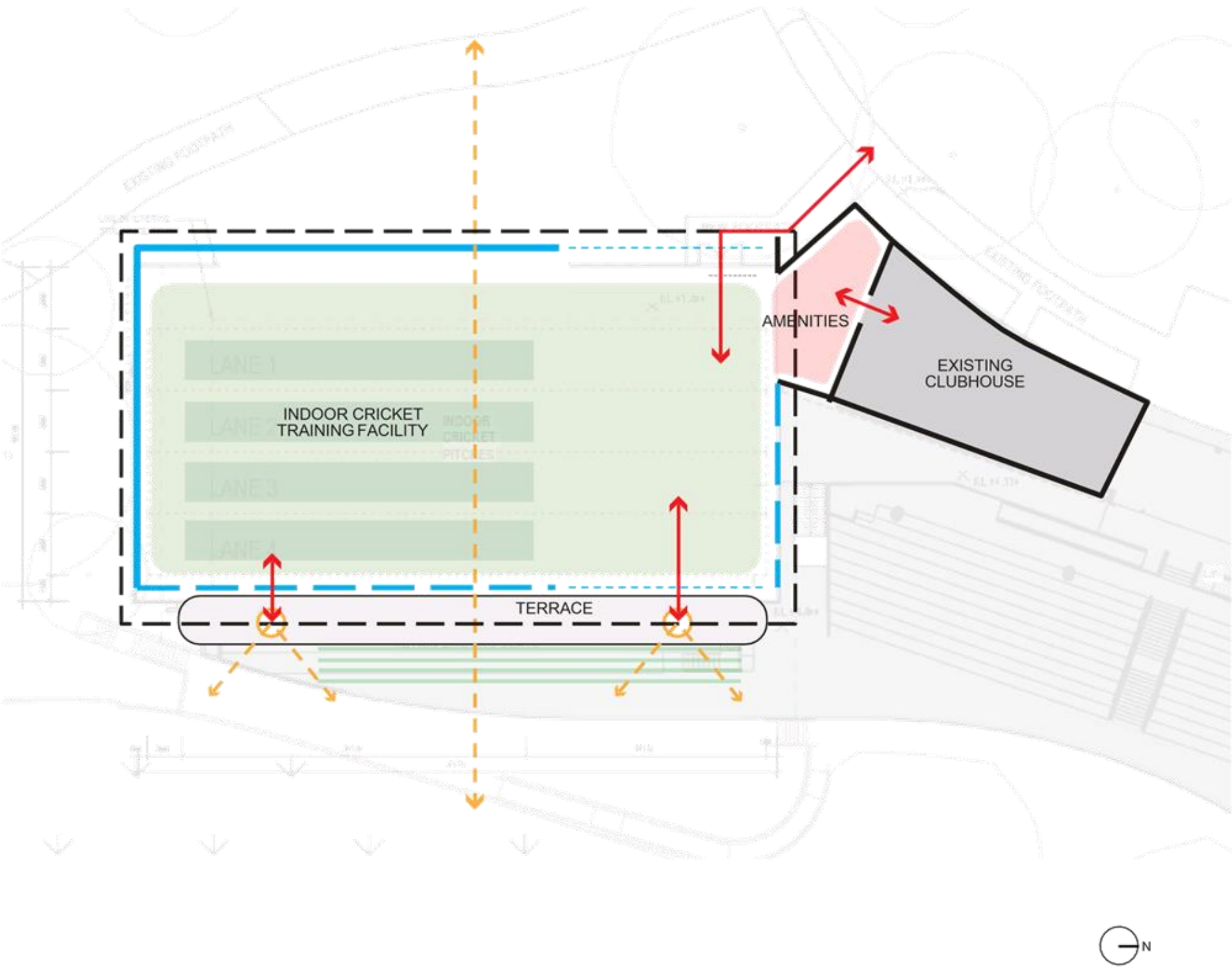
OPTION B

SUMMARY:

- 4 INDOOR CRICKET PITCHES
- FLEXIBLE COMMUNITY SPACE SHARED WITH INDOOR CRICKET AREA
- AMENITIES WITH CONNECTION TO CLUBHOUSE
- TERRACE
- PARTIALLY RETAIN EXISTING TIERED SEATING
- VIEWS TO OVAL + OCEAN

Legend

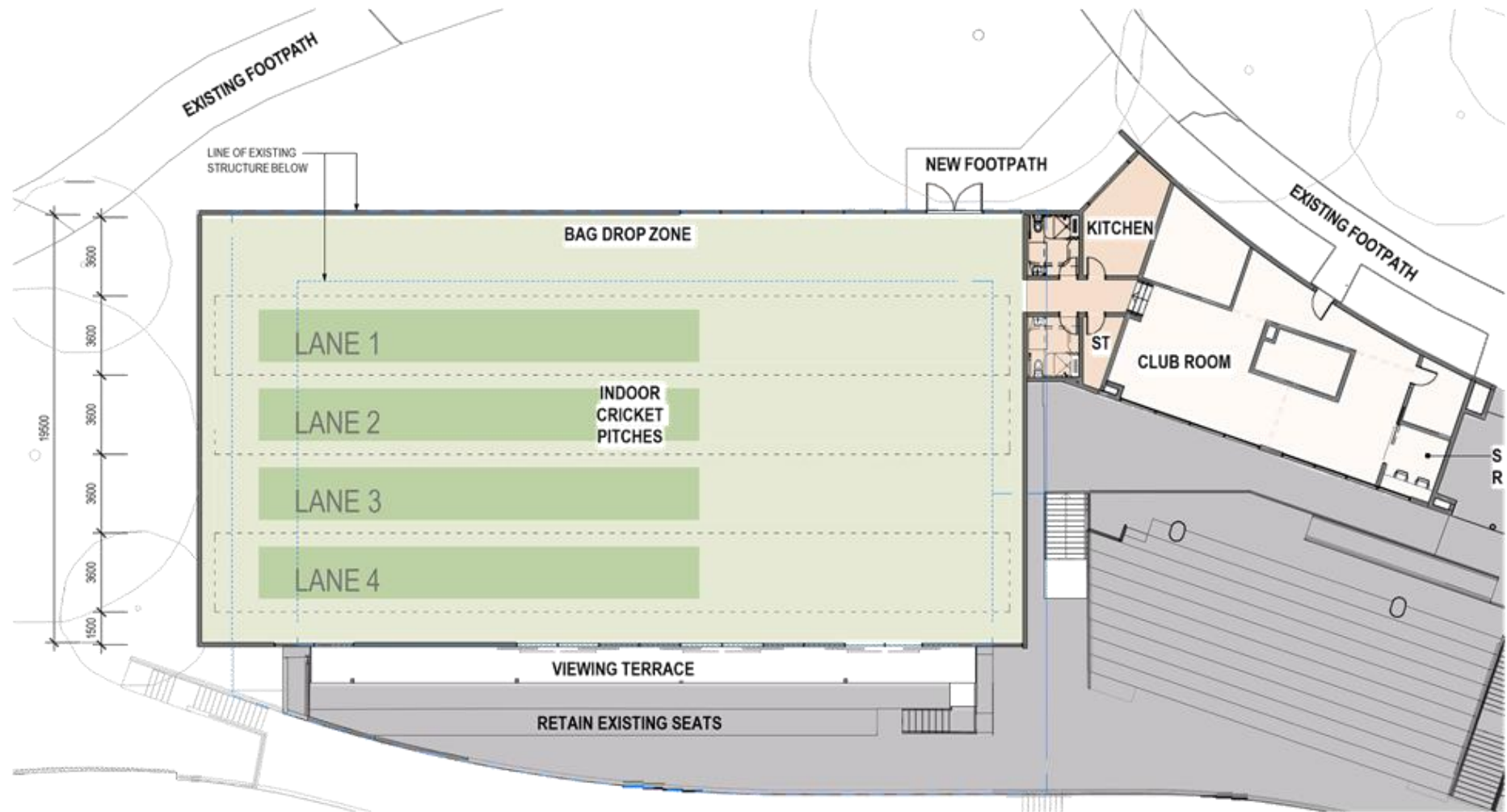
- Indoor Cricket Facilities
Can be opened up for group fitness and mixed use recreation
- Amenities
- Open circulation
- Visual connection / views
- Glazing
- Operable Windows
- Operable Doors
- Existing Tiered Seating



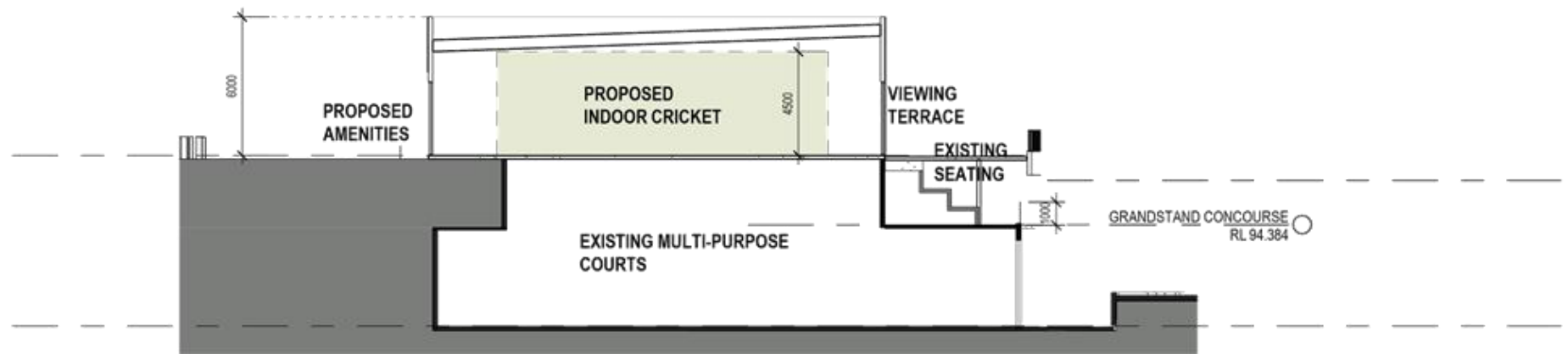
OPTION B

SUMMARY:

- 4 INDOOR CRICKET PITCHES
- FLEXIBLE COMMUNITY SPACE SHARED WITH INDOOR CRICKET AREA
- AMENITIES WITH CONNECTION TO CLUBHOUSE
- TERRACE
- PARTIALLY RETAIN EXISTING TIERED SEATING
- VIEWS TO OVAL + OCEAN



• GROUND FLOOR PLAN



• SECTION

OPTION B



OPTION B - VIEW FROM NORTH SIDE OF OVAL



OPTION B - VIEW FROM NORTH SIDE OF OVAL



OPTION B - VIEW TOWARD SOUTHWESTERN ENTRANCE

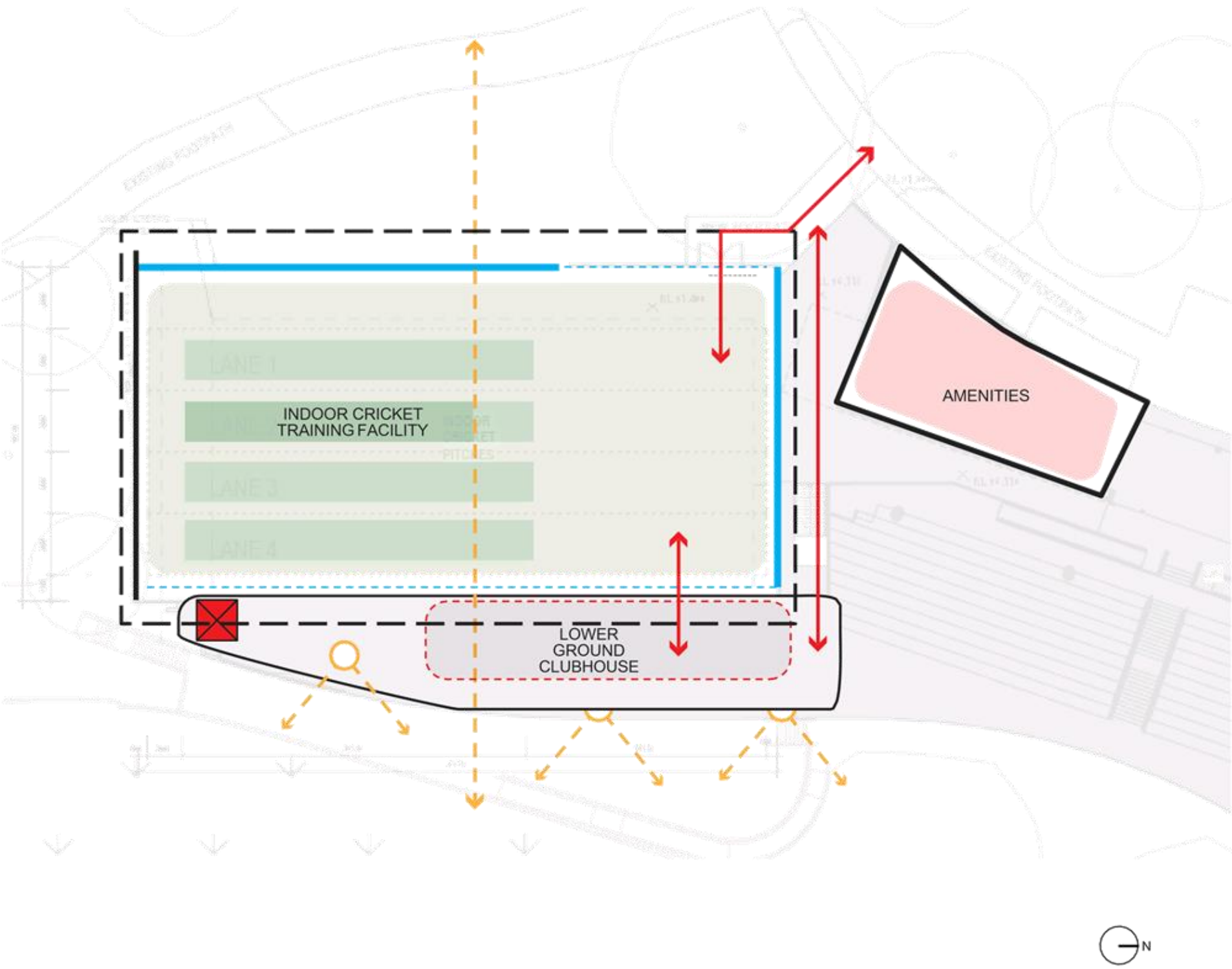
OPTION C

SUMMARY:

- 4 INDOOR CRICKET PITCHES
- FLEXIBLE COMMUNITY SPACE SHARED WITH INDOOR CRICKET AREA
- AMENITIES, INCLUDING CHANGE ROOMS LOCATED IN EXISTING CLUBHOUSE
- TERRACE WITH PUBLIC ACCESS
- NEW CLUBHOUSE LOCATED ON LOWER LEVEL
- VIEWS TO OVAL + OCEAN

Legend

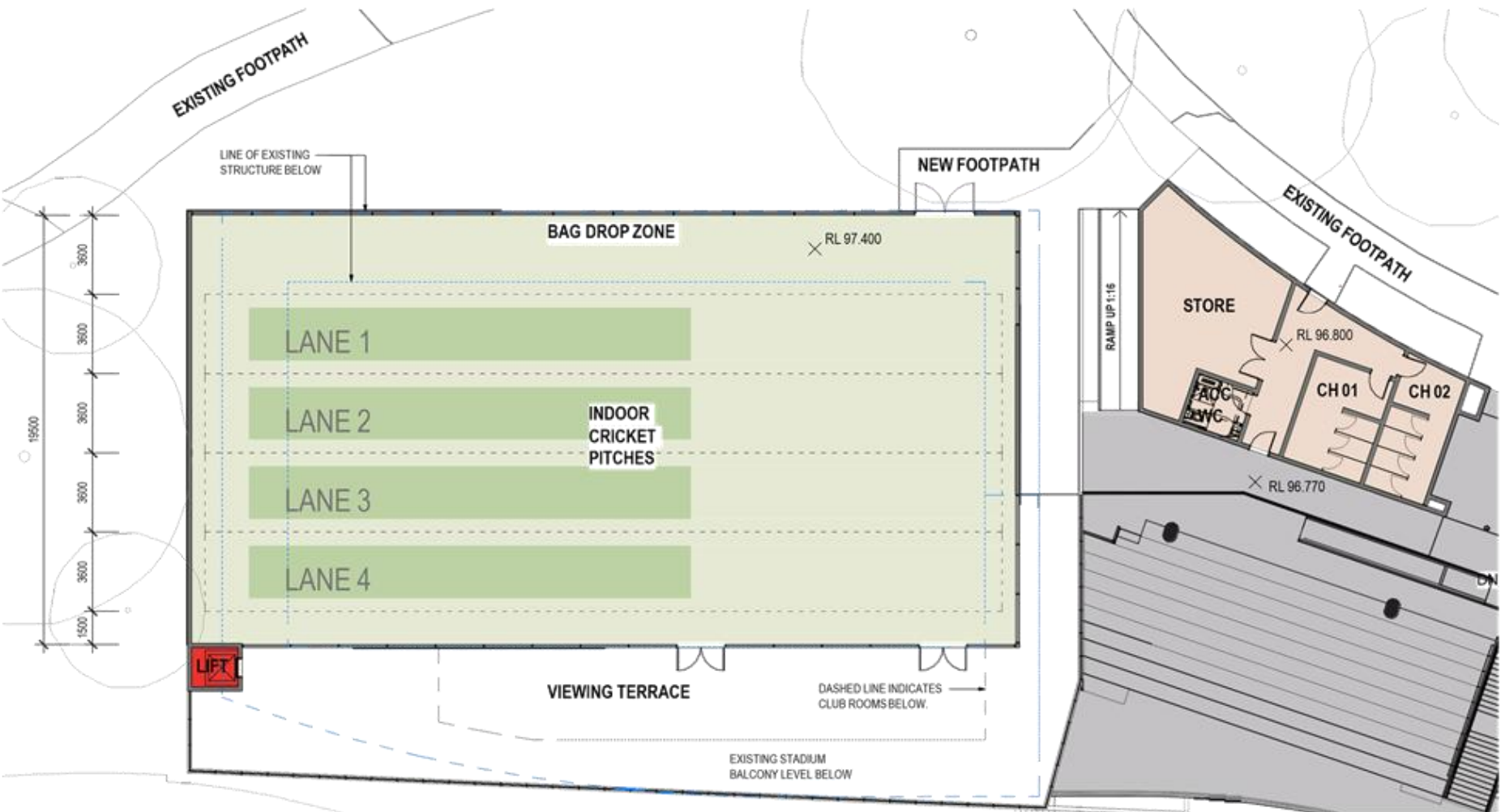
- Indoor Cricket Facilities
Can be opened up for group fitness and mixed use recreation
- Amenities
- Open circulation
- Visual connection / views
- Glazing
- Operable Windows
- Operable Doors
- Existing Tiered Seating



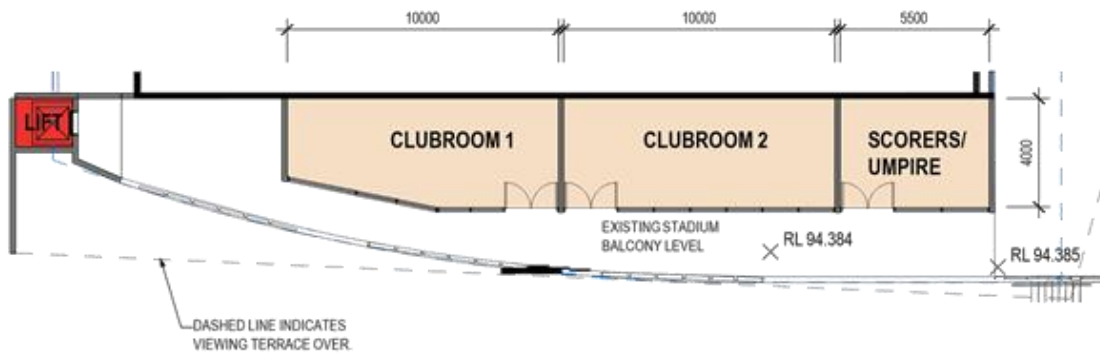
OPTION C

SUMMARY:

- 4 INDOOR CRICKET PITCHES
- FLEXIBLE COMMUNITY SPACE SHARED WITH INDOOR CRICKET AREA
- AMENITIES, INCLUDING CHANGE ROOMS LOCATED IN EXISTING CLUBHOUSE
- TERRACE WITH PUBLIC ACCESS
- NEW CLUBHOUSE LOCATED ON LOWER LEVEL
- VIEWS TO OVAL + OCEAN



• GROUND FLOOR PLAN

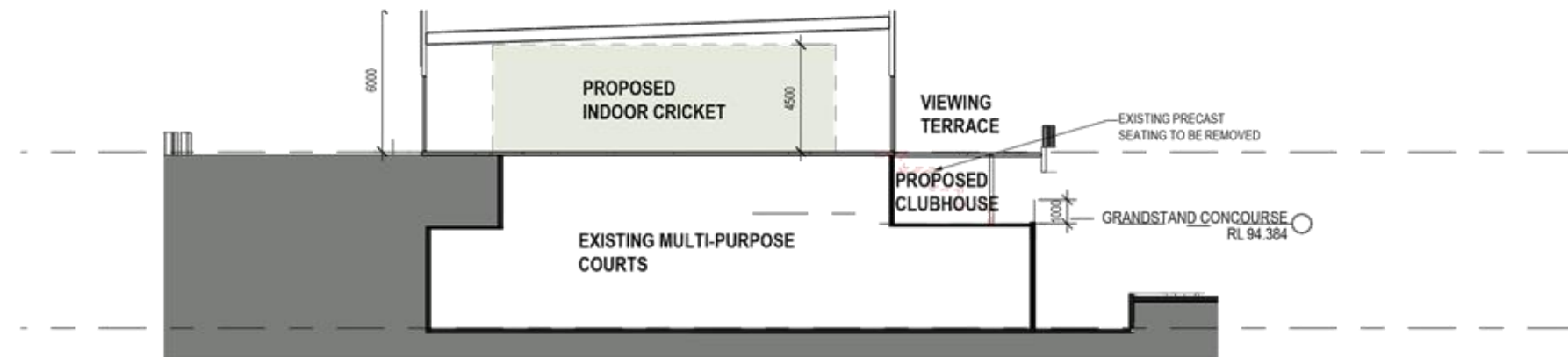


• LOWER FLOOR PLAN

OPTION C

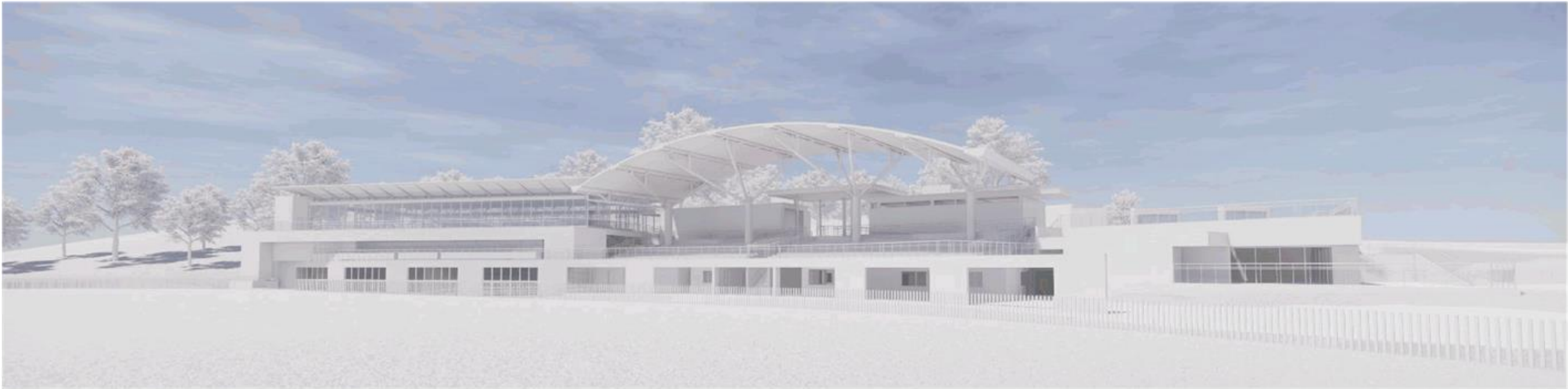
SUMMARY:

- 4 INDOOR CRICKET PITCHES
- FLEXIBLE COMMUNITY SPACE SHARED WITH INDOOR CRICKET AREA
- AMENITIES, INCLUDING CHANGE ROOMS LOCATED IN EXISTING CLUBHOUSE
- TERRACE WITH PUBLIC ACCESS
- NEW CLUBHOUSE LOCATED ON LOWER LEVEL
- VIEWS TO OVAL + OCEAN



- SECTION

OPTION C



OPTION C - VIEW FROM NORTH SIDE OF OVAL



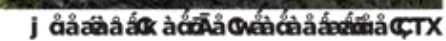
OPTION C - VIEW FROM SOUTH SIDE OF OVAL



OPTION C - VIEW TOWARD WESTERN ENTRANCE

	OPTION A	OPTION B	OPTION C
DESIGN PRINCIPLES			
Offers an open threshold & free movement	•	•	•
Transparency between park & oval		•	•
Hierarchy of forms sit comfortably in context	•	•	•
Access to light & views	•	•	•
Connection to park & nature		•	•
Respectful neighbor to existing conditions	•	•	•
PROGRAM & AMENITY			
Indoor cricket training facilities	•	•	•
Amenities including WC + Kitchen	•	•	•
New change rooms	•		•
Viewing deck or terrace		•	•
AMENITY			
Public access to viewing deck			•
New accessible connections from oval to park			•
Improved club house facilities		•	•
Internal connection from club rooms to new facility		•	
Retains existing tiered seating	•	•	
FEASIBILITY			
Minimum impact to existing structure	•	•	
Area within preliminary boundaries of site		•	
Preliminary cost assessment within budget		•	

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OPTIONS ANALYSIS

OPTIONS ASSESSMENT COST REPORT

Prepared by MBM

3.1 Potential Range of Costs

Due to the conceptual nature of this project and the likelihood of an expanding scope of works becoming apparent, MBM recommends that the following range of cost be considered:

Range	Description	Option A Extended Amenities	Option B Reduced Amenities	Option C Refurbished Amenities
HIGHER	This cost represents the high end of the range of pricing we would expect from tenders on this project. This is also the costing which considers latent conditions becoming apparent, design scope creep, complex strengthening requirements	\$4,000,731.50	\$3,782,151	\$4,819,641
CURRENT	This cost reflects the current level of documentation and our understanding of the project scope	\$3,637,028.64	\$3,438,319	\$4,381,492
LOWER	For this sum to be achievable several factors would need to align e.g. subcontractors would need to become more competitive, a reduced standard of finish generally would need to be allowed for, less, minor latent conditions becoming apparent and a straightforward construction process. This also reflects the current market conditions (during the COVID19) where tender price reduction have been up 15%	\$3,162,633.60	\$2,989,842.45	\$3,809,993.25

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4

LANDSCAPE

LANDSCAPE OPPORTUNITIES



Layered planting



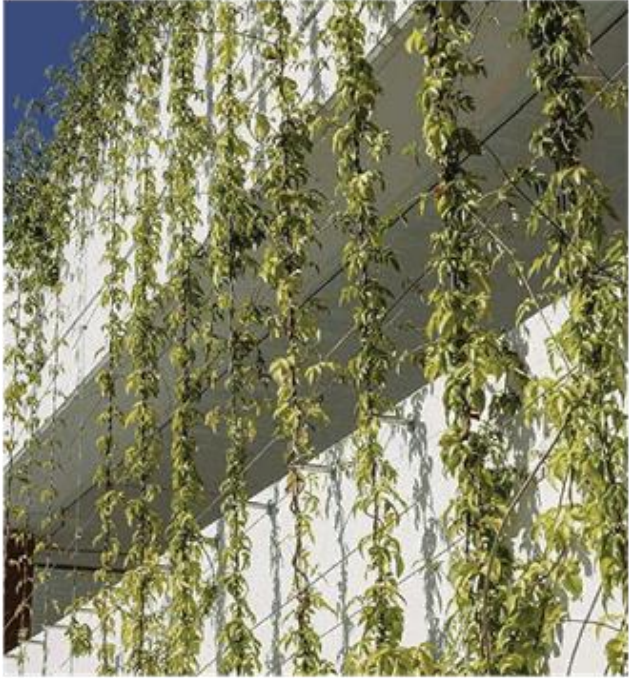
Timber deck and seating edge



Stairs in lawn



Seating wall



Growing wires

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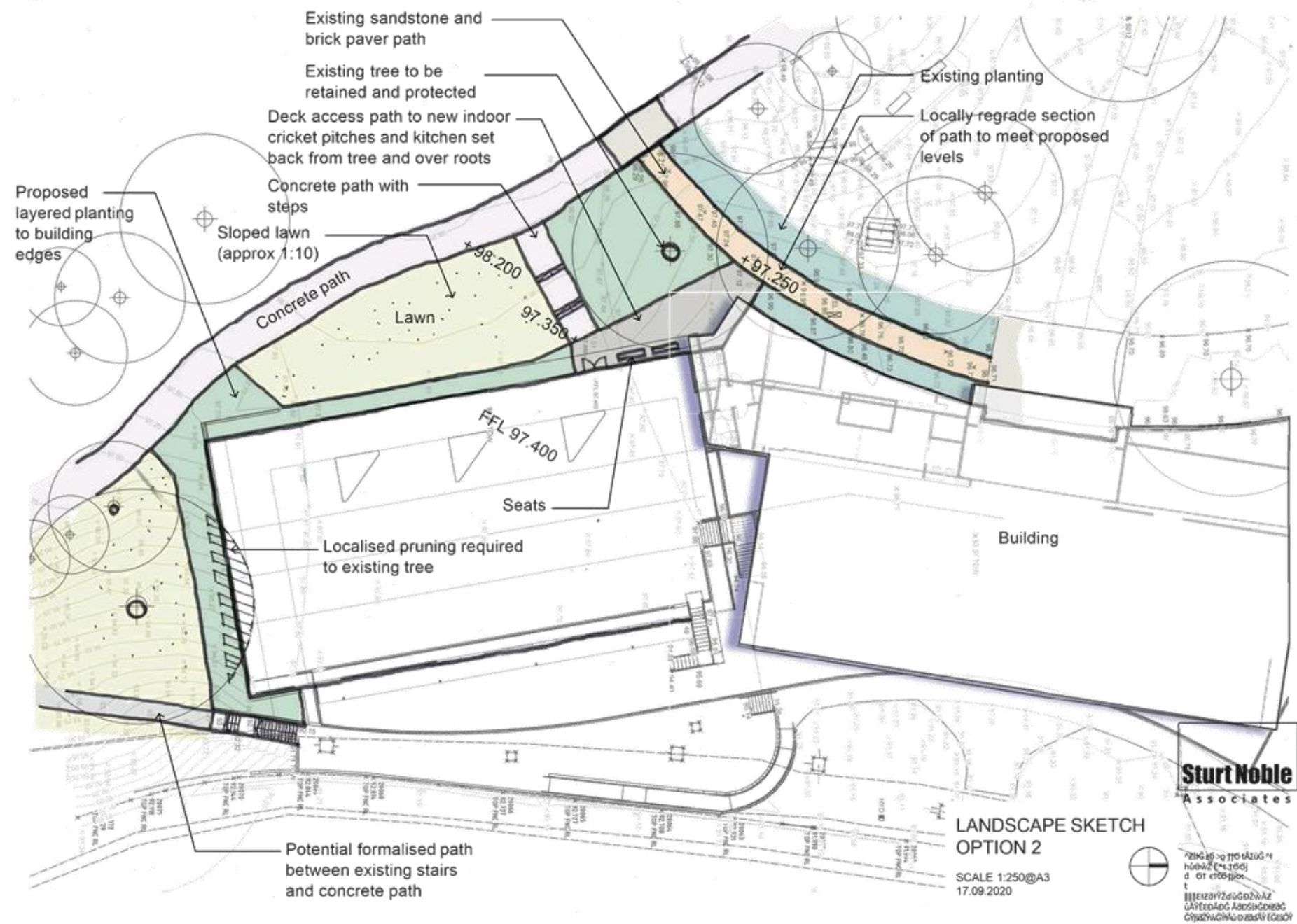


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LANDSCAPE OPPORTUNITIES

SUMMARY:

- LAYERED PLANTING
- TIMBER DECK AND SEATING EDGE
- EXISTING TREES RETAINED
- SLOPED LAWN
- NEW CONCRETE PATH WITH STEPS



CO-OP

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REPORT
PD/5.4/20.11

Subject: Planning Proposal - Bondi Junction Strategic Centre -
Protecting and Promoting Non-Residential Floor Space -
Post-exhibition

TRIM No: PP-3/2019

Author: Patrick Connor, Strategic Planner

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

RECOMMENDATION:

That Council:

1. Notes the matters raised in the submissions on the planning proposal to protect commercial floor space capacity in the Bondi Junction Strategic Centre.
2. Supports the planning proposal with the amendment that a change of use from existing serviced apartments to residential accommodation will not be impacted by the Additional Local Provision.
3. Supports making the amendments to the Waverley Local Environmental Plan 2012 outlined in the planning proposal in conjunction with Parliamentary Counsel under the delegation received from the Department of Planning, Industry and Environment.
4. Notifies those people who made a submission of Council's decision.
5. Undertakes a review of the longer-term implications of office demand in Bondi Junction within three years after the end of the COVID-19 crisis to understand market adjustment and emerging trends.

1. Executive Summary

This planning proposal (PP) seeks to amend the *Waverley Local Environmental Plan 2012 (WLEP 2012)* to create provisions protecting commercial floor space capacity and promoting commercial floor space delivery in Bondi Junction Strategic Centre. The planning proposal introduces a minimum non-residential floor space requirement provision applying to the B4 Mixed Use zone in Bondi Junction and limits serviced apartments to the B4 Mixed Use zone in Bondi Junction. The limited available sites remaining in the B3 Commercial Core zone must be protected for employment generating and health and knowledge intensive uses. The intention of protecting and promoting commercial floor space within Bondi Junction is in line with various endorsed Strategic Plans such as *A Metropolis of Three Cities*, the Eastern City District Plan, the *Waverley Local Strategic Planning Statement (LSPS)* and the *Waverley Community Strategic Plan*. This planning proposal gives effect to the objectives of these plans. Importantly, this planning proposal does not seek to increase the capacity or provision of commercial floor space in Bondi Junction—it seeks to only maintain what is currently provided.

Based on the findings of the *Bondi Junction Commercial Centre Review* this planning proposal outlines the need for protecting commercial floor space within Bondi Junction and the provisions to do this. In order to maintain Bondi Junction's status as a Strategic Centre as identified in the Eastern City District Plan (District Plan), the centre needs to have a minimum of 10,000 jobs, which requires a sufficient amount of floor

space to accommodate these jobs. The recent development history of Bondi Junction has seen a trend of large-scale residential towers replacing the existing non-residential floor space with residential floor space; resulting in a loss of non-residential floor space and therefore employment floor space.

It is important that Council secures the remaining B3 Commercial Core area for health and knowledge intensive uses (i.e. offices) to meet a key action in the District Plan. Commercial development has a slower take-up than residential type uses. Securing the B3 zone and promoting health and knowledge intensive commercial uses in the B4 zone reflects a long-term view that grasps the cumulative effect of individual development decisions. Cyclical factors or short-term residential development imperatives should not undermine the employment role and function of Bondi Junction. Nor should they be allowed to cloud the bigger picture planning vision for Bondi Junction as the key employment and service centre in the Eastern Suburbs.

While COVID-19 has changed the way people work and has currently resulted in less demand for office space, it is still too early to understand the long-term impacts of the current crisis on the Bondi Junction office market. Indeed, some analysis points to the increase in preference of suburban office markets – like Bondi Junction – as a middle-ground between working from home and maintaining and providing an office presence. It is important to emphasise that this planning proposal *does not propose increasing the amount of commercial floor space in Bondi Junction*—it is simply replacing what is there in any future redevelopment and protecting the existing commercial capacity. The key objective is to ensure that no further non-residential floor space is lost. By improving the commercial integrity of the B3 zone and promoting commercial uses in B4 zone, this planning proposal seeks to maintain the existing level of commercial floor space to sustain the important role of the Bondi Junction Strategic Centre as an employment and service hub for the Eastern Suburbs.

Notwithstanding this, it is recommended that a review of the longer-term implications of office demand in Bondi Junction is undertaken within three years after the end of the COVID-19 crisis to understand market adjustment and emerging trends.

The planning proposal received a conditional Gateway Determination on 11 March 2020. Once the Department's conditions were met, the PP was then placed on public exhibition from 5 August to 13 September. During the exhibition period, the PP received a total of 15 submissions. Of these submissions six were received in support, six in objection and three making notes or suggesting changes. The points raised in the submissions are addressed in detail within the body of this report.

2. Introduction/Background

This planning proposal applies to land zoned B4 Mixed Use, B3 Commercial Core and SP2 Infrastructure within the area referred to as the 'Bondi Junction Strategic Centre,' which forms a part of the Waverley local government area (LGA), shown in Figure 1 below.



As noted in the Bondi Junction Commercial Centre Review (2017), there has been a loss of approximately 9,000 sqm of existing commercial floor space in Bondi Junction as a result of recent residential developments since 2014. There is forecast to be a further loss of 19,000 sqm of existing commercial floor space with current and recently approved DAs in the pipeline at the time of writing. This cumulative floor space loss represents between 580 and 1,300 jobs. Importantly, recent and potential developments have not only resulted in the loss of existing non-residential floor space but have also diminished non-residential floor space capacity in the B4 Mixed Use zone. This loss of real and potential non-residential floor space seriously hinders the availability of floor space for jobs, meaning that Council is at risk of not meeting the District Plan job targets and the role and function of Bondi Junction and its status as a Strategic Centre are under threat.

This planning proposal seeks to amend the WLEP by creating a new Additional Local Provision to implement a minimum non-residential floor space provision to apply to the B4 Mixed Use zone, and to exclude serviced apartments from the B3 Commercial Core zone within Bondi Junction.

1. Change serviced apartments in the B3 Commercial Core land use table from a 'permitted with consent' use to a 'prohibited' use.
2. As the floor space to be protected is intended to be used for employment generating and knowledge intensive uses, an Additional Local Provision will be added that will apply to all B4 zoned land in the key sites map (see Figure 1) that will ensure that in any new development there is no loss of the

existing amount of non-residential floor space on the site. As 122 Bronte Road, Bondi Junction is in the process of being rezoned from SP2 Infrastructure to B4 Mixed Use it is intended that this provision will apply to this site when the planning proposal is finalised and gazetted. The Additional Local Provision will also not allow development for the purposes of residential accommodation, tourist and visitor accommodation and self-storage units in the floor space to be identified as non-residential. Commercial car parks will also not be included within the non-residential floor space as the space is intended to be used for employment generating and knowledge intensive uses. It should also be noted that, in line with the Standard Instrument LEP's definition of gross floor area, ancillary car parking will not be included in the floor space either. This clause will apply to both new developments and developments for alterations and additions to existing buildings.

No changes to the base floor space ratio or height of building are proposed.

The planning proposal received a conditional Gateway Determination on 11 March 2020. Once the Department's conditions were met, the PP was then placed on public exhibition from 5 August to 6 September with an extension to 13 September also being permitted. During this exhibition period, the PP received 15 submissions. Of these submissions six were received in support, six in objection and three making notes or changes but neither supporting nor objecting. Each of the points raised in the submissions are addressed in part four of this report.

3. Relevant Council Resolutions

Meeting and date	Item No.	Resolution
Strategic Planning and Development Committee 6 August 2019	PD/5.3/19.08	That Council: <ol style="list-style-type: none"> Endorses the Bondi Junction Strategic Centre – Protecting and Promoting Commercial Floor Space planning proposal being forwarded to the Department of Planning, Industry and Environment to seek Gateway Determination to proceed to formal public exhibition. Places the planning proposal on public exhibition in accordance with any conditions of the Gateway Determination should that be approved by the Department of Planning, Industry and Environment. Accepts the role of the planning proposal Authority from the Department of Planning, Industry and Environment, if offered, to exercise the delegations issued by the Minister under section 3.36 of the <i>Environmental Planning and Assessment Act 1979</i> in relation to the making of the amendment.
Council 19 June 2018	CM/8.11/18.06	That Council: <ol style="list-style-type: none"> Recognises it must provide a minimum of 10,000 jobs in order to maintain its status as a Strategic Centre within the metropolitan centres hierarchy. Recognises that Bondi Junction's 2016 job estimate is 13,800 jobs and that it is required to accommodate between 17,000 and 20,500

		<p>jobs forecast in the Eastern City District Plan by 2036.</p> <p>3. Is concerned about the findings highlighted in the Bondi Junction Commercial Centre Review including:</p> <ul style="list-style-type: none"> (a) The existing re-development of commercial office and retail into residential towers has already resulted in the loss around 10,000sqm of commercial floor space in recent years. (b) The conversion of commercial office space to build residential towers, which could entail the loss of 64,000sqm of floor space (around 2,500 jobs) in the longer term and 40,000sqm of floor space (around 1,600) in the short-term. (c) The limited sites remaining in the B3 Commercial Core zone for office-only development. (d) The development of non-office uses in the B3 zone such as serviced apartments. (e) Impact the lack of appropriate commercial space has on driving very high levels of commuting and the deleterious effects this has on the lifestyle of working residents. (f) Potential for a continued decline in local jobs on existing activity in the Junction and the prospect of it gaining momentum and triggering further decline. <p>4. Acknowledges the growing concern with the ever-increasing push by developers to build higher buildings with limited setbacks that challenge LEP/DCP regulations and guidelines.</p> <p>5. Undertakes a review of the Waverley LEP as a matter of urgency to introduce protections for commercial buildings.</p> <p>6. Reports back to council as a matter of urgency.</p>
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4. Discussion

During the exhibition period, the planning proposal received 15 submissions. The table below outlines the changes recommended as part of the submissions and Council's considerations of these recommended changes.

Several of the submissions speak to the lack of future demand for office floor space as a result of COVID-19 and that this will mean a lower demand for office floor space in Bondi Junction and hence there is no need to require a minimum non-residential floor space in Bondi Junction. In the first instance, it must be stressed that this planning proposal does not propose increasing the amount of commercial floor space in Bondi Junction – it is proposing to replace existing commercial floorspace in any future redevelopment and protecting the existing commercial capacity. This is to ensure that no further non-residential floor space is lost.

Notwithstanding, a review has been completed of the emerging analysis on the future of office floor space and this review found that while aggregate demand for office floor space is expected to decline in the future (compared to a pre-COVID base case), an office presence will continue to be important and there could be greater demand for suburban office markets, as demand potentially declines for CBD locations. Given that we are currently in the midst of the COVID-19 crisis it is too early to understand the longer-term implications and hence this report recommends proceeding with the current approach.

While demand for office floorspace will likely reduce, a preference for more spaced out workplaces could mitigate to some extent a probable decline in aggregate demand for office space. According to BIS Oxford Economics, over three decades from 1980, the average space per person in an office in the Sydney CBD decreased slowly, by just a metre from 20.8 square metres to 19.8 square metres. But as private offices were replaced by open-plan seating, the trend accelerated over the past decade, allowing companies to shed another 4.4 square metres per person, to an average of 15.2 square metres. Some office tenants now operate with as little as 8-12 square metres per person. Some in the industry say the experience of COVID-19 may be a watershed moment for many businesses who will now look for more spacious workplaces.

Research from Oxford University indicates that while working from home (WFH) has its own benefits, physical interaction is still required as it is a key catalyst for innovation and problem-solving. Face-to-face workplaces are still important for social interaction, building relationships and trust with colleagues and for informal learning opportunities, particularly for junior staff who need to learn from colleagues. In a knowledge economy, an organisation's success may still depend on face-to-face interaction and the associated collaboration and serendipity. In trying to attract, retain and nurture top talent, it is expected that flexible WFH arrangements will be key but also it is expected that the workplace will continue to play a significant part in how people perceive a business.

The emerging literature indicates that a potential by-product of COVID-19 could be an increase in demand for suburban office locations, like Bondi Junction, which maintain excellent accessibility and are closer to where employees live. A recently released report from international real estate company Jones Lang Lasalle *The Future of Global Office Demand* report - stated that the COVID-19 pandemic would accelerate the trend of 'distributed urbanisation' which also offers a more sustainable model based on reduced commuting, flexible working and micro-mobility. Colliers International's indicates a rise in 'flexi-space' in the metro/suburban markets as tenants and landlords navigate the changing office sector. There is increasing interest coming from smaller businesses looking for a HQ or co-working space for decentralised office space. Colliers suggest that managers and owners are keen to get out of CBDs and promote a work-life balance for themselves and their staff.

It is envisaged that companies will choose to have more local and suburban offices in order to reduce commuting but to still maintain an office presence. Suburban office markets may be better protected from volatility by the typically smaller footprint of tenants and the willingness of staff to return to work in suburban offices more quickly. The country's biggest private office landlord, Lang Walker, has indicated

that there has been 'a tremendous amount of inquiry from big corporations that are wanting to move out of expensive CBD space and relocate to the satellite precincts.' Bondi Junction presents the perfect opportunity for businesses who no longer need a strong CBD office presence, but who may want a smaller office floorplate offering in a well-located location. Similarly, it is expected to remain as a favourable location for Eastern Suburbs based start-ups and businesses.

Table 1. Submissions.

Submission	Comments	Response
1. Resident	Believes there is an abundance of buildings and properties with exclusively commercial uses along Oxford Street, Newland Street, Ebley Street, Spring Street, Grafton Street and Bronte Road	The PP is not seeking to increase the amount of office floor space, but to maintain the existing levels. The existing amount of commercial floorspace is meeting market requirements, given that vacancy rates in Bondi Junction have typically been low in the context of other suburban markets. As noted in the PP, for Bondi Junction to remain a Strategic Centre, it must contain a minimum of 10,000 jobs. Whilst there is a collection of existing non-residential use buildings if these continue to be replaced by residential developments Bondi Junction will no longer have the capacity to provide for the 10,000 jobs and would lose the benefits of being classified as a Strategic Centre.
	Points out major non-residential floor space existing in Eastgate and Westfield	The floor space in Westfield and Eastgate is used primarily for retail purposes. The purpose of this PP is to try and retain floor space for knowledge and health related uses. The office towers in Westfield provide important office floorspace which is meeting market requirements, given the typically low vacancy rates in Bondi Junction.
	Given the above, questions whether there is a shortage of non-residential floor space	Vacancy rates in Bondi Junction have typically been low in the context of other suburban markets, indicating that there is strong underlying demand for office floor space. Again, this PP is not seeking to increase the amount of office floor space, but to maintain the existing levels.
	Notes their unit may be affected by the PP.	Noted.
	Notes that many of the units in their building have done a change of use from residential to commercial or vice-versa.	Noted.
	Believes the PP will inhibit their ability to do the same and believes it may be unlawful.	Noted. There is nothing unlawful about undertaking this PP to amend the LEP.
	Believes the intent of the PP may be appropriate for new developments but not a change of use.	Noted.

	Submits that their site should be exempt from the provisions of the PP	This PP is implementing the vision of the LSPS, the Bondi Junction Commercial Centre Review and the District Plan job targets for Bondi Junction. Planning policy decisions should be based on ensuring the greatest social, economic and environmental outcomes, rather than narrow, financial interests of individuals or corporations. Implementing the local and state strategy and policy framework is in the broader public interest.
	Also notes that there are commercial vacancies in their building.	Noted. The current COVID conditions are unprecedented and, as outlined in the discussion above, while there may be an aggregate decline in demand for office space compared to a pre-COVID base case, the long-term implications of demand for office space in Bondi Junction are unknown and could in the longer-term increase demand for suburban office markets like Bondi Junction.
2. Resident	Doesn't believe we need more commercial floor space	Noted. This PP is not seeking to increase the amount of office floor space, but to maintain the existing levels.
	Points out there is already lots of vacancies and that people will likely work from home more in the future	Vacancy rates in Bondi Junction have typically been low in the context of other suburban markets, indicating that there is strong underlying demand for office floor space. This PP is not seeking to increase the amount of office floor space, but to maintain the existing levels.
	Council should be focusing on creating more affordable housing with office spaces	Noted.
3. Business/landowner	Agrees in principle with the grounds for the PP and the local need for commercial floor space but objects to the suggested scale and methodology that is outlined for the retention of the floor space	Noted.
	Outlines that COVID has led to widespread commercial vacancy	The current COVID conditions are unprecedented and, as outlined in the discussion above, while there may be an aggregate decline in demand for office space compared to a pre-COVID base case, the long-term implications of demand for office space in Bondi Junction are unknown and could in the longer-term increase demand for suburban office markets like Bondi Junction.

	Believes the traditional commercial business model has become redundant and is no longer applicable in the current financial circumstances	As above.
	Believes preserving commercial floor space in its traditional form will lead to vacant and devalued properties	As above.
	Believes that the way forward is requiring homes to have built in office spaces	Noted. This may become an emerging trend that is catered to by developers seeking to capture this market.
	Home office space can be implemented through a positive covenant on the title to ensure the space is not repurposed into a bedroom or other room	Noted.
	Council should reassess the need for traditional commercial floor space, review the current occupancy rates in BJ and compare this to studies that informed the PP	The current COVID conditions are unprecedented and, as outlined in the discussion above, while there may be an aggregate decline in demand for office space compared to a pre-COVID base case, the long-term implications of demand for office space in Bondi Junction are unknown and could in the longer-term increase demand for suburban office markets like Bondi Junction. Once floor space is converted to residential it is effectively lost to future uses. Whereas, maintaining non-residential floor space allows for a wide variety of uses to take place.
	Council should assess the work from home office space in residential dwellings outlined above	As above.
	Believes Council needs to consider the residential accommodation needs of an ageing population, not restricting the opportunity for this	This PP is not seeking to increase the amount of office floor space, but to maintain the existing levels. An ageing residential population need goods and services located close to their homes. Removing non-residential floor space in Bondi Junction will mean that ageing populations will need to travel further to other centres to receive their goods and services.
	Asks that Council put a savings provision into the PP to allow DAs lodged before the commencement of the amendment to continue to be assessed against the legislation they were lodged against	Noted but not supported as it wouldn't help meet the objectives of the PP.
4. Business/landowner	Same as above – same letter under separate cover	As above
5. Business/landowner	Believes the PP will have a significant and detrimental impact on their property and its redevelopment potential	Noted.

	Believes that the overriding objectives of the PP can be achieved through different pathways	Noted.
	Believes the draft provision will essentially turn the B4 zone into B3 for their site which is a commercial tower (which is not at its full height and FSR potential) as they would have to provide 8 storeys of commercial again before achieving residential	The planning proposal is not increasing non-residential floor space and is not prohibiting residential uses, it is stopping the loss of existing non-residential floor space. This site currently provides important non-residential floor space for various tenants and will likely to continue to do so in a post-COVID world. It is important to retain what little remaining non-residential floor space Bondi Junction has left to meet our strategy and policy objectives.
	Believes retaining their 1970s class C building does not actively support the District Plan's actions nor help the LSPS	Retaining the existing non-residential floor space in the Bondi Junction Strategic Centre is in line with priority E11 of the Eastern City District Plan as it provides investment, business opportunities and jobs in the Strategic Centre. Redeveloping this site for two floors of retail and commercial and a high-rise residential tower above does not actively promote business and jobs in the Strategic Centre.
	Acknowledges Waverley's 0-5-year housing target has been met due to the scale of residential development in BJ however believes that this is a unique spike and believes that further residential supply over the next 20 years will be required to meet the set targets	Waverley will likely easily meet its housing targets. However, the job targets for Bondi Junction as established in the District Plan – and the status of Bondi Junction as a Strategic Centre – are at risk if there is a continued loss of employment floor space.
	Believes this contradicts the mixed-use intention	Residential uses are not being prohibited in the B4 Mixed Use zone. This PP is protecting the remaining non-residential floor space in order to better achieve mixed use outcomes.
	Believes more research, collaboration and consultation needs to occur in order to achieve commercial floor space that is fit for purpose	This report recommends an investigation of the longer-term implications of office demand in Bondi Junction at least 3 years after the end of the COVID-19 crisis to understand market adjustment and emerging trends.
	States that the proposed PP would sterilise their site as it is already providing 8 storeys of commercial	The planning proposal is not increasing non-residential floor space and is not prohibiting residential uses, it is stopping the loss of existing non-residential floor space. This site currently provides important non-residential floor space for various tenants and will likely to continue to do so in a post-COVID world. It is important to retain what little

		remaining non-residential floor space Bondi Junction has left to meet our strategy and policy objectives.
	States that a retrofit of the building is not possible without wholesale demolition and redevelopment of the site	Noted.
	Suggests Council undertake market research to understand the future type of commercial premises tenants are looking for	This report recommends an investigation of the longer-term implications of office demand in Bondi Junction within 3 years after the end of the COVID-19 crisis to understand market adjustment and emerging trends.
	Council should partner with DPIE and use their Urban Feasibility Model to identify potential sites and then confirm preferred sites for commercial development	Noted.
	Revised planning controls should be done on a site by site basis, an 'ad hoc' blanket approach will not have the desired effect on the ground	The desired effect is to stem the loss of non-residential floor space in Bondi Junction in order to preserve space for non-residential uses that will provide goods and services to the local community. Creating a provision that ensures there is no loss of the remaining non-residential floor space will ensure this desired effect is achieved.
6. Resident	Opposes building more residential high rises and asks Council to instead maintain and support commercial floor space in Bondi Junction.	Noted.
7. Resident	Supports the PP and Council is to be commended for taking this initiative.	Noted.
	Bondi Junction has seen the loss of numerous retail and commercial businesses that were sentimental to the local community.	Noted.
	Questions what will happen to the life along Oxford Street and Ruthven Street with the loss of further businesses for increased residential.	Noted.
	Businesses need cheap rent at this time and turning these spaces into residential flats would be counterproductive to this.	Noted.
	Important that the community avoids the creation of an alienated suburbia in the inner city.	Noted.
	Believes preserving the commercial integrity of Bondi Junction is crucial for creating a sustainable city and reducing travel times for residents ranging from Bronte to Watson's Bay	Noted and agreed.
8. Resident	Supports the PP and the protection of commercial floor space.	Noted.
	Laments the loss of many businesses already in BJ.	Noted.
	As a long-term resident of Bondi Junction they strongly support the PP.	Noted.

9. Resident	Supports the PP.	Noted.
	Without the PP the remaining commercial floor space will be vulnerable to loss	Noted and agreed.
	We need the commercial floor space for Bondi Junction to remain a Strategic Centre and to be in line with the 30-minute city actions of the District and Metropolitan Plan.	Noted.
	The commercial floor space is required to meet the Strategic Centre employment numbers.	Noted.
	If the employment numbers are continued to be met and Strategic Centre status is maintained we can continue to receive grants for Bondi Junction.	Noted.
	Even though businesses are suffering, planning for a future without COVID is an optimistic and necessary step to take.	Noted and agreed.
	The rapid decline in commercial floor space can be reversed through amendments such as this.	Noted.
10. Business/ landowner	The absence of a draft clause means there is some uncertainty as to how the final control might work	Noted.
	Concern relates to the uncertainty of this PP in any future DA they might lodge to convert their existing serviced apartments to a residential use.	Noted. This report recommends amending the PP to outline that the change of use from serviced apartments to residential uses will not be prohibited and will not be impacted by this PP.
	Any such future DA should be assessed on its merits	Noted. As above.
	Outlines that in the legal sense a DA for change of use from serviced apartments to a residential use will be classified as 'development'	Noted.
	States the intent of the PP is to prevent losing existing commercial floor space to uses such as serviced apartments and residential uses – the PP is not concerned with existing serviced apartments	Noted and agreed.
	States that the Council would accept that any existing serviced apartments cannot be converted back into commercial (office) floor space	Noted and agreed.
	Notes the importance of this control not prohibiting the change of use for existing serviced apartments to residential apartments in the B4 Mixed Use Zone – this must be assessed on its merits for ADG compliance etc.	Noted.
	This can be done by the following:	Noted.

	<ul style="list-style-type: none"> The new Additional Local Provision includes a special definition of non-residential floor space area to exclude (at least) tourist and visitor accommodation The new Additional Local Provision should not apply to a DA to change the use of a building where: <ul style="list-style-type: none"> The GFA is not increased; and The underlying use to be altered is not the dominant use of the existing building 	
	Requests that a copy of the draft instrument be forwarded on for their review due to the implications it may have on their property.	The local plan-making authority reviews and assesses the draft instrument. It is not usual, appropriate or required for others to review the draft instrument.
11. Property lobbyist	Notes the importance of allowing opportunities for tourist and visitor accommodation in a post-COVID environment.	Noted.
	Encourages Council to fully consider the relevant directions of the Eastern District Plan, including both housing and employment targets.	Noted.
	It is imperative that Council's approach to strategic planning is balanced and provides adequate capacity for both provisions of housing and employment floor space.	Noted.
	It is not clear if the proposed changes of the PP will have any impact on the housing outcomes and benchmarks in the LHS.	Waverley will likely meet its housing targets. However, the job targets for Bondi Junction as established in the District Plan – and the status of Bondi Junction as a Strategic Centre – are at risk if there is a continued loss of employment floor space.
	Would welcome Council's investigation into opportunities for future housing supply in the low-density residential areas surrounding Bondi Junction.	Noted.
12. Resident	Supports the PP.	Noted.
	Notes the increase of unsightly, over scaled and poorly sited residential towers threatening their home and community through overshadowing and diminishing residential amenity.	Noted.
	Notes that as a result the area is getting the negative tag line of the 'windy ghost town'	Noted.
	Notes the loss of smaller commercial institutions that add to the community feel of the Mill Hill area	Noted. This PP will help to protect the remaining floor space available for commercial institutions.
	Supports the PP and offers their thanks for attempting to look after the residents	Noted.
13. Business/	Notes that their site contains up to 50% of the	Noted.

landowner	future capacity for commercial floor space in the B3 zoned land in Bondi Junction	
	The proposed changes will disproportionately impact the owners of this site	Noted.
	The proposed changes will prohibit future development opportunity for serviced apartments on their site.	This PP is implementing the vision of the LSPS, the Bondi Junction Commercial Centre Review and the District Plan job targets for Bondi Junction. Planning policy decisions should be based on ensuring the greatest social, economic and environmental outcomes and implementing the local and state strategy and policy framework is in the broader public interest.
	Believes removing development rights and permissibility will work against the aim to maintain a strong retail and commercial core.	As above.
	Prohibiting serviced apartments in the B3 zone would inhibit their ability to meet Planning Priority 13 <i>Supporting growth of targeted industry sectors</i> of the Eastern District Plan, this would be in breach of section 3.8 of the EP&A Act	Serviced apartments in Bondi Junction currently act as a quasi-residential use with anecdotal evidence indicating that many are used for long-term residential accommodation. Prohibiting serviced apartments will not inhibit Council's ability to comply with Planning Priority 13 of the Eastern City District Plan as hotel/motel accommodation is still a permissible use in the zone and this can be used to serve the visitor economy. Furthermore, serviced apartments will remain a permissible use in the B4 zone. This PP will assist in achieving the vision of the LSPS, the Bondi Junction Commercial Centre Review and the District Plan job targets for Bondi Junction.
	Prohibiting serviced apartments would impede Council's ability to comply with Planning Priority 11 of the LSPS <i>Promote Bondi Junction as a lively and engaging strategic centre with a mix of employment, entertainment and housing options</i>	This PP is consistent with the objectives of the B3 Commercial Core, which emphasise the importance of employment floor space. This zone is the only pure commercial zone Waverley has and ensuring its protection against residential and quasi-residential development such as serviced apartments. The recent and future residential development pipeline in Bondi Junction will easily fulfil the 'housing options' outlined in Priority 11.
	The implementation of Built-to-rent (BTR) residential in the B3 zone as part of the Housing Diversity SEPP indicates that DPIE's view is to allow a range of uses in the B3 zone, including residential uses	BTR residential is not supported in the B3 zone and Waverley made a submission to the DPIE asking to have BTR removed from the B3 zone.

	Council should be focused on improving opportunities to drive economic development not hinder it with blanket restrictions	By protecting the capacity of the B3 zone, the delivery of employment floor space in Bondi Junction will drive economic development more than serviced apartments would.
14. Resident	Believes encouraging protecting and promoting non-residential floor space in Bondi Junction is important.	Noted.
	Suggests non-residential floor space can be used to create a sustainable community focused business centre.	Noted.
	See this as an opportunity to support art whilst creating jobs and being eco-friendly.	Noted.
	Believes non-residential floor space in Bondi Junction can be used to create a green business and cultural hub	Noted.
	Believes we have enough residential accommodation in Bondi Junction	Noted.
	Reducing the amount of non-residential floor space will be detrimental for the community	Noted.
	Wants to see more eco-friendly buildings and use of green roof tops in Bondi Junction	Noted.
	Many artists in the area need a performance space – venue capacity can be 100-200 people	Noted.
	Bondi Junction could hold a world-renowned performance venue if there was sufficient non-residential floor space for it.	Noted.
	Envisions the need for fine dining restaurants, an aboriginal boutique store, art gallery and courtyard gardens, curated street art, more green urban places and street markets/fairs – all which can be only done using non-residential floor space	Noted.
	Bondi Junction could take inspiration from Spain's <i>Super Blocks</i>	Noted.
	Restates the importance of protecting and promoting non-residential floor space in Bondi Junction in order to meet the ideas listed above	Noted.
15. Resident	Consideration needs to be made for low rise buildings in heritage conservation areas	Noted.
	Whilst these structures can be used for both residential and commercial uses under current zoning there are favourable treatments for residential over commercial in terms of the building access and other items. This needs to be reviewed so there is not a cost impediment for commercial use.	Noted.

	As owners we should be able to rotate between residential and commercial uses. Restricting this would limit occupancy and rental viability. It will also reduce the ability to maintain and upgrade buildings.	Noted. Once a use turns from commercial to residential it is highly unlikely to be converted back, particularly if the units are strata subdivided. Residential development sterilises any development that is non-residential.
	If there is a proposal to restrict residential in these low-rise heritage conservation areas some incentives need to be provided by Council	Noted.
	The changes seem quite blunt and there needs to be nuance between low-rise small sites and larger sites which can accommodate larger office or mixed-use buildings.	Noted.
	COVID-19 has now led to a lot of individuals and businesses reviewing their priorities, where they work and how they work.	Noted.
	Smaller buildings which can be let to single businesses should be attractive in this environment	Noted.
	Ground floor commercial spaces in a number of developments along Oxford St have failed to find tenants.	Noted.
	Retail remains challenging despite the increase in residential population in the area	Noted.

5. Financial impact statement/Time frame/Consultation

Financial impact statement

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

Consultation

The PP was placed on public exhibition from 5 August to 6 September 2020, with extensions to 13 September 2020 also being permitted. During this exhibition period, the PP received 15 submissions. Of these submissions, six were received in support, six in objection and three making notes or changes but neither supporting nor objecting. Each of the points raised in the submissions are addressed in this report.

Time frame

The estimated timeframe for completing the LEP amendment is set out below.

Post-exhibition review to Council	November 2020
Make the Plan	February 2021

6. Conclusion

During the exhibition period several of the submissions received spoke to the lack of future demand for office floor space as a result of COVID-19 and that this may mean a lower demand for office floor space in Bondi Junction.

This planning proposal does not propose increasing the amount of commercial floor space in Bondi Junction—it is proposing to replace commercial floorspace that currently exists in any future redevelopment and protecting the existing commercial capacity. The current COVID conditions are unprecedented and, as outlined in the discussion above, while there may be an aggregate decline in demand for office space compared to a pre-COVID base case, the long-term implications of demand for office space in Bondi Junction are unknown and could, in the longer-term, increase demand for suburban office markets like Bondi Junction.

Notwithstanding this, Council's review of the emerging analysis on the future of office floor space found that while aggregate demand for office floor space is expected to decline in the future (compared to a pre-COVID base case), an office presence will continue to be important and there could be greater demand for suburban office markets, as demand declines for CBD locations. Bondi Junction presents the perfect opportunity for businesses who no longer need a strong CBD office presence, but who may want a smaller office floorplate offering in a well-located location.

Understanding the above, it is imperative that Council protect the little remaining commercial floor space Bondi Junction has left to ensure that the Centre has flexibility of use in the future and can maintain its status as a Strategic Centre. Hence, this report recommends proceeding with the current approach and to finalise the LEP amendment.

7. Attachments

Nil.

REPORT
PD/5.5/20.11

Subject: Planning Proposal - 99-117 Birrell Street, Waverley

TRIM No: SF20/5475

Author: Jaime Hogan, Senior Strategic Planner

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

RECOMMENDATION:

That Council:

1. Notes the submission of a planning proposal prepared by Ethos Urban on behalf of Uniting Care on 18 August 2020 to increase the maximum height of buildings and the maximum floor space ratio of the sites 99–117 Birrell Street, Waverley, under the Waverley Local Environmental Plan 2012.
2. Notes that the proposed increase in height and FSR is consistent with the Gateway Determination received for the adjacent War Memorial Hospital Campus site, and will enable improved conservation of the significant heritage fabric of the site and increase the amount of usable, public open space available on the site.
3. Authorises officers to forward the planning proposal to the Department of Planning, Industry and Environment (DPIE) for a Gateway Determination.
4. Places the planning proposal on public exhibition in accordance with any conditions of the Gateway Determination that may be issued by the DPIE.
5. Notes that a Site Specific DCP will be exhibited concurrently with the planning proposal and will include provisions for scale and interface with the surrounding land uses, heritage buildings and gardens within the site, pedestrian access and through-site links and provision of landscaped open space.
6. Requests the role of local plan-making authority from the DPIE to exercise the delegations issued by the Minister under section 3.36 of the *Environmental Planning and Assessment Act 1979* in relation to the making of the amendment.

1. Executive Summary

The subject planning proposal (the Proposal) has been prepared by Ethos Urban on behalf of Uniting Care (the Proponent). The Proposal is for the sites 99–117 Birrell Street, Waverley, identified as the 'Birrell Street Site' in Figure 1. The Proposal seeks to complement a separate planning proposal for the remainder of the block for the War Memorial Hospital site (The WMH Campus Proposal), as identified in Figure 1. The entire block bound by Birrell Street, Carrington Road, Church Street and Bronte Road is known as the Edina Estate, and is a significant heritage item for the locality.

The Proposal seeks to amend the Waverley Local Environmental Plan to:

- Increase the maximum height of building from 9.5 m and 12.5 m to 15 m and 21 m.

- Increase the maximum FSR from 0.6:1 to 1.2:1.

The Proposal is consistent in height and FSR with the WMH Campus Proposal, which was supported by Council and has received a conditional Gateway from the Department of Planning, Infrastructure and Environment (DPIE). The Proposal also seeks to provide 10% affordable housing on the site.

The holistic redevelopment of the Edina Estate is considered to have strategic merit in:

- Providing essential social infrastructure through the continuation and expansion of health-related uses on the site.
- Increasing the provision of seniors housing and providing a component of affordable housing.
- Retaining and enhancing the unique heritage and environmental significance of the site.
- Opening the site to the public within a dense urban area.



Figure 1. Map identifying sites and planning proposals.

2. Introduction/Background

Background

This Proposal in conjunction with the WMH Campus Proposal seeks to enable the holistic redevelopment of the Edina Estate. The overall redevelopment will seek to continue to provide essential social infrastructure through the provision of health related uses and seniors housing, retain and enhance the unique heritage and environmental significance of the site, and open the site up to the public to encourage a greater level of public engagement with the heritage fabric and open space on the site.

History of the planning proposal

The evolution of the two planning proposals has occurred over three years, with the history provided in Attachment 1 of this report. The Birrell Street sites were originally not included in the WMH Campus

Proposal; however, through discussions with staff, it became evident that there would be benefits to the inclusion of these sites in the WMH Campus Proposal to better address some key issues such as vehicle access to the site and the improved retention of the heritage fabric and spatial qualities of overall Edina Estate.

The Birrell Street sites were then proposed to be included, however at the time, no further justification or supporting information was provided relating to the inclusion of the sites. Accordingly, Council did not support the inclusion of the sites into the WMH Campus Proposal without additional supporting studies such as traffic and urban design modelling. The subject Proposal now provides the outstanding supporting materials to justify the inclusion of the Birrell Street lots into the overall vision for the Edina Estate redevelopment.

Introduction

The Proposal applies to the parcels as outlined in Table 1.

Table 1. Lot and DP of affected parcels.

Lot	DP	Address	Ownership
1	312247		Private
1	1115332	99 Birrell Street	Private
2	515904	101 Birrell Street	Private
1	515904	103 Birrell Street	Uniting
A	437866	105 Birrell Street	Uniting
B	437866	107 Birrell Street	Uniting
1	961790	109 Birrell Street	Uniting
11	667554	111 Birrell Street	Uniting
4	520982	113 Birrell Street	Uniting
3	520982	115 Birrell Street	Uniting
2	212655	117 Birrell Street	Uniting

This Proposal specifically seeks to amend the Waverley Local Environmental Plan 2012 as outlined in Table 2 below.

Table 2. Summary of Proposed Changes to the WLEP2012.

WLEP2012 Provision	Existing	Proposed
Zone	R3 – Medium Density Residential	R3 – Medium Density Residential
FSR	0.6:1	1.2:1
Height	9.5m and 12.5m	15m and 21m
Heritage	No	No
Affordable Housing Component	No	10%
Key Sites Map	No	Yes – to apply Clause 6.9 Design Excellence

Increase to height and FSR

The proposed increase to the permissible maximum height of building (to 15 m and 21 m) and floor space ratio (to 1.2:1) for the Birrell Street Proposal is consistent with the proposed increase on the War Memorial Campus site as identified in Figures 2 and 3 below.

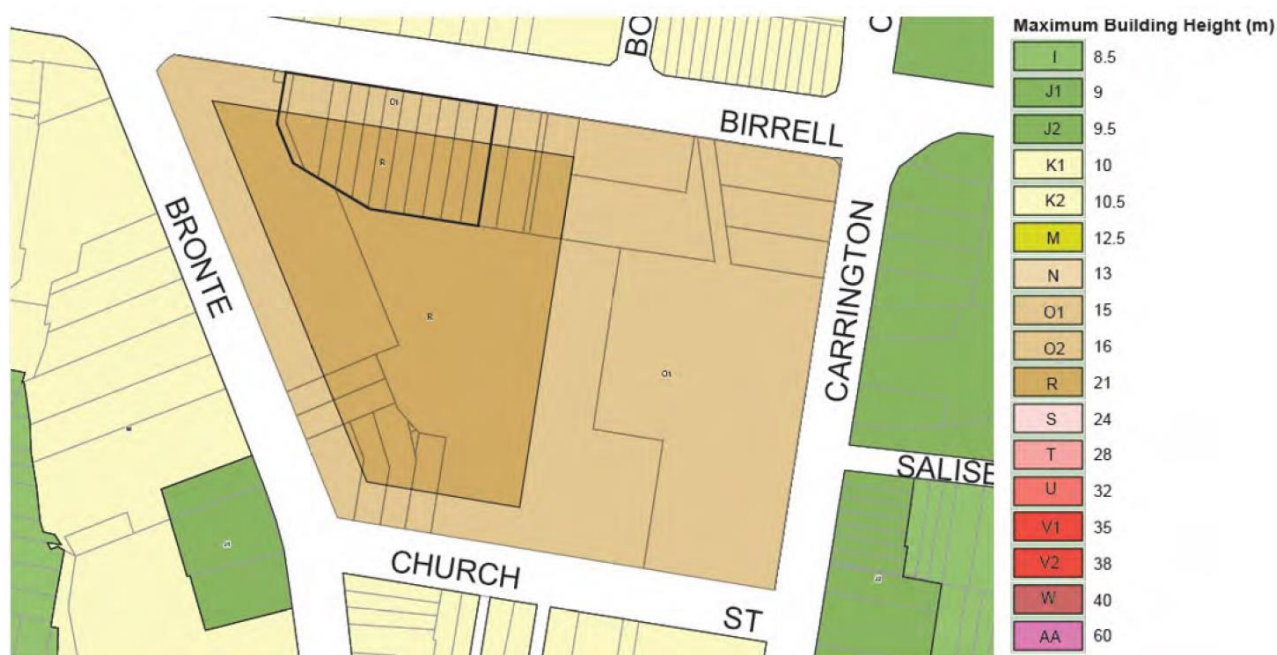


Figure 2. Proposed maximum building height.

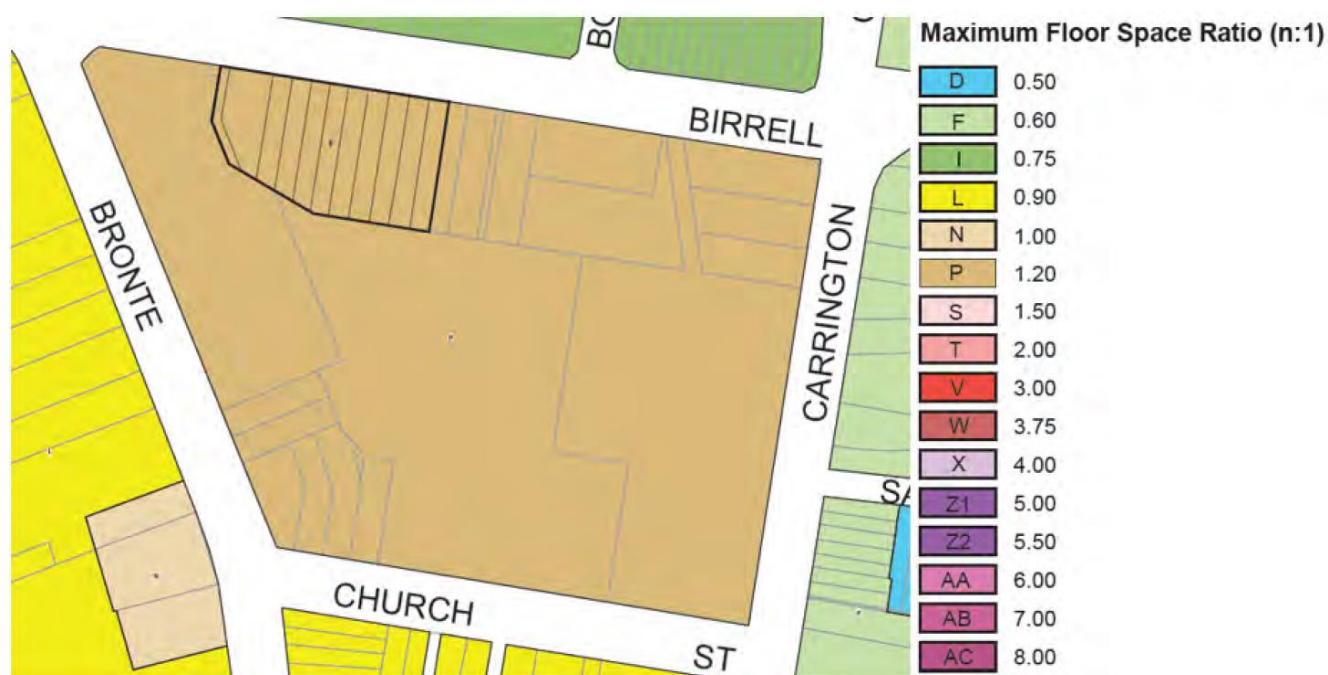


Figure 3. Proposed maximum floor space ratio.

3. Relevant Council Resolutions

Meeting and date	Item No.	Resolution
Strategic Planning and Development Committee 7 May 2019	PD/5.3/19.05	That Council: 1. Notes the submission of a planning proposal to amend the Waverley Local Environmental Plan 2012 lodged by Ethos Urban on behalf of Uniting, as amended on 5 November 2018.

		<ol style="list-style-type: none"> 2. Notes the advice given by the Waverley Local Planning Panel on 24 January 2019. 3. Forwards the planning proposal to the Department of Planning and Environment for a Gateway Determination to proceed to formal public exhibition, subject to the following amendments: <ol style="list-style-type: none"> (a) That the planning proposal only apply to the lots as identified in the original planning proposal submitted July 2017. (b) No alteration to the Land Zoning Map. (c) No site-specific zone boundary flexibility clause. (d) The following Additional Permitted Uses only to apply across the site as follows: <ol style="list-style-type: none"> (i) Seniors housing. (ii) Community facilities. (iii) Centre-based child care facility. (e) The following Additional Permitted Uses to apply in the R3 zone: <ol style="list-style-type: none"> (i) Health service facility and any development which is ordinarily incidental or ancillary to health service facility. (f) Increase the maximum permissible height from 9.5 m and 12.5 m, to 15 m and 21 m only. (g) Increase the maximum permissible floor space ratio (FSR) from 0.6:1 and 0.9:1, to 1.2:1. (h) New site-specific provisions to include: <ol style="list-style-type: none"> (i) Maximum site coverage to ensure open space provision. (ii) Minimum deep soil and landscaped area to ensure significant trees, biodiversity corridors and heritage landscaped areas are protected. (iii) Include the site on the Key Sites Map and apply clause 6.9 Design Excellence. 4. Places the planning proposal on public exhibition in accordance with any conditions of the Gateway
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		<p>Determination, should that be approved by the Department of Planning and Environment.</p> <p>5. Accepts the role as the Plan-Making Authority from the Department of Planning and Environment, if offered, to exercise the delegations issued by the Minister under section 3.36 of the <i>Environmental Planning and Assessment Act 1979</i> in relation to the making of the amendment.</p>
Strategic Planning and Development Committee 5 March 2019	PD/5.4/19.03	That Council defers the matter for at least one month subject to Council officer consideration.

4. Discussion

The Proposal is considered to have site specific merit when considered holistically with the WMH Campus Proposal, to better enable development within the site that respects the significance of the original Edina Estate layout, increasing housing diversity and achieves the strategic aims of the redevelopment.

The Proposal is considered a beneficial amendment to the WMH Campus Proposal, as the additional density and development potential on the Birrell Street sites will help to achieve the overall vision of the site as follows:

- Address key concerns regarding encroachment on significant heritage fabric of the campus by providing greater opportunity to locate the built form to the periphery of the site and reinstate a number of key open spaces on the site considered significant to the heritage item.
- Provide additional options for vehicle access to the site to assist with servicing and visitation.
- Provide a greater quantity of open space on the site to be utilised by the public, through the location of new buildings closer to the periphery of the site, thus providing additional open space for the residents and patients of the site, as well as visitors and locals.
- Address concerns regarding the retention of the existing habitat corridor which runs through the centre of the site, through the location of buildings to the periphery of the site and through the retention of key mature and significant trees.
- The inclusion of the subject sites in the WMH Campus Proposal will help to protect key environmental characteristics of the site by providing for greater open space within the centre of the site and water sensitive urban design to aid with water retention and reabsorption through the site.

Given the opportunities afforded through the inclusion of the Birrell Street lots into the Edina Estate redevelopment to better achieve the aim of a holistic redevelopment of the site to create a precinct with a range of health and housing uses to address the projected demographic needs of the community, the proposal is recommended to proceed to a Gateway assessment, to form an amendment to the WMH Campus Proposal.

Waverley Local Planning Panel Advice

On 8 October 2020, the Proposal was presented to the Waverley Local Planning Panel (WLPP) for its review and advice. The Panel undertook their own site visit. Following presentations from both Council and the Proponent, the WLPP made the following recommendation:

The Panel advises Council that:

1. For the reasons in the Council's Summary Report and Recommendations the subject planning proposal is considered to have strategic and site-specific merit only when considered as part of the War Memorial Hospital Campus site. The subject planning proposal is not considered to have strategic and site-specific merit if it were able to be developed in isolation.
2. To achieve the integrated development of the whole site, the planning proposal should be amended prior to being forwarded to DPIE for a Gateway determination to include an Additional Local Provision and Key Sites Map (or other relevant mapping) which provides for additional Floor Space Ratio (up to 1.2:1) and Height (15 m and 21 m) only if:
 - (a) All Birrell Street lots are amalgamated with the War Memorial Hospital Campus.
 - (b) The deep soil zone and high-performance building provisions are consistent with those proposed for the War Memorial Hospital Campus.
 - (c) A site specific DCP has been prepared for the Birrell Street site and the War Memorial Hospital Campus in accordance with the Gateway determination for the War Memorial Hospital Campus.
3. It is preferable that a consolidated planning proposal for the Birrell Street sites and War Memorial Hospital Campus be prepared and exhibited following Gateway Determination. The consolidated Site Specific DCP should be prepared as a matter of urgency.
4. By way of comment, the Panel notes that the Proponent's Letter of Intent currently relates to affordable housing only, but other matters such as publicly accessible open space could also be considered.

Council officers' response to WLPP

Isolated development

To avoid the isolated development of the Birrell Street lots without the rest of the campus, or the development of only some Birrell Street lots, it is proposed that any increase in the height or FSR on the site is provided as an incentive via an Additional Local Provision that applies to the subject lots. The additional height and FSR would only be available if the sites provide 10% affordable housing (as indicated in the Letter of Offer) and comply with the Site Specific DCP which will include a provision regarding isolated development of lots. These provisions are deemed to provide a sufficient barrier to the isolated development of any of the lots and achieve the same outcome as the outcome intended by the Panel as stated '2(a) All Birrell Street lots are amalgamated with the War Memorial Hospital Campus'.

Minimum deep soil and high-performance buildings

If the subject planning proposal is seen as being an amendment to the Gateway Determination for the WMH Campus proposal, the Birrell Street sites will be subject to the Minimum Deep Soil and High-Performance Buildings Provisions as outlined in Gateway Determination.

Should the DPIE determine that the WMH Campus Proposal and the Birrell Street Proposal be maintained as separate proposals, the Minimum Deep Soil and High-Performance Buildings Provisions are also recommended to apply to the Birrell Street sites.

Site Specific DCP

Council Officers are currently preparing the Site Specific DCP in accordance with the WMH Campus Gateway Determination and will integrate feedback from the Proponent and the LPP advice. The Draft Site Specific DCP will be reported to Council so that it can be placed on public exhibition concurrently with the planning proposals.

Consolidated exhibition

It is intended to exhibit both planning proposals concurrently to avoid duplication and any confusion by the local community. If possible and in consultation with DPIE, the potential of integrating the two planning proposals into one consolidated PP via an amendment to the Gateway Determination for the purposes of exhibition and ultimate gazettal will be discussed.

Local plan-making authority

The role of local plan-making authority relates to who has the final say in determining a PP. Council needs to state whether it wants to be the local plan-making authority as part of the submission of planning proposals to the Department. Local plan-making functions are now largely carried out by councils. Councils are routinely authorised to be the plan-making authority for PPs including:

- Mapping corrections.
- LEPs that will result in a relaxation of a development standard on a site to promote development including potential increases to FSR and height of building and reduced minimum lot sizes.
- Amending references to documents/agencies, minor errors and anomalies.
- Reclassification proposals where the Governor's approval is not required in relation to the removal of covenants, trusts etc. relating to the land.
- Heritage LEPs related to specific items (whether adding or removing an item from a Heritage Schedule) supported by an Office of Environment and Heritage or endorsed local strategy.
- Spot rezonings that give effect to regional or a local strategy endorsed by the Planning Secretary.
- Spot rezonings that will result in an upzoning of land in existing areas zoned for residential, business and industrial purposes.
- Any other matter that the Gateway determines is a matter of local planning significance

Council generally won't receive local plan-making authority for PPs that are contentious, such as new Conservation Areas or items that don't have support from the Office of Environment and Heritage or are subject to a Rezoning Review.

It is significant for Council to be the plan-making authority since under section 3.36(2) of the *Environmental Planning and Assessment Act 1979*, the local plan-making authority may, following completion of community consultation:

- Make a local environmental plan (with or without variation of the proposals submitted) in the terms the local plan-making authority considers appropriate.
- Decide not to make the proposed local environmental plan.

It is recommended that Council request to be the local plan-making authority as part of any resolution to submit the planning proposal to the Department to provide Council with the ability to amend the PP and make a final decision following the community consultation period.

5. Financial impact statement/Time frame/Consultation

Financial impact statement

There have been no upfront or recurrent costs associated with this planning proposal other than staff costs associated with the administration and assessment.

Time frame

The estimated time frame for completing of the LEP amendment is set out below:

Gateway Determination	November–December 2020
Public Exhibition of both planning proposals and Site Specific DCP	February–March 2021
Report to Council	April 2021
Finalisation of LEP amendment	February–April 2021

Consultation

If given a Gateway Determination by the DPIE to proceed to exhibition, the Proposal will be placed on exhibition for a minimum of 28 days in accordance with any provisions outlined in the Gateway Determination. It is intended to exhibit both planning proposals concurrently to avoid duplication and any confusion in the local community. Council officers will discuss the potential of integrating the two planning proposals into one consolidated planning proposal with Department for the purposes of exhibition and ultimate gazettal.

6. Conclusion

The inclusion of the Birrell Street lots into the Edina Estate redevelopment will better achieve the aim of a holistic redevelopment of the site to create a precinct with a range of health and housing to address the projected demographic needs of the community. It is therefore recommended that the proposal proceeds to a Gateway assessment.

7. Attachments

Nil.