



COUNCIL MEETING

BUSINESS PAPER

6.30 PM, TUESDAY, 18 AUGUST 2015

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

Athanasios (Arthur) Kyron
General Manager

Waverley Council
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AGENDA

COUNCIL MEETING

A meeting of COUNCIL will be held at Waverley Council Chambers, Bondi Road, Bondi Junction at:

6.30 pm, Tuesday, 18 August 2015

PRAYER AND ACKNOWLEDGEMENT OF INDIGENOUS HERITAGE

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

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

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

1. Apologies/Leaves of Absence

2. Declarations of Pecuniary and Non-Pecuniary Interests

3. Addresses to Council by Members of the Public

4. Confirmation and Adoption of Minutes

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CM/10.1/15.08	CONFIDENTIAL REPORT – Lease – Nattrra Pty Ltd, 1A Newland St, Bondi Junction	
	This matter is considered to be confidential under section 10A(2)(c) of the Local Government Act.	
CM/10.2/15.08	CONFIDENTIAL REPORT – Lease – Rainbow Business Services Pty Ltd, Shop 4, 1 Spring St, Bondi Junction	
	This matter is considered to be confidential under section 10A(2)(c) of the Local Government Act.	
CM/10.3/15.08	CONFIDENTIAL REPORT – Evaluation of Tender – Civil Maintenance & Minor Works – Panel Contract	
	This matter is considered to be confidential under section 10A(2)(c) of the Local Government Act.	
CM/10.4/15.08	CONFIDENTIAL REPORT – Lease of Bronte House, 470 Bronte Road Bronte	
	This matter is considered to be confidential under section 10A(2)(a) and (c) of the Local Government Act.	
CM/10.5/15.08	CONFIDENTIAL REPORT – Bondi Junction Green Infrastructure Masterplan – Low Carbon and Energy Efficient Solutions Study, Sustainable Water Solutions Study	
	This matter is considered to be confidential under section 10A(2)(c) of the Local Government Act.	
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Confirmation of Minutes CM/4.1/15.08



Subject: Council Meeting Minutes – 21 July 2015
Trim File No.: A08/1053
Author: Michael Simmons, Governance Officer
Director: Athanasios (Arthur) Kyron, General Manager

Recommendation:

That the minutes of the Council Meeting held on 21 July 2015 be received and noted, and that such minutes be confirmed as a true record of the proceedings of that meeting.

1. Executive Summary

The minutes of the Council Meeting held on 21 July 2015 are submitted to Council for confirmation in accordance with section 375 of the *Local Government Act 1993* (NSW), which provides that Council must ensure that full and accurate minutes are kept of the proceedings of its meetings and be confirmed at a subsequent meeting.

2. Introduction/Background

In accordance with section 17.2(4) of Council's Code of Meeting Practice, the minutes of the Council Meeting held on 21 July 2015 have been issued subject to confirmation at a subsequent meeting.

2.1 Relevant Council Resolutions

There are no previous relevant Council resolutions on this matter.

3. Discussion

Not applicable.

4. Relationship to Waverley Together 3 & Delivery Program 2013-17

The relationship to *Waverley Together 3* and *Delivery Program 2013-17* is as follows:

Direction: G1 – Inspiring community leadership is achieved through decision-making processes that are open, transparent, corruption-resistant and based on sound integrated planning.
Strategy: G1a – Develop and maintain a framework of plans and policies that ensures open and transparent operations that facilitate equitable benefit sharing and progress towards sustainability.

Deliverable: Regular reporting to Council on progress with implementation of integrated corporate plans.

5. Financial impact statement/Timeframe/Consultation

Financial impact statements, timeframes and consultation are detailed within the individual reports attached to the agenda and where amended by the minutes.

6. Conclusion

Council is required to confirm the minutes of the Council Meeting held on 21 July 2015.

7. Attachments

1. Council Meeting Minutes – 21 July 2015.



**MINUTES OF THE ORDINARY COUNCIL MEETING OF WAVERLEY COUNCIL
HELD AT WAVERLEY COUNCIL CHAMBERS
ON TUESDAY, 21 JULY 2015**

Present:

Councillor Sally Betts (Mayor) (Chair)	Hunter Ward
Councillor Tony Kay (Deputy Mayor)	Waverley Ward
Councillor Joy Clayton	Bondi Ward
Councillor Dominic Wy Kanak	Bondi Ward
Councillor John Wakefield	Bondi Ward
Councillor Leon Goltsman	Hunter Ward
Councillor Miriam Guttman-Jones	Hunter Ward
Councillor Angela Burrill	Lawson Ward
Councillor Andrew Cusack	Lawson Ward
Councillor Paula Masselos	Lawson Ward
Councillor Bill Mouroukas	Waverley Ward

Staff in attendance:

Arthur Kyron	General Manager, Waverley Corporate
Cathy Henderson	Director, Waverley Life
Peter Monks	Director, Waverley Futures
Mark Wood	Director, Waverley Renewal
Jane Worthy	Manager, Internal Ombudsman's Office

At the commencement of proceedings at 6.30 pm, those present were as listed above, with the exception of Cr Wakefield, who arrived at 6.40 pm.

Opening Prayer and Acknowledgement of Local Indigenous Heritage

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

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

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

1. Apologies / Leaves of Absence

Apologies were received and accepted from Cr Strewe.

2. Declarations of Pecuniary and Non-Pecuniary Interests

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

1. Cr Burrill declared a less than significant non-pecuniary interest in item CM/4.4/15.07 – Waverley Traffic Committee Meeting Minutes – 25 June 2015 – Clause TV.03/15.06 – Brighton Boulevard (East), North Bondi – Proposed Angle Parking, and informed the meeting that she lives in Brighton Boulevard.
2. Cr Clayton declared a less than significant non-pecuniary interest in item CM/4.4/15.07 – Waverley Traffic Committee Meeting Minutes – 25 June 2015 – Clause TV.04/15.06 – O'Donnell Street, North Bondi – 'P Motor Bikes Only' Zone, and informed the meeting that she lives in O'Donnell Street.
3. Cr Kanak declared a less than significant non-pecuniary interest in item CM/10.1/15.07 – CONFIDENTIAL REPORT – Supply of Multi-Function Poles – Evaluation of Tenders, and informed the meeting that he might have approached one of the tenderers about reconciliation action plans.

3. Addresses to Council by Members of the Public

1. P Stuart-Carberry – CM/7.5/15.07 – Petition – Objecting to Development Application at 11–17 Bon Accord Avenue/2 Kenilworth Street, Bondi Junction (Central Synagogue).
2. J Turner – CM/7.6/15.07 – Petition – Hall Street Parklet.

4. Confirmation and Adoption of Minutes

CM/4.1/15.07 Extraordinary Council Meeting Minutes – 10 June 2015 (A08/1053)

MOTION / DECISION

Mover: Cr Kay
Seconder: Cr Burrill

That the minutes of the Extraordinary Council Meeting held on 10 June 2015 be received and noted, and that such minutes be confirmed as a true record of the proceedings of that meeting.

CM/4.2/15.07 Extraordinary Council Meeting Minutes – 14/28 June 2015 (A08/1053)

MOTION / DECISION

Mover: Cr Kay
Seconder: Cr Betts

That the minutes of the Extraordinary Council Meeting held on 14/28 June 2015 be received and noted, and that such minutes be confirmed as a true record of the proceedings of that meeting.

Division

For the Motion: Crs Betts, Burrill, Clayton, Cusack, Goltsman, Guttman-Jones, Kay and Mouroukas.

Against the Motion: Crs Kanak, Masselos and Wakefield.

CM/4.3/15.07 Council Meeting Minutes – 16 June 2015 (A08/1053)

MOTION / UNANIMOUS DECISION

Mover: Cr Kay
Seconder: Cr Betts

That the minutes of the Council Meeting held on 16 June 2015 be received and noted, and that such minutes be confirmed as a true record of the proceedings of that meeting.

CM/4.4/15.07 Waverley Traffic Committee Meeting Minutes – 25 June 2015 (A08/0077)

Cr Burrill declared a less than significant non-pecuniary interest in Clause TV.03/15.06 – Brighton Boulevard (East), North Bondi – Proposed Angle Parking, and informed the meeting that she lives in Brighton Boulevard.

Cr Clayton declared a less than significant non-pecuniary interest in Clause TV.04/15.06 – O'Donnell Street, North Bondi – 'P Motor Bikes Only' Zone, and informed the meeting that she lives in O'Donnell Street.

MOTION / DECISION

Mover: Cr Kay
Seconder: Cr Mouroukas

That Part 1 of the Minutes of the Waverley Traffic Committee Meeting held on 25 June 2015 be received and noted, and that the recommendations contained therein be adopted.

Save and except the following:

1. Waverley Traffic Committee Meeting Minutes – 25 June 2015 – Clause TC.05/15.06 – Walter Street, Bondi Junction – Proposed Change to Parking Restrictions (A02/0637-02).

And that this item be dealt with separately.

CM/4.4.1/15.07 Waverley Traffic Committee Meeting Minutes – 25 June 2015 – Clause TC.05/15.06 – Walter Street, Bondi Junction – Proposed Change to Parking Restrictions (A02/0637-02)

This matter was saved and excepted by Cr Burrill.

MOTION / UNANIMOUS DECISION

Mover: Cr Burrill
Seconder: Cr Cusack

That this matter be deferred for consideration of other options of timed parking restrictions.

5. Mayoral Minutes

There were no Mayoral Minutes.

6. Obituaries

CM/6/15.07 Obituaries (A02/0017)

MOTION / DECISION

Mover: Cr Goltsman
Seconder: Cr Kanak

Peter Hilton
Keith Gordon
Bryn Williams
Dawn (Christensen) Mould
Andrew (Andy) Polivis
Kevin Healey

That a letter of sympathy be forwarded to the families of the deceased named expressing the condolences of the Mayor, Councillors and staff in the bereavement they have experienced.

Council rose for a minute's silence as a mark of respect for the deceased and for the souls of people generally who have died in our Local Government area.

7. Reports

CM/7.1/15.07 Amendments to Operational Plan 2015/16 and Pricing Policy, Fees & Charges 2015/16 (A04/1776)

MOTION / DECISION

Mover: Cr Kay
Seconder: Cr Burrill

That Council:

1. Amends the minimum residential rate charge adopted as part of the Operational Plan 2015/16 on 16 June 2015, from \$580.55 to \$594.48.
2. Includes the Waverley LGA, Rate Code Map at Attachment 1 in the adopted Operational Plan 2015/16.
3. Notes the adjustments to the Pricing Policy, Fees & Charges 2015/16 to the correct current legislative fees, GST treatment and Pricing Policy principle's codes, identified in Table 1 of this report.
4. Notes that these amendments do not affect the 2015/16 Budget.
5. Notes the actions taken by the General Manager to provide public notice of the errors in the exhibited and adopted Operational Plan 2015/16.

Cr Kanak requested that it be recorded in the minutes that he voted against the Motion.

CM/7.2/15.07 Councillors' Fees – Local Government Remuneration Tribunal Determination for 2015–16 (A03/1343)

MOTION / DECISION

Mover: Cr Cusack
Seconder: Cr Clayton

That Council:

1. Receives and notes this report and the attached determination from the Local Government Remuneration Tribunal.
2. In accordance with the Local Government Remuneration Tribunal's determination, endorses the annual fees for the year 1 July 2015 to 30 June 2016 as follows:
 - (a) All Councillors (including the Mayor) – \$18,380.
 - (b) Mayor – \$40,090 in addition to the Councillor fee.
 - (c) Deputy Mayor – \$3,548 in addition to the Councillor fee, and that this amount be paid from the fees paid to the Mayor.

CM/7.3/15.07 Investment Portfolio Report – May 2015 (A03/2211)**MOTION / DECISION**

Mover: Cr Cusack
Seconded: Cr Burrill

That Council:

1. Receives the Investment Portfolio Report – May 2015.
2. Notes that all investments have been made in accordance with the requirements of section 625 of the Local Government Act 1993 and directions from the Minister for Local Government, including Ministerial Investment Orders and Council's Investment Policy.

CM/7.4/15.07 Bronte House – Draft Plan of Management (A02/0250-03)**MOTION / DECISION**

Mover: Cr Burrill
Seconded: Cr Cusack

That Council:

1. Approves the Draft Plan of Management for Bronte House (2015) for the purposes of public exhibition, including the following appendices:
 - (a) General guidelines for the maintenance of historic houses.
 - (b) The Land Deposited Plan 632454.
 - (c) Site maps of Bronte House and grounds.
 - (d) Condition and Dilapidation Report, Clive Lucas, Stapleton & Partners Pty Ltd (9 March 2015).
 - (e) Aboriginal site survey study, prepared in December 2014 by Dominic Steele Consulting Archaeology.
 - (f) Bronte House Conservation Management Plan 2014, prepared by Clive Lucas, Stapleton & Partners Pty Ltd.
 - (g) Bronte House Garden Report and Landscape Plan 2015, prepared by Place That Plant Pty Ltd.
2. Endorses the public exhibition of the draft plan in accordance with the required statutory period of 28 days, with a report to Council coming back after that date.

CM/7.5/15.07 Petition – Objecting to Development Application at 11–17 Bon Accord Avenue/2 Kenilworth Street, Bondi Junction (Central Synagogue) (DA-134/2015 and A13/0100-03)**MOTION / DECISION**

Mover: Cr Mouroukas
Seconded: Cr Kay

That the petition be received and noted and forwarded to the Executive Manager, Building Waverley.

P Stuart-Carberry addressed the meeting.

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

CM/7.6/15.07 Petition – Hall Street Parklet (A14/0584 and A13/0100-03)

MOTION / DECISION

Mover: Cr Kanak
Seconded: Cr Wakefield

That:

1. The petition be received and noted and forwarded to the Executive Manager, Shaping Waverley.
2. Council investigates further design changes to make the parklet more child-safe; for example, a higher barrier on the street side.

J Turner addressed the meeting.

8. Notices of Motion

CM/8.1/15.07 Planning Proposal – 105 Wellington Street, Bondi Beach (PP-5/2013/1)

Amended Notice of Motion submitted by Crs Betts and Clayton.

MOTION / UNANIMOUS DECISION

Mover: Cr Betts
Seconded: Cr Clayton

That Council:

1. Notes the announced Determination of the Planning proposal at close of business on Friday 10 July 2015.
2. Notes the original motion proposed that Council:
 - (a) Continues to encourage the Minister for Planning and the Secretary of the Planning Department to refuse the Planning Proposal for 105 Wellington Street.
 - (b) Pursues all options for the potential acquisition of the site through, but not limited to:
 - (i) A potential purchase of the property through private treaty and/or
 - (ii) Investigating the acquisition of the property through the compulsory acquisition provisions of *the Land Acquisition (Just Terms Compensation) Act 1991 (NSW)*.
3. Writes to the Minister for Planning and the Environment and the Secretary of the Department of Planning and Environment to express its deepest disappointment that the planning proposal to rezone 105 Wellington Street, Bondi Beach, from RE2 Private Recreation to R3 Medium Density Residential was approved on 10 July 2015 given that:

- (a) This rezoning of open space will result in the loss of important scarce community and recreation land in Waverley.
 - (b) The rezoning is not necessary as Waverley is already meeting its housing targets.
 - (c) 81% of the 583 public submissions made on the proposal opposed the rezoning.
- 4. Investigates all options for the potential acquisition of the site and pursues rezoning of the site from R3 Medium Density Residential to RE1 Public Recreation.
 - 5. Requests that Council officers prepare a briefing paper on the implications and issues associated with the acquisition and rezoning of the site, and for this paper to be discussed at a Councillor workshop to be held on 28 July 2015.
 - 6. Circulates the letter to the Minister for Planning from the Honourable Gabrielle Upton, Member for Vacluse, supporting Council's position, to Councillors, the Wentworth Courier, the Sydney Morning Herald and the Daily Telegraph.

9. Urgent Business

There were no items of Urgent Business.

10. Closed Session

CM/10/15.07 Closed Session (A02/0649)

Before the motion to close the meeting was put, the Chair provided an opportunity for members of the public to make representations as to whether this part of the meeting should be closed. No representations were received.

MOTION / DECISION

Mover: Cr Goltsman

Seconder: Cr Clayton

That:

- 1. Council moves into closed session to deal with the matters listed below, which are classified as confidential under the provisions of section 10A(2) of the *Local Government Act 1993* (NSW) for the reasons specified:

CM/10.1/15.07 CONFIDENTIAL REPORT – Supply of Multi-Function Poles – Evaluation of Tenders

This matter is considered to be confidential under section 10A(2)(c) of the *Local Government Act*, and Council is satisfied that discussion of this matter in an open meeting would, on balance, be contrary to the public interest as it deals with information that would, if disclosed, confer a commercial advantage on a person with whom Council is conducting (or proposes to conduct) business.

CM/10.2/15.07 CONFIDENTIAL REPORT – QED Tunnels – Reconstruction of Tunnel 3 and Filling of Tunnel 4

This matter is considered to be confidential under section 10A(2)(c) of the *Local Government Act*, and Council is satisfied that discussion of this matter in an open meeting would, on balance, be contrary to the public interest as it deals with information that would, if disclosed, confer a commercial advantage on a person with whom Council is conducting (or proposes to conduct) business.

CM/10.3/15.07 CONFIDENTIAL REPORT – Brisbane Street Square Streetscape Upgrade – Evaluation of Tenders

This matter is considered to be confidential under section 10A(2)(c) of the *Local Government Act*, and Council is satisfied that discussion of this matter in an open meeting would, on balance, be contrary to the public interest as it deals with information that would, if disclosed, confer a commercial advantage on a person with whom Council is conducting (or proposes to conduct) business.

CM/10.4/15.07 CONFIDENTIAL REPORT – Supply and Lay of Asphalt and Associated Services – Evaluation of Tenders

This matter is considered to be confidential under section 10A(2)(c) of the *Local Government Act*, and Council is satisfied that discussion of this matter in an open meeting would, on balance, be contrary to the public interest as it deals with information that would, if disclosed, confer a commercial advantage on a person with whom Council is conducting (or proposes to conduct) business.

CM/10.5/15.07 CONFIDENTIAL REPORT – Reclassification of Drainage Reserve – 2-4-6-8 Dickson Street, Bronte

This matter is considered to be confidential under section 10A(2)(c) of the *Local Government Act*, and Council is satisfied that discussion of this matter in an open meeting would, on balance, be contrary to the public interest as it deals with information that would, if disclosed, confer a commercial advantage on a person with whom Council is conducting (or proposes to conduct) business.

CM/10.6/15.07 CONFIDENTIAL REPORT – Easement – 252-254 Bronte Road, Waverley

This matter is considered to be confidential under section 10A(2)(c) of the *Local Government Act*, and Council is satisfied that discussion of this matter in an open meeting would, on balance, be contrary to the public interest as it deals with information that would, if disclosed, confer a commercial advantage on a person with whom Council is conducting (or proposes to conduct) business.

2. Pursuant to sections 10A(1), 10(2) and 10A(3) of the *Local Government Act*, the media and public be excluded from the meeting on the basis that the business to be considered is classified confidential under the provisions of section 10A(2) of the *Local Government Act*.

3. The correspondence and reports relevant to the subject business be withheld from the media and public as provided by section 11(2) of the *Local Government Act*.

Pursuant to section 10A(4) of the Act and clause 252 of the Local Government (General) Regulation, members of the public may make representations to the meeting immediately after the motion to close part of the meeting is moved and seconded, as to whether that part of the meeting should be closed.

At 7.25 pm, Council moved into closed session and resumed in open session at 7.52 pm.

CM/10.1/15.07 CONFIDENTIAL REPORT – Supply of Multi-Function Poles – Evaluation of Tenders (A15/0133)

Cr Kanak declared a less than significant non-pecuniary interest in this item, and informed the meeting that he might have approached one of the tenderers about reconciliation action plans.

MOTION / UNANIMOUS DECISION

Mover: Cr Burrill
Seconded: Cr Goltsman

That:

1. The report be treated as confidential in accordance with section 11(2) of the *Local Government Act 1993*, as it relates to a matter specified in section 10A(2) of the *Local Government Act 1993*.
2. Council endorses the recommendation to enter into contract with the preferred tenderer, Fyntrim Pty Ltd, for supply of Multi-Function Poles.
3. The successful and unsuccessful tenderers be notified of the decision.
4. The General Manager be authorised to do all things necessary to execute the contract.

CM/10.2/15.07 CONFIDENTIAL REPORT – QED Tunnels – Reconstruction of Tunnel 3 and Filling of Tunnel 4 (A14/0353)

MOTION / UNANIMOUS DECISION

Mover: Cr Clayton
Seconded: Cr Betts

That:

1. The report be treated as confidential in accordance with section 11(3) of the *Local Government Act 1993*, as it relates to a matter specified in section 10A(2) of the *Local Government Act 1993*.
2. Council endorses the recommendation to enter into contract with the preferred tenderer, Quality Management & Constructions Pty Ltd, for QED Tunnels – Reconstruction of Tunnel 3 and Filling of Tunnel 4.
3. The successful and unsuccessful tenderers be notified of the decision.

4. The General Manager be authorised to do all things necessary to execute the contract.

**CM/10.3/15.07 CONFIDENTIAL REPORT – Brisbane Street Square Streetscape Upgrade –
Evaluation of Tenders (A15/0233)**

MOTION / UNANIMOUS DECISION

Mover: Cr Burrill
Seconded: Cr Cusack

That:

1. The report be treated as confidential in accordance with section 11(2) of the *Local Government Act 1993*, as it relates to a matter specified in section 10A(2) of the *Local Government Act 1993*.
2. Council endorses the recommendation to enter into contract with the preferred tenderer, Glascott Landscape and Civil Pty Ltd, for the Brisbane Street Square Streetscape Upgrade.
3. The successful and unsuccessful tenderers be notified of the decision.
4. The General Manager be authorised to do all things necessary to execute the contract.

**CM/10.4/15.07 CONFIDENTIAL REPORT – Supply and Lay of Asphalt and Associated
Services – Evaluation of Tenders (A15/0255)**

MOTION / UNANIMOUS DECISION

Mover: Cr Goltsman
Seconded: Cr Mouroukas

That:

1. The report be treated as confidential in accordance with section 11(3) of the *Local Government Act 1993*, as it relates to a matter specified in section 10A(2) of the *Local Government Act 1993*.
2. Council endorses the recommendation to enter into a contract arrangement with Avijohn Contracting Pty Ltd and Downer EDI Pty Ltd for the Supply and Lay of Asphalt and Associated Services at various locations within Waverley LGA as per Attachment B.
3. The successful and unsuccessful tenderers be notified of the decision.
4. The General Manager be authorised to do all things necessary to execute the contract.

CM/10.5/15.07**CONFIDENTIAL REPORT – Reclassification of Drainage Reserve – 2-4-6-8
Dickson Street, Bronte (A13/0437)****MOTION**

Mover: Cr Mouroukas

Seconder: Cr Kay

That:

1. The report be treated as confidential in accordance with section 11(3) of the *Local Government Act 1993*, as it relates to a matter specified in section 10A(2) of the *Local Government Act 1993*.
2. Council approves the reclassification of a drainage reserve known as Lot 1 DP 1207222 located at the rear of 2-4-6 and 8 Dickson Street, Bronte, from Community Land to Operational Land.
3. Council notes that:
 - (a) As part of the reclassification process, a notice of public hearing into reclassification and exhibition will take place followed by an application to the Minister for Planning.
 - (b) If the reclassification to Operational Land is approved by the Minister for Planning, then fifty (50) year leases are entered into with the owners of 2-4-6 and 8 Dickson Street, Bronte, as approved by Council in July 2014.
4. The Mayor and General Manager be authorised to sign and execute the necessary documents.

AMENDMENT

Mover: Cr Kanak

Seconder: Cr Masselos

That the Motion be adopted subject to the addition of the following clause:

‘Council officers, as part of the public hearing process, approach the Lands Department and the Local Aboriginal Land Council to determine whether the land is subject to an unresolved claim.’

THE AMENDMENT WAS PUT AND DECLARED LOST.

Division**For the Amendment:** Crs Kanak, Masselos and Wakefield.**Against the Amendment:** Crs Betts, Burrill, Clayton, Cusack, Goltsman, Guttman-Jones, Kay and Mouroukas.

THE MOTION WAS THEN PUT AND DECLARED CARRIED.

DECISION: That the Motion be adopted.*Cr Kanak requested that it be recorded in the minutes that he voted against the Motion.*

**CM/10.6/15.07 CONFIDENTIAL REPORT – Easement – 252-254 Bronte Road, Waverley
(A14/0293)**

MOTION / UNANIMOUS DECISION

Mover: Cr Cusack

Seconder: Cr Burrill

That:

1. The report be treated as confidential in accordance with section 11(3) of the *Local Government Act 1993*, as it relates to a matter specified in section 10A(2) of the *Local Government Act 1993*.
2. Council approves a Section 88B Instrument for an easement at 252-254 Bronte Road, Waverley, on the terms and conditions contained in this report.
3. The Mayor and General Manager be authorised to complete negotiations, and to sign and execute documents where necessary.

11. Resuming in Open Session

CM/11/15.07 Resuming in Open Session (A02/0649)

MOTION / DECISION

Mover: Cr Goltsman

Seconder: Cr Mouroukas

That Council resumes in Open Session.

Resolutions from Closed Session made public

In accordance with clause 253 of the Local Government (General) Regulation 2005, when the meeting resumed in open session the Chair announced the resolutions made by Council, including the names of the movers and seconders, while the meeting was closed to members of the public and the media.

12. Meeting Closure

THE MEETING CLOSED AT 7.53 PM.

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SIGNED AND CONFIRMED
MAYOR
18 August 2015

Confirmation of Minutes CM/4.2/15.08



Subject: Extraordinary Council Meeting Minutes –
4 August 2015

Trim File No.: A08/1053

Author: Michael Simmons, Governance Officer

Director: Athanasios (Arthur) Kyron, General Manager

Recommendation:

That the minutes of the Extraordinary Council Meeting held on 4 August June 2015 be received and noted, and that such minutes be confirmed as a true record of the proceedings of that meeting.

1. Executive Summary

The minutes of this Extraordinary Meeting held on 4 August 2015 are submitted to Council for confirmation in accordance with section 375 of the *Local Government Act 1993* (NSW), which provides that Council must ensure that full and accurate minutes are kept of the proceedings of its meetings and be confirmed at a subsequent meeting.

2. Introduction/Background

In accordance with section 17.2(4) of Council's Code of Meeting Practice, the minutes of the Extraordinary Council Meeting held on 4 August 2015 have been issued subject to confirmation at a subsequent meeting.

2.1 Relevant Council Resolutions

There are no previous relevant Council resolutions on this matter.

3. Discussion

An Extraordinary Council Meeting on 4 August 2015 was held to discuss the above-listed Confidential Items.

4. Relationship to Waverley Together 3 & Delivery Program 2013-17

The relationship to *Waverley Together 3* and *Delivery Program 2013-17* is as follows:

Direction: G1 – Inspiring community leadership is achieved through decision-making processes that are open, transparent, corruption-resistant and based on sound integrated planning.

Strategy: G1a – Develop and maintain a framework of plans and policies that ensures open and transparent operations that facilitate equitable benefit sharing and progress towards sustainability.

Deliverable: Regular reporting to Council on progress with implementation of integrated corporate plans.

5. Financial impact statement/Timeframe/Consultation

Financial impact statements, timeframes and consultation are detailed within the individual reports attached to the agenda and where amended by the minutes.

6. Conclusion

Council is required to confirm the minutes of the Extraordinary Council Meeting held on 4 August 2015.

7. Attachments

1. Extraordinary Council Meeting Minutes – 4 August 2015.



**MINUTES OF THE EXTRAORDINARY MEETING OF WAVERLEY COUNCIL
HELD AT WAVERLEY COUNCIL CHAMBERS
ON TUESDAY 4 AUGUST 2015**

Present:

Councillor Sally Betts (Mayor) (Chair)	Hunter Ward
Councillor Joy Clayton	Bondi Ward
Councillor Dominic Wy Kanak	Bondi Ward
Councillor John Wakefield	Bondi Ward
Councillor Leon Goltsman	Hunter Ward
Councillor Miriam Guttman-Jones	Hunter Ward
Councillor Angela Burrill	Lawson Ward
Councillor Andrew Cusack	Lawson Ward
Councillor Paula Masselos	Lawson Ward
Councillor Tony Kay (Deputy Mayor)	Waverley Ward
Councillor Bill Mouroukas	Waverley Ward
Councillor Ingrid Strewe	Waverley Ward

Staff in attendance:

Arthur Kyron	General Manager, Waverley Corporate
Cathy Henderson	Director, Waverley Life
Peter Monks	Director, Waverley Futures
Mark Wood	Director, Waverley Renewal
Jane Worthy	Internal Ombudsman, Waverley Corporate

At the commencement of proceedings at 8.00 pm, those present were as listed above.

Opening Prayer and Acknowledgement of Local Indigenous Heritage

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

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

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

1. Apologies / Leave of Absence

There were no apologies.

2. Declarations of Pecuniary and Non-Pecuniary Interests

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

3. Addresses to Council by Members of the Public

There were no addresses by members of the public.

4. Closed Session

CM/4/15.08E Closed Session (A02/0649)

Before the motion to close the meeting was put, the Chair provided an opportunity for members of the public to make representations as to whether this part of the meeting should be closed and none were received.

MOTION / DECISION

Mover: Cr Burrill

Seconder: Cr Kay

That:

1. Council moves into closed session to deal with the matters listed below, which are classified as confidential under the provisions of section 10A(2) of the *Local Government Act 1993* (NSW) for the reasons specified:

CM/4.1/15.08E CONFIDENTIAL REPORT – Niblick Reserve – Potential Acquisition and Related Matters (A14/0493)

This matter is considered to be confidential under section 10A(2)(c) of the *Local Government Act*, and Council is satisfied that discussion of this matter in an open meeting would, on balance, be contrary to the public interest as

it deals with information that would, if disclosed, confer a commercial advantage on a person with whom Council is conducting (or proposes to conduct) business.

CM/4.2/15.08E CONFIDENTIAL REPORT – Tamarama Gully – Litigation & Potential Acquisition Update (A05/1644-02)

This matter is considered to be confidential under Section 10A(2)(c) and 10A(2)(g) of the *Local Government Act*, and the Council is satisfied that discussion of this matter in an open meeting would, on balance, be contrary to the public interest as it deals with information that would, if disclosed, confer a commercial advantage on a person with whom Council is conducting (or proposes to conduct) business, and contains advice concerning litigation, or advice that would otherwise be privileged from production in legal proceedings on the grounds of legal professional privilege.

2. Pursuant to sections 10A(1), 10(2) and 10A(3) of the *Local Government Act*, the media and public be excluded from the meeting on the basis that the business to be considered is classified confidential under the provisions of section 10A(2) of the *Local Government Act*.
3. The correspondence and reports relevant to the subject business be withheld from the media and public as provided by section 11(2) of the *Local Government Act*.

At 8.04pm Council moved into closed session.

Cr Kanak asked that his vote against the Motion be recorded in the minutes.

CM/4.1/15.08E CONFIDENTIAL REPORT – Niblick Reserve – Potential Acquisition and Related Matters (A14/0493)

MOTION / UNANIMOUS DECISION

Mover: Cr Betts
Seconder: Cr Goltsman

That

1. The report be treated as confidential in accordance with Section 11(3) of the *Local Government Act 1993*, as it relates to a matter specified in Section 10 A (2) of the *Local Government Act 1993*.
2. Council negotiate to purchase of Niblick Reserve (21-23 Niblick Street, North Bondi) from Sydney Water subject to the following conditions:
 - (a) Price paid to not exceed the valuation range as set out in the valuation attached to the confidential report; and
 - (b) The price is discounted to reflect the contamination of the site.
3. The Mayor and General Manager be authorised to complete the negotiation and acquisition process for Niblick Reserve, execute all necessary documents and affix the Council seal where necessary.

4. Council negotiate with Sydney Water to secure the future of Gilgandra Reserve, as recreational space, preferably through transfer of ownership, or in the event this cannot be negotiated, via a long term lease or licence at peppercorn rent.
5. The Mayor and General Manager be authorised to finalise negotiations on Gilgandra Reserve, execute all necessary documents and affix the Council seal where necessary.

CM/4.2/15.08E CONFIDENTIAL REPORT – Tamarama Gully – Litigation & Potential Acquisition Update (A05/1644-02)

MOTION (Withdrawn)

Mover: Cr Mouroukas
Seconder: Cr Kay

That:

1. The report be treated as confidential in accordance with section 11(3) of the *Local Government Act 1993*, as it relates to a matter specified in section 10A(2) of the *Local Government Act 1993*;
2. Council adopts the recommendations set out in Section 6 of this report.
3. Officers advise the representative of the Fletcher Estate.

MOTION / DECISION

Mover: Cr Mouroukas
Seconder: Cr Kay

The matter be deferred and a further report come to the September 2015 Council meeting.

5. Resuming in Open Session

CM/5/15.08E Resuming in Open Session (A02/0649)

MOTION / DECISION

Mover: Cr Goltsman
Seconder: Cr Betts

That Council resumes in Open Session.

Council resumed in Open Session at 9.24pm.

Resolutions from Closed Session made public

In accordance with Clause 253 of the Local Government (General) Regulation 2005, when the meeting resumed in open session the Chair announced the resolutions made by Council, including the names of the movers and seconders, while the meeting was closed to members of the public and the media.

6. Meeting Closure

THE MEETING CLOSED AT 9.25PM.

.....
SIGNED AND CONFIRMED
MAYOR
18 AUGUST 2015

Adoption of Minutes CM/4.3/15.08



Subject: Waverley Traffic Committee Meeting Minutes
– 23 July 2015

Trim File No.: A08/0077

Author: Michael Simmons, Governance Officer
Director: Athanasios (Arthur) Kyron, General Manager

Recommendation:

That Part 1 of the Minutes of the Waverley Traffic Committee Meeting held on 23 July 2015 be received and noted, and that the recommendations contained therein be adopted.

Save and except the following:

1. _____

1. Executive Summary

Part 1 of the Minutes of the Waverley Traffic Committee meeting held on 23 July 2015 is submitted to Council for adoption in accordance with section 18 of the Waverley Traffic Committee Charter.

Council has the opportunity to 'save and except' any of the matters listed in Part 1 of the minutes for further consideration in accordance with section 18.1 of the Waverley Traffic Committee Charter.

2. Introduction/Background

The Waverley Traffic Committee (WTC) is not a committee of Council. The WTC operates under delegation from the Roads and Maritime Services (RMS), an agency of the NSW Government. It is advisory only and has no decision-making powers.

The purpose of the WTC is to make recommendations and provide advice to Council on the technical aspects of proposals to regulate traffic on local roads in Waverley. The recommendations of the WTC must be adopted by Council before they can be implemented

2.1 Relevant Council Resolutions

There are no previous relevant Council resolutions on this matter.

3. Discussion

Not applicable.

4. Relationship to Waverley Together 3 & Delivery Program 2013-17

The relationship to *Waverley Together 3* and *Delivery Program 2013-17* is as follows:

Direction:	G1 – Inspiring community leadership is achieved through decision-making processes that are open, transparent, corruption-resistant and based on sound integrated planning.
Strategy:	G1a – Develop and maintain a framework of plans and policies that ensures open and transparent operations that facilitate equitable benefit sharing and progress towards sustainability.
Deliverable:	Regular reporting to Council on progress with implementation of integrated corporate plans.

5. Financial impact statement/Timeframe/Consultation

Financial impact statements, timeframes and consultation are detailed within the individual reports attached to the WTC meeting agenda.

6. Conclusion

It is recommended that Part 1 of the minutes of WTC meetings be submitted to Council for adoption.

7. Attachments

1. Waverley Traffic Committee Meeting Minutes – 23 July 2015.

**MINUTES OF THE WAVERLEY TRAFFIC
COMMITTEE MEETING HELD AT THE
WAVERLEY COUNCIL CHAMBERS ON
THURSDAY, 23 JULY 2015**



Voting Members Present:

Cr T Kay	Waverley Council (Chair)
Ms K Cullen	Roads and Maritime Services – Traffic Management (South)
Sgt L Barrett	NSW Police – Traffic Services, Eastern Suburbs Local Area Command
Mr J Morrison	Representing Gabrielle Upton, MP, Member for Vaucluse and also representing Bruce Notley-Smith, MP, Member for Coogee

Also Present:

Cr B Mouroukas	Waverley Council
Mr E Graham	State Transit Authority of NSW – Sydney Buses (Eastern Region)
Sgt N Rutgers	NSW Police – Traffic Services, Eastern Suburbs Local Area Command
Mr G Garnsey	Waverley Council – Manager, Transport and Development
Mr K Wells	Waverley Council – Traffic Engineer
Mr A Johnston	Waverley Council – Committee Secretary

At the commencement of proceedings at 10.07 am, those present were as listed above.

1. Apologies

There were no Apologies.

2. Declarations of Interest

There were no Declarations of Interest.

3. Adoption of Previous Minutes by Council – 25 June 2015

The recommendations contained in Part 1 – Matters Proposing that Council Exercise its Delegated Functions – of the Minutes of the Waverley Traffic Committee meeting held on 25 June 2015 were adopted by Council at its meeting on 21 July 2015 subject to the following amendment that Item TC.05/15.06 – Walter Street, Bondi Junction – Proposed Change to Parking Restrictions (A02/0637-02) be deferred for consideration of other timed parking restriction options.

Council Officer's Proposal: That the Committee receives and notes this information.

WTC RECOMMENDATION (UNANIMOUS SUPPORT): That the Council Officer's Proposal be adopted.

Voting members present for this item: Representative of the Member for Coogee also representing the Member for Vaucluse, NSW Police representative, RMS representative and Waverley Council

representative (Chair).

PART 1 – MATTERS PROPOSING THAT COUNCIL EXERCISE ITS DELEGATED FUNCTIONS

NOTE: The matters listed under this part of the Agenda propose that Council either does or does not exercise the traffic related functions delegated to it by the RMS. The recommendations made by the Committee under this part of the Agenda will be submitted to Council for adoption.

TC STATE ELECTORATE OF COOGEE

TC.01/15.07

Hewlett Street, Bronte – Temporary Road Closure (A02/0216)

Report dated 3 July 2015 from the Acting Executive Manager, Creating Waverley about an application for a temporary closure of Hewlett Street, Bronte to hold the biennial Bronte Public School Fair.

Council Officer's Proposal: That Council approves the temporary closure of Hewlett Street, Bronte in the section from Read Lane to the dead end on 18 October 2015 between 8am and 5pm in accordance with the previously approved Traffic Control Plan dated 12 August 2013 subject to the organisers:

- Obtaining Public Liability Insurance for the event,
- Obtaining NSW Police Force approval,
- Notifying the State Transit Authority, NSW Ambulance Service and NSW Fire & Rescue (Bondi, Woollahra & Randwick Fire Stations) seven (7) days prior to the event,
- Notifying local residents and businesses seven days prior to the event,
- Only use RMS-accredited Traffic Controllers, and
- Cover all costs associated with Traffic Control.
- Obtaining RMS approval of the submitted Transport Management Plan.
- Noting that this approval may be cancelled without notice and refund at the discretion of the Executive Manager, Creating Waverley or their representative.

WTC RECOMMENDATION (UNANIMOUS SUPPORT): That the Council Officer's Proposal be adopted.

Voting members present for this item: Representative of the Member for Coogee, NSW Police representative, RMS representative and Waverley Council representative (Chair).

TC.02/15.07

Chesterfield Lane, Bronte – Installation of No Stopping (A02/0637-02)

Report dated 6 July 2015 from the Acting Executive Manager, Creating Waverley about the installation of a "No Stopping" zone in Chesterfield Lane, Bronte.

Council Officer's Proposal: That Council installs 12m of 'No Stopping 5am – 9am Fridays' restrictions at the eastern end bend of Chesterfield Lane as shown in *Figure 2* of the report.

WTC RECOMMENDATION (UNANIMOUS SUPPORT): That the Council Officer's Proposal be adopted.

Voting members present for this item: Representative of the Member for Coogee, NSW Police representative, RMS representative and Waverley Council representative (Chair).

TV STATE ELECTORATE OF VAUCLUSE

TV.01/15.07

Peel Street, Dover Heights – Installation of Bus Zones (A02/225-02)

Report dated 7 July 2015 from the Acting Executive Manager, Creating Waverley about the installation of Bus Zones on Peel Street, Dover Heights

Council Officer's Proposal: That Council:

1. Installs a 32.5m long "Bus Zone" on the western side of Peel Street, Dover Heights, commencing 10m south of the intersection of Kobada Road and terminating 1m north of the driveway at No.23 Peel Street Dover Heights.
2. Installs a 24m long bus zone on the eastern side of Peel Street commencing 31.5m north of the intersection of George Street and terminating at its southern end at the existing yellow painted, No Stopping zone edge line.
3. Notifies the residents of 23, 25 and 27 Peel Street of the proposed bus zone signage to be installed on the western side of Peel Street and notifies the residents of 18 and 20 Peel Street of the proposed bus zone signage to be installed on the eastern side of the street.

WTC RECOMMENDATION (UNANIMOUS SUPPORT): That the Council Officer's Proposal be adopted.

Voting members present for this item: Representative of the Member for Vaucluse, NSW Police representative, RMS representative and Waverley Council representative (Chair).

TV.02/15.07

Wairoa Avenue at Campbell Parade, Bondi Beach – Adjustment to STOP intersection control (A04/0043-04)

Report dated 7 July 2015 from the Acting Executive Manager, Creating Waverley about an alteration to the 'STOP' intersection control at the intersection of Wairoa Avenue and Campbell Parade, Bondi Beach

Council Officer's Proposal: That Council:

1. Relocates the TF 'STOP' line on Wairoa Avenue to the kerb line Campbell Parade.
2. Relocates the existing STOP (R1-1) sign 2.8m south, to the new alignment
3. Installs a STOP (R1-1) Sign on the central traffic island at the intersection of Wairoa Avenue and Campbell Parade.

WTC RECOMMENDATION (UNANIMOUS SUPPORT): That the Council Officer's Proposal be

adopted.

Voting members present for this item: Representative of the Member for Vacluse, NSW Police representative, RMS representative and Waverley Council representative (Chair).

TV.03/15.07

Wellington Street and Ocean Street North, Bondi – Construction Zones (A03/2514-04)

Report dated 10 July 2015 from the Acting Executive Manager, Creating Waverley about a request for Construction/Works Zones in Wellington Street and Ocean Street North, Bondi.

Council Officer's Proposal: That Council:

1. Installs a 27m long, 'NO PARKING 7AM-5PM MON-FRI 8AM-3PM SAT COUNCIL AUTHORISED VEHICLES EXCEPTED' zone outside 18-22 Ocean Street North, Bondi, for a period of 13 weeks.
2. Installs a total of 62m of 'NO PARKING 7AM-5PM MON-FRI 8AM-3PM SAT COUNCIL AUTHORISED VEHICLES EXCEPTED' zone in three separate sections of roadway outside 30 Wellington Street, Bondi, for a period of 13 weeks.
3. Delegates Authority to the Executive Manager, Creating Waverley to extend the duration of the "Construction Zones" as necessary.

WTC RECOMMENDATION (UNANIMOUS SUPPORT): That Council:

1. Endorses the installation of the following construction zones subject to the developer providing Council with adequate documentation in support of the zones:
 - (a) A 27m long, 'NO PARKING 7AM-5PM MON-FRI 8AM-3PM SAT COUNCIL AUTHORISED VEHICLES EXCEPTED' zone outside 18-22 Ocean Street North, Bondi, for a period of 13 weeks.
 - (b) A total of 62m of 'NO PARKING 7AM-5PM MON-FRI 8AM-3PM SAT COUNCIL AUTHORISED VEHICLES EXCEPTED' zone in three separate sections of roadway outside 30 Wellington Street, Bondi, for a period of 13 weeks.
2. Subject to clause 1 above, delegates authority to the Executive Manager, Creating Waverley to extend the duration of the construction zones as necessary.
3. Subject to clause 1 above, delegates authority to the Executive Manager, Creating Waverley to reduce the length of the 44m long construction zone on Wellington Street from its northern end to increase on-street parking.

Voting members present for this item: Representative of the Member for Vacluse, NSW Police representative, RMS representative and Waverley Council representative (Chair).

Two developer representatives addressed the meeting.

TV.04/15.07

Oakley Road, North Bondi – ‘P DISABILITY ONLY’ ZONES (A02/0273-02)

Report dated 13 July 2015 from the Acting Executive Manager, Creating Waverley about the provision of ‘P DISABILITY ONLY’ zone in Oakley Road, North Bondi.

Council Officer’s Proposal: That Council installs 5.5 m of ‘P DISABILITY ONLY’ in Oakley Road, immediately west of the driveway to 85 Oakley Road, North Bondi subject to evidence of a current MPS card and vehicle registration being submitted to Council.

WTC RECOMMENDATION (UNANIMOUS SUPPORT): That the Council Officer’s Proposal be adopted.

Voting members present for this item: Representative of the Member for Vaucluse, NSW Police representative, RMS representative and Waverley Council representative (Chair).

TCV ELECTORATES OF COOGEE AND VAUCLUSE

TCV.01/15.07

Sculpture by the Sea 2015 Special Event – Transport Management Plan - Revised Report (A02/0216)

This revised report was tabled at the meeting and supersedes the report that was included on the agenda.

Report dated 22 July 2015 from the Executive Manager, Creating Waverley about the Traffic and Transportation Management for the annual Sculpture by the Sea Special Event.

Council Officer’s Proposal: That Council approves the traffic and transport arrangements for the Sculpture by the Sea 2015 Special Event as per the attached Transport Management Plan, subject to the following conditions:

- Council shall:
 - forward the Transport Management Plan to the RMS for TfNSW approval of the temporary closures and implementation of one-way movements,
 - undertake the Traffic Control for The Event, and
 - develop and implement a Communications Strategy, in conjunction with the Event Organiser, to notify the local residents of the above changes to traffic conditions.
- The Event Organiser shall:
 - provide an Event Management Plan to Council’s events team for approval at least 4 weeks prior to the event including Public Liability insurance for the event,
 - apply for crane permits,
- The Executive Manager, Creating Waverley and the Executive Manager, Customer First and their representative(s) are delegated authority to:
 - inspect the TMP,
 - audit the implementation of the TMP, and
 - cancel this approval, without notice or refund.

WTC RECOMMENDATION (UNANIMOUS SUPPORT): That Council approves the traffic and transport arrangements for the Sculpture by the Sea 2015 Special Event as per the Transport Management Plan attached to this report, subject to the following conditions and amendments marked in italics:

1. *The table on page 8 and the paragraph on page 9 of the Transport Management Plan be amended to show the one "No Parking Council Authorised Vehicles Excepted" zone in Marks Lane being time restricted 8AM – 6PM.*
2. Council shall:
 - (a) forward the Transport Management Plan to the RMS for TfNSW approval of the temporary closures and implementation of one-way movements,
 - (b) undertake the Traffic Control for The Event, and
 - (c) develop and implement a Communications Strategy, in conjunction with the Event Organiser, to notify the local residents, *the Bus and Coach Association, and NSW Schools* of the above changes to traffic conditions.
3. The Event Organiser shall:
 - (a) provide an Event Management Plan to Council's events team for approval at least 4 weeks prior to the event including Public Liability insurance for the event,
 - (b) apply for cranes permit.
4. The Executive Manager, Creating Waverley and the Executive Manager, Customer First and their representative(s) are delegated authority to:
 - (a) inspect the TMP,
 - (b) audit the implementation of the TMP, and
 - (c) cancel this approval, without notice or refund.

The representative of the State Transit Authority of NSW asked that it be noted in the minutes that the STA does not agree that Special Event Clearways will not be required in Bondi Road as stated in the Transport Management Plan.

Voting members present for this item: Representative of the Member for Vaucluse also representing the Member for Coogee, NSW Police representative, RMS representative and Waverley Council representative (Chair).

P Wadds addressed the Committee.

TL ITEMS WITHOUT NOTICE

TL.01/15.07

Fletcher Street, Tamarama – Installation of Roundabout (A03/0042-04)

Report dated 20 July 2015 from the Executive Manager, Creating Waverley regarding the public consultation results for the installation of a roundabout at the intersection of Fletcher Street / Sandridge Street / Alexander Street.

Council Officer's Proposal: That Council, having regarding to the number of objections received not proceed with the installation of a roundabout at the intersection of Fletcher Street/Sandridge Street/Alexander Street.

WTC RECOMMENDATION (UNANIMOUS SUPPORT): That the Council Officer's Proposal be adopted subject to it reading as follows:

"That Council, having regarding to the low response rate and number of objections received not proceed with the installation of a roundabout at the intersection of Fletcher Street/Sandridge Street/Alexander Street".

Voting members present for this item: Representative of the Member for Coogee, NSW Police representative, RMS representative and Waverley Council representative (Chair).

TL.02/15.07

Oakley Road, North Bondi – 'No Parking' Zone at driveway (A02/0637-02)

Report dated 21 July 2015 from the Acting Executive Manager, Creating Waverley about the installation of a 'No Parking' zone across the driveway at 59 Oakley Road, North Bondi.

Council Officer's Proposal: That:

1. Council installs 'No Parking' signs either side of the driveway to 59 Oakley Road, North Bondi.
2. The provision of the "No Parking" zone be reviewed on an annual basis.
3. The signs be removed when the resident of the property is no longer the holder of a valid mobility parking permit.

WTC RECOMMENDATION (UNANIMOUS SUPPORT): That the Council Officer's Proposal be adopted subject to clause 3 being amended to read "The signs be removed when the resident of the property is no longer the holder of a valid mobility parking permit or there is no vehicle registered to the address."

Voting members present for this item: Representative of the Member for Vaucluse, NSW Police representative, RMS representative and Waverley Council representative (Chair).

THE MEETING CLOSED AT 12.10PM

**SIGNED AND CONFIRMED
18 AUGUST 2015**

MAYOR

REPORT TO WAVERLEY TRAFFIC COMMITTEE

Sculpture by the Sea 2015 Special Event – Transport Management Plan (A02/0216)

Report dated 22 July 2015 from the Executive Manager, Creating Waverley about the Traffic and Transportation Management for the annual Sculpture by the Sea Special Event.

Council Officer's Proposal: That Council approves the traffic and transport arrangements for the Sculpture by the Sea 2015 Special Event as per the attached Transport Management Plan, subject to the following conditions:

- Council shall:
 - forward the Transport Management Plan to the RMS for TfNSW approval of the temporary closures and implementation of one-way movements,
 - undertake the Traffic Control for The Event, and
 - develop and implement a Communications Strategy, in conjunction with the Event Organiser, to notify the local residents of the above changes to traffic conditions.
- The Event Organiser shall:
 - provide an Event Management Plan to Council's events team for approval at least 4 weeks prior to the event including Public Liability insurance for the event,
 - apply for crane permits,
- The Executive Manager, Creating Waverley and the Executive Manager, Customer First and their representative(s) are delegated authority to:
 - inspect the TMP,
 - audit the implementation of the TMP, and
 - cancel this approval, without notice or refund.

Purpose of Report

The Sculpture by the Sea 2015 Special Event is planned to be held between Thursday, 22 October and Sunday, 8 November 2015. This report details the traffic management aspects of the event. Council will need to exercise its delegated functions to implement the proposal.

Introduction

Council's Creating Waverley Division has developed the attached Transport Management Plan (TMP) in consultation with the Event Organiser and Council's Outdoor and Flagship Events Team. In line with the 2014 event, Council will engage a contractor to implement the

REPORT TO WAVERLEY TRAFFIC COMMITTEE

TMP. The proposed changes from the 2014 event are:

- Wolaroi Crescent, Bayview Street, Ashley Street, Fletcher and Kenneth Street will be closed, 7.30am-6.30pm for the duration of the event with local resident access only,
- Ashley Street road closure will be controlled by a Traffic Controller on Saturdays and Sundays,
- Fletcher Street and Kenneth Street road closure will be controlled by a Traffic Controller between **Thursdays and Sundays,**
- Marks Lane will not be turned into a one way loop system from Fletcher into Marks Lane and Kenneth Street,
- Council will trial a closure of the following roads, with signs only, 7.30am-6.30pm for the duration of the event with local resident access only:
 - Silva Street, south of Fletcher Street, and
 - Carlisle Street, west of Dellview Street
- Council will make provision for a coach/charter bus drop off/pick facility on the eastern side of Campbell Parade between Notts Avenue and Sandridge Street for the duration of the event **as shown in Figure 1 attached to the report.**

The NSW Police Force has previously indicated that this is a Class 2 Special Event, with road closures, under the RMS's *Guide to Traffic and Transport Management for Special Events*. The Traffic Committee is required to make recommendations to Council regarding the traffic management aspects of the event, advising Council on conditions to set for the use of road space.

TfNSW will need to approve temporary closures and one-way movements and the Transport Management Plan will be forwarded to the RMS for their consideration. Once all approvals and conditions have been met, staff from the RMS and Council's Divisional Manager, Technical Services can sign the Traffic Management Plan to authorise implementation.

REPORT TO WAVERLEY TRAFFIC COMMITTEE

Technical Analysis

A copy of the Transport Management Plan has been attached.

Guidelines used:

- *Transport Administration Act 1988*
- *RMS's Delegation to Councils; Regulation of Traffic*
- *RMS's Signs Database*
- *RMS's Permit Parking*
- *[NSW] Road Rules 2008*
- *Australian Standard AS 1742.3*
- *RMS's Traffic Control at Work Sites*
- *RMS's Guide to Traffic and Transport Management for Special Events*

Financial Information for Council's Consideration

Sculpture by the Sea is funded through sponsorship, government grants, philanthropy donations, commission from the sale of sculptures, brochure sales and visitor donations. Council is a major sponsor and recognised as a "Significant Partner" of the event, through the services and funding provided, including the provision of:

- the venue at no charge,
- additional waste collections,
- parking facilities,
- park restoration,
- electricity,
- additional Ranger and Parks staff hours,
- other Council officer's time
- an annual community grant

All of these costs are absorbed by existing budgets of relevant Divisions, at the expense of competing demands.

It is intended that the cost of providing traffic control for The Event will be funded by Council from existing budgets. It is intended that the cost of providing traffic control for the bump-in and bump-out will be recovered from the Event Organiser.

Emily Scott

Acting Executive Manager, Creating Waverley

Author: Sam Samadian, Professional Engineer - Traffic

REPORT TO WAVERLEY TRAFFIC COMMITTEE

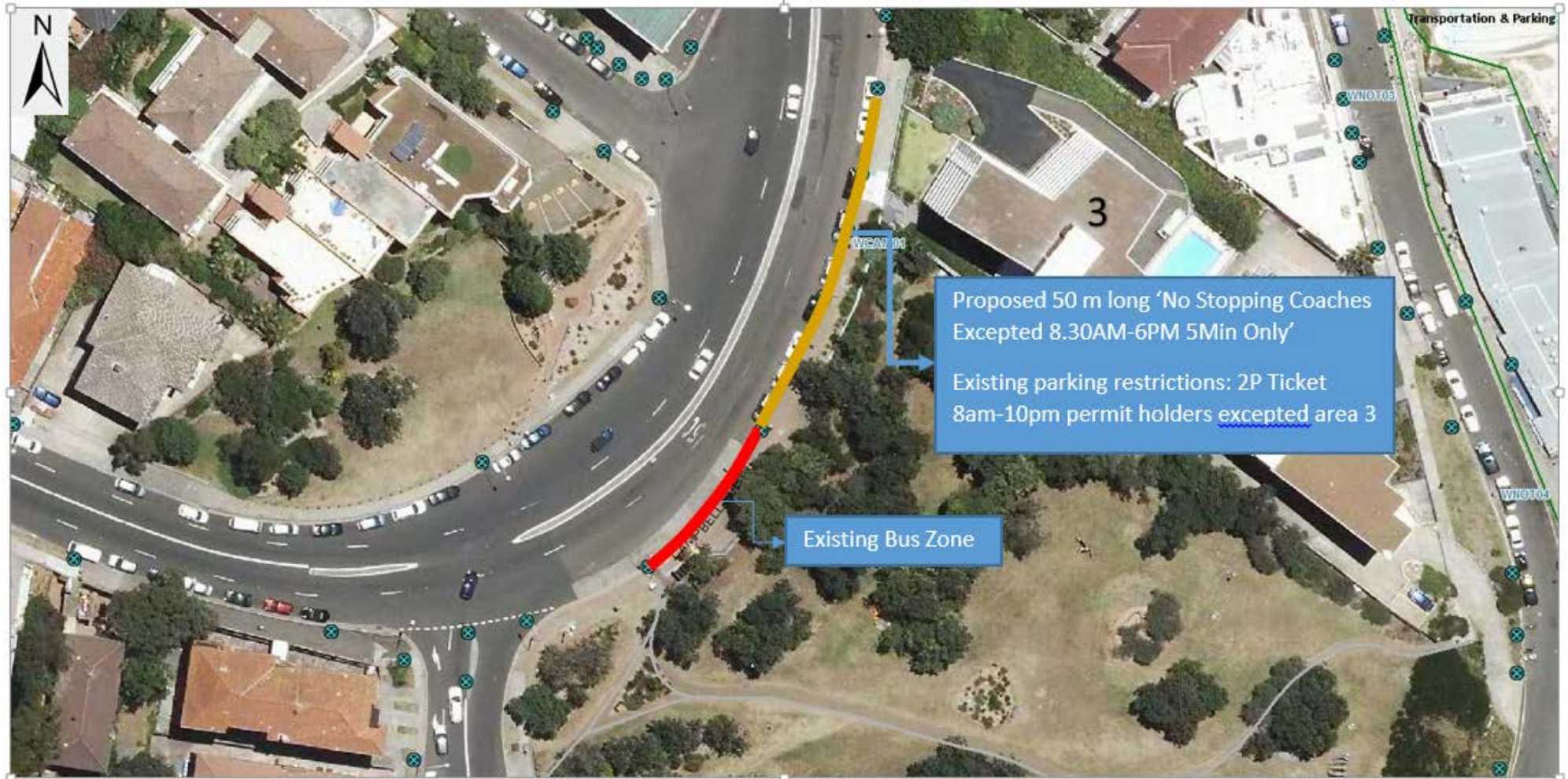


Figure 1 Aerial photograph of Campbell Parade, Bondi Beach

Sculpture by the Sea 2015

**Draft Transport Management Plan
Prepared by Creating Waverley
Waverley Council**

INTRODUCTION

This *Transport Management Plan (TMP)* has been prepared by Council's Professional Engineer, Mr Sam Samadian, for the Sculpture by the Sea event (The Event) to be held from 22 October to 8 November 2015. This outdoor sculpture exhibition is an annual event that displays artists' works to the general public.

This *TMP* will remain in Draft format, until it has been approved by Council. Any conditions placed on this *TMP* by Council will be incorporated in the Final version.

Waverley Council will engage a contractor to undertake the traffic management of The Event.

Objectives

The objectives of this *TMP* are to: comply with requirements of Occupational Health & Safety Act 2000, isolate the event from traffic, manage reduced capacity of road system, and minimise traffic impact on non-event community & emergency services.

Scope

This *TMP* covers the traffic and transport requirements of The Event, including:

Marks Park bump-in	12 October to 21 October 2015,
Tamarama Park bump-in	19 October to 21 October 2015,
Coastal Walk bump-in	14 October to 21 October 2015,
Sculpture by the Sea event	22 October to 8 November 2015,
Marks Park bump-out	9 November to 14 November 2015,
Tamarama Park bump-out	9 November to 14 November 2015, and
Coastal Walk bump-out	9 November to 14 November 2015.

Any extraordinary traffic management measures will need to be provided by The Event Organiser. This includes, but is not limited to, traffic control for crane lifts associated with the bump-in / bump-out periods. Additional approvals will be required.

ADMINISTRATION

Approvals

Waverley Traffic Committee

The Local Area Traffic Committee is required to make recommendations to Council regarding the traffic management aspects of The Event, advising Council on conditions to set for the use of road space.

Waverley Council

Council will consider the recommendations of the Traffic Committee and assess all other impacts on the surrounding environment before issuing a Schedule of Conditions. It is anticipated that this *TMP* and the committee's recommendations will be considered by Council at the same meeting that it considers all other aspects of The Event.

Separate approval is required from Council's Divisional Manager Technical Services for additional traffic control. The use of cranes will require additional permits.

Roads and Maritime Services of NSW

This is classified as a Type 2 Special Event, in accordance with the in accordance with the RMS's *Guide to Traffic and Transport Management for Special Events*.

The RMS will need to approve the temporary traffic changes. This *TMP*, together with the RMS's standard *TMP*, will be forwarded for their consideration. Once all approvals have been received and all conditions have been met, Council's Executive Manager, Creating Waverley can issue a signed copy of this *TMP* for implementation.

Special Event Clearways will not be required for this event.

Gazetted Speed Limits will not be changed for this event.

NSW Police Force

This *TMP* has been provided to the Eastern Suburbs Local Area Command, as part of the membership to the Local Area Traffic Committee.

The Event Organiser is required to obtain Police approval to hold the event.

Notification

Copies of the residents' notification letters and their distribution maps have been provided in *Appendix 1*. These will be distributed via a letter-box drop in the weeks

leading up to The Event, in consultation with Council's Communications Team and the Event Organiser.

Sydney Buses, Local Fire Brigades (Randwick, Woollahra & Bondi Fire Stations) and NSW Ambulance Service are to be notified with a copy of this *TMP* via fax before 1 October 2015.

TRUCK ACCESS AND EGRESS

The following information will be forwarded to The Event Organiser to instruct truck drivers for deliveries during the bump-in and bump-out periods.

Notts Avenue

Truck access to Notts Avenue will be via Syd Einfeld Drive, then Bondi Road, then Campbell Parade, then Notts Avenue. Trucks will enter Notts Avenue in a forward direction, turn around at the southern end of Notts Avenue and exit Notts Avenue in a forward direction. Truck egress from Notts Avenue will be via Notts Avenue, then Campbell Parade, then Bondi Road, and then Syd Einfeld Drive.

Marks Park

Truck access to Marks Park will be via Syd Einfeld Drive, then Bondi Road, then Denham Street, then Fletcher Street, then Alexander Street, and then Kenneth Street. Trucks will enter Marks Park in a forward direction, turn around in Marks Park and exit Marks Park in a forward direction. Truck egress from Marks Park will be via, Kenneth Street, then Alexander Street, then Fletcher Street, then Denham Street, then Bondi Road, then Syd Einfeld Drive.

Pacific Avenue

Truck access to Pacific Avenue will be via Syd Einfeld Drive, then Bondi Road, then Denham Street, then Fletcher Street, then Alexander Street, then Gaerloch Avenue, then Dellview Street, then Pacific Avenue. Trucks will parallel park on the southern side of Pacific Avenue, in the direction of travel. Truck egress from Pacific Avenue will be via Pacific Avenue, then Tamarama Marine Drive, then Hewlett Street, then Alfred Street, then Birrell Street, then Bennett Street, then Bondi Road, then Syd Einfeld Drive.

Tamarama Park

Truck Access to Tamarama Park will be via Syd Einfeld Drive, then Bondi Road, then Council Street, then Birrell Street, then Alfred Street, then Hewlett Street, then and then Tamarama Marine Drive. Trucks will enter Tamarama Park in a forward direction, turn around in Tamarama Park and exit Tamarama Park in a forward direction. Truck egress from Tamarama Park will be via Tamarama Marine Drive,

then Hewlett Street, then Alfred Street, then Birrell Street, then Bennett Street, then Bondi Road, then Syd Einfeld Drive.

TRAFFIC CONTROL

Traffic Control – Bump-In

Tamarama Park

RMS-accredited Traffic Controllers will control traffic in Tamarama Marine Drive and Pacific Avenue, for trucks to cross Tamarama Marine Drive, between Tamarama Park (gully) and Tamarama Park (beach), during the following periods:

TBA.

Extraordinary Traffic Control

Any additional traffic control will need to be provided by The Event Organiser and this will require separate permits and approval by the Executive Manager Creating Waverley. This includes, but is not limited to, traffic control for crane lifts.

Traffic Control – During The Event

Notts Avenue Road Closure

Notts Avenue will be closed to motor vehicles to provide safe operating space for spectators during the following periods:

7.30am to 6.30pm:

Thursday, 22 October to Sunday, 8 November 2015.

This closure will be operated by a RMS-accredited Traffic Controller. Access will remain open for pedestrians, local residents, Bondi Icebergs patrons, taxis, emergency vehicles and a select number of Sculpture by the Sea vehicles at all times.

Residents of Notts Avenue will be given the opportunity to apply for a conspicuous “Special Event Permit” that can be adhered to the front of their vehicles’ windshields, so they can easily be identified by the Traffic Controllers.

Fletcher Street, Kenneth Street and Marks Lane Road Closures

Fletcher Street, Kenneth Street and Marks Lane will be closed to motor vehicles to minimise the impact of additional parking demand during the following periods:

7.30am to 6.30pm:

Thursday, 22 October to Sunday, 8 November 2015.

These closures will be operated by RMS-accredited Traffic Controllers only during the following periods:

7.30am to 6.30pm:

Thursday, 22 October to Sunday, 25 October 2015,

Thursday, 29 October to Sunday, 1 November 2015, and

Thursday, 5 November to Sunday, 8 November 2015.

Outside the above periods access will remain open for pedestrians, local residents, emergency vehicles and a select number of Sculpture by the Sea vehicles at all times.

Residents of Fletcher Street and Kenneth Street will be given the opportunity to apply for a conspicuous “Special Event Permit” that can be adhered to the front of their vehicles’ windshields, so they can easily be identified by the Traffic Controllers.

Ashley Street, Bayview Street and Wolaroi Crescent Road Closures

Ashley Street, Bayview Street and Wolaroi Crescent Road will be closed to motor vehicles to minimise the impact of additional parking demand during the following periods:

7.30am to 6.30pm:

Thursday, 22 October to Sunday, 8 November 2015.

Ashley Street closure will be operated by RMS-accredited Traffic Controllers only during the following periods:

7.30am to 6.30pm:

Saturday, 24 October to Sunday, 25 October 2015,

Saturday 31 October to Sunday, 1 November 2015, and

Saturday, 7 November to Sunday, 8 November 2015.

Ashley Street outside the above periods and other road closures will NOT be operated by any Traffic Controllers and will only have signs and barricades in place to prevent unauthorised access. Local residents and emergency vehicles will be able to drive around the barricades.

Silva Street, Carlisle Street Trial Road Closures

Silva Street and Carlisle Street will be closed to motor vehicles, as a trial in 2015, to minimise the impact of additional parking demand during the following periods:

7.30am to 6.30pm:

Thursday, 22 October to Sunday, 8 November 2015.

These closures will NOT be operated by any Traffic Controllers and will only have signs and barricades in place to prevent unauthorised access. Local residents and emergency vehicles will be able to drive around the barricades. The trial will be reviewed at the end of The Event.

Gaerloch Avenue and Dellview Street One-Way Couplet

Gaerloch Avenue will be signposted one-way southbound and Dellview Street will be signposted one-way northbound to minimise the impact of additional congestion and improve flow for public transport services during the following period:

10am Thursday, 22 October to 10am, Sunday 9 November 2015

The one-way signs will be installed by Council's Clean and Attractive Division. These signs will remain covered until the one-way begins to operate at 10am on Thursday, 22 October 2015, when they will be unveiled by RMS-accredited Traffic Controllers.

RMS-accredited Traffic Controllers will install water-filled barriers in Dellview Street, at Gaerloch Avenue, and Fletcher Street, at Dellview Street, to create partial road closures and reinforce the one-way operation. Additional water-filled barriers will be installed to help prevent illegal parking and improve flow for public transport services in the 'No Stopping' zones located in:

Gaerloch Avenue, on the inside of the bend at 22 Gaerloch Avenue,
Dellview Street, on the inside of the bend at 28 Dellview Street, and
Dellview Street, on the inside of the bend at 17 Dellview Street.

RMS-accredited Traffic Controllers will be located in Gaerloch Avenue, at Dellview Street, and in Dellview Street, at Fletcher Street, during the following periods:

10am to 6.30pm:

Thursday, 22 October 2015,

7.30am to 6.30pm:

Friday, 23 October to Sunday, 25 October 2015,

Saturday 31 October to Sunday, 1 November 2015, and

Saturday, 7 November to Sunday, 8 November 2015.

Mirimar Avenue and Thompson Street One Way

Mirimar Avenue will be signposted one-way northbound and Thompson Street will be signposted one-way westbound to minimise the impact of additional congestion,

experienced on the busier weekend periods, and improve flow during the following period:

9am Thursday, 22 October to 10am Sunday 9 November 2015

The one-way signs will be installed by Council's Clean and Attractive Division. These signs will remain covered until the one-way begins to operate at 9am on Thursday, 22 October 2015, when they will be unveiled by RMS-accredited Traffic Controllers.

RMS-accredited Traffic Controllers will install water-filled barriers in Darling Street, at Ashley Street, to create a partial road closure and reinforce the one-way operation. Additional water-filled barriers will be installed to help prevent illegal parking and improve flow for public transport services in the 'No Stopping' zones located in:

Mirimar Avenue, at Thompson Street.

An RMS-accredited Traffic Controller will be located in Darling Street, at Ashley Street, during the following periods:

7.30am to 6.30pm:

Saturday, 24 October to Sunday, 25 October 2015,

Saturday 31 October to Sunday, 1 November 2015, and

Saturday, 7 November to Sunday, 8 November 2015.

Traffic Control – Bump-Out

Tamarama Park

RMS-accredited Traffic Controllers will control traffic in Tamarama Marine Drive and Pacific Avenue, for trucks to cross Tamarama Marine Drive, between Tamarama Park (gully) and Tamarama Park (beach), during the following periods:

10am to 6pm on Monday 9 November 2015.

Extraordinary Traffic Control

Any additional traffic control will need to be provided by The Event Organiser and this will require separate permits and approval by the Divisional Manager Technical Services. This includes, but is not limited to, traffic control for crane lifts.

Traffic Control Plans

Traffic Control Plans will be prepared, in accordance with Australian Standard *AS1742.3 MUTCD: Part 3 – Traffic Control at Work Sites* and the RMS's *Traffic Control at Work Sites* manual, by Council officers once Council has approved this *TMP*.

Council will engage a contractor to implement the Traffic Control Plans in the manner outlined in *Appendix 3*.

PARKING

In total Council's Customer First Division will be providing the Event Organiser with a combined total of 592 parking permits over the exhibition period, in order to provide parking for The Event Organiser and their:

Staff,
Volunteers,
VIPs,
Participants (artists), and
Media Personnel.

Extra vehicles that require parking will need to utilise the existing on-street parking in the area. Any vehicle parked in Council's reserves without a permit and/or contrary to the [NSW] *Road Rules 2008* will be infringed by Council's Parking Services Division.

	Bump-in period 12-21 October	Exhibition Period 22Oct – 8 Nov	Bump out period 9 Nov -14 Nov
Marks Park	20 transferable permits	5 transferable permits	20 transferable permits
Marks Lane		1 "No Parking Council Authorised Vehicles Excepted" zone	
Tamarama Park/Gully	20 spaces provided. 20 transferable daily passes	20 transferable daily permits	20 spaces provided. 20 transferable daily passes
Tamarama Marine Drive		2 'No Parking 10am-5pm Council Authorised Vehicles Excepted" zones -weekends only	
Notts Ave/Hunter Park turning circle	1 transferable permit – Permit Holders excepted zone	2 'No Parking 10am-5pm Council Authorised Vehicles Excepted" zones for Hyundai courtesy vehicles - weekends only	1 transferable permit – Permit Holders excepted zone
Notts Ave	n/a	5 transferable permits for Hyundai courtesy vehicles -weekends only -	n/a
Notts Avenue, Fletcher St, Kenneth St, Marks Lane	n/a	10 transferable daily permits	n/a

Parking – Bump-In

Marks Park Bump-In

20 transferable permits will be provided to The Event Organiser for the use by Staff, Volunteers and Participants (artists) to park in Marks Park from 12 October to 21 October 2015.

Tamarama Park Bump-In

20 spaces will be provided in Tamarama Park (Gully) for the use by Participants (artists) whilst installing works from 19 October to 21 October 2015. 20 transferable, day-only parking permits will be provided to the Event Organiser to distribute each day, requiring 60 permits in total.

Hunter Park Bump-In

1 transferable permit will be provided to the Event Organiser for the use by Staff and Volunteers, whilst delivering brochures and supplies, to park in the existing 'Permit Holders Excepted' zones in Notts Avenue from 14 October to 21 October 2015.

Parking – During The Event

Notts Avenue, Fletcher Street, Kenneth Street & Marks Lane

10 transferable day-only parking permits will be provided for use by The Event Organiser's VIPs, Media Personnel and Staff to park in the existing 'Permit Holders Excepted' zones in Notts Avenue, Marks Lane, Kenneth Street and Fletcher Street from 22 October to 8 November 2015. This will require 180 permits in total.

One spaces of 'No Parking Council Authorised Vehicles Excepted' will be installed on the eastern side of Marks Lane for this use.

Courtesy Cars

5 transferable permits will be provided for Courtesy Cars to park in the existing 'Permit Holders Excepted' zones in Notts Avenue and the 'No Parking Sat-Sun Council Authorised Vehicles Excepted' zone Tamarama Marine Drive, between 10am and 5pm, from:

Saturday, 24 October to Sunday, 25 October 2015,

Saturday 31 October to Sunday, 1 November 2015, and

Saturday, 7 November to Sunday, 8 November 2015.

This will require 15 permits in total.

Two spaces of 'No Parking 10am-5pm Council Authorised Vehicles Excepted' will be installed on the eastern side of Tamarama Marine Drive and Notts Avenue, to be used by the Courtesy Cars.

Marks Park

5 transferable permits will be provided for The Event Organisers to park in Marks Park from 22 October to 8 November 2015.

Tamarama Park

20 spaces will be provided in Tamarama Park (Gully) for use by The Event Organiser's Volunteers and Media Personnel from 22 October to 8 November 2015. 20 transferable, day-only parking permits will be provided to the Event Organiser to distribute each day, requiring 360 permits in total.

Parking – Bump-Out

Marks Park Bump-Out

20 transferable permits will be provided to The Event Organiser for the use by Staff, Volunteers and Participants (artists) to park in Marks Park from 9 November to 14 November 2015.

Tamarama Park Bump-Out

20 spaces will be provided in Tamarama Park (Gully) for the use by Participants (artists) whilst installing works from 9 November to 14 November 2015. 20 transferable, day-only parking permits will be provided to the Event Organiser to distribute each day, requiring 120 permits in total.

Hunter Park Bump-Out

1 transferable permit will be provided to the Event Organiser for the use by Staff and Volunteers, whilst delivering brochures and supplies, to park in the existing 'Permit Holders Excepted' zones in Notts Avenue from 9 November to 14 November 2015.

SPECTATORS

It is estimated that up to 500,000 spectators will attend The Event over the period from 22 October to 8 November 2015. While a significant number of these are expected on weekends, a large number of tour groups are expected during weekdays.

No special arrangements will be made for spectators travel to and from The Event and they will be expected to make their own travel arrangements. It is anticipated that on-street parking will be difficult, especially on weekends.

Public Transport

Public Transport will be heavily promoted in the lead up and during The Event, through:

Council's website **www.waverley.nsw.gov.au**,

Sculpture by the Sea website **www.sculpturebythesea.com**, and

Transport for NSW *Live Traffic* website **www.livetraffic.com**, and mobile applications.

The area is well serviced by public transport, with the 333, 360, 361, 378, 380, 381, 382 and Beach Runner bus routes running past/through the area.

Courtesy Cars

It is understood that Hyundai will be supplying the Event Organiser with four complimentary vehicles to be used to shuttle Spectators between Notts Avenue and Tamarama Park, at the discretion of the Event Organiser.

Bus/ Coach Parking

The Event Organiser will provide bus tour groups with the maps shown in *Appendix 2 except where deleted*.

Emergencies

First Aid

Details of First Aid facilities to be provided for the event, eg St Johns volunteers, to be advised.

Emergency Vehicle Access

A minimum of three (3) metres clear path will be provided thought the affected roads to provide access for emergency vehicles.

Emergency Contacts

The following individuals will be available to co-ordinate any emergencies, should they arise, for the duration of the event:

Table 2 Emergency contacts:

Name	Organisation	Telephone Number
Site Supervisor	[Traffic Control Company]	TBA
TBA	[Traffic Control Company]	TBA
Parking Patrol Officer	Waverley Council	0414 369 801
Parking Patrol Officer	Waverley Council	0414 369 802
David Hanley	Sculpture by the Sea	TBA
Jodie Walker	Waverley Council	TBA
Sam Samadian	Waverley Council	TBA

Appendix 1

Notification Letters



IMPORTANT INFORMATION FOR BONDI AND TAMARAMA RESIDENTS

Local access, road closures and parking restrictions during Sculpture by the Sea, Thu 22 October – Sun 8 November 2015

Each spring, for the past 18 years, Waverley's magnificent coastline from Bondi to Tamarama becomes a show-stopping outdoor art gallery. The combination of man-made sculptures and nature's sculpture of our landscape is simply magnificent.

An estimated 500,000 people are expected to attend this year's Sculpture by the Sea over the event period, with a significant number of these visitors coming on weekends.

To minimise the impact on local residents, there will be restricted access zones. Information is provided overleaf about local access, one way traffic changes and road closures.

Special permits for parking in the streets that are closed to commuter traffic are being organised for residents living in those streets. An application will be sent to those residents shortly with instructions on how Council is making access to your street easier for you.

In addition to traffic changes, all event publicity is promoting public transport and walking routes as a means of getting to and from the event in a hope to minimise traffic to the area and parking issues. If you have friends or family coming to the event, please suggest they leave their cars at home and catch public transport.

If you need to speak to someone throughout the event about a parking issue, contact Council's Customer Service Centre between 8.30am–5pm, Monday – Friday, on **9369 8000**. Outside these hours call the Parking Patrol Officers on **0414 369 801** or **0414 369 802**.

If you would like more information about the event, visit www.sculpturebythesea.com or call **8399 0233**.

~~We would like to invite you to an exclusive evening amongst the sculptures in Marks Park at our Residents Nights during Sculpture by the Sea. There are two dates to choose from:~~

- ~~—— Friday, 31 October at the 'Sculpture Inside' marquee, 5.45pm – 7.15pm; or~~
- ~~—— Tuesday, 4 November at our 'Sunset Bar' (middle of Marks Park), 5.45pm – 7.15pm.~~

~~Places are limited and RSVPs are essential. RSVP with your preferred date to lucy@sculpturebythesea.com by Friday, 24 October to confirm your attendance.~~

~~Complimentary drinks will be served as well as Japanese cuisine courtesy of PaperPlanes Bondi. PaperPlanes Bondi is pleased to be sponsoring our annual Residents Nights and will also be offering a complimentary cocktail when dining at PaperPlanes by quoting 'Sculpture by the Sea' upon reservation.~~

We appreciate and thank you for your patience during the event period, as we recognise it is a disruption to some local residents. We will do what we can to minimise the impacts for you. Kind regards

Sally Betts
Mayor of Waverley

David Handley
Sculpture by the Sea Founding Director



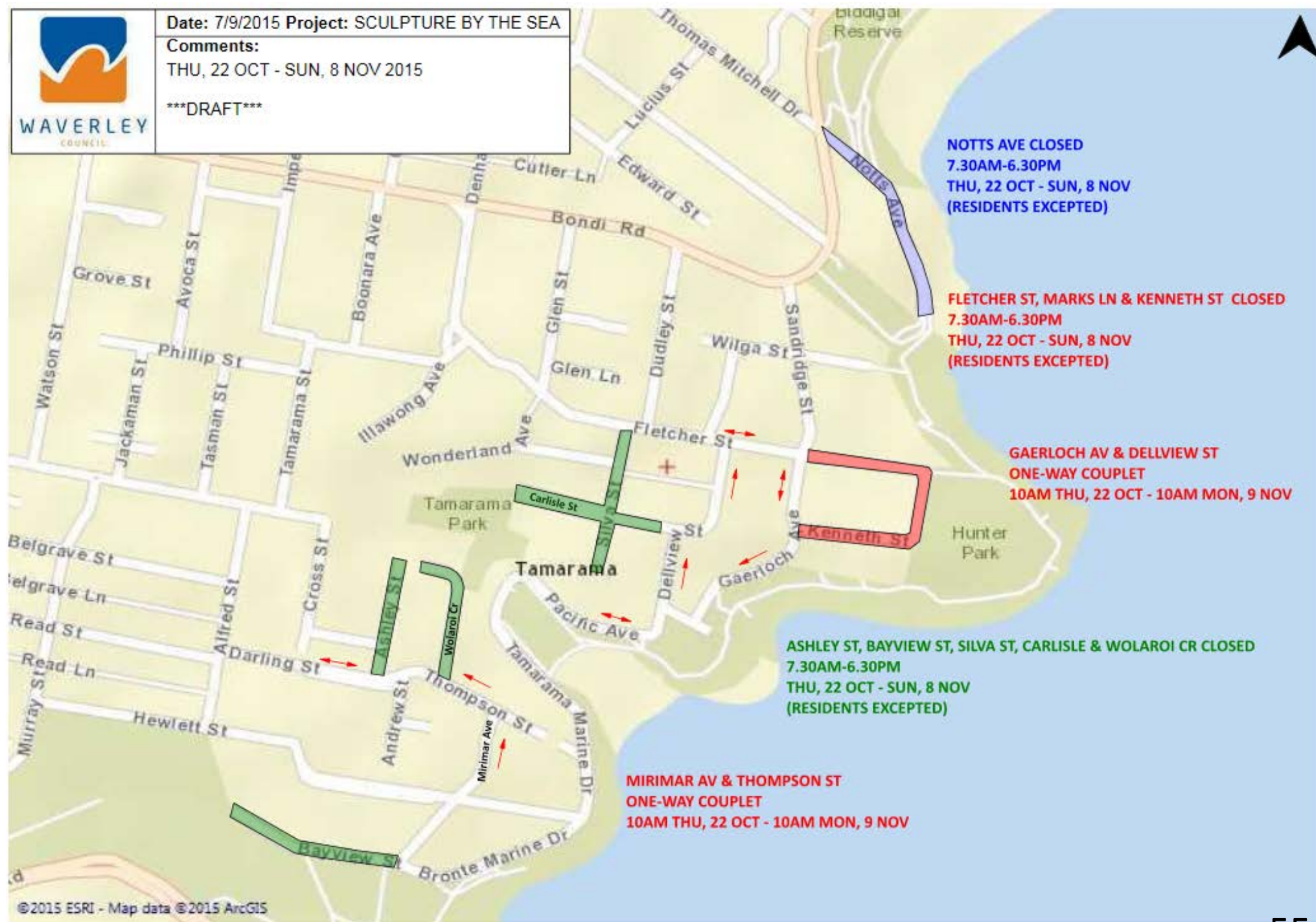
WAVERLEY
COUNCIL

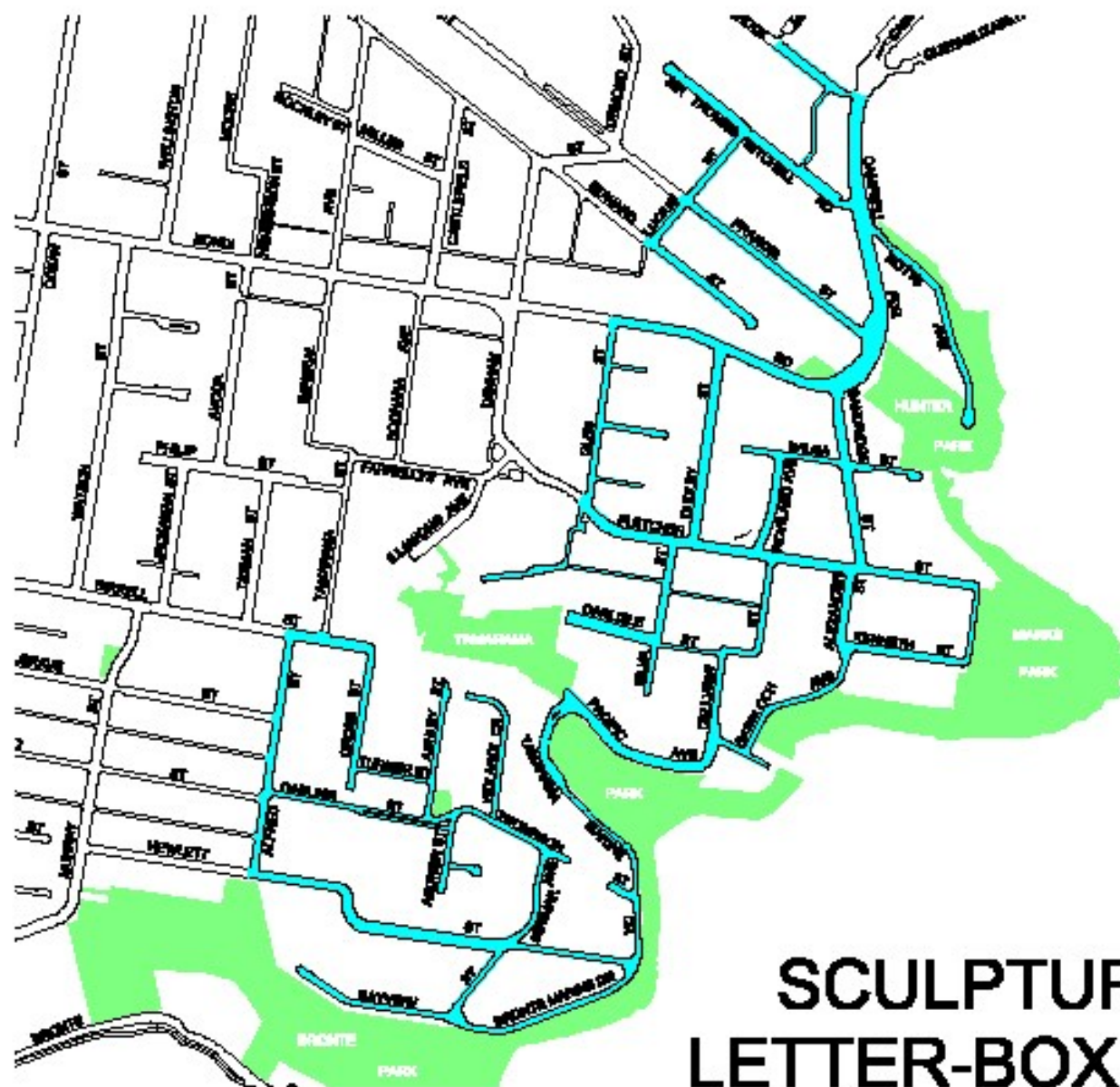
Date: 7/9/2015 Project: SCULPTURE BY THE SEA

Comments:

THU, 22 OCT - SUN, 8 NOV 2015

DRAFT





1 October 2015

Dear Resident,

Parking during the Sculpture by the Sea Exhibition

As you are aware, **Sculpture by the Sea** will run from **Thursday, 22 October to Sunday, 8 November 2015**.

For the duration of the exhibition, Gaerloch Avenue, Dellview Street, Thompson Street and Mirimar Avenue will be temporarily made one way, as shown on the attached map.

You are reminded that under the [NSW] *Road Rules* 2008, vehicles will need to be parked in the direction of travel:

208 Parallel parking on a road (except in a median strip parking area)

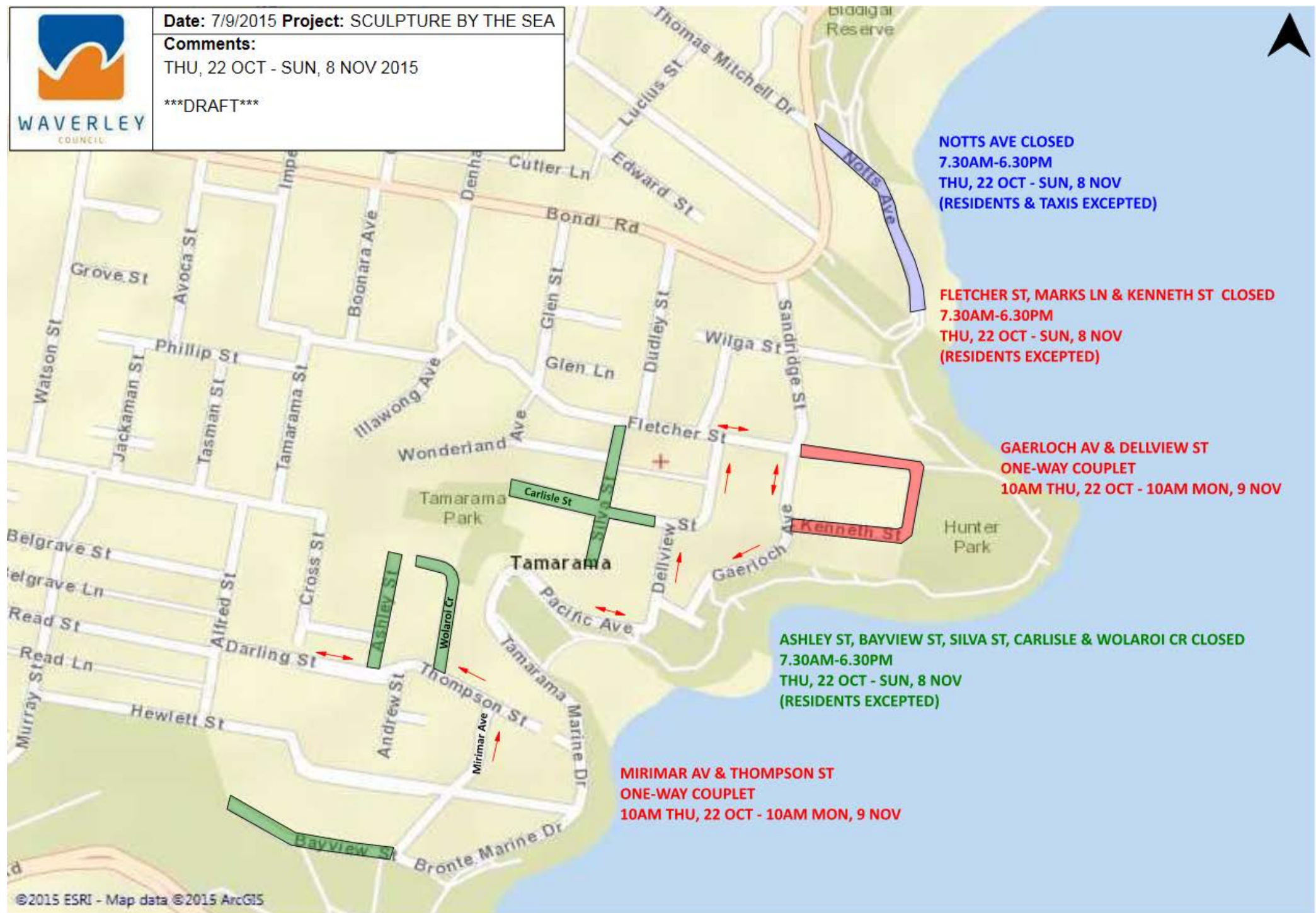
- (2) The driver must position the vehicle to face:
 - (a) in the direction of travel of vehicles in the marked lane or line of traffic on, or next to, the part of the road where the driver parks, or
 - (b) if there is no traffic on, or next to, that part of the road—in the direction in which vehicles could lawfully travel on that part of the road.
- (4) If the road is a one-way road, the driver must position the vehicle parallel, and as near as practicable, to the far left or far right side of the road, unless otherwise indicated by information on or with a parking control sign.

The area will be monitored by Council's Parking Officers and vehicles parked contrary to the [NSW] *Road Rules* 2008 will be infringed.

Should you require any further information please call us on **9369 8000**, or email us at **parkingadmin@waverley.nsw.gov.au**.

Yours faithfully

~~Sam Samadian~~
Professional Engineer – Traffic



Distribution Map

TBA

Our ref: A02/0216

1 October 2015

Dear Resident,

Parking during the Sculpture by the Sea Exhibition

As you are aware, **Sculpture by the Sea** will run from **Thursday, 22 October to Sunday, 8 November 2015**.

For the duration of the exhibition, Notts Avenue, Fletcher Street (east of Alexander Street), Kenneth Lane (east of Alexander Street) and Marks Lane will have road closure restrictions, as shown on the attached map. These road closures will be staffed by RMS-accredited traffic controllers to ensure that access is only granted to residents, emergency vehicles and other authorised vehicles when required.

To facilitate faster and easier access to these streets Waverley Council is offering you a yellow '**SPECIAL EVENT PERMIT**' that you can adhere to the front of your windscreen so that it can easily be seen by the traffic controllers. In order for us to send you the 'Special Event Permit' we need you to fill out the attached form and return it to us. This can be done by:

email to: **parkingadmin@waverley.nsw.gov.au**, or mail to: **Waverley Council,
Parking Services PO Box 9 Bondi Junction NSW 1355**

Should you require any further information please call us on **9369 8000**, or email us at **parkingadmin@waverley.nsw.gov.au**.

Yours faithfully

~~Colin Handsaker~~
Parking Operations Manager



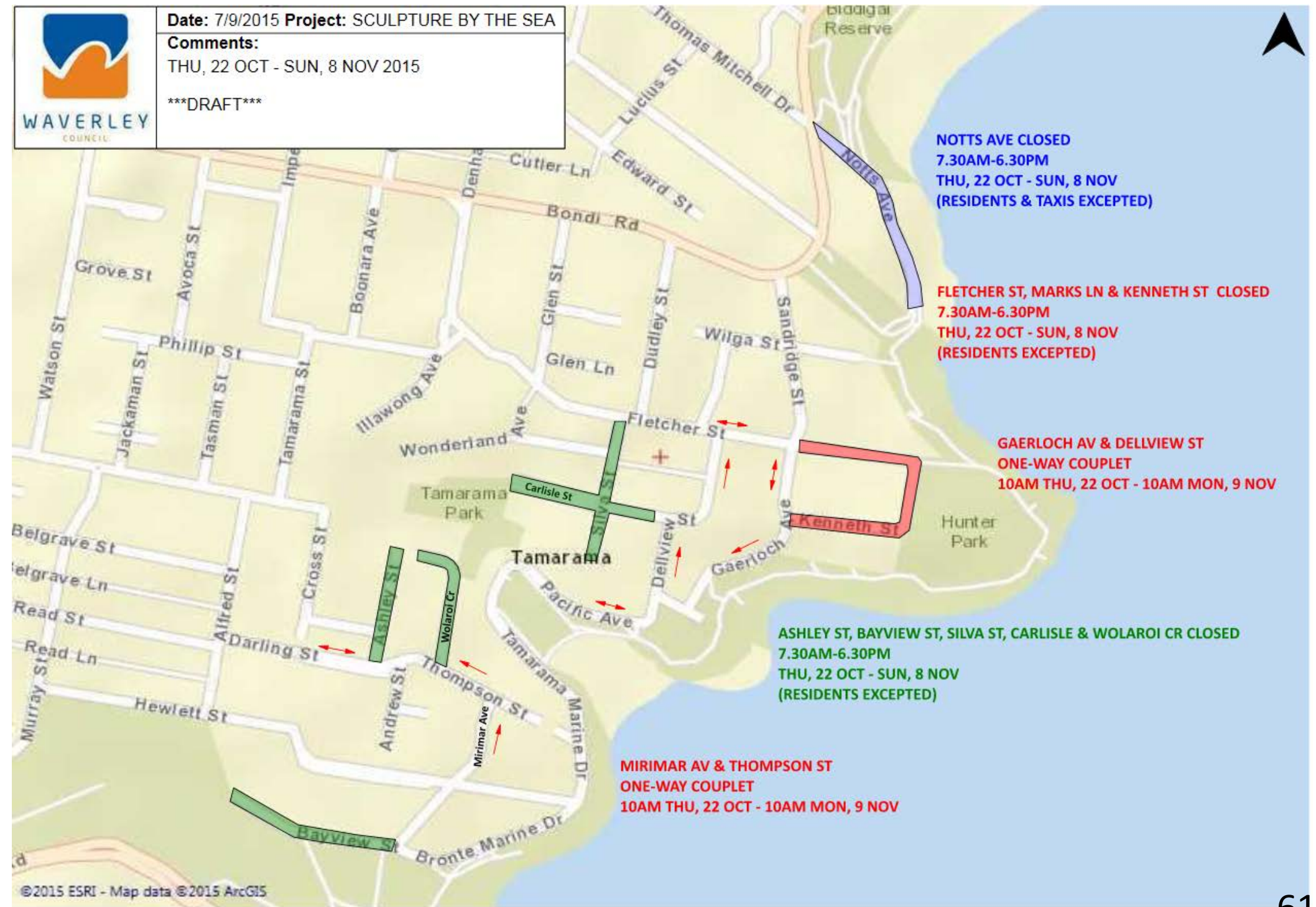
WAVERLEY
COUNCIL

Date: 7/9/2015 **Project:** SCULPTURE BY THE SEA

Comments:

THU, 22 OCT - SUN, 8 NOV 2015

DRAFT



Distribution Map

TBA

Appendix 2

Bus Group Maps

SCULPTURE BY THE SEA 2015
Bus Groups Walking from Tamarama Park to Hunter Park



Figure 1 - Drop-off at Tamarama Park and proceed to lay-over area

Buses & coaches may only stop in a 'Bus Zone' to pick-up and drop-off passengers. Buses & coaches stopped for extended periods or in 'Bus Zone STA Buses Only' zones will be infringed.



Figure 2 - Pick-up at Hunter Park

Coach buses should only stop in a designated 'Coaches Only Zone' to pick-up and drop-off passengers.

Bus Groups Walking from Hunter Park to Tamarama Park



Figure 1 - Drop-off at Hunter Park and proceed to lay-over area

Coach buses should only stop in a designated 'Coaches Only Zone' to pick-up and drop-off passengers.



Figure 2 - Pick-up at Tamarama Park

Buses & coaches may only stop in a 'Bus Zone' to pick-up and drop-off passengers.
Buses & coaches stopped for extended periods or in 'Bus Zone STA Buses Only' zones will be infringed.

Bus Groups Dropping-off & Picking-up at Tamarama Park



Figure 1 - Drop-off at Tamarama Park and proceed to lay-over area

Buses & coaches may only stop in a 'Bus Zone' to pick-up and drop-off passengers.
Buses & coaches stopped for extended periods or in 'Bus Zone STA Buses Only' zones will be infringed.



Figure 2 - Pick-up at Tamarama Park

Buses & coaches may only stop in a 'Bus Zone' to pick-up and drop-off passengers.
Buses & coaches stopped for extended periods or in 'Bus Zone STA Buses Only' zones will be infringed.

Bus Groups Dropping-off & Picking-up at Hunter Park



Figure 1 - Drop-off at Hunter Park and proceed to lay-over area

Buses & coaches should only stop in a designated 'Coaches Only Zone' to pick-up and drop-off passengers.



Figure 2 - Pick-up at Hunter Park

Buses & coaches should only stop in a designated 'Coaches Only Zone' to pick-up and drop-off passengers.

Bus Groups Dropping-off & Picking-up at Marks Park



Figure 1 - Drop-off In Sandridge Street and proceed to lay-over area

Buses & coaches may only stop in a 'Bus Zone' to pick-up and drop-off passengers.
Buses & coaches stopped for extended periods or in 'Bus Zone STA Buses Only' zones will be infringed.



Figure 2 - Pick-up In Sandridge Street

Buses & coaches may only stop in a 'Bus Zone' to pick-up and drop-off passengers.
Buses & coaches stopped for extended periods or in 'Bus Zone STA Buses Only' zones will be infringed.

Mini-Bus Groups with Access Needs Dropping-off & Picking-up at Marks Park



Figure 1 - Drop-off in Marks Parks and proceed to lay-over area

Mini-Bus groups with access needs may only dropping-off & picking-up in Marks Park then exit the park and legally park in the area .



Figure 2 - Pick-up in Marks Park

Mini-Bus groups with access needs may only dropping-off & picking-up in Marks Park then exit the park and legally park in the area .

Appendix 3

Traffic Control Schedule

Day	Date	Time	Activity	TCP
-----	------	------	----------	-----

Notification

Wednesday	1-Oct	-	Deliver notification letters	-
Thursday	16-Oct	- - -	Set up VMS in Pacific Avenue Set up VMS in Fletcher Street Install all advance notification signs	TBA

Bump-in

TBA	TBA	TBA TBA	Set up traffic control in Tamarama Marine Drive/Pacific Avenue Control traffic in Tamarama Marine Drive/Pacific Avenue Pack up traffic control in Tamarama Marine Drive/Pacific Avenue	TBA
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Day	Date	Time	Activity	TCP
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The Event

Thursday	22-Oct	7:30 AM 8:00 AM 9:00 AM 9:00 AM 10:00 AM 6:00 PM 6:30 PM	Set up closure of Notts Avenue Close Notts Avenue to entering traffic. Access open to peds, cyclists, local residents, Bondi Icebergs, taxis, emergency veh's & SxS Set up WFBs in Mirimar/Thompson Unveil one-way signs in Mirimar/Thompson Set up WFBs in Gaerloch/Dellview Unveil one-way signs in Gaerloch/Dellview Install barrier boards / road closed signs & traffic cones in Gaerloch/Dellview Man Gaerloch/Dellview one way Remove barrier boards / road closed signs & traffic cones in Gaerloch/Dellview Check WFBs & one-way signs in Gaerloch/Dellview & Mirimar/Thompson Adjust WFBs as necessary and report signs to S. Samadian Open Notts Avenue to entering traffic Pack up closure of Notts Avenue	TBA
Friday	23-Oct	7:30 AM 7:30 AM 8:00 AM 6:00 PM	Set up closure of Notts Avenue & Fletcher/Kenneth Close Notts Avenue to entering traffic. Access open to peds, cyclists, local residents, Bondi Icebergs, taxis, emergency veh's & SxS Close Fletcher/Kenneth to entering traffic. Access open to peds, cyclists, local residents, taxis, emergency veh's & SxS Check WFBs & one-way signs in Gaerloch/Dellview & Mirimar/Thompson Adjust WFBs as necessary and report signs to S.Samadian Install barrier boards / road closed signs & traffic cones in Gaerloch/Dellview Man Gaerloch/Dellview one way Remove barrier boards / road closed signs & traffic cones in Gaerloch/Dellview Check WFBs & one-way signs in Gaerloch/Dellview & Mirimar/Thompson	TBA

		6:30 PM	Adjust WFBs as necessary and report signs to S.Samadian	
		6:30 PM	Open Notts Avenue to entering traffic	
		6:30 PM	Open Fletcher/Kenneth to entering traffic	
			Pack up closure of Notts Avenue & Fletcher/Kenneth	
Saturday Sunday	24-Oct 25-Oct	7:30 AM	Close Notts Avenue to entering traffic. Access open to peds, cyclists, local residents, Bondi Icebergs, taxis, emergency veh's & SxS	TBA
		7:30 AM	Close Fletcher/Kenneth to entering traffic. Access open to peds, cyclists, local residents, taxis, emergency veh's & SxS	
			Check WFBs & one-way signs in Gaerloch/Dellview & Mirimar/Thompson	
			Adjust WFBs as necessary and report signs to S.Samadian	
			Install barrier boards / road closed signs & traffic cones in Gaerloch/Dellview	
			Install barrier boards / road closed signs in Ashley/Bayview/Wolaroi	
		8:00 AM	Man Gaerloch/Dellview one way	
		8:00 AM	Man Mirimar/Thompson one way	
		6:00 PM	Remove barrier boards / road closed signs & traffic cones in Gaerloch/Dellview	
		6:00 PM	Remove barrier boards / road closed signs in Ashley/Bayview/Wolaroi	
			Check WFBs & one-way signs in Gaerloch/Dellview & Mirimar/Thompson	
			Adjust WFBs as necessary and report signs to S.Samadian	
		6:30 PM	Open Notts Avenue to entering traffic	
		6:30 PM	Open Fletcher/Kenneth to entering traffic	
			Pack up closure of Notts Avenue & Fletcher/Kenneth	
Monday	26-Oct		Check WFBs & one-way signs in Gaerloch/Dellview & Mirimar/Thompson	TBA
			Adjust WFBs as necessary and report signs to S.Samadian	
			Install barrier boards / road closed signs & traffic cones in Gaerloch/Dellview	
			Set up closure of Notts Avenue	
		7:30 AM	Close Notts Avenue to entering traffic. Access open to peds, cyclists, local residents, Bondi Icebergs, taxis, emergency veh's & SxS	

		7:30 AM	Close Fletcher/Kenneth to entering traffic. Access open to peds, cyclists, local residents, taxis, emergency veh's & SxS	
		6:30 PM	Open Notts Avenue to entering traffic	
		6:30 PM	Open Fletcher/Kenneth to entering traffic Pack up closure of Notts Avenue Remove barrier boards / road closed signs & traffic cones in Gaerloch/Dellview Check WFBs & one-way signs in Gaerloch/Dellview & Mirimar/Thompson Adjust WFBs as necessary and report signs to S.Samadian	
Tuesday Wednesday Thursday	27-Oct 28-Oct 29-Oct	7:30 AM 6:30 PM	Check WFBs & one-way signs in Gaerloch/Dellview & Mirimar/Thompson Adjust WFBs as necessary and report signs to S.Samadian Install barrier boards / road closed signs & traffic cones in Gaerloch/Dellview Set up closure of Notts Avenue Close Notts Avenue to entering traffic. Access open to peds, cyclists, local residents, Bondi Icebergs, taxis, emergency veh's & SxS Open Notts Avenue to entering traffic. Pack up closure of Notts Avenue Remove barrier boards / road closed signs & traffic cones in Gaerloch/Dellview Check WFBs & one-way signs in Gaerloch/Dellview & Mirimar/Thompson Adjust WFBs as necessary and report signs to S.Samadian	TBA
Friday	30-Oct	7:30 AM 7:30 AM 6:30 PM	Check WFBs & one-way signs in Gaerloch/Dellview & Mirimar/Thompson Adjust WFBs as necessary and report signs to S.Samadian Install barrier boards / road closed signs & traffic cones in Gaerloch/Dellview Set up closure of Notts Avenue Close Notts Avenue to entering traffic. Access open to peds, cyclists, local residents, Bondi Icebergs, taxis, emergency veh's & SxS Close Fletcher/Kenneth to entering traffic. Access open to peds, cyclists, local residents, taxis, emergency veh's & SxS Open Notts Avenue to entering traffic	TBA

		6:30 PM	Open Fletcher/Kenneth to entering traffic Pack up closure of Notts Avenue	
			Remove barrier boards / road closed signs & traffic cones in Gaerloch/Dellview Check WFBs & one-way signs in Gaerloch/Dellview & Mirimar/Thompson Adjust WFBs as necessary and report signs to S.Samadian	
Saturday Sunday	31-Oct 1-Nov	7:30 AM 7:30 AM 8:00 AM 8:00 AM 6:00 PM 6:00 PM 6:30 PM 6:30 PM	Set up closure of Notts Avenue & Fletcher/Kenneth Close Notts Avenue to entering traffic. Access open to peds, cyclists, local residents, Bondi Icebergs, taxis, emergency veh's & SxS Close Fletcher/Kenneth to entering traffic. Access open to peds, cyclists, local residents, taxis, emergency veh's & SxS Check WFBs & one-way signs in Gaerloch/Dellview & Mirimar/Thompson Adjust WFBs as necessary and report signs to S.Samadian Install barrier boards / road closed signs & traffic cones in Gaerloch/Dellview Install barrier boards / road closed signs in Ashley/Bayview/Wolaroi Man Gaerloch/Dellview one way Man Mirimar/Thompson one way Remove barrier boards / road closed signs & traffic cones in Gaerloch/Dellview Remove barrier boards / road closed signs in Ashley/Bayview/Wolaroi Check WFBs & one-way signs in Gaerloch/Dellview & Mirimar/Thompson Adjust WFBs as necessary and report signs to S.Samadian Open Notts Avenue to entering traffic Open Fletcher/Kenneth to entering traffic Pack up closure of Notts Avenue & Fletcher/Kenneth	TBA
Monday	2-Nov		Check WFBs & one-way signs in Gaerloch/Dellview & Mirimar/Thompson Adjust WFBs as necessary and report signs to S.Samadian Install barrier boards / road closed signs & traffic cones in Gaerloch/Dellview Set up closure of Notts Avenue	TBA

		7:30 AM	Close Notts Avenue to entering traffic. Access open to peds, cyclists, local residents, Bondi Icebergs, taxis, emergency veh's & SxS	
		7:30 AM	Close Fletcher/Kenneth to entering traffic. Access open to peds, cyclists, local residents, taxis, emergency veh's & SxS	
		6:30 PM	Open Notts Avenue to entering traffic	
		6:30 PM	Open Fletcher/Kenneth to entering traffic Pack up closure of Notts Avenue Remove barrier boards / road closed signs & traffic cones in Gaerloch/Dellview Check WFBs & one-way signs in Gaerloch/Dellview & Mirimar/Thompson Adjust WFBs as necessary and report signs to S.Samadian	
Tuesday Wednesday Thursday	3-Nov 4-Nov 5-Nov	7:30 AM 6:30 PM	Check WFBs & one-way signs in Gaerloch/Dellview & Mirimar/Thompson Adjust WFBs as necessary and report signs to S.Samadian Install barrier boards / road closed signs & traffic cones in Gaerloch/Dellview Set up closure of Notts Avenue Close Notts Avenue to entering traffic. Access open to peds, cyclists, local residents, Bondi Icebergs, taxis, emergency veh's & SxS Open Notts Avenue to entering traffic. Pack up closure of Notts Avenue Remove barrier boards / road closed signs & traffic cones in Gaerloch/Dellview Check WFBs & one-way signs in Gaerloch/Dellview & Mirimar/Thompson Adjust WFBs as necessary and report signs to S.Samadian	TBA
Friday	6-Nov	7:30 AM 7:30 AM	Check WFBs & one-way signs in Gaerloch/Dellview & Mirimar/Thompson Adjust WFBs as necessary and report signs to S.Samadian Install barrier boards / road closed signs & traffic cones in Gaerloch/Dellview Set up closure of Notts Avenue Close Notts Avenue to entering traffic. Access open to peds, cyclists, local residents, Bondi Icebergs, taxis, emergency veh's & SxS Close Fletcher/Kenneth to entering traffic. Access open to peds, cyclists, local residents, taxis, emergency veh's & SxS	TBA

		6:30 PM	Open Notts Avenue to entering traffic	
		6:30 PM	Open Fletcher/Kenneth to entering traffic Pack up closure of Notts Avenue	
			Remove barrier boards / road closed signs & traffic cones in Gaerloch/Dellview Check WFBs & one-way signs in Gaerloch/Dellview & Mirimar/Thompson Adjust WFBs as necessary and report signs to S.Samadian	
Saturday Sunday	7-Nov 8-Nov	7:30 AM	Set up closure of Notts Avenue & Fletcher/Kenneth Close Notts Avenue to entering traffic. Access open to peds, cyclists, local residents, Bondi Icebergs, taxis, emergency veh's & SxS	TBA
		7:30 AM	Close Fletcher/Kenneth to entering traffic. Access open to peds, cyclists, local residents, taxis, emergency veh's & SxS Check WFBs & one-way signs in Gaerloch/Dellview & Mirimar/Thompson Adjust WFBs as necessary and report signs to S.Samadian Install barrier boards / road closed signs & traffic cones in Gaerloch/Dellview Install barrier boards / road closed signs in Ashley/Bayview/Wolaroi	
		8:00 AM	Man Gaerloch/Dellview one way	
		8:00 AM	Man Mirimar/Thompson one way	
		6:00 PM	Remove barrier boards / road closed signs & traffic cones in Gaerloch/Dellview	
		6:00 PM	Remove barrier boards / road closed signs in Ashley/Bayview/Wolaroi Check WFBs & one-way signs in Gaerloch/Dellview & Mirimar/Thompson Adjust WFBs as necessary and report signs to S.Samadian	
		6:30 PM	Open Notts Avenue to entering traffic	
		6:30 PM	Open Fletcher/Kenneth to entering traffic Pack up closure of Notts Avenue & Fletcher/Kenneth	
Monday	9-Nov	8:00 AM	Remove WFBs in Mirimar/Thompson	
		9:00 AM	Cover one-way signs in Mirimar/Thompson	
		9:00 AM	Remove WFBs in Gaerloch/Dellview	TBA

		10:00 AM	Cover one-way signs in Gaerloch/Dellview	
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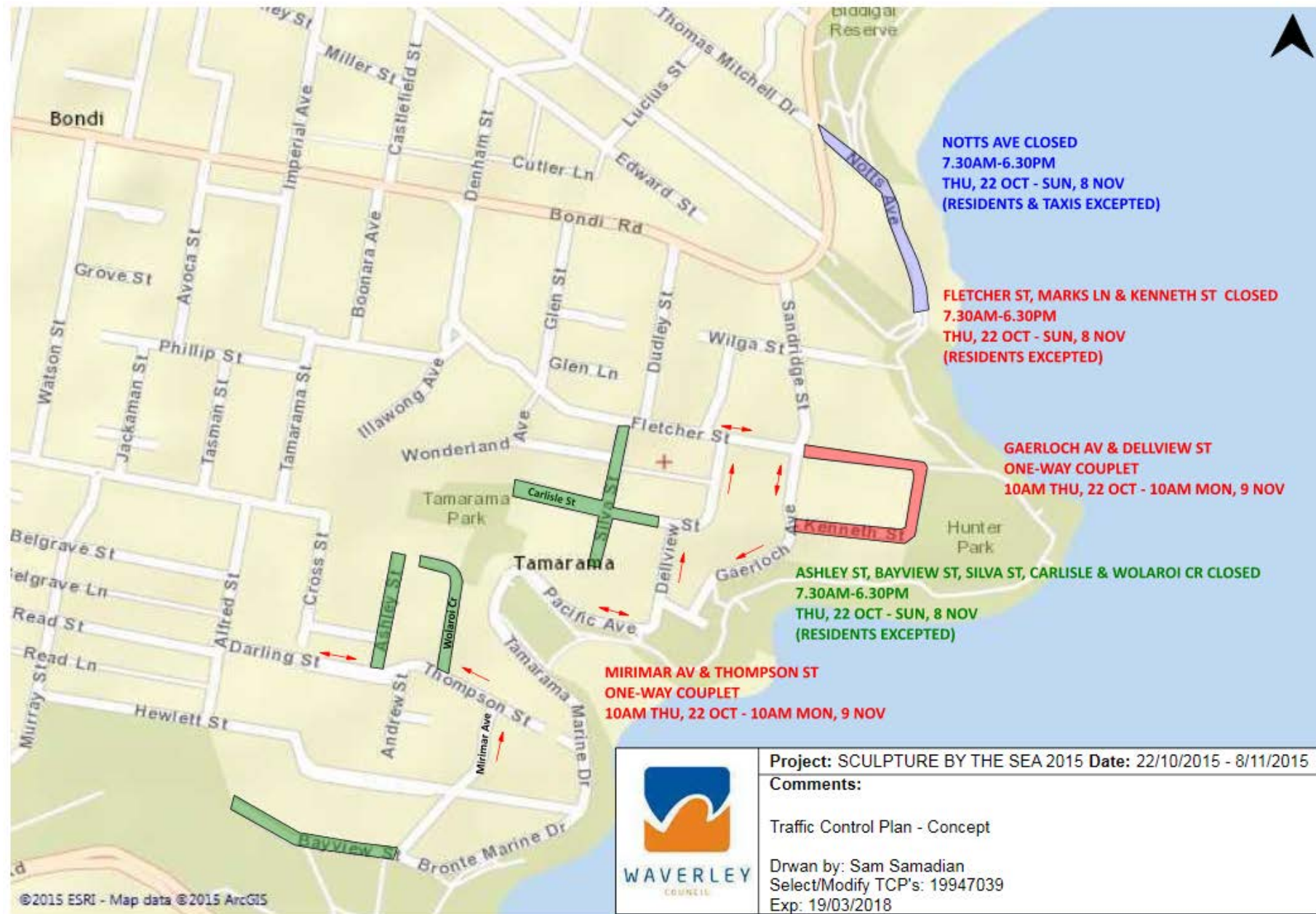
Day	Date	Time	Activity	TCP
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Bump-out

Monday	9-Nov		Set up traffic control in Tamarama Marine Drive/Pacific Avenue	TBA
		10:00 AM	Control traffic in Tamarama Marine Drive/Pacific Avenue	
		6:00 PM	Pack up traffic control in Tamarama Marine Drive/Pacific Avenue	

Appendix 4

Traffic Control Plans



Remaining TCPs

TBA

LATE REPORT TO WAVERLEY TRAFFIC COMMITTEE

Fletcher Street – Installation of Roundabout (A03/0042-04)

Report dated 20 July 2015 from the Executive Manager, Creating Waverley regarding the public consultation results for the installation of a roundabout at the intersection of Fletcher Street / Sandridge Street / Alexander Street.

Council Officer's Proposal: That Council, having regard to the number of objections received not proceed with the installation of a roundabout at the intersection of Fletcher Street/Sandridge Street/Alexander Street.

Purpose of Report

To consider the results of the expanded public consultation regarding the installation of a roundabout at the intersection of Fletcher Street/Sandridge Street/ Alexander Street.

Introduction

This matter was initially considered by the Traffic Committee in February 2015 where it was deferred to for public consultation. The initial public consultation for this item was conducted over a small area and invited comments only from residents who would be directly impacted by the construction of the traffic islands associated with the roundabout.

It was considered again at the May 2015 meeting where it was deferred again to allow discussion between Council, Roads and Maritime Services and Sydney Buses.

After Discussions with RMS an altered design (Plan 8769 Issue B) which removed the traffic islands was sent out for a wider public consultation.

The request from Sydney Buses to demonstrate that buses are capable of making the manoeuvre from Sandridge Street into Alexander Street, has been delayed to allow for this item to be considered.

Technical Analysis

A review of the crash history at this location shows one reported accident involving a vehicle travelling south on Sandridge Street impacting a vehicle travelling east on Fletcher Street. The primary cause was identified as a vehicle disobeying a traffic control.

The consultation was delivered to 332 separate residential properties, including strata management agents. Council received 41 submissions representing a 12% response rate. Of the submissions received 22 (54%) supported the installation of the roundabout and 18 (44%) did not.

The most common reason given for objecting to the proposal was the loss of parking (4 spaces) associated with this proposal. The most common reason for support was on road safety grounds and the number of near misses at the intersection.

LATE REPORT TO WAVERLEY TRAFFIC COMMITTEE

Some of the comments received as reproduced below.

*Parking in our area is very limited and the spaces are precious.
I haven't had a problem at this intersection in 30 years I've lived here.
Would make it awkward to turn from Fletcher Street into Alexander Street.
Will cause traffic to build up on the eastern end on Fletcher Street on busy summer days.*

*This is such a dangerous intersection - There are near misses all the time.
Cars often drive straight through thinking ROW is through Sandridge/Alexander Streets.
People cut the corner turning right from Fletcher into Alexander.
I'm surprised that this has not been built already.*

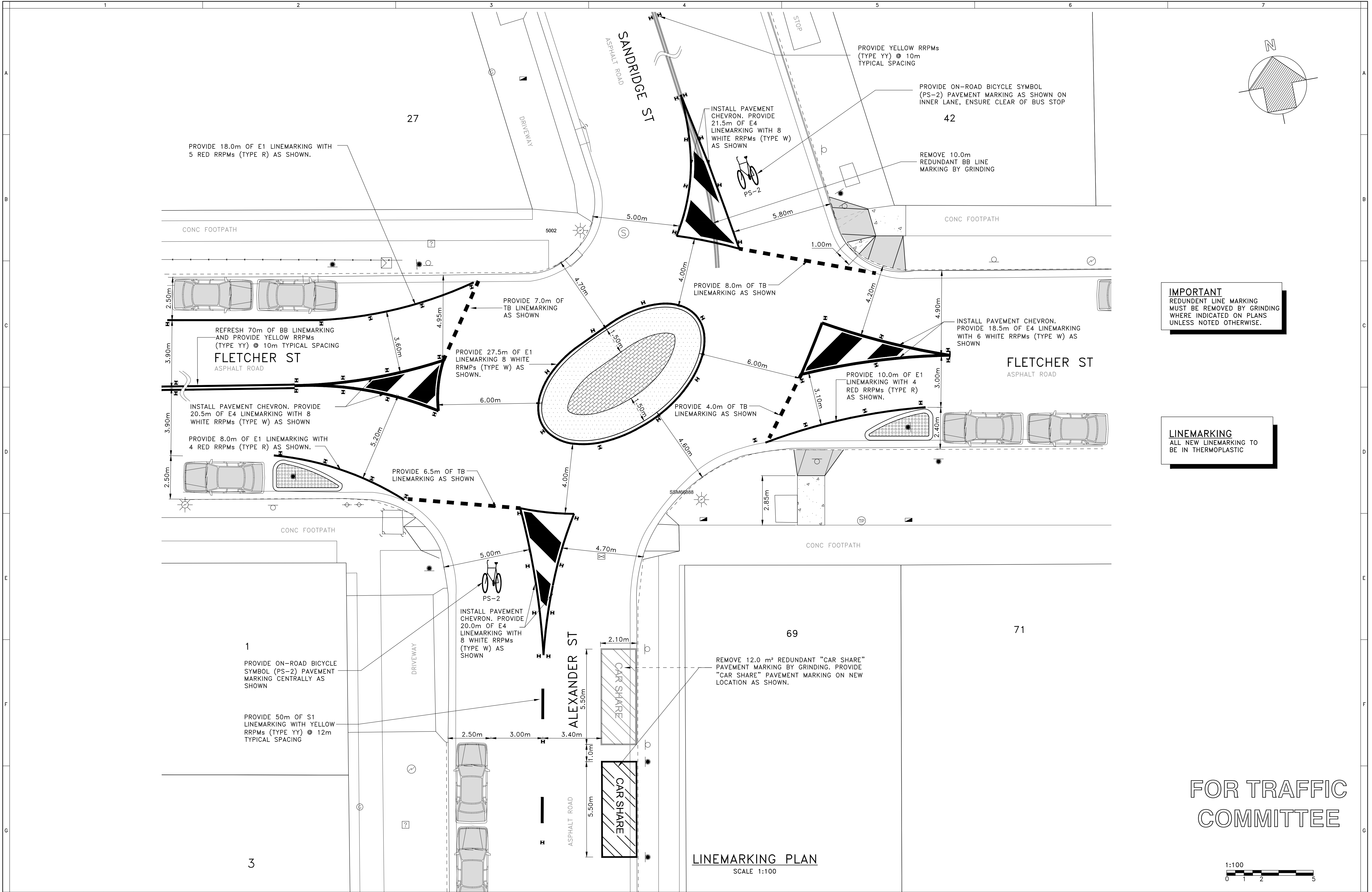
- *Transport Administration Act 1988*
- *RMS's Delegation to Councils; Regulation of Traffic*
- *RMS's Signs Database*
- *[NSW] Road Rules 2008*

Financial Information for Council's Consideration

There are no financial implications as a result of this proposal.

Emily Scott
Executive Manager, Creating Waverley

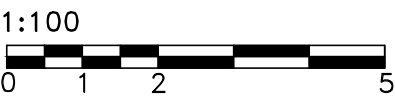
Author: Kyle Wells, Senior Traffic Engineer



IMPORTANT
REDUNDANT LINE MARKING
MUST BE REMOVED BY GRINDING
WHERE INDICATED ON PLANS
UNLESS NOTED OTHERWISE.

LINEMARKING
ALL NEW LINEMARKING TO
BE IN THERMOPLASTIC

FOR TRAFFIC
COMMITTEE



CHECKED & APPROVED					
APPROVED FOR CONSTRUCTION					
A	18/12/14	ORIGINAL ISSUE		JOSEPH	ASHFAQ
AMEND	DATE	DESCRIPTION		DRAWN	APPROV



WAVERLEY COUNCIL

Cnr PAUL STREET & BONDI ROAD
BONDI JUNCTION NSW 2022
Ph (02) 9369 8000 Fax (02) 9387 1820
www.waverley.nsw.gov.au

SURVEYED JOSEPH/NAO DATE 2/12/14	DATUM ASSUMED
DESIGNED JOSEPH DATE 18/12/14	CHECKED ASHFAQ/MINAS DATE 09/02/15
DRAWN JOSEPH DATE 01/16/15	X REFERENCES

FLETCHER STREET, BONDI
AT SANDRIDGE STREET INTERSECTION
PROPOSED ROUNDABOUT AND ASSOCIATED WORKS
LINEMARKING PLAN

SHEET No 3 OF 8 SHEETS	DRAWING No 8769
SCALES (ORIGINAL A1) 1:100	ISSUE No B

LATE REPORT TO WAVERLEY TRAFFIC COMMITTEE

Oakley Road, North Bondi – ‘No Parking’ Zone at driveway (A02/0637-02)

Report dated 21 July, 2015 from the Acting Executive Manager, Creating Waverley about the installation of a ‘No Parking’ zone across the driveway at 59 Oakley Road, North Bondi.

Council Officer’s Proposal: That:

1. Council installs ‘No Parking’ signs either side of the driveway to 59 Oakley Road, North Bondi.
2. The provision of the “No Parking” zone be reviewed on an annual basis.
3. The signs be removed when the resident of the property is no longer the holder of a valid mobility parking permit.

Purpose of Report

The matter of installing a “NO PARKING” zone across the driveway to property 59 Oakley Road, North Bondi to have drivers of vehicles park them clear of the driveway wings was considered by the Waverley Traffic Committee at its meeting on 23 April, 2015 and by Council at its meeting on 15 May, 2015.

Council in May resolved to **not install the zone** and a request has now been made to review the decision.

Council will need to exercise its delegated functions to implement the proposal.

Introduction

Council earlier this year received representations from the resident at 59 Oakley Road, North Bondi for consideration to be given to installing a ‘No Parking’ zone across the driveway to keep drivers clear of driveway wings. The resident is the holder of a mobility parking permit and when drivers of vehicles frequently park close to and part way across the wings of the driveway, access into and out of the off street parking space is difficult, particularly with the narrow carriageway in Oakley Road.

When considering the original request, the Committee at its meeting on 23 April, 2015 recommended as follows:

That Council:

1. Does not install ‘No Parking’ signs in Oakley Road either side of the driveway to 59 Oakley Road, North Bondi.

2. Repaints the existing driveway edgelines at this address.

Council at its meeting on 15 May, 2015 adopted the Committee’s recommendation.

The recommendation from the Committee and the decision by Council was made having regard to Council policy of not installing parking control signs at single residential dwellings.

LATE REPORT TO WAVERLEY TRAFFIC COMMITTEE

The request to review the decision is made having regard to the resident being the holder of a mobility parking permit with limited mobility and requires access to the off street parking space being available at all times.

Technical Analysis

As stated in the earlier report in April, the resident is the holder of a mobility parking permit and has one off street parking space. A site inspection revealed that access to the off-street parking can be difficult when vehicles park partly over the driveway wings and opposite the driveway in the narrow carriageway street.



Driveway to No. 59 Oakley Road.

White lines have been painted at the subject driveway however they have not been effective in keeping vehicles parked clear of the driveway wings.

The section of kerb to the east (to the right) of the driveway in the image above is suitable at best for the parking of two small vehicles however frequently larger vehicles are parked resulting in one overhanging the driveway wing at No. 59.

Having regard to:

- (a) The resident being the holder of a mobility parking permit having limited mobility.
- (b) The street having a high demand for on street parking day and night resulting in parking for the resident of No. 59 being frequently difficult to obtain near the home.
- (c) Council being able to remove the zone should the resident of the property not be the

LATE REPORT TO WAVERLEY TRAFFIC COMMITTEE

holder of a mobility parking permit.

Guidelines used:

- *Transport Administration Act 1988*
- *RMS's Delegation to Councils; Regulation of Traffic*
- *RMS's Signs Database*
- *[NSW] Road Rules 2008*
- *Australian Standard AS 2890.1-2004.*

Financial Information for Council's Consideration

If changes to signs are approved, Council will fund the cost of installing the signs from existing budgets.

Emily Scott

Acting Executive Manager, Creating Waverley.

Author: Geoff Garnsey- Manager Transport and Development

Mayoral Minutes CM/5/15.08

Subject: Mayoral Minutes
Author: Governance and Civic



Mayoral minutes are permissible at Waverley Council meetings under the provisions of the *Local Government (General) Regulation 2005* (NSW) and Council's Code of Meeting Practice. Clause 243 of the Regulation and section 9.1 of the Code state the following:

If the mayor is the chairperson at a meeting of Council, the chairperson is, by minute signed by the chairperson, entitled to put to the meeting without notice any matter or topic that is within the jurisdiction of Council or of which Council has official knowledge.

Such a minute, when put to the meeting, takes precedence over all business on Council's agenda for the meeting. The chairperson (but only if the chairperson is the mayor) may move the adoption of the minute without the motion being seconded.

A recommendation made in a minute of the chairperson (being the mayor) or in a report made by a Council employee is, so far as adopted by Council, a resolution of Council.

As noted in Council's Code of Meeting Practice, mayoral minutes should not be used to introduce, without notice, matters that are routine, not urgent, or need research or a lot of consideration by councillors before coming to a decision. These types of matters would be better placed on the agenda, with the usual period of notice given to the councillors.

Obituaries
CM/6/15.08

Subject: Obituaries
Trim File No.: A02/0017
Author: Governance and Civic



The Mayor will ask for any obituaries.

Council will rise for a minute's silence as a mark of respect for the deceased and for the souls of people generally who have died in our Local Government area.

Recommendation:

That a letter of sympathy be forwarded to the families of the deceased named (if applicable), expressing the condolences of the Mayor, Councillors and staff in the bereavement they have experienced.

Report No. CM/7.1/15.08



Subject: Rejected Agenda Business
Trim File No.: A09/1010
Author: Arthur Kyron, General Manager

Recommendation:

That Council receives and notes this report.

1. Executive Summary

This report addresses the statutory requirement for the General Manager to report on any business that he has not included in the agenda for a Council Meeting as the business was in the General Manager's opinion, unlawful.

2. Introduction/Background

Clause 3.1(2) of the Council's Code of Meeting Practice provides as follows:

"The general manager must not include in the agenda for a meeting of Council any business of which due notice has been given if, in the opinion of the general manager, the business is (or the implementation of the business would be) unlawful. The general manager must report (without giving details of the item of business) any such exclusion to the next meeting of the Council."

Cr Kanak had indicated that he wished to lodge a notice of a motion that the General Manager believes falls within this clause.

2.1 Relevant Council Resolutions

There are no previous Council resolutions.

3. Discussion

Councillor Kanak's Notices of Motions have been rejected because they were about concluded code of conduct investigations which are confidential therefore it would be unlawful for these matters to be discussed.

As indicated above, I am obligated to report on business that I have not included in the agenda and this report addresses that requirement in respect of business that I have rejected.

I would caution Councillors that no debate or discussion of the subject matter of the rejected business is permitted, because that would constitute a breach of Part 11 of the Council's Code of Conduct, which would give rise to an automatic referral to the OLG for a breach of the Code of Conduct.

4. Relationship to Waverley Together 3 & Delivery Program 2013-17

The relationship to *Waverley Together 3* and *Delivery Program 2013-17* is as follows:

Direction:	G1 – Inspiring community leadership is achieved through decision making processes that are open, transparent, corruption resistant and based on sound integrated planning.
Strategy:	G1b – Promote and embed good governance and corruption prevention practices in operational activities
Deliverable:	Regular ethics and Code of Conduct training provided for Councillors and staff.

5. Financial impact statement/Timeframe/Consultation

Not applicable.

6. Conclusion

This report satisfies the requirement for the General Manager to report to Council where he has excluded business from the Council Meeting agenda.

7. Attachment/s:

Nil.

Report

No. CM/7.2/15.08



Subject: Campbell Parade Footpath Seating Pilot Project – Commercial Arrangements

Trim File No.: FPS-12/2015

Author: George Bramis, Sam George, Christopher Howard

Director: Peter Monks

Recommendation:

That Council:

1. Agrees to waive the "Footpath Seating" fee as outlined in Council's Pricing Policy Fees & Charges 2015/2016 up to a maximum of \$408,000 in foregone outdoor dining licence revenue for the three year period of the Pilot Program for the footpath dining area adjacent to the Pacific Bondi development on Campbell Parade, Bondi Beach. This represents approximately a 40% contribution to the total cost of the construction of the outdoor dining area with the balance of the cost to be borne by the developers of the Bondi Pacific project.
2. Notes that the applicant has indicated that the tenancy with the Pacific Bondi development on the ground floor on the corner of Campbell Parade and Curlewis Street will be the subject of a hotel liquor license although no tenant has yet been signed for this tenancy nor a development application for this tenancy yet submitted.
3. Notes that the development applications for the remainder of the ground floor tenancies in the Bondi Pacific development have been lodged and consist of a range of restaurant, café and retail tenancies.
4. Notes that the potential future use of any footpath seating area shall be associated with an adjacent restaurant use and that the assessment of the current application for formal approval of the Pilot Project three year trial under Section 125 and Section 138 of the Roads Act is on hold until the applicant has submitted a development application for the accompanying ground floor corner tenancy that provides sufficient information to provide Council with the confidence that the proposed "hotel" tenancy is to be set up and managed in such a way that will ensure the outdoor dining area is used exclusively for dining purposes.

1. Executive Summary

As part of the Campbell Parade Design Review, Council endorsed a three year Pilot Project to trial a new design of footpath seating shade structures. At the end of the trial, feedback from the community and businesses will be used to determine whether the design could potentially be used elsewhere along Campbell Parade.

In approving the Pilot Project, Council included the following conditions:

1. Council seeks advice on its capacity to waive or vary the endorsed Operational Plan fee for outdoor seating in regard to this location.

2. Council seeks valuation of the in-kind contribution to the developer so as to arrive at a market-based decision on any reduction in rental given.
3. If any reduction in rent is negotiated from Council's standard footpath fee, a report must come back to Council for deliberation.

The purpose of this report is to:

- i. Outline how these conditions have been addressed and agree to the commercial terms of the Pilot Project.
- ii. Note the uses proposed for adjoining commercial spaces and implications associated with managing the footpath seating.
- iii. Outline next steps for the Pilot Project.

2. Introduction/Background

Council is currently undertaking a design review of Campbell Parade with the goal of enhancing this important streetscape. The review includes pedestrian amenity, public and private seating, and landscaping on both sides of Campbell Parade along the full length.

As part of the project, Council has been working with the developer of Pacific Bondi to trial a new design of shade structure, footpath seating and landscaping on one block adjacent to the Pacific Bondi development. At its meeting on 19 May 2015, Council endorsed the use of a Pilot Project to trial the new design subject to a number of conditions.

It is noted that the current DCP provides for 90sqm of area to be licenced for footpath seating while the Pilot Project proposes a total of 160sqm to be used as the licenced area.

Council staff have sought independent valuation advice from Hill PDA and have held discussions with Pacific Bondi representatives regarding an appropriate financial contribution towards the Pilot Project in order to reach a mutually acceptable arrangement.

As well as progressing the commercial terms, Council officers are also assessing the formal application for footpath seating which requires approval under the Roads Act 1993. In order to determine the application Council officers are awaiting further information regarding the commercial tenants proposed on Campbell Parade.

2.1 Relevant Council Resolutions

Council or Committee Meeting & Date	Minute No.	Decision
19 May 2015	CM/7.8/15.05	That: 1. Council notes the Campbell Parade Design Review project scope and process will be undertaken in two stages: a) Implementation of a Pilot Project adjacent to the Pacific Bondi development at 180-186 Campbell Parade.

		<p>b) Design options for the remainder of Campbell Parade.</p> <ol style="list-style-type: none"> 2. Council endorses the use of a Pilot Project for a 3 year period as a means to trial new footpath seating and shade structure design and engage with the community and stakeholders. 3. Council delegates authority to the General Manager to determine the details of the Pilot Project which involves variations from the DCP. 4. Council delegate's authority to the General Manager to finalise commercial negotiations with the applicant in regards to the Pilot Project. 5. Council notes that a report will be presented to Council prior to the opening of the Pilot Project with proposed concept plans and policies for the remainder of Campbell Parade and a community engagement plan for the public exhibition period. 6. Vehicle and regulatory signage posts and parking meters do not obstruct pedestrian movement between the glass balustrade and the kerb edge. 7. Council, as a matter of urgency, consults businesses with current licences for outdoor seating on Campbell Parade about the design and intention of the Pilot Study. 8. Council seeks advice on its capacity to waive or vary the endorsed Operational Plan fee for outdoor seating in regard to this location. 9. Council seeks valuation of the in-kind contribution to the developer so as to arrive at a market-based decision on any reduction in rental given. 10. If any reduction in rent is negotiated from Council's standard footpath fee, a report must come back to Council for deliberation.
16 September 2014	MM.15/14	<p>That Council:</p> <ol style="list-style-type: none"> 1. Officers conduct a workshop with Councilors to consider: <ol style="list-style-type: none"> a) A brief for the engagement of consultants to review the footpath seating provisions in the DCP relating to Campbell Parade. The brief might address:

		<ul style="list-style-type: none"> I. Allowances for inviting interest and/or a competitive process for architects to be involved in the design of the areas; ii. A review of shopfronts usage of outdoor seating; II. A review of existing public art installations and opportunities for renewed and/or additional public art; III. A review of the designated areas; IV. Recommendations for amendments to clauses of the DCP, if required; V. A community engagement strategy. b) An analysis of the existing income generated by the lease arrangements associated with the existing footpath seating areas and projected future income from adjusted footpath seating areas. The analysis is to include the change of land usage along Campbell Parade.
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3. Discussion

3.1 Commercial Terms of Pilot Project

Based on cost estimates undertaken by quantity surveyors engaged by both Council and the applicant, Council officers anticipate the Pilot Project will cost approximately \$1,000,000 over and above the cost of complying with the approved conditions of approval.

The Pilot Project offers a number of public benefits including enhanced visual appeal of the restaurant seating and enhanced street activity. Due to the significant cost of the Pilot Project the applicant has requested a financial contribution from Council towards the cost of the outdoor seating structure commensurate with the public benefits, and balanced against the costs and benefits to Pacific Bondi. The applicant has advised that the Pilot Project will not be able to proceed without a significant financial contribution from Council.

At the completion of construction, ownership of the structure will remain with Pacific Bondi while the applicant will also be responsible for all maintenance associated with the structure and half yearly engineering checks. Such conditions may be included in the conditions of consent for the DA and the deed of agreement for the licence of the footpath space.

If at the end of the Pilot Project period, the response from the community is overwhelmingly negative and the project is deemed unsuccessful by Council, Pacific Bondi will be responsible for the cost of demolishing and the removing of the structure as well as the costs associated with the making good of the footpath.

As part of the commercial agreement, Council will also be granted all intellectual property rights for the design with the understanding that this design may be used elsewhere on Campbell Parade or within the Waverley LGA.

Council commissioned economic consultants Hill PDA to review three options for Councils possible financial contribution to the Pilot Project. All 3 options require no upfront capital contribution from Council and instead offer Pacific Bondi a reduction in footpath licence fees, while option 3 also includes foregoing of the Council authority fees applicable for the construction of the outdoor shade structure (eg. Hoarding fees)

Note that Council is able to waive non-statutory fees included in the Pricing Policy (ie footpath licence fee, hoarding fees etc)

Under the current DCP the allowable footpath space outside of the Pacific Bondi is 90sqm. This Pilot Project is proposing 160sqm of footpath seating for a period of 3 years.

Option 1. – 33.5% Council Contribution, 66.5% Pacific Bondi Contribution

Council Contribution

2 year free licence period over the entire proposed 160sqm outdoor footpath seating space.

\$850psqm/pa x 160sqm x 2 years - \$272,000, plus

An additional 1 year free licence period for the proposed additional 70sqm outside of the DCP

\$850psqm/pa x 70sqm x 1 year - \$59,500

Total Contribution - \$331,500

Pacific Bondi Contribution

\$1,000,000 construction cost, minus \$408,000 rental income generated by the applicant over the 3 year Pilot Project period, plus 1 year licence fee for original 90sqm floor space (\$76,500)

Total Contribution - \$668,500

Option 2. – 40% Council Contribution, 60% Pacific Bondi Contribution

Council Contribution

3 year free licence period over the entire 160sqm outdoor footpath seating space.

\$850psqm/pa x 160sqm x 3 years - \$408,000

Total Contribution - \$408,000

Pacific Bondi Contribution

\$1,000,000 construction cost, minus \$408,000 rental income generated by the applicant over the 3 year Pilot Project period.

Total Contribution - \$592,000

Option 3. – 50% Council Contribution, 50% Pacific Bondi Contribution

Council Contribution

3 year free licence period over the entire 160sqm outdoor footpath seating space.

\$850psqm/pa x 160sqm x 3 years - \$408,000, plus

+ No authority Fees – approx. \$100,000 (eg Hoarding fees etc)

Total Contribution - \$508,000

Pacific Bondi Contribution

\$1,000,000 construction cost, minus \$408,000 generated by the applicant over the 3 year Pilot Project period, minus approx. \$100,000 authority fees - \$492,000

Total Contribution - \$492,000

Hill PDA have recommended Council proceed with either option 1 or 2. Hill PDA believes the majority of the benefit lies with Pacific Bondi due to the visual benefit to the development, the increase in desirability of the commercial spaces inside the development and the increased footpath space. Even in the event of demolition of the shade structures \$190,000 worth of assets will remain including the landscaping between the car spaces, bike racks and new bins. As part of the Pilot Project, the Council will be granted ownership of the IP rights from the applicant and their architect, enabling the design to be used elsewhere, although this has not been quantified in economic value.

Pacific Bondi have argued that the increase in footpath space is a benefit to Council due to the additional income received on top of the normally allowable 90sqm. Long term, Council will receive additional income from footpath leasing above the current amount due to the net increase in leasable area. This will help to re-coup lost income during the pilot project. However the income needs to be balanced against the decrease in public space.

Pacific Bondi has suggested it will not proceed with the Pilot Project unless Council provide a 50% contribution of the construction costs ie Option 3. Independent assessment by Hill PDA concluded Option 1 and 2 are fair and reasonable, whereas Option 3 is more favourable to the applicant.

Council is set to gain significant public benefit from the Pilot Project in the form of bike racks, bins & landscaping as well as a visual benefit along that section of Campbell Parade and provide the catalyst for an upgraded outdoor dining experience along Campbell Parade. For this reason a financial contribution of 40% from the Council towards the project is supported.

3.2 Proposed uses of adjacent commercial spaces.

In all the discussions with Pacific Bondi regarding the provision of footpath seating, it was understood by Council officers that the outdoor seating would be allocated to restaurants located in the adjacent commercial spaces.

Through conversation with Pacific Bondi, it is now understood that a premise with a hotel licence is proposed on the corner of Curlewis St and Campbell Parade adjacent to the southern outdoor seating area.

The applicants have provided advice that notwithstanding the hotel licence, the intention for the outdoor footpath seating is that it is only to be used by the hotel bistro and that strict conditions may be applied to ensure that the footpath seating is used appropriately.

Conditions that may be applied to ensure this include:

- All patrons must be seated
- Waiter service only
- The seating can only be used if the premise is offering main meals (ie. cannot be used after the kitchen closes)
- Each table must order main meals
- Menus stating alcohol will only be served with meals and will not be served upon completion of a meal
- Hotel staff/ security must ensure no patrons bring alcohol into the footpath seating area
- Footpath seating area must be closed no later than 11pm
- Hotel staff/ security must ensure no patrons linger within the footpath seating area after it has been closed

At this time, the applicant has not confirmed or submitted a development application for this tenancy, however, the possible future use of the southern outdoor dining area by a premise as part of a "hotel" licence raises a number of issues

It is important that any outdoor seating area be used for dining purposes and not as part of an extended licensed drinking area. Should the outdoor seating area adjacent to the “Hotel” premises operate solely to serve patrons in a bistro style part of the premises, then this may be an acceptable use of the space. At this time, however, there has been insufficient Information provided by the applicant to provide any assurances that a “Hotel” licenced premises can be set up and established in such a way as to provide Council with the confidence that the adjacent outdoor area will not be used as a predominantly drinking area.

A development application has now been submitted by Pacific Bondi for the remaining tenancies along Campbell Parade which includes restaurants, café and retail outlets along the northern part of the development and the use of the northern outdoor dining area by restaurant style dining operators is accepted and the structure in this area is supported.

Assessment of the proposed outdoor dining application is currently being undertaken by Building Waverley but approval for the southern outdoor dining structure is dependent on the issues associated by its potential use associated with the adjacent proposed hotel licensed premise being satisfactorily addressed and resolved.

3.3 Next steps for Pilot Project

Following agreement to the commercial terms, the following matters need to be finalised by Building Waverley before any approval for the Pilot Project will be issued:

- Approval under S125 of the Roads Act for the use of footpath seating including designated seating areas, operating hours and conditions of use;
- Approval under s138 of the Roads Act for the shade structures;
- Plan of Management detailing how the businesses will manage the space during service hours and a cleaning/ maintenance schedule;
- Footpath Seating Deed between Council and the businesses whereby the businesses agree to pay the relevant fees and maintain the necessary insurance as stipulated in the approval.

It is anticipated that these matters may be finalised in August/September 2015.

4. Relationship to Waverley Together 3 & Delivery Program 2013-17

The project is multidisciplinary and relates to a number of aspects of the Waverley Together 3 and Delivery Program 2013-17 including:

Direction: L3 – Waverley’s public places and spaces look and feel good.

L6 – Streets are safe and vibrant places which facilitate movement and interaction.

L4 – The unique physical qualities and strong sense of identity of Waverley’s villages is respected and celebrated.

Strategy: L6d – Create place-based centres which prioritise the pedestrian experience.

C6b – Encourage the arts in public places and public art in private developments.

5. Financial impact statement/Timeframe/Consultation

Financial Impact

The financial implication for Council were it to support making a contribution towards the construction of the outdoor dining structures on Campbell parade would range between Council forgoing rent to the value of \$331,500 for Option 1 to \$508,000 were Council to support Option 3 forgoing rent and authority fees.

Approving option 2 would see Council forgoing rent to the value of \$408,000 and is the recommended option for the public benefits the Pilot Project would bring to Campbell Parade.

Timeframes

The key milestones are:

August 2015	Council agrees commercial terms of Pilot Project
August 2015	Statutory approvals for Pilot Project issued
September 2015	Report to Council with draft concept plans and policies for Campbell Parade and community engagement strategy
November 2015	Opening of pilot project and commencement of community engagement
March 2016 (approx.)	Report to Council on community engagement and next steps for Campbell Parade upgrades

Consultation

All property owners, residents and businesses on Campbell Parade have been sent a letter advising them of the Campbell Parade Design Review. A web page dedicated to the project, and a downloadable fact sheet have also been published on Council's website.

On Monday 15th June 2015 a meeting was held with Campbell Parade restaurant owners where the project was outlined to them. On Thursday 18th June 2015 a meeting was held with the Bondi Beach, North Bondi & Bondi Precinct Committees. A community engagement plan is being prepared and will be presented to Council along with concept plans and policy proposals also this year.

The pilot project subject of this report forms a key part of the engagement process by providing the opportunity to trial and experience a new design approach from which insights and feedback can be provided.

6. Conclusion

In summary, the Campbell Parade Design Review seeks to enhance the quality and appeal of this important gateway to Bondi, strengthen the connection between town and beach, and improve the experience for all users.

The financial contribution from Council is by way of an offer for a fee-free period for the outdoor seating area. This sees no upfront capital contribution from Council. The fact that this is a "Pilot Project" with controls in place to manage and even revoke the seating licence minimises any risk to Council.

An independent peer review of the commercial options has been undertaken by Hill PDA who have advised that options 1 & 2 are considered fair and reasonable while option 3 was seen as favourable

to the applicant. While the applicant has stated they would be prepared to agree to a 50/50 contribution split with Council, option 2 represents a reasonable compromise and is the recommended option to Council.

7. Attachments

There are no attachments to this report.

Report No. CM/7.3/15.08



Subject: Bondi Junction Streetscape and Cycleway
Trim File No.: A14/0193
Author: Sharon Cassidy, Project Manager Bondi Junction Infrastructure Implementation
Director: Mark Wood, Director Waverley Renewal

Recommendation:

That Council:

1. Receives and notes the contents of this report.
2. Brings forward the proposed Bondi Junction Traffic and Transport Study to 2015/16 and include analysis of Syd Enfield cycleway options, York Road intersection and the Grafton Street roundabout.
3. Redesigns existing plans for Spring Street to remove the separated cycling infrastructure from the design.
4. Pending the outcome of the Bondi Junction Traffic and Transport Study, hold a series of design workshops with RMS, TfNSW and Sydney Buses, the chair and alternate chair of the Waverley Traffic Committee as well as traffic engineers / urban designers, to resolve outstanding cycling access issues in Bondi Junction including the entry into and exit from Bondi Junction, the Bondi Junction transit mall, the Bondi Junction bus depot, Oxford St Mall and Waverley St Mall.
5. Investigates options to remove large trucks on Spring Street and if feasible, hold a high level stakeholder workshop with Eastgate tenancies and ISPT to progress feasible options for Eastgate truck movements.

1. Executive Summary

The purpose of this report is to provide an update on the Bondi Junction Cycleway / Streetscape project following the Councillor Workshop on 30 June 2015 and agree a way forward.

This report and the attachments outline: the current status of the design and issues identified; a series of recommendations for the way forward; and an engagement strategy to seek the views of all stakeholders.

2. Introduction/Background

In December 2014 Council resolved to prepare detailed designs for the Bondi Junction Cycleway / Streetscape project. At its meeting in May 2015 Council resolved to refer the project for wider Community, Councillor and professional consultation and the serious consideration of alternative routes. This resolution was subject of a Rescission Motion which was adopted at the June 2015

Council meeting. At that meeting Council resolved to conduct a workshop that included consideration of:

- the current route and any proposed issues with the current design;
- the Complete Streets Report recommendations relating to a cycleway on Syd Enfield Drive;
- the West Oxford Street Precinct Plan recommendation relating to a roundabout on Grafton Street linking onto Syd Enfield Drive;
- whether Council needs to further communicate with residents, businesses and other stakeholders on their preferred options.

2.1 Relevant Council Resolutions

Council or Committee Meeting & Date	Minute No.	Decision
Council Meeting 16 June 2015	CM/8.4/15.06	<ol style="list-style-type: none"> 1. Notes that considering the many decisions that have been made with regard to the Bondi Junction cycleway, the Special Traffic Committee meeting of 30 April 2015 deferring the design of three intersections along the route and the subsequent rescission, and general Councillor concern about the Spring Street route, it would be fruitful for a Councillor workshop to be held to reassess the current route and all decisions made to date, and then determine whether any other Council resolutions need to be rescinded. 2. Conducts a workshop that includes but is not limited to: <ol style="list-style-type: none"> a. the current route and any proposed issues with the current design; b. the investigation and design component of the Complete Streets Report recommendations relating to Syd Enfield Drive to 2015/16; c. the suggested Grafton Street roundabout raised in the West Oxford Street design charrette to redirect traffic directly onto Syd Enfield Drive rather than go through the Nelson Street S bend; d. options for a cycleway on either the northern or southern side of Syd Enfield Drive as raised in the Complete Streets program; and e. whether Council needs to further communicate with residents, businesses and other stakeholders on their preferred options. 3. Officers prepare a report to Council on the outcome of the workshop. 4. Conducts a community education program to educate other road users and pedestrians about the cycleway and to be aware of cyclists.

Refer to Attachment B for additional resolutions.

3. Discussion

At the workshop held on 30 June 2015 the following was presented and discussed:

- Related strategic transport projects in Bondi Junction
- Routes considered in the development of the Waverley Bike Plan and Bondi Junction Complete Streets Report
- Status of the current route
- Agreement on next steps.

A briefing paper was provided to the Councillors at the workshop which covered:

- Related transport projects in Bondi Junction
- Route options considered in the development of the Waverley Bike Plan and the Bondi Junction Complete Streets Report
- Status of the current route including issues raised by Councillors in advance of the workshop.

The briefing paper was updated to include feedback received at the workshop and is included at Attachment A.

Based on the feedback received at the workshop and review by the Executive Leadership Team of the outstanding issues for the current route, the following is proposed:

- Proceed with a Traffic and Transport Study into the feasibility of a cycleway on Syd Einfeld Drive, a roundabout connecting Grafton Street to Syd Einfeld Drive and changes to the York Road / Oxford Street intersection to allow better understanding of future vehicle movement in Bondi Junction.
- Consider redesigning existing plans for Spring Street to remove the separated cycling infrastructure from the design to enable us to fast track streetscape improvements to Spring Street and determine the full implications of this alternative option. The revised plans must enable the future integration of separated cycling infrastructure at a later date.
- Pending the outcome of the Traffic and Transport Study, hold a series of design workshops with Roads and Maritime Services (RMS), Transport for NSW and Sydney Buses as well as traffic engineers / urban designers to review outstanding cycling access issues in Bondi including the entry and exit into Bondi Junction, the Bondi Junction transit mall, the Bondi Junction bus depot, Oxford St Mall and Waverley St Mall.
- Investigate options to remove large trucks on Spring Street and if feasible options exist, hold a high level stakeholder workshop with Eastgate tenancies and ISPT Super Property (ISPT) to progress feasible options for Eastgate truck movements.

4. Relationship to Waverley Together 3 & Delivery Program 2013-17

The relationship to *Waverley Together 3* and *Delivery Program 2013-17* is as follows:

Direction: L1 - Waverley's economy is vibrant and robust and supports the creation of a variety of jobs and business opportunities.

Strategy: L1a - Reinforce Bondi Junction's role as a regional Centre and a focus for retail, hospitality, business, commercial and professional services and entertainment activities.

Deliverable: Bondi Junction Complete streets study adopted recommendations implemented.

Direction: E1 - Waverley's community contributes to the reduction of greenhouse gas emissions.

Strategy: E1f - Increase trips by active walking, cycling and public transport.

Deliverable: An expanding cycling network with the provision of bike facilities throughout the LGA.

5. Financial impact statement/Timeframe/Consultation

Financial impact

RMS had agreed to fully fund the Bondi Junction Cycleway / Streetscape project with \$2.9m to be provided in 2015/16 and \$2.9m in 2016/17. This funding was being provided on the basis that the project was part of the Eastern Suburbs Link connecting Bondi Junction and Sydney's CBD. At the time of preparing the Capital Works Plan for 2015/16 the funding had not been secured and \$2.9m from RMS was assumed with \$3m being allocated from Planning Agreement income. Therefore this \$3m is available to fund streetscape works on Spring Street. Discussions on reallocation of the \$2.9m will be held with RMS once the recommendations are agreed.

Funding for design of a cycleway on Syd Einfield Drive is included in the Long Term Financial Plan for 2018/19. It is proposed to bring this funding forward to 2015/16 as part of the Q1 review to enable a consultant to be engaged to undertake the Traffic and Transport Study.

Timeframe

It is anticipated the traffic and transport study will be completed within six months. The redesign of Spring Street can also be undertaken in this time period.

Consultation

The Ongoing Communications and Engagement Strategy will be updated to reflect the recommendations in this report. This strategy currently aims to ensure ongoing engagement with key stakeholders and community members. A strategy will be developed to communicate the changes to the stakeholders and target audience as listed below.

The stakeholders include:

- Roads and Maritime Services (RMS)
- Transport for NSW
- Sydney Buses
- Members of Parliament
- City of Sydney, Woollahra, Randwick Councils
- Centennial and Moore Park Trust
- Councillors and Council staff

The target audience includes:

- NO BLISS / Spring Street Action Group
- Survey respondents (database) and those who provided emailed submissions
- Bondi Junction residents (in particular along the route / impacted by the cycleway)
- Local businesses (in particular along the route / impacted by the cycleway)
- Bondi Junction Precinct (traffic representation: Howard Parry Husbands)
- Cycling groups e.g. BIKEast –Eastern Suburbs Cycling Club, Sydney Cycling Club, Randwick Botany Cycling Club
- Waverley residents
- Current (and potential future) cyclists
- Bondi & Districts Chamber of Commerce
- Media

6. Conclusion

Based on the discussion above it is recommended that Council endorse the recommendations to proceed with the traffic and transport investigation, redesign of Spring Street and engage with stakeholders to review cycling issues in Bondi Junction.

7. Attachments

1. Attachment A – Briefing Paper and Workshop Outcomes
2. Attachment B – Additional Council Resolutions

Bondi Junction Cycleway / Streetscape Briefing Paper and Workshop Outcomes 30 June 2015



Aim of Workshop

The purpose of the workshop was to provide an overview of the issues relating to providing improved cycling facilities through and around Bondi Junction, table Councillor concerns with the proposed route and any other issues, and agree on a way forward. This briefing paper prepared in advance of the workshop has now been updated to reflect additional feedback received at the workshop, discussion on the additional issues raised by Councillors which were presented at the workshop and the agreed way forward.

Bondi Junction Vision

We want Bondi Junction to be:

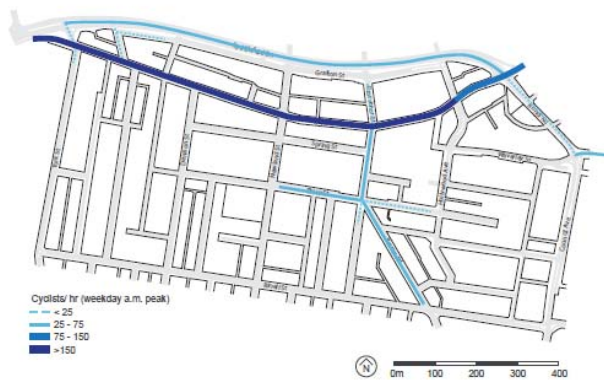
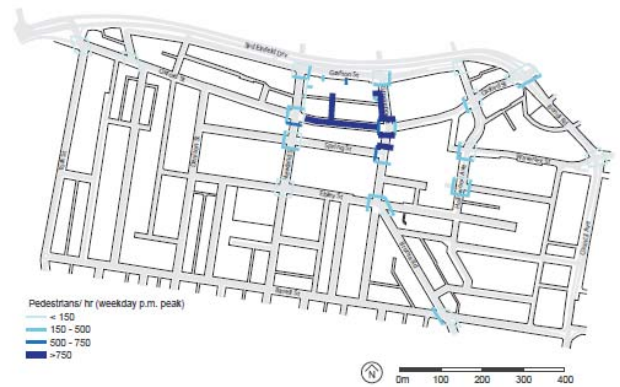
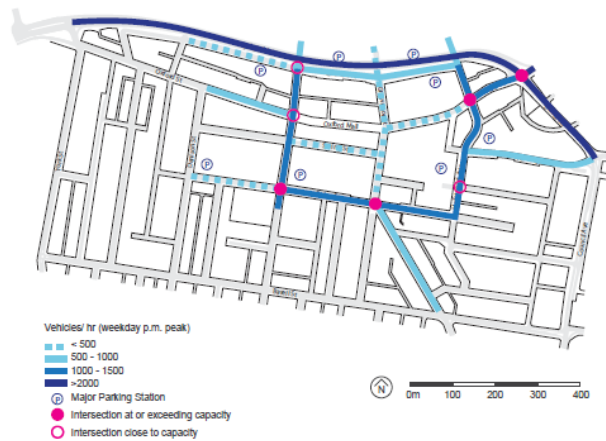
- A world-class place within the global Sydney that is an accessible, safe place that meets our current and future needs, and exceeds our expectations.

To do this we will:

- Create walkable streets that engage and excite everyone
- Green our streets for everyone's health and wellbeing
- Deliver an innovative and integrated mass transport solution, as well as separated bike paths for the centre
- Improve transport efficiency to alleviate congestion on our roads.

Bondi Junction Transport

The following diagrams are extracted from the Complete Streets report and provide an overview of the traffic patterns in Bondi Junction.



Other Transport Related Projects

At the 31 March 2015 Operations Committee meeting Council agreed that a number of Public Domain / Traffic Ideas that were identified in the West Oxford Street Design Charette were to be further investigated in consultation with RMS, Sydney Buses and TfNSW. These included a new roundabout to link Syd Einfeld Drive and Grafton Street and extending Oxford Street to create a single 4-way intersection with Ocean Street and Syd Einfeld Drive.



Potential implications and opportunities of this both in terms of route options and the current design for the cycleway are:

- The likely reduction of traffic at West Oxford Street would have a positive impact particularly at the Bus Depot hence reducing conflicts.
- Sydney Buses may run their express bus along Syd Einfeld Drive further reducing conflicts at the Bus Depot.
- The south side of Syd Einfeld Drive could be problematic for a separated cycleway if the roundabout is introduced, although it could provide optional access to the Bondi Junction commercial centre. If the northern side is adopted, access to the cycleway in Centennial Park would need to be considered via a bridge or similar.

Who are Waverley Cyclists?

Below is a snapshot of who is cycling in Waverley. Data was collected from the National Cycling Participation Survey (May 2015) with a sample survey of 266 households representing 751 individuals.

- 17.5% of residents ride a bike in a typical week and 38% within the past year.
- Of those riding in a typical week, bike riders are predominantly male (24% participation rate) rather than female (11%).
- Comparison of male bike riders in Waverley is much higher at 24% than in Sydney as a whole at 17% and NSW overall at 19%.

- Comparison of female bike riders in Waverley at 11% is marginally higher than in Sydney as a whole at 10% but less than NSW overall at 14%.
- Cycling participation is highest among children under 10 at 46%, followed by teenagers (10-17) at 22%.
- Cycling participation of adults highest in 30-49 age group at 15%, followed by 18-29 at 14% and then 50+ at 7%.
- Of those who cycle in Waverley, 78% cycled for recreation and 39% used a bike for transport.
- Of those who cycle as transport, their main purpose is commuting (21%) followed by shopping (14%), visiting friends and relatives (9%) and to school / university (7%). A very low proportion ride to public transport (2%).
- Riders over 15 were asked how comfortable they felt riding in the area. 46% of respondents felt uncomfortable versus 38% comfortable.
- When asked about why they did not ride to work, 39% said it was too dangerous.
- Similarly for those not riding to school or education, 28% said it was too dangerous.

Based on the counts undertaken by Waverley Council (WC) on 5 March 2013 and 1 April 2014 and the counts undertaken by Parsons Brinkerhoff (PB) as per of the cycleway project on 12 June 2014 the following is observed in the morning peak:

- At the junction of Old South Head Rd and Bondi Rd between 200-300 cyclists continue westbound onto Oxford Street and 90-105 travel westbound on Syd Einfeld Drive (WC counts).
- At the intersection of the Oxford St Mall and Bronte Rd >250 cyclists were counted both crossing with pedestrians and with traffic with the majority of these travelling westbound along Oxford St Mall (PB Counts).
- Travelling westbound along Oxford St these cyclists numbers increase to 300 between Newland St and Denison St and 350 between Denison St and Nelson St and 360 between Nelson St and York Rd (PB Counts).
- At the intersection of York Rd and Oxford St between 390-460 cyclists travel west through this intersection (WC and PB counts).

While we do not have counts on the number of cyclists stopping at the Mall/Bronte Rd/Spring St, there is bike parking for approximately 50 bikes in this area.

Route Options

In the development of the Waverley Bike Plan and the Bondi Junction Complete Streets report, seven cycleway route options were considered that provide travel through or around Bondi Junction. The following provides a summary of positives and negatives of each option as identified by the project team. These tables have been updated with feedback received at the workshop. It is noted that following previous feedback where assessments were only based on cyclists positives and negatives, we have now included impacts to other users. To consider strictly as a cycling assessment the Cyclist Positives and Negatives only can be considered.

Route 1: Council St, Birrell St, York Rd



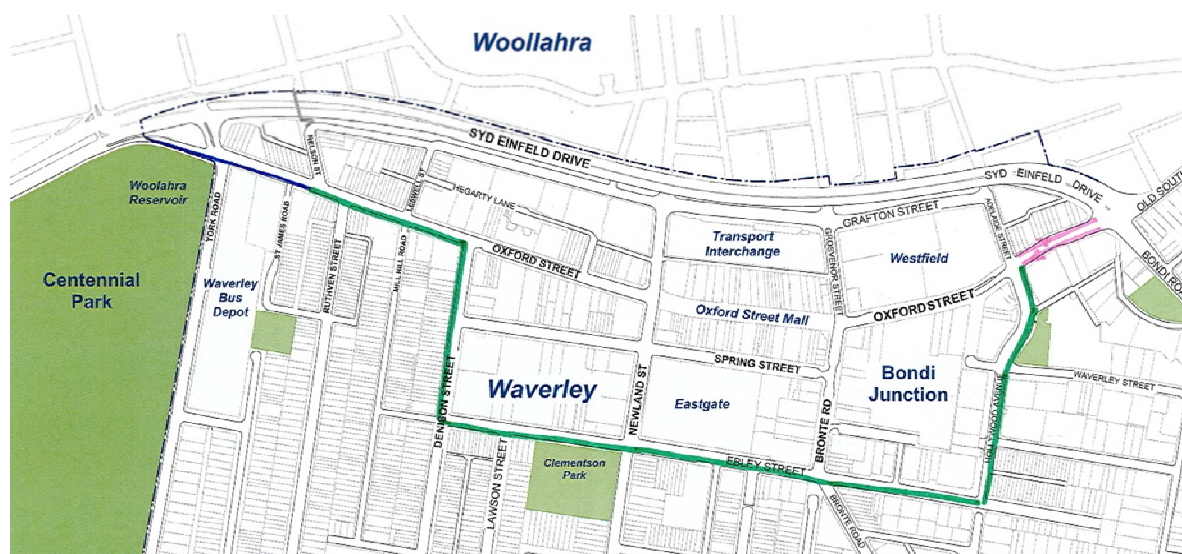
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Route 1 Cycle Facility Types

- Proposed Shared Path
- Proposed Separated Cycleway
- Proposed Mixed Traffic Lane
- Other Regional Cycle Route

Positives	Negatives
Cyclists <ul style="list-style-type: none"> No conflict with buses at Bus depot and transport Interchange Part of route would be desirable to Queens Park / Bronte cyclists 	Cyclists <ul style="list-style-type: none"> Very long detour from most direct route for Bondi / Woollahra cyclists Poor local connectivity High traffic volumes including bus routes
Public Transport <ul style="list-style-type: none"> No conflict with cyclists on Oxford Street (East & West), including bus depot 	Public Transport
Cars	Cars <ul style="list-style-type: none"> Significant parking loss (not quantified) Potential impacts to high volume intersections
Pedestrians	Pedestrians <ul style="list-style-type: none"> Oxford St Mall would need to remain a shared zone for cyclists, with a solution to reduce pedestrian cyclist conflict derived. Delays to streetscape improvements in Bondi Junction commercial core.
Business <ul style="list-style-type: none"> No impact to loading on Spring St. 	Business <ul style="list-style-type: none"> Reduces retail opportunities from cyclists Delays to streetscape improvements in Bondi Junction commercial core.
Funding	Funding <ul style="list-style-type: none"> Not currently funded

Route 2: Oxford St (East), Hollywood Ave, Ebley St, Denison St, Oxford St



KEY

Route 1 Cycle Facility Types

- Proposed Shared Path
- Proposed Separated Cycleway
- Proposed Mixed Traffic Lane
- Other Regional Cycle Route

Positives	Negatives
Cyclists <ul style="list-style-type: none"> Some good local connectivity – Eastgate Shopping Centre, Customer Service Centre, Library. Could be combined with a Syd Einfeld bypass route as a way for cyclists to access Bondi Junction. 	Cyclists <ul style="list-style-type: none"> Long detour from most direct route for Bondi / Woollahra cyclists High traffic volumes Conflict with Buses at Bus Depot Poor connectivity to Transport Interchange, Westfield, and Oxford St Mall
Public Transport <ul style="list-style-type: none"> No conflict with cyclists on Bronte Rd and bus only length of Oxford St 	Public Transport <ul style="list-style-type: none"> Conflict with cyclists at Bus Depot
Cars	Cars <ul style="list-style-type: none"> Significant parking loss (48 spots from concepts in Complete Streets) Potential impacts to high volume intersections
Pedestrians <ul style="list-style-type: none"> Streetscape improvements to Hollywood Ave and Ebley St 	Pedestrians <ul style="list-style-type: none"> Shared path at Bus Depot may not be best outcome for pedestrians (note a separated bike path option has also been presented) Oxford St Mall may need to remain a shared zone to allow cyclists
Business <ul style="list-style-type: none"> No impact to loading on Spring St. 	Business <ul style="list-style-type: none"> Delays to streetscape improvements on Spring Street.
Funding	Funding <ul style="list-style-type: none"> Not currently funded

Route 3: Syd Einfeld Drive



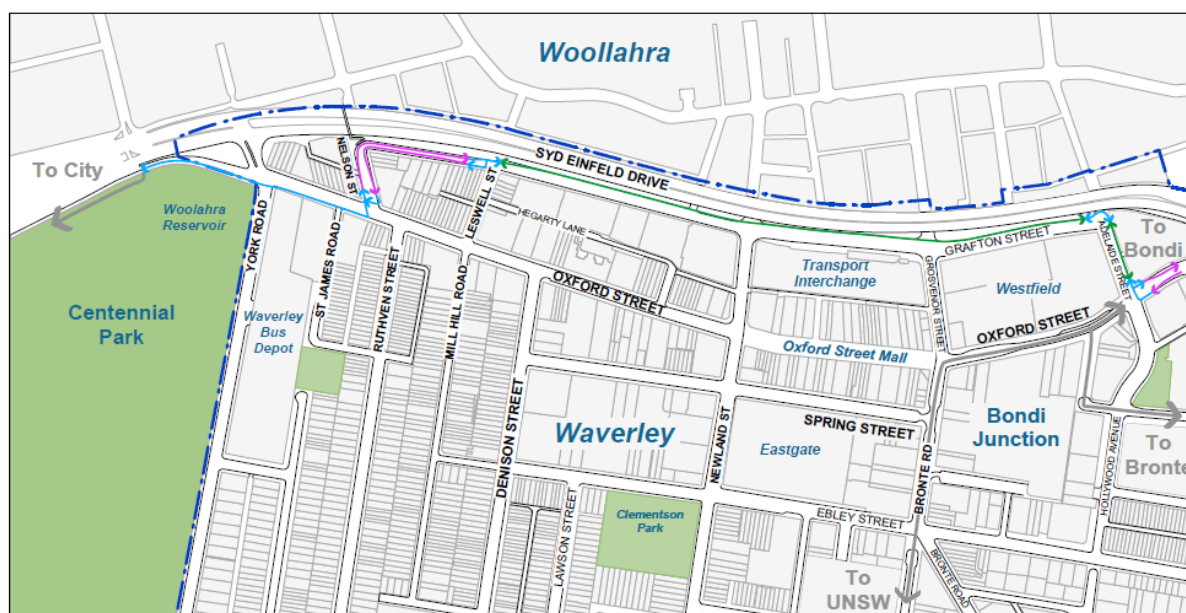
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- Proposed Shared Path
- Proposed Separated Cycleway
- Proposed Mixed Traffic Lane
- Other Regional Cycle Route

Route | Cycle Facility Types

Positives	Negatives
Cyclists <ul style="list-style-type: none"> Good “bypass” route for commuter cyclists from Bondi/Woollahra to City 	Cyclists <ul style="list-style-type: none"> Poor local connectivity with Bondi Junction Commercial Core, unless interface with proposed roundabout can be designed Safety concerns raised depending on protection provided by Cycleway.
Public Transport <ul style="list-style-type: none"> No conflict with cyclists 	Public Transport
Cars <ul style="list-style-type: none"> Reduction in one lane may have minimal impact on traffic flow as Oxford St (west of York Rd) and Old South Head Rd are both two lanes in either direction however this would need further investigation. South side may also provide opportunity for cyclist access to/from Grafton St via roundabout – would need to be investigated. No parking loss 	Cars <ul style="list-style-type: none"> South side may impact viability of a roundabout on Grafton Street – would need to be investigated. Potential impacts to high volume intersections Taking away one lane on Syd Einfeld Drive for two way separated bike path may have significant impact on traffic
Pedestrians <ul style="list-style-type: none"> Reduced numbers of cyclists in Bondi Junction commercial core. 	Pedestrians <ul style="list-style-type: none"> Oxford St Mall would need to remain a shared zone to allow cyclists (albeit reduced numbers). Potential delay to streetscape improvements in Bondi Junction commercial core.
Business <ul style="list-style-type: none"> No impact on Spring St loading. 	Business <ul style="list-style-type: none"> Reduces retail opportunities from cyclists Delays to streetscape improvements in Bondi Junction commercial core.
Funding	Funding <ul style="list-style-type: none"> Not currently funded.

Route 4: Oxford St (East), Adelaide St, Grafton St, Nelson St, Oxford St



KEY

- Proposed Shared Path
- Proposed Separated Cycleway
- Proposed Mixed Traffic Lane
- Other Regional Cycle Route

Route 1 Cycle Facility Types

Positives	Negatives
Cyclists <ul style="list-style-type: none"> Short detour from most direct route Reasonable local connectivity - Westfield, Transport Interchange. 	Cyclists <ul style="list-style-type: none"> Conflict with buses at Transport Interchange and Bus Depot Poor local connectivity to Oxford / Spring Sts Steep gradient (5.5%) would discourage some cyclists.
Public Transport	Public Transport <ul style="list-style-type: none"> Conflict with cyclists at Transport Interchange and Bus depot
Cars	Cars <ul style="list-style-type: none"> Potential loss of parking along Grafton Street west of Newland. Possible loss of lane along Grafton St east of Newland.
Pedestrians <ul style="list-style-type: none"> Cyclists dismount in Oxford St Mall 	Pedestrians <ul style="list-style-type: none"> Shared path at Bus Depot may not be best outcome for pedestrians (note a separated bike path option has also been presented) Delays to streetscape improvements in Bondi Junction commercial core.
Business <ul style="list-style-type: none"> No impact on Spring St loading. 	Business <ul style="list-style-type: none"> Reduces retail opportunities from cyclists Delays to streetscape improvements in Bondi Junction commercial core.
Funding	Funding <ul style="list-style-type: none"> Not currently funded

Route 5: Oxford St – Bondi Rd to York Rd



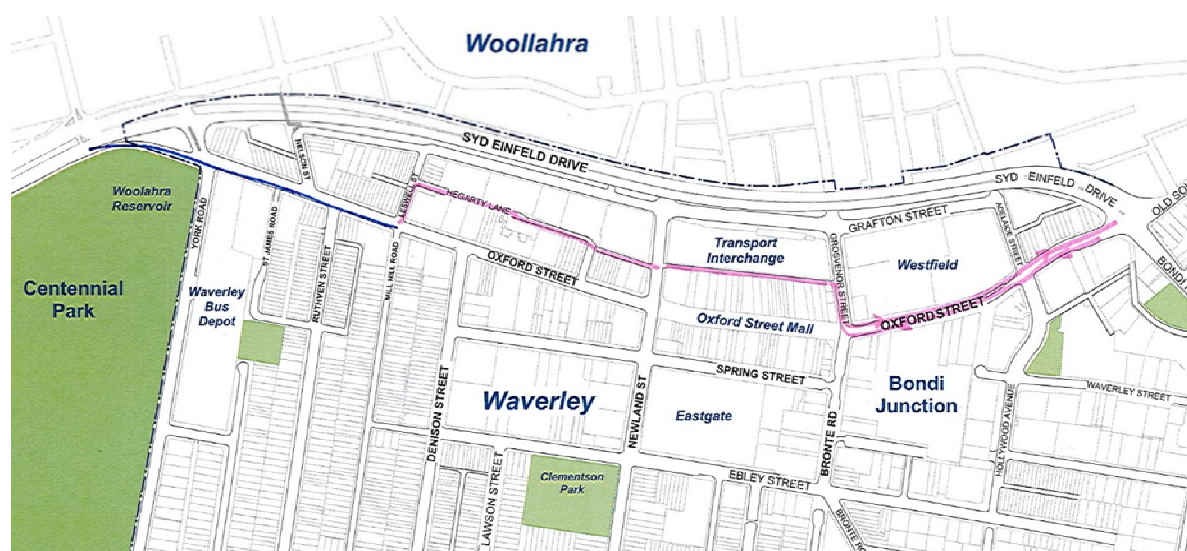
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Route | Cycle Facility Types

- Proposed Shared Path
- Proposed Separated Cycleway
- Proposed Mixed Traffic Lane
- Other Regional Cycle Route

Positives	Negatives
Cyclists <ul style="list-style-type: none"> Low traffic volumes, potential to reduce speed Most direct route High visibility which encourages use Excellent local connectivity - Westfield, Transport Interchange, Oxford St Mall. Level gradient along route. 	Cyclists <ul style="list-style-type: none"> Conflict with buses on Oxford St (east of Bronte Rd), at Bus Depot, Conflict with pedestrians in Oxford St Mall (unless separated facility introduced)
Public Transport <ul style="list-style-type: none"> Good connectivity to Transport Interchange 	Public Transport <ul style="list-style-type: none"> Conflict with cyclists at bus only length of Oxford St and Bus Depot
Cars	Cars <ul style="list-style-type: none"> Minimal parking loss
Pedestrians <ul style="list-style-type: none"> Improved footpaths on Oxford St, new street trees (but would impact current tree planting project). Bike path through centre of Oxford St Mall would provide certainty for the location of cyclists – no large cyclist widths or weaving movements 	Pedestrians <ul style="list-style-type: none"> Conflict with cyclists in Mall (unless marked or separated facility introduced) Shared path at Bus Depot may not be best outcome for pedestrians (note a separated bike path option has also been presented)
Business <ul style="list-style-type: none"> No impact on Spring St loading. Cycleway users shop and use local businesses 	Business <ul style="list-style-type: none"> Market would need to be relocated and/or reoriented Delays to streetscape improvements on Spring Street.
Funding	Funding <ul style="list-style-type: none"> Not currently funded

Route 6: Laneways



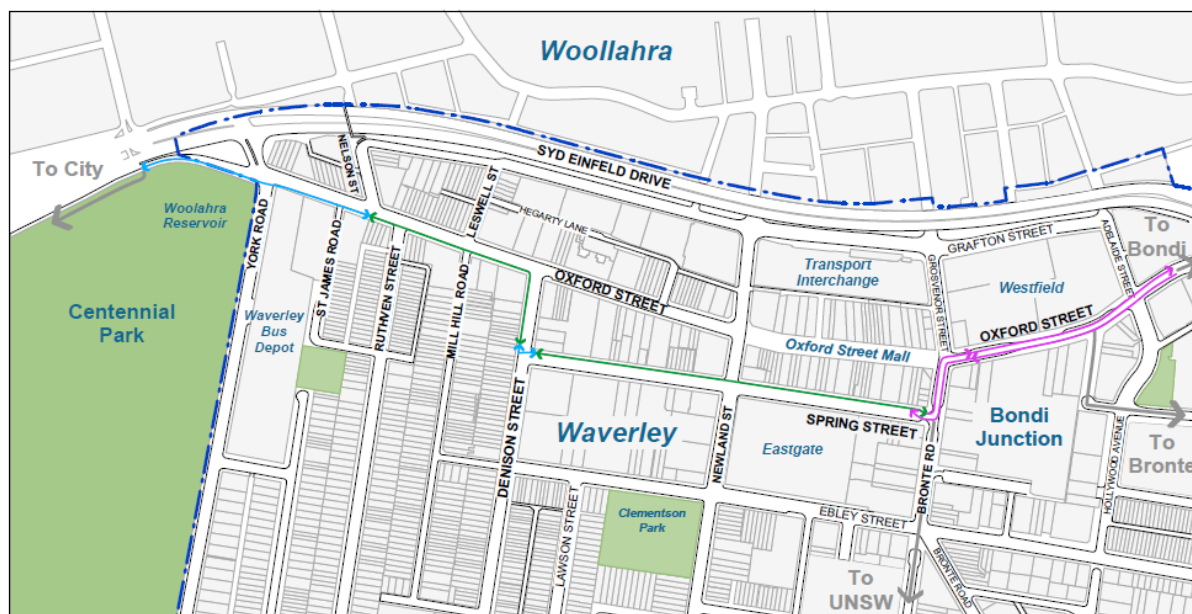
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Route | Cycle Facility Types

- Proposed Shared Path
- Proposed Separated Cycleway
- Proposed Mixed Traffic Lane
- Other Regional Cycle Route

Positives	Negatives
Cyclists <ul style="list-style-type: none"> Low and high traffic volumes. Short detour from most direct route Good local connectivity - Westfield, Transport Interchange, Oxford St Mall. 	Cyclists <ul style="list-style-type: none"> Conflict with buses at Bronte Rd, bus only length of Oxford St, Transport Interchange and Bus Depot Conflict with low visibility driveways Poor surveillance
Public Transport <ul style="list-style-type: none"> Good connectivity to Transport Interchange 	Public Transport <ul style="list-style-type: none"> Conflict with cyclists at Bronte Rd, bus only length of Oxford St, Transport Interchange and Bus Depot.
Cars	Cars <ul style="list-style-type: none"> Loss of parking along laneways. Change of usage (direction, shared zone etc.) for access, loading etc.
Pedestrians <ul style="list-style-type: none"> Cyclists dismount in Oxford St Mall Potential to activate laneways. 	Pedestrians <ul style="list-style-type: none"> Shared path at Bus Depot may not be best outcome for pedestrians (note a separated bike path option has also been presented) Delays to streetscape improvements in Bondi Junction commercial core.
Business <ul style="list-style-type: none"> No impact on Spring St loading. Potential to activate laneways 	Business <ul style="list-style-type: none"> Delays to streetscape improvements in Bondi Junction commercial core.
Funding	Funding <ul style="list-style-type: none"> Not currently funded

Route 7: Oxford St, Bronte Rd, Spring St, Denison St, Oxford St



KEY

- Proposed Shared Path
- Proposed Separated Cycleway
- Proposed Mixed Traffic Lane
- Other Regional Cycle Route

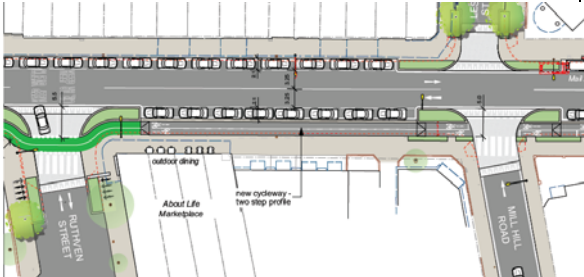
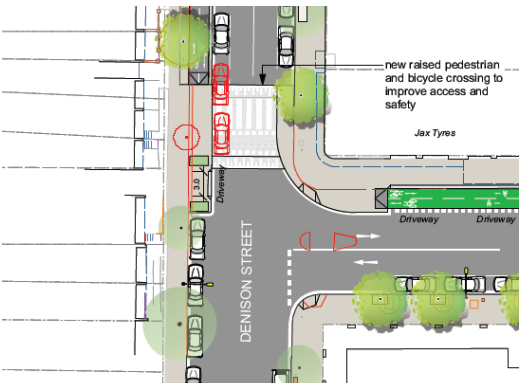
Route 1 Cycle Facility Types

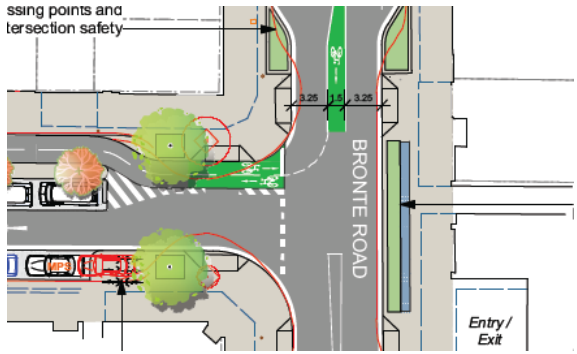
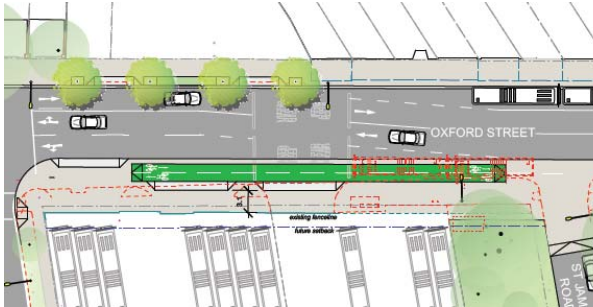
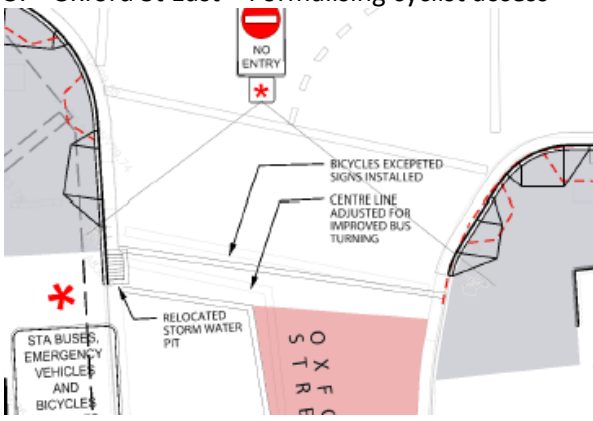
Positives	Negatives
Cyclists <ul style="list-style-type: none"> Low traffic volumes, potential to reduce speed Shortest detour from most direct route High visibility which encourages use Excellent local connectivity - Westfield, Transport Interchange, Eastgate Shopping Centre, Customer Service Centre, Library. Level gradient along route. 	Cyclists <ul style="list-style-type: none"> Conflict with buses on Oxford St (east of Bronte Rd), including the bus only length between Westfield buildings, Bronte Rd and at Bus Depot.
Public Transport <ul style="list-style-type: none"> Good connectivity to Transport Interchange 	Public Transport <ul style="list-style-type: none"> Conflict with cyclists on Oxford St (east of Bronte Rd), including cyclists in bus only length of Oxford St, Bronte Rd and at Bus Depot
Cars <ul style="list-style-type: none"> Intersection modelling demonstrates minimal impacts. Minimal parking loss (approx. 6 spots) 	Cars <ul style="list-style-type: none"> Minimal parking loss (approx. 6 spots)
Pedestrians <ul style="list-style-type: none"> Enhanced streetscape and footpath widening Cyclists dismount in Oxford St Mall 	Pedestrians <ul style="list-style-type: none"> Shared path at Bus Depot may not be best outcome for pedestrians (note a separated bike path option has also been presented)
Business <ul style="list-style-type: none"> Cycleway users shop and use local businesses 	Business <ul style="list-style-type: none"> Small reduction in loading on Spring Street. (reduction of three truck spots but replaced with three van spots) Potential conflict with loading activities on Spring Street.
Funding <ul style="list-style-type: none"> Design and construction fully funded by RMS 	Funding

Route 7: Oxford St, Bronte Rd, Spring St, Denison St, Oxford St

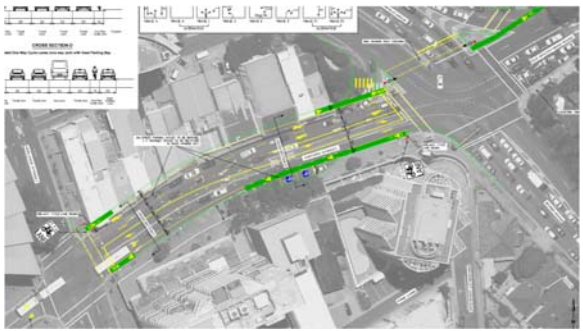

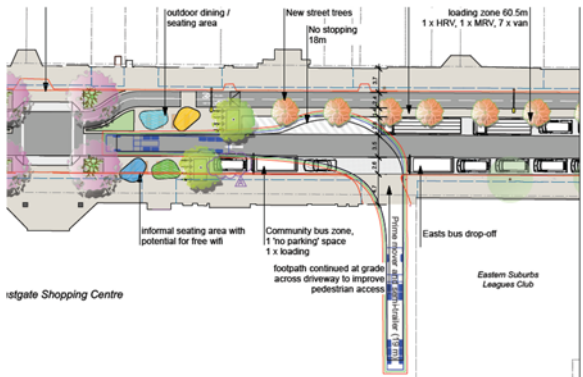
Current Status and Issues

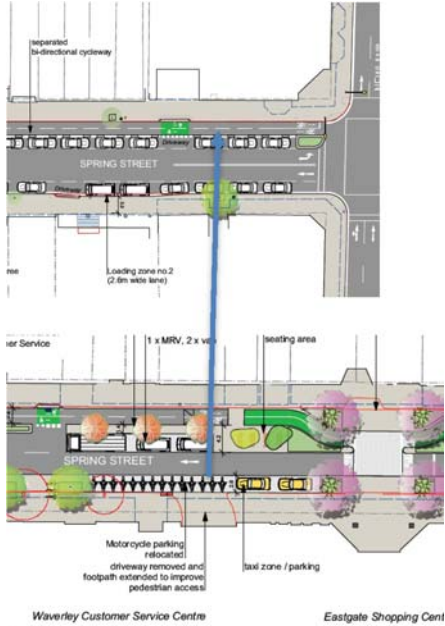
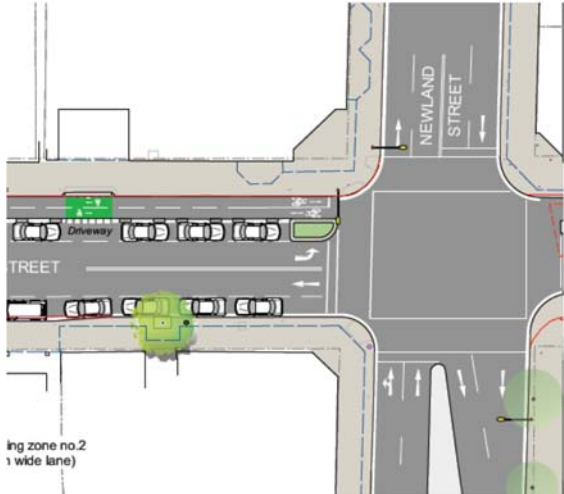

The Bondi Junction Cycleway / Streetscape received approval from Council to progress to detail design in December 2014. Since this time we have had ongoing discussion with key stakeholders including Transport for NSW, Sydney Buses, RMS, Business Owners, Taxi Council and the Bondi Junction Precinct Committee. The project was presented to the Waverley Traffic Committee (WTC) in April 2014. The voting members of the WTC unanimously supported the route with the exception of three issues to be resolved through discussions with RMS, NSW Police and Sydney Buses as appropriate to each issue. In addition the resolution of the cycleway treatment at the bus depot requires ongoing consultation with Sydney Buses, TfNSW and RMS and formalising cyclists access to the bus only length of Oxford St between Adelaide St and Bronte Rd requires further discussion with Sydney Buses. The status of these five issues is presented below.


Issue	Action to date	Next Steps
<p>1. Intersection treatments at Ruthven and Mill Hill - did not meet the RMS requirements for pedestrian crossings</p> 	<p>We met with the RMS in May 2015 and agreed intersection treatments.</p>	<p>Resubmit to WTC</p>
<p>2. Denison St Crossing – concern due to non-standard treatment</p> 	<p>We met with RMS in May 2015 and discussed options. Further information provided as requested.</p> <p>Concern was expressed on the impact to Jax Tyres and safety at the shared area corner.</p>	<p>Follow-up meeting with RMS and NSW Police.</p> <p>Ongoing discussions with Jax tyres including alternative parking options</p>

Issue	Action to date	Next Steps
<p>3. Bronte Rd – safety of cyclists and pedestrians and potential delays to buses</p> 	<p>Informally discussed with RMS at May 2015 meeting.</p>	<p>Meeting with RMS, NSW Police and Sydney Buses. Bike East have asked for consideration of a 'hook turn' on Bronte Rd for cyclists turning right into Spring St. These discussions may discuss a bike/pedestrian crossing and relocation of bus stops depending on the preferred solution.</p>
<p>4. Bus Depot – balancing Sydney Buses concerns / priorities - safety, space within depot, delays and driver interchange</p> 	<p>A number of meetings with Sydney Buses, TfNSW and RMS to develop options. Two alternative options now with Sydney Buses for consideration - separated cycleway or shared path. Neither requires bus depot land with differing impact on the road space.</p>	<p>Recommend discussions with Sydney Buses, TfNSW and RMS.</p>
<p>5. Oxford St East – Formalising cyclist access</p> 	<p>This has been discussed with Sydney Buses who are not supportive of formalising the use of this length of Oxford St by cyclists.</p>	<p>Project to be presented to WTC and ongoing discussions with Sydney Buses, TfNSW and RMS to include this issue.</p>

The following issues were raised in advance at the Councillor workshop and the status presented. This is summarised below including additional feedback received at the workshop.

Issue	Action to date	Next Steps
<p>6. Oxford St East – Bondi Rd to Adelaide St</p> 	<p>High level concept done as part of Bike Plan development. Design currently scheduled for 2016/17 with construction 2017/18.</p>	<p>Consider bringing design forward noting construction is dependent on obtaining the remaining length of easement on northern side. Design will need to consider the interface between Oxford St, Bondi Rd, and the bike paths (north and south sides) on Old South Head Rd.</p>
<p>7. Spring St Large Trucks</p>  	<p>Design has allowed for large trucks to exit the Eastgate loading dock by provision of a length of No Stopping.</p>	<p>Prevent Coles/Aldi/ISPT using these large trucks by not providing a No Stopping length (i.e. design out this capability) and/or amending the DA conditions allowing this.</p>

Issue	Action to date	Next Steps
<p>8. Motorbike Parking</p> 	<p>If the Eastgate carpark exit is not closed the motorbike parking will need to be relocated. It is proposed to locate it to the west of Newland St on the northern side.</p>	<p>Resubmit to WTC.</p>
<p>9. Spring St / Dension St Intersection</p> 	<p>Concerns have been raised re the performance of this intersection relating to the left turn from Spring St into Newland St. Propose to do further modelling to test sensitivity of numbers making this left turn.</p>	<p>Undertake this further analysis. In addition based on Councillor feedback investigate whether a second left turning lane can be introduced and also whether a right turn into Newland St can be introduced.</p>
<p>10. Denison St / Oxford St – Right Turn</p> 	<p>No right turn has been modelled and included in package presented and approved by WTC. The Consultants advised WTC that the number of cars currently turning right would have minimal impact when distributed across other streets.</p>	<p>Formal response and modelling as appropriate to be provided by consultant and presented to WTC.</p>

Issue	Action to date	Next Steps
<p>11. Oxford St / York Rd</p> 	<p>Concern raised regarding connection of cycleway in front of bus depot across York Road. The design includes wide shared zones at both sides of York Rd providing space for cyclists and pedestrians.</p>	<p>Recommence discussions with Sydney Buses, TfNSW and RMS.</p>

The following additional issues were raised at the workshop:

12. Better access onto Oxford St from Waverley Mall and Adelaide and Oxford Street Intersection.
13. All options need to consider the interface between Oxford St (West) and the bike path adjacent to Centennial Park, including the traffic lights at York Rd and location of bus stops.
14. All options need to consider the interface between Oxford St (East), Bondi Rd, and the bike paths (north and south sides) on Old South Head Rd.
15. Status of confirmed RMS funding of \$2.9m (2015/16) and \$2.9m (2016/17) should cycleway project be delayed/ deferred to be established.
16. Bike parking options and locations should be evaluated.
17. New infrastructure and enforcement in Oxford St Mall to be investigated to prevent bicycles being ridden in the Mall if an alternate cycling route is adopted.
18. Concern that projected population and traffic growth had not been taken into account.
19. Further community consultation should be considered including surveying cyclists regarding journeys, route preferences etc.

Taking a placemaking approach, should we trial it and monitor what happens?

Options of trialling a Spring Street closure event were briefly discussed at the workshop.



Next Steps

The next steps proposed at the workshop were:

- Engage a Traffic and Transport Consultant to investigate the West Oxford Street options
- Bring forward the investigation and design component of the Complete Streets Report recommendations relating to Syd Einfeld Drive to 2015/16
- Hold a workshop with key stakeholders to resolve the outstanding issues for the current route.

Attachment B Relevant Council Resolutions

Council or Committee Meeting & Date	Minute No.	Decision
Council Meeting 19 November 2013	1311.12.12	That Council: 1. Consider all submissions received during the exhibition of the Draft Waverley Bike Plan. 2. Adopt the draft Waverley Bike Plan, subject to the amendments outlined in this report. 3. Implement the recommendations 1 – 3 as outlined in Table 1.
Operations Committee 4 February 2014	OCRD.3/14	That Council: A. Endorse the Bondi Junction Complete Streets Project Report (as amended per Council minutes of September 2013 FESP committee) with the following amendments: <ul style="list-style-type: none"> • Page 20 under 'Pedestrians' - add paragraph on how detailed street designs will incorporate universal access and age friendly design features. Add recommendation that universal access consultants to conduct access audits as part of the detailed design process; • Page 37 under 'Public Spaces' - add privately owned with public access urban spaces to map; • Page 37 under Public Spaces' - add statement on cultural activity and recommendations for public events; • Page 40 under 'Norman Lee Place' - revise point 1 to read 'better integrate fence, resolve entrance points and seating and planting arrangements'; • Page 42 under 'Active Frontages' - add statement supporting green buildings and the requirement for architectural design excellence for refurbishments and new development; • Page 51 under 'Footpaths' - add the following local through site links to map: Donald Place to Bronte Road6, Ebley to Botany Street and Nelson Street overpass to Woollahra; • page 55 under 'Evening Activity, Lighting and Safety' - add short term recommendation to review with an intention of relaxing parking rates and stay lengths after 5pm to encourage more people to frequent restaurants in the evening; • Page 88 under 'Spring Street' - add taxi bays to plan where Eastgate car park exit is currently located (due to be relocated as part of the redevelopment) so they are located as

		<p>close as possible to the Eastgate pedestrian entrance;</p> <ul style="list-style-type: none"> • Page 89 under 'Spring Street' - add short term recommendation that Detailed designs should consider access for ambulance vehicles and drop off and pick up points for the elderly; and • Page 123 - Add new chapter between Chapters 5 and 6 titled "Community Engagement". Add 2 -4 pages summarising the engagement process, feedback and photos of the pop-ups as built. <p>Note that the revised document will be uploaded to Council's website and distributed to Councillors post adoption.</p> <p>B. Note that the Bondi Junction Complete Streets Project:</p> <ul style="list-style-type: none"> - is a high level strategic document to guide detailed designs of the public domain - forms part of Council's vision for Bondi Junction as expressed in Waverley Together 3 <p>C. Note that funding for construction of public domain improvements will be sourced from a combination of the capital works budget, Voluntary Planning Agreement monies and the draft Long Term Financial Plan 4.1 (due to be presented to Council in March 2014).</p> <p>D. Retain the pop-ups in Spring and Gray Streets for a prolonged trial period of 24 months.</p> <p>E. Note that funding for an annual budget of \$10,000 will be proposed for consideration as part of the 2014/15 budget for on-going maintenance of the popups and bi-annual relocation of the moveable urban lounge throughout Bondi Junction and village centres within the Local Government Area.</p> <p>F. Note that funding for a budget of \$30,000 will be proposed for consideration in the 2014 - 2015 capital works program for the addition of shade structures in the southern urban lounge pop-up in Spring Street. Note that the structures would be subject to approval by the Traffic Committee.</p> <p>G. Note that on 22 January 2014 the moveable urban lounge (previously located in front of Monty's Sandwich shop in Spring Street) was relocated to in front of the coffee shop on the corner of Gray and Ann Streets, Bondi Junction.</p> <p>Note that the pop ups are no smoking areas and should be maintained and enforced appropriately</p>
Operations Committee 7 October 2015	OC/5.3/14/10	<p>That Council:</p> <ol style="list-style-type: none"> 1. Endorses the <i>Bondi Junction Cycleway / Streetscape Preliminary Design</i> as attached at

		<p>Attachment A for public exhibition for a period of 28 days commencing on 15 October 2014 subject to:</p> <ul style="list-style-type: none"> • Oxford Street west of York Road – the footpath extension being reduced and the proposed kerb alignment being on the same alignment as that east of York Road. • The intersection of Oxford Street and Nelson Street being reviewed to assess the impacts of retaining the short length of two eastbound lanes to the east of Nelson Street. • Reviewing the alternatives for improving the width of the narrowest point of the shared path to the east of the intersection of St James Road and Oxford Street. • Including the potential to have outdoor dining on Ruthven Street to replace that potentially lost in Oxford Street. • All new pedestrian/cycleway crossings to be indicated as being subject to relevant approval. • A preliminary landscaping plan being incorporated in the documents for the exhibition process. • The document that goes on to public exhibition clearly states that the preliminary design has considered recommendations contained in the draft West Oxford St Design Charette Summary Report and Recommendations, which are yet to be adopted by Council. <p>2. Notes that following the public exhibition period a further report will be prepared for Council:</p> <ol style="list-style-type: none"> i. summarising the consultation process and key feedback. ii. recommending revisions to the preliminary design as may be necessary. <p>3. Notes that the shared path adjacent to the Bus Depot is problematic because of the limited footpath width and that Council writes to the Minister for Transport, The Hon. Gladys Berejiklian, to request the 3m widening of Oxford Street along the Bus Depot, as shown on the LEP, being made available to improve the shared footpath.</p>
Council Meeting 16 Dec 2015	CM/7.2/14.12	<p>1. Receives and notes the contents of this report.</p> <p>2. Notes that this project will not proceed unless all appropriate standards are satisfied and that the RMS endorses the detailed design, and further</p>

		<p>notes that RMS approval is mandatory for the detailed design to proceed to construction.</p> <ol style="list-style-type: none"> 3. Approves progression to detailed design subject to the key considerations outlined in Section 3 of the officer's report. 4. Notes that following completion of detailed design a further report will be prepared for Council: <ol style="list-style-type: none"> a. Summarising the updated design including revisions to the preliminary design. b. Summarising the ongoing engagement with relevant stakeholders. 5. Investigates the following matters as part of the detailed design: <ol style="list-style-type: none"> a. Installation of a mobility parking space and access ramps adjacent to the new RSL Veterans' Centre at 18 Spring Street, Bondi Junction. b. Extending the eastbound separated bike path around the north-west corner of Bronte Road and Spring Street to improve pedestrian and cyclist safety. c. Converting the proposed section of No Parking in Spring Street opposite the Eastgate loading dock exit to loading and/or parking spaces. d. The phasing, timing, and traffic movement of the traffic signals at the intersections of Spring Street and Newland Street, and Newland Street and Oxford Street, to be reviewed with the RMS. e. Improving the unloading for vehicles in Spring Street by changes to road cross-fall and reduction in curb height. f. Removal of the proposed pedestrian crossing in Denison Street, at Spring Street, and relocation of the separated cycleway to the east side of Denison Street, noting that this will return around five on-street parking spaces. 6. Notes that the midblock signaled pedestrian crossing on Spring Street East will be retained, and raised to provide a level crossing for improved universal accessibility. <p>Investigates:</p> <ol style="list-style-type: none"> a. Relocating the bike parking in the centre of Oxford Street Mall to alternative location(s).
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		<p>b. Providing additional bike parking along the Oxford Street, Denison Street, Spring Street, Bronte Road, Oxford Street Bike Route, including at either end of the Mall.</p> <p>8. Delegates authority to the Executive Manager Creating Waverley to investigate amended and additional proposals to the cycleway/streetscape project during the detailed design where resource and timing allow.</p>
Council Meeting 19 May 2015	CM/4.3.1/15.05 CM/4.3.2/15.05 CM/4.3.3/15.05	<p>1. The matter be referred to the Executive Manager, Creating Waverley, so as to give wider community, Councillor and professional consultation and the serious consideration of alternative routes, and that a report comes back to Council.</p> <p>2. If needed, consultation be undertaken with Woollahra Council.</p> <p>3. Technical consideration be given to what use could be made of York Road North as an element of the bike lane.</p>
Council Meeting 16 June 2015	CM/4.3/15.05	<p>Upon the adoption of the Rescission Motion CM/4.3/15.05 relating to the items above the following motion was carried:</p> <p>1. The Recommendation of the Waverley Traffic Committee made at its Special Meeting on 30 April 2015 in relation to Item TL.01/15.04S – Bondi Junction Cycleway / Streetscape – Drawing L003 Revision D – Oxford Street, west of Denison Street to west of Ruthven Street be deferred until the results of the workshop to be held on Tuesday 30th June 2015 are known.</p> <p>2. The Recommendation of the Waverley Traffic Committee made at its Special Meeting on 30 April 2015 in relation to Item TL.02/15.04S – Bondi Junction Cycleway / Streetscape – Drawing L005 Revision D – Intersection of Spring Street and Denison Street be deferred until the results of the workshop to be held on Tuesday 30th June 2015 are known.</p> <p>3. The Recommendation of the Waverley Traffic Committee made at its Special Meeting on 30 April 2015 in relation to Item TL.03/15.04S – Bondi Junction Cycleway / Streetscape – Drawing L008 Revision F attached to the WTC agenda and L008 Revision G tabled at the meeting – Intersection of Bronte Road and Spring Street be deferred until the results of the workshop to be held on Tuesday 30th June 2015 are known.</p>
Council Meeting 16 June 2015	CM/8.4/15.06	<p>1. Notes that considering the many decisions that have been made with regard to the Bondi</p>

		<p>Junction cycleway, the Special Traffic Committee meeting of 30 April 2015 deferring the design of three intersections along the route and the subsequent rescission, and general Councillor concern about the Spring Street route, it would be fruitful for a Councillor workshop to be held to reassess the current route and all decisions made to date, and then determine whether any other Council resolutions need to be rescinded.</p> <ol style="list-style-type: none"> 2. Conducts a workshop that includes but is not limited to: <ol style="list-style-type: none"> a. the current route and any proposed issues with the current design; b. the investigation and design component of the Complete Streets Report recommendations relating to Syd Enfield Drive to 2015/16; c. the suggested Grafton Street roundabout raised in the West Oxford Street design charette to redirect traffic directly onto Syd Enfield Drive rather than go through the Nelson Street S bend; d. options for a cycleway on either the northern or southern side of Syd Enfield Drive as raised in the Complete Streets program; and e. whether Council needs to further communicate with residents, businesses and other stakeholders on their preferred options. 3. Officers prepare a report to Council on the outcome of the workshop. 4. Conducts a community education program to educate other road users and pedestrians about the cycleway and to be aware of cyclists.
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Report No. CM/7.4/15.08



Subject: Draft Waverley Development Control Plan 2012 - Amendment No. 4

Trim File No.: A15/0330

Author: Angela Hynes – Senior Strategic Planner

Director: Peter Monks – Director, Waverley Futures

Recommendation:

That Council exhibits the Draft Waverley Development Control Plan 2012 (Amendment No. 4) and Draft Waverley Guidebook for Semi-detached Residences for a period of 28 days, in accordance with Clause 74C of the *Environmental Planning and Assessment Act 1979* (EP&AA 1979) and Clause 18 of the *Environmental Planning and Assessment Regulations 2000* (Regulations 2000).

1. Executive Summary

The purpose of this report is to:

- a) Outline the key changes that are being proposed as a part of the draft “Waverley Development Control Plan 2012 (Amendment No. 4)” and “Draft Waverley Guidebook for Semi-detached Residences”;
- b) Obtain Council resolution to publicly exhibit the draft “Waverley Development Control Plan 2012 (Amendment No. 4)” and “Draft Waverley Guidebook for Semi-detached Residences”; and
- c) Outline the consultation strategy proposed for the public exhibition of the draft “Waverley Development Control Plan 2012 (Amendment No. 4)” and “Draft Waverley Guidebook for Semi-detached Residences”.

2. Introduction/Background

On 16 December 2014, Waverley Development Control Plan 2012 (Amendment No. 3) was adopted.

This report outlines a proposed amendment which addresses matters contained in Part C1 – Dwelling House and Dual Occupancy Development that were not covered by the project scope of Amendment No. 3, and that have been raised previously through extended consultation with Council and through feedback received from Councillors and Council officers to review controls relating to low density forms of housing.

A Development Control Plan (DCP) contains detailed planning and design guidelines for specific uses or areas that are intended to complement the development standards contained in Local Environmental Plans (LEPs). DCPs cannot contradict objectives or the development standards set out in LEPs.

2.1 Relevant Council Resolutions

Council or Committee Meeting & Date	Minute No.	Decision
Council Meeting 16 December 2014	CM/7.3/14.12	<p>That Council adopts the Draft Waverley Development Control Plan 2012 (Amendment No.3) in accordance with Section 21 of the Environmental Planning and Assessment Regulation 2000 with an effective date in early 2015, together with the minor post-exhibition changes in Section 3 of the report, and highlighted in Attachment A, subject to the following amendments (referenced by Draft WDCP 2012 page numbers):</p> <ol style="list-style-type: none"> 1. Where the term "Voluntary Planning Agreement" exists in the WDCP it be replaced by the words "Planning Agreement". 2. (page 198) Figure 8 'Footpath seating locations at corner sites' to be deleted to ensure clarity and consistency between clauses (d) and (j). 3. (pages 12-13) Part A - the following text which was included in the exhibited version of the Draft WDCP be included at the end of the table on page 12 as it was partly omitted from the report:...[requirements for Wind Environment Statement]
Council Meeting 10 December 2013	1312.12.9	<p>That Council: ...</p> <ol style="list-style-type: none"> 2. In accordance with Section 21 of the Environmental Planning and Assessment Regulation 2000 approve the draft Waverley Development Control Plan 2012 (Amendment No. 2) with an effective date in early 2014, subject to amendments outlined in this report and the following: <p>Clause 1.4.1 Front and rear building lines – Controls at sub clause (a) in Section C1 of the Post Exhibition DCP changes (Attachment 2) be amended to read:</p> <p>“(a) New buildings and extensions to existing buildings are to extend</p>

		no further than the predominant front and rear building lines of buildings in its vicinity (refer to Figures 5 and 6)."
Council Meeting 16 July 2013	1307.12.4	That Council: ... 3. Amend draft Waverley Development Control Plan 2012 in response to the submissions received, specifically: Under Part E with the heading 4. 113 Macpherson Street, Bronte...
Council Meeting 17 July 2012	1207.13.2.1	That: 1. Council adopt the Draft Waverley Development Control Plan (DCP) 2011 subject to amendments outlined in the report and the following additions and amendments: <ul style="list-style-type: none"> • Part E, 2.0 Bondi Beachfront Area – 2.2.1 Notts Avenue – Controls – Clause (a) (ii) be deleted. • Part E, 2.0 Bondi Beachfront Area – 2.2.4 Campbell Parade North be amended ...

3. Discussion

Consultation

Councillor and staff input has been an important component of the preparation of Waverley Development Control Plan 2012 (Amendment No. 4) ('Draft DCP'). On February 2015, Council staff conducted a Councillor and officer workshop to discuss a range of matters. The matters discussed at this meeting were as follows:

- Structure of the 2015 DCP review – there will be 2 amendments:
 - One will focus on key issues associated with Part C1 – Dwelling House and Dual Occupancy Development (DCP Amendment No. 4); and
 - The other will be a general housekeeping amendment (DCP Amendment No. 5) focusing on issues that were not covered in the scope of DCP Amendment No. 4 and other general matters.
- The review of Part C1 Dwelling House and Dual Occupancy Development is to consider:
 - Consistency in design and streetscapes (particularly for semis);
 - Heritage character principles;
 - Design based diagrams and controls;
 - Review relationship between height and setbacks;
 - Review controls for height of common walls, window proportions, roof form and first floor balconies.

Other than the formal meeting detailed above, there were ongoing discussions held with relevant Council officers and Councillors on particular matters which guided the amendments to Part C1, particularly the drafting of new provisions for semi-detached and semi-attached development. Further, research was conducted that assessed the effectiveness of “low density housing” DCPs from other Councils.

Key Policy Changes

The following provides the key proposed policy changes within Part C1 of the Draft DCP. Key changes include:

- Re-titling of Part C1 Dwelling House and Dual Occupancy Development to “Lower Density Housing Development”.
- Clarification of the types of development to which Part C1 applies.
- Clarification of external wall height control diagram.
- Clarification of side setback controls.
- Additional control and wording relating to window design.
- Clarification of dual occupancy development diagram & rear setback control.
- New Section 1.7 “Semi-detached, semi-attached dwellings & terrace style development” controls. A separate “guidebook” document for semi-detached, semi-attached & terrace style development accompanies the objectives and controls in Section 1.7. This “guidebook” document will provide a background on the evolution of these forms of lower density housing and the relevance of the historical context to the housing forms today. Refer to Attachment 2 for the Draft Waverley Guidebook for Semi-detached Residences.
- Restructure and reorder of sections to better group general controls and controls for specific types of low density dwelling development (i.e. dual occupancies).
- General edits - spelling, grammar, formatting, inconsistent numbering and references fixed.

The above changes are reflected in the draft DCP provided in Attachment 1. Please note that Attachment 1 only provides the pages of the DCP which have been amended. The proposed amendments have been highlighted in red text for the purposes of making the changes readily identifiable. The DCP will have this red text during the public exhibition period to make it easy for the community to identify the changes.

The proposed “guidebook” document (Attachment 2) provides a background on the evolution of these forms of lower density housing development and how the historical context is relevant. Other key policy changes which will be addressed as part of the general housekeeping amendment to the DCP (Amendment No. 5) are summarised (but not limited to) in Section 5.1 of this report.

4. Relationship to Waverley Together 3 & Delivery Program 2013-17

The relationship to *Waverley Together 3* and *Delivery Program 2013-17* is as follows:

Direction: *L5 - Buildings are well designed, safe and accessible and the new is balanced with the old.*

Strategy: *L5a - Ensure planning and building controls for new buildings and building upgrades deliver high quality urban design that is safe and accessible, in which heritage and open space is recognised, respected and protected.*

Deliverable: *Development Control Plan (DCP) updated annually.*

5. Financial impact statement/Timeframe/Consultation

Financial Impact Statement

The costs of the exhibition and notification are available through the Shaping Waverley budget.

Timeframe

Following adoption of the draft WDCP it is envisaged that public exhibition will be conducted in September/October 2015 for 28 days. The outcome of the public exhibition will be reported to Council in December 2015.

It is envisaged that WDCP 2012 (Amendment No. 4) will be adopted and in force in January 2016.

Consultation

- Precinct Committees will be advised of the exhibition by way of letter as well as an advertisement in the Wentworth Courier.
- Council will also notify relevant authorities such as Randwick and Woollahra Councils, Sydney East Region Architects Network and the Waverley Development Assessment Panel.
- A copy of the draft WDCP 2012 will be available at the Customer Service Office, Library and on Council's "Have Your Say" website.

5.1 Future Amendments

The Draft Waverley Development Control Plan 2012 (Amendment No. 4) proposes changes to Part C1 Dwelling House and Dual Occupancy Development. Other DCP matters will be reviewed as part of future amendments to the DCP. Matters to be addressed in future amendments include:

- Car parking rates;
- Controls relating to residential flat buildings contained in Part C2 – Multi Unit and Multi Dwelling Housing;
- Hours of operation provisions;
- Boarding house requirements;
- Child care centre provisions;
- Comprehensive review of Part E1 Bondi Junction Centre;
- Mapping of flood zones and ponding areas.

6. Conclusion

The Draft Waverley Development Control Plan 2012 (Amendment No. 4) is consistent with legislation, Council's policies, plans and strategies. The proposed policy changes to Part C1 of the Waverley DCP addresses issues raised by relevant Council officers, Councillors and the community.

Further, each part of the Waverley Development Control Plan 2012 has been subject to a detailed review by external consultants except Part C1. In addition to this proposed amendment it is recommended that, given that the majority of development applications received by Council are subject to Part C1 of the DCP, the part should be subject to a comprehensive review by external consultants and programmed for a future amendment.

7. Attachments:

1. Attachment 1 – Draft Development Control Plan 2012 (Amendment No. 4)
2. Attachment 2 – Draft Waverley Guidebook for Semi-detached Residences

PART C RESIDENTIAL DEVELOPMENT

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C1 ~~DWELLING HOUSE AND DUAL OCCUPANCY~~
~~DEVELOPMENT~~ LOWER DENSITY HOUSING
DEVELOPMENT

This Part applies to all new build and alterations and additions to single dwelling house, dual occupancy, terrace, semi-detached and attached dwelling houses development in the Waverley LGA.

Objectives

- (a) To ensure that the scale of ~~dwelling houses and dual occupancy~~ lower density forms of housing development is appropriate for allotment sizes and other dwellings in the vicinity.
- (b) To ensure that development does not significantly detract from the amenity, privacy and views of other dwellings and public view corridors.
- (c) To ensure that Council has regard to the principles of ecologically sustainable development when assessing applications.
- (d) To ensure that new development and alterations and additions to existing dwelling house, dual occupancy, semi-detached and attached dwelling house, and terrace development is sympathetic in bulk, scale and character with other dwellings in their vicinity.
- (e) To encourage dwelling house, dual occupancy, semi-detached and attached dwelling house, and terrace development to have high design standards.

1.1 HEIGHT

The maximum building height and maximum wall height are two of the most important design elements that influence the overall appearance of residential buildings and character of a streetscape. The maximum building height standards are identified by Clause 4.3 and the Height of Buildings Map in WLEP 2012.

Achieving the maximum building height may not be appropriate in all cases and should not be considered as prescribed or allowable regardless of circumstance. Amenity or streetscape impacts may mean that a lower height or additional setbacks are warranted. Therefore nothing in this part restricts Council's ability to require the height of a building to be less than the maximum height as specified in the LEP.

Maximum heights in the LEP are the absolute standard however not all development types are appropriate to achieve the maximum height. For example, it may not be acceptable that a laneway development achieves the overall maximum height based on the LEP standard. For this reason, each development type has different height control expectations as outlined in the following sections:

- Dwelling Houses – Part C1, Section 1.1.
- Secondary Dwellings and Ancillary Buildings – Part C1, Section 1.14.
- Laneway Development – Part C2, Section 1.15.
- Local Village Centres – Part E3.

~~Flat roof dwelling houses can potentially have a greater impact on neighbouring properties than pitched roof dwelling designs. As such, the proposed height of a flat roof dwelling must not preclude the achievement of standards relating to overshadowing, building orientation topography, privacy and views as specified elsewhere in this DCP.~~

Objectives

- (a) To provide a hierarchy of height controls to further inform the maximum height standard in the LEP for various development types e.g. dwellings, secondary structures, laneway development, **semi-detached and attached dwelling houses**.
- (b) To ensure the height and scale of development relates to the topography and street character.
- (c) To ensure the height and scale of development does not unreasonably impact on views enjoyed by neighbouring and nearby properties.
- (d) To ensure that the height and scale of development does not result in unreasonable overshadowing of neighbouring and nearby properties.
- (e) To minimise loss of views from and overshadowing of public places.
- (f) To ensure excavation does not add to the overall bulk of the dwelling.

1.1.1 Flat roof dwelling houses

Flat roof dwelling houses can potentially have a greater impact on neighbouring properties than pitched roof dwelling designs. As such, the proposed height of a flat roof dwelling must not preclude the achievement of standards relating to

overshadowing, building orientation topography, privacy and views as specified elsewhere in this DCP.

Controls

- (a) For a building with a flat roof the maximum overall building height is 7.5m above existing natural ground level.

1.1.2 External Wall Height

Controls

- (a) For a building with a pitched roof the maximum external wall height is 7m above existing natural ground level (refer to Figure 1).
- (b) Buildings on steep sites are to be stepped down to avoid high columns, elevated platforms and large undercroft areas (refer to Figure 2).

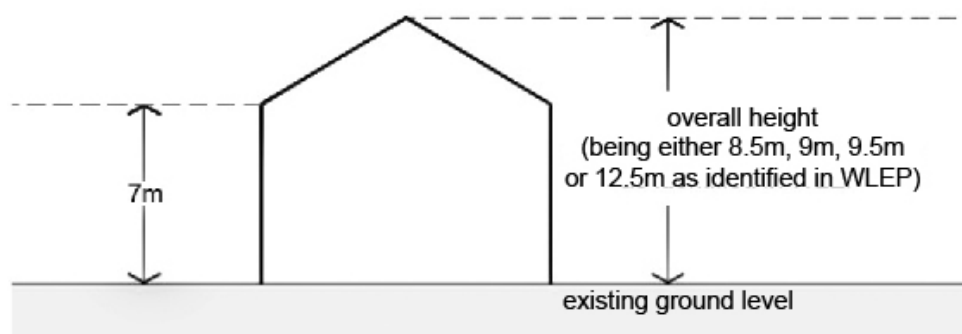


Figure 1 How to measure external wall height for dwelling houses with pitched roofs – figure updated

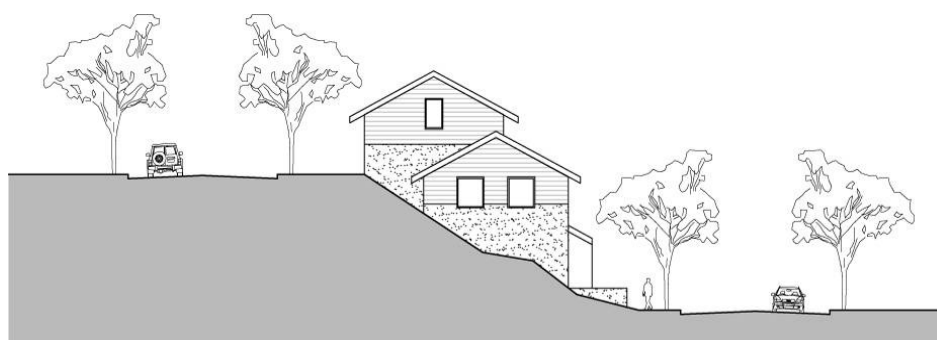


Figure 2 Dwelling houses are to step down steep sites

1.2 EXCAVATION

Excavation can have a detrimental effect on the local environment, neighbouring properties and streetscape.

Where excavation is proposed to exceed 3m in depth, is at or near cliff faces or on sloping sites that have a slope of 25% or more, a geotechnical report which addresses the stability of the site and surrounding properties must be submitted. The geotechnical report must confirm that the site is suitable for the proposed development and must list any relevant conditions. Please refer to Part A – Submission Requirements for additional information.

- (a) To minimise cut and fill on sloping sites and to encourage good quality internal environments including direct natural light and direct natural ventilation, any habitable room of a dwelling must have at least one external wall fully above existing ground level (refer to Figure 3).
- (b) Fill shall not be used to raise the ground level.
- (c) Excavation is not permitted within 900mm of side boundaries and shall only occur within the building footprint except where access to a basement car park is required.
- (d) Excavation should not add to the visual bulk and scale of the building.
- (e) Excavation should not result in the loss of naturally occurring sandstone.
- (f) Excavation for garaging within sandstone walls facing the street must be minimised to preserve as much of the original wall as possible.
- (g) Development should accommodate stormwater detention tanks and storage systems within the excavated area.

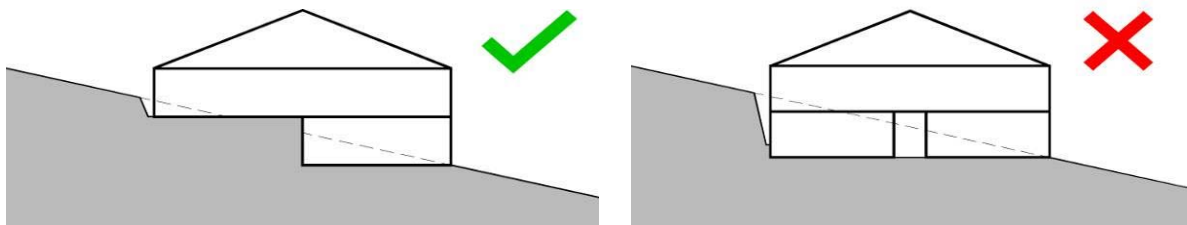


Figure 3 Habitable rooms are to have at least one external wall entirely above existing ground level

1.3 DUAL OCCUPANCY DEVELOPMENT (MOVED TO 1.6)

The objectives and controls in this section aim to facilitate an acceptable size and bulk of dual occupancy development that maintains a satisfactory relationship with adjoining development and the wider street context.

Objectives

- (a) To ensure that the size and bulk of dual occupancy development is in character with surrounding development and streetscape.
- (b) To ensure that the size and bulk of new buildings and alterations and additions to existing buildings do not result in unreasonable impacts on neighbouring properties.

Controls

- (a) Where dual occupancy development is proposed the allotment size is to have an area of:
 - (i) 450m² or more where the two dwellings are attached; or
 - (ii) 600m² or more where the two dwellings are detached.
- (b) In the case of a detached dual occupancy, any second building is restricted to a single storey and to a maximum gross floor area of 110m² (refer to Figure 4) and must not exceed the maximum FSR for the site.
- (c) In the case of a detached dual occupancy, the second dwelling is restricted to a maximum external wall height of 3m measured from natural ground level (refer to Figure 4).
- (d) The second dwelling should typically be located in the rear yard, except in cases where there is a pattern of larger secondary structures within the front yard on adjoining sites.

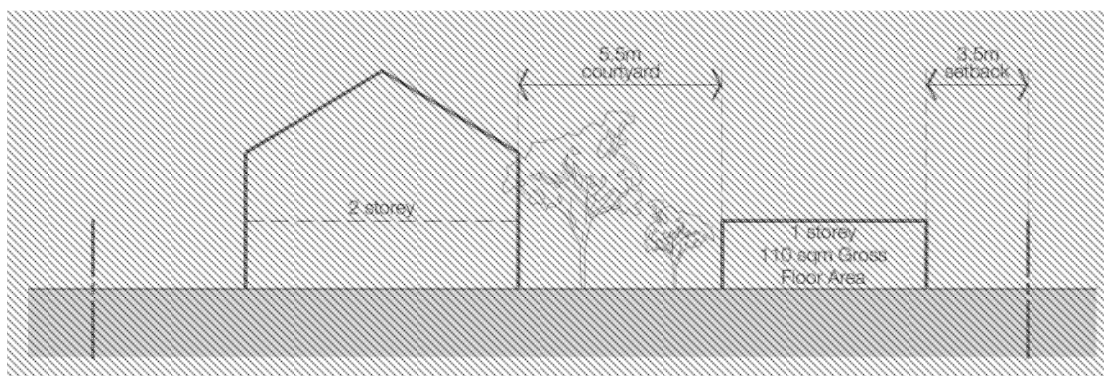


Figure 4 Requirements for a detached dual occupancy

1.3 SETBACKS

Setbacks influence the size and shape of buildings and ensure that their bulk and appearance in the streetscape and relationship to adjoining properties is appropriate to the locality.

Uniformity in setbacks provides rhythm and character to residential streets, retains views and glimpses of local and distant landmarks and provides access to the rear of properties.

Setbacks also provide amenity to existing and proposed housing through the maintenance and provision of privacy, ventilation, solar access and views. Setbacks generally increase as the building height increases.

Objectives

- (a) To ensure the distance between buildings on adjacent properties allows adequate solar access, ventilation and privacy.
- (b) To ensure that the amenity of rear yards, their function as private open space and their visual and landscape contribution to the surrounding area is protected and enhanced.
- (c) To accommodate flexibility in the siting of buildings, where appropriate.
- (d) To ensure the siting of buildings is consistent with surrounding buildings and does not visually detract from the streetscape.
- (e) To ensure significant views and view corridors available from the public domain are retained.

1.3.1 Front and rear building lines

Controls

- (a) New buildings and extensions to existing buildings are to extend no further than the predominant front and rear building lines of buildings in its vicinity (refer to Figures 4 and 5).
- (b) The predominant rear building line is determined by the average setbacks of the existing main buildings on adjoining properties either side of the subject site (generally 3 to 4 dwellings) and is determined separately on the ground floor and first floor level.

In most circumstances development at first floor level and above shall be setback from the rear building line of the ground floor level in order to minimise bulk and scale impacts and provide visual relief for the open space and living areas at adjacent properties (refer to Figure 5).

- (c) Where it is proposed to build beyond the predominant front and/or rear building line, then greater consideration must be given to the following;
 - (i) Compliance with applicable development standards, including Floor Space Ratio and Building Height;
 - (ii) Compliance with the landscaped and open space controls;
 - (iii) Compliance with side setback controls;

- (iv) Emergence of a new front and/or rear building alignment beyond the dwellings either side of the subject site (note that any reliance on an emerging front and/or rear building alignment as a precedent can only be justified where the emerging alignment is itself based on compliant development with respect to building height, FSR and side setback controls);
- (v) Location and retention of existing significant vegetation;
- (vi) Visual aspect of the bulk and scale as viewed from the private open space and living areas of adjoining properties;
- (vii) Acceptability of amenity impacts on adjacent properties with regard to solar access, and visual and acoustic privacy;
- (viii) Views available from the subject site and adjoining properties including an assessment against the Land and Environment Court "Tenacity" Planning Principle;
- (ix) In areas of heritage significance, the importance of preserving the front portion of the building by providing an additional setback from the front building line.

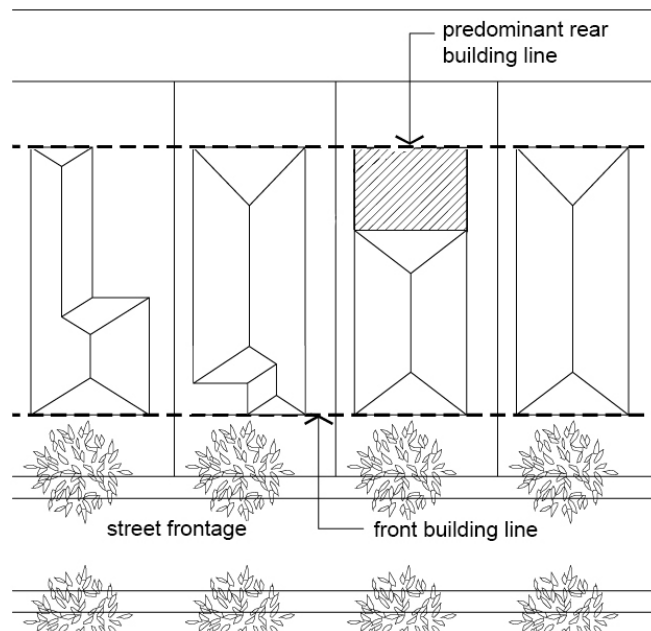


Figure 4 Example of front building line and predominant rear building line on irregular shaped lots

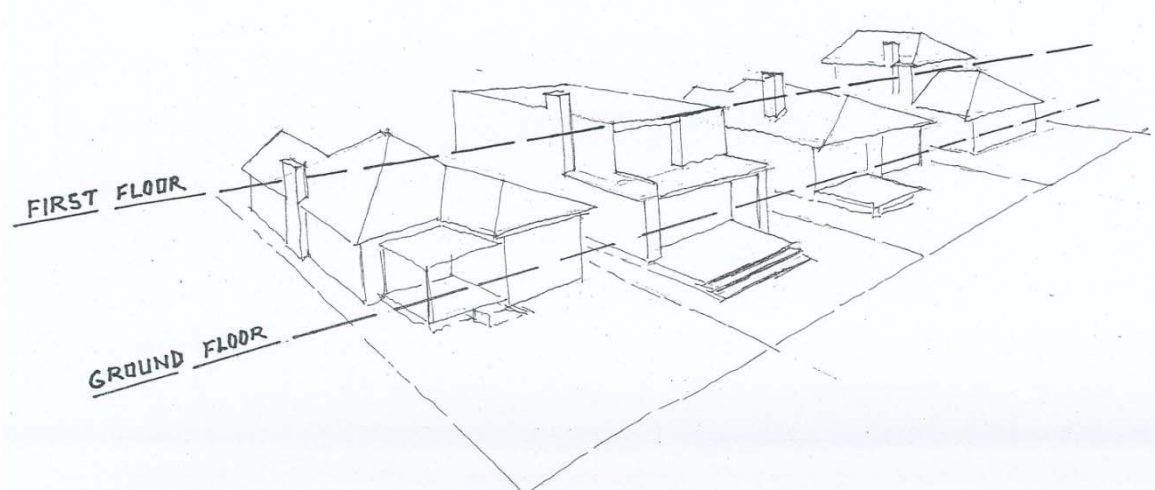


Figure 5 Example of ground and first floor level predominant rear building lines

1.3.2 Side Setbacks

(a) Comply with the minimum setbacks as follows:

Height (in storeys)	Side setback (min.)
1-2 storeys (height up to 8.5-9m in accordance with maximum height building standard in clause 4.3 of WLEP 2012)	900mm
1-2 storeys that exceeds the maximum height building standard in clause 4.3 of WLEP 2012 (refer to Figure 6)	1200mm
3 storeys (height up to 9-12.5m in accordance with maximum height building standard in clause 4.3 of WLEP 2012) (refer to Figure 7)	1500mm

Table 1 Minimum side setbacks

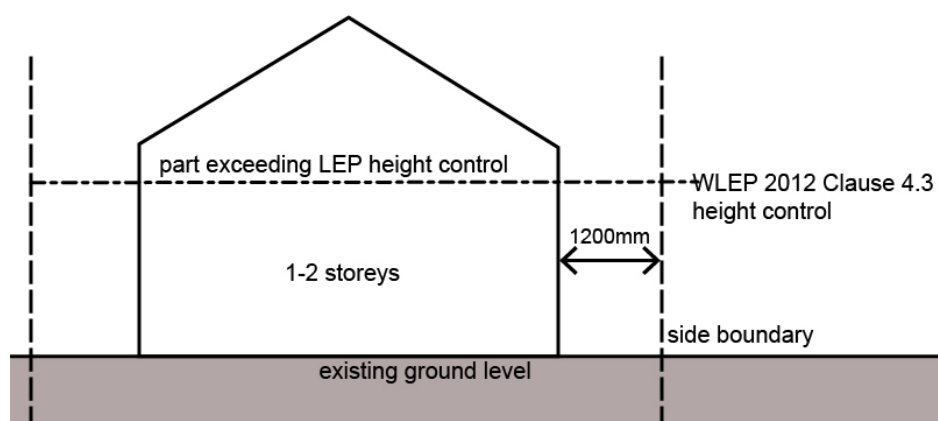


Figure 6 How to measure side setbacks for 1-2 storeys which exceeds of LEP height standard—new figure

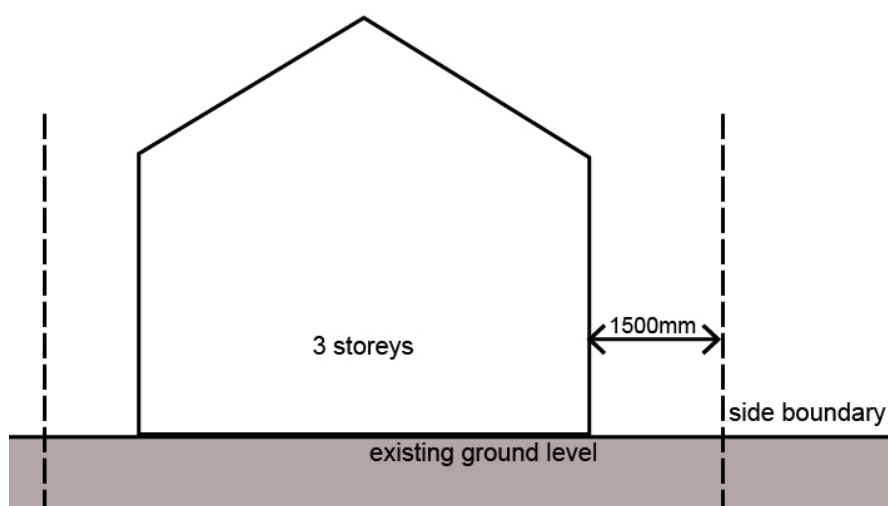


Figure 7 How to measure side setbacks for 3 storeys – new figure

Note

- The side setbacks may be reduced if the proposed dwelling or alteration adjoins another dwelling without a setback along the shared boundary. This applies only to that section of the boundary which the neighbouring dwelling is built to.

- Council may require setbacks to be increased to maintain adequate solar access to adjoining properties, in particular properties to the south in respect to development on allotments that run in an east-west direction or to the subject building.

~~1.4.3 Additional controls for semi-detached dwellings and terraces – should this section be taken out and placed in new part containing controls just for semis and terraces? (MOVED to 1.7)~~

- ~~(a) The common (or party) wall between a pair of semi-detached dwellings or terraces can be built with no side setback along the common boundary where it abuts an existing wall to the neighbouring property or where it can be reasonably expected that a wall to the neighbouring property would be constructed in the future.~~
- ~~(b) The extension should not encroach beyond the predominant rear building line and no openings are permitted in the side wall with nil setback (refer to Figure 7).~~
- ~~(c) The outer side wall of the building (i.e. the wall that is not a shared wall or party wall), should be set back a minimum of 900mm from the outer side boundary (refer to Figure 7).~~
- ~~(d) Part of the outer side wall may be built to the outer side boundary where a courtyard will (or can) be created with the adjoining property. The wall on this boundary should generally be a maximum of 2.1m in height. Illustrate in diagram.~~

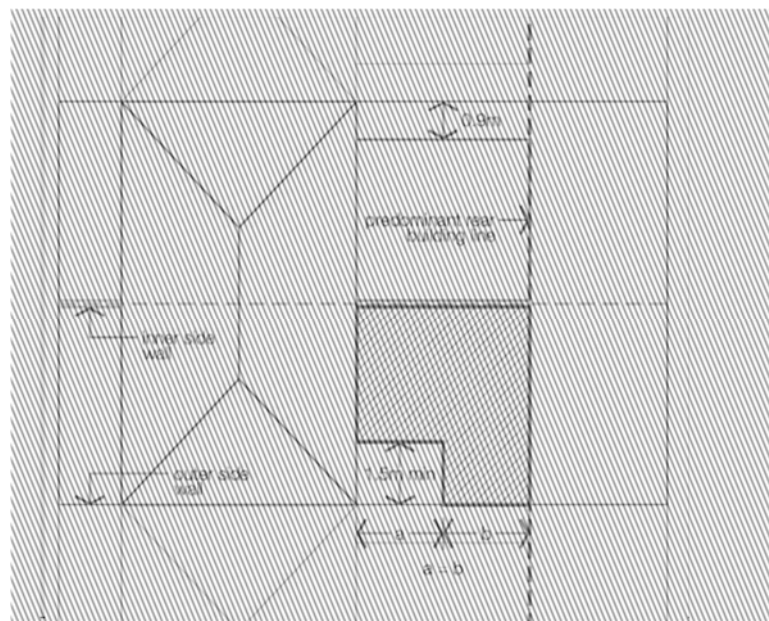
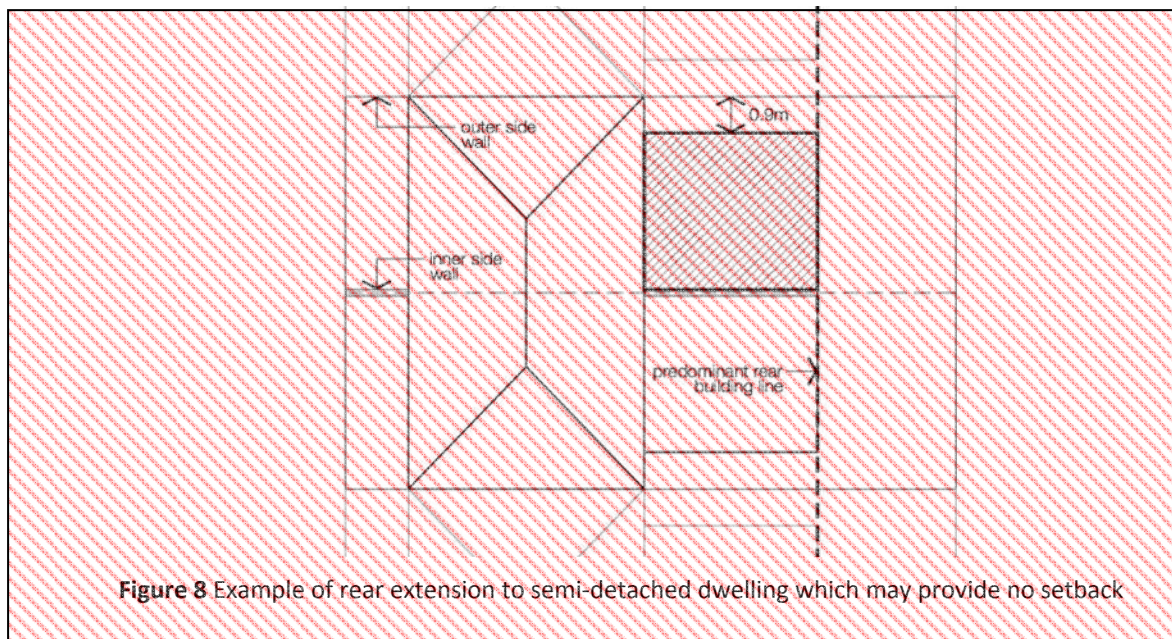


Figure 5 Example of rear extension to semi-detached dwelling



1.4.4 Additional controls for dual occupancy dwellings (MOVED to 1.6)

- (a) — The siting of the rear component of a dual occupancy development, where designed as detached front and rear dwellings, shall ensure that the rear gardens of adjoining properties maintain adequate solar access, privacy and outlook and are not unreasonably impacted upon by building bulk and scale.
- (b) — A detached dual occupancy building shall have a minimum 3.5m setback from the rear boundary.

1.5 STREETScape AND VISUAL IMPACT

In general, development should complement the existing character of the streetscape in terms of scale, architectural style and materials.

Where buildings of contemporary and non-traditional architectural styles are proposed, they should not diminish the established character of a street or area.

Objectives

- (a) To encourage and facilitate new **dwelling house, dual occupancy, semi-detached and attached dwelling house, and terrace development** of a high architectural and aesthetic standard, that acknowledges and responds to the architectural style and character of the existing built environment.
- (b) To encourage alterations and additions to existing attached and semi-detached dwelling houses to maintain design integrity and ensure that they visually present as pairs or groups of dwellings.
- (c) To allow contemporary architectural styled alterations and additions to semi-detached dwellings where appropriate, without diminishing the integrity and character of the streetscape.

Controls

- (a) New development should to be visually compatible with its streetscape context. It should contain or at least respond to essential elements that make up the character of the surrounding area. Aspects to be considered include:
 - (i) Height and bulk;
 - (ii) Setbacks;
 - (iii) Landscaping; and
 - (iv) Architectural style and materials.
- (b) Alterations and additions should maintain the established setting of the building in terms of significant landscaping and topography.
- (c) Consideration must be given to the aesthetic appearance of any building or work when viewed from a public place including park, reserve, beach or from the ocean.
- (d) Existing verandahs and balconies fronting the street are not to be enclosed unless the applicant can demonstrate that this is appropriate to the style of the dwelling.
- (e) The bulk, scale and proportions of new buildings shall be consistent with the predominant character of the surrounding buildings.
- (f) Attached dual occupancy development should be designed so as to have the appearance from the street of a single dwelling house.
- (g) **New windows are to be proportionate and of a similar design to existing windows.**

~~1.5.1 Additional controls for semi-detached and attached dwelling houses (MOVED to 1.7)~~

- (a) ~~Upper levels of semi-detached dwellings (including alterations & additions and new semi-detached dwellings) should:~~
 - (i) ~~Be designed to allow for an addition of similar design, scale and bulk to the adjoining (attached) semi.~~

- ~~(ii) Be setback from the front of the existing roof structure so that the additional storey does not dominate the appearance of the pair when viewed from the street.~~
- ~~(iii) Be either designed to complement the existing character of the pair of semi-detached dwellings or, if a modern design, be setback so as to not visually dominate or detract from appearance of the pair when viewed from the street.~~
- ~~(b) First floor level additions or extensions should not result in the creation of a blank dividing wall along the boundary between semi-detached dwellings and are to be located behind the front roof hip of the existing semi-detached dwelling.~~
- ~~(c) Upper level balconies at the front and side of semi-detached dwellings are generally not appropriate.~~

~~1.5.2 Additional controls for terrace style dwelling houses~~ (MOVED to 1.7)

- ~~(a) Where there is a mix of 1 and 2 storey terrace style dwelling houses within a terrace group, additions to one of the single storey terrace style dwelling houses may be acceptable if the new storey reflects the character and detail of the ground floor facade.~~
- ~~(b) Extensions to the rear of an existing single storey terrace dwelling house are to be no higher than the existing ridge.~~
- ~~(c) In the case of attic conversions, the main roof envelope of the existing dwelling house should remain intact and any dormers should be proportional in size and scale with the existing roof.~~

1.6 DUAL OCCUPANCY DEVELOPMENT

The objectives and controls in this section aim to facilitate an acceptable size and bulk of dual occupancy development that maintains a satisfactory relationship with adjoining development and the wider street context.

Objectives

- (a) To ensure that the size and bulk of dual occupancy development is in character with surrounding development and streetscape.
- (b) To ensure that the size and bulk of new buildings and alterations and additions to existing buildings do not result in unreasonable impacts on neighbouring properties.

Controls

- (a) Where dual occupancy development is proposed the allotment size is to have an area of:
 - (i) 450m² or more where the two dwellings are attached; or
 - (ii) 600m² or more where the two dwellings are detached.
- (b) In the case of a detached dual occupancy, any second building is restricted to a single storey and to a maximum gross floor area of 110m² (refer to Figure 8) and must not exceed the maximum FSR for the site.
- (c) In the case of a detached dual occupancy, the second dwelling is restricted to a maximum external wall height of 3m measured from natural ground level (refer to Figure 8).
- (d) The second dwelling should typically be located in the rear yard, except in cases where there is a pattern of larger secondary structures within the front yard on adjoining sites.

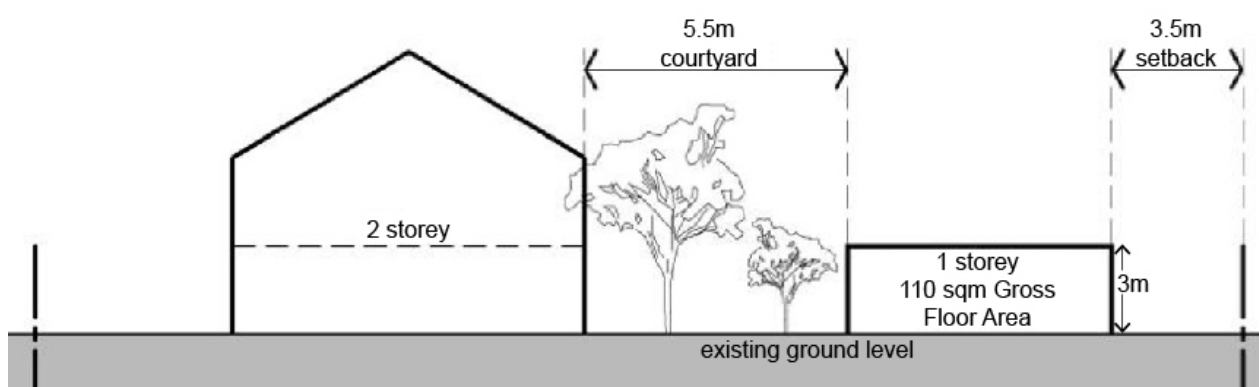


Figure 8 Requirements for a detached dual occupancy – figure updated

1.6.1 Rear Setback (moved from 1.4)

- (a) The siting of the rear component of a dual occupancy development, where designed as detached front and rear dwellings, shall ensure that the rear gardens of adjoining properties maintain adequate solar access, privacy and outlook and are not unreasonably impacted upon by building bulk and scale.

- (b) A detached dual occupancy building shall have a minimum 3.5m setback from the rear boundary (refer to Figure 8) or if appropriate, is to extend no further than the predominant rear building line [additional wording].

1.7 SEMI-DETACHED, SEMI-ATTACHED DWELLINGS & TERRACE STYLE DEVELOPMENT

Semi-detached residences are subject to demand for greater accommodation within first floor additions. The detrimental impact that first floor additions may have upon the cohesion and aesthetic qualities of semi-detached residences and related streetscape settings is exacerbated by expectations that first floor additions are able to extend over the whole of the existing ground floor and be constructed in styles and forms unrelated to the original residence and the existing design of semi-detached residences.

The objectives and controls in this section aim to guide the cohesion of semi-detached, semi-attached dwellings and terrace style development, particularly for first floor additions and related streetscapes. For further background in regards to the evolution and historical context of these forms of housing, please refer to Council's "Guidebook for Semi-detached Residences."

Objectives

- (a) New builds as well as alterations and additions to semi-detached, semi-attached & terrace style development need to visually read as a whole from the streetscape.
- (b) Overall materiality and detailing of design elements such as roof features, garages and car ports is to be of a high quality and reference existing architectural features where present.

Controls

1.7.1 First floor additions for semi-detached/attached dwellings

- (a) All first floor additions are to maintain the original style and massing of the attached residential pair as the dominant form (refer to Figure 9).



Figure 9 First floor addition

- (b) Where first floor additions are of contemporary or differing style these are to be secondary to the core form and style of the semi-detached/attached residential pair (refer to Figure 10).

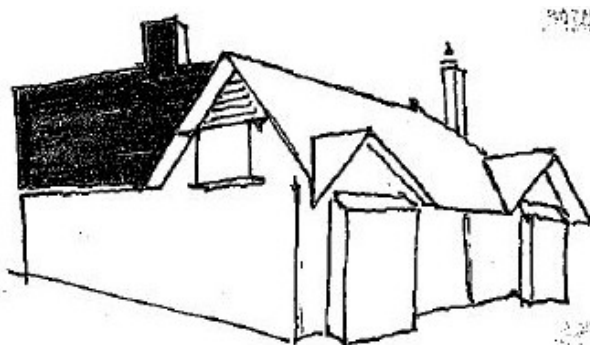


Figure 10 Secondary contemporary first floor addition

- (c) All first floor additions are to provide a high standard of design at the interface with the attached residence (refer to Figure 11).



Figure 11 first floor addition interface with attached residence

- (d) Where first floor additions project forward of the existing ridgeline or apex of a hipped roof the width of additions is to be limited and to retain substantial elements and extent of the existing roof form contiguous with the attached residence (refer to Figure 12).

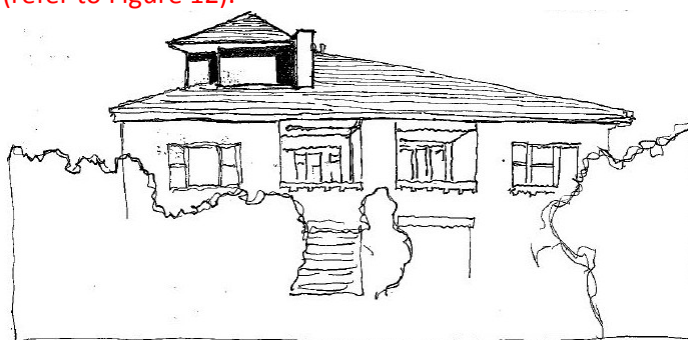


Figure 12 First floor addition projecting forward of existing ridgeline

- (e) Where first floor additions project forward of the existing ridgeline or apex of a hipped roof to both residences in a semi-detached/attached pair, strong emphasis on cohesion of the adjacent additions is to be provided in the additions and detailing (refer to Figure 13).

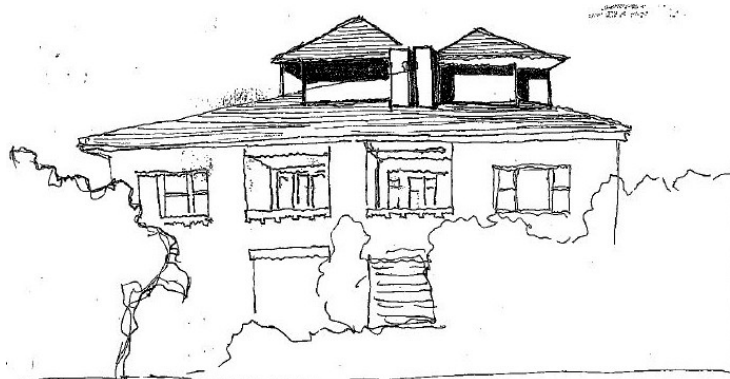


Figure 13 First floor addition projecting forward of existing ridgeline of semis pair

- (f) Where existing semi-detached/attached residences have tall existing roof forms, additions forward of the apex or ridge are to be limited to dormers or gables projecting from attic additions within the existing roof (refer to Figure 14).

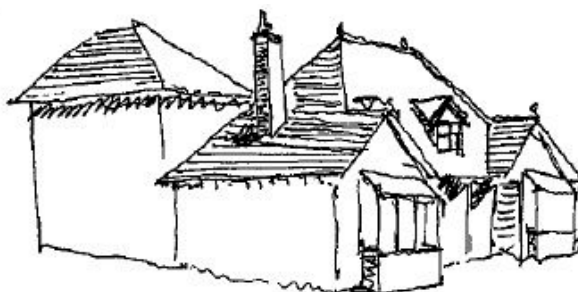


Figure 14 Additions to tall existing roof forms forward of the apex or ridge

- (g) Where existing semi-detached/attached residences have gable fronted roof forms, such as those designed in the California Bungalow style, first floor additions are not to exceed the height of the existing ridgeline unless they closely match the roof form, pitch and roof tiling (refer to Figure 15).

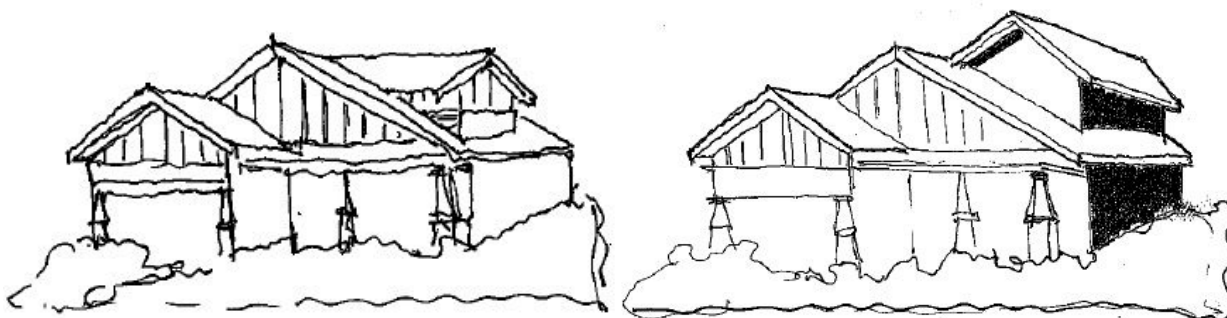


Figure 15 First floor additions with matching gable roof forms

- (h) Where semi-detached/attached residences have prominent gable fronts such as those of the California Bungalow style, transverse ridgelines extending to side elevations with eaves overhangs matching existing eave widths are preferred to raised gable frontages.
- (i) Where contemporary flat or low pitched roof forms are proposed to first floor additions, designs must demonstrate a high standard of integration with the semi-detached/attached residential pair rather than dominate the existing form (refer to Figure 16).

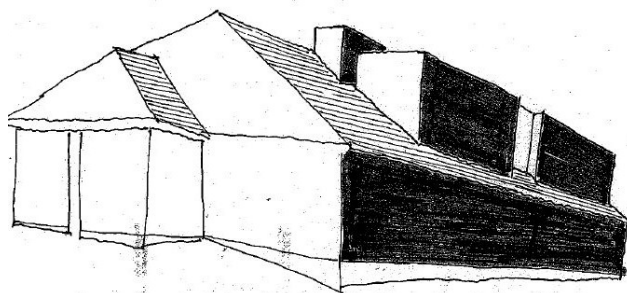


Figure 16 Contemporary first floor addition

- (j) Where first floor additions already exist to either semi-detached/attached residence new first floor additions are to defer to the original form and style of the semi-detached/attached residential pair rather than later works (refer to Figure 17).

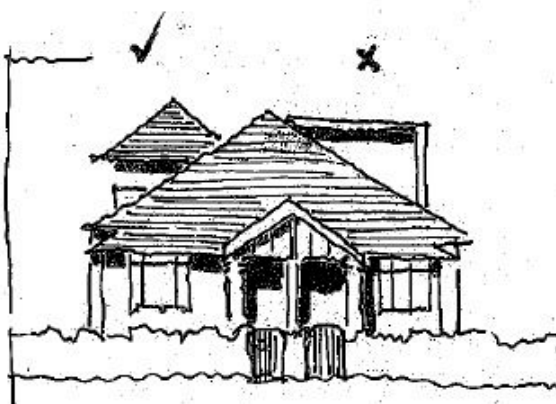


Figure 17 First floor additions deferring to original form and style

1.7.2 Additional side setback controls for semi-detached dwellings and terraces

- (a) The common (or party) wall between a pair of semi-detached dwellings or terraces can be built with no side setback along the common boundary where it abuts an existing wall to the neighbouring property or where it can be reasonably expected that a wall to the neighbouring property would be constructed in the future.
- (b) The outer side wall of the building (i.e. the wall that is not a shared wall or party wall), should be set back a minimum of 900mm from the outer side boundary (refer to Figure 18).
- (c) Part of the outer side wall may be built to the outer side boundary to create an internal courtyard where a courtyard will (or can) be created with the adjoining property. The wall on this boundary should generally be a maximum of 2.1m in height. Refer to Figure 18.
- (c) Internal courtyards must have a minimum 1.5m dimension.
- (d) No openings are permitted for walls built to the side boundary.
- (d) The extension should not encroach beyond the predominant rear building line and no openings are permitted in the side wall with nil setback (refer to Figure 9).

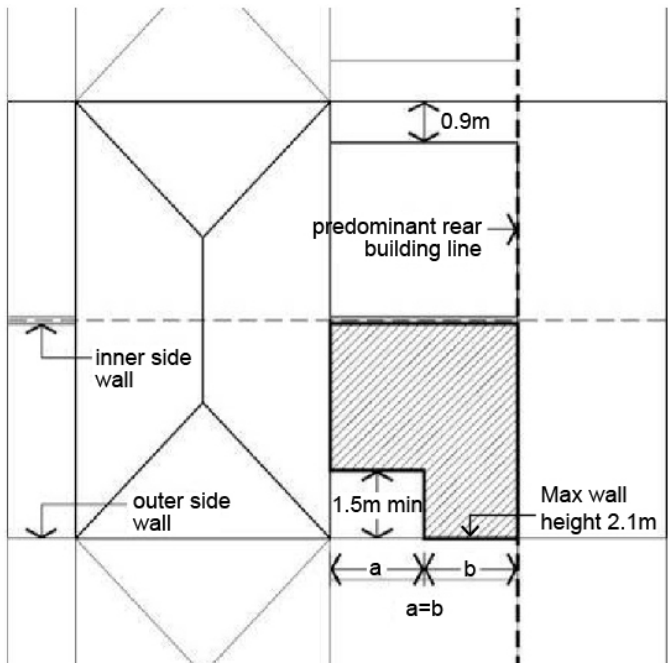


Figure 18 Example of rear extension to semi-detached dwelling - updated

1.7.3 Additional streetscape and visual impact controls for semi-detached and attached dwelling houses

- (a) Upper levels of semi-detached dwellings (including alterations & additions and new semi detached dwellings) should:
 - (i) Be designed to allow for an addition of similar design, scale and bulk to the adjoining (attached) semi.
 - (ii) Be setback from the front of the existing roof structure so that the additional storey does not dominate the appearance of the pair when viewed from the street.
 - (iii) Be either designed to complement the existing character of the pair of semi-detached dwellings or, if a modern design, be setback so as to not visually dominate or detract from appearance of the pair when viewed from the street.
- (b) First floor level additions or extensions should not result in the creation of a blank dividing wall along the boundary between semi-detached dwellings and are to be located behind the front roof hip of the existing semi-detached dwelling.
- (c) Upper level balconies at the front and side of semi-detached dwellings are generally not appropriate.

1.7.4 Additional streetscape and visual impact controls for terrace style dwelling houses

- (a) Where there is a mix of 1 and 2 storey terrace style dwelling houses within a terrace group, additions to one of the single storey terrace style dwelling houses may be acceptable if the new storey reflects the character and detail of the ground floor facade.
- (b) Extensions to the rear of an existing single storey terrace dwelling house are to be no higher than the existing ridge.
- (c) In the case of attic conversions, the main roof envelope of the existing dwelling house should remain intact and any dormers should be proportional in size and scale with the existing roof.

1.8 DORMER WINDOWS

Where it is proposed to utilise the existing roof space of dwelling houses by the inclusion of dormer windows, these are to be designed so that they are **proportionate** and complementary to the character of the dwelling house and do not visually dominate the roof.

Objectives

- (a) To ensure additions to roofs for the purposes of accommodation, are **proportionate and complementary** compatible with the character of the house and streetscape.
- (b) To ensure where part of a semi-detached pair, row or group, the character of dormer and roof windows is consistent in all respects, to conserve the unity of the group.

Controls

- (a) Where the height of the roof as measured from the gutter to the ridge is less than 2.5m, windows must be flush to the roof and limited to one per single fronted dwelling, or a pair on a double fronted dwelling. Windows are to be centrally located on the roof.
- (b) The roof of any dormer shall generally be a minimum of 300mm below the main ridge.
- (c) Where the dwelling is part of semi-detached pair, row or group of like dwellings, any dormer or roof window must match the unity of the group and the total width of dormers should be no greater than 25% of the width of the roof.
- (d) In terrace style dwellings, a rear skillion dormer may be permitted at the rear of the roof, provided the existing ridge line is maintained, the addition is set below the ridge and a side setback of minimum 600mm is maintained. In addition, the rear skillion dormer is not to extend beyond the rear gutter line.

1.9 SECONDARY DWELLINGS AND ANCILLARY BUILDINGS

State Environmental Planning Policy (Affordable Rental Housing) 2009 (SEPP) includes development standards for secondary dwellings. This Part provides additional development guides that may be read in conjunction with the SEPP. Where there is an inconsistency between the SEPP and this DCP, the development standards in the SEPP prevail.

Secondary dwellings and ancillary buildings must clearly read as secondary structures associated with the principal dwelling. The objectives and controls in this Part aim to ensure that the bulk and scale of these structures is appropriate in relation to the principal dwelling and the locality.

Objectives

- (a) To ensure secondary dwellings and ancillary development achieve acceptable levels of building design, amenity, landscaping, access and security.
- (b) To limit the bulk and scale of secondary dwellings and ancillary development.
- (c) To avoid excessive development of existing landscaped areas and open space of dwellings.
- (d) To minimise the adverse amenity impacts of secondary dwellings and ancillary buildings on adjoining properties.
- (e) To ensure secondary dwellings and ancillary development enhances the streetscapes of laneways and primary streets.

Controls

1.9.1 Secondary Dwellings

- (a) Secondary dwellings are to comply with the provisions of Clause 5.4 of WLEP 2012. Where secondary dwellings are proposed to address the rear lane, the development guides in Part 1.10 – Laneway Development will apply.

1.9.2 Ancillary Development

- (a) Ancillary buildings are to be minor buildings, integrated into the landscaped open space area of the dwelling, with the floor area of all ancillary buildings on an allotment not exceeding 10% of the allotment size.
- (b) The wall height of the ancillary buildings on a property boundary shall not exceed 2.1m.
- (c) The maximum height of ancillary buildings is not to exceed 2.4m.
- (d) The design of the roof of ancillary buildings should not conflict aesthetically with the design of the principal building on the site or with adjoining development.

1.10 LANEWAY DEVELOPMENT

The proposed use of laneway development is to be clearly specified. Where it is not proposed as a separate occupancy (e.g. granny flat) the development should not include kitchen or bathroom facilities. Any proposal for the development to be used as a separate occupancy must comply with the relevant provisions for this type of use.

Objectives

- (a) Maintain and improve the key function of a lane being the provision of access to and from a site.
- (b) To reduce the bulk of additions to residences within Conservation Areas.
- (c) To activate rear laneways:
 - (i) Through improved passive surveillance;
 - (ii) Through improved quality of construction and design; and
 - (iii) By establishing opportunities for improved landscaping.
- (d) To maintain and enhance aesthetic qualities of Conservation Areas.
- (e) To maintain the amenity of existing residences within the Conservation Area.

Controls

1.10.1 General design provisions

- (a) The external wall height of laneway development shall not exceed 3.6m and maximum height to the roof ridge shall not exceed 6m (refer to Figure 19).
- (b) External walls that include gabled roof ends are to have a maximum ridge height of 6m and are only appropriate where the impact on neighbours is considered acceptable in terms of solar access, bulk and scale, visual and acoustic privacy impacts
- (c) Laneway development is to be designed with simple built forms, built at or very close to the lane alignment and should not provide a strong visual element when viewed from the primary street frontage (refer to Figures 20 and 21).
- (d) Laneway development design should incorporate a pitched roof. Skillion roofs located behind parapets may be acceptable in some instances where the prevailing laneway development is consistent with such an approach and where it will result in fewer impacts to the amenity of adjacent properties.
- (e) Development along lanes is to maintain the prevalence of mature, regularly spaced street trees and bushes, as well as mature and visually significant trees on private land. Laneway development should not occur if it will result in a significant alteration to the landscape character of the laneway.
- (f) Landscaped areas should be maintained in line with the requirements in Section 1.11 – Landscaping and Open Space of this DCP.
- (g) External stairs are generally not acceptable in order to protect the visual and acoustic privacy of adjoining properties and to maintain an appropriate aesthetic quality of the development.
- (h) Rear lane garages are to employ gable ended and hipped roof forms with continuous roof pitch from outer walls to ridgeline.
- (i) Orientation of ridgelines is to consider and minimise impact upon neighbours' amenity.

- (j) Dormer or other roof projections are to be set a minimum of 600mm from outer garage walls and to be set a minimum of 300mm below the garage ridgeline (refer to Figure 20).
- (k) Dormers or other roof projections are to have a maximum combined width not exceeding 50% of the associated roof width.
- (l) Dormers or other roof projections and openings to gable ends are to be detailed to minimise overlooking of neighbours properties.
- (m) To maintain neighbours privacy and amenity, windows and glazed doors to above garage accommodation and storage areas are to incorporate privacy screening, translucent glazing, offset windows or other discrete detailing, cohesive to the design of the building and setting.

1.10.2 Laneway development in Conservation Areas

Garage Articulation

- (a) Garage doors are to be limited to single vehicle widths, with central divide to double vehicle garages (refer to Figure 21).
- (b) Roof forms are to reflect those of the Conservation Area in pitch and modulation.
- (c) Garage/studio finishes are to reflect the finishes and proportions of traditional construction in Conservation Areas.
- (d) Proportions of openings to studios are to maintain the proportions and voids to solid ratios of traditional construction in the Conservation Area.
- (e) Projections from studio roofs (dormers, gablets etc) are to be:
 - (i) secondary to the main roof form;
 - (ii) set below the main ridgeline; and
 - (iii) setback a minimum of 600mm from outer edges of main roof forms, to be inset from the side or rear garage walls and from side boundary walls.
- (f) Windows to above garage studios are to be detailed as to minimise oversight of surrounding properties both adjacent to the site and on opposing sides of laneways. Outlook is to be directed into the associated property or into the rear lane.
- (g) Treatment of windows and glazed openings to studios is to incorporate privacy screening of or from neighbouring sites including but not limited to obscure glazing, window hoods, awnings and recessed window planes.
- (h) Garage studio structures are to be visibly separate from the associated residence. Interstitial yard areas are not to be roofed.
- (i) Alignment of adjacent garage/studio structures is to incorporate cohesive forms massing and roof alignments. Box gutters on side boundaries are to be avoided.

Landscaping

Garage studios and rear lane garage developments are to incorporate landscape planting maintaining and enhancing the character and quality of the Conservation Area.

- (a) Landscaping is to include but not be limited to:
 - (i) Inset pockets for tree, shrub or vine planting;

- (ii) Overhanging planters;
- (iii) Setback planters; and
- (iv) Green walls utilising mesh supported climbers or vertical emphasised tree or shrub species.

Solar Panels

- (a) Solar collection panels are to be located to inner roof slopes facing the associated residence or to roof slopes facing side boundaries.

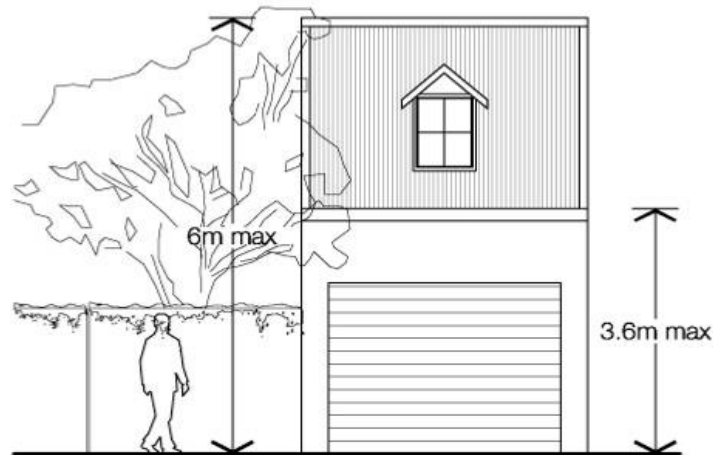


Figure 19 Maximum overall and external wall height for laneway development



Figure 20 Example of acceptable designs for laneway development



Figure 21 Laneway development should not be visible from the primary street frontage

1.11 FENCES

The appropriate design of fencing can assist in the achievement of architectural uniformity and streetscape cohesion.

The design of fences should generally relate to the period and architectural style of buildings at the site and in the vicinity.

Objectives

- (a) To avoid adverse visual impacts from the creation of high blank walls to the street.
- (b) To promote a streetscape where the ground floor front facades of dwelling houses are visible from the street.
- (c) To ensure front fences do not dominate the streetscape.
- (d) To ensure that side and rear fences are not excessive in height, resulting in adverse impacts on adjoining properties.
- (e) To ensure boundary treatments of properties adjoining parks are consistent with the materials palette in the relevant Plan of Management to maintain the amenity of parks.

Controls

- (a) The design of front fences is to take reference from, and complement, the architectural style of the dwelling on the site and dwellings on adjacent sites in terms of style, height and materials.
- (b) Front fences should generally not exceed 1.2m in height. Any solid upstand section should be limited to 600mm in height. The top half of the fence should be an open design with a minimum open area of 50%, for visibility to and from the site (refer to Figure 22). Components such as arched gates, piers and the like may exceed the predominant 1.2m height.
- (c) On sloping sites, the height limit is averaged so that the fence steps down the slope (refer to Figure 23).
- (d) Side and rear boundary fences are not to exceed 1.8m above the existing ground level of adjoining properties.
- (e) Side fences are to taper down from the front building line to match the height of the front fence at the front boundary (refer to Figure 24).
- (f) Where there is dual street frontage, consideration may be given for the allowance of a higher side fence to ensure privacy.
- (g) New brickwork increasing the height of brick fences should match the existing wall.
- (h) Decoration and/or architectural relief shall be provided to masonry fences, avoiding expansive blank walls facing the street.
- (i) No part of a fence, including its footings, is to encroach on the street alignment or adjoining properties.
- (j) Gates should not open into the street alignment or adjoining public parks.
- (k) All fence controls are subject to the provision of adequate sight lines for emerging vehicles to enable surveillance of pedestrians using the footpath in front of a dwelling.
- (l) All boundary treatments for properties adjoining public parks are consistent with materials palette from the relevant Plan of Management.

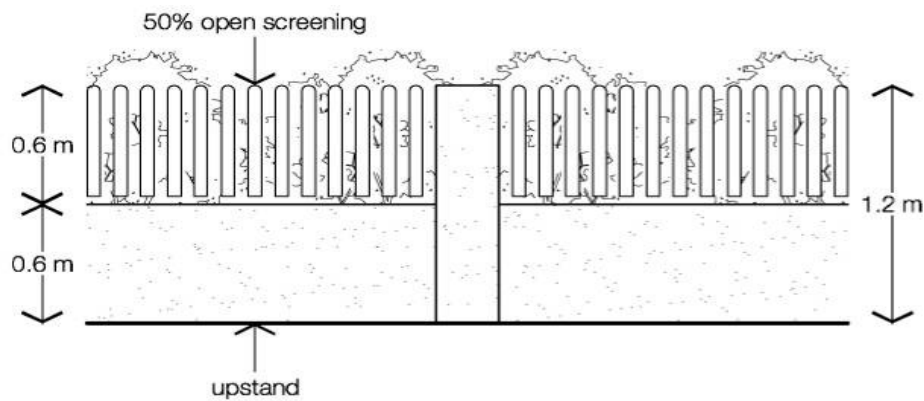


Figure 22 Example of front fence with maximum solid up stand of 600mm and open design top section

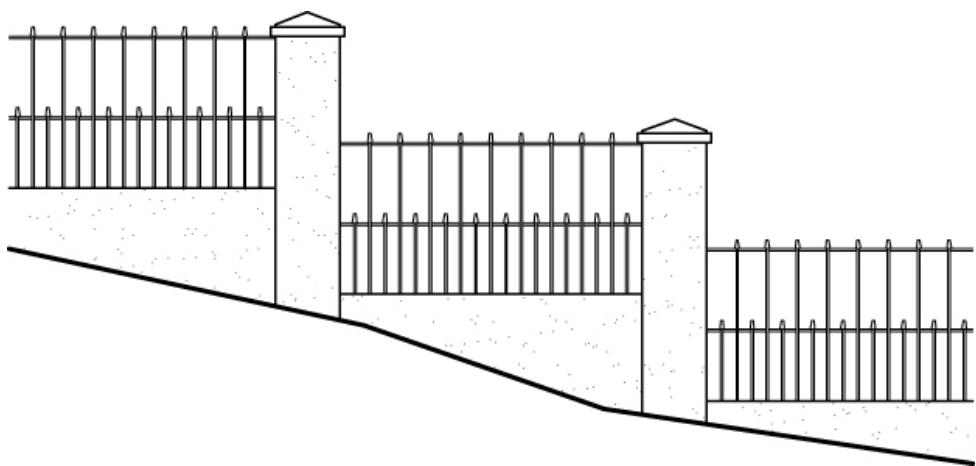


Figure 23 Fence height limit is averaged on sloping sites

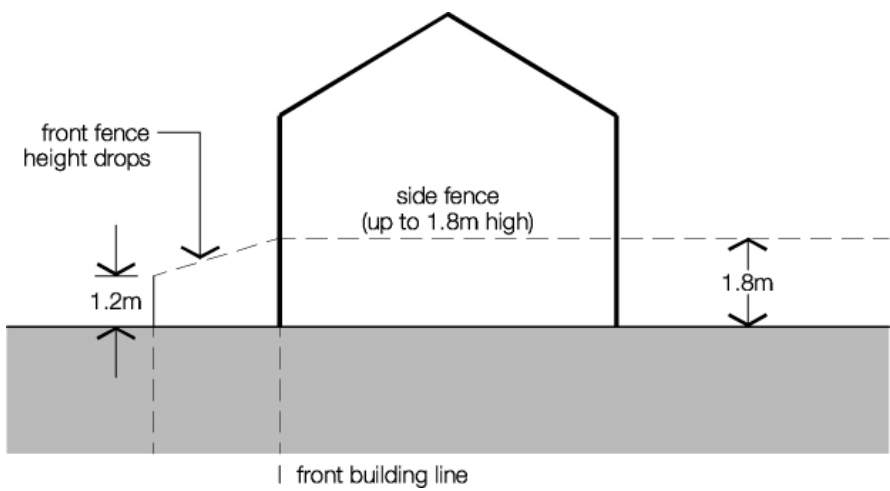


Figure 24 Side fences should taper down from the front building line.

1.12 VISUAL AND ACOUSTIC PRIVACY

Privacy is important for residential amenity. The enjoyment of a residential property by its occupants relies on achieving a reasonable level of acoustic and visual privacy. Roof terraces are generally discouraged however there may be instances where a small roof terrace may be appropriate. Where a roof terrace is proposed the application must have regard for the Land and Environment Court “Super Studio” Planning Principle available at:

http://www.lec.justice.nsw.gov.au/Pages/practice_procedure/principles/planning_principles.aspx

Objectives

- (a) To ensure that new builds and alterations and additions to **dwelling house, dual occupancy, semi-detached and attached dwelling house, and terrace development** does not unreasonably impact upon existing residential or other properties due to unacceptable loss of privacy or generation of noise.
- (b) To minimise the impact of roof terraces on adjoining properties.
- (c) To ensure that there are no additional overlooking impacts that wouldn't otherwise be achieved from other less elevated parts of the dwelling.

Controls

- (a) Habitable room windows must not directly face windows and/or open space of neighbouring dwellings unless direct views are permanently screened or other appropriate measures are incorporated into the design.
- (b) Where a courtyard, balcony or deck is visually prominent from, or in close proximity to, a neighbouring dwelling, permanent screening, landscaping and vegetation is to be used in combination to minimise this impact to an acceptable level.
- (c) Where an elevated deck or balcony is proposed it should have a maximum area of 10m² and a maximum depth of 1.5m. Where a larger area is proposed then greater consideration must be given to the following:
 - (i) Compliance with the building height development standard;
 - (ii) Compliance with setback controls;
 - (iii) Efforts to mitigate visual and acoustic privacy impacts including the use of permanent screening devices, increased setbacks, and retention of existing vegetation;
 - (iv) Pre-existing pattern of development in the vicinity of elevated decks and balconies; and
 - (v) The visual impact of the elevated deck or balcony and any proposed privacy screening in terms of bulk and scale as viewed from the private open space and living areas of adjoining properties and from the street.
- (d) Roof tops are to be non-trafficable and not capable of being used as roof terraces or as entertainment areas, except in the following circumstances:
 - (i) The predominant residential character in the vicinity of the site includes roof terraces;
 - (ii) They will not result in unreasonable amenity impacts such as overlooking and loss of privacy and acceptable noise;
 - (iii) They should not exceed 15m² in area;

- (iv) They satisfy the considerations of the LEC “Super Studio” Planning Principle;
- (v) They are provided for casual and infrequent activity and not as an extension of private open space or entertaining areas; and
- (vi) Any access must be provided within the envelope of the main building and there are to be no access hoods or lift overruns proposed above the main roof level. Operable skylights and hydraulic lifts are acceptable where they finish generally flush with the roof level.

It is acknowledged that in some areas within Waverley there are a number of large roof top terraces. These large terraces (larger than 15m²) may impact upon the visual and acoustic privacy of adjoining properties. Control (c) above specifically aims to limit this development outcome continuing and the existence of larger roof top terraces in close proximity to the proposed roof terrace does not justify a variation from the maximum size control in (c) above.

- (e) Consideration must be given to noise mitigation measures including:
 - (i) Noise efficient building materials;
 - (ii) Avoiding noisy walking surfaces (such as external metal decks) and unenclosed elevated side passages.
 - (iii) Incorporate all sewerage, water pipes, ducting, cables, fans, vents and other utilities within the building envelope;
 - (iv) Plumbing for each dwelling is to be contained using appropriate noise resistant wall, ceiling and floor treatments in order to prevent the transmission of noise between dwellings.
- (f) External lighting is to be directed away from the main internal living areas and bedrooms of adjacent dwellings.

1.13 SOLAR ACCESS

The amenity of any building is influenced by the amount of solar access received. Residential development should consider orientation and siting to maximise solar access.

Objectives

- (a) To ensure reasonable levels of direct sunlight to living areas and private open space of residential buildings.
- (b) To improve solar amenity and energy efficiency to existing dwellings.
- (c) To minimise overshadowing of windows to internal living areas and private open space of adjoining dwellings.

Controls

- (a) New buildings and additions to existing buildings are to provide for a minimum of 3 hours direct sunlight to at least 50% of the ground plane to living areas and principal private open space areas, when measured between 9am and 3pm during winter solstice (June 21).
- (b) New buildings and additions to existing buildings are not to reduce the amount of direct sunlight to solar collectors (e.g. windows, photovoltaic cells, solar panels) or the principal private open space of adjoining properties to less than 3 hours to at least 50% of the ground plane to living areas and principal private open space areas, when measured between 9am and 3pm during winter solstice (June 21).
- (c) If the provision of direct sunlight is already below 3 hours (as per above), any reduction may be unacceptable.
- (d) Where a reduction of direct sunlight to solar collectors or private open space of an adjoining property is caused by floor space, building height or setbacks that do not comply with the relevant control, any reduction of sunlight may be considered unacceptable.
- (e) Minimise undue passive solar impacts especially for east-west running blocks for properties to the south.

1.14 VIEWS

Many properties in Waverley enjoy local and district views, including those to Sydney Harbour, beaches, the coastline, ocean and open space.

Views are often available from public places and private properties situated a considerable distance from proposed development.

It is generally accepted that views do not 'belong' to anyone or any property, nor is a view the exclusive right to any one property or to certain individuals. 'View sharing' is an important principle to consider when developing a property.

This Part should be read in conjunction with the NSW Land and Environment Court Planning Principle based on *Tenacity Consulting v Warringah [2004] NSWLEC 140* which provides general principles for the assessment of views and view sharing. The Planning Principle may be viewed at the following link:

http://www.lev.justice.nsw.gov.au/Pages/practice_procedure/principles/planning_principles.aspx

Objectives

- (a) To minimise the impact on existing views and vistas enjoyed from existing residential development and from the public domain.
- (b) To encourage view sharing as a means of ensuring equitable access to views from private dwellings
- (c) To maintain views from public places of landmark or iconic features.

Controls

- (a) Existing views and vistas available from the public domain, including but not limited to ocean, harbour, beach, city and parks views are to be maintained where possible by the design of buildings.
- (b) Existing views of landmark or iconic features from the public domain (such as Sydney Harbour, Opera House, Harbour Bridge, Bondi Beach) are to be maintained and where possible, enhanced. In some circumstances, complying with maximum development controls may not be achievable if an iconic view is impeded.
- (c) New development is to be designed and sited so as to enable a sharing of views with surrounding dwellings particularly from habitable rooms and decks. Where views are enjoyed by a neighbouring property across a proposed terrace, balcony or deck, it may be appropriate to exclude a privacy screen to enable the view to be maintained.

1.15 CAR PARKING

Car parking is one of the most critical planning and transport issues in Waverley. Wherever possible, Council strongly encourages the use of alternative modes of transport such as walking, cycling and public transport and continues to work towards providing better transport connections to the area.

The provision of private (on-site) and public (on-street) parking must be managed in an equitable and environmentally sensitive manner that benefits the community as well as the individual. When considering applications, the following general principles shall apply:

Strategies

- The provision of car parking on-site may not be appropriate in all locations or circumstances and approval will only be granted where the site and locality conditions permit.
- Car parking must be designed to complement the design of the building and streetscape to which it relates and incorporate a range of appropriate materials and design.
- Where site conditions allow, car parking structures should be located behind the front building line. In some circumstances, car parking structures in front of the building line may not be appropriate for streetscape or design reasons.
- Driveways and vehicular access should be designed to minimise the loss of on-street parking wherever possible.
- Car park access is to be provided from secondary streets or lanes where possible.

Objectives

- (a) To provide convenient and accessible parking that is appropriately designed and located.
- (b) To achieve a high standard of urban design and retain the visual quality of residential buildings, streetscapes and landscapes.
- (c) To protect the amenity and safety of pedestrians.
- (d) To ensure that car parking accommodation does not dominate or adversely impact on the existing built or landscape character of the street.
- (e) To encourage the use of alternative modes of transport in areas well serviced by public transport.
- (f) To ensure on-street parking supply is protected by minimising impacts of additional vehicular kerb crossings.

1.15.1 Parking Rates

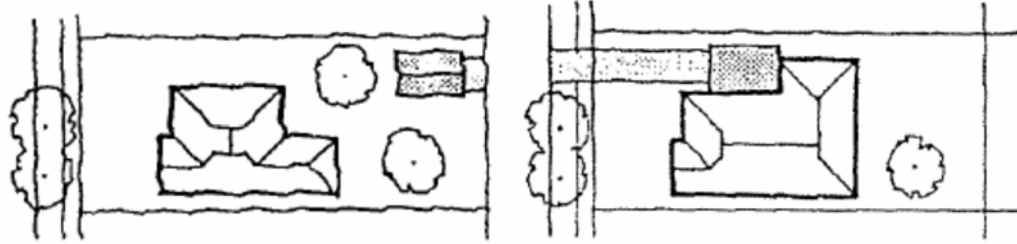
Controls

- (a) For new houses, car parking should not exceed:
 - (i) 1 space for dwellings with 2 or less bedrooms.
 - (ii) 2 spaces for dwellings with 3 or more bedrooms.
- (b) Notwithstanding the above, a reduced rate (or no parking) may be required in the following circumstances, where:
 - (i) Parking may have a detrimental impact on the character of the streetscape, heritage item or heritage conservation area, or health of a significant tree.
 - (ii) A driveway cannot comply with maximum gradients and design standards required by the Australian Standards.
 - (iii) Vehicle entry and exit may have a detrimental impact on pedestrian and traffic movements and safety or nearby services or infrastructure.
 - (iv) The access to the on-site car parking will result in the loss of more than 1 on-street car parking space.
 - (v) There is low on-street parking availability and no net car parking public benefit.
- (c) Where an applicant proposes to provide more than the number of on-site car spaces specified in (a), additional justification must be provided to cover matters such as, but not limited to the impact of:
 - (i) The visual impact of parking accommodation compared to alternatives such as landscaping;
 - (ii) Any increased building bulk on the streetscape;
 - (iii) Any increased building bulk on the amenity of adjoining properties;
 - (iv) The loss of existing on-street parking illustrating existing and proposed off street parking;
 - (v) The level and impact of any excavation; and
 - (vi) Access to public transport.

1.15.2 Location

- (a) For new dwellings all on-site car parking is to be located behind the front building line.
- (b) For existing development, car spaces should be sited having regard to the following hierarchy (refer to Figure 25):

- (i) Hardstand, carport or garage located at the rear of the site with access from a rear lane;
- (ii) Hardstand, carport or garage located at the side of the dwelling behind the building alignment; or



- (iii) Hardstand car space forward of the front building line.

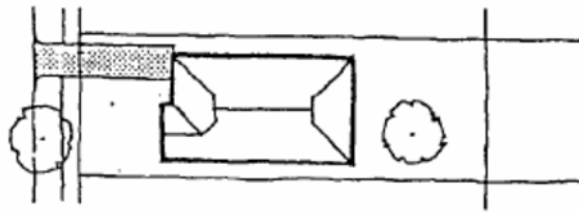


Figure 25 Hierarchy of preferred car parking locations

- (c) Garages on rear lanes must not create conflict with parking in the lane and result in the loss of laneway parking for any property other than the subject site.
- (d) A hardstand (in the form of wheel strips) or carport forward of the building line may be permitted where:
- (i) There is no rear access;
 - (ii) The site is of sufficient width where the car space will not dominate the existing building (i.e. does not exceed 45% of the width of the site frontage);
 - (iii) It is no greater than a single car space;
 - (iv) The distance between the building and the front property boundary is a minimum of 5.4m;
 - (v) Public views would not be adversely affected;
 - (vi) There is a predominance of this form of off street car parking in the immediate vicinity of the site;
 - (vii) It is designed so that it does not detract from the heritage significance of the building or area;
 - (viii) There is limited availability to public transport;
 - (ix) The safety of vehicles, pedestrians and cyclists is maintained; and
 - (x) There is adequate bin storage space other than on the hardstand.
- (e) Where an allotment is subdivided to create a "battleaxe" shaped allotment, the access "handle" is to have a minimum width of 3.5m.
- (f) On-site car parking (other than from rear lanes) is generally not acceptable in heritage conservation areas where it will:
- (i) Break a consistent building line;
 - (ii) Introduce uncharacteristic elements within an established streetscape; and/or
 - (iii) Adversely impact on the integrity of the listed or contributory building or setting.

1.15.3 Design

- (a) All car parking should be designed to complement the style, massing and detail of the dwelling to which it relates.
- (b) Car parking is to be sympathetically integrated into the design of residences and to be secondary in area and appearance to the primary residence and related site.
- (c) No element of the street façade/frontage of a building, including verandahs and window awnings are to be removed or demolished in order to accommodate car parking unless mitigating measures are taken to ensure cohesive integration of the works with the building.
- (d) Car parking is to preserve the natural features of the site and incorporate substantial screen planting to both the surrounds and any structure facing the street.
- (e) Exposed natural rock faces and heritage listed sandstone walls must not be removed for any car parking.
- (f) Vehicle access is not to remove existing street planting without consent and replacement of street planting with like mature species or Council approved alternate species.
- (g) Where parking is provided to dual occupancies parking is to utilise shared access ways. Parking to dual occupancies is to be located behind the front building line and to utilise open spaces between residences preferably screened from the street.
- (h) Where parking is provided forward of the building line within street front retaining walls, both the garage entry and the associated retaining walls are to incorporate substantial planting and or screen planting set forward of the wall.
- (i) Where existing retaining walls form part of the streetscape any new garage is to have single vehicle width entries. Entry set within stone faced exterior walls of matching stone work to that in the streetscape. Stone facing to new garages is to incorporate whole stone return corners and not mitred or butt jointed veneer.
- (j) Where gates are proposed they should have an open design to allow for improved security by way of street surveillance and are not to open over the footpath or public nature strip.
- (k) All parking accommodation is to be constructed or installed so that any roof or surface water is disposed of into the existing stormwater drainage system.
- (l) The surface and slope of driveways must be designed to facilitate stormwater infiltration on site such as the use of wheel strips or alternatively porous materials.

1.15.4 Dimensions

- (a) Hardstand spaces, carports and garages should have minimum dimensions of 5.4m x 2.4m per vehicle.
- (b) All car spaces are to accommodate the vehicle within the site without the vehicle or vehicle appendages overhanging the public domain. Internal sliding or hinged gates are to be provided to hardstands/carports to ensure enclosure of the vehicle within the site.

1.15.5 Driveways

- (a) Where possible driveways to off-street car parking should be located so they may provide vehicle access to adjacent properties.
- (b) Provide a maximum of 1 vehicle crossing per property.
- (c) Driveways are to be 3.0m wide at the gutter (excluding the splay) and may splay to the property boundary as required.
- (d) Vehicle crossings will not be permitted where one off street parking space will result in the loss of two or more on street parking spaces.
- (e) A street analysis is required illustrating the number of on-street spaces provided before and after the proposed vehicle crossing.

1.16 LANDSCAPING AND OPEN SPACE

Landscaping provides a setting for residential development when viewed from the street and adjoining properties amenity for residents, as well as contributing to sustainable development outcomes.

The definition of 'landscaped area' is the same as the definition adopted in the WLEP 2012 and means *"a part of a site used for growing plants, grasses and trees, but does not include any building, structure or hard paved area"*.

Open space has a broader meaning than landscaped area and means an area external to a building (including an area of land, terrace, balcony or deck) and includes hard paved areas, areas containing swimming pools as well as landscaped area.

Private open space is the component of open space that is used for private outdoor purposes ancillary to the use of the building and generally relates to rear and side yards and private decks, balconies and courtyards.

Objectives

- (a) To enhance the amenity and visual setting of the site, streetscape, and surrounding neighbourhood.
- (b) To ensure the provision of open space in a size and arrangement that meets user requirements for recreation, service and storage needs, solar access and is well integrated with living areas.
- (c) To retain and increase remnant populations of endemic flora and fauna.
- (d) To maximise on site stormwater infiltration and minimise off site stormwater runoff.

Controls

- (a) A minimum of 40% of the total site area is to be provided as open space.
- (b) A minimum of 15% of the total site area is to be provided as landscaped area.
- (c) Each dwelling is to have a minimum of 25m² of private open space capable of being used for recreation.
- (d) Each dwelling in a detached dual occupancy development is to have a minimum open space area of 130m² including a private open space area having minimum dimensions of 5m x 5m located adjacent to the living area of each dwelling.
- (e) A minimum of 50% of the area between the front of the building and the street alignment is to be open space.
- (f) A minimum of 50% of the open space provided at the front of the site is to be landscaped area.
- (g) Existing significant vegetation is to be retained.
- (h) Species should be retained, selected and placed in order to help achieve the following:
 - (i) Cool buildings in summer;
 - (ii) Intercept glare from hard surfaces;
 - (iii) Channel cooling air currents into the dwelling in summer;
 - (iv) Allow sun into living rooms in cooler months; and
 - (v) Provide windbreaks where desirable.

- (i) Existing natural features including sandstone and rock features are to be retained and incorporated as landscape features on the site in order to maintain the natural character of the landscape. Sandstone walls and finishes fronting the public domain need to match the traditional pattern and colour of sandstone in the area.
- (j) Landscaping is to be designed to minimise non-porous areas and maximise on-site infiltration of stormwater. Paved areas are to be semi-porous or graded to maximise on-site infiltration.

1.17 SWIMMING POOLS AND SPA POOLS

This part should be read in conjunction with the State Environmental Planning Policy (Exempt and Complying Development Codes) 2008 which allows the construction of a swimming pool with a complying development certificate subject to certain criteria. Swimming pools which do not satisfy that criteria are subject to the following objectives and controls.

All applications for swimming pools over 40,000litres in capacity must be accompanied by a BASIX Certificate. Please refer to Part A2 – Submission Requirements for more information.

Objectives

- (a) To protect significant trees and landscaping on the subject site and adjoining properties.
- (b) To retain the visual and acoustic privacy of adjoining properties.
- (c) To ensure the location of swimming pools and spa pools do not adversely impact upon adjoining properties and/or streetscapes.

Controls

- (a) Swimming pools and spa pools must be located at the rear of the property.
- (b) Swimming pools and spa pools should not be located within the side setback, between dwellings.
- (c) In the case of a corner block, swimming pools and spa pools must not be located within the primary street frontage.
- (d) Swimming pools and spa pools are to be setback from significant trees and landscaping in line with Australian Standard AS4970-2009 - Protection of trees on development sites.
- (e) Where decking abuts any boundary, additional consideration must be given to the visual privacy of adjoining properties.
- (f) Exposed pool structures must be screened if visible above ground.
- (g) All pool equipment must be enclosed within an acoustically treated structure.
- (h) On sites where swimming pools are proposed the landscaping requirements in Section 1.16 should be met.

1.18 BATTLE AXE BLOCKS

A battle axe block is an allotment that has access to a road by an access laneway or 'handle'.

Particular controls are required in order to minimise the impacts of battle axe block development to the amenity of adjacent and nearby residential dwellings.

Objectives

- (a) To ensure battle axe block development achieves acceptable levels of building design, amenity, landscaping and access.
- (b) To ensure development is of a size and scale that minimises adverse impacts on the amenity of adjoining residential properties.

Controls

- (a) Dwelling houses on battle axe blocks are restricted to single storey in height. Exceptions may be considered where the lot has a minimum area of 450m² (not including the area of the access handle), a minimum width of 12m and a minimum depth of 12m and the building is able to achieve large setbacks to boundaries on all sides. In such circumstances it must be demonstrated that the proposed dwelling will have minimal detrimental impacts upon adjacent residential development and the proposal shall accord with the following:
 - (i) Compliance with the Building Height and Floor Space Ratio development standards in the LEP;
 - (ii) Compliance with visual and acoustic privacy controls;
 - (iii) Compliance with view controls;
 - (iv) Compliance with solar access controls; and
 - (v) Compliance with landscaping and open space controls.
- (b) The alignment of dwellings on battle axe blocks should take reference from the alignment of dwellings on adjacent sites. Where a dwelling cannot align with the predominant front and rear alignments of adjacent dwellings, it should be sited and orientated in a manner that will minimise amenity impacts on adjacent dwellings, while maximising the residential amenity to the proposed dwelling in terms of solar access and private open space.
- (c) Access handles on battle axe blocks are to be a minimum of 3m in width and are to be landscaped in a manner complementary to the established character and streetscape of the area.

Waverley Council Draft Guidebook for Semi-detached Residences

Introduction

This Guidebook considers the design of semi-detached residences in Waverley Municipality with specific reference to means of achieving and managing the cohesion of first floor additions with the paired form of semi-detached residences and related streetscapes.

Background

Waverley Municipality contains a substantial number of semi-detached residences dating from the 1850's to the present. The forms, style and massing of semi-detached residences vary considerably.

The earliest examples are characterised by two storey form having massing related to terraced residences of the mid-19th Century. Early examples retain proportions and symmetry of the Victoria Georgian Style, emphasising the advantages of the form in presenting a building of some substance rather than a meagre cottage. Quality is also established in the massing and continuous detail.



Illustration 1. Isabella Street Semi-detached houses c. 1850.

Among the few remaining examples of this period are those that adopt the terrace form rather than the hipped and transverse gable forms more common to Colonial Sydney.



Illustration 2. 15-17 Busby Parade Bronte

The ability of the semi-detached form to emphasise grandeur whilst maximising the value of subdivision was also employed in more substantial residences of the later 19th Century both at single and two storey scale. The common centre wall enabled maximum use of grounds whilst concentrating bulk and floor space to the centre of subdivided sites.

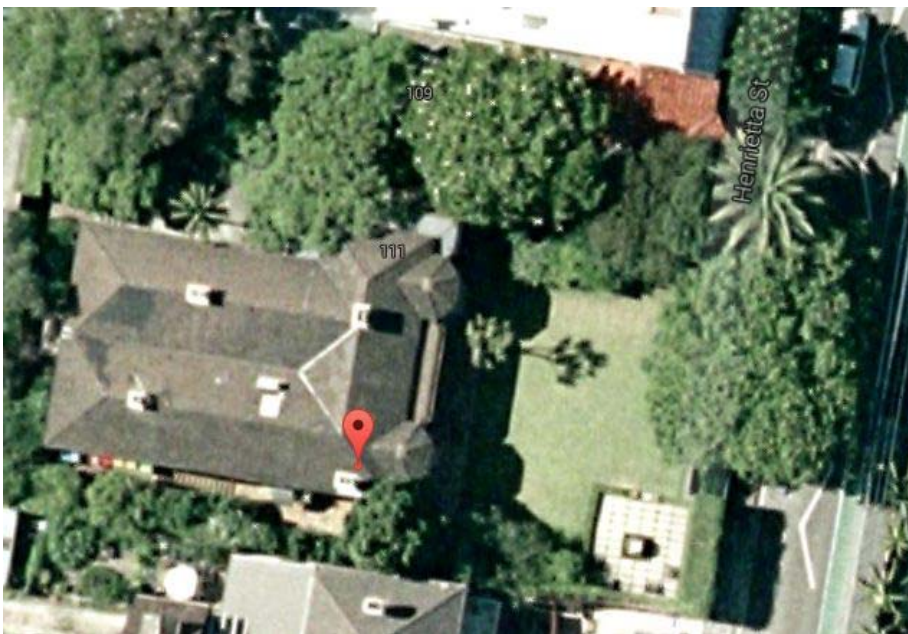


Illustration 3. Large two storey semi-detached residences at 111-113 Henrietta Street, Waverley capitalising on extensive grounds by location abutting the central boundary line.

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The semi-detached residence also adapted the terrace house form enabling the benefits of shared scale and detail to emphasise grandeur whilst distinguishing the individual residence from the traditional row house.



Illustration 4. Nos 4-6 Botany Street within of a row of semi-detached residences designed to provide an air of affluence exceeding that of the conventional terrace row.

In other situations the semi-detached residence was utilised to capitalise on narrow subdivisions providing amenity to central rooms without the loss of width required in rear service wings to terrace rows.



Illustration 5. Semi-detached residences in Bondi Road with limited side boundary setback providing light and ventilation to inner rooms on deep subdivisions.

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As with later 19th Century suburban housing, semi-detached forms progressively favoured single storey construction. The predominant Italianate Style of late Victorian housing was gradually melded into evolving styles of the early Federation years the asymmetrical forms favoured in the Italianate Style forming the basis of symmetrical pairings.



Illustration 6. Semi-detached residences on the Woodstock Estate combining late Victorian form with evolving Queen Anne and Art Nouveau influences.

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The tram based expansion of suburban Waverley provided the basis for accelerated subdivision of large estates. The aspirations of an increasing middle and upwardly aspiring working population were increasingly catered for with speculative subdivisions employing Federation Styles in semi-detached residences.



Illustration 7. Single Storey semi-detached Federation Housing in Queens Park



Illustration 8. Two Storey semi-detached Federation Housing in Bondi.



Illustration 9. Two Storey semi-detached Federation Housing in Bondi Junction.



Illustration 10. Federation semis in Queens Park



Illustration 11. Federation semis in Queens Park



Illustration 12. Federation semis in Bondi Junction

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Patterns of Federation semi-detached residences varied with expressed gables to outer and central locations but with medium pitched roofs remaining the predominant aspect.

After World War 1 construction of semi-detached residences entered the final phases as a dominant suburban house type. Influences of the California Bungalow and English Bungalow Styles were by the end of the 1920's replaced by revival styles and the condensed edge treatment of Art Deco and Functionalist Styles. Roof pitches were simplified in form with singular hipped forms extending over broad eaves and balconies inset within the main wall plane.



Illustration 13. 1920's Bungalow Style semi-detached residences forming cohesive streetscape at North Bondi.



Illustration 14. 1930's Revival Style semi-detached residences with broad hip roof and inset balconies.



Illustration 15. 1930's Tudor Revival Style semi-detached residences with hip roof and flush faced gable fronts.



Illustration 16. 1920's Bungalow Style semi-detached residences with hipped gable front and later garage wings.

First Floor Additions to Semi-detached Residences

With increased expectations for residential amenity from the late 1970's onwards pressure for construction of first floor additions to the typically two and three bedroom semi-detached residence generated the initial guidelines for cohesive additions to the building type. Expectation of one or two room first floor additions were accommodated in controls limiting additions to the rear areas of residences defined as areas behind the principle ridgeline. Definition of the ridgeline evolved from the traditionally hipped form of the Federation style semi-detached residence. Where ridgeline ran the length of the party wall as in Californian Bungalow styled semi-detached forms a poorly defined setback was utilised in conjunction with replication of battened gable ends. Duplication of the attached semi-detached residences produced characteristic "W" pattern roof lines. When combined with carports set forward of the building the outcome was a dilution of form, detail and streetscape removed from the objective of cohesion within the development controls.



Illustration 17. First floor additions and carports to 1920's California Bungalow Style semi-detached residences providing "W" form skylines and dilution of streetscape quality.



Illustration 18. Inter bungalow style semis illustrating the erosion of the original form by paint finishes, carports street walls and awnings.

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The demand for greater accommodation within first floor additions has combined with the expectation that each addition provide an individual style and form. This has produced further reduction in the design of streetscapes and cohesion between semi-detached residences. Further degradation of the semi-detached residential housing type has resulted from demand that first floor additions extend over the whole ground floor of the residence.



Illustration 19. The impact of unrelated styles on the cohesion of semi-detached residences.



Illustration 20. The obliteration of one half of a semi-detached pair.

Report

No. CM/7.5/15.08



Subject: Carry-over Budget from 2014/15 to 2015/16

Trim File No.: A15/0244

Author: Francesco Rombola, Executive Manager - Financial Waverley

Director: Athanasios (Arthur) Kyron – General Manager

Recommendation:

That Council approves the carry forward of budget funds from financial year 2014/15 to financial year 2015/16.

1. Executive Summary

The purpose of this report is to seek council approval for the transfer of \$10,985,710 in unspent operational, capital projects, grants and plant purchases from the 2014/15 financial year to the 2015/16 financial year budget. These monies are to be used across 137 projects/activities.

2. Introduction/Background

Following review of the organization's financial position and in consultation with Directors and Executive Managers, it is proposed that the incomplete items from the 2014/15 financial year be carried over to the 2015/16 financial year.

2.1 Relevant Council Resolutions

There are no previous council resolutions on this matter.

3. Discussion

There are 137 incomplete operational, capital projects, grants and plants purchases that were included in the 2014/15 budget, and we are requesting that these items be approved to be carry over to the 2015/16 financial year. The total requested carried over items total to \$10,985,710.

Table 1. Carry Over by Types	No. of items	Value \$
Operational	37	856,699
Capital - Plant	36	1,456,585
Capital Works Program	64	8,672,426
Total Carry Over	137	10,985,710

The accompanying attachment provides the details which supports these proposed carry over expenditure.

Key capital projects which are being carried over:

- *Bondi Pavilion Fire Upgrade:* The fire upgrade project has progressed well and requires carry-over of \$236,000 (from an original 2014-15 budget of \$405,000). The fire upgrade project will be complete in November 2015. The larger Bondi Pavilion Upgrade & Conservation Project is on track to meet timelines.
- *Boot Factory:* The allocated funding for the Boot Factory in 2014-15 has been used for monitoring and repairs in order to ensure the building remains safe. Some funds from 2014-15 remain and these will be carried forward into 2015-16 for the same purpose (\$49,868).
- *Eastgate Parking Guidance System & Painting/Lighting Upgrades:* This project has been delayed while a feasibility study is being conducted which, among other things, identifies the most appropriate guidance system and other improvements to Eastgate car park to increase convenience for people parking there. A further report will be provided to Council recommending resolution of this project. \$98,110 is proposed to be carried forward from 2014-15, with a 2015-16 budget of \$1.1 million.
- *Active recreation:* A sum of \$448,996 will be carried over for the completion of the multipurpose courts at Waverley during 2015-16.
- *Bronte Lifeguard Tower:* Originally this was budgeted for design in 2014-15 and construction in 2015-16. The design will now be occurring in 2015-16 so a carryover of \$50,000 is required. The project will be completed by winter 2016.
- *Green Links:* All the design work has now been completed for the two projects proposed under this item – these being the Bronte Lookout public seating at McPherson Street and improvements to the Penkivil lane shared walkway and bike way. The neighbours for both these projects have been consulted on the plans and there is a community expectation that the work will go ahead. The documentation for tender for these works has been completed and will be issued before the end of August 2015 and requires carry over \$285,650.
- *Recycled Water Feasibility Implementation:* Works cover Tamarama Stormwater project which has commenced in July 2015 and requires carry-over of \$131,429.
- *Facilities Sustainable Energy Upgrades:* Works include the installation of energy efficient street lights which was deferred due to the pending Networks NSW tender and for additional photovoltaic systems with planning commenced in June 2015 and requires carry over \$120,975.
- *Biodiversity Action Plan - Remnant Sites and Bronte ERAP:* Bushcare projects covers weeding and bush restoration works at South Bondi and Bronte Gully that commenced in 2014/15 and requires carry-over of \$95,000.
- *Cemetery retaining walls, internal and external fences:* \$707,596 Cemetery internal fences currently being installed and due for completion by October 2015. Internal retaining wall project scope of works and procurement underway works scheduled to be completed by December 2015 and external Boundary fence along Trafalgar Street to be incorporated into designs of niche walls and gardens
- *Bondi Junction Complete Street Streetscape works:* \$698,574 Includes construction of Brisbane Street plaza to commence in August 2015. Works delayed for key components to resolve cycleway issues.

- *QED Tunnels*: \$1,627,069 works to commence in late August and complete in October 2015.
- *Bond Park Upgrade works*: \$923,667 works commenced in May 2015 for stage 1A and scheduled to be completed by September 2015.
- *Tamarama Park Promenade seating*: \$69,665 procurement underway in August, seats to be installed by end of October 2015.

4. Relationship to Waverley Together 3 & Delivery Program 2013-17

The relationship to *Waverley Together 3* and *Delivery Program 2013-17* is as follows:

Direction: G5 - Waverley is financially sustainable with the revenue and resources required to support implementation of the community's plans and to provide the infrastructure performance and services our community needs.

Strategy: G5a - Promote and advocate the provision of financial reporting systems in an accurate, timely, transparent and honest manner to ensure sustainability of public assets and resources.

Deliverable: Financial advice and coordination to ensure Council meets overall budget performance targets provided.

5. Financial impact statement/Timeframe/Consultation

The carry over projects (capital and operational and plant) will increase the existing 2015/16 expenditure budget by \$10,985,710 however, these carry over projects were included in the previous 2014/15 financial year budget and as such they are not required to be funded from the 2015/16 financial year budget vote and as such has no impact on the current years' budget bottom line.

Table 2 below details the funding sources for the proposed carry over projects:

Table 2. Funding Sources	Operational & Plant	Capital Works Program	Total Funds
Affordable Housing Stock Reserve	0	350,000	350,000
Car Parking Reserve	0	38,046	38,046
Carry Over Reserve	345,639	717,665	1,063,304
Cemetery Reserve	0	350,000	350,000
Centralised Reserve	0	1,870,828	1,870,828
Grant/Contribution received in 2014/15	148,846	59,275	208,121
Investment Strategy Reserve	0	896,487	896,487
New Loan	0	357,596	357,596
Plant Replacement Reserve	1,220,660	0	1,220,660
Prior 2014/15 Unexpended Grant reserve	189,963	12,783	202,746
Proceeds from Asset Sales	235,925	0	235,925
S94 Reserve	0	2,468,006	2,468,006
VPA Reserve	0	588,888	588,888

2014/15 General Fund	172,251	962,852	1,135,103
Total	2,313,284	8,672,426	10,985,710

6. Conclusion

In summary, there are 137 projects/activities requesting to be carried over from 2014/15 financial year to the current financial year amounted to \$10,985,710.

7. Attachment/s:

1. Proposed Carry-over from 2014/15 to 2015/16

Proposed Carry Overs from 2014/15 to 2015/16 - summary

						Funding Sources						
Program	Sub-Program	Operational	Capital Works Program	Capital - Plants	Proposed Carry Over Expenditure	Grant/Contrib ution received in 2014/15	External Restricted reserves	New Loan	Proceeds from Asset Sales	Internal Restricted reserves	2014/15 General Funds	Total
Waverley Corporate	Financial Waverley	0	0	1,456,585	1,456,585	0	0	0	(235,925)	(1,220,660)	0	(1,456,585)
Waverley Corporate	Internal Ombudsman's Office	40,451	0	0	40,451	0	0	0	0	(40,451)	0	(40,451)
Waverley Corporate	Digital Waverley	169,939	0	0	169,939	0	0	0	0	(99,188)	(70,751)	(169,939)
Waverley Life	Customer First	0	136,156	0	136,156	0	0	0	0	(136,156)	0	(136,156)
Waverley Life	Enriching Waverley	358,984	69,698	0	428,682	(57,369)	(30,115)	0	0	(255,698)	(85,500)	(428,682)
Waverley Life	Caring Waverley	48,374	350,000	0	398,374	(48,374)	(350,000)	0	0	0	0	(398,374)
Waverley Life	Safe Waverley	25,000	448,996	0	473,996	(25,000)	(175,000)	0	0	(154,496)	(119,500)	(473,996)
Waverley Renewal	Creating Waverley	0	2,085,566	0	2,085,566	(27,500)	(1,577,870)	0	0	(281,152)	(199,044)	(2,085,566)
Waverley Renewal	Clean and Attractive Waverley	0	2,298,670	0	2,298,670	0	(963,746)	(357,596)	0	(872,828)	(104,500)	(2,298,670)
Waverley Renewal	Project Waverley	0	2,440,850	0	2,440,850	0	(340,278)	0	0	(1,882,088)	(218,484)	(2,440,850)
Waverley Futures	Shaping Waverley	36,000	342,317	0	378,317	0	0	0	0	(342,317)	(36,000)	(378,317)
Waverley Futures	Building Waverley	0	0	0	0	0	0	0	0	0	0	0
Waverley Futures	Sustainable Waverley	177,951	500,173	0	678,124	(49,878)	(172,631)	0	0	(154,291)	(301,324)	(678,124)
Total Carry Overs		856,699	8,672,426	1,456,585	10,985,710	(208,121)	(3,609,640)	(357,596)	(235,925)	(5,439,325)	(1,135,103)	(10,985,710)

Proposed Carry Overs from 2014/15 to 2015/16 - detail

							Funding Sources													
Sr. No.	Program	Sub-Program	New Cost centre Description	New Cost centre Number	New Suffix	Proposed Carry Over Expenditure	Proceeds from Asset Sales	Grant/Contribution received in 2014/15	Prior 2014/15 Unexpended Grant reserve	Affordable Housing stock Reserve	s94 reserve	VPA reserve	New Loan	Cemetery Reserve	Investment Strategy Reserve	Car Parking Reserve	Plant Replacement Reserve	Carry Over Reserve	Centralised reserve	2014/15 General Fund
Operational																				
1	Corporate Waverley	Digital Waverley	IT Operations	12002	4603	169,939	0	0	0	0	0	0	0	0	0	0	0	(99,188)	0	(70,751)
2	Waverley Corporate	Internal Ombudsman's Office	Elected Member - Goltzman	11002	4496	291	0	0	0	0	0	0	0	0	0	0	0	(291)	0	0
3	Waverley Corporate	Internal Ombudsman's Office	Elected Member - Guttman Jones	11003	4496	5,764	0	0	0	0	0	0	0	0	0	0	0	(5,764)	0	0
4	Waverley Corporate	Internal Ombudsman's Office	Elected Member - Burrill	11004	4496	2,718	0	0	0	0	0	0	0	0	0	0	0	(2,718)	0	0
5	Waverley Corporate	Internal Ombudsman's Office	Elected Member - Cusack	11005	4496	175	0	0	0	0	0	0	0	0	0	0	0	(175)	0	0
6	Waverley Corporate	Internal Ombudsman's Office	Elected Member - Wakefield	11006	4496	165	0	0	0	0	0	0	0	0	0	0	0	(165)	0	0
7	Waverley Corporate	Internal Ombudsman's Office	Elected Member - Clayton	11007	4496	5,143	0	0	0	0	0	0	0	0	0	0	0	(5,143)	0	0
8	Waverley Corporate	Internal Ombudsman's Office	Elected Member - Wy Kanak	11008	4496	4,857	0	0	0	0	0	0	0	0	0	0	0	(4,857)	0	0
9	Waverley Corporate	Internal Ombudsman's Office	Elected Member - Betts	11009	4496	7,293	0	0	0	0	0	0	0	0	0	0	0	(7,293)	0	0
10	Waverley Corporate	Internal Ombudsman's Office	Elected Member - Mouroukas	11010	4496	1,019	0	0	0	0	0	0	0	0	0	0	0	(1,019)	0	0
11	Waverley Corporate	Internal Ombudsman's Office	Elected Member - Kay	11011	4496	4,047	0	0	0	0	0	0	0	0	0	0	0	(4,047)	0	0
12	Waverley Corporate	Internal Ombudsman's Office	Elected Member - Masselos	11012	4496	3,085	0	0	0	0	0	0	0	0	0	0	0	(3,085)	0	0
13	Waverley Corporate	Internal Ombudsman's Office	Elected Member - Strewe	11013	4496	5,894	0	0	0	0	0	0	0	0	0	0	0	(5,894)	0	0
14	Waverley Futures	Shaping Waverley	EDS Consultants	43004	4535	36,000	0	0	0	0	0	0	0	0	0	0	0	0	0	(36,000)
15	Waverley Futures	Sustainable Waverley	Compost Revolution	44012	4435	8,107	0	(8,107)	0	0	0	0	0	0	0	0	0	0	0	0
16	Waverley Futures	Sustainable Waverley	Barrett House	44014	4435	10,133	0	0	(10,133)	0	0	0	0	0	0	0	0	0	0	0
17	Waverley Futures	Sustainable Waverley	Regional Engagement and Communications	44015	4435	40,844	0	(9,996)	(30,848)	0	0	0	0	0	0	0	0	0	0	0
18	Waverley Futures	Sustainable Waverley	Regional Strategy Implemetation	44016	4435	60,822	0	0	(60,822)	0	0	0	0	0	0	0	0	0	0	0
19	Waverley Futures	Sustainable Waverley	Regional Events	44017	4435	17,215	0	0	(17,215)	0	0	0	0	0	0	0	0	0	0	0
20	Waverley Futures	Sustainable Waverley	EPA Bin Trim Program	44018	4435	25,036	0	0	(25,036)	0	0	0	0	0	0	0	0	0	0	0
21	Waverley Futures	Sustainable Waverley	10% Change Project	44019	4435	15,794	0	0	(15,794)	0	0	0	0	0	0	0	0	0	0	0
22	Waverley Life	Caring Waverley	Gardiner Early Education Centre	21005	4302	4,109	0	(4,109)	0	0	0	0	0	0	0	0	0	0	0	0
23	Waverley Life	Caring Waverley	Gardiner Early Education Centre	21005	4673	8,218	0	(8,218)	0	0	0	0	0	0	0	0	0	0	0	0
24	Waverley Life	Caring Waverley	Waverley Early Education Centre	21006	4302	4,973	0	(4,973)	0	0	0	0	0	0	0	0	0	0	0	0
25	Waverley Life	Caring Waverley	Waverley Early Education Centre	21006	4673	9,945	0	(9,945)	0	0	0	0	0	0	0	0	0	0	0	0
26	Waverley Life	Caring Waverley	Bronte Early Education Centre	21007	4302	3,264	0	(3,264)	0	0	0	0	0	0	0	0	0	0	0	0
27	Waverley Life	Caring Waverley	Bronte Early Education Centre	21007	4673	6,529	0	(6,529)	0	0	0	0	0	0	0	0	0	0	0	0
28	Waverley Life	Caring Waverley	Mill Hill Early Education Centre	21012	4302	3,779	0	(3,779)	0	0	0	0	0	0	0	0	0	0	0	0
29	Waverley Life	Caring Waverley	Mill Hill Early Education Centre	21012	4673	7,557	0	(7,557)	0	0	0	0	0	0	0	0	0	0	0	0
30	Waverley Life	Enriching Waverley	Local Priority Project	24044	4435	87,484	0	(57,369)	(30,115)	0	0	0	0	0	0	0	0	0	0	0
31	Waverley Life	Enriching Waverley	Waverley Early Education Centre	24059	5614	111,000	0	0	0	0	0	0	0	0	0	0	0	(111,000)	0	0
32	Waverley Life	Enriching Waverley	Bronte Early Education Centre	24060	5614	10,000	0	0	0	0	0	0	0	0	0	0	0	(10,000)	0	0
33	Waverley Life	Enriching Waverley	Gardiner Early Education Centre	24061	5614	85,000	0	0	0	0	0	0	0	0	0	0	0	(85,000)	0	0
34	Waverley Life	Enriching Waverley	Wairoa Ave Community Centre	24066	5614	28,000	0	0	0	0	0	0	0	0	0	0	0	0	0	(28,000)
35	Waverley Life	Enriching Waverley	28-30 Ebley Street	24069	5614	2,500	0	0	0	0	0	0	0	0	0	0	0	0	0	(2,500)
36	Waverley Life	Enriching Waverley	Bronte Surf Club	24107	5614	35,000	0	0	0	0	0	0	0	0	0	0	0	0	0	(35,000)
37	Waverley Life	Safe Waverley	Sport & Recreation	25011	4435	25,000	0	(25,000)	0	0	0	0	0	0	0	0	0	0	0	0
Total Operational Carry Over							856,699	0	(148,846)	(189,963)	0	0	0	0	0	0	0	(345,639)	0	(172,251)
Capital - Plant																				
38	Waverley Corporate	Financial Waverley	Plant - Passenger Vehicles	13007	5940	163,317	(61,942)	0	0	0	0	0	0	0	0	0	(101,375)	0	0	0
39	Waverley Corporate	Financial Waverley	Plant - Small Plant	13008	5940	161,492	(15,205)	0	0	0	0	0	0	0	0	0	(146,286)	0	0	0

Proposed Carry Overs from 2014/15 to 2015/16 - detail

						Funding Sources														
Sr. No.	Program	Sub-Program	New Cost centre Description	New Cost centre Number	New Suffix	Proposed Carry Over Expenditure	Proceeds from Asset Sales	Grant/Contribution received in 2014/15	Prior 2014/15 Unexpended Grant reserve	Affordable Housing stock Reserve	s94 reserve	VPA reserve	New Loan	Cemetery Reserve	Investment Strategy Reserve	Car Parking Reserve	Plant Replacement Reserve	Carry Over Reserve	Centralised reserve	2014/15 General Fund
40	Waverley Corporate	Financial Waverley	Plant - Light Commercial Vehicle	13009	5940	35,302	(14,442)	0	0	0	0	0	0	0	0	0	(20,860)	0	0	0
41	Waverley Corporate	Financial Waverley	Plant - Truck Fleet	13010	5940	275,000	(42,582)	0	0	0	0	0	0	0	0	0	(232,419)	0	0	0
42	Waverley Corporate	Financial Waverley	Plant - Specialised Equipment	13012	5940	821,474	(101,755)	0	0	0	0	0	0	0	0	0	(719,720)	0	0	0
Total Capital - Plant Carry Over						1,456,585	(235,925)	0	0	0	0	0	0	0	0	0	(1,220,660)	0	0	0
Capital - Projects																				
43	Capital Works	Caring Waverley	Affordable Housing acquisition	C0096	4435	350,000	0	0	0	(350,000)	0	0	0	0	0	0	0	0	0	0
44	Capital Works	Clean and Attractive Waverley	13/14 Footpath Barracluff Ave	C0045	4435	10,000	0	0	0	0	(5,000)	0	0	0	0	0	0	0	(5,000)	0
45	Capital Works	Clean and Attractive Waverley	14/15 Fpth-Reinstatement of missing SSM/PM	C0240	4435	9,000	0	0	0	0	(9,000)	0	0	0	0	0	0	0	0	0
46	Capital Works	Clean and Attractive Waverley	14/15 Fpth Bronte Rd (E/Side), Allens Parade To Porter St	C0046	4435	160,195	0	0	0	0	(136,503)	0	0	0	0	0	0	0	(23,692)	0
47	Capital Works	Clean and Attractive Waverley	14/15 Fpth Campbell Parade (B/Side), Brighton Boulevard To Ramsga	C0047	4435	311,607	0	0	0	0	(311,607)	0	0	0	0	0	0	0	0	0
48	Capital Works	Clean and Attractive Waverley	14/15 Fpth Campbell Parade (B/Side), Ramsgate Avenue To Beach Rd	C0048	4435	35,970	0	0	0	0	(32,457)	0	0	0	0	0	0	0	0	(3,513)
49	Capital Works	Clean and Attractive Waverley	Waverley Cemetery Cemeteries Retaining Wall	C0017	4435	350,000	0	0	0	0	0	0	0	(350,000)	0	0	0	0	0	0
50	Capital Works	Clean and Attractive Waverley	Waverley Cemetery External fencing on Trafalgar Street including niche walls	C0016	4435	197,596	0	0	0	0	0	0	(197,596)	0	0	0	0	0	0	0
51	Capital Works	Clean and Attractive Waverley	Waverley Cemetery Internal Fencing	C0015	4435	160,000	0	0	0	0	0	0	(160,000)	0	0	0	0	0	0	0
52	Capital Works	Clean and Attractive Waverley	13/14 Fpth 10 Ebley St (Northside) to Newland St	C0236	4435	11,829	0	0	0	0	(11,829)	0	0	0	0	0	0	0	0	0
53	Capital Works	Clean and Attractive Waverley	14/15 Fpth-Bondi Rd (N/Side), Paul St To Old South Head Rd	C0235	4435	30,626	0	0	0	0	(27,149)	0	0	0	0	0	0	0	0	(3,477)
54	Capital Works	Clean and Attractive Waverley	14/15 Fpth-Ebley St (S/Side), Bronte Rd To Mackenzie St	C0241	4435	60,000	0	0	0	0	(45,501)	0	0	0	0	0	0	0	0	(14,499)
55	Capital Works	Clean and Attractive Waverley	14/15 Fpth-Ebley St (W/Side), Mackenzie St To Gardiner St	C0242	4435	48,000	0	0	0	0	(48,000)	0	0	0	0	0	0	0	0	0
56	Capital Works	Clean and Attractive Waverley	14/15 Fpth-Plowman St (B/Side), Griffith Avenue To Blair St	C0243	4435	11,375	0	0	0	0	(11,375)	0	0	0	0	0	0	0	0	0
57	Capital Works	Clean and Attractive Waverley	14/15 Fpth Tamarama Marine Drive (E/Side), Pacific Avenue To Thomp	C0049	4435	9,859	0	0	0	0	(9,859)	0	0	0	0	0	0	0	0	0
58	Capital Works	Clean and Attractive Waverley	14/15 Fpth Various Kerb Ramps	C0050	4435	20,000	0	0	0	0	(15,167)	0	0	0	0	0	0	0	0	(4,833)
59	Capital Works	Clean and Attractive Waverley	14/15 Fpth-Campbell Parade (N/Side), Francis St To Sandridge St	C0244	4435	15,000	0	0	0	0	(11,375)	0	0	0	0	0	0	(3,625)	0	0
60	Capital Works	Clean and Attractive Waverley	Macpherson Park	C0237	4435	215,151	0	0	0	0	(101,987)	0	0	0	0	0	0	0	(113,164)	0
61	Capital Works	Clean and Attractive Waverley	Bondi Road Stage 2 - South Side	C0137	4435	268,178	0	0	0	0	0	0	0	0	0	0	0	0	(190,000)	(78,178)
62	Capital Works	Clean and Attractive Waverley	Bondi Road Stage 3	C0226	4435	165,061	0	0	0	0	(165,061)	0	0	0	0	0	0	0	0	0
63	Capital Works	Creating Waverley	Tamrama Park-Promenade Seating	C0202	4435	69,665	0	0	0	0	(69,665)	0	0	0	0	0	0	0	0	0
64	Capital Works	Creating Waverley	Parks Signage Strategy	C0146	4435	60,000	0	0	0	0	0	0	0	0	0	0	0	0	0	(60,000)
65	Capital Works	Creating Waverley	Bondi Park Upgrade Works	C0002	4435	923,667	0	0	0	0	(715,500)	0	0	0	0	0	0	0	(124,209)	(83,958)
66	Capital Works	Creating Waverley	Bronte Beach Lifeguard Tower	C0007	4435	50,000	0	0	0	0	0	0	0	0	0	0	0	0	0	(50,000)
67	Capital Works	Creating Waverley	Bronte Replace Picnic Shelters	C0008	4435	15,004	0	0	0	0	(15,004)	0	0	0	0	0	0	0	0	0
68	Capital Works	Creating Waverley	Complete Streets - Pop Ups	C0028	4435	2,914	0	0	0	0	0	0	0	0	0	0	0	0	0	(2,914)
69	Capital Works	Creating Waverley	Oxford St (Newland St - Denison St) - street design as per Complete Streets	C0023	4435	188,362	0	0	0	0	0	(188,362)	0	0	0	0	0	0	0	0
70	Capital Works	Creating Waverley	East Bondi Junction Streetscape	C0024	4435	91,675	0	0	0	0	0	(91,675)	0	0	0	0	0	0	0	0
71	Capital Works	Creating Waverley	Brisbane street Plaza	C0238	4435	185,773	0	0	0	0	0	(185,773)	0	0	0	0	0	0	0	0
72	Capital Works	Creating Waverley	BJ PAMP - Pram Ramps	C0027	4435	108,247	0	0	0	0	0	(108,247)	0	0	0	0	0	0	0	0
73	Capital Works	Creating Waverley	Complete Streets - Street Lighting	C0239	4435	56,500	0	0	0	0	(41,669)	(14,831)	0	0	0	0	0	0	0	0
74	Capital Works	Creating Waverley	Bondi Junction Cycleway / Streetscape	C0021	4435	68,017	0	0	0	0	0	0	0	0	0	0	0	(68,017)	0	0

Proposed Carry Overs from 2014/15 to 2015/16 - detail

							Funding Sources													
Sr. No.	Program	Sub-Program	New Cost centre Description	New Cost centre Number	New Suffix	Proposed Carry Over Expenditure	Proceeds from Asset Sales	Grant/Contribution received in 2014/15	Prior 2014/15 Unexpended Grant reserve	Affordable Housing stock Reserve	s94 reserve	VPA reserve	New Loan	Cemetery Reserve	Investment Strategy Reserve	Car Parking Reserve	Plant Replacement Reserve	Carry Over Reserve	Centralised reserve	2014/15 General Fund
75	Capital Works	Clean and Attractive Waverley	14/15 Fpth-Notts Ave (B/Side), Dead End To Campbell Parade	C0247	4435	21,876	0	0	0	0	(21,876)	0	0	0	0	0	0	0	0	0
76	Capital Works	Clean and Attractive Waverley	13/14 K&G Military Road	C0249	4435	145,000	0	0	0	0	0	0	0	0	0	0	0	(142,703)	(2,297)	0
77	Capital Works	Clean and Attractive Waverley	14/15 K&G Bon Accord Avenue (Both Side), Bon Accord Ln To Old Sout	C0245	4435	42,347	0		0	0	0	0	0	0	0	0	0	0	(42,347)	0
78	Capital Works	Creating Waverley	14/15 K&G - Bronte Rd (East Side) Pacific St To #524 Bronte Rd	C0248	4435	75,000	0		0	0	0	0	0	0	0	0	0	0	(75,000)	0
79	Capital Works	Creating Waverley	Parks Signage Strategy	C0146	4435	2,172	0	0	0	0	0	0	0	0	0	0	0	0	0	(2,172)
80	Capital Works	Creating Waverley	T&T Waverley People, Places and Movement study	C0031	4435	41,426	0	(27,500)	0	0	0	0	0	0	0	0	0	(13,926)	0	0
81	Capital Works	Creating Waverley	Waverley Park General Lighting	C0213	4435	147,144	0	0	0	0	(147,144)	0	0	0	0	0	0	0	0	0
82	Capital Works	Customer First	Parking Permit System	C0135	4435	38,046	0	0	0	0	0	0	0	0	0	(38,046)	0	0	0	0
83	Capital Works	Customer First	Eastgate guidance system & painting/lighting upgrades	C0134	4435	98,110	0	0	0	0	0	0	0	0	0	0	0	(98,110)	0	0
84	Capital Works	Enriching Waverley	Boot Factory	C0122	4435	49,698	0	0	0	0	0	0	0	0	0	0	0	(49,698)	0	0
85	Capital Works	Enriching Waverley	Public Art installation	C0147	4435	20,000	0	0	0	0	0	0	0	0	0	0	0	0	0	(20,000)
86	Capital Works	Project Waverley	Bondi Tunnels Remediation & Storage	C0003	4435	1,627,069	0	0	0	0	(340,278)	0	0	0	0	0	0	(32,799)	(1,050,000)	(203,992)
87	Capital Works	Project Waverley	Bondi Park Sub-Depot - Works Yard & Landscape	C0004	4435	284,473	0	0	0	0	0	0	0	0	(284,473)	0	0	0	0	0
88	Capital Works	Project Waverley	Bondi Pavilion Fire Upgrade	C0005	4435	236,153	0	0	0	0	0	0	0	0	(236,153)	0	0	0	0	0
89	Capital Works	Project Waverley	PPC Depot - Syd Einfeld	C0098	4435	33,544	0	0	0	0	0	0	0	0	(33,544)	0	0	0	0	0
90	Capital Works	Project Waverley	North Bondi Amentities	C0124	4435	73,867	0	0	0	0	0	0	0	0	0	0	0	0	(73,867)	0
91	Capital Works	Project Waverley	South Bronte (Bronte Community Centre) Toilet	C0125	4435	171,252	0	0	0	0	0	0	0	0	0	0	0	0	(171,252)	0
92	Capital Works	Project Waverley	Rowe St Pedestrian Corridor -Legal & Property advice, Survey advice, escalator works	C0001	4435	14,492	0	0	0	0	0	0	0	0	0	0	0	0	0	(14,492)
93	Capital Works	Safe Waverley	Active Recreation	C0145	4435	448,996	0	0	0	0	(175,000)	0	0	0	0	0	0	(154,496)	0	(119,500)
94	Capital Works	Shaping Waverley	Future Investment Strategies - Civic Heart Planning	C0100	4435	56,667	0	0	0	0	0	0	0	0	(56,667)	0	0	0	0	0
95	Capital Works	Shaping Waverley	Green Links 3/4	C0127	4435	285,650	0	0	0	0	0	0	0	0	(285,650)	0	0	0	0	0
96	Capital Works	Sustainable Waverley	BJ Low carbon solutions study	C0035	4435	5,382	0	0	0	0	0	0	0	0	0	0	0	0	0	(5,382)
97	Capital Works	Sustainable Waverley	BJ Sustainable Water Solutions Study	C0036	4435	7,640	0	0	0	0	0	0	0	0	0	0	0	0	0	(7,640)
98	Capital Works	Sustainable Waverley	BJ Waste Solutions Study	C0037	4435	44,789	0	0	0	0	0	0	0	0	0	0	0	0	0	(44,789)
99	Capital Works	Sustainable Waverley	BJ Independent expert	C0039	4435	13,775	0	(6,775)	0	0	0	0	0	0	0	0	0	0	0	(7,000)
100	Capital Works	Sustainable Waverley	Recycled water feasibility & implementation	C0029	4435	131,429	0	0	0	0	0	0	0	0	0	0	0	(33,316)	0	(98,113)
101	Capital Works	Sustainable Waverley	Public and Street lighting energy efficiency	C0032	4435	65,000	0	0	0	0	0	0	0	0	0	0	0	0	0	(65,000)
102	Capital Works	Sustainable Waverley	Facilities Sustainable Energy upgrades	C0034	4435	120,975	0	0	0	0	0	0	0	0	0	0	0	(120,975)	0	0
24	Waverley Futures	Sustainable Waverley	Bronte ERAP	C0042	4435	3,400	0	0	0	0	0	0	0	0	0	0	0	0	0	(3,400)
25	Waverley Futures	Sustainable Waverley	Biodiversity ActionPlan - Remnant Sites	C0043	4435	42,618	0	(25,000)	0	0	0	0	0	0	0	0	0	0	0	(17,618)
26	Waverley Futures	Sustainable Waverley	Bronte ERAP	C0042	4435	52,382	0	0	0	0	0	0	0	0	0	0	0	0	0	(52,382)
103	Capital Works	Sustainable Waverley	Environmental Data Management System	C0044	4435	12,783	0	0	(12,783)	0	0	0	0	0	0	0	0	0	0	0
Total Capital - Projects Carry Over						8,672,426	0	(59,275)	(12,783)	(350,000)	(2,468,006)	(588,888)	(357,596)	(350,000)	(896,487)	(38,046)	0	(717,665)	(1,870,828)	(962,852)
Total Carry Over to 2015/16						10,985,710	(235,925)	(208,121)	(202,746)	(350,000)	(2,468,006)	(588,888)	(357,596)	(350,000)	(896,487)	(38,046)	(1,220,660)	(1,063,304)	(1,870,828)	(1,135,103)

Proposed Plant Purchases Carry Over from 2014/15 to 2015/16 - detail

										Budget Estimates			Funding Sources		
Sr. No.	Categories	Type	Fund Provider	Plant No	Reg'd No	Make	Model	Dept or Driver	last purchased date	Estimated Purchase Cost	Estimated Sale income	Estimated net cost	General Plant Replacement Reserve	Domestic Waste Plant Replacement Reserve	Proceeds from Sale
1	Passenger Vehicle	Sedan/Wagon	Corporate & Technical	114	BZT84N	Holden	Captiva 7 SX	Meredith Graham	07-Sep-11	33703	15,898	17,805	17,805	0	15,898
2	Passenger Vehicle	Sedan/Wagon	Public Works	117	CDV91B	Holden	Captiva 7 SX	Creating Waverley Pool Vehicle	01-Dec-11	34413	16,233	18,180	18,180	0	16,233
3	Passenger Vehicle	Sedan/Wagon	Public Works	24	BZW97V	Subaru	Sedan	Tim De Graaf	11-Nov-11	33265	15,691	17,574	17,574	0	15,691
4	Passenger Vehicle	Sedan/Wagon	Planning & Environmental	30	CEJ15W	Subaru	Forester X	Project Waverley Pool Vehicle	27-Jan-12	29936	14,121	15,815	15,815	0	14,121
5	Passenger Vehicle	Passenger Vehicle		50		HOLDEN	ASTRA	Libary Pool Car		32000		32,000	32,000	0	
6	Small Plant	Tilt Bed Trailer	Parks & Open Space	142	P 37263	Dean	No:17 Single Axle tilt bed	RC&CS-Parks	18-Sep-02	6272	523	5,750	5,750	0	523
7	Small Plant	Water Pressure Cleaner	Maintenace & Construction	80	S31436	1500L Baffled Tar	Homemade Open Frame Trailer	RC&CS-Parks	26-Apr-06	8374	395	7,979	7,979	0	395
8	Small Plant	Small Plant (All Terrain Bike)	Parks & Open Space	193	EU301U	Honda	TRX420	RC&CS-Parks	30-Jun-12	11276	464	10,813	10,813	0	464
9	Small Plant	Box Trailer	Parks & Open Space	155	n/a	Dean	Trailer	RC&CS-Parks	18-Sep-02	1426	119	1,307	1,307	0	119
10	Small Plant	Small Plant (All Terrain Bike)	Parks & Open Space	189	6053C	Honda	TRX420	RC&CS-Parks	01-Jul-10	11455	1,621	9,834	9,834	0	1,621
11	Small Plant	Small Plant (Ride on Mower)	Parks & Open Space	131	n/a	Toro	MDE International	RC&CS-Parks	13-May-10	14865	1,376	13,489	13,489	0	1,376
12	Small Plant	Box Trailer	Parks & Open Space	155	n/a	Dean	Trailer	RC&CS-Parks	18-Sep-02	1426	119	1,307	1,307	0	119
13	Small Plant	Box Trailer	Parks & Open Space	160	P-97163	Dean	Trailer	RC&CS-Parks	05-Sep-03	3472	289	3,182	3,182	0	289
14	Small Plant	Box Trailer	Parks & Open Space	166	n/a	Breeze Trailer		PWS-Beach	13-Dec-03	420	35	385	385	0	35
15	Small Plant	Small Plant (All Terrain Bike)	Parks & Open Space	195	6054C	Honda	TRX420	RC&CS-Parks	04-Nov-10	10415	1,474	8,941	8,941	0	1,474
16	Small Plant	Water Pressure Cleaner	Maintenace & Construction	90	n/a	Spitwater	HP2725AE	PWS-M&C	11-Oct-10	7708	364	7,345	7,345	0	364
17	Small Plant	Water Pressure Cleaner	Maintenace & Construction	91	n/a	Spitwater	HP2725AE	PWS-M&C	11-Oct-10	7708	364	7,345	7,345	0	364
18	Small Plant	Small Plant (Led Display Trailer)	Corporate & Technical	210	S55546	Sykes	Plan97A	C&T-Parking	12-Sep-06	18277	2,492	15,784	15,784	0	2,492
19	Small Plant	Small Plant (Led Display Trailer)	Corporate & Technical	310	R.52531	Sykes	Plan97A	C&TS-Parking	18-Aug-05	18277	2,492	15,784	15,784	0	2,492
20	Small Plant	Small Plant (All Terrain Bike)	Beach & Recreational	189	6053C	Honda	TRX420	Public Works	01-Jul-10	10807	1,529	9,277	9,277	0	1,529
21	Small Plant	Small Plant Vibration Plate	Public Works	171	n/a	Dynapac	Tamping Machines x 2	PWS-M&C	12-Nov-98	5000	500	4,500	4,500	0	500
22	Small Plant	Small Plant	Public Works	94	n/a	Contractor	Gum Buster	Public Works	15-Dec-04	12315	250	12,065	12,065	0	250
23	Small Plant	Box Trailer	Beach & Recreational	148	F 34334	Tracer	Trailer	PWS-Beach	10-Jul-90	3000	200	2,800	2,800	0	200
24	Small Plant	Box Trailer	Public Works	149	C 58275	Sales	Box Trailer	PWS-M&C	01-Oct-85	3000	200	2,800	2,800	0	200
25	Small Plant	Box Trailer	Public Works	157	H23517	Classic	Box Trailer	PWS-Mech	01-Mar-84	3000	200	2,800	2,800	0	200
26	Small Plant	Box Trailer	Public Works	134	F 42866	Libra	Trailer	Public Works	13-Sep-90	3000	200	2,800	2,800	0	200
27	Specialised Equipment	Agricultural Tractor (Beach Unit)	Parks & Open Space	101	BE09FY	John Deere	6230 Tractor	PWS-Parks	28-Jan-10	110000	17,276	92,724	92,724	0	17,276
28	Specialised Equipment	Elevator Work Platform Truck Unit	Parks & Open Space	107	WSA 239	Isuzu	FTR850 Tray Deck EWP	RC&CS-Parks	26-Jun-00	274000	25,511	248,489	248,489	0	25,511
29	Specialised Equipment	Small Mobile Road / Footpath Sweeper	Public Place Cleansing	508	99397C	MACDONALD JOH	CN200	PWS-Resource Recovery	12-Jan-10	162474	22,156	140,319	140,319	0	22,156
30	Specialised Equipment	Industrial Tractor BackHoe/Front End Loader	Maintenace & Construction	100	QSV 597	Caterpillar	428C Tractor	PWS-M&C	14-Apr-97	175000	28,022	101,999	146,978	0	28,022
31	Specialised Equipment	Beachrake Trailer	Parks & Open Space	308	n/a	Handcock Barber	600HD	PWS-Parks	18-Dec-09	100000	8,790	91,210	91,210	0	8,790
32	Truck Fleet	Light Tipper Truck	Fleet Management	103	RZE 206	Daihatsu	Delta Cab Truck	PWS-Mech	20-Aug-91	65000	3,550	61,450	61,450	0	3,550
33	Truck Fleet	Light Crew Cab, Tipper Truck	Parks & Open Space	54	AN25JH	Mitsubishi	Fuso Canter Crew Cab	RC&CS-Parks	11-Dec-06	70000	13,011	56,990	56,990	0	13,011
34	Truck Fleet	Light Crew Cab, Tipper Truck	Parks & Open Space	68	AN.49.JH	Mitsubishi	Fuso Canter Crew Cab	RC&CS-Parks	11-Dec-06	70000	13,011	56,990	56,990	0	13,011
35	Truck Fleet	Light Crew Cab, Tipper Truck	Parks & Open Space	301	AN.26.JH	Mitsubishi	Fuso Canter Crew Cab	RC&CS-Parks	21-Dec-06	70000	13,011	56,990	56,990	0	13,011
36	Light Commercial Vehicle	Light Commercial Vehicle	Public Place Cleansing	207	BF27UN	Ford	FG Falcon (Mini Skip)	PWS-PPC	27-Oct-04	35302	14,442	20,860	20,860	0	14,442
								Total Plant Carry Over		1,456,585	235,925	1,175,681	1,220,660	0	235,925

Notice of Motion CM/8.1/15.08



Subject: Halt to expenditure on Major Strategic Planning matters

Trim File No.: A12/0619

Submitted by: Councillor Kanak

MOTION

That Council:

1. Having voted to agree to an amalgamation with Randwick City Council, now enters a caretaker mode and halts all expenditure on major strategic planning matters that will need to be considered by a new merged Council.
2. Writes to Randwick Council stating that from this time on the assets and financial reserves of both Waverley and Randwick Councils should be considered the joint assets of a merged Council and therefore the peremptory spending of, or dedication of, those assets on long term strategic projects without the consultation and consent of the whole of the soon to be merged area is inappropriate.
3. Notes in the correspondence to Randwick Council that it's resolution of 28 July 2015 declaring that the administration of the merged Council must be in the current Randwick LGA is deeply disrespectful of the community consultation of the whole community of any new Council which must occur before any such decision could be taken.
4. Requests in the correspondence to Randwick City Council that Mayor Seng moves to rescind the motion seeking to locate a new administration building in the Randwick LGA as it is pre-emptory.

And further that this Council:

5. Specifically and immediately halts any further expenditure on the Bondi Junction Civic Heart project.
6. Receives a report to next month's Council meeting on what expenditure has occurred to date.
7. With regard to consultants who have been engaged on the Bondi Junction Civic Heart project the report is to discuss what contracts Council is bound to complete.

BACKGROUND

On 19th May this Council resolved to adopt Stage 1 of the Bondi Junction Civic Heart project and embark on Stage 2 (Master planning process) with a view to proceeding through all 6 stages.

The resolution authorises tendering for consultants to plan for Council's current and future cultural, service and community facilities needs in Bondi Junction ensuring library, seniors, community and

children's services are delivered in appropriate locations in Bondi Junction with facilities that meet community needs.

The resolution also calls for investigation of the construction of a landmark building/s with excellent design quality which instils pride and ownership by the community, and maintains the amenity of nearby residential properties.

The Report to Council on the 19th May notes that \$59.8m has been estimated for the cost of construction of the Bondi Junction Civic Heart project, and that \$250,000 has been set aside in the 2015/16 budget for master planning.

The Report identified (and the adopted resolution authorised) issuing a tender for a facilities needs, property asset review, feasibility assessment, cost benefit analysis of Council occupied properties and development options. The Report also noted as a possible constraint that should local government amalgamations occur, consideration will need to be given to the administrative needs of an amalgamated Council within the Bondi Junction CBD. The resolution noted that it could not make a final decision on the consolidation of administrative functions and offices until after a decision about amalgamation is finalised.

Consequently this motion recognises that since Council resolved to make an amalgamation proposal to the NSW Government it is no longer appropriate at this time to continue with a plan which envisages the expenditure of almost \$60m and which will have a material impact on the delivery of services to the whole of a newly merged LGA.

Until a new Council is formed Staff time spent in developing a tender bundle, assessing tenders, and producing another report to Council recommending awarding of the tender, is time wasted as the project cannot now be defined only in terms of Waverley Council's current area and population. It is an inefficient use of ratepayer's money to commission these strategic background studies now when it is likely they will be outdated in approximately 18 months.

**Notice of Motion
CM/8.2/15.08**

Subject: Support for stamping out racism in sport
Trim File No.: A02/0447
Submitted by: Councillors Kanak



MOTION

That, in light of the recent controversy surrounding Adam Goodes:

1. Council supports the view that there is no place for racism in sport in Australia.
2. Council asks the Multicultural Advisory Committee to advise what Council can do to promote this view in the Waverley Local Government Area and any strategies to support the Sydney Roosters and Sydney Swans campaign against racism in sport.

Notice of Motion
CM/8.3/15.08

Subject: Anti-violence against women Councillor Training

Trim File No.: A03/2680-02

Submitted by: Councillor Kanak

MOTION

That Council arranges a local government Councillor workshop to provide anti-violence education and best practice policy measures, and develops strategies to reduce violence to women in the municipality in partnership with organizations such as 'White Ribbon'.

BACKGROUND

Violence against women must never be tolerated or excused. As the sentencing judge, Sarah Huggett, remarked about the young woman who Luke Lazarus raped "She had the right to go to Kings Cross, to be intoxicated, to kiss a man. She also had the right to say she wanted to return to her friend. The offender ignored that."

Notice of Motion CM/8.4/15.08



Subject: Investigation of options for public pedestrian access to 362B Birrell Street, Tamarama and community use of the site

Trim File No.: A05/2046-03

Submitted by: Councillors Kay and Mouroukas

MOTION

That Council:

1. Investigates options to provide public pedestrian access to 362B Birrell Street, Tamarama.
2. Investigates options for the community to use the site as a place for quiet contemplation and enjoyment of the view to the sea.
3. Officers prepare a report of the outcomes from the above work, including estimated costs and a phased timetable of proposed actions.

BACKGROUND

Council purchased 362B Birrell Street, Tamarama in December 2011 as additional land for Tamarama Park. This parcel of land is now part of the new western boundary of the Park and forms what is known as Tamarama Gully.

When the land was purchased there was an intention to provide pedestrian access for the community from Birrell Street and thereby allow the land to be used for quiet contemplation and enjoyment of the site and its views to the sea. Unfortunately, the Court did not support this public access way, but instead ruled that the subdivision of 362 Birrell Street into 2 lots (front and rear) should not provide unfettered public access to the rear lot. Rather the Court restricted its approval to a right of way access for the owner of Lot 2 (Waverley Council) to enable care and maintenance of the land.

Other options for public access to this land have been considered including access from Illawong Avenue via the Fletcher Estate. This is currently the subject of a legal case.

This motion proposes that Council investigates all options for public access to the site and considers what would be needed to establish a useable space for quiet contemplation which could include a lookout (perhaps including a viewing platform) to the sea. It would be appropriate to map the existing (historical) informal walking paths, steps, and ledges that traverse up to the site.

Any work would need to align with the Tamarama Park Plan of Management, provide a risk assessment of the site's stability and any new access path, and be informed by the environmental works that are currently taking place as part of the Tamarama Ecological Restoration Action Plan.

I have been advised there are sufficient funds in the 2015/16 budget to undertake this investigation as part of the Tamarama Plan of Management program.

Notice of Motion CM/8.5/15.08



Subject: Letter to Minister on reducing the Shared Path
Speed Limit for Cyclists

Trim File No.: A11/0612

Submitted by: Councillors Kay and Mouroukas

MOTION

That The Mayor writes to the Minister for Roads, Maritime and Freight copying the state members for Vacluse and Coogee requesting that:

1. The current Roads and Maritime Services (RMS) methodology for setting the speed limit of a Shared Path be discontinued.
2. A speed limit of 10 kilometres per hour becomes applicable for areas designated as Shared Paths.

BACKGROUND

Councillor Kay has already made a submission on this matter which has been forwarded to the Minister for Roads, Maritime and Freight. This motion asks Council to support the intent of this submission.

Shared paths are areas where cyclists and pedestrians share the same space. The speed limit for shared paths on a footpath that is part of a road reserve is currently determined by the speed limit that exists on the adjoining road. It is considered that the RMS methodology used to set a speed limit for shared paths of this nature is flawed as cyclists can lawfully travel within this shared path at an excessive speed which unduly impacts pedestrian safety.

For example, in the Waverley LGA the shared path on the southern side of Old South Head Road between Bon Accord Avenue and Bondi Road currently allows for pedestrians and cyclists to legally travel two ways on a footpath that is not very wide, and includes lamp & telegraph posts narrowing the footpath even further and thereby compounding the problem. The applicable speed limit on Old South Head Road is 50 kilometres per hour. This is clearly too high for a footpath of high pedestrian activity at peak times. Indeed, there have been several incidents, including near misses, at this location. Children and the elderly are traumatised when bikes weave passed them at high speed and without particular care.

Police have the responsibility to identify dangerous cycling, and this includes speeding, but limited resources, prioritisation, and lack of a registration system for bicycles leads to cyclists generally not being stopped, warned, or infringed.

If a 10 kilometre per hour speed limit is deemed appropriate for shared zones then it is logical that the same should apply for shared paths. This would greatly improve pedestrian safety where cyclists share the same space.

Urgent Business
CM/9/15.08

Subject: Urgent Business
Author: Governance and Civic



In accordance with clause 241 of the *Local Government (General) Regulation 2005* (NSW) and section 3.5 of Council's Code of Meeting Practice, business may be transacted at a meeting of Council even though due notice of the business has not been given to Councillors. However, this can happen only if:

1. The business proposed to be brought forward is ruled by the chairperson to be of great urgency; and
2. A motion is passed to have the business transacted at the meeting.

Such a motion can be moved without notice.

Only the mover of a motion can speak to the motion before it is put. A motion to have urgent business transacted at the meeting requires a seconder.

For business to be considered urgent it must be of a kind:

1. That requires immediate action or attention, and
2. That cannot be dealt with as a Mayoral Minute or Notice of Motion at a later meeting or by any other means.

The mover of the motion must, when speaking to the motion, explain why he or she believes the business to be of great urgency.

Closed Session
CM/10/15.08

Subject: Closed Session
Author: Athanasios (Arthur) Kyron, General Manager

Recommendation:

That:

1. Council moves into closed session to deal with the matters listed below, which are classified as confidential under the provisions of section 10A(2) of the *Local Government Act 1993* (NSW) for the reasons specified:

CM/10.1/15.08 CONFIDENTIAL REPORT – Lease – Nattrra Pty Ltd, 1A Newland St, Bondi Junction

This matter is considered to be confidential under section 10A(2)(c) of the *Local Government Act*, and Council is satisfied that discussion of this matter in an open meeting would, on balance, be contrary to the public interest as it deals with information that would, if disclosed, confer a commercial advantage on a person with whom Council is conducting (or proposes to conduct) business.

CM/10.2/15.08 CONFIDENTIAL REPORT – Lease – Rainbow Business Services Pty Ltd, Shop 4, 1 Spring St, Bondi Junction

This matter is considered to be confidential under section 10A(2)(c) of the *Local Government Act*, and Council is satisfied that discussion of this matter in an open meeting would, on balance, be contrary to the public interest as it deals with information that would, if disclosed, confer a commercial advantage on a person with whom Council is conducting (or proposes to conduct) business.

CM/10.3/15.08 CONFIDENTIAL REPORT – Evaluation of Tender – Civil Maintenance & Minor Works – Panel Contract

This matter is considered to be confidential under section 10A(2)(c) of the *Local Government Act*, and Council is satisfied that discussion of this matter in an open meeting would, on balance, be contrary to the public interest as it deals with information that would, if disclosed, confer a commercial advantage on a person with whom Council is conducting (or proposes to conduct) business.

CM/10.4/15.08 CONFIDENTIAL REPORT – Lease of Bronte House, 470 Bronte Road Bronte

This matter is considered to be confidential under section 10A(2)(c) of the *Local Government Act*, and Council is satisfied that discussion of this matter in an open meeting would, on balance, be contrary to the public interest as

it deals with information that deals with personnel matters concerning particular individuals (other than councillors), and information that would, if disclosed, confer a commercial advantage on a person with whom Council is conducting (or proposes to conduct) business.

CM/10.5/15.08 CONFIDENTIAL REPORT – Bondi Junction Green Infrastructure Masterplan – Low Carbon and Energy Efficient Solutions Study, Sustainable Water Solutions Study

This matter is considered to be confidential under section 10A(2)(c) of the *Local Government Act*, and Council is satisfied that discussion of this matter in an open meeting would, on balance, be contrary to the public interest as it deals with information that would, if disclosed, confer a commercial advantage on a person with whom Council is conducting (or proposes to conduct) business.

2. Pursuant to sections 10A(1), 10(2) and 10A(3) of the *Local Government Act*, the media and public be excluded from the meeting on the basis that the business to be considered is classified confidential under the provisions of section 10A(2) of the *Local Government Act*.
3. The correspondence and reports relevant to the subject business be withheld from the media and public as provided by section 11(2) of the *Local Government Act*.

Pursuant to section 10A(4) of the Act and clause 252 of the Local Government (General) Regulation, members of the public may make representations to the meeting immediately after the motion to close part of the meeting is moved and seconded, as to whether that part of the meeting should be closed.

In accordance with section 10A(2) of the Act, a Council may close part of its meeting to deal with business of the following kind:

- (a) Personnel matters concerning particular individuals (other than councillors).
- (b) Personal hardship of any resident or ratepayer.
- (c) Information that would, if disclosed, confer a commercial advantage on a person with whom Council is conducting (or proposes to conduct) business.
- (d) Commercial information of a confidential nature that would, if disclosed:
 - (i) Prejudice the commercial position of a person who supplied it, or
 - (ii) Confer a commercial advantage on a competitor of Council, or
 - (iii) Reveal a trade secret.
- (e) Information that would, if disclosed, prejudice the maintenance of law.
- (f) Matters affecting the security of Council, Councillors, Council staff and Council property.
- (g) Advice concerning litigation, or advice that would otherwise be privileged from production in legal proceedings on the grounds of legal professional privilege.

- (h) Information concerning the nature and location of a place or an item of Aboriginal significance on community land.
- (i) Alleged contraventions of any Code of Conduct requirements applicable under section 440.

It is my opinion that the business listed in the recommendation is of a kind referred to in section 10A(2) of the *Local Government Act* and, under the provisions of the Act and the *Local Government (General) Regulation*, should be dealt with in a part of the meeting that is closed to members of the public and the media.

Resuming in Open Session CM/11/15.08

Subject: Resuming in Open Session

Author: Governance and Civic



In accordance with clause 253 of the *Local Government (General) Regulation 2005* (NSW), when the meeting resumes in open session the Chair will announce the resolutions made by Council, including the names of the movers and seconders, while the meeting was closed to members of the public and the media.

Meeting Closure
CM/12/15.08

