

three blue ducks.

OUR LIVEABLE PLACES
CENTRES STRATEGY
2020 - 2036

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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 recommend any increase in height or FSR controls to the current LEP. 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

CSP	Community Strategic Plan
DCP	Development Control Plan
District Plan	Eastern City District Plan, Greater Sydney Commission, 2018
LEP	Local Environmental Plan
LHS	Local Housing Strategy
LSPS	Local Strategic Planning Statement
The Strategy	Our Liveable Places (this document)
Region Plan	Greater Sydney Region Plan, A Metropolis of Three Cities (GSC)

Organisations

GSC	Greater Sydney Commission
DPIE	Department of Planning Industry and Environment

Other

LGA	Local Government Area
PP	Planning Proposal
VPA	Voluntary Planning Agreement
EAE	Equitable Access to Essential goods & services

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.

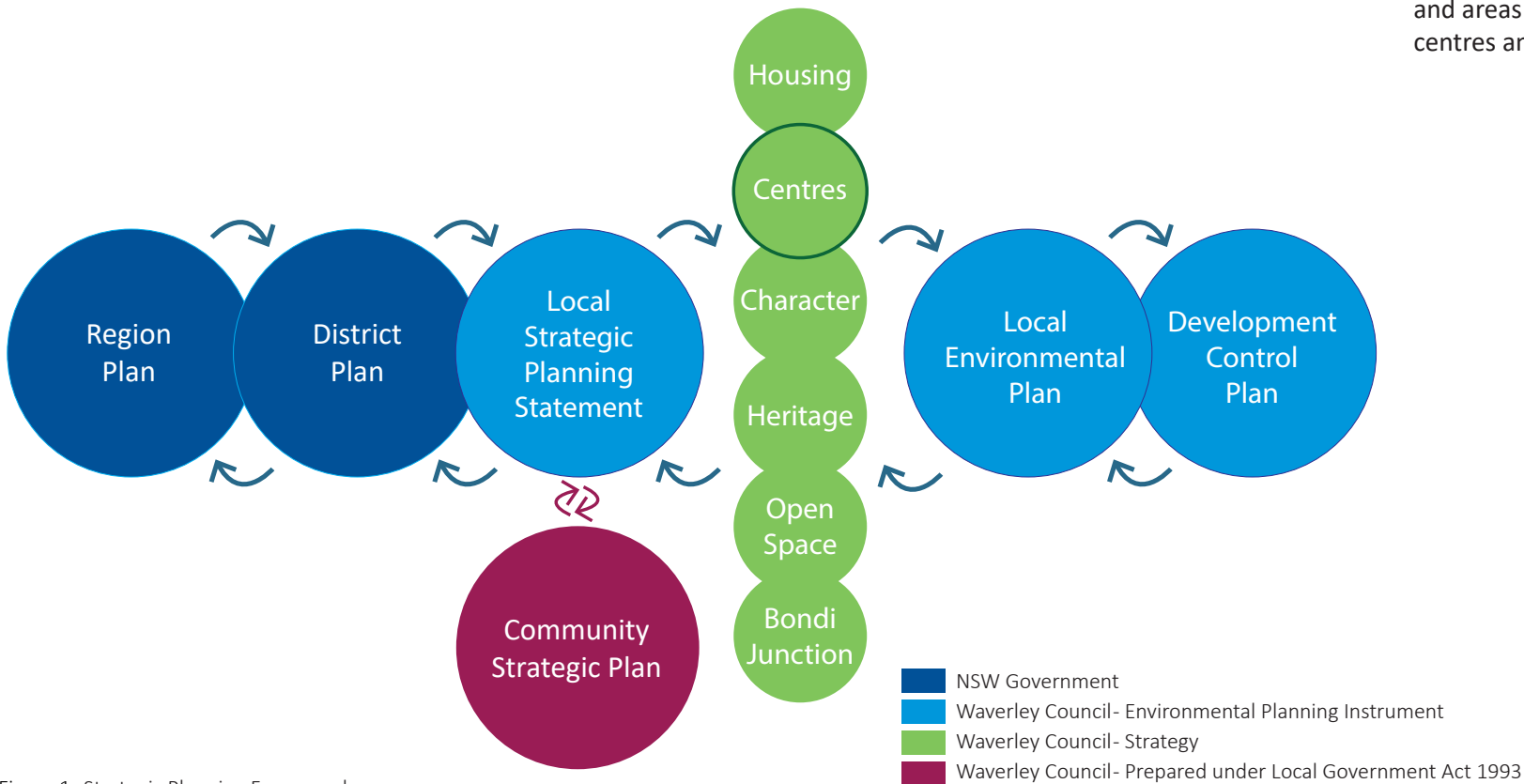
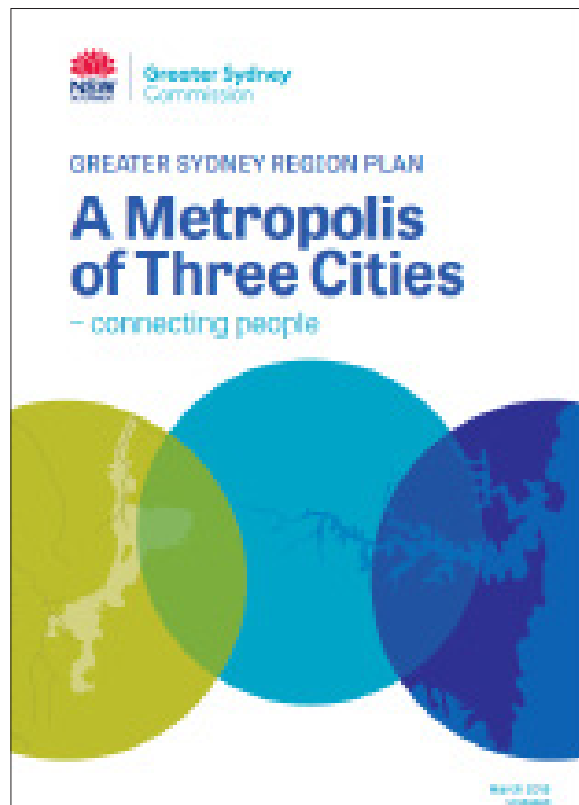


Figure 1- Strategic Planning Framework
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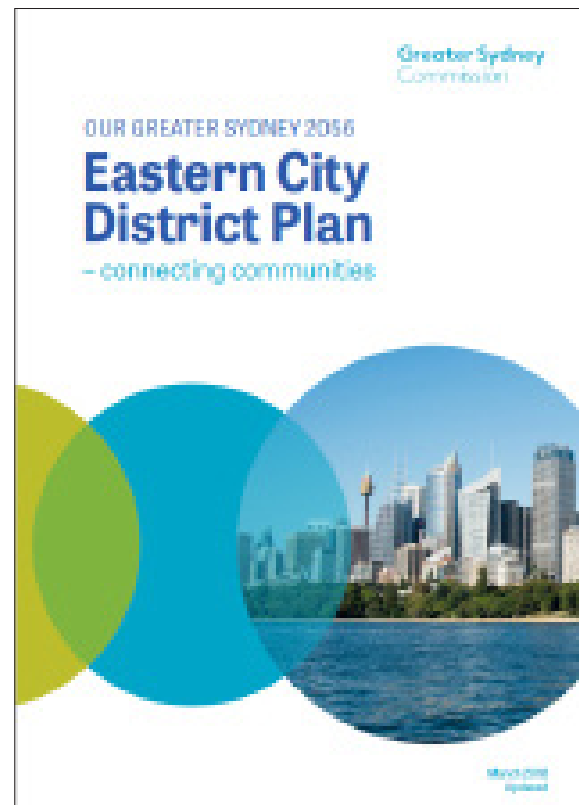
OVERVIEW OF STRATEGIC PLANS

NSW Government



Greater Sydney Region Plan

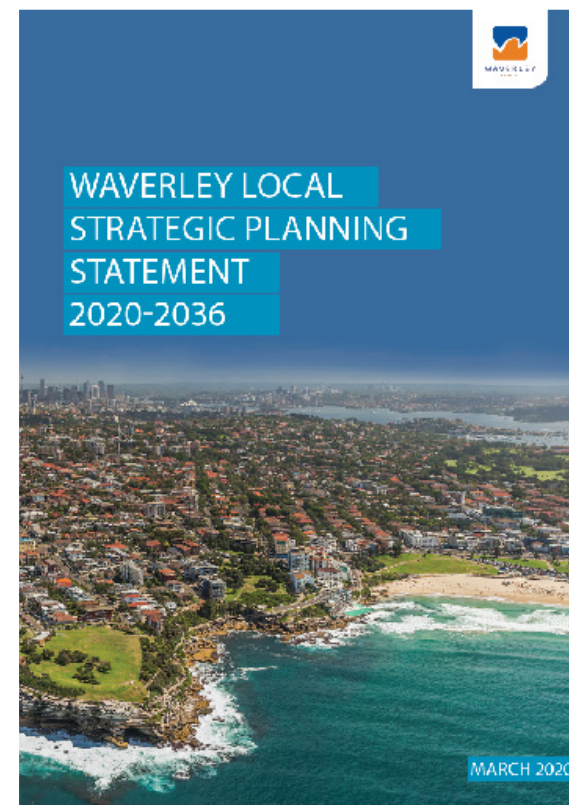
- Prepared by the NSW Government
- 40 year vision for Greater Sydney to 2056
- Ten Directions aligned to four themes: Infrastructure & Collaboration, Liveability, Productivity, Sustainability
- The aim of the plan is to bring new thinking for land use and transport patterns to influence Greater Sydney's 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.



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?

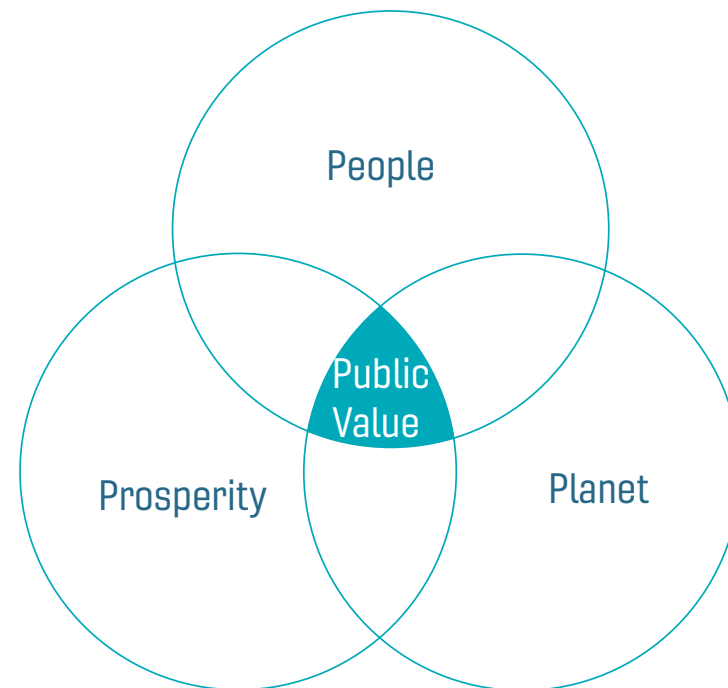


Figure 2- Public Value

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.

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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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 collocated 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.

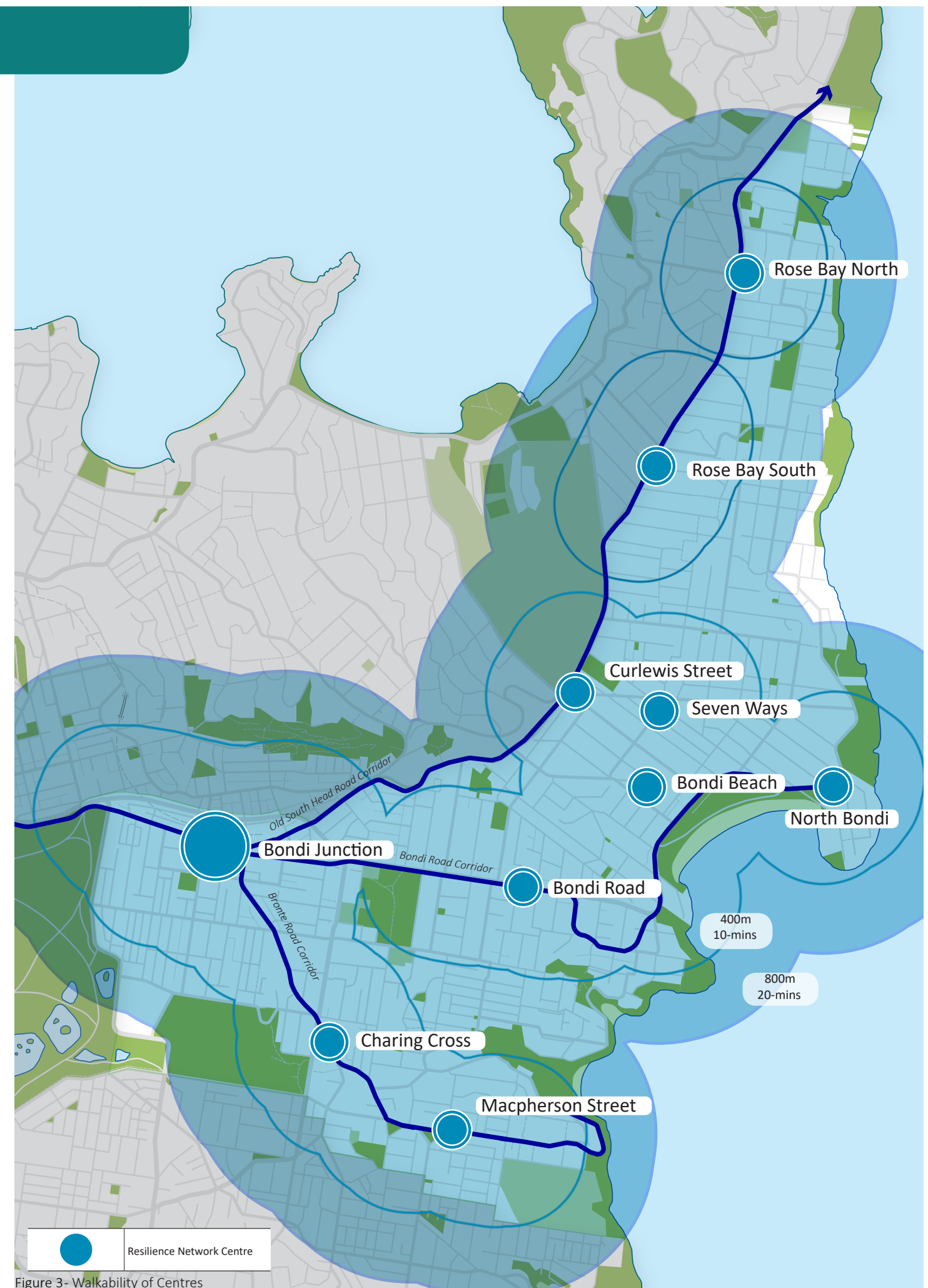
A network of centres to support resilience

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.



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

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

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.

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 fo 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.

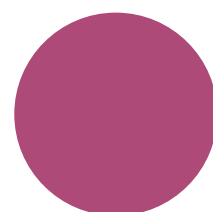
- Waverley DCP uses the term local village centres as an umbrella term for all villages, and a hierarchy of local village centres from Town Centre, Village, Small Village and Neighbourhood have been allocated to the key centres in the DCP.

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.

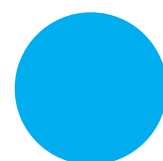
Below are the current WLEP Objectives for the centres, and the Standard Instrument Objectives for the B2 Local Centre zone. Council is able to suggest additional objectives to support the protection of character in the B2 Local Centres.



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
Murriverie 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.

<div></div>	Neighbourhood Centre
<div></div>	Local Centre
<div></div>	Strategic Centre
<div></div>	Health and Education Precinct
<div></div>	Metropolitan Centre
<div></div>	Waverley LGA

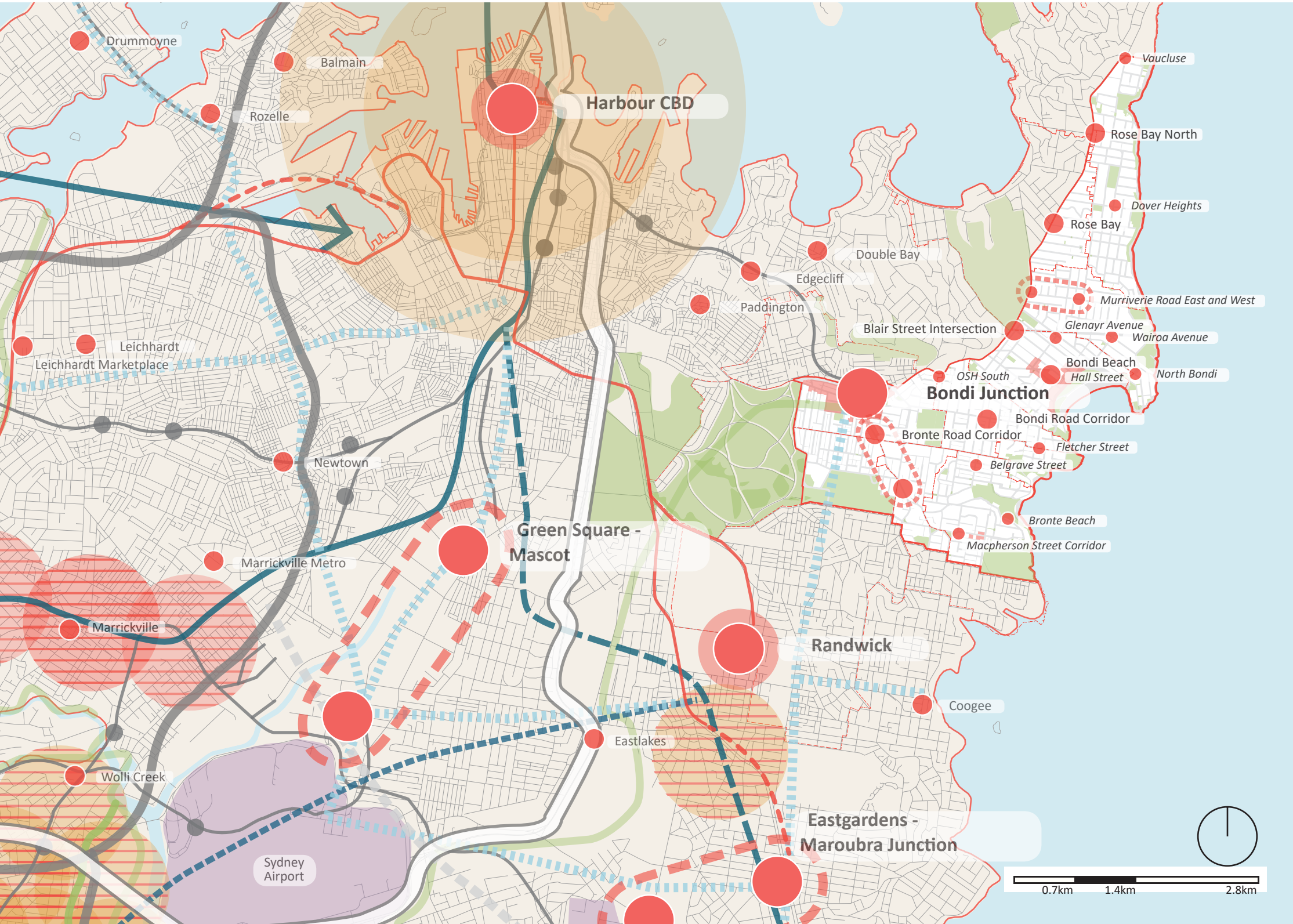


Figure 4- District Context Analysis

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.

Prior to 1770, the history, of course, begins with the custodianship of Sydney's east coast. For over a thousand generations, Aboriginal people have lived in the area now known as Waverley. They extensively manufactured from Bondi's volcanic extrusions the industrialised famous "Bondi Points", a particular design of stone blade found as far away as Western Australia. 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 a First Nations heritage that is now maintained by current descendants and 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.



Figure 5- The Borough of Waverley, Council Archives

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

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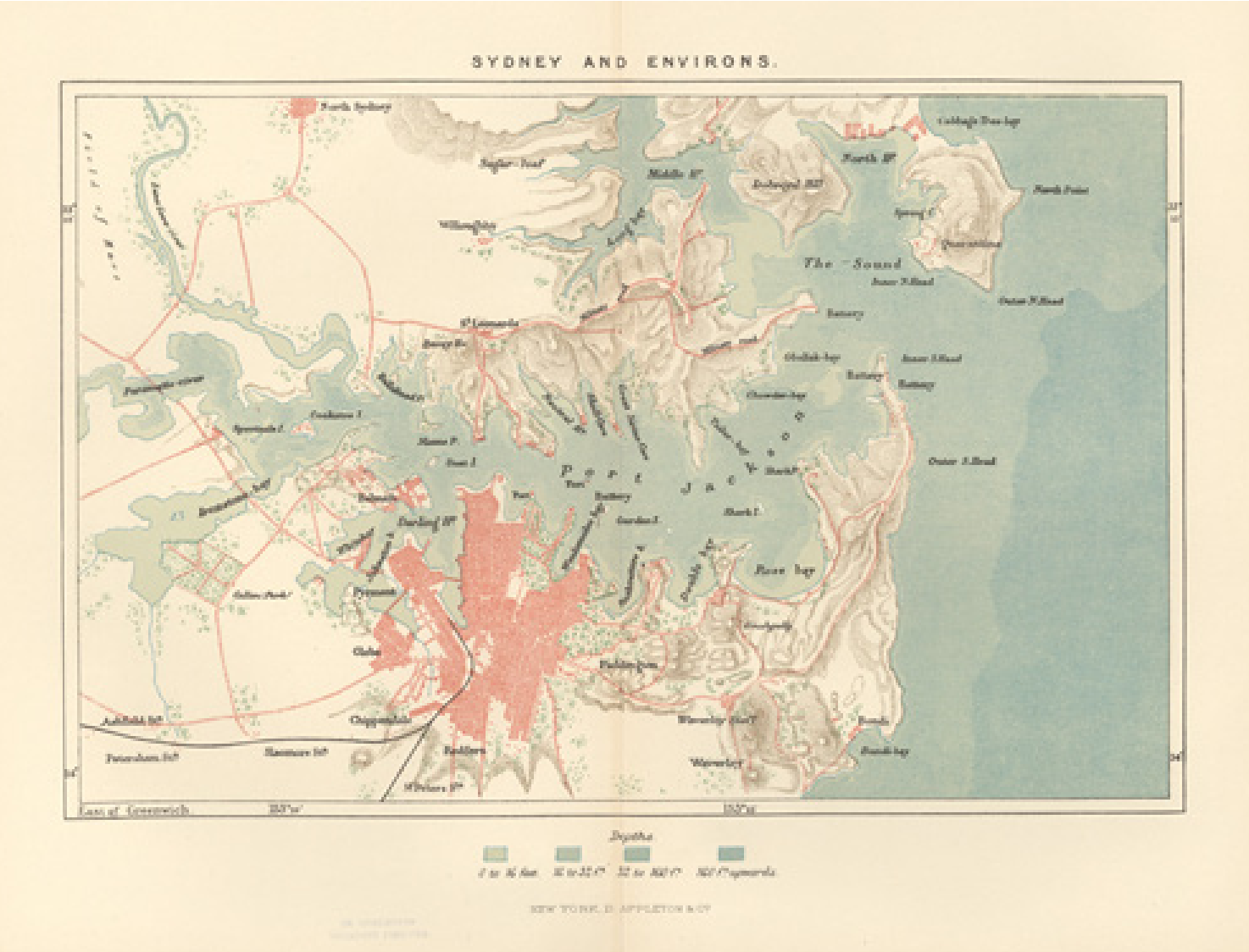


Figure 6- Sydney and environs, Source: <http://nla.gov.au/nla.obj-232350208>

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.

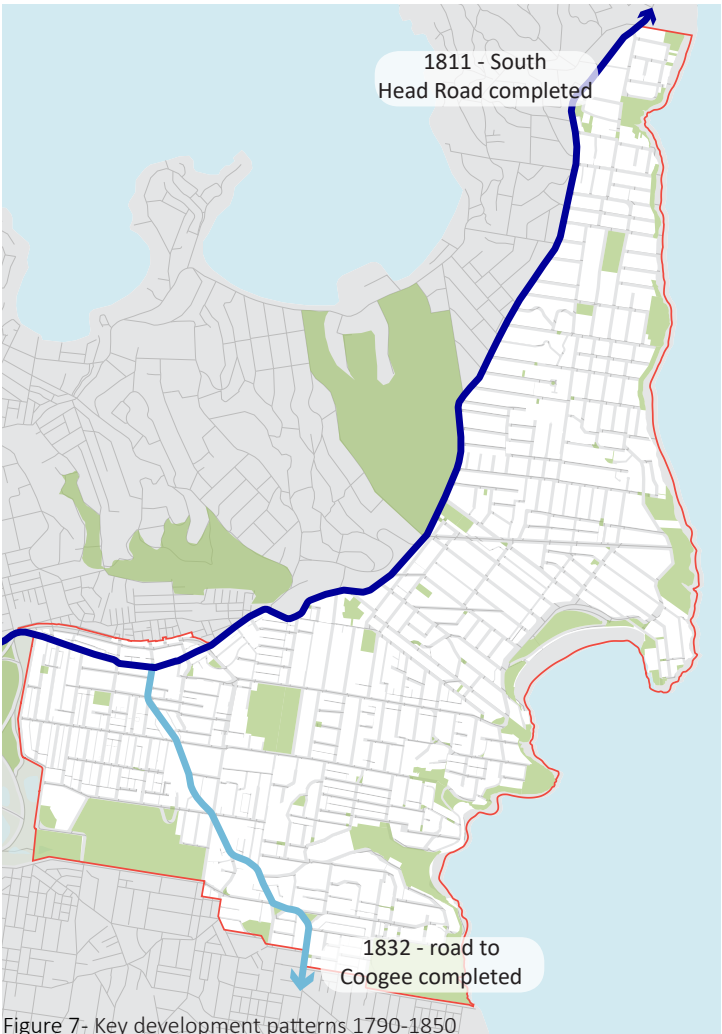
<1788-1790

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.

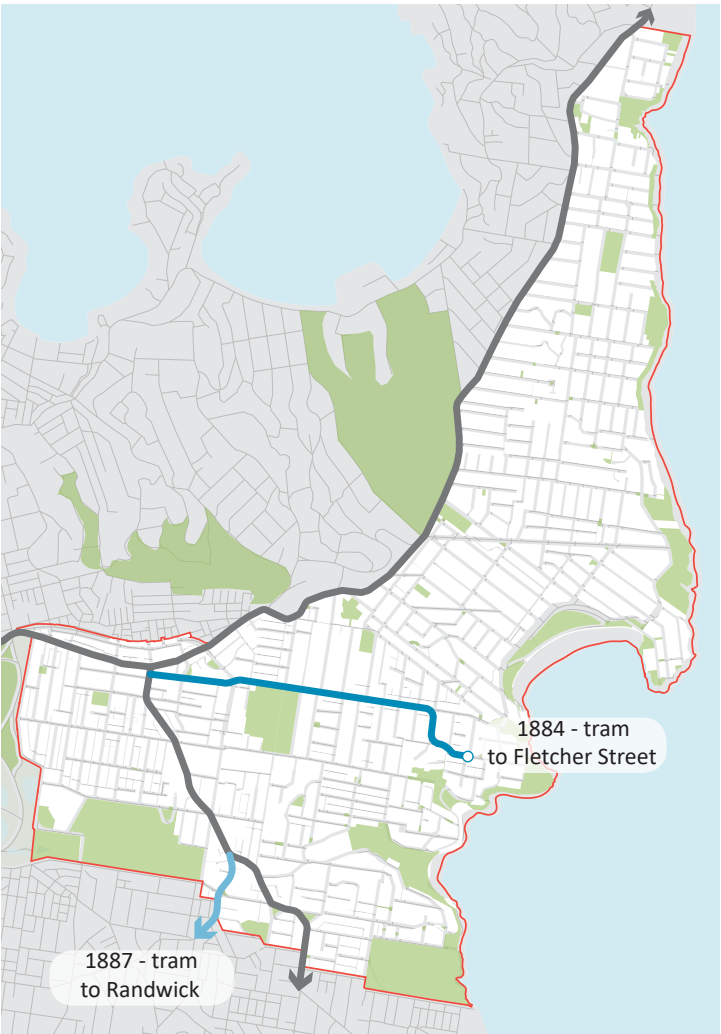
1840s: With the exception of some crown grants gifted between 1828 and 1831, the majority of the land releases in Waverley took the form of public auctions of moderately sized parcels of land, generally between five and ten acres. These land purchases had frontage to the small number of public roads 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.

1890-1900

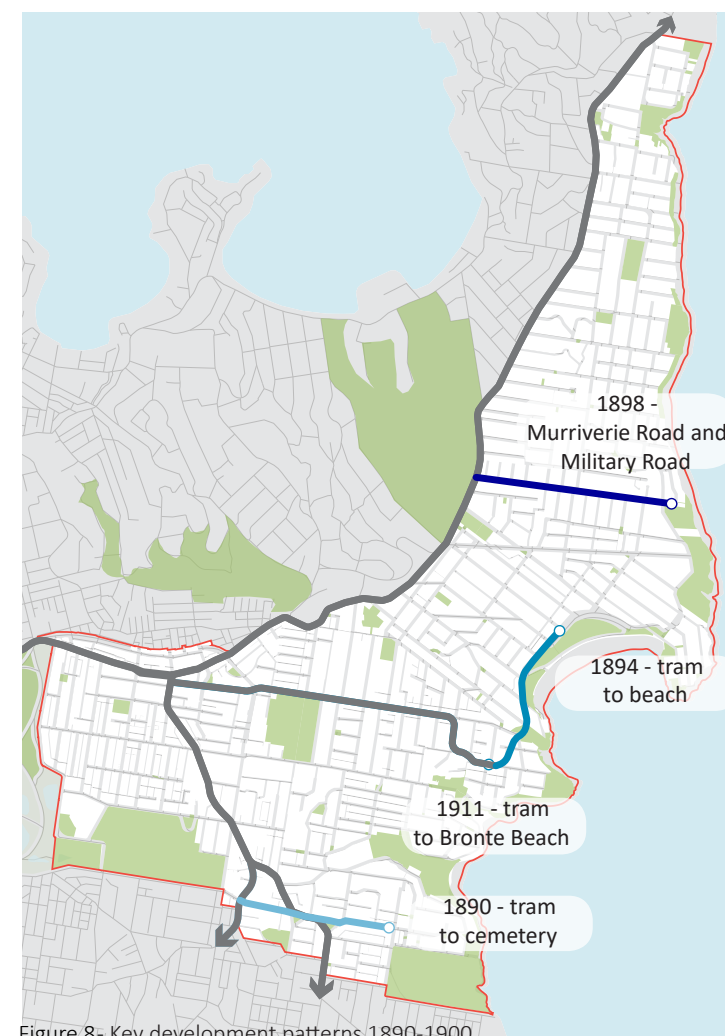


Figure 8- Key development patterns 1890-1900

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

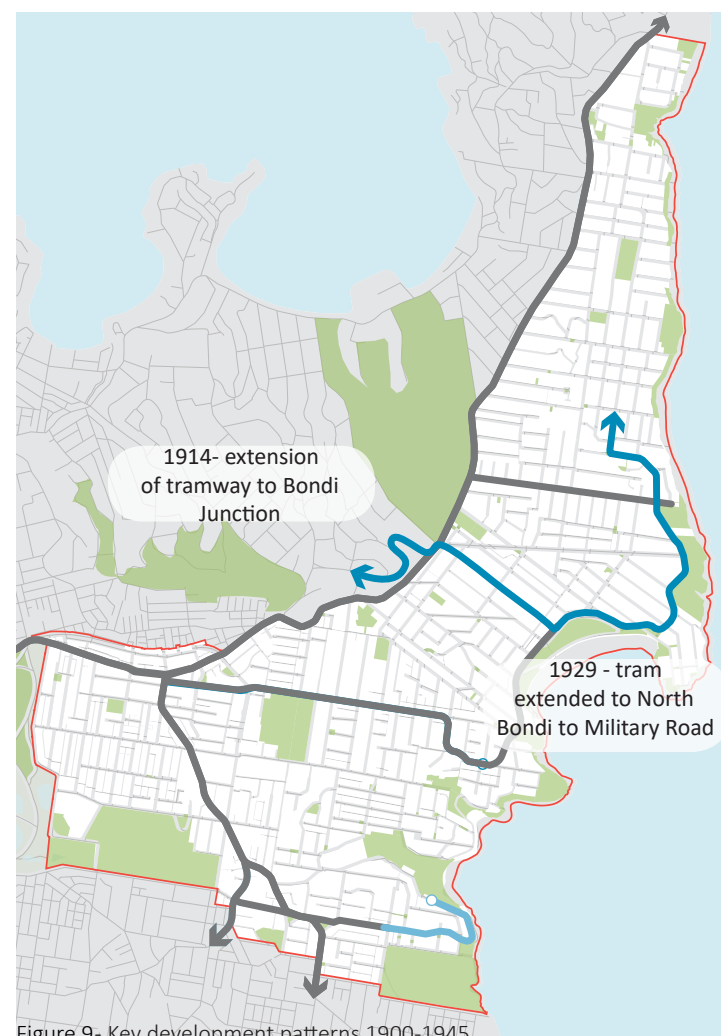


Figure 9- Key development patterns 1900-1945

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.

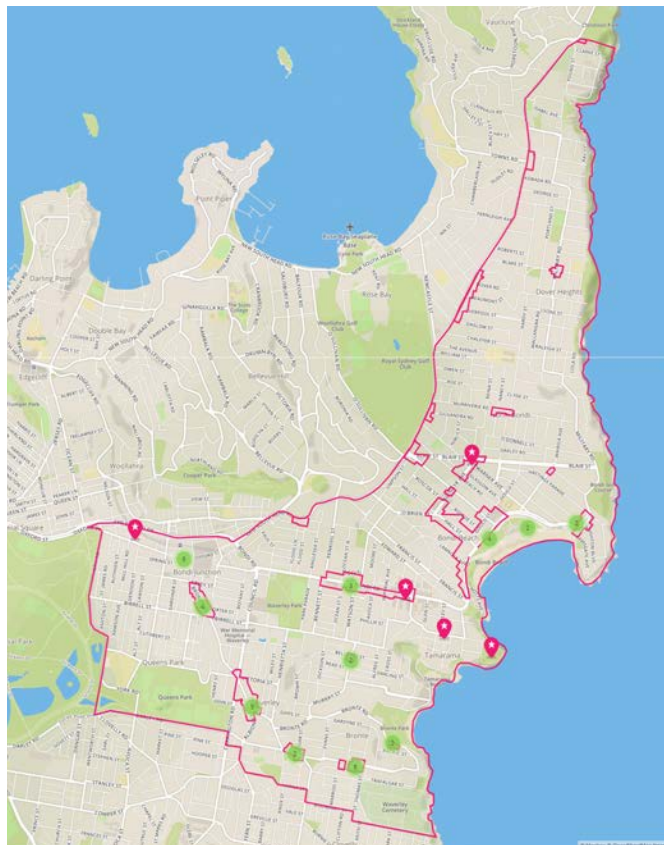


Figure 10- Have Your Say, 'pin-drop map'

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.



322 SOCIAL MEDIA ENGAGEMENTS

6,666 PEOPLE AWARE VIA SOCIAL MEDIA



OVER 250 ONLINE SURVEY RESPONSES, 71 WORKSHOP PARTICIPANTS, 98 WRITTEN SUBMISSIONS



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

HOUSING AND LIVEABILITY



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



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



PLACE BASED
PLANNING AND
LOCATING HOUSING IN
AND AROUND CENTRES

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.

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.

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.



Our Liveable Places



Figure 14- Key economic corridors

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.

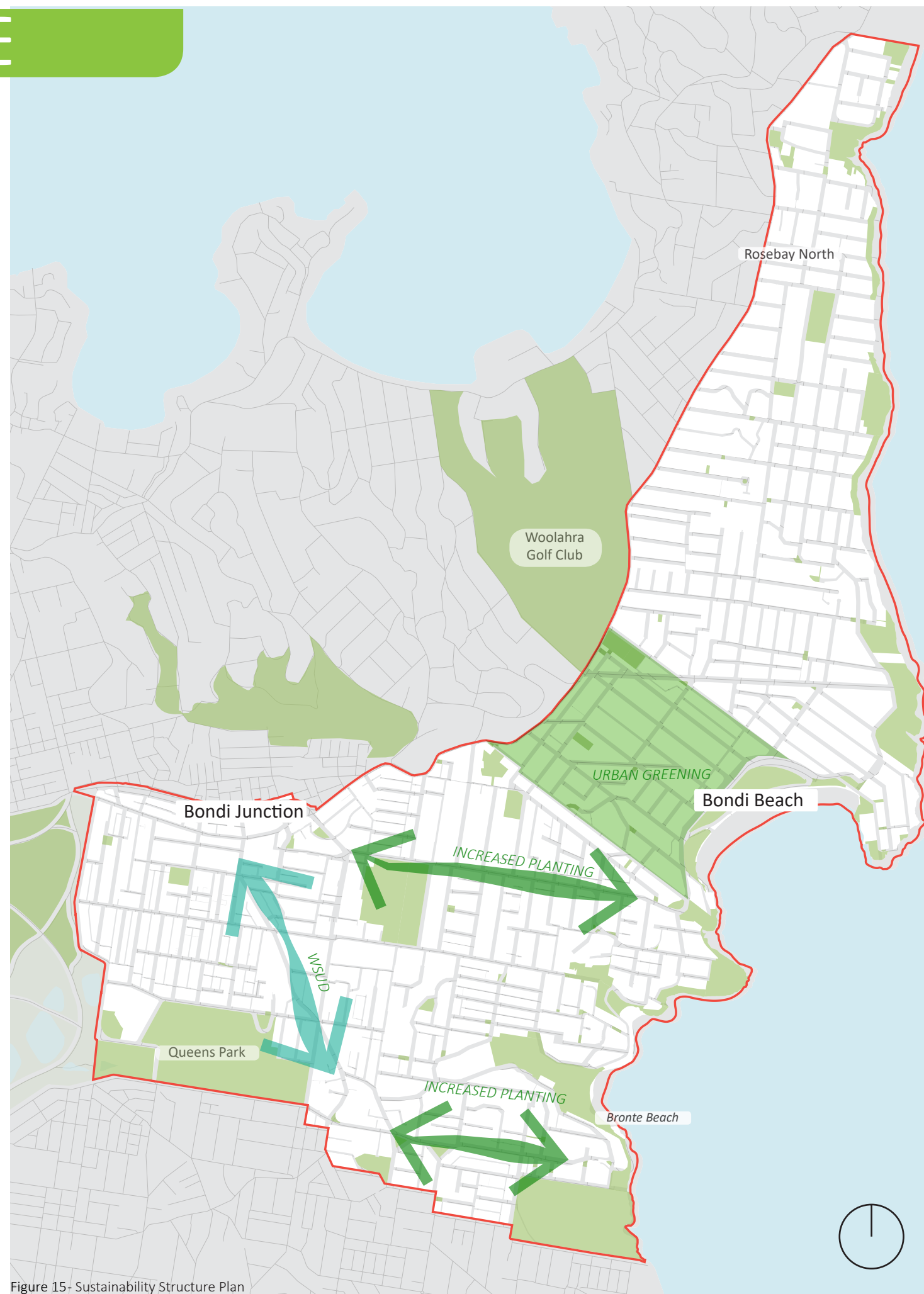




Figure 15- Sustainability Structure Plan

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.

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 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:

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, Curlewis 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.

- 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 Curlewis 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.



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



CENTRE STRATEGIES



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”.

01 BRONTE ROAD STRATEGY

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

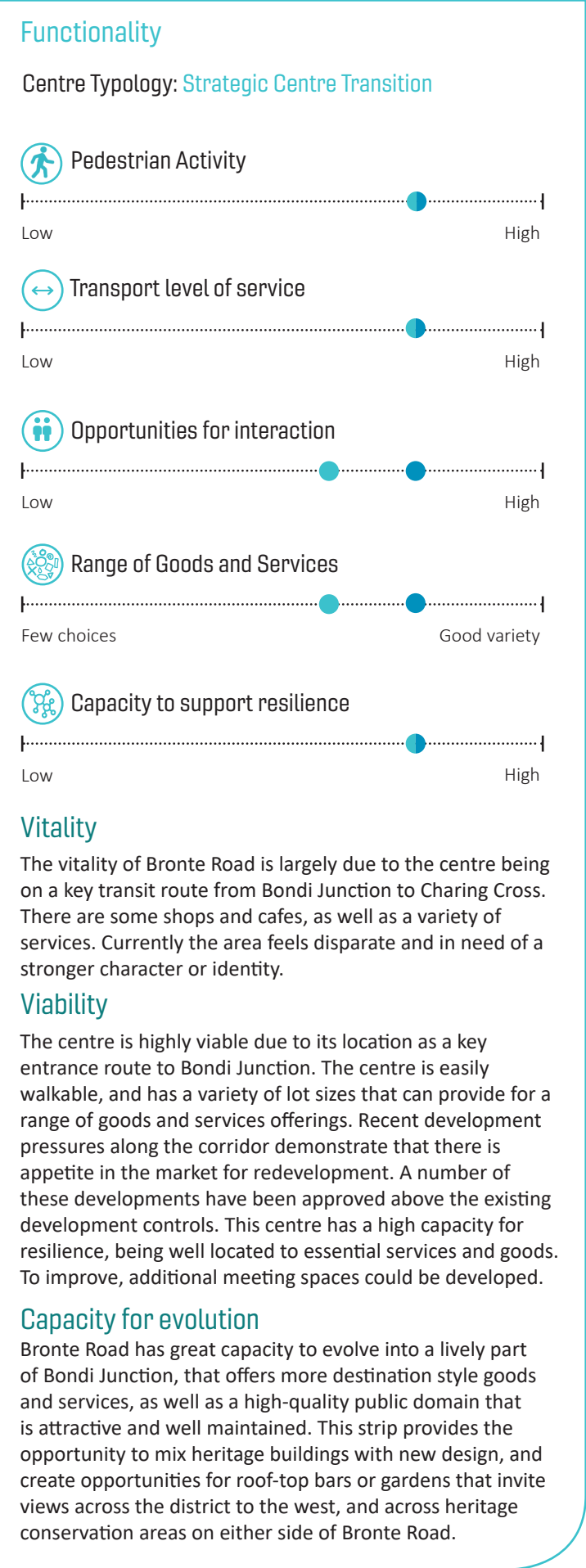
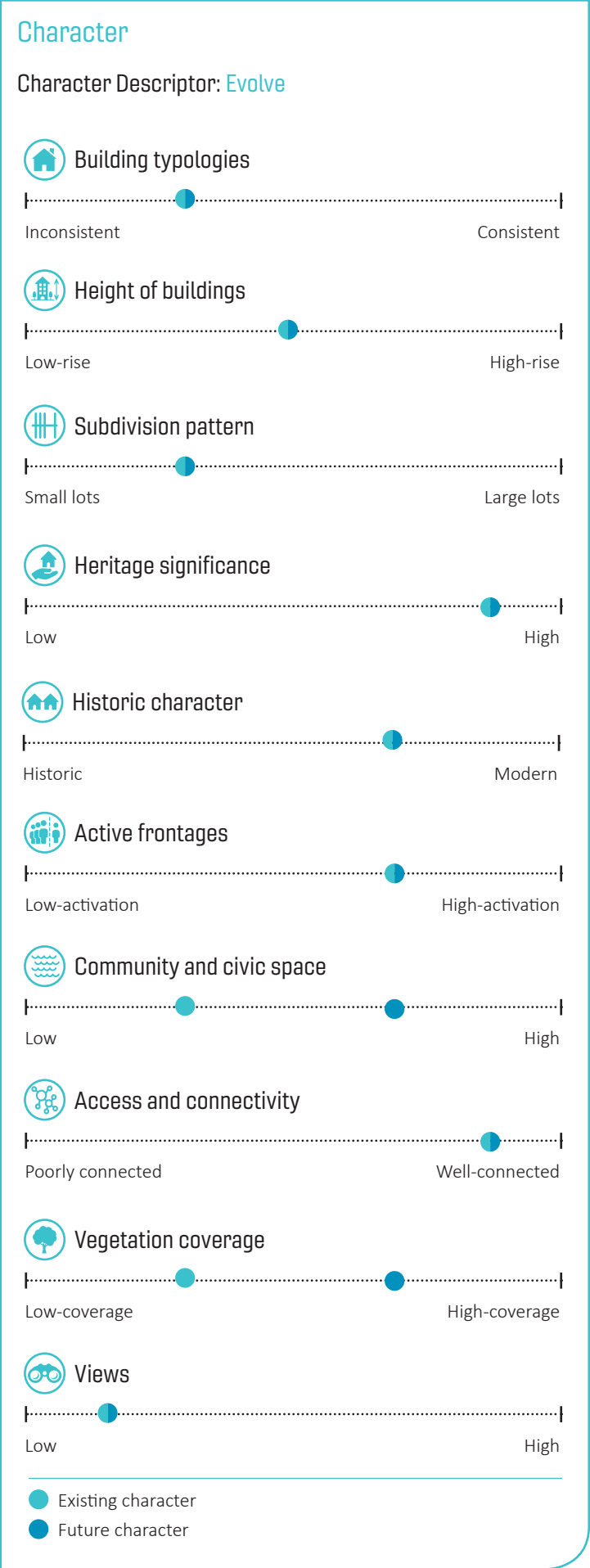


Investigate green roofing policy, a green wall as public art could be a point of attraction to the centre



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.

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.

Public Benefit

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

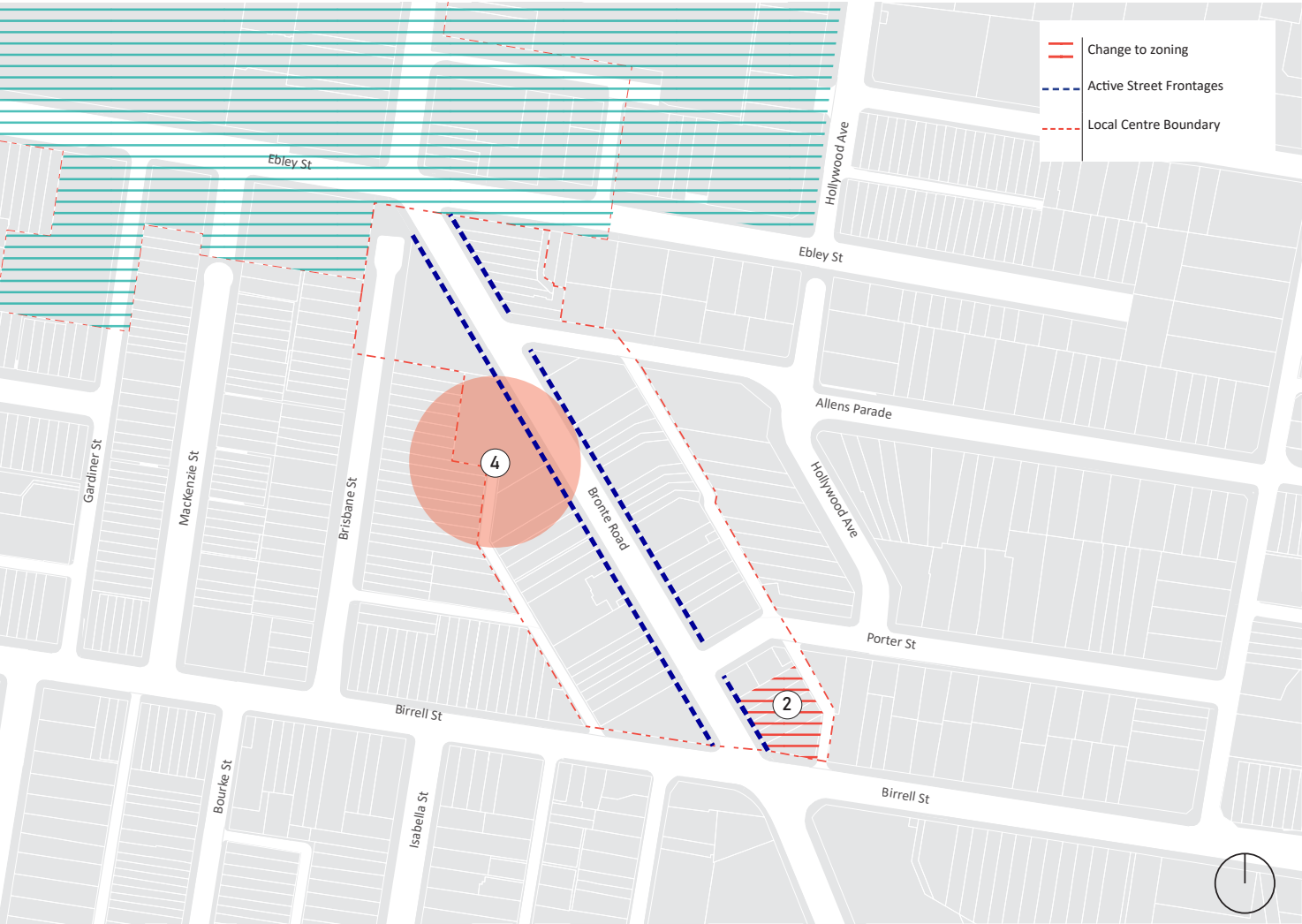
- Business and food hub
- More greenery
- More pedestrian amenity
- Public art

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.

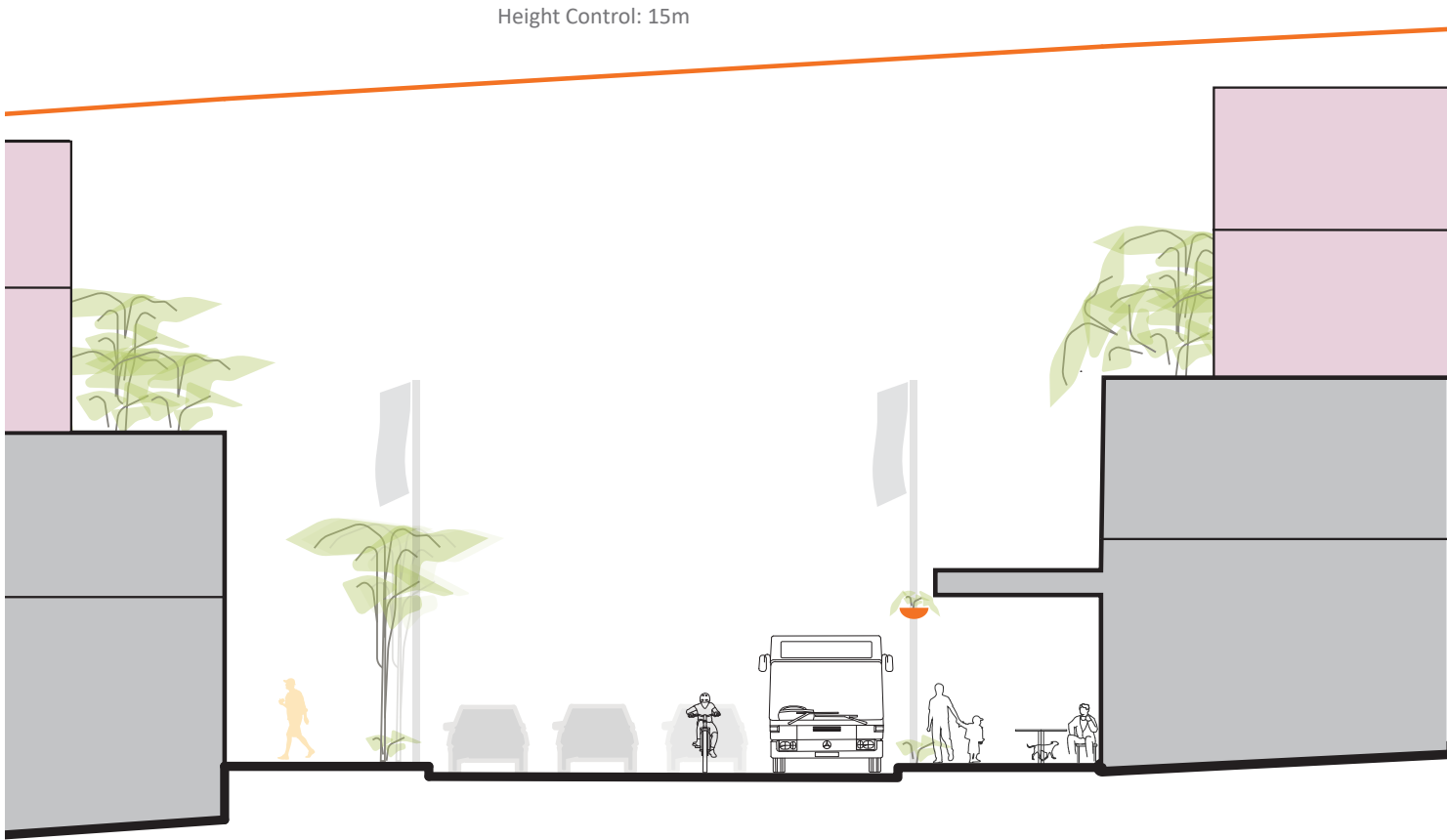
3. Resilience Network Centre

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	Existing Control Plane
Capacity under existing controls	



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



02

CHARING CROSS STRATEGY

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.

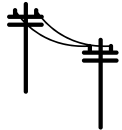
There is support for a community pop-up centre, that allows greater interaction with Council. Council currently owns one shopfront along the laneway connecting the Victoria Street carpark and Bronte Road. This is cited as a potential location for this use, or to provide pop-up opportunities for small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

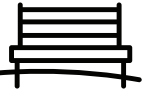
2.3 Key Ideas

Public Realm







Under-grounding power-lines and smart poles



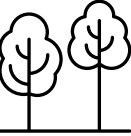
Provide functional and well designed public furniture



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



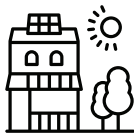
Consistency of historic aesthetic throughout centre



New buildings must not mimic 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

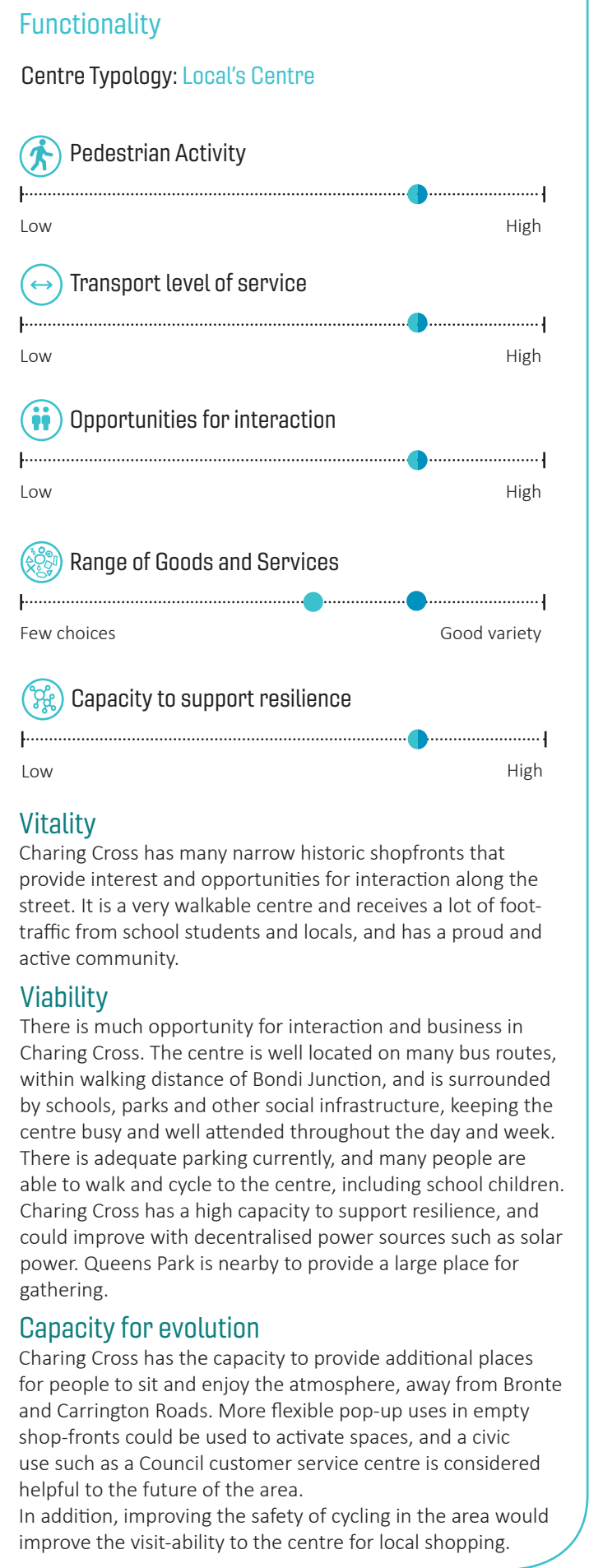
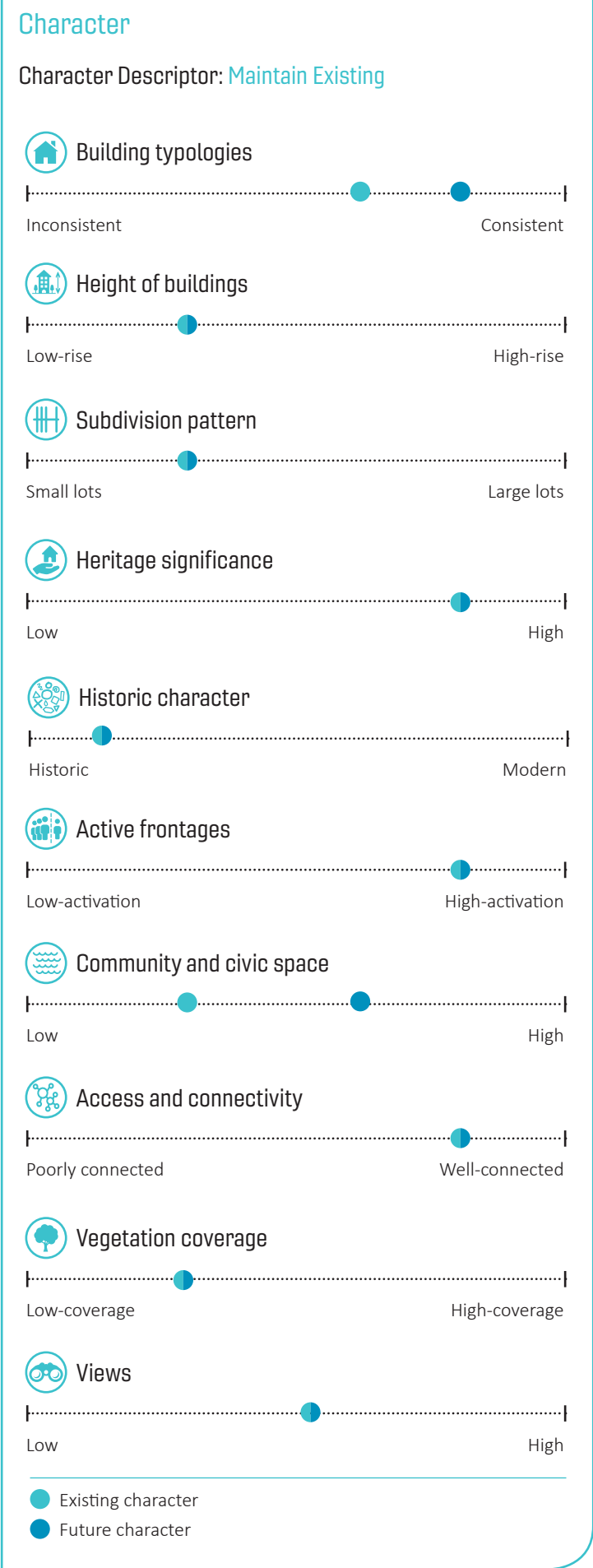


Kerb planting to encourage safety and sense of place



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

2.4 Desired future character



2.5 Vision & Objectives

Vision

The desired future character of Charing Cross is local, community-minded, historical and safe.

Charing Cross is safely and easily accessible by foot, cycle, and public transport.

The centre is leafy, buzzing and has a range of goods and services to support the local community in day-to-day living.

Place-based Objectives

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

People, Place and Prosperity

- 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.

Environment

- To maintain a clean environment, with waste disposal managed discreetly and efficiently.
- To increase urban greening where appropriate.

Access

- 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.

Built Form

- 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.

Public Benefit

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

- 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

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

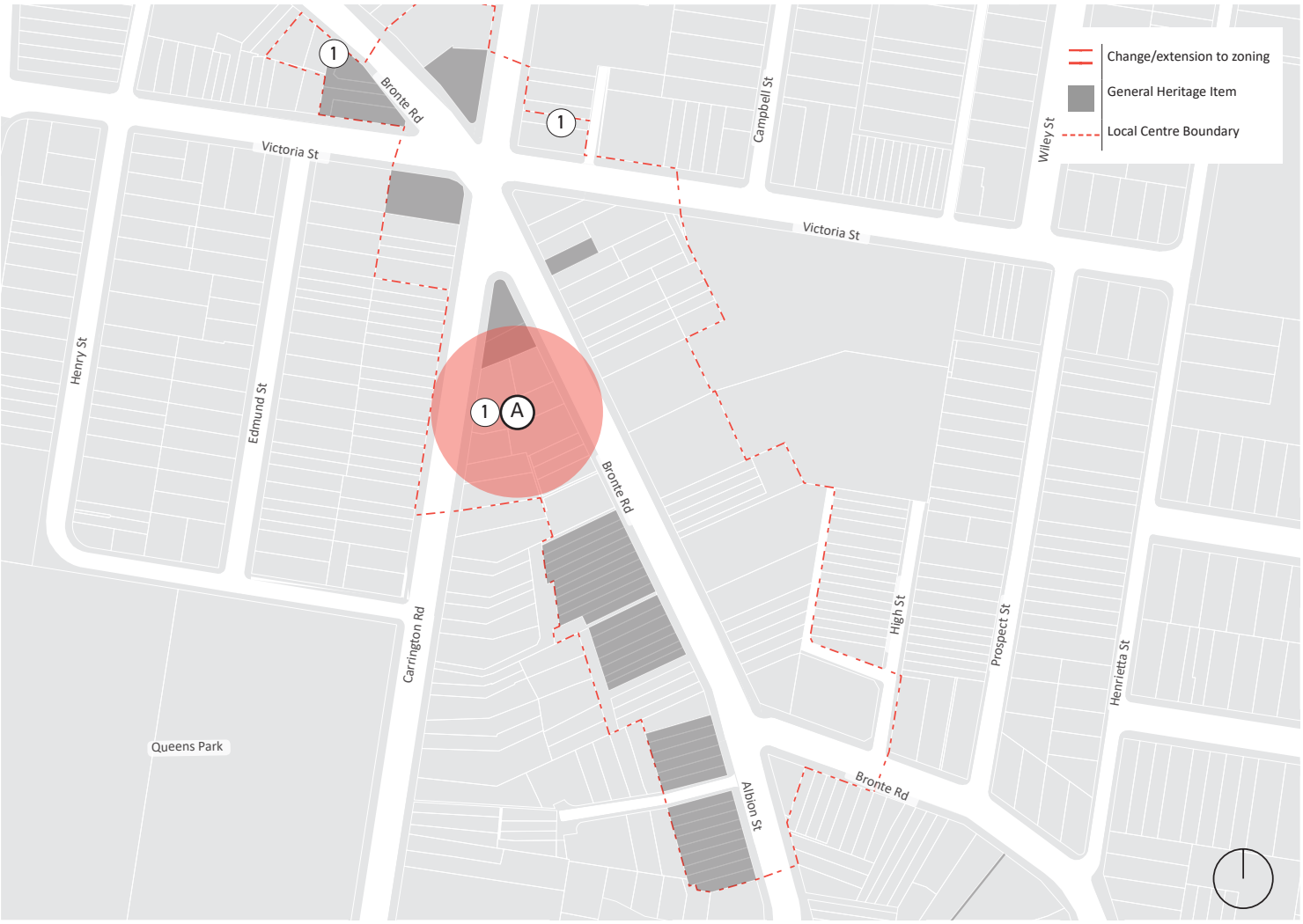
Active street frontages as identified in the map are proposed to be included in the LEP. This will require the ground floor premises to be a commercial use including retail, business or office.

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. Bus safety and efficiency

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

4. 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. Investigate incentivising 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

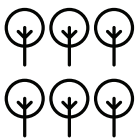


“The desired future character of Macpherson Street neighbourhood centre has been described by the community as being local, community-minded, safe, sustainable and green”.

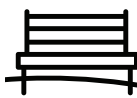


3.1 Key Ideas

Public Realm



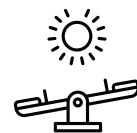
Increase planting and greenery



Provide more and improve public furniture



Temporary activation such as pop-ups/ parklets

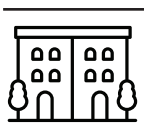


Play-grounds and break out spaces for children

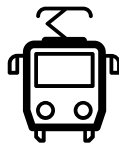
Built Form



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

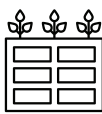


Encourage more cyclists along the spine along safe and appropriate routes

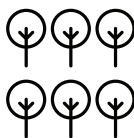


Electric cycling station for drop off and pick up

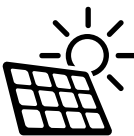
Environment



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

3.5 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.

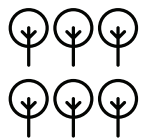
Decentralised power
Macpherson Street is largely low-rise, and has excellent alignment to receive direct sunlight throughout the day. Investigate incentivising the uptake of rooftop solar with battery storage (where feasible), to enhance energy security in the face of increasing storms and heat waves 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”.

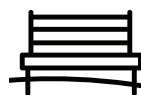
04
BRONTE BEACH
STRATEGY

4.1 Key Ideas

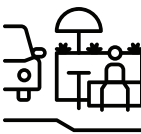
Public Realm



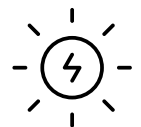
Increase planting and greenery



Functional and well designed street furniture



Temporary activation such as pop-ups

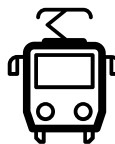


Solar-panel to provide energy to future bike or car charging stations

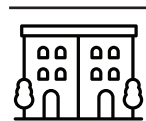
Built Form



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

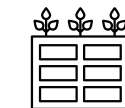


Investigate separated cycle way towards Bondi Junction



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.

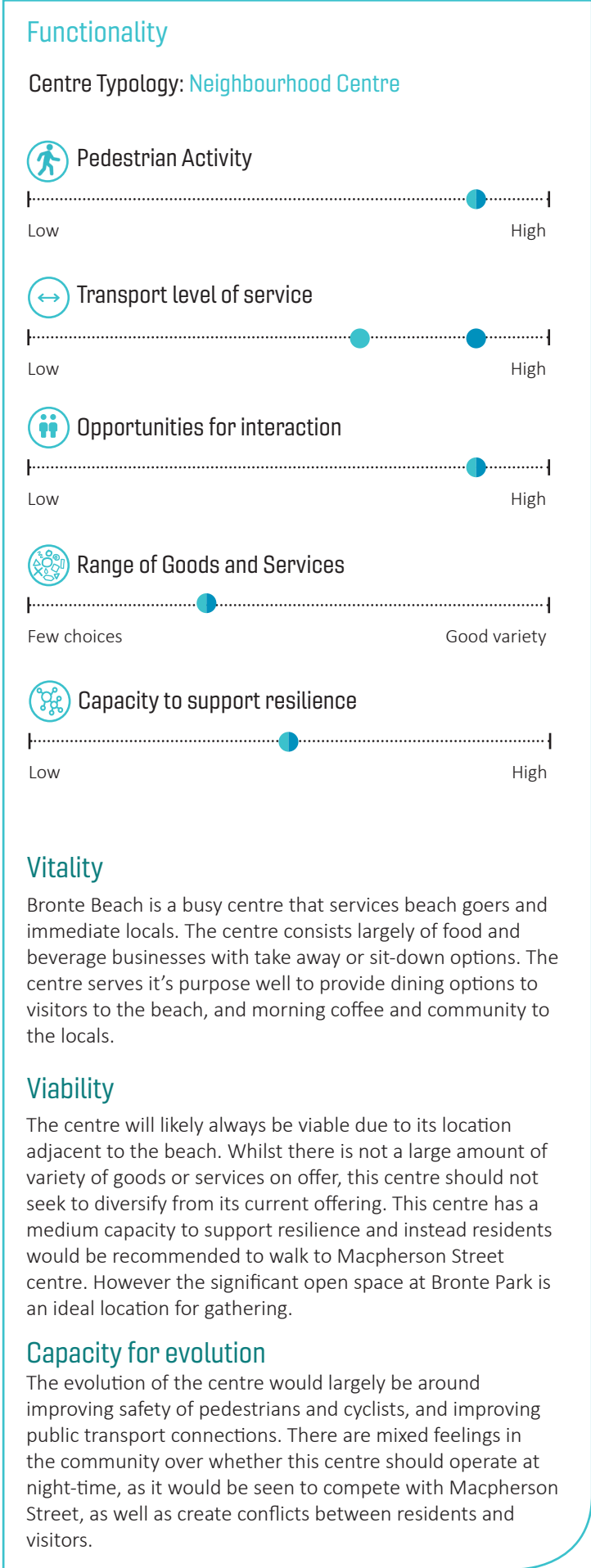
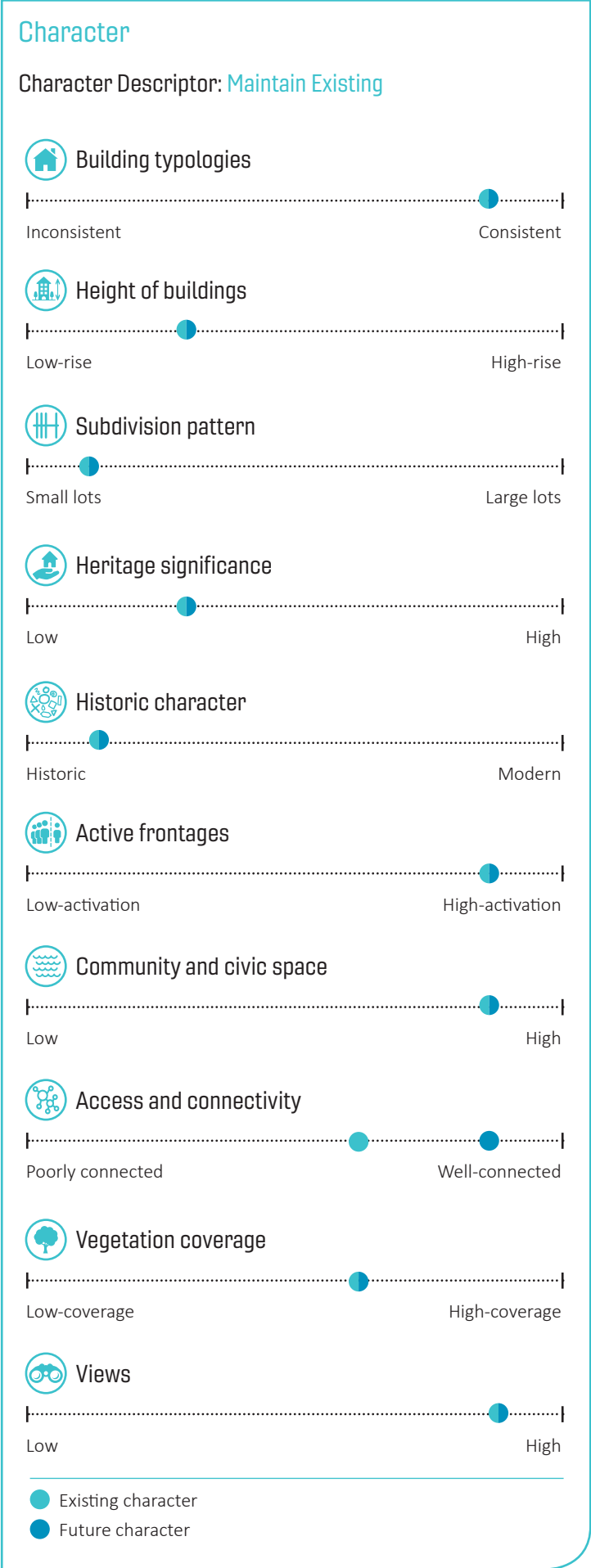
“I love the diverse community of all ages, young and old and I appreciate the family feel, where people know people and care about them”
- Survey respondent

safe green

sustainable local

“Improve night and winter trading by introducing visual attraction in the park (e.g. light displays)”
- Workshop participant

4.3 Desired future character



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”

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05
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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

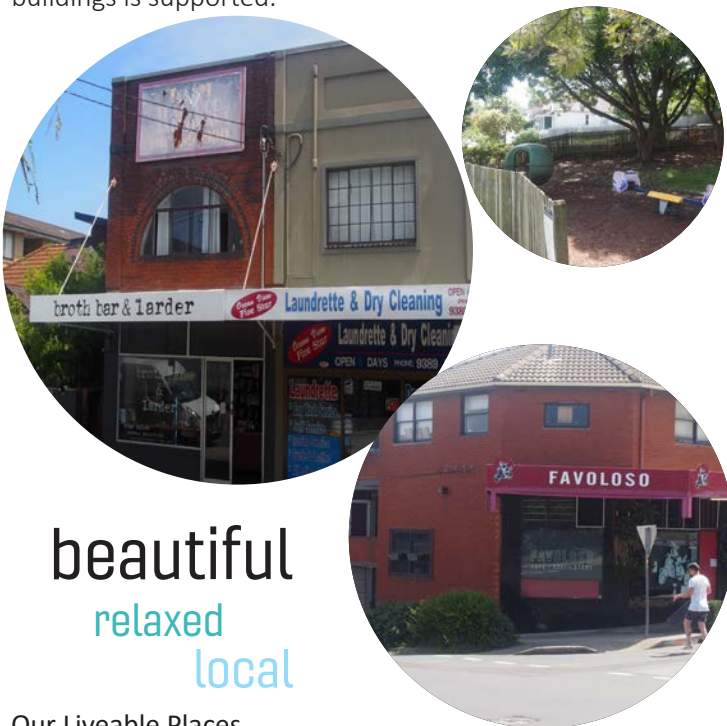
Submissions outlined support for increased planting, provided pedestrian and cyclist safety is prioritised. More appropriate planting for the park is preferred.

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.



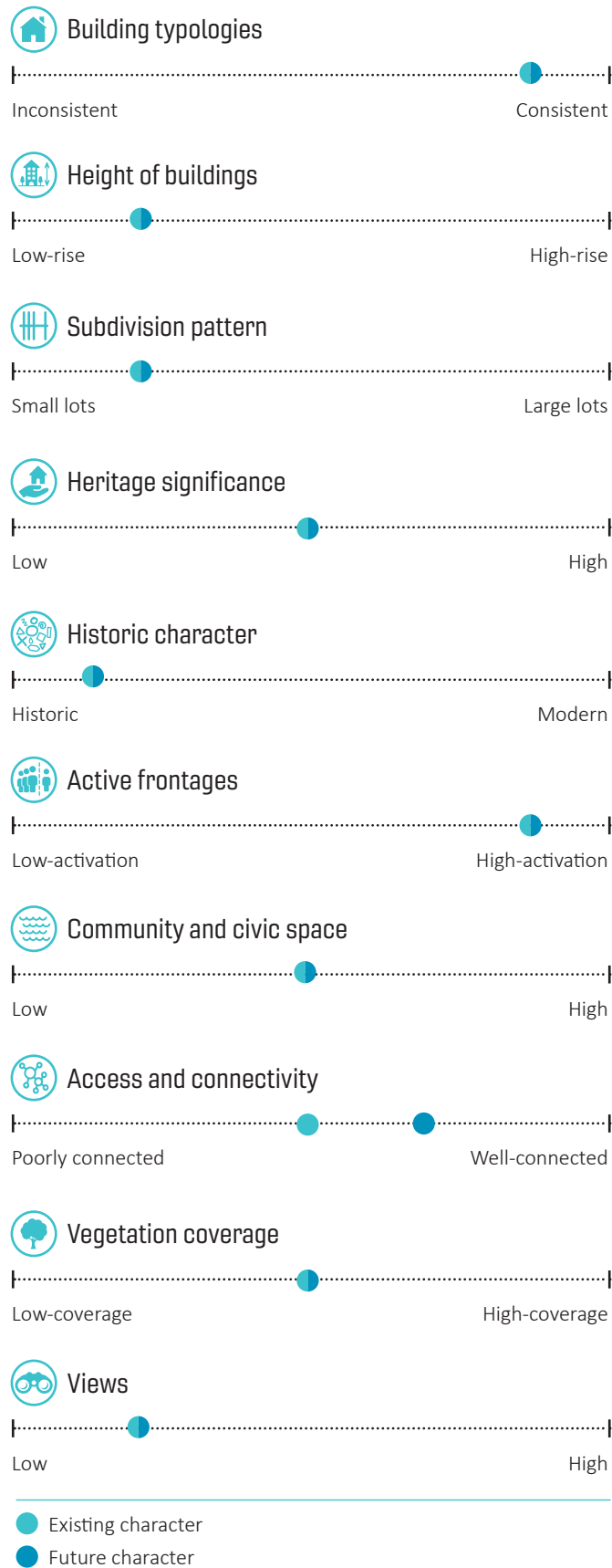
beautiful
relaxed
local

Our Liveable Places

5.3 Desired future character

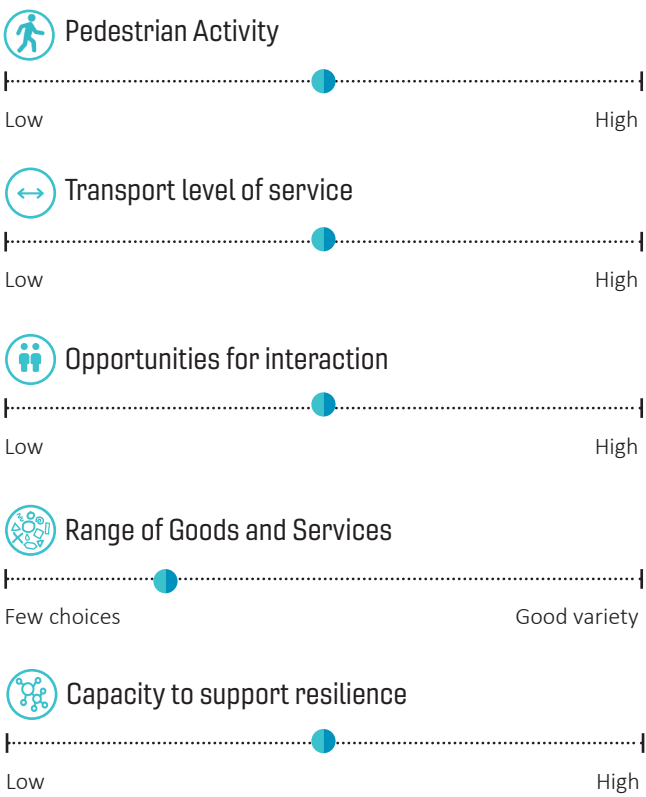
Character

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

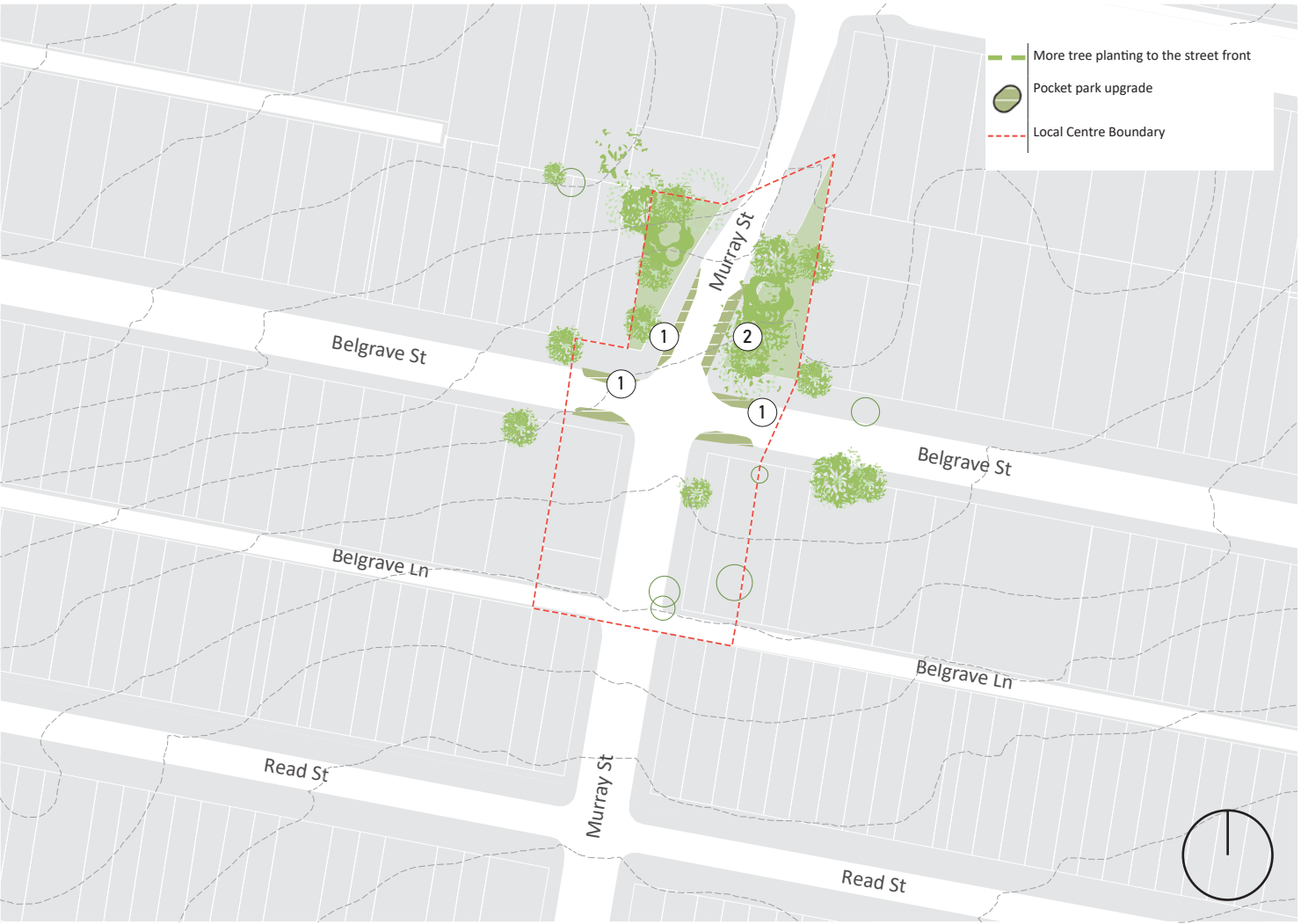
Investigate potential mechanism to encourage facade upgrades to improve appearance of character buildings.

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”.



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06
FLOOD STREET
STRATEGY

197

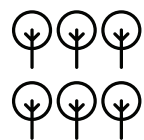
FURNISHINGS

awnings decorating



6.1 Key Ideas

Public Realm



Increased planting, verge planting and greenery

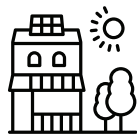


Improve wayfinding as a key connector route for active transport link.

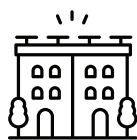


Investigate closure and upgrades to Flood lane such as pocket park.

Built Form

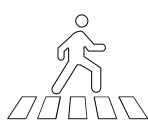


Encourage enhancement of active ground floor uses such as retail/business premises



Enhance character of buildings through art and planting

Access

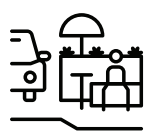


Reduce and calm traffic movements to improve pedestrian amenity + safety



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

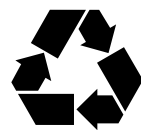
Environment



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

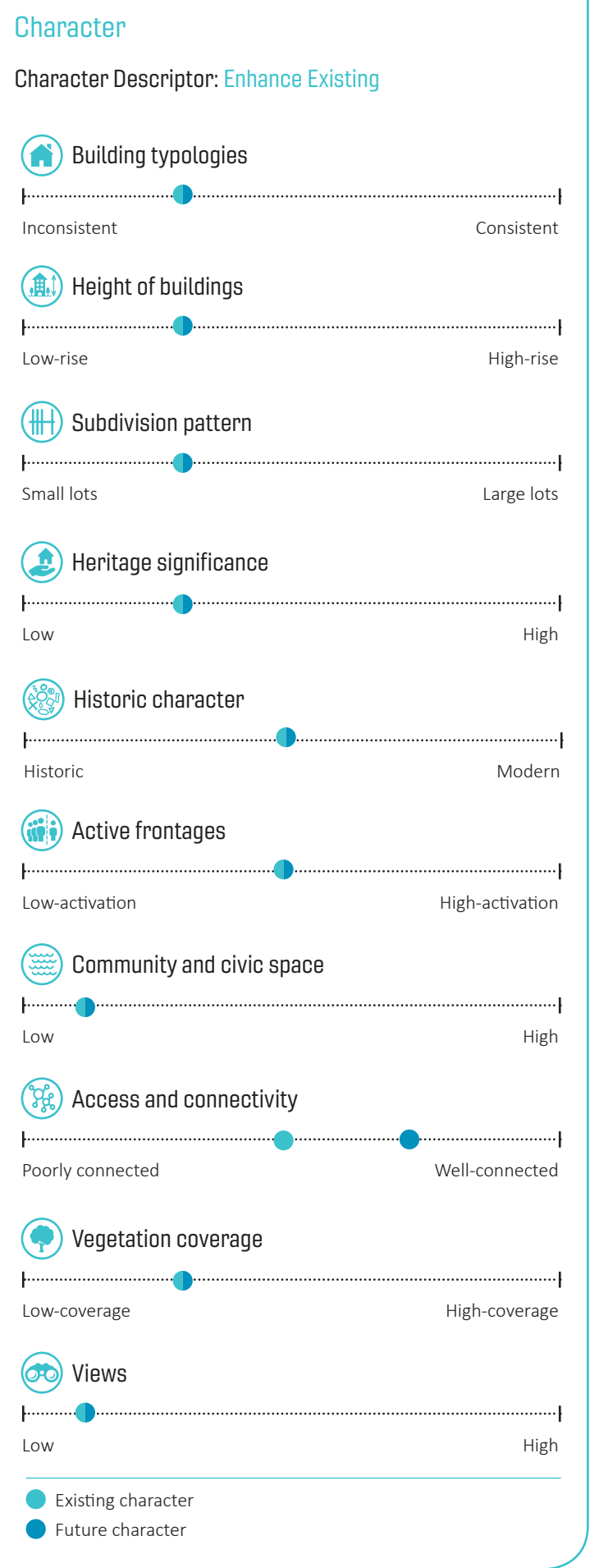
6.2 Community Feedback

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.



6.3 Desired future character



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.

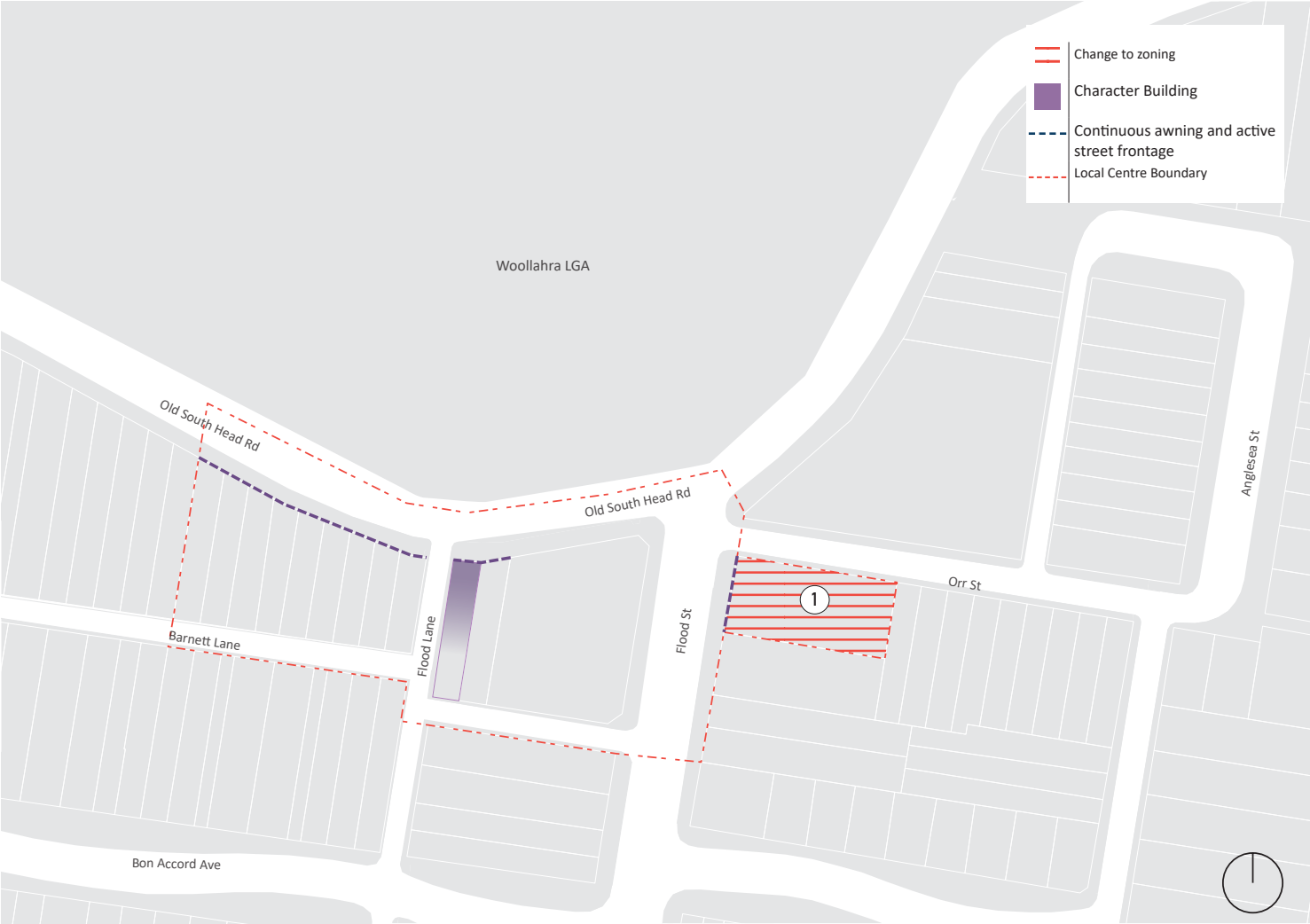
2. Improve amenity for pedestrians

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

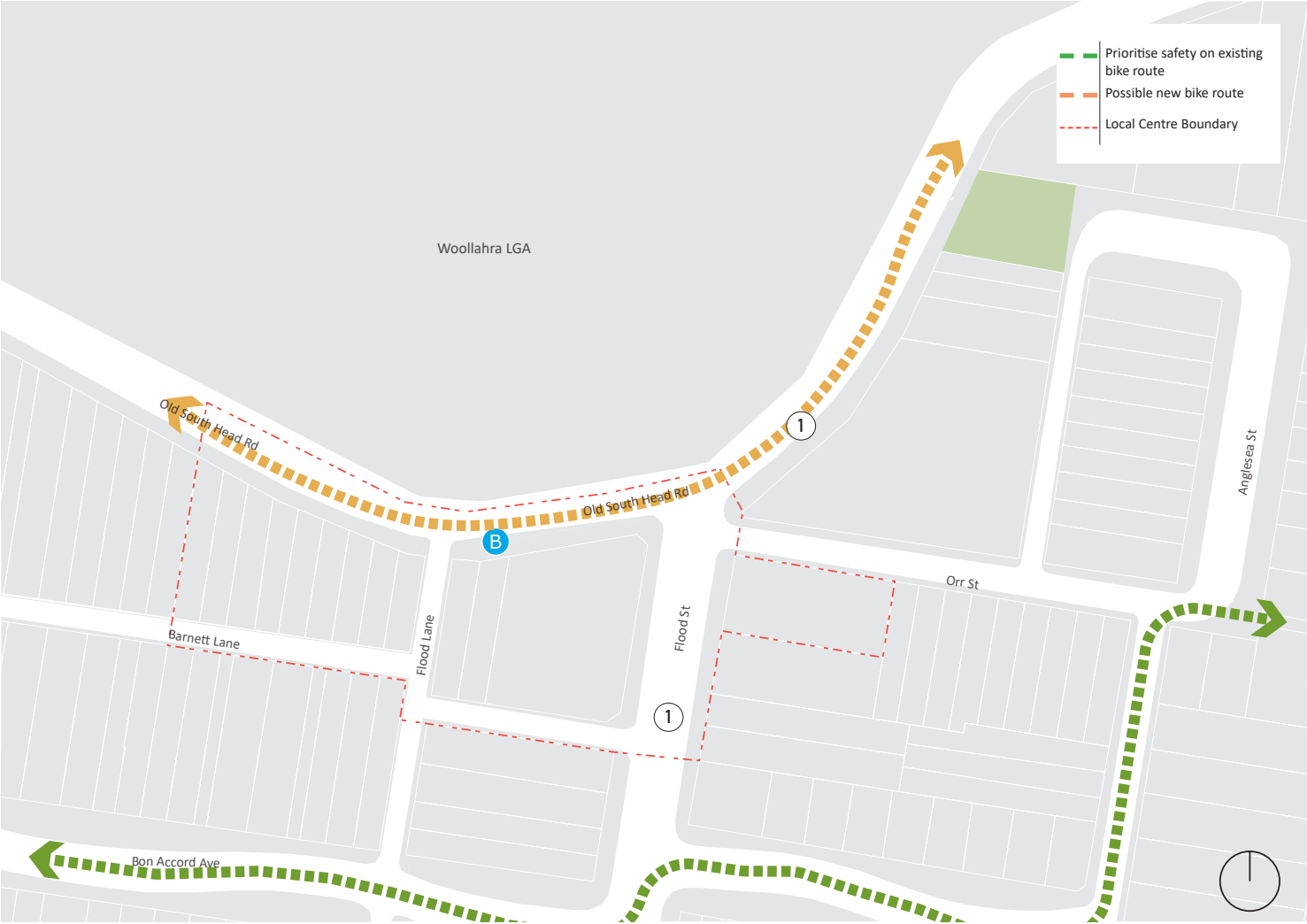
Review and add further detail to requirements of ‘active frontages’ in the DCP to ensure transparency, quality and intersection with pedestrians and local businesses.

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”.



07
CURLEWIS ST
STRATEGY

7.1 About Curlewis Street

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.

7.2 Community Feedback

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

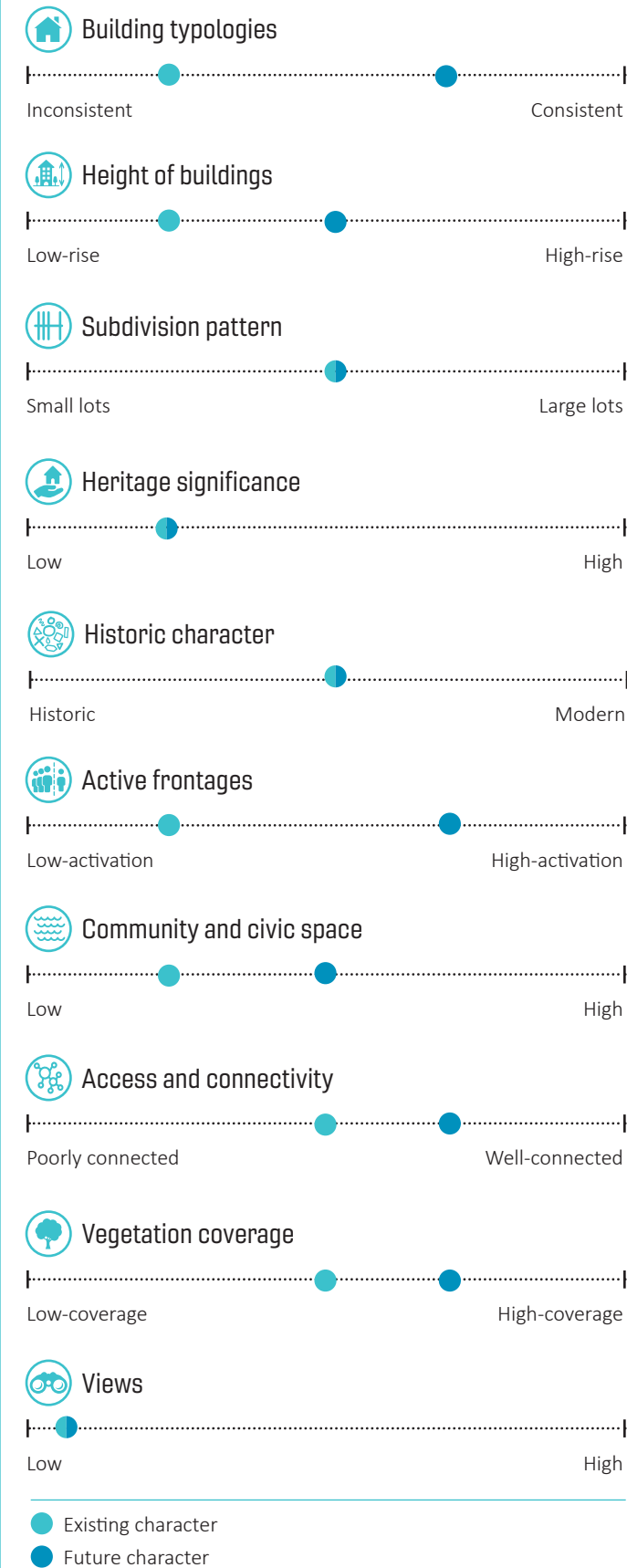


Encourage uptake of Solar Power and battery storage to support this centre as a RNC

7.4 Desired future character

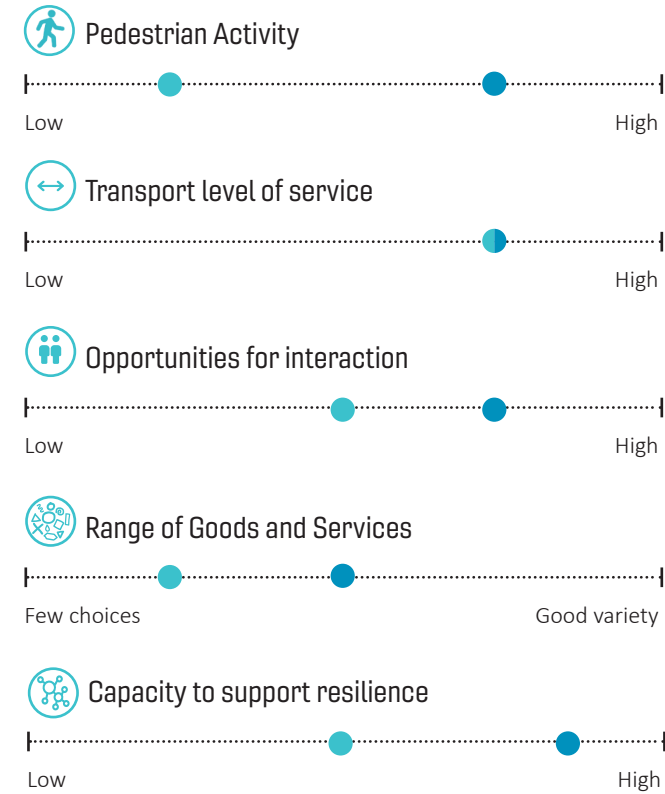
Character

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 accomodate a variety of uses.

Capacity for evolution

The Curlwies 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.

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.

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).

7.6 Strategy

7.6.1 Zoning and Uses



- 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-of 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.

Decentralised power
Curlew Street is largely low-rise, and has excellent alignment to receive direct sunlight throughout the day. Investigate incentivising 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”.

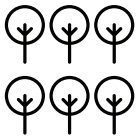


08

OLD SOUTH HEAD ROAD AT MURRIVERIE STRATEGY

8.1 Key Ideas

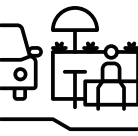
Public Realm



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

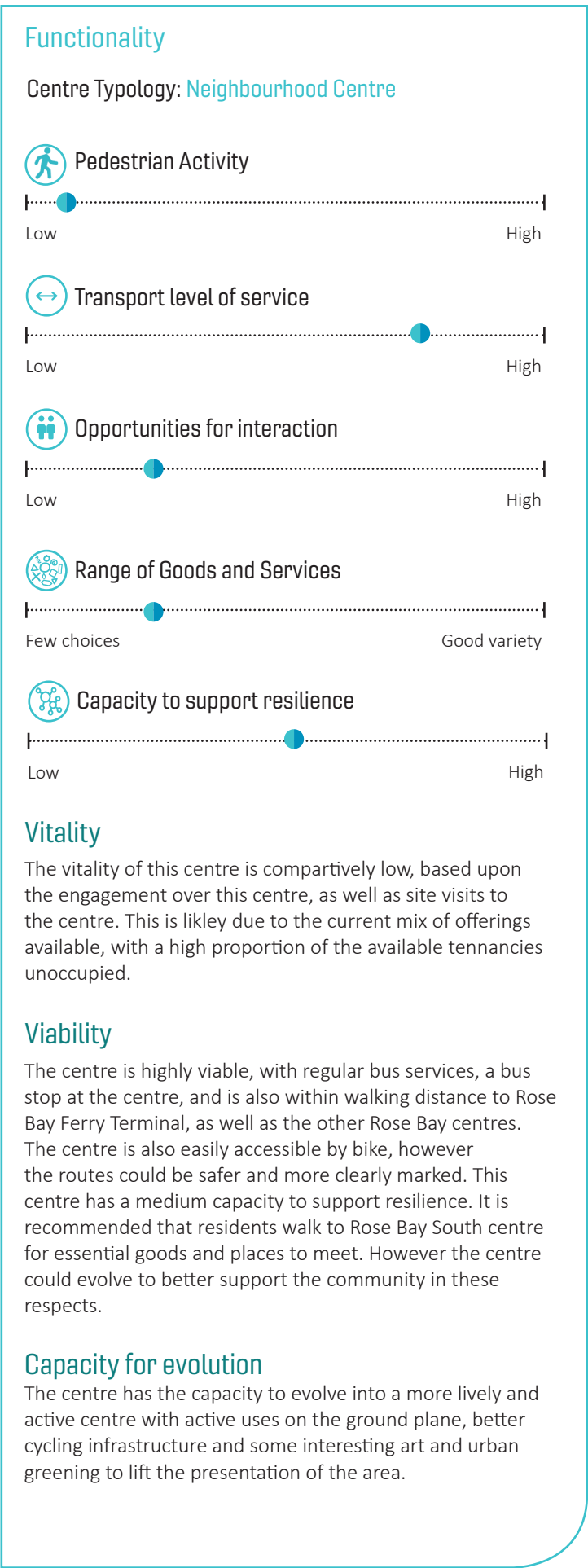
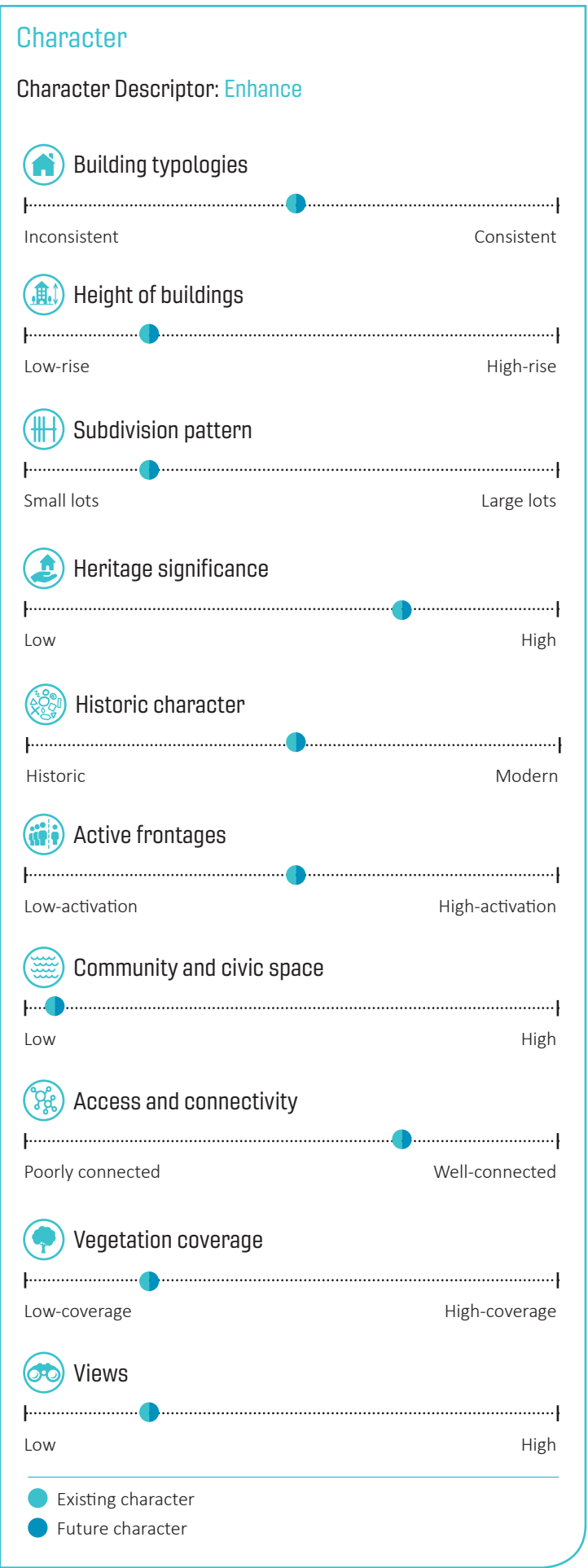
8.2 Community Feedback

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.



8.3 Desired Future Character



8.4 Vision & Objectives

Vision

The desired future character of OSH Road, Murrivierie 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



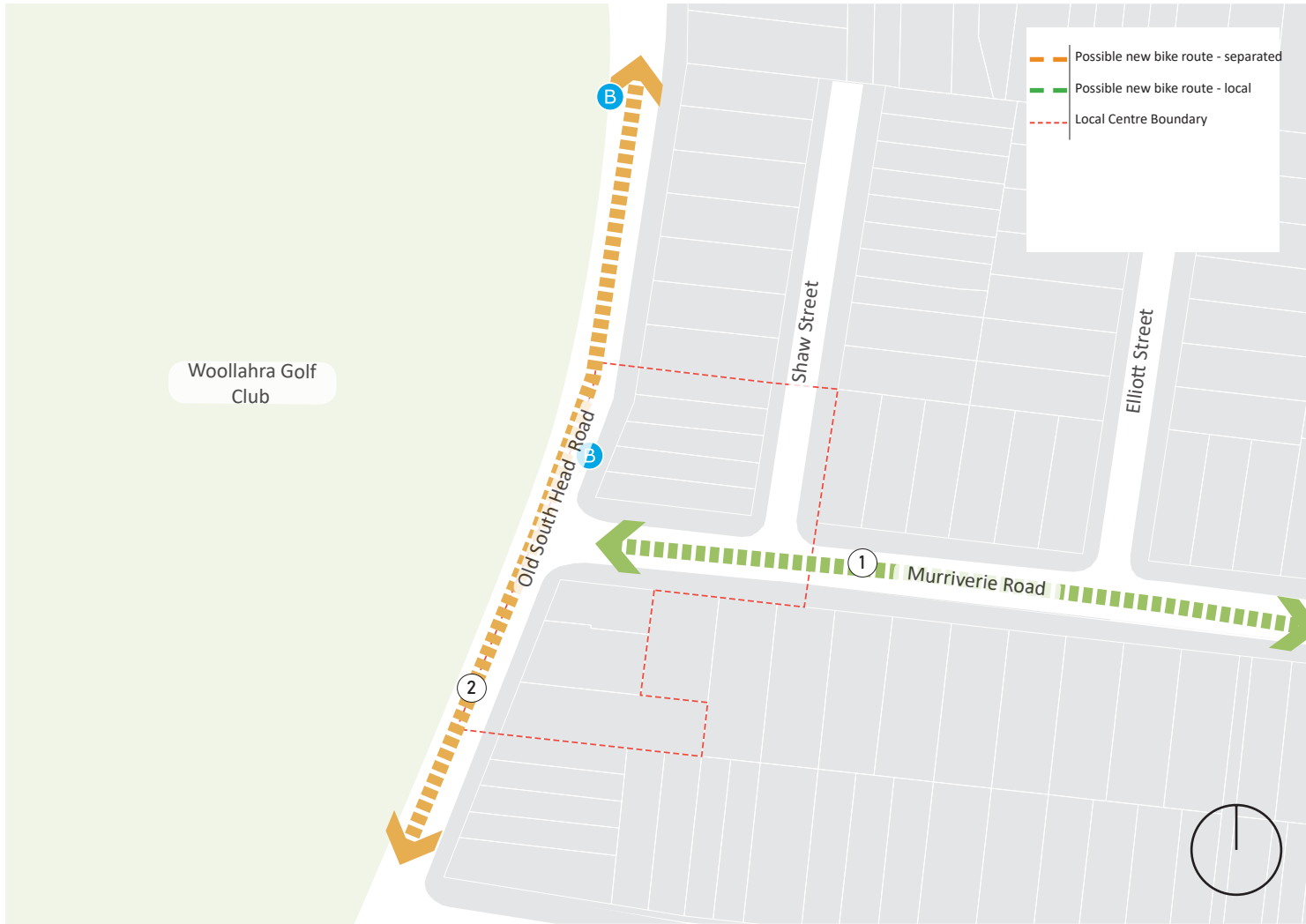
- 1. Existing capacity**

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”.

0.6 Rose Bay



Old Stn Head Rd

Wilberforce Ave



BEAUMONT BUILDINGS

Flowers • Plants • Gifts

lilac & willow

Flowers •

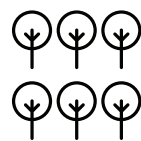
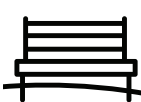

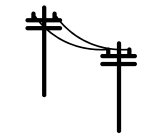

09

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.

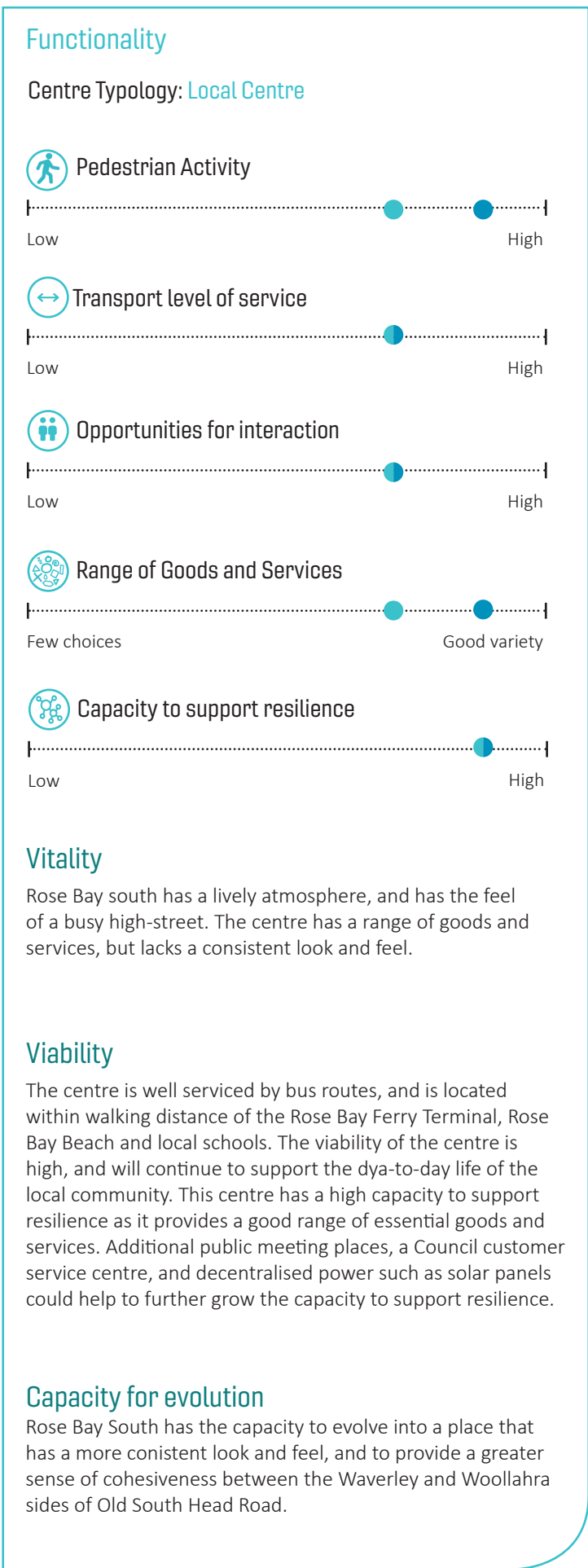
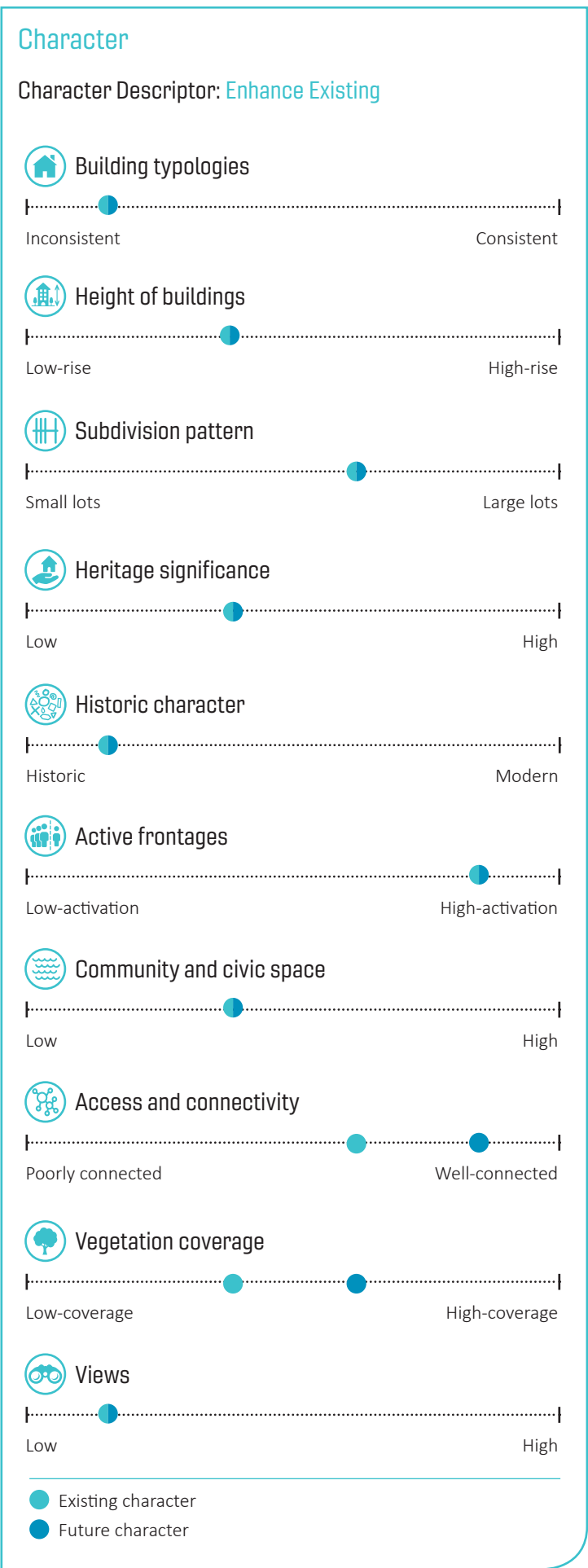
One submission noted that there has been a lot of recent development in this centre that has eroded the character, and an increase in traffic and congestion. In addition it is noted that many of the properties in this centre do not have rear-lane access, and therefore should not be able to develop basement carparks 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

9.3 Desired Future Character



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.

Decentralised power

Rose Bay South is largely low-rise, and has excellent alignment to receive direct sunlight throughout the day. Investigate incentivising 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.



SYDNEY
DOVE at
DOVER
CAFÉ

10

BLAKE STREET STRATEGY

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

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

10.3 Vision & Objectives

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.

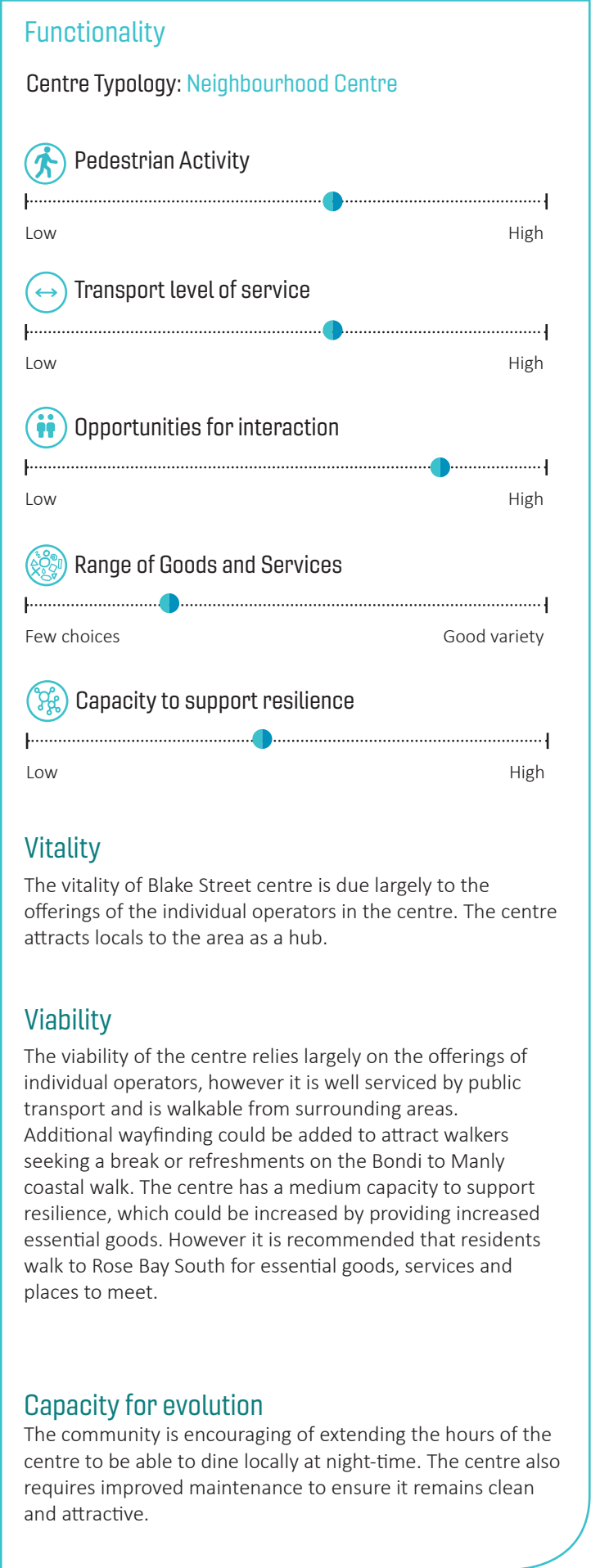
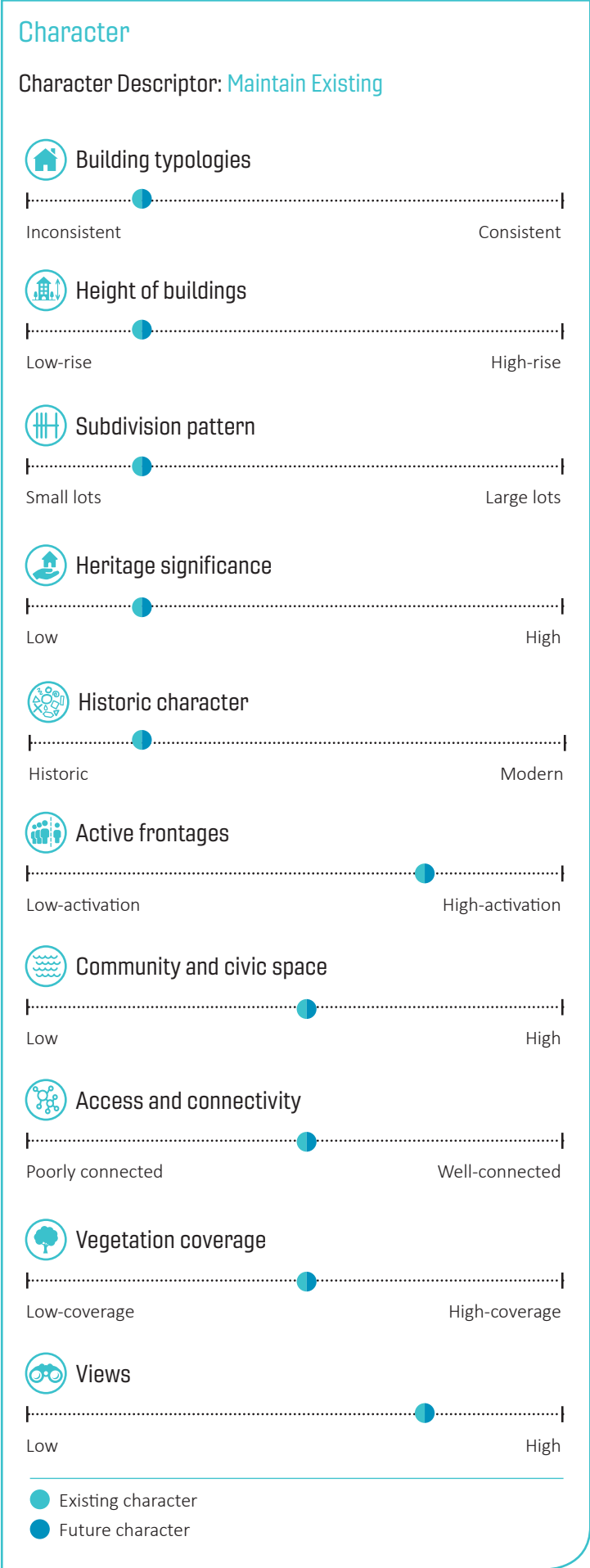
Access

- 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



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.

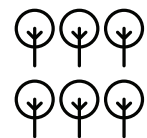
“The desired future character of Rose Bay North (Towns Road) centre has been described by the community as being local, quiet and safe”.



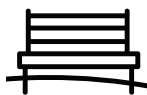
11
ROSE BAY NORTH
STRATEGY

11.1 Key Ideas

Public Realm



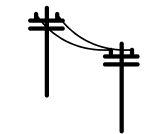
Increased planting and greenery



Provide functional and well designed public furniture

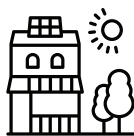


Work with Woollahra Council to create coordinated approach to place-making



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



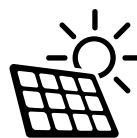
Under-ground waste system for commercial properties



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.

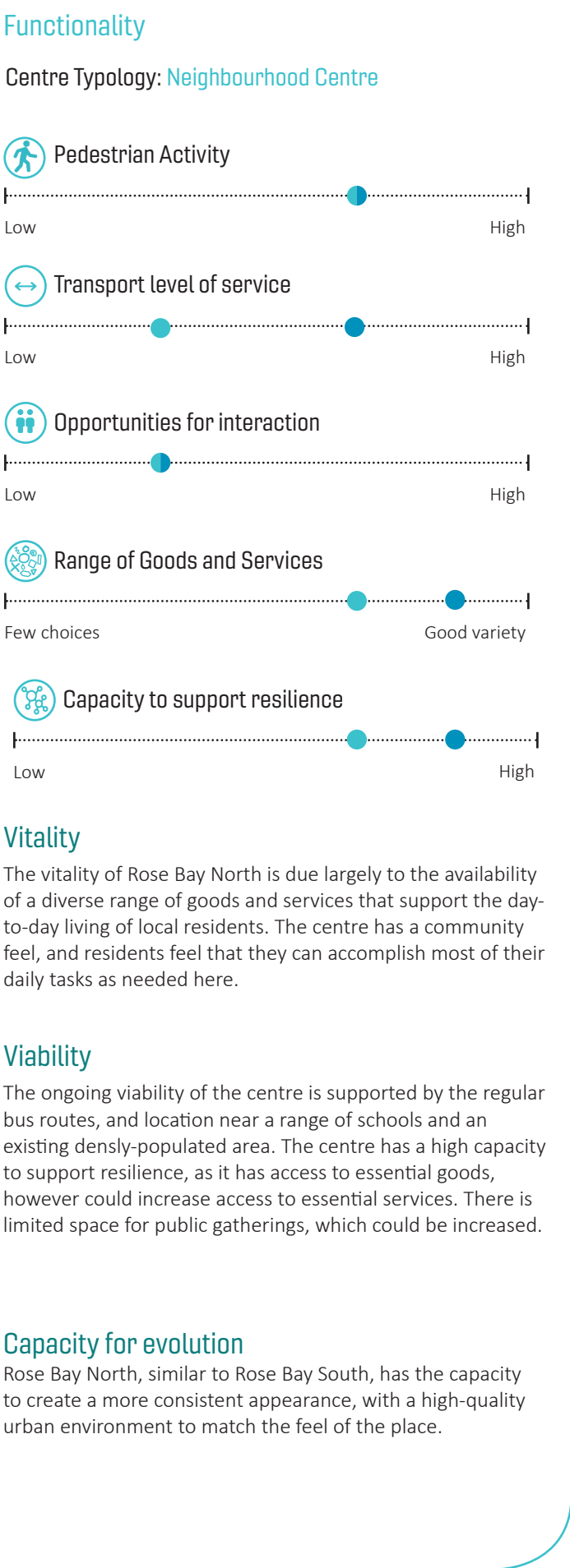
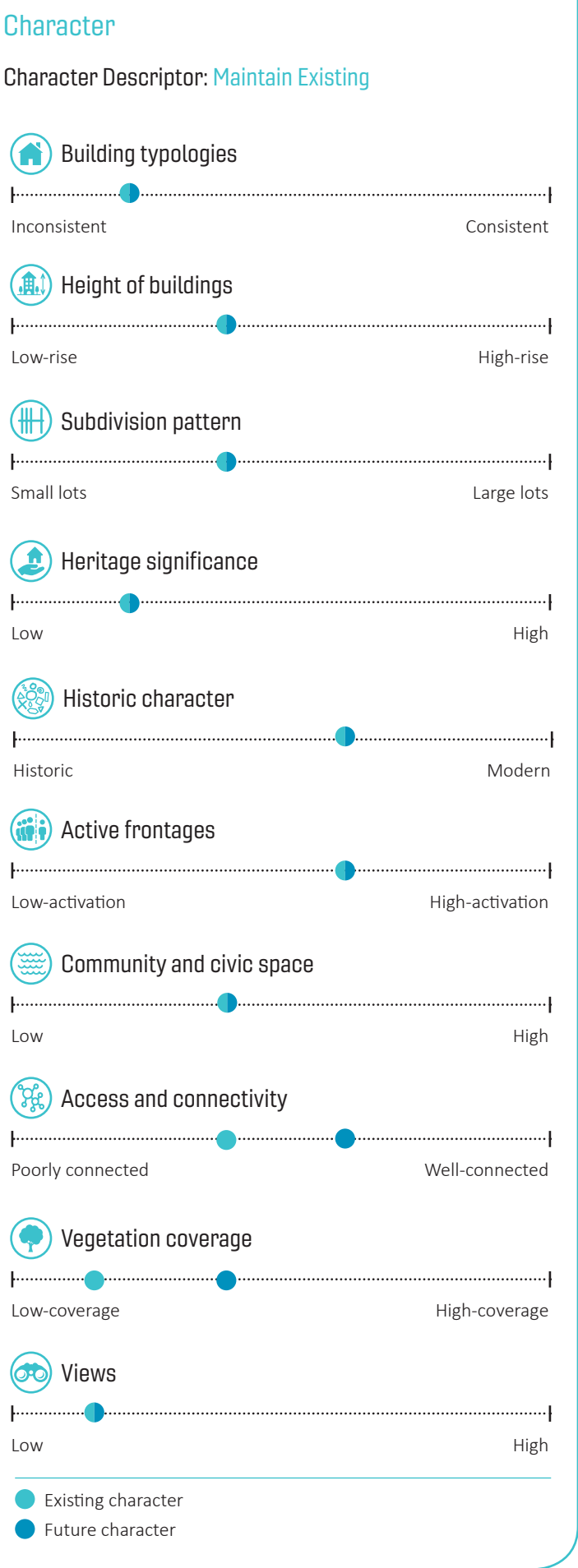
Similar to Rose Bay South, a key sentiment in Rose Bay North is that the centre could have a more consistent look and feel, as the current ‘look’ doesn’t match the ‘feel’.



“Great small businesses in the area”
- Workshop participant



11.3 Desired Future Character



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.

Decentralised power

Rose Bay North is largely low-rise, and has excellent alignment to receive direct sunlight throughout the day. Investigate incentivising 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”.



MITCHELL ST

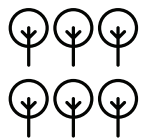


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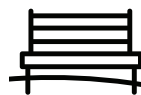
MURRIVERIE RD STRATEGY

12.1 Key Ideas

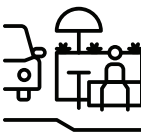
Public Realm



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

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.



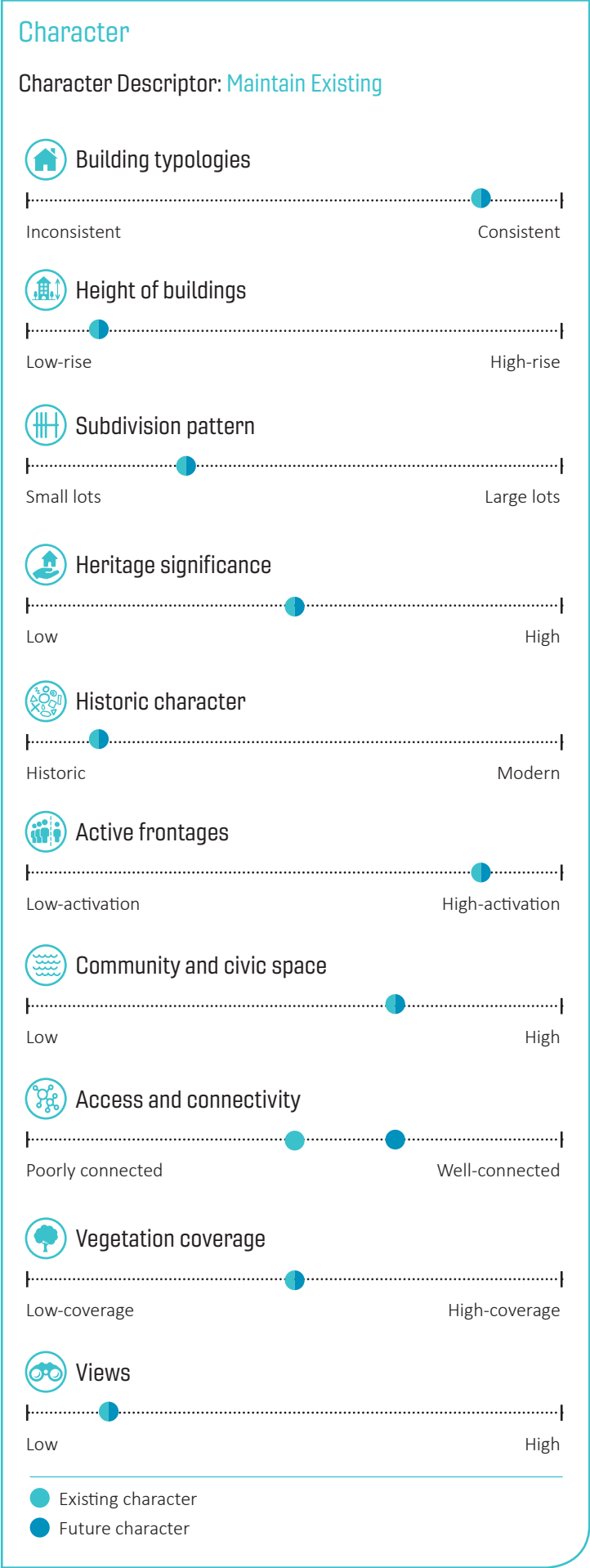
local
sustainable



safe
green



12.3 Desired Future Character



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.

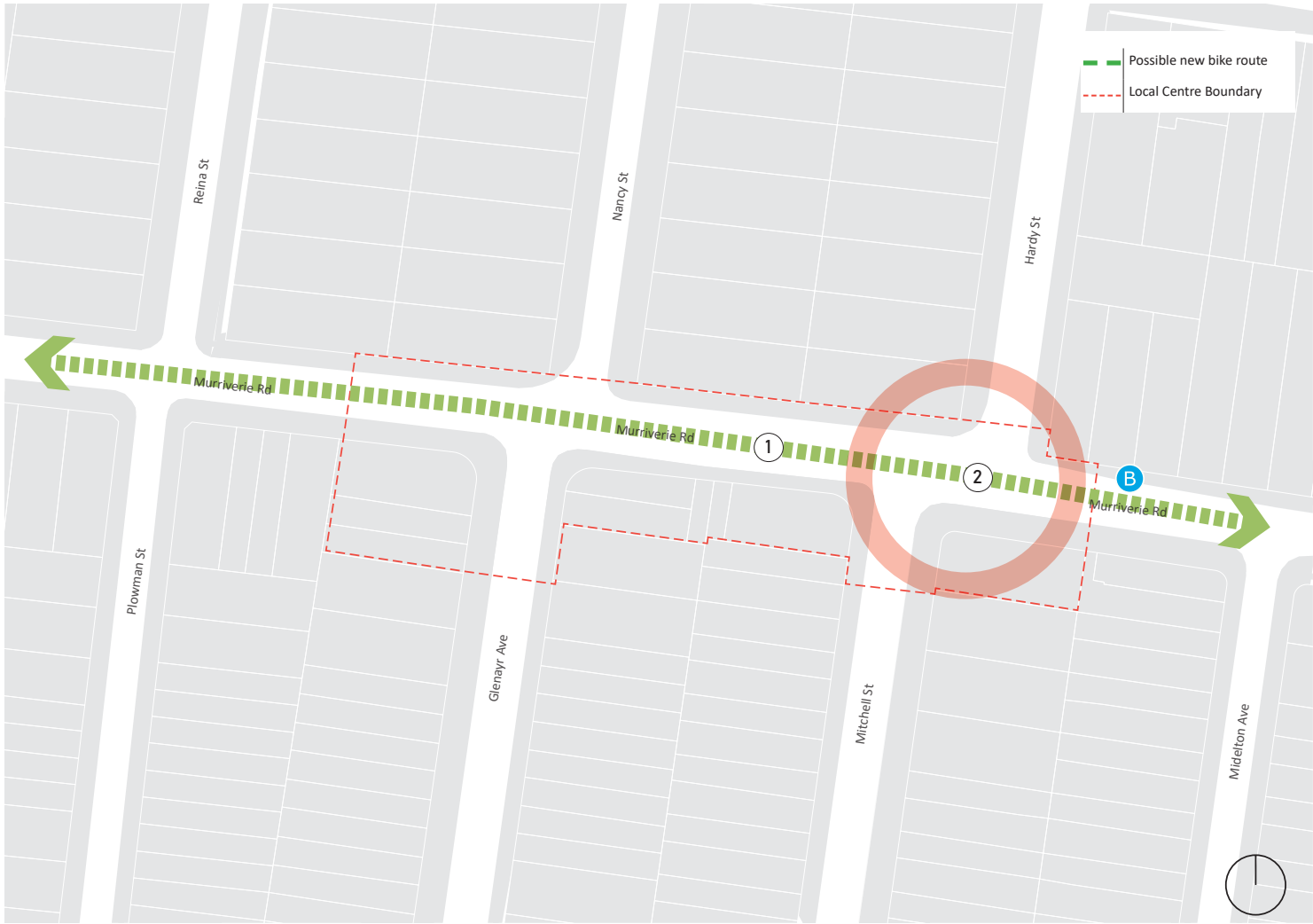
2. Maintain character

Maintain fine grain shop-fronts and preserve existing character of heritage or character buildings.

3. Active street frontages

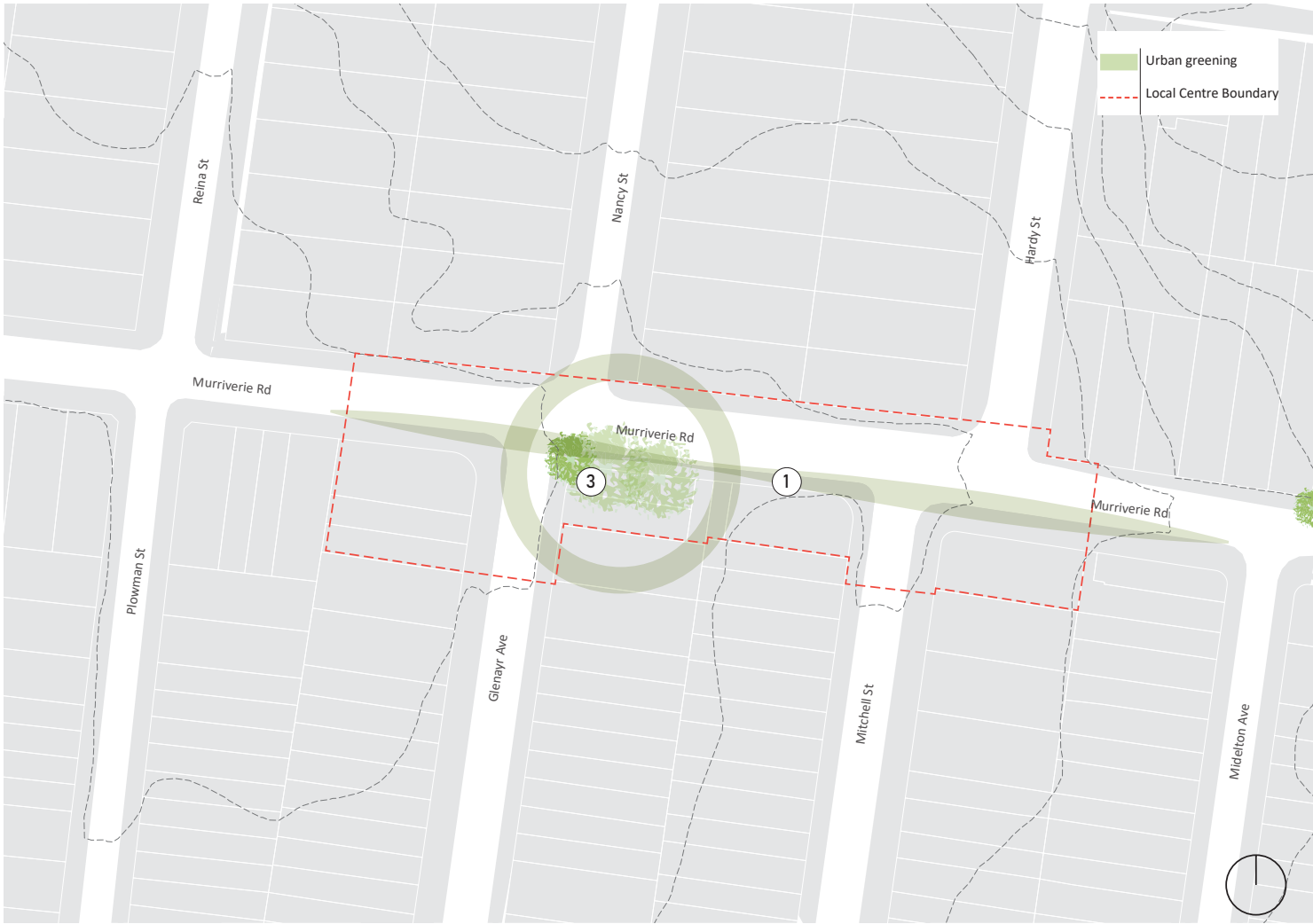
Active street frontages are proposed as identified in the map, to be included in the LEP. This will require the ground floor premises to be a commercial use including retail, business or office.

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.



WARNING
THESE PROMOTIONS
PROHIBIT
CLOSED CIRCUIT
TELEVISION
CCTV MONITORING
CCTV MONITORING

MY LITTLE
ISRAEL

WEDDING & BIRTHDAY
CAKES
BREADS
PASTRIES
PIZZA
SCOTTIE



REFUGE
ISLAND


CAUTION
PEDESTRIANS
CROSSING
2-4 PM
7-9 PM

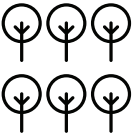
13

VAUCLUSE STRATEGY


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

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.

13.3 Vision & Objectives

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

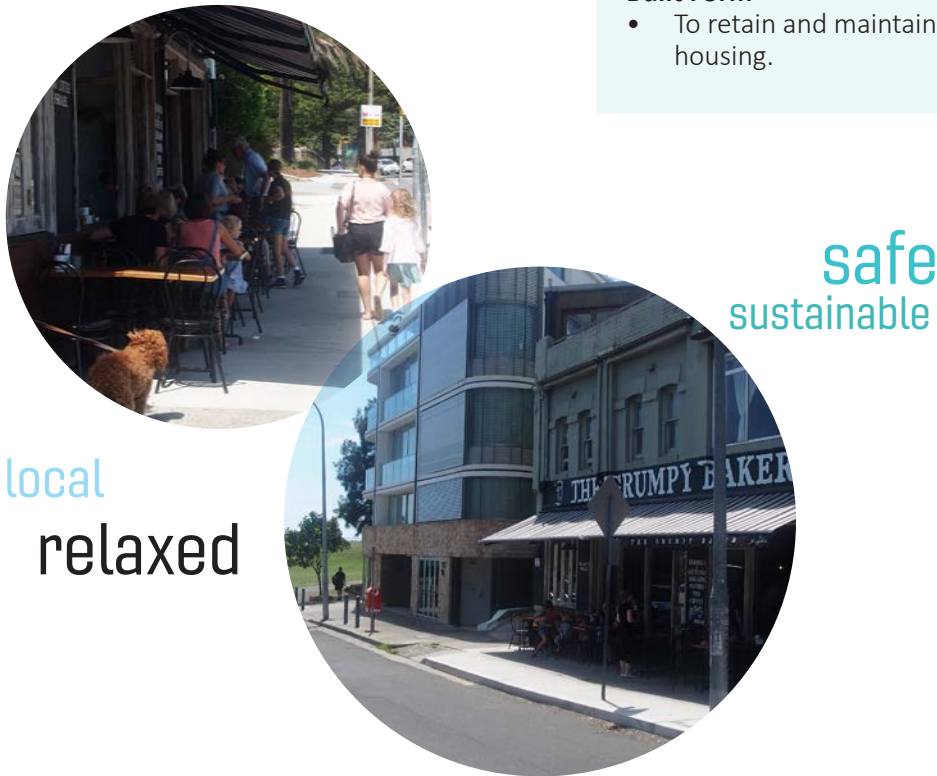
- To promote a cohesive and vibrant streetscape, with leafy trees, verge gardens and areas for people to stop and congregate.

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.



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



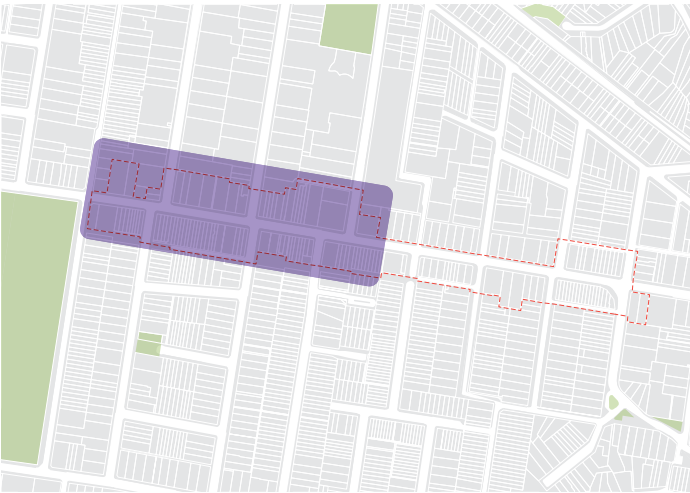
“The desired future character of Bondi Road is a ‘local’s high-street’ that is community-minded, welcoming and vibrant, informal and relaxed. It is a celebrated historic route to the beach, and has a casual atmosphere with vibrant street art and plantings.”



14
BONDI ROAD
STRATEGY

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.

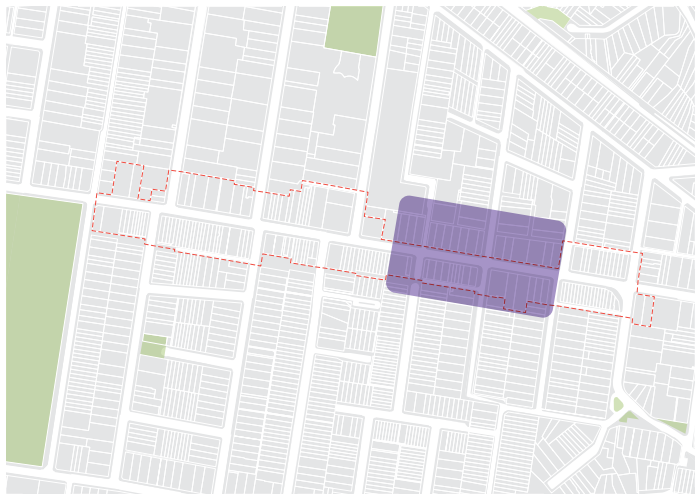
The western end is a 15-20 minute walk to the Bondi Junction Transport Interchange, and has two key stops for the 333 express city service bus route, with a number of additional stops for the local routes 380 and 381. Many residents walk along Bondi Road to and from the station, as the buses are often 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 segggne 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

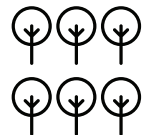
WHAT DO PEOPLE WANT TO CHANGE?

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



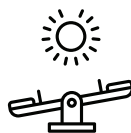
Increased planting and greenery



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



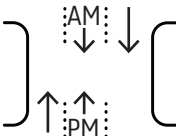
Reduce and calm traffic movements to improve pedestrian amenity + safety



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



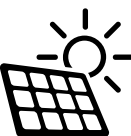
Encourage green roofing and increased planting



Underground waste system for commercial properties

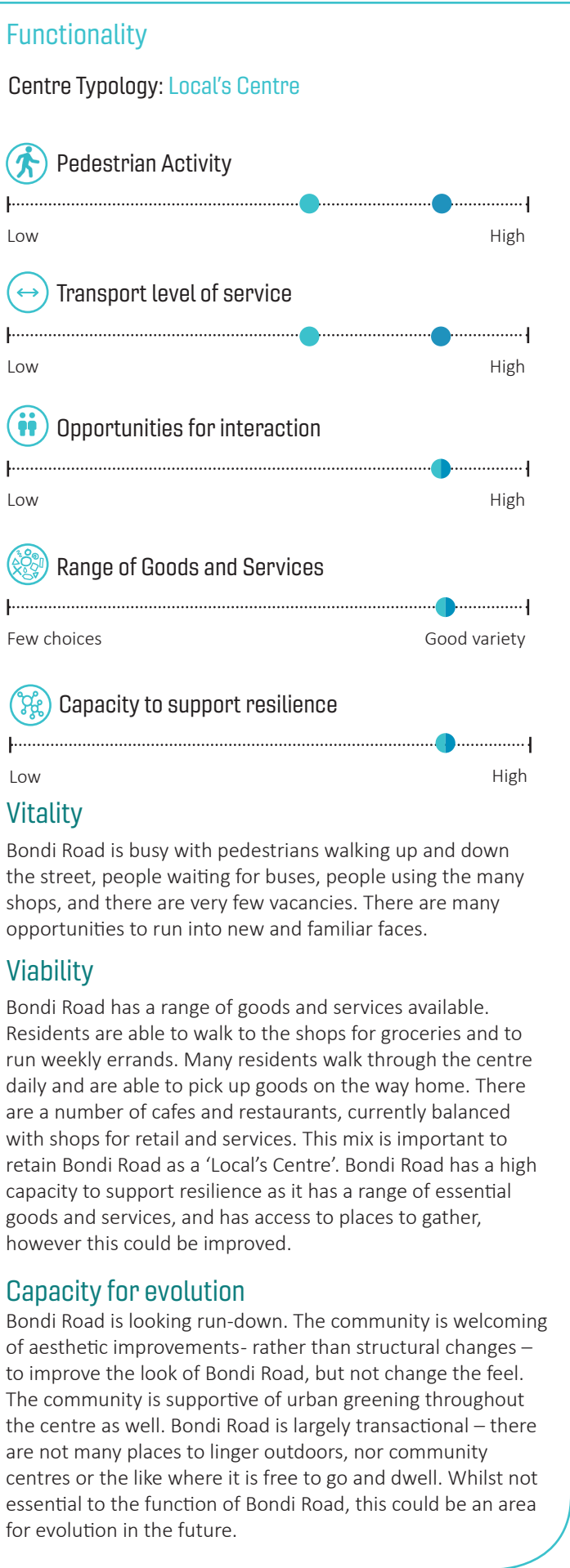
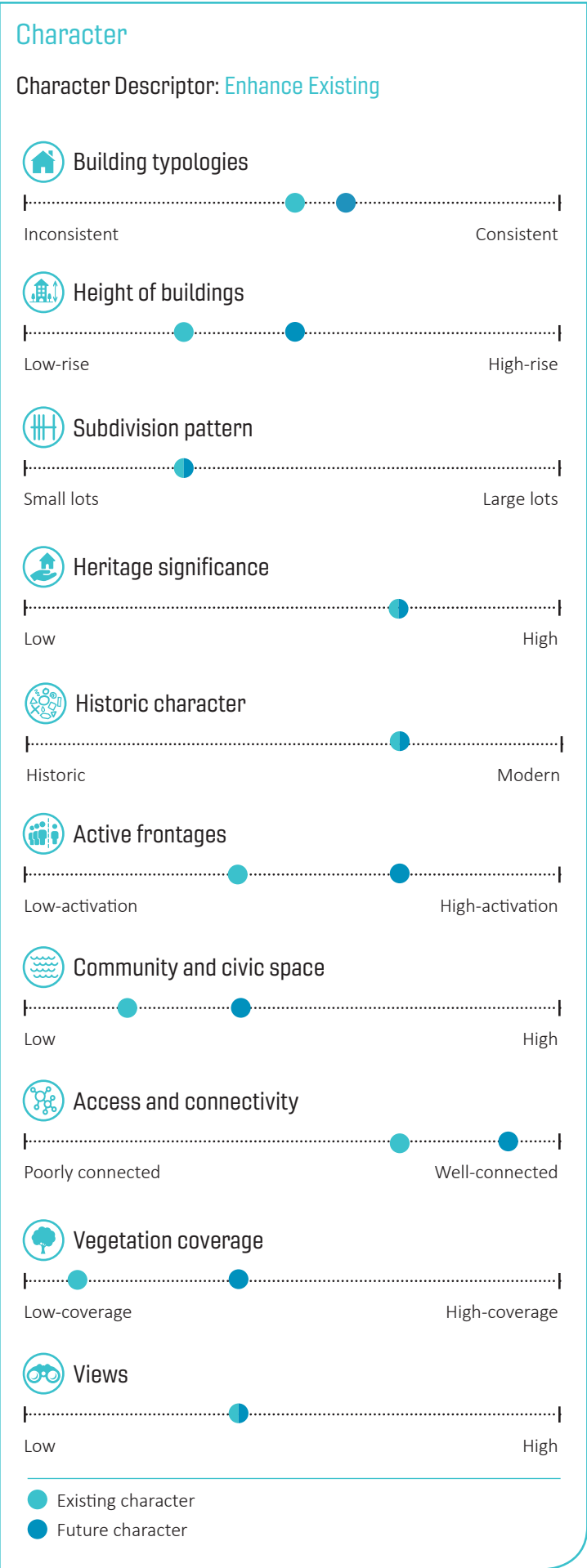


Kerb planting to encourage safety and sense of place



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

14.4 Desired future character



"I love the mix of cultures and the diversity of stores, but some shop fronts are not looked after while others have character" - Survey respondent

well connected
urban cooling
historic architectural character
well maintained

diversity of retail
vibrant
casual local businesses
community-minded
walkable
welcoming

"I want it to be a destination for people to spend time near their houses, for dining, drinking and meeting for coffee." - Survey respondent

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

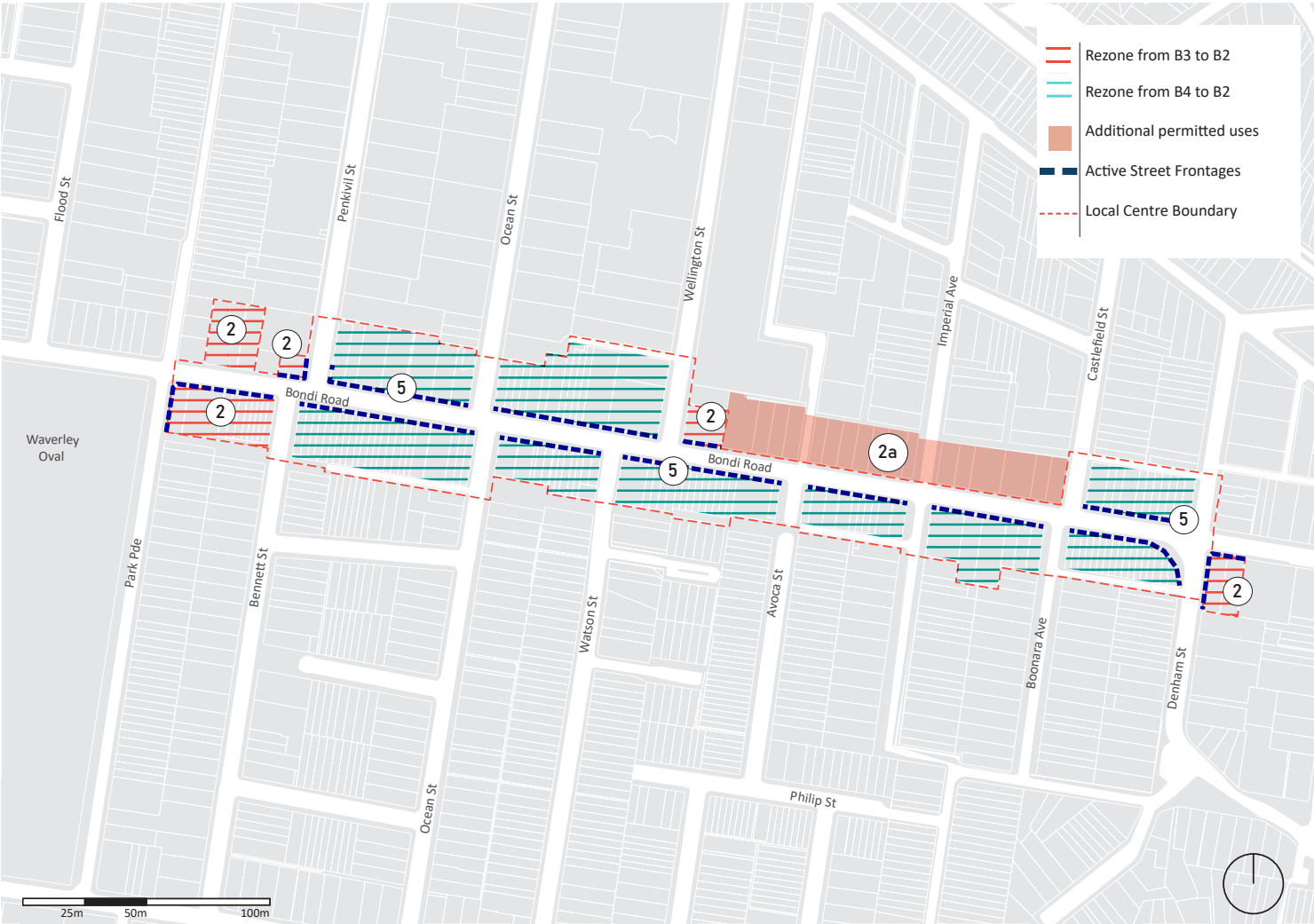
The community has identified the following elements as being potential public benefits:

- 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.

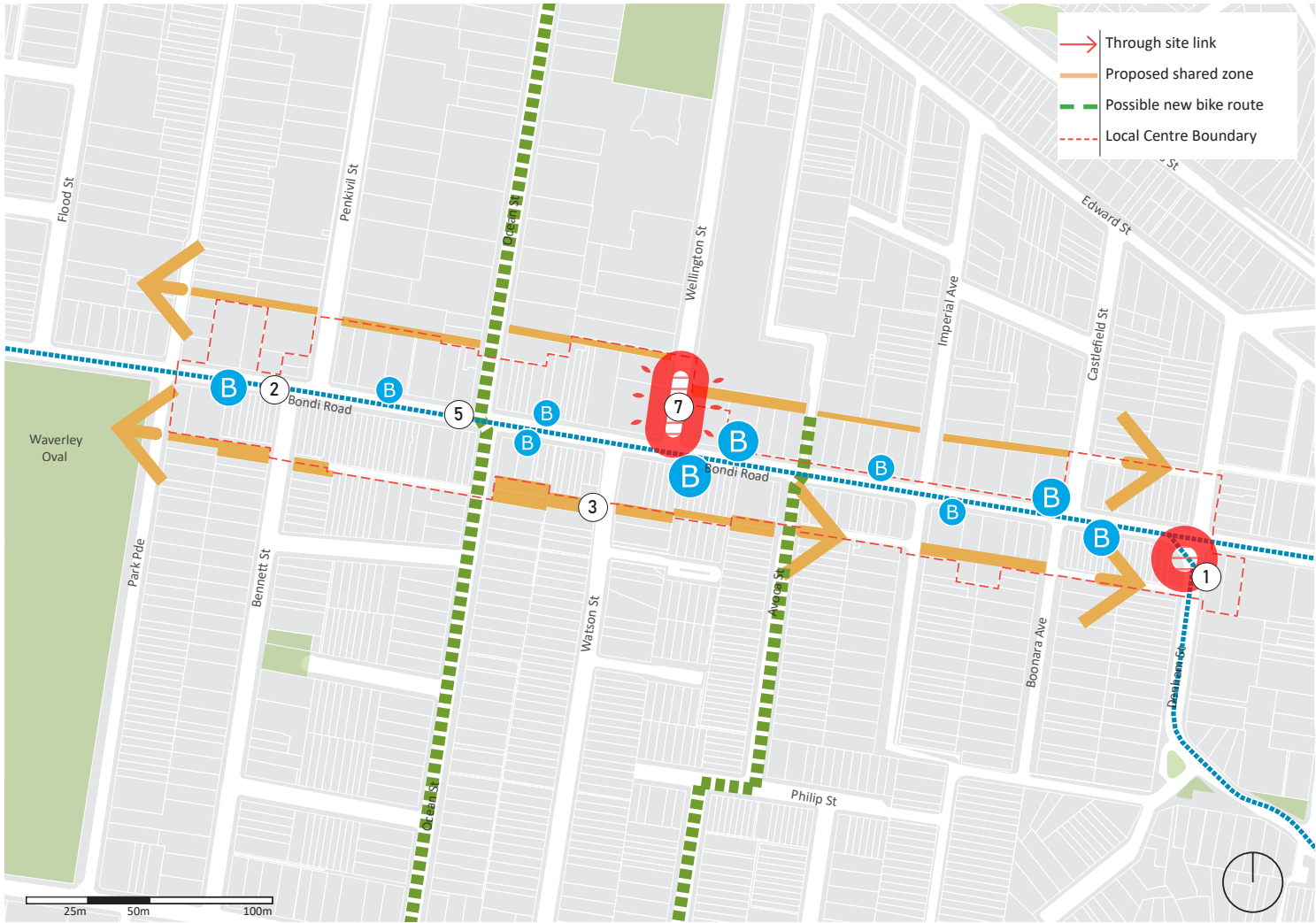
5. Public artworks

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

Investigate 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.

Decentralised power

Bondi Road is largely low-rise, and has excellent alignment to receive direct sunlight throughout the day. Investigate incentivising 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
FLETCHER STREET
STRATEGY

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.

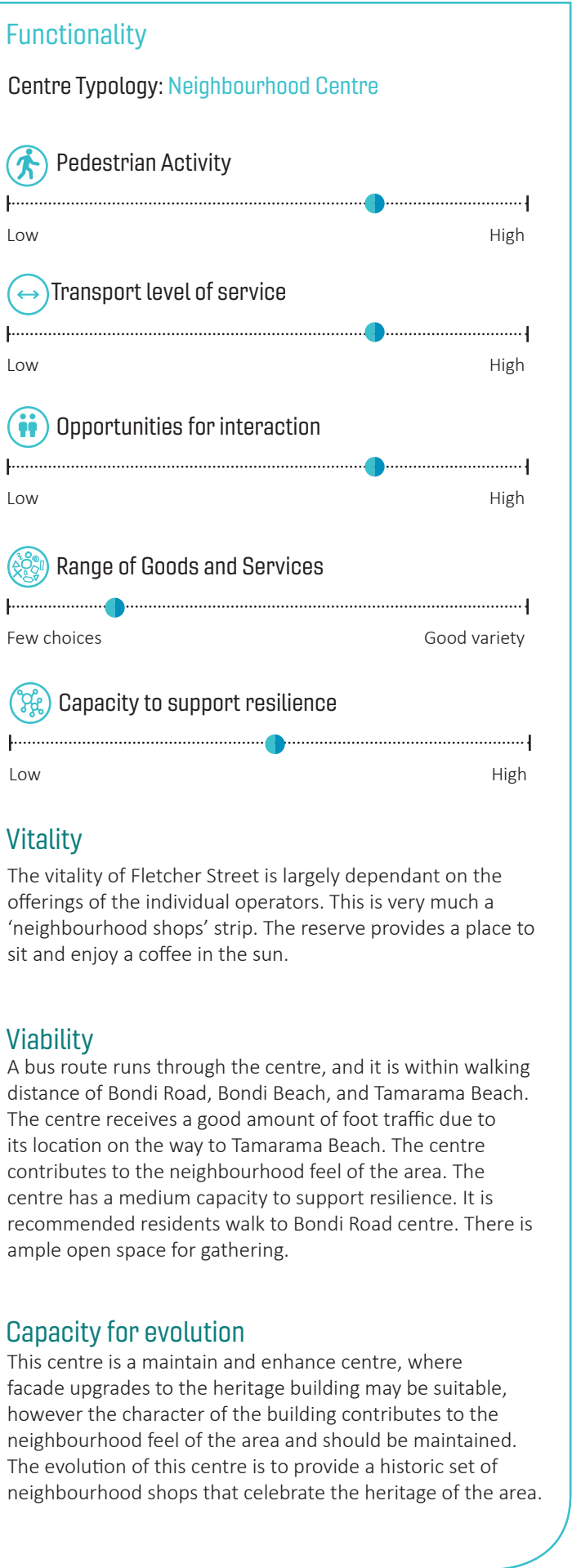
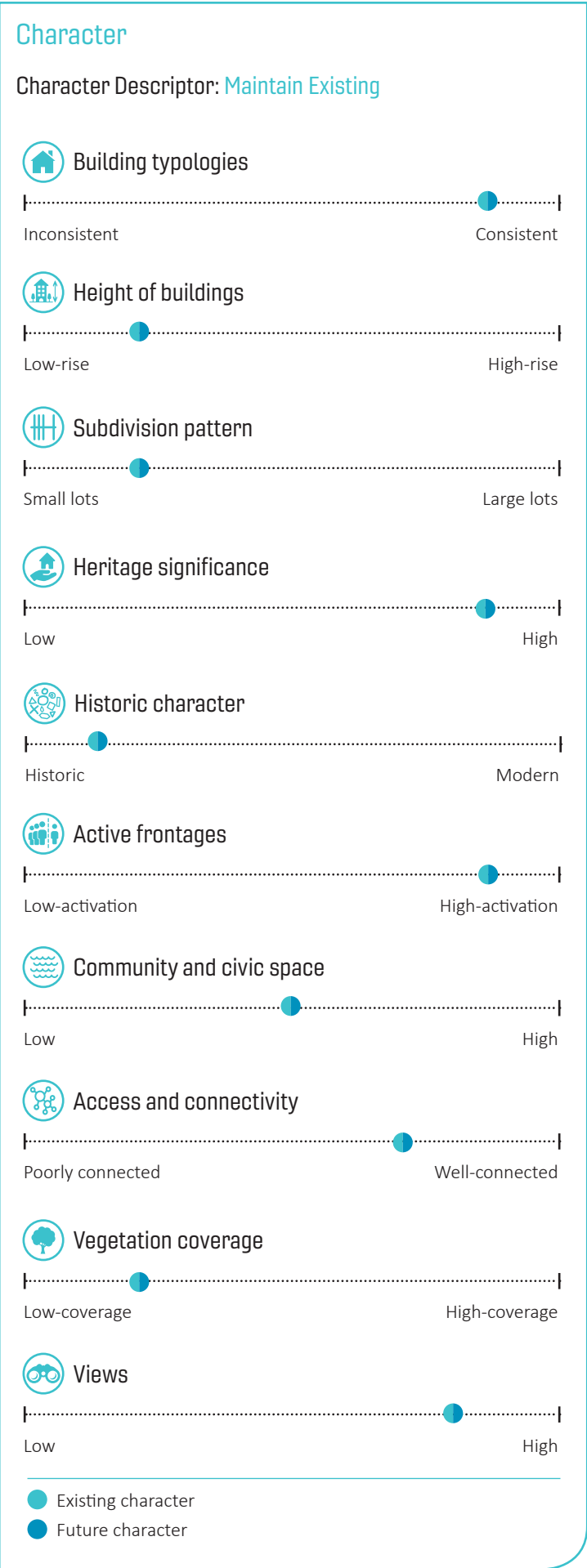
Built Form

- To ensure the refurbishment of existing buildings maintains the heritage character of the centre.
- To enhance character buildings through art and planting.

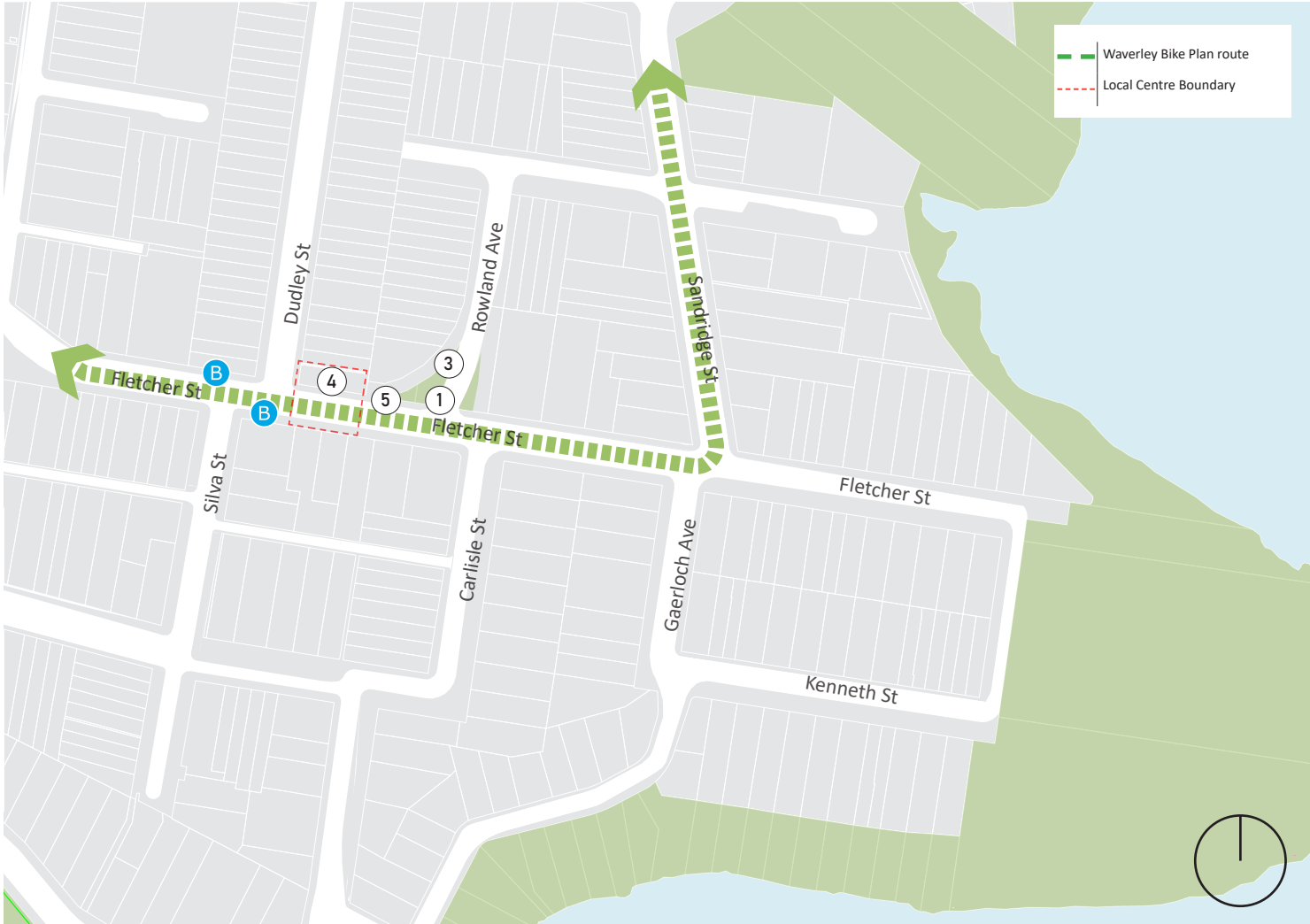
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Our Liveable Places

15.4 Desired future character



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”.

BONDI BEACH

16
BONDI BEACH
STRATEGY

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 it's 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.

Curlewis 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.



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

ARTISTIC & CREATIVE

- Artistic (2)
- Interesting
- Creative place
- Eclectic
- Artisanal / hand-crafted
- Authentic
- Traditional

COMMUNITY

- The community hands make the place
- Sense of community

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 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

WHAT DO PEOPLE WANT TO CHANGE?

Workshop findings (love/change activity)

Some common themes:

- Need to improve to 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

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Our Liveable Places

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

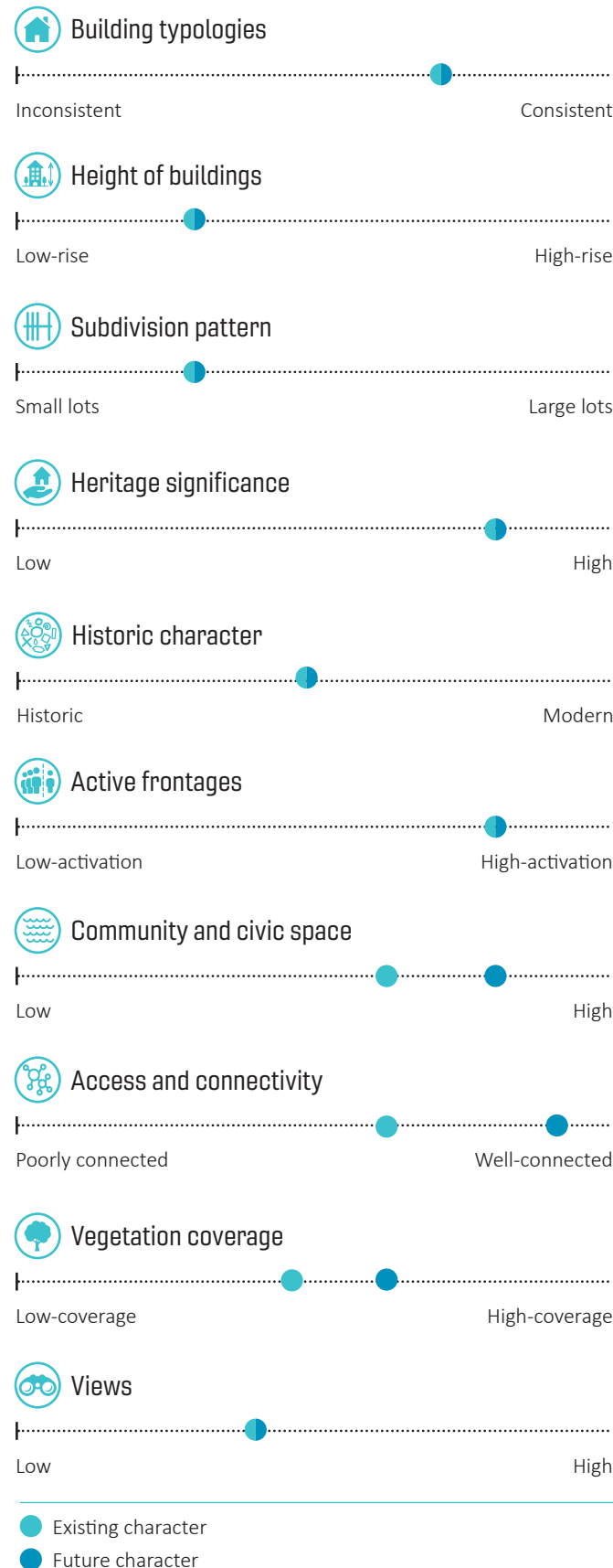


-  Increased planting and greenery such as planter boxes and community gardens
-  New pocket parks at the intersections of secondary north-south streets and Hall Street
-  Underground waste system for commercial and residential properties
-  Encourage uptake of Solar Power and battery storage to support this centre as a RNC

16.4 Desired Future Character

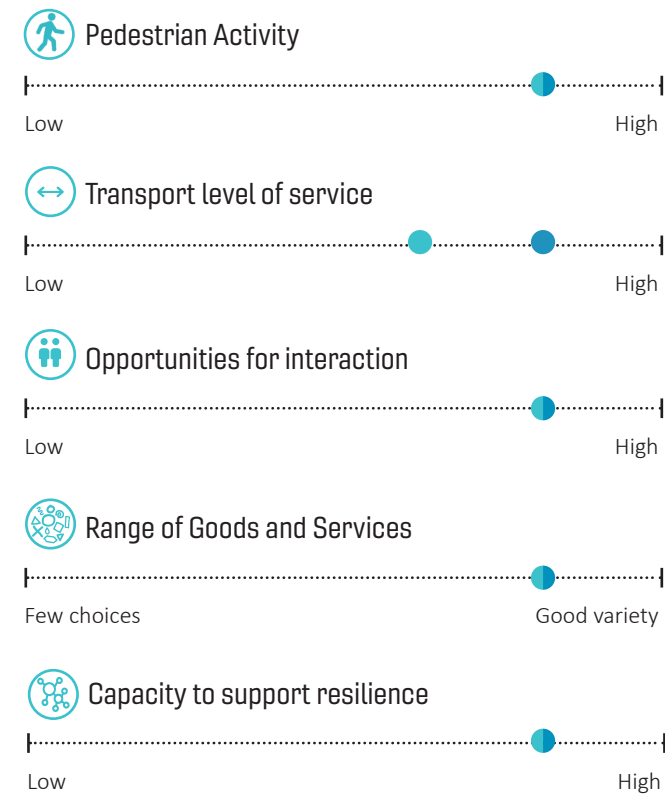
Character

Character Descriptor: Enhance Existing



Functionality

Centre Typology: Local's and Visitor's Centre



Vitality

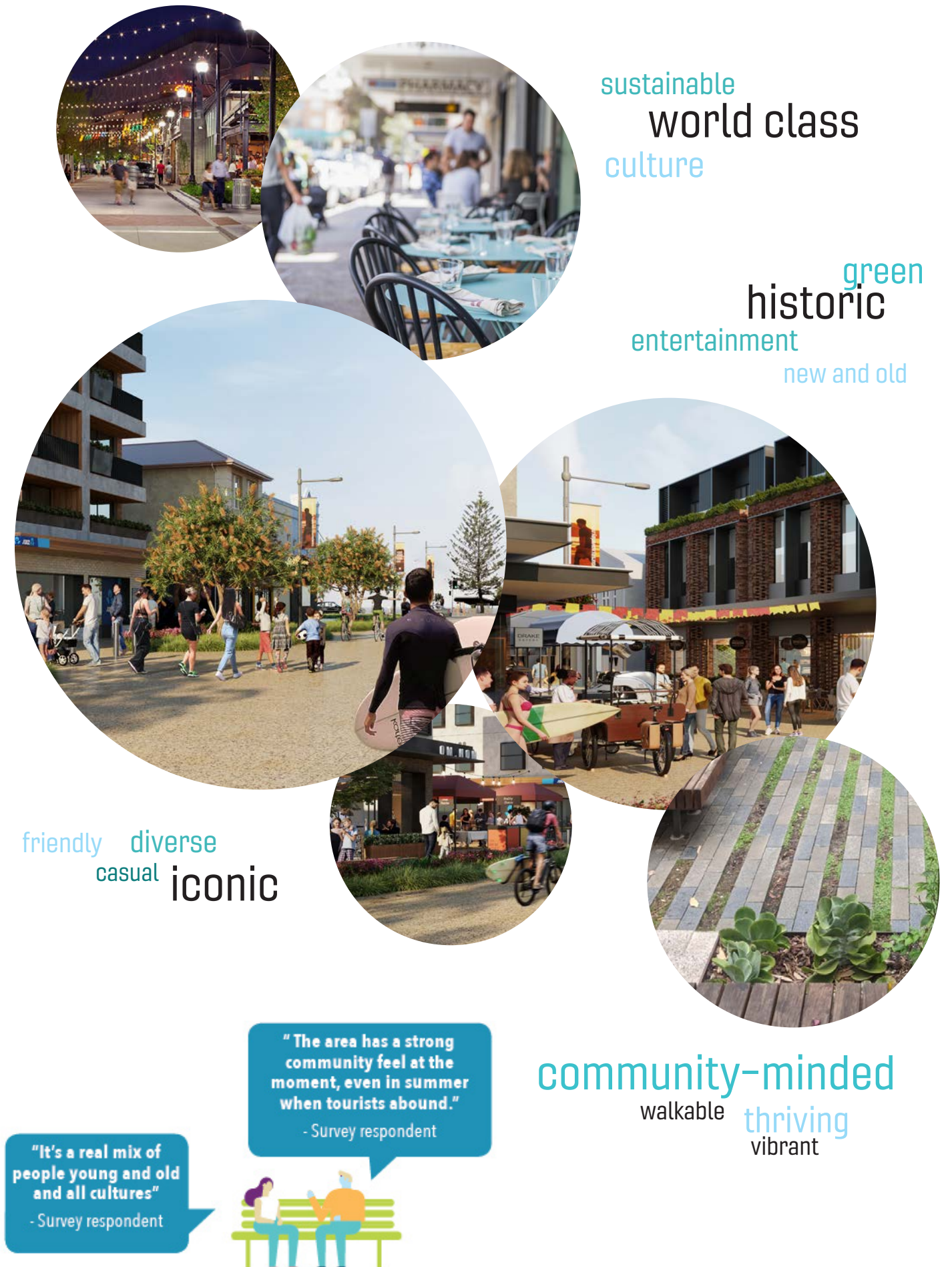
Bondi Beach is a thriving centre with both locals and visitors regularly frequenting the centre. Bondi Beach centre is busy throughout the day and into the evening, and has a variety of businesses to support this activity.

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.

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.

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

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

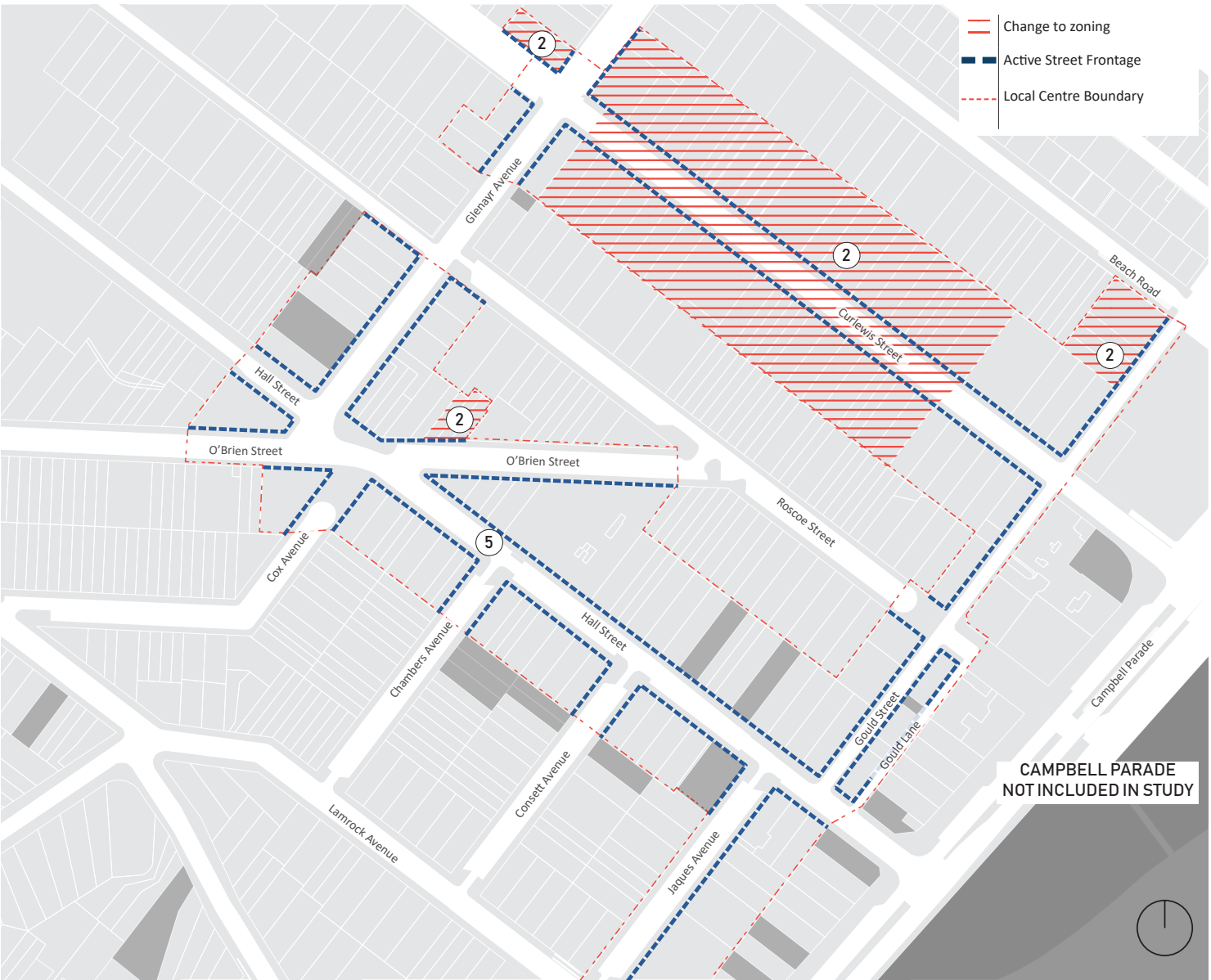
- To create safe and walkable public realm, where pedestrian mobility and experience is prioritised over vehicle access and movements.
- To balance the shared use of the public domain between pedestrian movements, landscaping, outdoor dining and vehicle access and parking.
- To advocate for improved 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.

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.

2. Curlew Street upgrades

Upgrade public domain to increase consistency and pedestrian amenity.

3. 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.

4. Gould Street upgrades

the sense of safety and amenity investigate a shared zone between Roscoe Mall and Curlew Street, mprove pedestrian accessibility of Gould Street and upgrade public domain with new paving treatment as well as greenery for shading and planting to enhance streetscape.

5. 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.

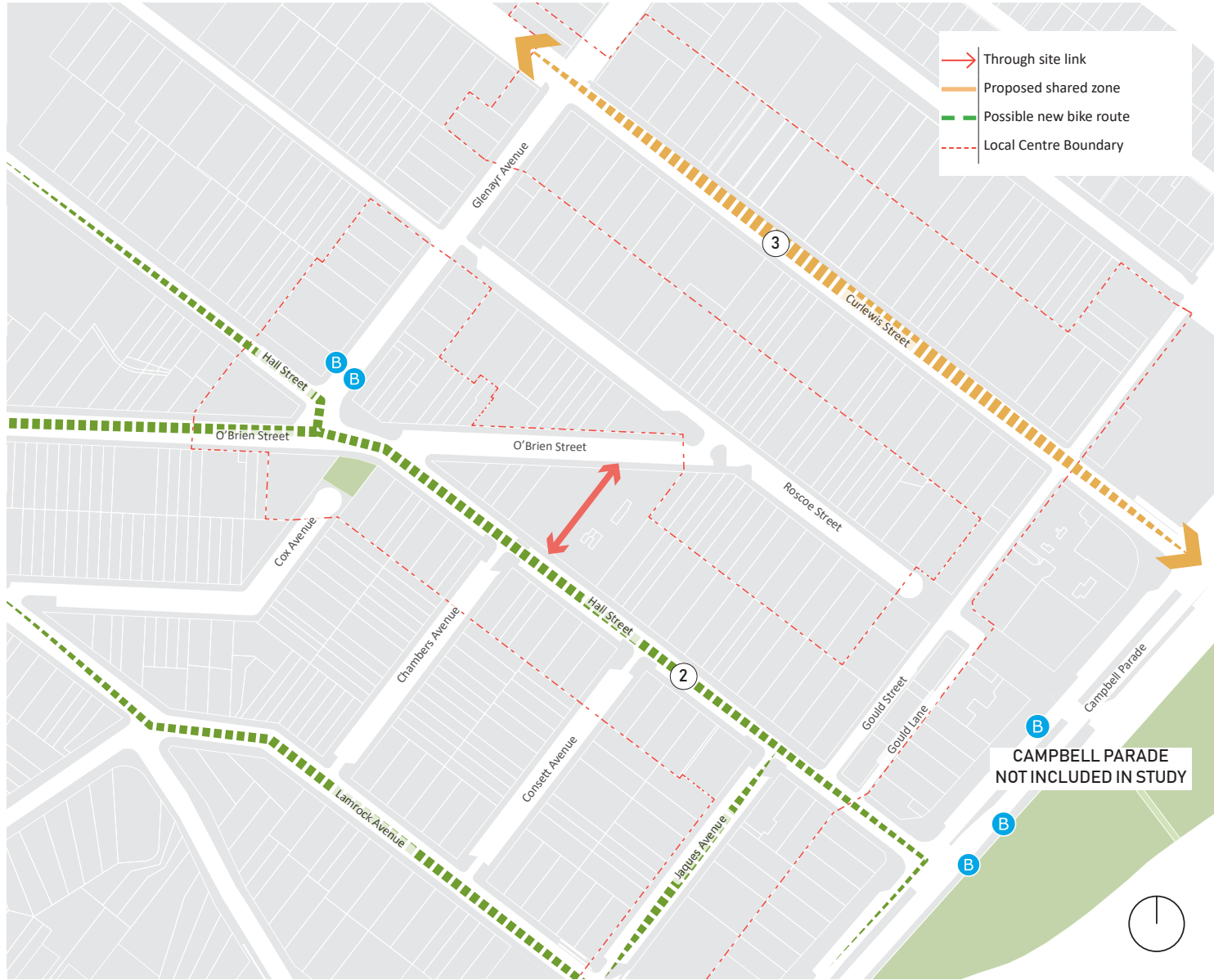
4. Develop design manual

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.

Decentralised power

Bondi Beach is largely low-rise, and has fairly good alignment to receive direct sunlight throughout the day. Investigate incentivising 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

SEVEN WAYS STRATEGY

17.1 Key Ideas

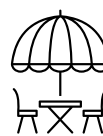
Public Realm



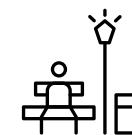
New pedestrian crossings in place of traffic islands.



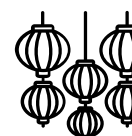
Improve finish and consistency of footpaths and introduce kerbside planting.



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

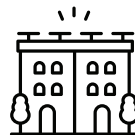
Built Form



Heritage interpretation including public domain works and signage



Adaptive re-use of heritage and historic character buildings

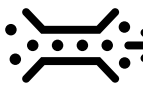


Minimum non-residential FSR to provide commercial uses

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.

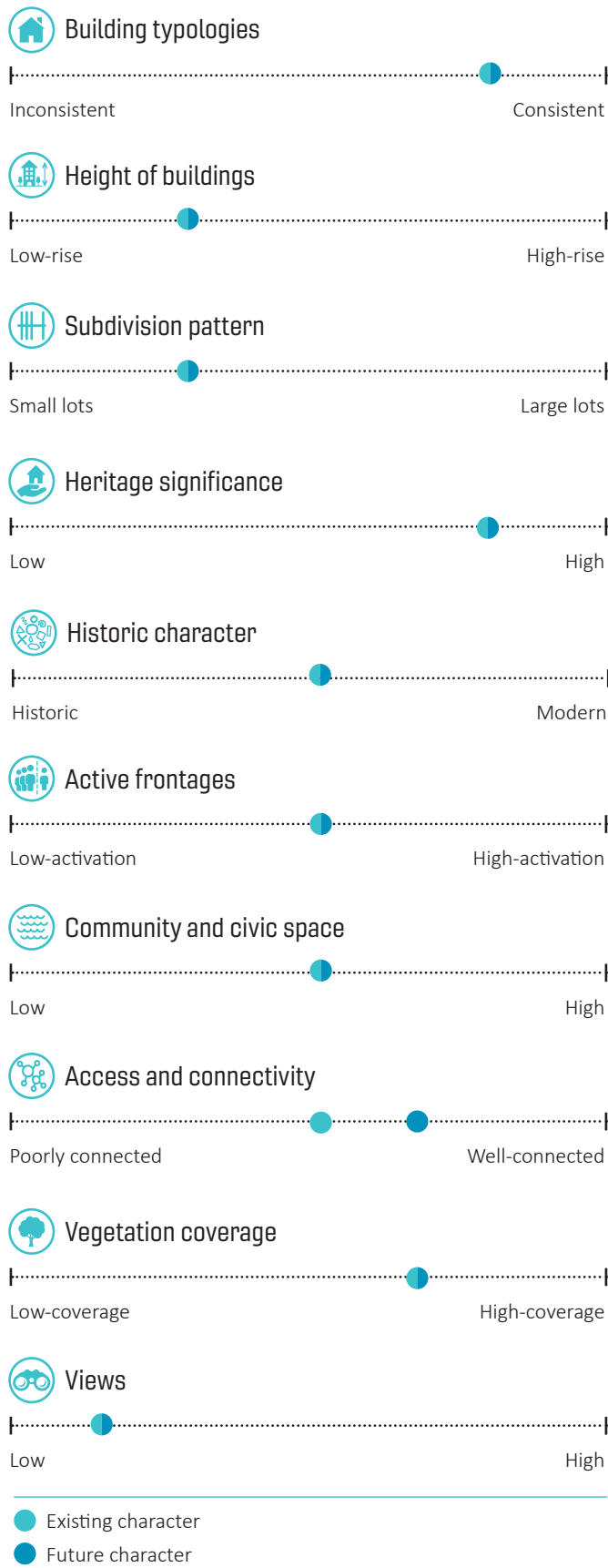
Survey feedback and workshop participants identified that increased night-time activities, improved pedestrian safety, and places for arts and cultural activities are desired in this centre.



17.3 Desired Future Character

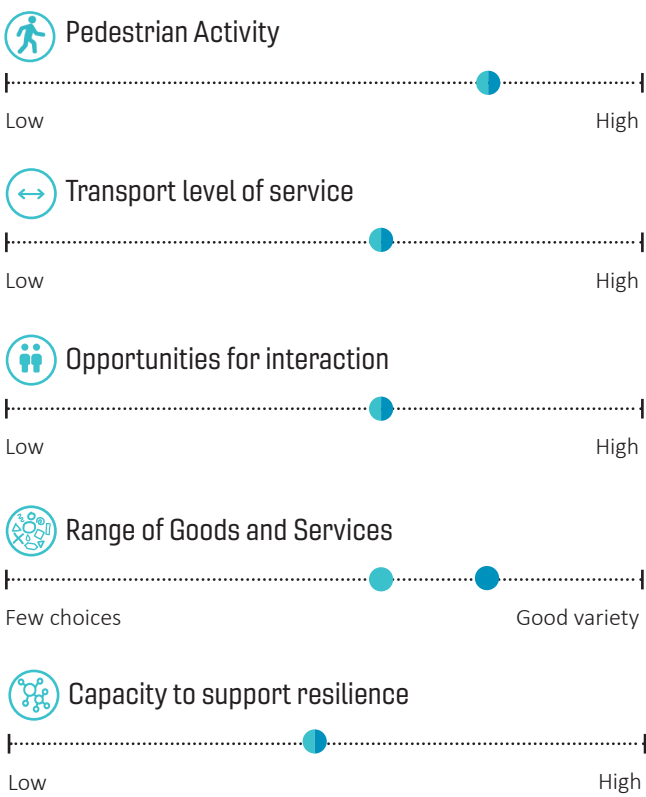
Character

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



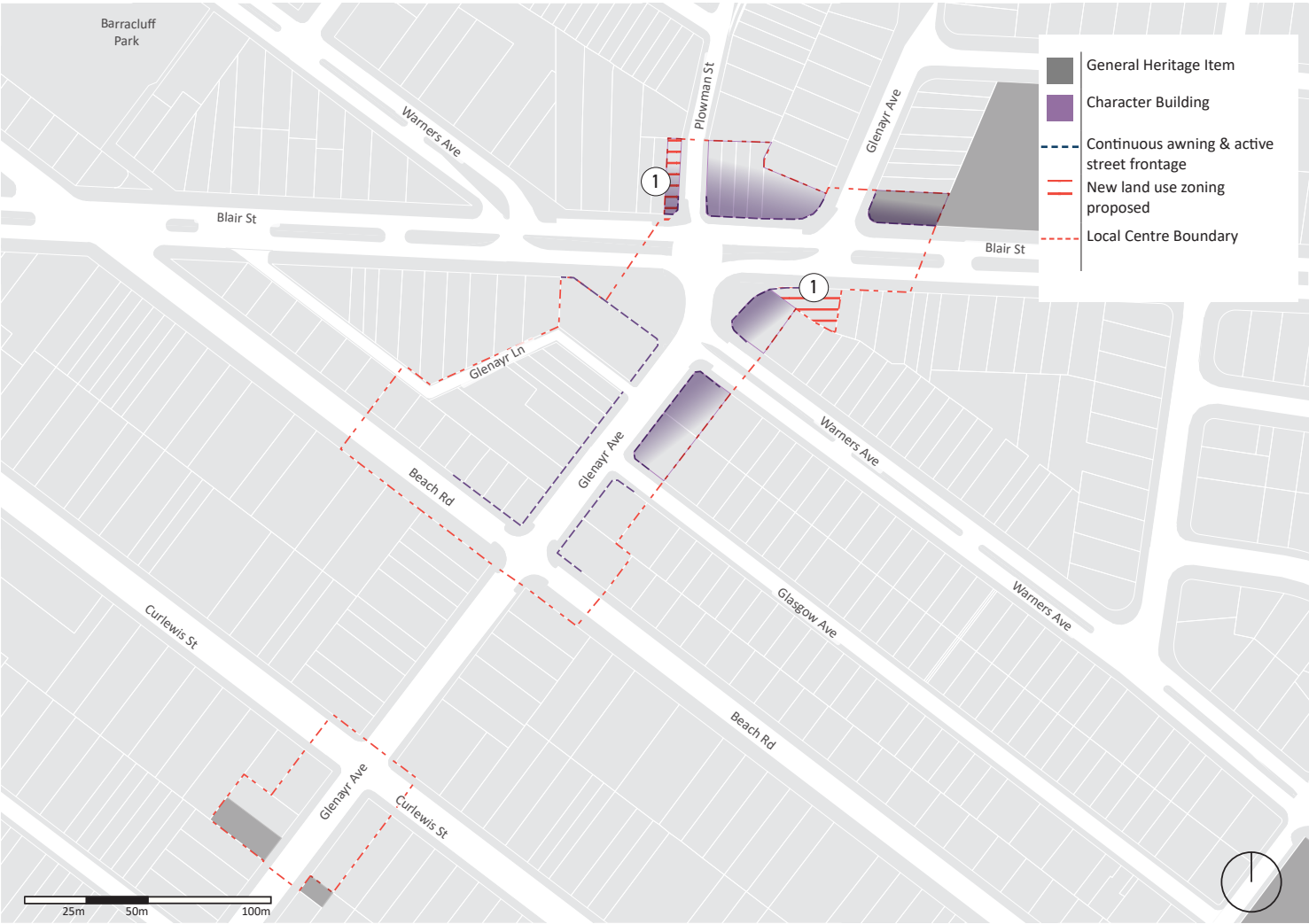
1. Improve pedestrian amenity

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.

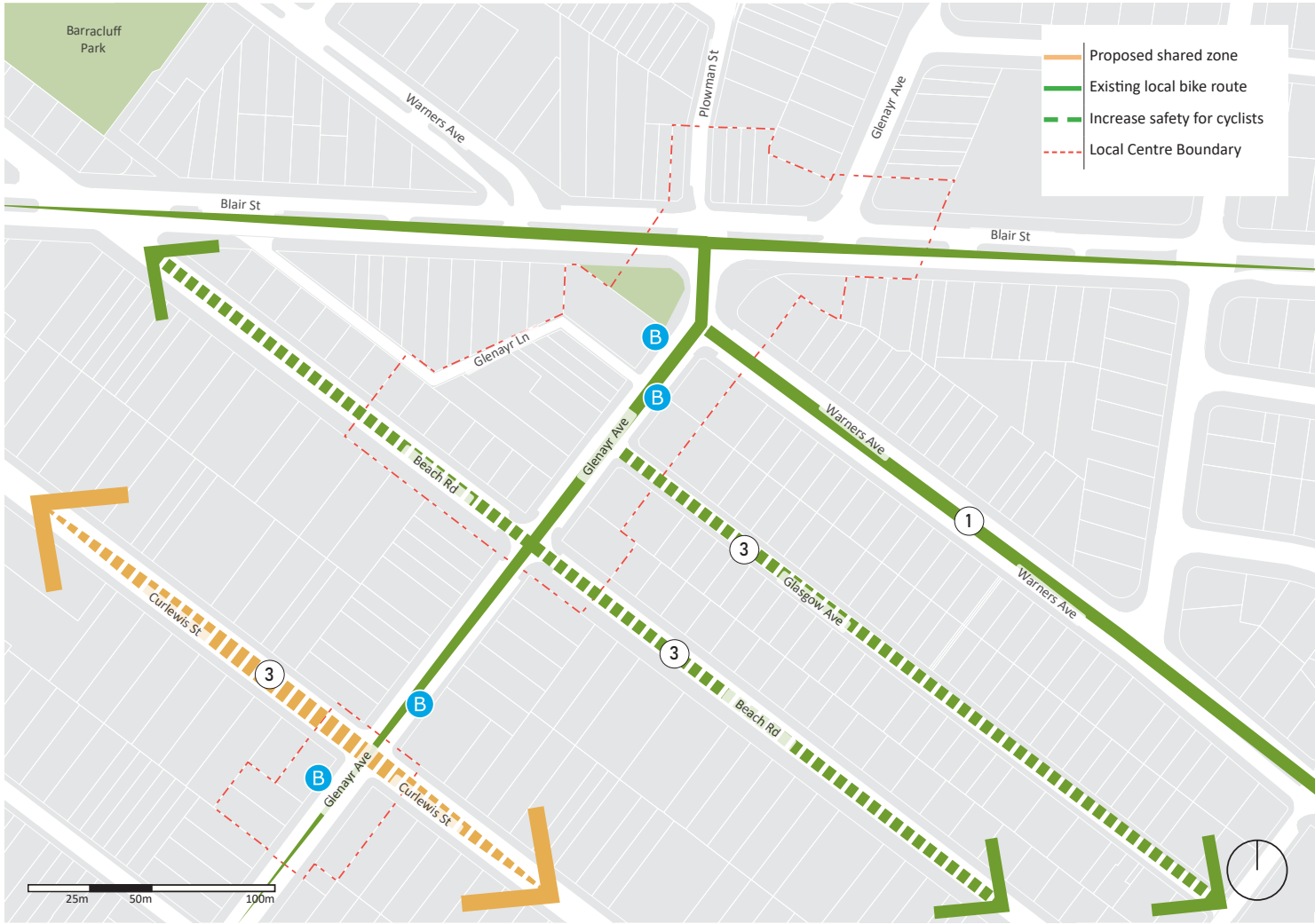
4. Develop a design manual

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.

Decentralised power

Seven Ways is largely low-rise, and has fairly good alignment to receive direct sunlight throughout the day. Investigate incentivising 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”

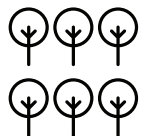
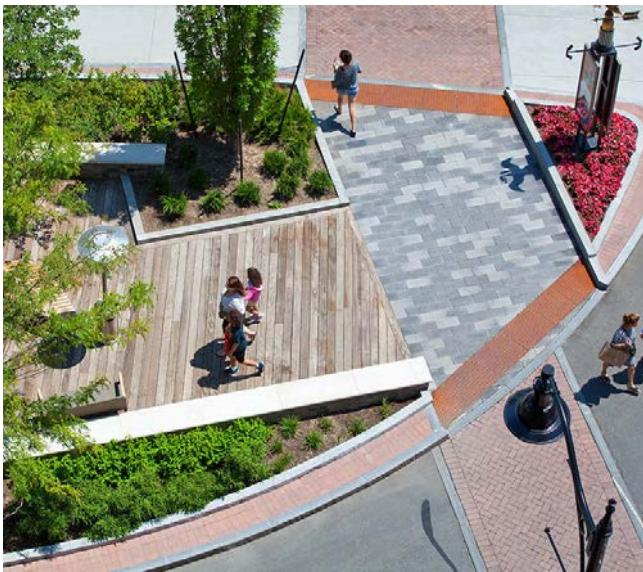


18

NORTH BONDI STRATEGY

18.1 Key Ideas

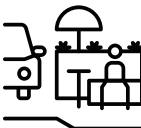
Public Realm



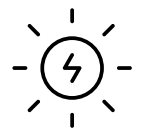
Increase planting and greenery



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

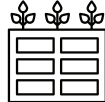


Investigate safer movement and interchange for cyclists at the bus interchange



Electric cycling station for drop off and pick up

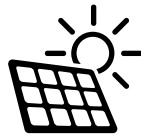
Environment



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

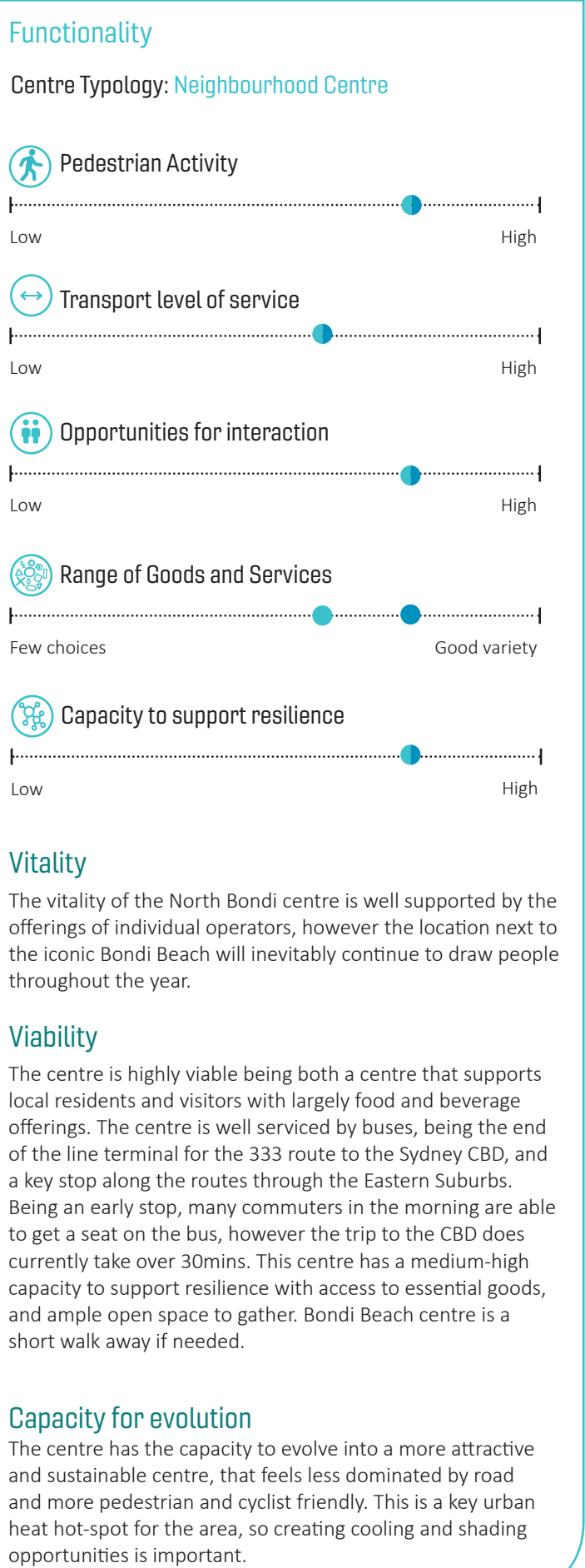
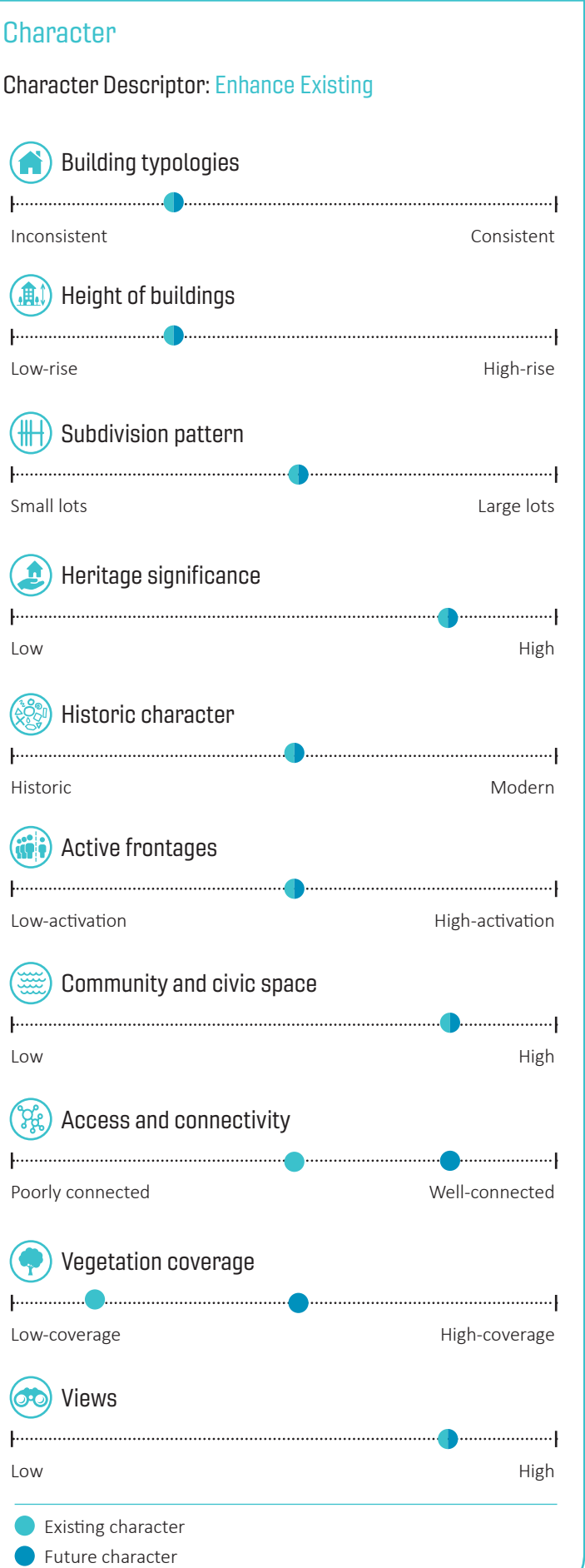
18.2 Community Feedback

18.3 Desired Future Character

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.



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.

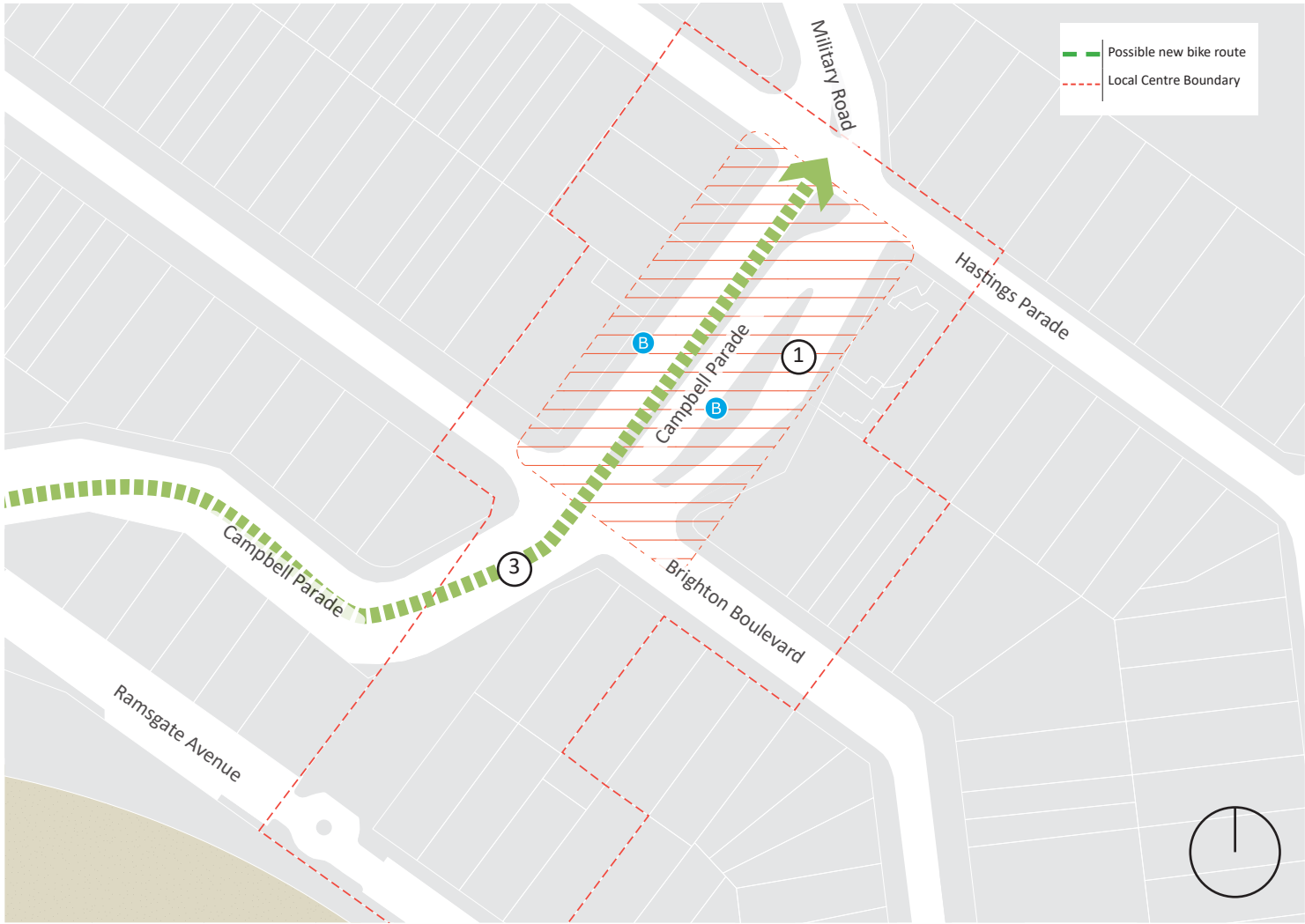
18.5.2 Zoning & Built Form



- 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.

Decentralised power

North Bondi has a mix of buildings with fairly good alignment to receive direct sunlight throughout the day. Investigate incentivising 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.

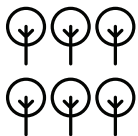
“The desired future character of Wairoa Avenue can be described as a local hub, family-oriented local business centre, low-key and relaxed”.



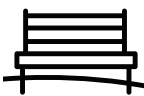
19
WAIROA AVENUE
STRATEGY

19.1 Key Ideas

Public Realm



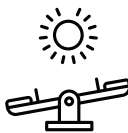
Increased planting, verge planting and greenery



Upgrade reserve on corner of Wairora Ave and Blair St

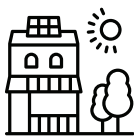


Increase public and wall art to reflect the vibrancy of businesses and schools.



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

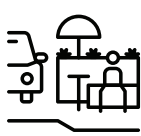


Reduce and calm traffic movements to improve pedestrian amenity + safety



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

19.3 Desired Future Character

19.4 Vision & Objectives

Strategy Preparation

Workshop Attendance: N/A
Survey responses: 0

Draft Strategy

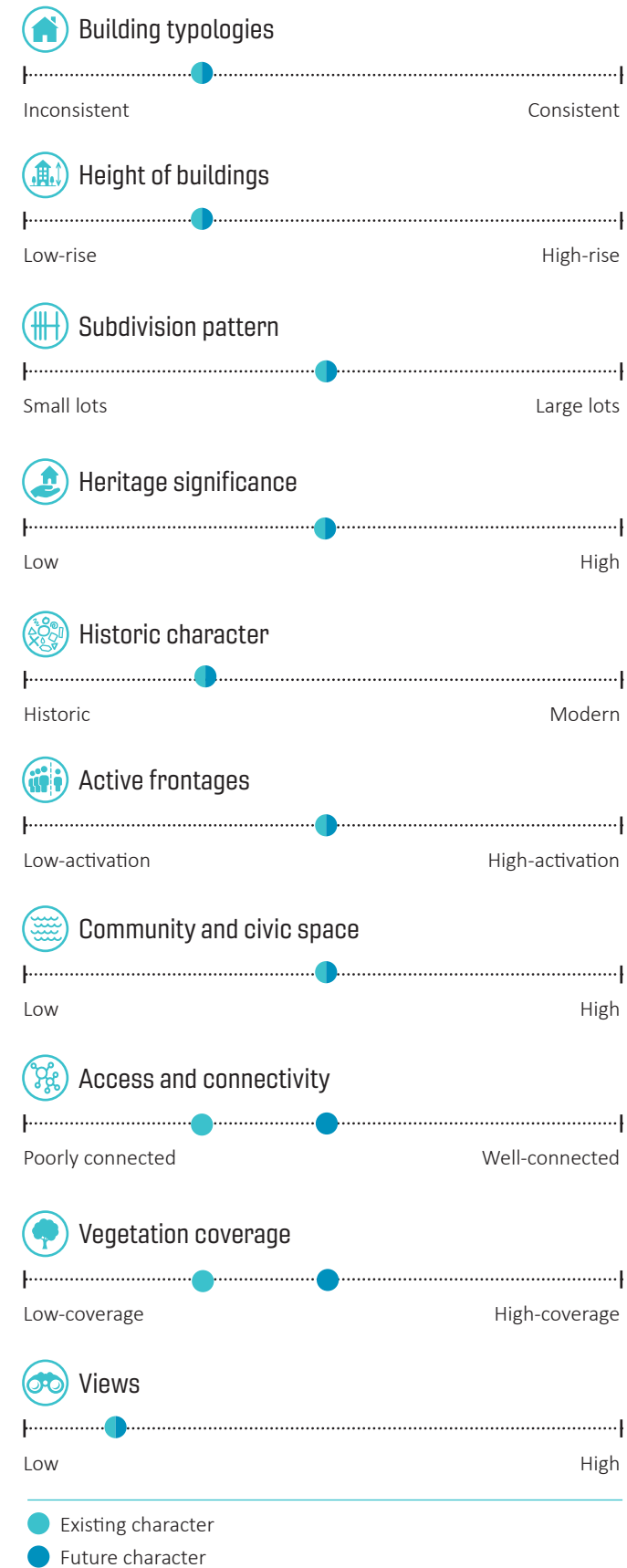
Submissions: 2
Survey responses: 0

The submissions received for this centre are largely supportive of proposed improvements such as water sensitive urban design and safety for cyclists.



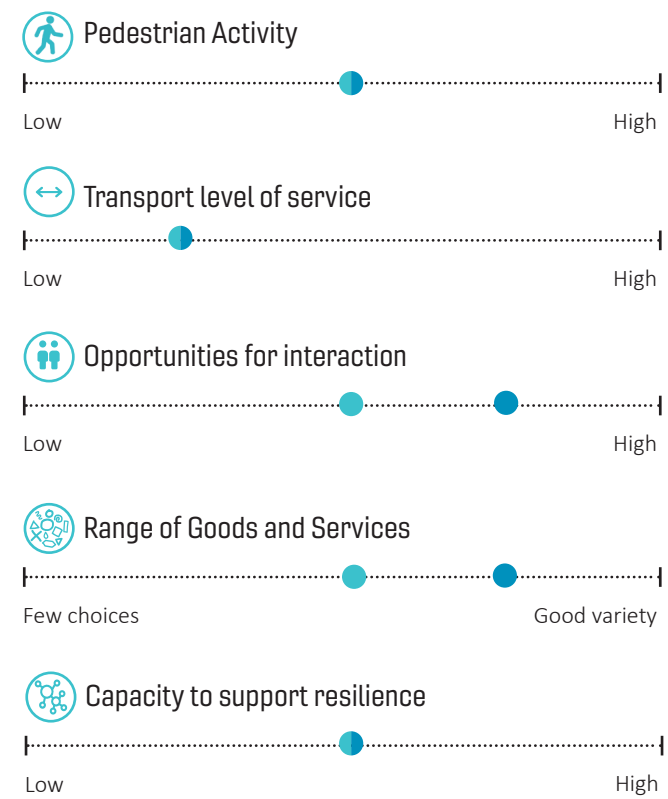
Character

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 its 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.

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

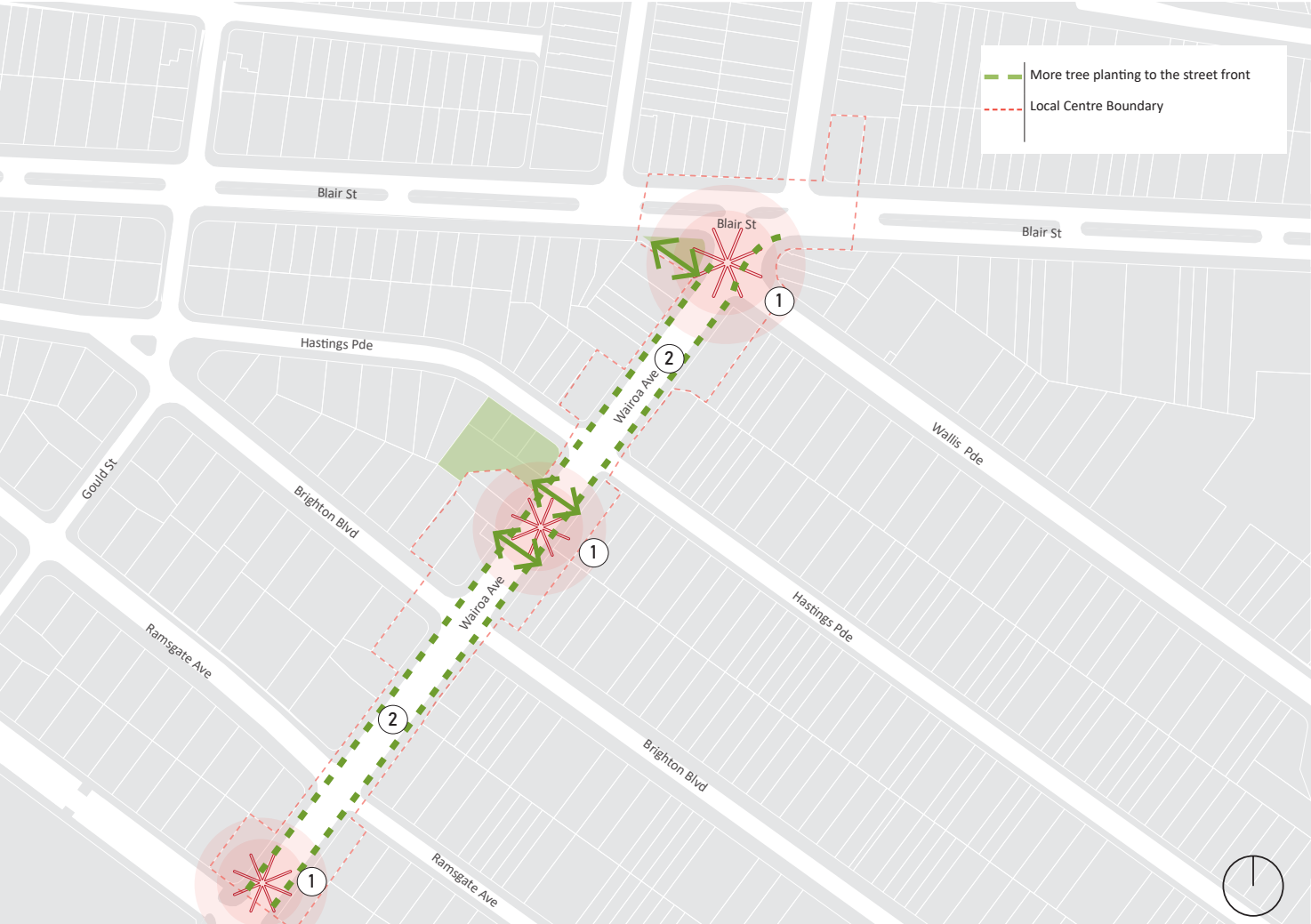
- A safe and well-connected public domain that prioritises pedestrian and cycling connectivity within and from the centre to surrounding centres and Bondi Beach.
- To ensure that the centre provides universal access to all users.

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.

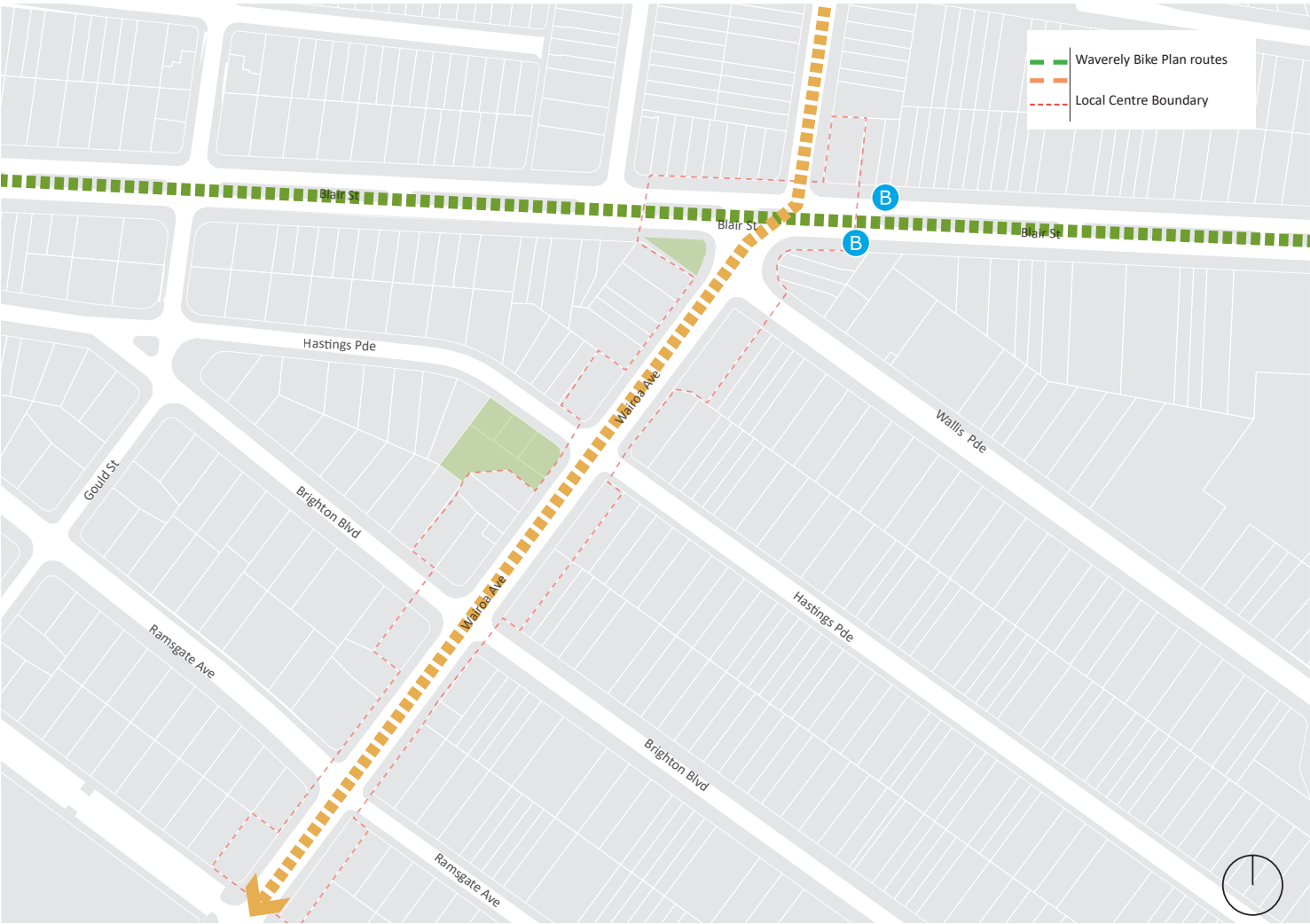
4. Maintain character

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.

2. Rearrange Parking

Investigate angled parking in Wairoa Avenue to increase parking provision within the centre.

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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