Urban Taskforce
AUSTRALIA

6 November 2026

Ms Emily Scott
General Manager
Waverley Council
PO Box 9
BONDI JUNCTION NSW 1355

Sent to: info@waverley.nsw.gov.au

Dear Ms Scott

**Waverley Car Share Policy**

I write in relation to the draft car share policy being exhibited by Waverley Council.

Urban Taskforce Australia has concerns about the proposed co-option of private property to deliver car share parking spaces and questions the level of support for such a proposal within the community.

The report to Council contends that car share membership has increased to over 10% of residents and estimates the total number to include over 10,000 Waverley residents and businesses.

However, the community consultation survey received only 111 responses, 95% of which were from residents. That is just 1% of the estimated members of car share schemes within the LGA, which is not statistically significant.

Urban Taskforce contends that the level of response does not justify introducing measures that will increase costs and create logistical concerns for the developers and owners of multi-unit or mixed-use residential properties.

For the residential sector, this policy has some specific areas of concern, as outlined below.

**Coopting private property**

The policy suggests that Council should "*more effectively respond to the need for more car share spaces as the result of developments, while discouraging an oversupply of private car parking*". It proposes to do this by

- requiring car share spots for developments with ten or more apartments;
- requiring a rate of car share parking at one per 30 apartments;
- prioritising EV car share vehicles; and
- incorporating changes in the next DCP update.

This position not only makes assumptions about parking oversupply, which has not been demonstrated by the policy and which we contend is unlikely to be the case in a built-up area such as Waverley.

The policy puts Council in the position of determining what the market wants or needs without undertaking an assessment to validate those assumptions.

If applied in the same manner as has occurred in other LGAs, it would result in a requirement for:

- GFA to be gifted to car share operators, without any form of compensation;
- prioritised parking for EVs, which would require the provision of charging equipment and a reliable power supply;
- access to be provided to members of the public, even within secure buildings.

The policy is essentially advocating for the confiscation of private property for the benefit of a for-profit commercial company.

**The cost to property owners**

The policy appears to equate any empty parking spaces as "oversupply" rather than seeing parking as an asset for the property owner. Spaces surplus to requirements can be rented out or transformed into visitor parking, depending on the preferences of the owner or body corporate.

The forced dedication of parking spaces therefore represents a cost to homebuyers, who potentially lose an asset or have to cover the lost building value through an increase in their purchase cost.

Whereas Council currently charges providers of dedicated street parking spots, there is no suggestion that private property owners or bodies corporate will be allowed to do likewise.

So, building residents are being asked to give up their property to a car share operator that charges its members for use of a vehicle, but who would not have to pay for parking when it is not being used.

Put simply, the car share operator would be able to make money from its services without having to pay any form of rent for the dedicated parking space.

Further, the preference for EV spaces raises questions about who pays for any electricity supplied for charging. Generally power supply within a common area is shared between residents, so the cost of charging the car share vehicle would be an extra expense.

**Logistics**

Car share spaces are notoriously difficult to manage and to police to prevent illegal use.

Providing access to a car share space within a private building potentially creates security and management problems for owners' corporations that do not appear to have been considered by the current draft policy.

Conditions which require public access to be provided to car share spaces place an unfair and significant security risk on an otherwise secure resident car park.

Requiring access to parts of a building that might otherwise be subject to security protocols potentially creates a risk to residents by removing the right to control who accesses their building.

In order to mitigate this risk, an owners' corporation would need to ensure that the dedicated site is closely monitored and that there is some way of vetting the people who might be entering the building. This will increase management costs that they would otherwise not have incurred.

**Car parking needs**

Councils are increasingly restricting the number of potential parking spaces within residential buildings, in a stated effort to encourage alternative modes of transport.

Waverley Council not only caps the number of spaces that may be provided within a building but already requires the provision of a car space for every 90 residential units under its DCP.

The policy effectively triples that requirement.

Capping parking spaces for residents, or diverting them to car share use, disregards the needs of different residents when it comes to car ownership.

For many, owning a car is not simply a matter of convenience. Buyers who own vehicles look for parking in apartments so that they don't have to park in the street.

Cars are essential for transporting young children to sports or arts and cultural activities. Cars are necessary for shift workers, whose shifts end after public transport ends for the night. Tradespeople need cars or vehicles to get to their workplaces, often carrying heavy and expensive equipment.

Reducing parking and replacing some of the parking allowance with car share spaces won't stop people from owning cars, it will simply force them further afield.

**How many spots are needed?**

The largest car share operator in Australia – GoGet – has around 3,000 vehicles across Sydney, Melbourne, and Brisbane. It controls 70% of the bays in the City of Sydney, so assuming that those proportions are maintained the car share market is approximately 4,285 vehicles for the whole of Australia.

Waverley Council is currently considering implementing the Bondi Junction Masterplan, which is slated to deliver 3,000 new dwellings to that precinct.

This policy would require developers to deliver 100 car share spaces just within Bondi Junction in addition to the 17 spots already located within the suburb – the whole of Waverley Council only has 88 share spaces.

Further, Bondi Junction covers 1.07 sq km. 117 car spaces represent a car share density of 109 spaces per sq km.

In comparison, the City of Sydney is 26.68 sq km. It has 880 spaces in total, or a car share density of 33 spaces per sq km.

There is no conceivable reason why Bondi Junction would need three times as many car share spaces per sq km as the whole of the City of Sydney.

**Conclusion**

The provision of a dedicated car share space adds no value to a building and gives little to no benefit to residents or owners corporations.

The inclusion of such a requirement in this policy appears simply to be fulfilling a social policy goal for Council without providing sufficient justification to support it.

The policy significantly increases the amount of car sharing spaces that would be required on private property, far beyond what is provided within the City of Sydney, and creates logistical and cost issues for owners' corporations and residents.

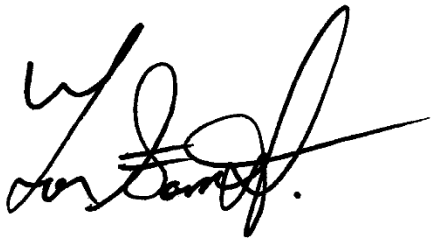
If the policy does not address these costs and complexities – and propose reasonable compensation in return for providing and managing these dedicated spaces – it will effectively be proposing the government seizure of private property but forcing owners' corporations to manage access.

The draft policy penalises residential property owners in multi-unit buildings by confiscating valuable floor space, not guaranteeing compensation (particularly payment equivalent to market rent), and creating logistical, management, and security concerns for bodies corporate.

**Recommendation: That Waverley Council remove the proposed requirement for dedicated car share spaces to be provided for one in 30 apartments.**

Should you wish to discuss any aspect of this submission further, please contact Paul Waterhouse, Head of Policy, on 0411-875-366 or via email paul@urbantaskforce.com.au

Yours sincerely



**Tom Forrest**
Chief Executive Officer