

ATTACHMENT BOOKLET

ORDINARY COUNCIL MEETING

TUESDAY 24 AUGUST 2021

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NORTHERN BEACHES COUNCIL STRATEGIC INTERNAL AUDIT PLAN

2021 – 2024 (3 YEARS)

Purpose

The IIA's mandatory guidelines states that the fundamental purpose, nature, and scope of internal auditing is as follows:

"Internal auditing is an independent, objective assurance and consulting activity designed to add value and improve an organisation's operations. It helps an organisation accomplish its objectives by bringing a systematic, disciplined approach to evaluate and improve the effectiveness of risk management, control and governance process."

Responsibilities

1. Oversight
2. Insight
3. Foresight

Key roles

1. Assurance facilitation
2. Risk management
3. Capacity building
4. Continuous improvement (leverage off/take advantage of opportunities)
5. Trusted advice

Methodology

➤ Flexible and forward focused. The Internal Audit function endeavours to position itself to be able to meet Council's needs into the future.

➤ Capacity building. A key role of Internal Audit is to build capacity, particularly of executive managers.

➤ Proactive. Although responsiveness is important, Audit also takes a proactive approach where appropriate. For example, Audit is available to provide probity and systems advice at the front end of major projects, systems changes etc and be a resource throughout the process.

➤ Enterprise risk based. Audit considers all areas of risk, including corruption risk, strategic business risk, operational risk, IT risk, compliance risk.

➤ Integrated into the business. Audit seeks to achieve integration of the function into the business, rather than it operating as a parallel function that intersects with the business periodically. For example, Audit will facilitate and encourage increased manager involvement via manager level corruption risk management (CRM) planning.

➤ Values. Audit contributes to an ethical organisational culture and is driven by the Council values.

➤ Use of the most appropriate tools. The type of audit activity undertaken is selected to best address the need and the risk level. Tools include but are not limited to:

Data analysis	Performance audits
System reviews	Compliance audits
Manager certification	Training
CRM reviews	Contractor audits

NOTE: This Plan is based on:

- reduced funding allocated to contracted audits and
- funding allocated to the engagement of a staff data analytics auditor.

NORTHERN BEACHES COUNCIL STRATEGIC INTERNAL AUDIT PLAN

2021 – 2024 (3 YEARS)

The following outlines Internal Audit's work program for this period.						
Internal staff		Contractor				
Item No.	AREA	Frequency	2021/22	2022/23	2023/24	RISK / COMMENTS
1	RECURRENT AUDITS					
1a	RMS Drives compliance review.	ANNUAL				RMS DRIVES 24 Contract
1b	Review of General Manager's expenses	ANNUAL				ICAC recommendation
1c	Implemented audit recommendations	ANNUAL				Review of the implementation of a selection of key recommendations
1d	Purchasing	ANNUAL				High inherent risk area
1e	Regulation	ANNUAL				High inherent risk area
1f	IT	ANNUAL				High inherent risk area
1g	Reviews will be also conducted in response to risks/ issues that arise.	PROACTIVE / REACTIVE				Including relevant ICAC reports/investigations
1h	Councillor expenses	QUADRENNIAL				Review each term
2	COMPLIANCE/ / PERFORMANCE AUDITS					
2a	Tourism & Caravan Park	TRIENNIAL				This area has not been subject to audit review
2b	Golf Courses/Driving Range	TRIENNIAL				This area has not been subject to audit review
2c	Building access	TRIENNIAL				This area has not been subject to audit review
2d	Parking Stations	TRIENNIAL				This area has not been subject to audit review

NORTHERN BEACHES COUNCIL STRATEGIC INTERNAL AUDIT PLAN

2021 – 2024 (3 YEARS)

The following outlines Internal Audit's work program for this period.						
Internal staff		Contractor				
Item No.	AREA	Frequency	2021/22	2022/23	2023/24	RISK / COMMENTS
2e	Software Licence Management Review	TRIENNIAL				This area has not been subject to audit review
2f	Management of natural hazards and the consistency and appropriateness of the risk assessments that we undertake for our major asset classes	TRIENNIAL				This area has not been subject to audit review
2g	Rates	TRIENNIAL				Post rate harmonisation process
2h	Payroll	TRIENNIAL				Post new system
2i	Fleet management	TRIENNIAL				Not recently reviewed
2j	Data governance strategy & approach					This area has not been subject to audit review
2k	Facilities management	TRIENNIAL				This area has not been subject to audit review
2l	Events	TRIENNIAL				This area has not been subject to audit review
2m	Customer satisfaction	TRIENNIAL				
2n	Workforce planning	TRIENNIAL				This area has not been subject to audit review
2o	Accounts receivable & debtor management	TRIENNIAL				From previous Strategic Audit Plan
2p	Manly CBD Special Rate Variation	TRIENNIAL				Requested by Council
2q	Recruitment	TRIENNIAL				High inherent risk
2r	WHS audit follow-up	TRIENNIAL				From previous Strategic Audit Plan

NORTHERN BEACHES COUNCIL STRATEGIC INTERNAL AUDIT PLAN

2021 – 2024 (3 YEARS)

The following outlines Internal Audit's work program for this period.						
Internal staff		Contractor				
Item No.	AREA	Frequency	2021/22	2022/23	2023/24	RISK / COMMENTS
2s	Minor plant management	TRIENNIAL				This area has not been subject to audit review
2t	CCTV	TRIENNIAL				New policy in 2021
2u	Meals on Wheels	TRIENNIAL				This area has not been subject to audit review
2v	Governance follow-up					From previous Strategic Audit Plan
2w	Lifeguards	TRIENNIAL				This area has not been subject to audit review
2x	Volunteer management	TRIENNIAL				This area has not been subject to audit review
2y	Community transport	TRIENNIAL				This area has not been subject to audit review
2z	Key management	TRIENNIAL				This area has not been subject to audit review
Additional potential reviews if time/budget permits		Delivery of Economic Development Strategy Staff timekeeping Risk culture assessment Resident parking scheme Excess leave management Asset maintenance Small asset management Venue hire				
3	DATA ANALYTICS & REGULAR COMPLIANCE CHECKS					
3a	To be determined					
3b	Credit cards	BI-ANNUALLY				Requested by ARIC
4	CORRUPTION RISK MANAGEMENT					
4a	Review Fraud & Corruption Prevention Plan	BIENNIAL				Last updated in 2021

NORTHERN BEACHES COUNCIL STRATEGIC INTERNAL AUDIT PLAN

2021 – 2024 (3 YEARS)

The following outlines Internal Audit's work program for this period.						
Internal staff		Contractor				
Item No.	AREA	Frequency	2021/22	2022/23	2023/24	RISK / COMMENTS
5	PROVISION OF INTERNAL ADVICE AND TRAINING					
5a	Delivering Code of Conduct-related, corruption prevention and corruption risk management training	SCHEDULED/ RESPONSIVE/ PROACTIVE				ICAC recommendation
5b	Providing probity, systems improvement, corruption risk management and corruption prevention advice and support to management and staff	ONGOING				ICAC recommendation
6	PROFESSIONAL PARTICIPATION					
6a	ARIC	ONGOING				Prepare reports, attend meetings, provide follow-up information
6b	General liaison and interaction with external bodies, eg, external auditors, ICAC, Corruption Prevention Network, Institute of Internal Auditors.	ONGOING				As per position requirements
6c	Professional Development: Skills and Knowledge	ONGOING				As per position requirements
6d	Audit planning	ANNUAL				Review and update Strategic Audit Plan and Annual Work Plan



PROPOSED

Net Budget Rollovers

from 2020/21 to 2021/22

August 2021

2021/549566

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Northern Beaches Council

2021/22 Income and operating expenses budget review statement

For the net rollover of budgets from the 2020/21 financial year

	ORIGINAL Budget as adopted June 2021 \$'000	Reclassification for changes in the Local Government Accounting Code \$'000	Note	ORIGINAL Budget 2021/22 \$'000	Recommended net rollovers from 2020/21 for Council resolution \$'000	PROPOSED Budget 2021/22 \$'000
Income from Continuing Operations						
Rates and annual charges	225,174	-		225,174	-	225,174
User charges and fees	90,481	-		90,481	-	90,481
Investment fees and revenues	997	-		997	-	997
Other revenues	24,102	(8,953) ¹		15,149	-	15,149
Grants and contributions - operating purposes	17,557	-		17,557	3,510	21,066
Grants and contributions - capital purposes	45,435	-		45,435	5,610	51,046
Other income	-	8,953 ¹		8,953	-	8,953
Total Income from Continuing Operations	403,747	-		403,747	9,120	412,867
Expenses from Continuing Operations						
Employee benefits and oncosts	(138,607)	-		(138,607)	-	(138,607)
Borrowing costs	(2,438)	-		(2,438)	-	(2,438)
Materials and services	(141,820)	-		(141,820)	(3,152)	(144,973)
Depreciation and amortisation	(44,919)	-		(44,919)	-	(44,919)
Other expenses	(19,269)	-		(19,269)	(700)	(19,969)
Loss on disposal of assets	(251)	-		(251)	-	(251)
Total Expenses from Continuing Operations	(347,304)	-		(347,304)	(3,852)	(351,156)
Surplus / (deficit) from continuing operations	56,442	-		56,442	5,268	61,711
Surplus / (deficit) excluding capital grants and contributions	11,007	-		11,007	(342)	10,665
Operating Budget Reserve Transfers (to) / from						
Externally restricted reserves and grants recognised as income in prior years					219	
Internally restricted reserves					399	
Working capital - 2020/21 operating budget					(276)	
Total Reserve Transfers (to)/from					342	
Net rollovers from the operating budget - balanced budget					-	

¹ 'Lease income' has been re-classified in accordance with the Local Government Code of Accounting Practice and Financial Reporting from 'Other revenues' to 'Other income' (\$8,953 million)

Northern Beaches Council

2021/22 Capital expenditure and funding budget review statement

For the net rollover of budgets from the 2020/21 financial year

	ORIGINAL Budget 2021/22 \$'000	Recommended net rollovers from 2020/21 for Council resolution \$'000	PROPOSED Budget 2021/22 \$'000
Capital Expenditure			
Capital expenditure - new assets	(82,250)	(6,618)	(88,868)
Capital expenditure - renewal of existing assets	(43,249)	(4,241)	(47,490)
Total Capital Expenditure	(125,499)	(10,859)	(136,358)
Capital Funding			
Working Capital	19,428	1,607	21,035
Depreciation	38,163	1,948	40,111
Capital grants and contributions			
New grants	35,389	(7,711)	27,678
Grants rolled over from prior years	3,924	13,347	17,271
Externally restricted reserves			
Developer contributions	17,542	924	18,466
Other	1,866	408	2,274
Internally restricted reserves			
Merger savings fund	2,272	264	2,536
Other	5,282	72	5,354
Income from sale of assets			
Plant and equipment	1,633	-	1,633
Total Capital Funding	125,499	10,859	136,358
Capital funding Surplus/(Deficit) - Balanced budget	-	-	-

Northern Beaches Council

Operating budget proposed rollovers from 2020/21 to 2021/22

Trim Reference: 2021/567261

EXPENDITURE			SOURCE OF FUNDS				
Project	Roll over to 2021/22	Comments	Externally Restricted Reserves	Internally Restricted Reserves	Unexpended Grants	New Grants	Working Capital
3440 Youth Opportunities 1007 Program	(2,500)	Youth Opportunities Program grant received in 2020/21 to be spent in 2021/22			(2,500)		
3801 Storm Damage Feb 1002 2020	-	Storm Damage February 2020 - awaiting natural disaster claim payment				(1,000,000)	1,000,000
3858 Accelerated 1001 Streetlight Replacement	(304,344)	Accelerated Street Lighting Replacement program - carry funds over for final year of program				(22,167)	(282,177)
3902 Parks & Reserves 1005 Infrastructure	(26,311)	Governor Phillip Park dunes grant received in 2020/21 remaining funds to be spent in 2021/22			(26,311)		
3903 1000 Park & Assets	(25,329)	Crown Plan of Management grant received and remaining funds to be spent in 2021/22			(25,329)		
3905 1003 Storm 26 Nov 2019 Greening Our City Green Canopy -	-	Storm Damage November 2019 - awaiting natural disaster claim payment				(179,214)	179,214
3905 Condamine St Manly 1004 Vale	(19,560)	Greening Our City Green Canopy - Condamine St Manly Vale grant received in 2020/21 to be spent in 2021/22			(19,560)		
3905 B-line offset Tree 1005 planting Mona Vale to Seaforth Road Corr-	(1,313,368)	B-Line offset Tree planting Mona Vale to Seaforth Road Corridor grant received in 2020/21 to be spent in 2021/22			(1,313,368)		
3950 PEF - Currawong 1005 Environmental Project	(10,000)	Pittwater Environment Fund - Currawong Environmental Project grant received in 2020/21 to be spent in 2021/22			(10,000)		
3953 Collaroy-Narrabeen 1016 Coastal Protection Private Works	(700,000)	Collaroy-Narrabeen Coastal Protection - ongoing program to support private property works				(350,000)	(350,000)

EXPENDITURE			SOURCE OF FUNDS				
Project	Roll over to 2021/22	Comments	Externally Restricted Reserves	Internally Restricted Reserves	Unexpended Grants	New Grants	Working Capital
3954 Building Resilience to Climate Change (Grant 1006 funded)	(5,239)	Building Resilience to Climate Change grant received in 2020/21 to be sent in 2021/22			(5,239)		
3957 Threatened Species 1002	(30,000)	Threatened Species grant received in 2020/21 to be spent in 2021/22			(30,000)		
3957 Weed Action Plan 1007	(11,188)	Middle Creek Reserve weed control grant received in 2020/21 to be spent in 2021/22			(11,188)		
3957 Weed Action Plan 1007	(22,572)	Weed Action Plan grant received in 2020/21 to be spent in 2021/22			(22,572)		
3957 Local Land Services - 1015 Grant Projects	(6,020)	Local Land Services grant received in 2020/21 to be spent in 2021/22			(6,020)		
3957 Oxford Falls Bushland 1018 Reserve Grant	(86,364)	Oxford Falls Bushland Reserve grant received in 2020/21 to be spent in 2021/22			(86,364)		
3958 Sydney Water 1013 Business Efficiency Officer	(17,469)	Sydney Water Business Efficiency Officer grant received in 2020/21 to be spent in 2021/22			(17,469)		
4057 Better Waste 1001 Recycling Fund	(189,194)	Better Waste Recycling Funds grant received in 2020/21 to be spent in 2021/22			(189,194)		
4057 Red Bin Audit & 1002 Strategy	(137,296)	Red Bin Audit & Strategy grant received in 2020/21 to be spent in 2021/22			(137,296)		
4059 Single Use Plastics 1000 Reduction Program	(14,525)	Single Use Plastics Reduction Program funded through the Merger Savings Fund - rollover remaining funds to 2021/22		(14,525)			
4252 Aboriginal Heritage 1000 Office	(131,038)	Aboriginal Heritage Office program funds to be rolled forward to 2021/22					(131,038)
4279 Community Services 1006 Special Projects1	(3,800)	Community Services Special Projects grant received in 2020/21 to be spent in 2021/22			(3,800)		
4281 Community Safety 1008	(4,750)	Community Safety grant funds received in 2020/21 to be spent in 2021/22			(4,750)		

EXPENDITURE			SOURCE OF FUNDS				
Project	Roll over to 2021/22	Comments	Externally Restricted Reserves	Internally Restricted Reserves	Unexpended Grants	New Grants	Working Capital
4281 Suicide Prevention Community Gatekeeper Training	(135,870)	Suicide Prevention Community Gatekeeper Training grant received in 2020/21 to be spent in 2021/22			(135,870)		
4281 Community Development 1016 Projects2	(5,410)	Community Development Project grant funds received in 2020/21 to be spent in 2021/22			(5,410)		
4285 CHSP Emergency 1001 Support for Covid-19	(101,402)	Meals on Wheels Emergency Support for COVID-19 grant received, remaining funds to be spent in 2021/22			(101,402)		
4302 Belrose Children's 1000 Centre Operational	2,201	Belrose Children's Centre Operational start strong grant received early in 2020/21 (expected in 2021/22)			(17,967)	20,168	
4304 Brookvale Children's 1000 Centre Operational	5,150	Brookvale Children's Centre Operational start strong grant received early in 2020/21 (expected in 2021/22)			(14,628)	19,778	
4305 Dee Why Children's 1000 Centre Operational	1,229	Dee Why Children's Centre Operational start strong grant received early in 2020/21 (expected in 2021/22)			(20,034)	21,263	
4306 Harbour View 1000 Children's Centre Operational	(1,460)	Harbour View Children's Centre Operational start strong grant received early in 2020/21 (expected in 2021/22)			(11,607)	10,147	
3958 Green Communities 1001 Operations	(1,710)	Narrabeen Children's Centre Operational start strong grant received early in 2020/21 (expected in 2021/22)			(18,126)	16,416	
3958 Green Communities 1001 Operations Roundhouse	(10,000)	Narrabeen Children's Centre Operational quality learning grant received in 2020/21 to be spent in 2021/22			(10,000)		
4308 Children's Centre 1000 Operational Roundhouse	735	Roundhouse Children's Centre Operational start strong grant received early in 2020/21 (expected in 2021/22)			(21,465)	22,200	
4308 Children's Centre 1000 Operational Roundhouse	(9,920)	Roundhouse Children's Centre Operational quality learning grant received in 2020/21 to be spent in 2021/22			(9,920)		
3953 MEL – Coast, 1007 catchment and estuaries	(127,403)	Manly Environmental Levy funded program - remaining funds to be rolled forward to 2021/22		(127,403)			
3954 MEL – Systems, 1007 Sustainability and climate change	(24,100)	Manly Environmental Levy funded program - remaining funds to be rolled forward to 2021/22		(24,100)			

EXPENDITURE			SOURCE OF FUNDS				
Project	Roll over to 2021/22	Comments	Externally Restricted Reserves	Internally Restricted Reserves	Unexpended Grants	New Grants	Working Capital
3957 MEL – Bushland & 1010 biodiversity	(197,557)	Manly Environmental Levy funded program - remaining funds to be rolled forward to 2021/22		(197,557)			
3958 MEL – Green 1005 communities	(35,214)	Manly Environmental Levy funded program - remaining funds to be rolled forward to 2021/22		(35,214)			
4360 Make Music Day 2021, 1004 Grant Funding	(10,455)	Make Music Day 2021 grant received in 2020/21 to be spent in 2021/22			(10,455)		
4368 Environmental Art & 1004 Design Prize	(15,000)	Environmental Art & Design Prize sponsorship funds received in 2020/21 to be spent in 2021/22					(15,000)
Total	(3,727,053)		-	(398,799)	(2,287,843)	(1,441,409)	400,998
Add items reclassified from capital expenditure to operating expenditure*							
3342 IT Projects & 1001 Improvements	(125,000)	Website content management system upgrade					(125,000)
Total	(125,000)		-	-	-	-	(125,000)
* A recent International Financial Reporting Standards Interpretations Committee (IFRIC) decision has changed the way the implementation of software as a service is accounted for, requiring most projects to be expensed rather than capitalised. This impacts the proposed rollover for the website content management system upgrade. This capital expenditure budget, totalling \$125,000, will be reclassified as an operating expense in the 2021/22 budget, should Council endorse the rollover of these funds.							
TOTAL OPERATING ROLLOVERS	(3,852,053)		-	(398,799)	(2,287,843)	(1,441,409)	275,998

Northern Beaches Council

Capital expenditure budget proposed rollovers from 2020/21 to 2021/22

Trim Reference: 2021/561843

EXPENDITURE				SOURCE OF FUNDS					
Job Description	Bring fwd from 2021/22	Roll over to 2021/22	Comments	Developer Contributions	Externally Restricted Reserves	Internally Restricted Reserves	Unexpended Grants	New Grants	Working Capital / Depreciation
E2100. Digital and IT									
CN01012. IT Infrastructure – New Works	-	(618,066)	Project in progress to upgrade switches at Council office and depot locations to support IT applications.	-	-	-	-	-	(618,066)
CN01013. IT Software – New Works*	-	(283,000)	Projects in progress: \$125,000 website content management system upgrade; \$158,000 booking system customer portal.	-	-	-	-	-	(283,000)
CN01159. Smart Beaches	-	(1,500)	Final data capture and analysis costs for smart cities/beaches program.	-	-	-	-	-	(1,500)
CR05068. IT Infrastructure - Replacements	-	(98,439)	Ongoing project for switch replacements.	-	-	-	-	-	(98,439)
CR05127. Computers, Laptops and Mobile Devices - Replacements	-	(54,723)	Ongoing project to renew Council Chambers' equipment along with funding for other equipment replacements awaiting delivery.	-	-	-	-	-	(54,723)
Total E2100. Digital and IT	-	(1,055,728)		-	-	-	-	-	(1,055,728)
* A recent International Financial Reporting Standards Interpretations Committee (IFRIC) decision has changed the way the implementation of software as a service is accounted for, requiring most projects to be expensed rather than capitalised. This impacts the proposed rollover to upgrade Council's website content management system. This budget of \$125,000, would be reclassified as an operating expense in the 2021/22 budget should Council endorse the rollover of these funds.									
E2350. Library Services									
CN01158. Library Local Priority Grant Purchases	-	(87,480)	Ongoing project funded through Local Priority Grants	-	-	-	(87,480)	-	-

Job Description	EXPENDITURE		Comments	SOURCE OF FUNDS					
	Bring fwd from 2021/22	Roll over to 2021/22		Developer Contributions	Externally Restricted Reserves	Internally Restricted Reserves	Unexpended Grants	New Grants	Working Capital / Depreciation
CN01097. Library Bookstock	-	(7,106)	Former Pittwater development contribution funded improvements at Mona Vale Library.	(7,106)	-	-	-	-	-
Total E2350. Library Services	-	(94,586)		(7,106)	-	-	(87,480)	-	-
E3150. Community, Arts & Culture									
CN01065. Gallery Art Work Purchases	-	(1,168)	Ongoing project with remaining budget rolled over to 2021/22 for external MAG&M artwork project.	-	-	(1,168)	-	-	-
CN01066. Theo Batten Bequest Purchases	-	(11,327)	Ongoing project with remaining budget rolled over to 2021/22 for external MAG&M artwork project.	-	-	(11,327)	-	-	-
CN01121. Coast Walk Art Trail	-	(172,500)	Artwork works at Robert Dunn Reserve, McKillop Park, Long Reef and Mona Vale Surf Life Clubs, Collaroy, Newport and Freshwater Beach Reserve as per Council's Resolution in February 2021.	-	-	(172,500)	-	-	-
CN01160. Coast Walk Aboriginal Art and Storytelling Project - Grant	-	(120,444)	Ongoing project with remaining budget rolled over to 2021/22 to undertake project with Urban Art Projects (UAP) with Frances Belle Parker, as per Council's resolution in July 2021.	-	-	-	(120,444)	-	-
Total E3150. Community, Arts & Culture	-	(305,439)		-	-	(184,995)	(120,444)	-	-

Job Description	EXPENDITURE		Comments	SOURCE OF FUNDS					
	Bring fwd from 2021/22	Roll over to 2021/22		Developer Contributions	Externally Restricted Reserves	Internally Restricted Reserves	Unexpended Grants	New Grants	Working Capital / Depreciation
E4050. Transport & Civil Infrastructure									
CN01010. New Footpaths	500,000	(703,251)	Funds remaining from Local Roads and Community Infrastructure Program Phase 1 \$304,367 and Phase 2 \$312,273 along with \$86,611 Manly s7.11 funds rolled over to 2021/22. Bring forward \$500,000 Northern Beaches s7.12 to fund non-grant funded works progressed ahead of schedule.	413,389	-	-	(616,640)	-	
CN01011. New Traffic Facilities	31,539	-	Bring forward funding from 2021/22 to fund works progressed ahead of schedule.	31,539	-	-	-	-	-
CN01020. Warriewood Valley – Traffic and Transport Infrastructure	-	(51,599)	Ongoing project with remaining budget rolled over to 2021/22.	(51,599)	-	-	-	-	-
CN01028. Bike Plan Implementation - New Works	134,504	(477,000)	Remaining Active Transport Program grant \$477,000 rolled over to 2021/22. Bring forward \$134,504 to fund non-grant funded works progressed ahead of schedule.	-	-	-	-	(477,000)	134,504
CN01059. Church Point - New Infrastructure	-	(65,052)	Multi-year project with procurement process near completion and construction to commence in 2021/22.	(65,052)	-	-	-	-	-
CN01079. Church Point Masterplan Boardwalk Extension	-	(82,829)	Multi-year project with procurement process near completion and construction to commence in 2021/22.	-	-	-	-	-	(82,829)
CN01107. Kerb and Gutter New Works	5,183	-	Bring forward funding from 2021/22 to fund works progressed ahead of schedule.	-	-	-	-	-	5,183

Job Description	EXPENDITURE		Comments	SOURCE OF FUNDS					
	Bring fwd from 2021/22	Roll over to 2021/22		Developer Contributions	Externally Restricted Reserves	Internally Restricted Reserves	Unexpended Grants	New Grants	Working Capital / Depreciation
CN01141. Church Point Commuter Wharf Expansion	-	(75,250)	Multi-year project with works to commence in 2021/22.	(35,000)	-	-	-	(40,250)	-
CN01151. Smart Parking Infrastructure Project	-	(315,000)	Project behind schedule due to delays in RFQ for sensor infrastructure.	(315,000)	-	-	-	-	-
CN01182. Traffic Facility Delivery - Accelerated	-	(5,292)	Ongoing program with remaining budget rolled over to 2021/22.	(5,292)	-	-	-	-	-
CN01187. Streets as Shared Spaces: Manly & Bilgola	-	(305,411)	Ongoing project with installation programmed for first two weeks of August 2021.	-	-	-	(305,411)	-	-
CN01198. Safer Schools Infrastructure	-	(521,870)	Ongoing grant funded project with majority of works to be carried out in 2021/22.	-	-	-	-	(521,870)	-
CR05009. Bus Stop Renewal Works	-	(20,902)	Funding rolled over to 2021/22 for the replacement of a bus shelter damaged by motor vehicle accident.	-	-	-	-	-	(20,902)
CR05011. Footpath Renewal Works	-	(296,530)	Multi-year grant funded works under the Local Roads and Community Infrastructure Phase 2 Program including transfer of \$100,000 from Road Resheeting under approved grant work schedule.	-	-	-	(196,530)	(100,000)	-
CR05013. Retaining Wall Renewal Works	-	(102,933)	Multi-year program with works delayed pending RFQ for high priority works.	-	-	-	-	-	(102,933)
CR05014. Road Resheeting Program	-	100,000	Adjust LRCI Phase 2 Funding Allocation for 2021/22 - Funds transferred to Footpath Renewal under approved work schedule	-	-	-	-	100,000	-
CR05070. Major Plant Renewal	-	(430,149)	Suppliers have been delayed on delivery of plant items ordered due to COVID.	-	-	(330,149)	(100,000)	-	-
CR05074. Tidal Pools Refurbishment	-	(20,655)	Multi-year project with design works for Paradise Tidal Pool behind schedule.	-	-	-	-	(20,655)	-

Job Description	EXPENDITURE		Comments	SOURCE OF FUNDS					
	Bring fwd from 2021/22	Roll over to 2021/22		Developer Contributions	Externally Restricted Reserves	Internally Restricted Reserves	Unexpended Grants	New Grants	Working Capital / Depreciation
CR05081. Wharves Works Program	-	(248,302)	Multi-year program with delays in structural condition assessment and design works for Mackerel and Currawong.	-	-	-	-	(153,157)	(95,145)
CR05130. Carol's Wharf Renewal	177,107	(310,763)	Multi-year project delayed due to COVID lockdown.	-	-	89,140	-	(310,763)	87,967
CR05131. Bells Wharf Renewal	156,538	(153,401)	Multi-year project delayed due to COVID lockdown.	-	-	156,538	-	(53,019)	(100,382)
Total E4050. Transport & Civil Infrastructure	1,004,871	(4,086,189)		(27,015)	-	(84,471)	(1,218,581)	(1,576,714)	(174,537)
E4100. Parks & Recreation									
CN01005. North Curl Curl Youth Facility	-	(9,302)	Multi-year project with facilities to be completed in 2021/22.	-	-	-	-	-	(9,302)
CN01047. Sportsgrounds - New and Upgrades	-	(27,330)	Avalon netball shade structure to be completed in 2021/22.	-	-	-	-	-	(27,330)
CN01055. Warriewood Valley - Public Space and Recreation	-	(123,540)	Remaining budget rolled over to 2021/22 for completion of amenities.	(123,540)	-	-	-	-	-
CN01102. Youth Facilities	4,200	-	Bring forward funding for fencing at The Grove progressed ahead of schedule.	-	-	4,200	-	-	-
CN01116. Freshwater Beach Masterplan Implementation	-	(35,000)	Design works underway with construction work scheduled to commence on stage 1 in 2022.	-	-	-	-	-	(35,000)
CN01144. Wyatt Avenue Open Space	-	(23,189)	Bike track at Wyatt Avenue to be completed in 2021/22.	(23,189)	-	-	-	-	-
CN01146. Commercial Centre Upgrade Program	-	(417,037)	Balgowlah shopping precinct upgrade delayed due to supply of pavers from overseas being delayed.	(401,106)	-	-	-	-	(15,931)

Job Description	EXPENDITURE		Comments	SOURCE OF FUNDS					
	Bring fwd from 2021/22	Roll over to 2021/22		Developer Contributions	Externally Restricted Reserves	Internally Restricted Reserves	Unexpended Grants	New Grants	Working Capital / Depreciation
CN01169. West Esplanade Activation Plan	-	(10,250)	West Esplanade design ongoing to be completed in 2021/22.	(10,250)	-	-	-	-	-
CN01170. Collaroy Beach Accessible Ramp	-	(33,143)	Ramp construction delayed due to poor conditions in June, to be completed in 2021/22.	(33,143)	-	-	-	-	-
CN01197. Manly Dam Boardwalk	-	(171,990)	Multi-year project to be completed over next 18 months - rollover Metro Greenspace Grant	-	-	-	(171,990)	-	-
CN01199. Frenchs Forest Precinct Park Upgrades	-	-	Precinct support scheme grant for multi-year project received in 2020/21, rather than the expected 2021/22 financial year.	-	-	-	(4,624,259)	4,624,259	-
CN01201. Little Manly Point Reserve Playground Upgrade	-	(7,186)	Multi-year project with remaining budget rolled over to 2021/22.	-	-	-	-	-	(7,186)
CN01209. Ivanhoe Park Masterplan Implementation	-	(50,000)	Rollover unspent grant for Ivanhoe Park Botanical Garden upgrade	-	-	-	(50,000)	-	-
CN01220. Oxford Falls Bushland Reserve	-	(281,818)	Rollover unspent grant for Oxford Falls Bushland upgrade	-	-	-	(281,818)	-	-
CR05002. Foreshores Renewal Program	-	(103,345)	Avalon foreshore upgrades delayed. To be completed in 2021/22.	-	-	-	-	(50,000)	(53,345)
CR05003. Recreational Trails Renewal Program	-	-	Manly Dam Trail upgrade grant received earlier than expected.	-	-	-	(113,521)	113,521	-
CR05005. Rockpool Renewal Program	-	(97,955)	Avalon rockpool repairs delayed due to unavailability of specialist contractor. To be completed in 2021/22.	-	-	(97,955)	-	-	-
CR05134. Commercial Centre Renewal	205,093	(407,661)	Balgowlah shopping precinct upgrade delayed due to supply of pavers from overseas being delayed.	-	(407,661)	-	-	-	205,093

Job Description	EXPENDITURE		Comments	SOURCE OF FUNDS					
	Bring fwd from 2021/22	Roll over to 2021/22		Developer Contributions	Externally Restricted Reserves	Internally Restricted Reserves	Unexpended Grants	New Grants	Working Capital / Depreciation
Total E4100. Parks & Recreation	209,293	(1,798,746)		(591,228)	(407,661)	(93,755)	(5,241,588)	4,687,780	56,999
E4150. Environment & Climate Change									
CN01061. Warriewood Valley Creekline Works	-	(72,418)	Project delayed due to the contractor's insurances issues. Works encroached onto private land and required a Council resolution.	(72,418)	-	-	-	-	-
CR05064. Energy Saving Initiatives Works Program	-	(26,316)	Urban Night Sky Place project deferred due to continued community consultation.	-	-	-	-	-	(26,316)
CR05065. Energy Saving Initiatives Program - Revolving Energy Fund	-	(49,668)	Installation of lighting at Glen Street Theatre and solar inverter cages at two sites. Projects delayed due to COVID-19.	-	-	-	-	-	(49,668)
Total E4150. Environment & Climate Change	-	(148,402)		(72,418)	-	-	-	-	(75,984)
E4200. Property									
CN01110. Currawong Cottages New Cottages, Games Room and Amenities	-	(1,389,361)	Multi-year project rolled over to 2021/22 to allow 5 additional cottages to be restored through Stronger Communities Fund Round 2 \$25,725 and DPIE grant of \$1,363,636 received in June 2021	-	-	-	(1,389,361)	-	-
CN01124. Mona Vale Surf Life Saving Club	1,377,963	(500,000)	Multi-year project under construction.	-	-	509,335	868,628	(500,000)	-
CN01125. Long Reef Surf Life Saving Club	-	(579,385)	Multi-year project under construction.	-	-	(310,325)	-	(269,060)	-
CN01139. Duffys Forest Rural Fire Station	76,454	(141,420)	Design stage of the project completed. Construction to commence in 2021/22.	-	-	-	-	(141,420)	76,454

Job Description	EXPENDITURE		Comments	SOURCE OF FUNDS					
	Bring fwd from 2021/22	Roll over to 2021/22		Developer Contributions	Externally Restricted Reserves	Internally Restricted Reserves	Unexpended Grants	New Grants	Working Capital / Depreciation
CN01161. Marine Rescue Broken Bay Building	56,990	(75,000)	Project still in design stage. Remaining budget rolled over to 2021/22 for construction.	-	-	-	-	(75,000)	56,990
CN01162. North Curl Curl Youth Public Amenities	-	(28,872)	Building works completed. Remaining budget rolled over to 2021/22 for fencing and paths works.	-	-	-	-	-	(28,872)
CN01173. Manly Cemetery Columbarium	-	(15,988)	Project design delayed due to the contractor. Remaining budget rolled over to 2021/22 for construction works and adjust grants as fund expected in 2021/22 arrived in 2020/21.	-	-	-	(183,094)	183,094	(15,988)
CR05015. Public Amenities Works Program	-	(106,432)	Remaining budget rolled over to 2021/22 for Apex Park public amenities.	-	-	-	-	-	(106,432)
CR05028. Community Buildings Works Program	-	(56,481)	Remaining budget rolled over to 2021/22 for purchase of retractable seating for North Narrabeen Community Centre.	-	-	-	-	-	(56,481)
CR05035. Children's Centres Works Program	-	(290,491)	Projects delayed due to COVID lockdown and supply issues. Remaining budget rolled over to 2021/22 for Roundhouse internal refurbishment and Brookvale playground works.	-	-	-	(190,491)	-	(100,000)
CR05038. Library Buildings Works Program	-	(6,130)	To complete canopy at Glen Street Library.	-	-	-	(6,130)	-	-
CR05041. Manly Art Gallery	-	(1,396)	To cover Manly Art Gallery HVAC works.	-	-	-	-	-	(1,396)
CR05042. Operational Buildings Works Program	82,626	-	Ongoing program progressed ahead of schedule. Bring forward funding from 2021/22.	-	-	-	-	-	82,626

Job Description	EXPENDITURE		Comments	SOURCE OF FUNDS					
	Bring fwd from 2021/22	Roll over to 2021/22		Developer Contributions	Externally Restricted Reserves	Internally Restricted Reserves	Unexpended Grants	New Grants	Working Capital / Depreciation
CR05043. Sport Buildings Works Program	-	(40,447)	Remaining budget rolled over to 2021/22 for installation of storage units for Manly-Warringah Football Association.	-	-	-	-	(7,741)	(32,706)
CR05076. Glen Street Theatre Renewal Works	-	(156,206)	Ongoing project with remaining budget rolled over to 2021/22 for completion of air conditioning system renewals.	-	-	-	-	-	(156,206)
CR05084. Forestville Library	-	(19,246)	Ongoing project with remaining budget rolled over to 2021/22 for building improvements of Forestville Library.	-	-	-	-	-	(19,246)
CR05120. Sydney Lakeside Holiday Park Renewal Works	18,869	-	Ongoing project progressed ahead of schedule. Bring forward funding from 2021/22 for cabin renewal works.	-	-	-	-	-	18,869
CR05133. Multi Storey Car Park Renewal Works	9,900	-	Ongoing project progressed ahead of schedule. Bring forward funding from 2021/22 for Manly Peninsula Car Park air handling.	-	-	-	-	-	9,900
CR05136. Surf Life Saving Club Minor Renewal Works	-	(365,200)	Remaining budget rolled over to 2021/22 for ongoing projects including Freshwater Surf Club and North Steyne Surf Club.	-	-	-	-	-	(365,200)
CR05137. Creative Arts Space - Mona Vale Design Works	-	(283,323)	Project delayed pending strategic direction planning for the Mona Vale precinct.	-	-	(283,323)	-	-	-
CR05141. Balgowlah Oval Amenities	-	(6,554)	Remaining budget rolled over to 2021/22 to complete concrete pad in front of the building.	-	-	-	-	-	(6,554)
CR05143. Surf Life Saving Club Major Renewal Fund	-	(1,000,000)	Funding rolled over to 2021/22 for Manly Life Saving Club.	-	-	-	-	-	(1,000,000)
CR05146. Clontarf Reserve Amenities Renewal	-	(14,985)	Project behind schedule due to delays in roof supply. Remaining budget rolled over to 2021/22 for roof renewal works.	-	-	-	-	-	(14,985)
CR05149. Lionel Watts East - Sports Storage Building	-	(222,211)	Ongoing project with remaining budget rolled over to 2021/22 for completion of sports pavilion works.	-	-	-	(222,211)	-	-

Job Description	EXPENDITURE		Comments	SOURCE OF FUNDS					
	Bring fwd from 2021/22	Roll over to 2021/22		Developer Contributions	Externally Restricted Reserves	Internally Restricted Reserves	Unexpended Grants	New Grants	Working Capital / Depreciation
Total E4200. Property	1,622,802	(5,299,128)		-	-	(84,313)	(1,122,659)	(810,127)	(1,659,227)
E4300. Capital Projects									
CN01016. Dee Why Town Centre – Design	-	(32,923)	Roll over to CN01017 for St David Avenue Park constructions.	(32,923)	-	-	-	-	-
CN01017. Dee Why Town Centre – Construction – Phase 1	-	(37,501)	Minor delays of St David Avenue Park construction due to COVID.	(37,501)	-	-	-	-	-
CN01031. Connecting Communities - Footpaths Programs	114,085	-	Turimetta Headland works completed ahead of schedule. Bring forward SRV funding from 2021/22.	-	-	114,085	-	-	-
CN01032. Connecting Communities - Cycleways Program	-	(8,458)	Transport for NSW B Line grant expected in 2021/22, but received in 2020/21 \$1,272,000 plus rollover of remaining grant budget for this multi-year project.	-	-	-	(1,280,458)	1,272,000	-
CN01033. Connecting all Through Play - Inclusive Play	-	(198,640)	Clontarf Playground works behind schedule due to ground conditions.	(155,900)	-	(2,740)	-	(40,000)	-
CN01068. Warriewood Valley Community Centre	63,339	-	Design progress ahead of schedule. Bring forward from 2021/22.	-	-	-	-	-	63,339
CN01138. Narrabeen Lagoon Pedestrian and Cycle Bridge	-	(97,940)	B Line grant of \$4,178,150 expected in 2021/22 and received in 2020/21 along with rollover of remaining B Line grant funds of \$97,940 as commencement of construction delayed due to longer than expected procurement process.	-	-	-	(4,276,090)	4,178,150	-
Total E4300. Capital Projects	177,424	(375,462)		(226,324)	-	111,345	(5,556,548)	5,410,150	63,339

Job Description	EXPENDITURE		Comments	SOURCE OF FUNDS					
	Bring fwd from 2021/22	Roll over to 2021/22		Developer Contributions	Externally Restricted Reserves	Internally Restricted Reserves	Unexpended Grants	New Grants	Working Capital / Depreciation
E4255. Kimbriki									
CN01084. Kimbriki Clean Water Diversion System	-	(834,926)	The complexities of the project caused unexpected delays in design, approval and procurement processes.	-	-	-	-	-	(834,926)
Total E4255. Kimbriki	-	(834,926)		-	-	-	-	-	(834,926)
TOTAL	3,014,390	(13,998,606)		(924,091)	(407,661)	(336,189)	(13,347,300)	7,711,089	(3,680,064)
Less items reclassified from capital expenditure to operating expenditure									
CN01013. IT Software – New Works*	-	125,000	Website content management system upgrade	-	-	-	-	-	125,000
* A recent International Financial Reporting Standards Interpretations Committee (IFRIC) decision has changed the way the implementation of software as a service is accounted for, requiring most projects to be expensed rather than capitalised. This impacts the proposed rollover to upgrade Council's website content management system. This budget of \$125,000, would be reclassified as an operating expense in the 2021/22 budget should Council endorse the rollover of these funds.									
TOTAL CAPITAL ROLLOVERS	3,014,390	(13,873,606)		(924,091)	(407,661)	(336,189)	(13,347,300)	7,711,089	(3,555,064)
TOTAL ROLLOVERS - EXCL KIMBRIKI	3,014,390	(13,038,680)		(924,091)	(407,661)	(336,189)	(13,347,300)	7,711,089	(2,720,138)



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Audit, Risk and Improvement Committee Charter

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Introduction

The Northern Beaches Council Audit, Risk and Improvement Committee (Committee) has been established to promote good corporate governance at Northern Beaches Council (Council). Good corporate governance supports Council's vision of delivering the highest quality service valued and trusted by the community, in an effective and efficient manner and with transparency and accountability.

The Committee has an important role in the governance framework by providing Council with independent oversight, objective assurance and monitoring of Council's audit processes, internal controls including fraud and corruption control, external reporting, risk management activities, compliance of and with Council's policies and procedures, governance processes and continuous improvement activities. **The Committee takes a proactive advisory approach in its consideration of matters to support an ongoing future focus of continuous improvement across Council initiatives.**

The Charter is based on the guidelines issued by the Chief Executive of the Office of Local Government pursuant to section 23A of the Local Government Act 1993 and is drafted in consideration of Part4A of the Local Government Act 1993 as proposed by the Local Government Amendment (Governance and Planning) Act 2016.

1. Committee Objectives

The objective and focus of the Committee is to provide independent assurance and assistance to the Council on risk management, control, governance, internal audits, organisational performance and improvement and external accountability responsibilities.

Pursuant to Part 4A (428A) of the Local Government Amendment (Governance and Planning) Act 2016, the Committee must keep under review the following aspects of the Council's operations:

- (a) compliance
- (b) risk management
- (c) fraud control
- (d) financial management
- (e) governance
- (f) implementation of the strategic plan, delivery program and strategies
- (g) service reviews
- (h) collection of performance measurement data by Council
- (i) any other matters prescribed by the regulations

As part of this objective, the Committee will assess and advise whether there are adequate and effective systems of internal control in place throughout Council and will assist in the implementation of the internal and external audit plans. The Committee is also to provide information to the Council for the purpose of improving the Council's performance of its functions.

2. Authority

The Committee is established in accordance with Council's authority granted by section 355 of the Act. The Committee has no executive powers and must at all times recognise that primary responsibility for management of Council rests with the Council and the Chief Executive Officer, in accordance with the Act.

The Council authorises the Committee, within the scope of its role and responsibilities, to:

- (a) obtain any information it needs from any employee or external party (subject to their legal obligations to protect information);

- (b) discuss any matters with the Chief Executive Officer, Executive Manager, Internal Audit & Complaints Resolution, external auditor or other external parties (subject to confidentiality considerations);
- (c) request the attendance of any employee at Committee meetings; and
- (d) liaise with the Chief Executive Officer to obtain external legal or other professional advice considered necessary to meet its responsibilities.

3. Composition and Tenure

3.1 Members (voting)

Members of the Committee, taken collectively, will have a broad range of personal qualities, skills and experience relevant to the operations of Northern Beaches Council.

At least one member of the Committee will have a strong financial management and/or audit background, with an understanding of accounting and auditing standards in a public sector environment. Legal, governance, risk management, **improvement expertise**, administrative and business management skills and experience are desirable.

Membership of the Committee is by virtue of the appointed position; no delegates of the members are permitted. Only the members can vote on matters raised in the Committee meetings.

The Committee membership (voting) shall consist of:

- Three (3) Councillor members
- Four (4) independent external members (one of whom to be the Chairperson)

(a) Councillor members:

The three Councillor members of the Committee will be appointed by resolution of the Council, once every two years. The Council may also resolve to appoint alternative Councillor members to the Committee to attend meetings in the absence of one or more of the three Councillor members. The alternative Councillor members will have the same voting rights as the Councillor member being replaced.

(b) Independent external members:

The four independent external members will be appointed, by resolution of the Council, for a term of up to four years, after which they will be eligible for extension or re-appointment for one additional term following a formal review of their performance by Council. Due consideration will be given to ensuring the continuity of independent membership as part of this process. The independent external members can also be removed by resolution of Council.

(c) Chair:

The Chair will be elected by the majority of the Committee's voting members and must be one of the independent external members. The term of the Chair shall be for a period of not less than one year, after which the Chair may be eligible for re-appointment for an additional term following an election by voting Members.

In the case of resignation by the Chair, a suitable Chair shall be selected from the other current serving independent external members on the Committee.

In the absence of the appointed Chair, the remaining current serving independent external members shall elect a Chair for the period of absence of the duly nominated Chair.

This role is an administrative role only with no authority to act or direct action on behalf of the Committee/ Council.

(d) Vacancy:

In the case of resignation from the Committee by an independent external member, the Council is to appoint another independent external member as soon as is practicably possible.

3.2 Attendees (non-voting)

Council staff, internal audit service providers and external audit representatives may be invited to attend meetings, or part thereof, by the Committee Chair or Chief Executive Officer, to address any Agenda item.

4. Role and Responsibilities

The responsibilities of the Committee may be revised or expanded by Council from time to time. The Committee may, at any time, consider any other matter it deems of sufficient importance to do so. In addition, at any time, an individual Committee member may request a meeting with the Chair of the Committee.

The following defined responsibilities are in accordance with the Office of Local Government model charter for Audit Committees as set out in the Internal Audit Guidelines issued by the Chief Executive of the Office of Local Government in September 2010, with consideration given to the requirements of Part 4A (428A) of the Local Government Amendment (Governance and Planning) Act 2016.

4.1 Risk Management

- (a) Assess and advise whether management has in place a current and comprehensive risk management framework, and associated procedures for effective identification and management of business and financial risks, including fraud and corruption.
- (b) Assess and advise whether a sound and effective approach has been followed in developing strategic risk management plans for major projects or undertakings.
- (c) Assess and advise on the impact of the risk management framework on its control environment and insurance arrangements, including whether risk mitigation strategies are adequate and effective.
- (d) Assess and advise whether a sound and effective approach has been followed in establishing business continuity planning arrangements, including whether plans have been periodically tested.
- (e) Assess and advise on the adequacy and effectiveness of Council's process and controls for managing its activities and risks.

4.2 Control Framework

- (a) Assess and advise whether management has adequate internal controls in place, including over external parties such as contractors and advisors.
- (b) Assess and advise whether management has in place relevant policies and procedures, and if these are periodically reviewed and updated.
- (c) Progressively assess and advise whether appropriate processes are in place to assess whether policies and procedures are complied with.
- (d) Assess and advise whether appropriate policies and procedures are in place for the management and exercise of delegations.
- (e) Assess and advise whether management has taken steps to embed a culture which is committed to ethical and lawful behaviour.

4.3 External Accountability

- (a) Satisfy itself that the annual financial reports comply with applicable Australian Accounting Standards and are supported by appropriate management sign-off on the statements and the adequacy of internal controls.
- (b) Examine the external audit opinion, and assess and advise whether or not appropriate action has been taken in response to audit recommendations and adjustments.
- (c) Consider contentious financial reporting matters in conjunction with Council's management and external auditors.
- (d) Assess and advise on the processes in place designed to confirm financial information included in the annual report is consistent with the signed financial statements.
- (e) Satisfy itself that there are appropriate mechanisms in place to review and implement, where appropriate, relevant State Government reports and recommendations.
- (f) Satisfy itself there is a performance management framework linked to organisational objectives and outcomes.

4.4 Legislative Compliance

- (a) Consider whether legal and compliance risks have been adequately addressed in Council's risk assessment and management arrangements.
- (b) Assess and advise on the effectiveness of Council's system for monitoring compliance with relevant laws, regulations and associated government policies.

4.5 Internal Audit

- (a) Act as a forum for communication between the Council, Chief Executive Officer, Directors, Internal Audit and External Audit.
- (b) Assess and advise on the internal audit coverage of the Strategic Internal Audit Plan and the Annual Internal Audit Plan, including consideration of the Enterprise Risk and Opportunity Management Strategy, make any recommendations for inclusion and/or prioritising projects and approve the Plan.
- (c) Consider the adequacy of internal audit resources so as to enable the Internal Audit function to fulfil its responsibilities, including completion of the approved Internal Audit Plan.
- (d) Examine all audit reports and consider significant issues identified in audit reports and action taken on issues raised, including identification and dissemination of better practices.
- (e) Monitor the acceptance and implementation of internal audit recommendations by management.
- (f) Periodically assess the Internal Audit Charter to ascertain whether appropriate organisational structures, authority, access and reporting arrangements are in place.
- (g) Periodically assess and advise on the performance of Internal Audit.
- (h) Participate in the selection of internal audit service providers, as required.
- (i) Meet at least annually with the Executive Manager, Internal Audit & Complaints Resolution, and internal audit service providers, "in-camera", without the presence of management.
- (j) Assess and approve, as appropriate, further applications for extensions to the timeframes for implementation of audit report recommendations. (CEO may grant up to three months extension in the first instance).

4.6 External Audit

- (a) Act as a forum for communication between the Council, Chief Executive Officer, Directors, Internal Audit and External Audit.
- (b) Examine the proposed external audit scope and approach, and assess and advise on the coordination of effort and elimination of duplication with Internal Audit.
- (c) Provide input and feedback on the financial statements and performance audit coverage proposed by external audit, and provide feedback on the external audit services provided.
- (d) Examine all external plans and reports in respect of planned or completed external audits, and monitor management's implementation of audit recommendations.

- (e) Consider significant issues raised in relevant external audit reports and better practice guides, and assess whether appropriate action is taken by management.
- (f) Meet at least annually with the external audit representative, “in-camera”, without the presence of management.

4.7 Continuous Improvement

- (a) Assess and advise on the overall approach and arrangements in place that support management implementing a successful culture of continuous improvement.
- (b) Monitor improvement initiatives, programmes, projects and processes, including, but not limited to:
 - Implementation of the Strategic Plan, Delivery Program and strategies
 - Collection of performance measurement data
 - Service reviews
 - Benchmarking data
- (c) Assess Council’s community survey results and provide advice to the Chief Executive Officer on Council’s performance and improvement opportunities.

4.8 Governance

Assess and advise on the effectiveness of the organisation’s governance arrangements.

4.9 Responsibilities of Members

Members of the Committee are expected to:

- (a) Understand the relevant legislative and regulatory requirements appropriate to Northern Beaches Council
- (b) Contribute the time needed to study and understand the papers involved
- (c) Apply good analytical skills, objectivity and good judgement
- (d) Express opinions frankly, ask questions that go to the fundamental core of issues, and pursue independent lines of enquiry
- (e) Meet the requirements as set out by this Charter; and
- (f) Abide by Council’s Code of Conduct in performance of their duties on the Committee.

5. Reporting

5.1 Reporting Arrangements

At the first Committee meeting after 30 June each year, the Executive Manager, Internal Audit & Complaints Resolution, will provide an Internal Audit Annual Report. The report will include commentary on the following performance related matters:

- (a) The approved Internal Audit Plan of the previous financial year showing the current status of each audit.
- (b) The performance of Internal Audit for the financial year as measured against agreed key performance measures.
- (c) Management’s progress with the implementation of internal audit recommendations.

At the first a Committee meeting of each calendar year, the Chair of the Committee will provide a draft Audit, Risk and Improvement Committee Annual Report to Council, for review and approval by the Committee.

The report will include details and commentary on the following elements relating to the previous calendar year:

- (a) Meetings held and member attendance
- (b) Oversight of the Internal Audit function

- (c) Oversight of the activities of the external auditor
- (d) Oversight of the Enterprise Risk Management function
- (e) Oversight of general corporate governance arrangements
- (f) Key achievements
- (g) Key action points
- (h) Any other matters deemed to be of sufficient importance.

Following endorsement, the Committee shall table the Annual Reports to Council.

Confirmed Minutes of the Committee are to be reported to Council.

6 Administrative Arrangements

6.1 Meetings of the Committee

The Committee shall meet at least four times per year (quarterly). An additional meeting may be held to review and endorse the annual audited financial reports and external audit opinion.

The need for any additional meetings will be directed by the Chair, in consultation with the Chief Executive Officer, although the other Committee members may make requests to the Chair for additional meetings.

Where either Internal Audit Plan priorities change between meetings or new urgent issues arise, and where it is not possible to schedule an additional meeting, the Committee will be kept fully informed of all changes via email.

A forward meeting plan, including meeting dates and agenda items, will be agreed by the Committee each year. The forward meeting plan will cover all Committee responsibilities as detailed in this Charter.

6.2 Attendance at meetings and Quorums

A quorum will consist of a majority of voting Committee members, including at least one independent member. Meetings will ordinarily be held in person, but can be by telephone or by video conference.

Attendance at Committee meetings will be in accordance with Clause 3 of this Charter – Composition and Tenure.

6.3 Secretariat

Council will provide secretariat support to the Committee. The Secretariat will ensure the Agenda for each meeting and supporting papers are circulated, at least one week before the meeting, and ensure Minutes of the meetings are prepared and maintained.

Draft minutes of ARIC meetings shall be circulated to each member within two weeks of the meeting being held for review prior to being published on Council's website as Unconfirmed. Minutes will be confirmed at the following Committee Meeting.

6.4 Conflicts of Interest

Council staff and members of the Committee will comply with the Northern Beaches Council Code of Conduct and the Act in relation to confidentiality, privacy and reporting as part of carrying out their functions as council officials. It is the personal responsibility of each council official to comply with the standards in the Code of Conduct and regularly review their personal circumstances with this in mind.

Committee members must complete an annual written declaration of conflicts of interest and declare any conflicts of interest at the start of each meeting or before discussion of a relevant agenda item or topic. Details of any conflicts of interest should be appropriately minuted.

Where members or attendees at Committee meetings are deemed by the Committee to have a real or perceived conflict of interest, it may be appropriate that they be excluded from deliberations on the issue where the conflict of interest may exist.

6.5 Decision Making

The Committee is expected to make decisions by consensus however, if voting becomes necessary, then the details of the vote are to be recorded in the minutes.

Each member of the Committee shall be entitled to one vote only. In the case of an equality of votes on any issue the Chair shall have the casting vote.

Between meetings the Chair may circulate specific time-sensitive proposals by e-mail to members for adoption by the Committee. Members shall be given a set time – no less than 5 (five) days – in which to reply to indicate their agreement with a particular proposal. A member's failure to respond within the timeframe given shall be taken as a vote against the proposal. Any decision taken by the Committee by email is to be noted and minuted at the commencement of the next meeting.

As noted in the Role & Responsibilities section of this Charter, the Committee shall meet at least once per year, in camera, separately with the Executive Manager, Internal Audit & Complaints Resolution, the internal audit service provider and external audit representative to receive feedback.

6.6 Induction

New members will receive relevant information and briefings on their appointment to assist them to meet their Committee responsibilities.

6.7 Review of Internal Audit Performance

The Committee will oversee an annual internal review of the performance of the Internal Audit function through the Internal Audit Annual Report and an independent review of the function during its term of office.

6.8 Assessment Arrangements

The Chair of the Committee shall initiate a review of the performance of the Committee at least once every two years. The review will be conducted on a self-assessment basis (unless otherwise determined by the Chair), with appropriate input from management and any other relevant stakeholders, as determined by the Chair. The results of this self-assessment will be included in the Committee Annual Report to Council.

6.9 Charter Review

The Committee will review its Charter annually to confirm it remains current, relevant and accurately reflects the Committee's composition, role and responsibilities. The Committee will approve any changes to the Charter and refer the Charter to Council for adoption.

7 Document Control

Version	Date	Endorsed By	Summary of Changes	Author
1.0	9 August 2016	Council	New Charter	Internal Auditor
1.1	14 November 2017	Audit, Risk and Improvement Committee	Minor administrative amendment to reflect Councillors in membership composition. Committee objectives included as considered in the proposed Local Government Act 1993.	Head of Internal Audit
1.2	26 June 2018	Council	-	Head of Internal Audit
1.3	24 September 2019	Council	<ul style="list-style-type: none"> Alignment of Charter to the model Charter provided in the Guidelines issued by the Chief Executive of the Office of Local Government pursuant to section 23A of the Local Government Act 1993. Expanded responsibilities of the Committee aligned to Part 4A (428A) of the Local Government Amendment (Governance and Planning) Act 2016. Administrative amendments to remove instances of duplication and references to transition activities relating to amalgamation and to provide further clarity on the Committee's role and responsibilities. 	Executive Manager, Internal Audit & Complaints Resolution
1.4	15 July 2020	Audit, Risk and Improvement Committee	Revised Charter 4.5 (j) re approval of extensions of time to implement audit recommendations. Update to reflect appointments of the Executive Manager, Internal Audit & Complaints Resolution and Internal Auditor	Executive Manager, Internal Audit & Complaints Resolution
1.5	21 June 2021	Audit, Risk and Improvement Committee	Revised following annual Charter review by ARIC. Changes to: <ul style="list-style-type: none"> Introduction to reference ARIC's role in improvement Section 3.1 to insert improvement expertise in the desirable criteria Section 5.1 to remove requirement that the Annual Report is prepared for the first 	Executive Manager Governance & Risk

			meeting of the calendar year.	
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Audit, Risk and Improvement Committee

Annual Report - 2020

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About this report

This annual report documents the operation and activities of the Audit, Risk and Improvement Committee for Northern Beaches Council from 1 January to 31 December 2020.

The Northern Beaches Council Audit, Risk and Improvement Committee ("Committee") has been established to promote good corporate governance at Northern Beaches Council ("Council"). Good corporate governance supports Council's vision of delivering the highest quality service valued and trusted by the community in an effective and efficient manner and with transparency and accountability.

The Committee provides independent assurance and assessment to the Council on risk management, internal control, governance, internal audits, organisational performance and improvement and external accountability responsibilities.

There are 4 independent members on the Committee and 3 Councillors who are nominated by Council.

All Committee member profiles are featured on pages 6-9 of this report.

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Northern Beaches Council

Our vision and values underpin and drive everything we do and every decision we make. Holding to an ideal of connectedness, inclusion and preservation, these underlying principals protect our futures and the future of this unique and beautiful place we call home.

Our community's vision for Northern Beaches

Northern Beaches - a safe, inclusive and connected community that lives in balance with our extraordinary coastal and bushland environment

Our Vision for Serving our Community

We want to add value, to earn your trust and respect, by delivering the highest quality service through, leadership, integrity and collaboration. We all want to preserve our unique habitat, our culture, our sense of place. As our community grows and develops, together, we'll protect all that makes it so special for future generations.

Our corporate values

Trust - because being open brings out our best

Teamwork - because working together delivers

Respect - because valuing everyone is how we make a difference

Integrity - because we are proud of doing what we say

Service - because we care as custodians for the community

Leadership - because everyone has a leading role

Community Strategic Plan Goals

Our organisation's structure is aligned to the community's goals and strategies in the Community Strategic Plan 'Shape 2028'

- 1 Protection of the Environment
- 2 Environment and Sustainability
- 3 Places for People
- 4 Community and Belonging
- 5 Vibrant Local Economy
- 6 Transport, Infrastructure and Connectivity
- 7 Good Governance
- 8 Partnerships and Participation

The Committee

The Committee has an important role in the governance framework by providing Council with independent oversight, objective assurance and monitoring of Council's audit processes, internal controls including fraud and corruption control, external reporting, risk management activities, compliance of and with Council's policies and procedures, governance processes and continuous improvement activities.

Pursuant to Part 4A (428A) of the Local Government Amendment (Governance and Planning) Act 2016, the Committee must keep under review the following aspects of the Council's operations:

- (a) compliance
- (b) risk management
- (c) fraud control
- (d) financial management
- (e) governance
- (f) implementation of the strategic plan, delivery program and strategies
- (g) service reviews
- (h) collection of performance measurement data by Council
- (i) any other matters prescribed by the regulations.

As part of this objective, the Committee will assess and advise whether there are adequate and effective systems of internal control in place throughout Council and will assist in the implementation of the internal and external audit plans. The Committee is also to provide information to the Council for the purpose of improving the Council's performance of its functions.



Stephen Horne

Committee Chair

PFIIA-Aus, CIA, CGAP, CRMA, FGIA, GAICD, BBus, GradCertMgtComm, GradCertFraudControl, CertPublicAdmin, MIPAA

Stephen had a 38-year career in the NSW public sector. His executive roles included Assistant Auditor-General for NSW, looking after Performance Audits, and Chief Executive of IAB, a Government Trading Enterprise undertaking internal audits and misconduct investigations for NSW State Government and Local Government bodies.

In 2015 Stephen established himself as a professional Non-Executive Director, trainer and probity adviser. In that role Stephen has developed extensive experience serving on many Local Government and State Government Audit Risk & Improvement Committees and running ARIC training across NSW.

Stephen was Australian President of the Institute of Internal Auditors 2013-2015; Australia's delegate on the IIA Global Board 2015-2019, and Global Chair of the IIA's Public Sector Guidance Committee 2016-2019.



Mark McCoy

Independent Member

BCom MBA FCA FFin FGIA FCIS FAICD

Mark is a business, governance and investment advisor, an experienced nonexecutive director in the banking, hospital, aged-care and software sectors, an experienced chair of board committees, a casual academic and author. His career includes auditing (for over a decade with KPMG) and risk management experience (Chief Manager, Risk Management for a major bank for six years), and CFO and COO roles in other organisations.

He has been a member of the equivalent committee for City of Parramatta Council for the last six years (so familiar with the local government context), and similar committees for a local health district and a church synod.



Sarah Richardson

Independent Member

BA, BCA, MBA (Hons) GAICD

Sarah brings strategic, financial and corporate governance skills from three decades of board and executive experience in not-for-profits, SMEs and multinationals in Australia, France and the US. She has served on 15 health / infrastructure / education / sport / agrifoods boards in the last decade and is Director of her own SME consultancy.

Sarah holds a BA, BCA, MBA (Hons) and GAICD and has received multiple awards for her not-for-profit, consultancy and corporate work. She is a member of Governance Institute (Fellow), Australian Marketing Institute (Fellow, CPM, Awards Head Judge), Women on Boards, Australian Fulbright Alumni Association, Victoria University of Wellington Alumni Association (Regional Ambassador – Sydney) and University of Chicago Alumni Association (Founder and former Chair, Perth Branch).

Sarah is enjoying combining her passion for the community sector with her communication skills to build awareness and advocacy for community services within Australia.



Julie Walton

Independent Member

Julie has qualifications in both law and urban planning. During her career she has held senior positions in the fields of probity, governance and corruption prevention. She has Board level experience in the areas of public transport, property services, museum governance and consumer protection, and is a member of the Australian Institute of Company Directors NSW. She has a background in local government and is a former Councillor of the City of Sydney.

She is the author of "The Ways of the World: implications of political donations for planning systems", published by the Henry Halloran Trust (University of Sydney) in November 2015.



Cr Sarah Grattan

Councillor Member

Councillor Grattan is a Manly Ward councillor who currently chairs the Transport and Travel Strategic Reference Group (SRG), is an active member of ARIC and the Community and Belonging SRG.

In 2018 Cr Grattan was appointed as the Chief Operating Officer of UNICEF Australia responsible for finance, legal, risk, governance, strategy, IT and operations.

Previously Cr Grattan ran her own strategic and management consultancy across diverse projects and industries after a number of years working with LEK Consulting and Sydney Airport.

Sarah is a graduate of the Australian institute of company directors. Cr Grattan graduated UNSW with a Bachelor of Economics (Hons) with the University Medal and a Bachelor of Laws.



Cr Sue Heins

Councillor Member

Councillor Heins is a Councillor for Narrabeen Ward and former Deputy Mayor of Northern Beaches Council.

Councillor Heins currently chairs the Partnership & Participation Strategic Reference Group, co-chairs the Economic & Smart Communities Strategic Reference Group and the Bushfire Management Committee. She is an active committee member of the Audit, Risk and Improvement Committee, Northern Beaches Safety Committee and Northern Beaches Flood Management Committee.

In 2015 Councillor Heins received the Minister's Award for Women in Local Government in recognition of her outstanding contributions to Council and the community.

Councillor Heins has lived on the Northern Beaches for well over 20 years and is a past President of Warringah Chamber of Commerce & Industries, a past Director of Business Education Network and is currently Chairperson of the Manly Warringah Women's Resource Centre.

**Cr David Walton**

Councillor Member

Councillor Walton is a long term Northern Beaches resident. During his career as a policeman he became Commander of the Northern Beaches Local Area Command. David also held executive roles with large government organisations in internal audit and risk management. Currently he is non-executive director and chairman on the board of a banking and financial planning company. Councillor Walton has a Bachelor of Business, Master of Management and is a Fellow of the Australian Institute of Company Directors.

Within the community, Councillor Walton has served as Deputy President of Queenscliff SLSC, Deputy Chairman of the Special Olympics Sydney Northern Beaches branch and was President of Manly Swimming Club. He's been awarded the National Medal, the NSW Police Medal, the National Police Medal, a Commissioner's Commendation and was twice awarded the Commissioner's Unit Citation.

Committee Report Card

Committee Charter	Fulfilment
Committee meetings	The Committee met five times, including an additional meeting to review the draft 2019/20 financial statements and support them as suitable for consideration by Council for referral to external audit.
Composition	Four (4) independent members Three (3) Councillor members
Broad range of personal qualities, skills and experience	Committee members have a diverse skill set, with extensive experience across local government, financial management, audit, risk management, legal, governance, business management and performance improvement.
Functional separation	The Committee is established in accordance with Council's authority granted by section 355 of the Local Government Act. The Committee has no executive powers and recognises that at all times primary responsibility for management of Council rests with the Council and the Chief Executive Officer, in accordance with the Act.
Responsibilities per the requirements of Part 4A (428A) of the Act	Responsibilities per the requirements of the Act, the Committee kept under review the following aspects of Council's operations, as further detailed on pages 14-16: <ul style="list-style-type: none"> • compliance • risk management • fraud control • financial management • governance • implementation of the strategic plan, delivery program and strategies • service reviews • collection of performance measurement data by Council • implementation of internal and external audit plans • performance improvement.
Code of Conduct	Members comply with the Northern Beaches Council Code of Conduct and declare any conflicts of interest as/if they arise.

Committee Charter	Fulfilment
Induction	Members received an induction in February 2019 with relevant information on Council operations to support them in meeting their Committee responsibilities. There were no new Committee members in the reporting year.
In-camera meetings	The Committee met in December 2020, in-camera, with the Head of Internal Audit, the internal audit service provider and external audit representatives from the Audit Office to receive feedback on audit activities and processes.
Charter Review and Performance Assessment	The Committee assessed its performance as required by the Charter (every two years) in March 2020. The annual charter review did not occur in 2020 due to the expectation of the release of the Office of Local Government's new risk management and internal audit framework which incorporates a Model Charter.
Action items register	The Committee monitored management's progress with addressing and closing off action items raised by the Committee in a timely manner.

Audit Committee Performance

Committee members' participation in 2020 meetings

As per the conditions of the Charter, the Committee is to meet at least four times per year (quarterly). If necessary, an additional meeting may be held to review and endorse the annual audited financial reports and external audit opinion.

Five meetings were held in 2020, with an additional meeting to review the financial statements.

Meeting attendance for the 2020 calendar year was as follows:

Name	Role	Eligible	Attended
Stephen Horne	Chair	5	5
Mark McCoy	Independent external member	5	5
Sarah Richardson	Independent external member	5	5
Julianna Walton	Independent external member	5	4
Cr Sue Heins	Councillor	5	5
Cr Sarah Grattan	Councillor	5	5
Cr David Walton	Councillor	5	5

Committee business, special and standing reports

Meeting date	Number of business reports	Number of special reports	Number of standing reports
10 March 2020	9	6	3
9 June 2020	6	2	3
3 September 2020	-	1	-
8 September 2020	9	4	2
8 December 2020	8	2	6

* The extraordinary meeting of 3 September 2020 was to review the financial statements only.

Business report

Information presented to the Committee pertaining to the Committee's address of its responsibilities as outlined in the Act.

Special report

Where the Committee or management sought to provide the Committee with additional information on a particular activity or process for assessment and advice by the Committee.

Standing report

Information presented to the Committee at each full meeting (e.g progress on action items, finance update, implementation of internal and external audit recommendations, and risk status update on major projects).

Activities of the Committee

Risk management

The Committee assessed and provided advice on the Enterprise Risk and Opportunity Management Framework and Guidelines, including the revised risk matrices, the delivery plan activities, a review of the Risk Appetite Statement, and the risk maturity self-assessment and action plan.

The Committee assessed and provided advice on management's strategic risk management plans for major projects, contracts and undertakings.

The Committee assessed and provided advice on Council's insurance review.

The Committee assessed and provided advice on the adequacy and effectiveness of Council's process and controls for managing its activities and risks, with targeted reporting provided to the Committee on Work Health & Safety management, Council's response to the COVID-19 pandemic, cybersecurity, electricity contract procurement and external combustible cladding.

Compliance

The Committee monitored and provided advice on management's progress with the implementation of the legislative compliance program and legislative compliance policy and received quarterly reports on Council's compliance with Office of Local Government obligations.

The Committee reviewed and provided advice on compliance reviews undertaken as part of the scope of internal audit projects, which included, where applicable, a review of the organisation's compliance with applicable standards, laws and legislation.

Fraud control

The Committee reviewed and commented on reports in relation to complaints received, including alleged breaches of the Code of Conduct, complaints made under the Public Interest Disclosures Act 1994 (PID), and referrals to or from the Independent Commission Against Corruption (ICAC) and the NSW Ombudsman.

The Committee assessed and provided advice to management on the implementation of the Fraud and Corruption Control Policy and Fraud and Corruption Control Plan. The Committee received copies of minutes of the Fraud and Corruption Control Committee.

The Committee assessed and provided advice on Council's complaints management and resolution process and improvement opportunities identified and undertaken by management.

Governance

The Committee reviewed reports on governance initiatives including Council's disclosure management system which was transitioned to an online system for the 2020 annual pecuniary interest process.

The Committee also reviewed and commented on management's progress on policy harmonisation to establish an integrated policy environment for the Northern Beaches Council.

Financial management

The Committee reviewed and provided advice on Council's financial and investment performance, including the annual financial statements.

The Committee discussed and considered the impact of storms, bush fire mitigation measures and COVID-19 on Council's financial results throughout the year.

The Committee were informed of and discussed the approach taken by Northern Beaches Council in the context to those issues raised in the Central Coast Council Administrator's 30 Day Report. The Committee noted the excellent financial reporting from Northern Beaches Council and its approach of continual monitoring to ensure expenditure does not utilise restricted cash reserves.

The Committee were updated on management's implementation of recommendations raised by the Audit Office of NSW and considered the appropriateness of actions undertaken.

The Committee assessed and provided advice on the process undertaken by management to review the Investment Policy, and noted the advice relied upon in determining that no changes to the Policy were required.

External audit

The Committee reviewed and commented on the Audit Office of NSW 2020-21 Annual Work Program which contained the financial and performance audit plan for the year ahead as well as a three-year performance audit plan for both the state and local government sectors.

The Committee assessed and provided advice on management's progress with the implementation of external audit recommendations reported at each ARIC meeting.

The Committee reviewed and commented on the NSW Audit Office Annual Engagement Plan for the audit of the Northern Beaches Council Financial Statements for the year ending 30 June 2020.

The Committee reviewed and commented on the draft 2018-19 Financial Statements, and following feedback provided by management, supported these as suitable for consideration by Council for referral to external audit.

The Committee received a report on the Audit Office of NSW Closing Report and Management Letter for the 2019-20 Financial Year and assessed and provided advice on the appropriateness of management's response to recommendations raised and timeframes for completion.

The Committee noted that while Northern Beaches Council was not included in the NSW Auditor General's Performance Audit of Governance and Internal Controls, Council ran an internal analysis which confirmed Council is in line with best practice.

Internal audit

The Committee monitored the status of internal audit activity undertaken in relation to the approved 3 Year Strategic Internal Audit Plan and Annual Internal Audit Plan.

The Committee reviewed and commented on internal audit findings and recommendations presented in completed internal audit reports, and assessed the appropriateness of agreed management actions and timeframes for completion.

The Committee assessed and provided advice on management's progress with the implementation of internal audit recommendations reported at each ARIC meeting.

The Committee reviewed and endorsed the Internal Audit Annual Report 2019-20 for presentation to Council.

Continuous improvement

The Committee assessed and provided advice on Council's improvement direction and initiatives, performance measures, benchmarking data, implementation of the Strategic Plan and Delivery Program and Council's 2020 Service Review Program.

Reports regarding the Northern Beaches Council's progress with respect to the Business Excellence Strategy and associated IGNITE (Improvement) Program were discussed by the Committee as well as significant input and oversight of Council's review of its 57 Services under its Service Review Program. The Service Review Program reviewed the suitability and how Council's services can adapt their service delivery model to meet the current and future needs of the community including shocks such as that experienced during the COVID-19 pandemic.

The Committee assessed and provided advice on reports on the Northern Beaches Council Performance Measurement Framework for public reporting that is based on the Community Strategic Plan (CSP) and Delivery Program and reported to Council quarterly and annually. Further to this the Committee assessed and provided advice on Council's involvement in the Australasian Performance Excellence Benchmarking Program (ALGPEP) 2018/19 which again consolidated that Council is performing either at par or better than its Local Government Peers (those that are a part of the program).

The Committee also reviewed and commented on a report outlining the performance of the Northern Beaches Council over its first term in the context of the state government's merger platform.

Other items brought to the Committee

The Committee assessed and provided advice on a number of special report items, with a particular lens covering the impacts in light of the COVID-19 pandemic and subsequent lockdown including:

- Security bonds, Council's annual investment policy review and updates on Council's cashflow and financial position
- The results and actions from a survey conducted to support the wellbeing of staff.

The Committee also considered a report and progress update on Council's cybersecurity roadmap and strategy, and risk management activities associated with Council's waste collection contract.

Audit, Risk and Improvement Committee

Chairperson



MINUTES

AUDIT, RISK AND IMPROVEMENT COMMITTEE MEETING

held via remote audio visual link on

TUESDAY 9 MARCH 2021

Meeting commenced at 2.01pm

**Minutes of the Audit, Risk and Improvement Committee Meeting
held on Tuesday 9 March 2021 via remote audio visual link.****ATTENDANCE:****Voting Members of the Committee**

Mr Stephen Horne (Chair)
Mr Mark McCoy
Ms Sarah Richardson
Ms Julie Walton
Cr Sarah Grattan
Cr Sue Heins
Cr David Walton

Council Officers (non-voting)

Mr Ray Brownlee PSM	Chief Executive Officer
Mr Jeff Smith	Director Corporate and Legal
Ms Karen Twichett	Director Workforce and Technology
Ms Louise Kerr	Director Planning and Place
Mr David Walsh	Chief Financial Officer
Ms Caroline Foley	Executive Manager Financial Planning and Systems
Ms Deirdre Cooper	Executive Manager Internal Audit and Complaints Resolution
Ms Sarah Dunstan	Acting Executive Manager Governance and Risk
Mr Andrew Ward-Harvey	Executive Manager Waste Management
Mr Campbell Pfeiffer	Executive Manager Property
Mr Andrew Pigott	Executive Manager Strategic and Place Planning
Mr Michael McDermid	Manager Corporate Strategy
Mr Rob Koopman	Manager Insurance and Risk
Ms Tracey Gigg	Risk Officer
Ms Aline Fernandes	Internal Auditor
Ms Pamela Tasker	Administration Officer Internal Audit

Council Auditors (non-voting)

Ms Sarah Cain	Internal Audit, Partner, KPMG
Ms Aisling Kilgannon	Internal Audit, Senior Manager, KPMG
Ms Karen Taylor	Director of Financial Audit Services, Audit Office of NSW

Visitors (non-voting)

Mr Phil Stockwell	CEO, LG Super
Ms Heather Dawson	Chief Experience Officer, LG Super
Mr Richard Boyfield	Actuary, Mercer Australia Investment Consultants
Mr Roger McCallum	Director, Inscon Pty Limited
Mr Wayne Bramley	Director, Inscon Pty Limited

Quorum

A majority of voting committee members.

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Acknowledgement of Country

The Chair acknowledged the traditional custodians of the lands on which meeting participants gathered and paid respect to Elders past and present.

1.0 APOLOGIES

Nil.

2.0 DISCLOSURES OF INTEREST

Nil.

3.0 CONFIRMATION OF MINUTES

3.1 MINUTES OF AUDIT, RISK AND IMPROVEMENT COMMITTEE MEETING HELD 8 DECEMBER 2020

COMMITTEE RECOMMENDATION

The Minutes of the Audit, Risk and Improvement Committee meeting held 8 December 2020, copies of which were previously circulated to all Members, are hereby confirmed as a true and correct record of the proceedings of that meeting excepting for the following amendments:

Page 2 – PRELIMINARY MATTERS ARISING

That the first dot point under Preliminary Matters Arising be amended with additional wording as follows:

The Committee reiterated its aim to continue the evolution of how meetings are conducted *in order to fulfil the Committee's purpose and requirements.*

Page 8 – Note under heading **Central Coast Council**

NOTE

The Committee extended its appreciation to the Chief Financial Officer and his team for the continued excellent financial *management* of Northern Beaches Council.

Be amended to read:

NOTE

The Committee extended its appreciation to the Chief Financial Officer and his team for the continued excellent financial *reporting* of Northern Beaches Council.

Page 15 – Item 10.1 - **AUDIT OFFICE CLOSING REPORT AND MANAGEMENT LETTER FOR THE 2019/20 FINANCIAL YEAR**

That **Proceedings in Brief** on this item be amended as follows:

Mr Karen Taylor to read *Ms* Karen Taylor

(Mr Horne / Mr McCoy)

4.0 ITEMS RESOLVED BY EXCEPTION

Nil.

NOTES:

1. The Chief Executive Officer called for nominations for the position of Chair of the Audit, Risk and Improvement Committee to take effect from the meeting scheduled to be held on 8 June 2021.
2. Mr Horne was elected for a third term unopposed.
3. Mr Horne expressed his appreciation to the Committee and to the staff for their continued support.
4. The Chief Financial Officer, Executive Manager Financial Planning & Systems, Mr Phil Stockwell, Chief Executive Officer for LG Super, Ms Heather Dawson, Chief Experience Officer for LG Super and Mr Richard Boyfield, Actuary for Mercer Australia, joined the meeting at 2.01pm.

5.0 ACTION ITEMS FROM MINUTES

5.1 LOCAL GOVERNMENT SUPERANNUATION RETIREMENT FUND BRIEFING

PROCEEDINGS IN BRIEF

Mr David Walsh, Chief Financial Officer, Mr Phil Stockwell, Chief Executive Officer for LG Super, Ms Heather Dawson, Chief Experience Officer for LG Super and Mr Richard Boyfield, Actuary for Mercer Australia Investment Consultants, addressed the meeting on this item.

PURPOSE

To provide the Committee with an overview of the Fund including the determination of key assumptions by the Actuary such as those highlighted for the fund in Council's Annual Financial Statements.

PRECIS

When the 2019/20 Financial Statements were presented to the Committee in September 2020 the Committee noted the potential impact of the key underlying assumptions used by the Fund. Council recently received a notification from Local Government Super (LGS) regarding contributions to the Fund for 2021/22 and LGS have offered to provide a briefing on the fund and underlying assumptions underpinning actuarial calculations.

DISCUSSION

- A number of 'mega-funds' have been created through mergers. Underlying reason is funds seeking scale: broader membership base lessens operational costs. LG Super is a small industry based fund run for the benefit of members. It is well run and provides good returns. Mergers which have occurred have resulted in some scale advantages but specificity of funds varies and gains made by defined benefits schemes have been small.
- The 5.75% objective return is a key number under constant review. It is used to project long term payments to members and calculate required funds (investments) to meet this objective, taking inflation and other factors into account. Mark McCoy noted his concern that the assumptions might be unduly optimistic.
- The calculation of return objectives is the responsibility of actuaries. Northern Beaches Council has made additional contributions over the past 12 years to mitigate against the risk of scenarios such as the GFC or COVID-19.

- The Fund is doing a triennial review this year to fully assess progress in the recovery from recent setbacks (currently back to 97% of full funding). LG Super will provide further information including a sensitivity analysis to Council when completed.
- The NSW Audit Office does not audit LG Super but the Director will follow up with superannuation specialists at the Audit Office. She advised that 97% fully funded is not of particular concern in comparison to other funds.

COMMITTEE RECOMMENDATION

The Audit, Risk and Improvement Committee noted the information contained in the briefing provided by Local Government Super.

(Cr Heins / Cr Grattan)

NOTES:

1. The Chair advised that ARIC's responsibility as advisor to Council necessitated a review of the superannuation fund to identify any potential problems and he thanked the LG Super team for their presentation.
2. The LG Super team thanked the ARIC and Council for the opportunity to brief the Committee and Executive and advised further information will be provided to the Chief Financial Officer in due course.
3. Mr Phil Stockwell, Chief Executive Officer for LG Super, Ms Heather Dawson, Chief Experience Officer for LG Super and Mr Richard Boyfield, Actuary for Mercer Australia, left the meeting at 2.55pm.

5.2 ACTION ITEMS UPDATE

PROCEEDINGS IN BRIEF

Ms Deirdre Cooper, Executive Manager Internal Audit and Complaints Resolution, addressed the meeting on this item.

PURPOSE

To provide the Audit, Risk and Improvement Committee with a progress update on the actions arising from the Minutes of previous meetings of the Committee.

PRECIS

Action items arising from Audit, Risk and Improvement Committee meetings are minuted and responsibility assigned. Progress is tracked and reported to the Committee at subsequent meetings.

COMMITTEE RECOMMENDATION

The Audit, Risk and Improvement Committee noted the progress on actions arising from the Minutes of previous meetings.

(Cr Grattan / Cr Heins)

5.3 RESPONSE REGARDING THE EMERALD REVERSE MORTGAGE SERIES 2006-1 SECURITY**PROCEEDINGS IN BRIEF**

Mr David Walsh, Chief Financial Officer, addressed the meeting on this item.

PURPOSE

To provide the Committee with an update on the response to the member of the public who raised issues with the Investment Reports regarding the Emerald Reverse Mortgage Series 2006-1 security.

PRECIS

A letter was sent to the member of the public who raised issues with the Investment Reports regarding the Emerald Reverse Mortgage Series 2006-1 security explaining Council's position, conveying Laminar Capital's assurances and the assurances of the Committee which had considered this issue in some depth.

A copy of the letter has been included in the attachments.

COMMITTEE RECOMMENDATION

The Audit, Risk and Improvement Committee noted the response regarding the Emerald Reverse Mortgage Series 2006-1 security.

(Cr Grattan / Cr Heins)

NOTES

1. The recipient replied to the letter thanking the Chief Financial Officer for his detailed response.
2. The recipient did say he would send a rejoinder to the points raised but nothing has been received as yet.

5.4 UPDATE ON MAIN/NOTABLE USES OF CORPORATE CREDIT CARDS**PROCEEDINGS IN BRIEF**

Mr David Walsh, Chief Financial Officer, addressed the meeting on this item.

PURPOSE

To provide an update to the Committee on the investigation of each of the methods suggested in Table 2 of the Corporate Credit Cards Audit Report which dealt with the main/notable uses of corporate credit cards.

PRECIS

The review found many instances of items purchased by corporate credit card where it appeared that it would have been reasonably possible to go through the Council's normal procedures. A summary has been provided by purchasing category to identify opportunities to establish accounts and ensure where appropriate all purchases are undertaken using normal procurement processes.

DISCUSSION

- Credit cards will always be needed as urgent requirements do occur, for instance in Children's Services or Catering. Some items such as road tolls have to be administered via credit cards.
- Council achieves very competitive terms via LG Procurement networks on those items which can be anticipated such as stationery and other supplies.

COMMITTEE RECOMMENDATION

The Committee noted the update on the methods suggested in Table 2 of the Corporate Credit Cards Audit Report which dealt with the main/notable uses of corporate credit cards.

(Cr Heins / Cr Grattan)

NOTES

1. Cr David Walton wished to be recorded as having voted against supporting the report and will raise the matter further directly with management.
2. Mr McCoy commented that he found the level of detail provided very good.
3. The Chair commented that the level of review was very good, particularly as it addressed matters neglected in other organisations with which he was familiar.

6.0 STANDING ITEMS**6.1 VERBAL UPDATE BY THE CHIEF EXECUTIVE OFFICER**

COMMITTEE RECOMMENDATION

Due to the confidential nature of the information to be provided by the Chief Executive Officer the Committee moved that Item 6.1 - Verbal Update by the Chief Executive Officer - be considered in closed session following the meeting.

(Cr Grattan / Cr Heins)

FURTHER COMMITTEE RECOMMENDATION

The Audit, Risk and Improvement Committee moved to immediately consider Item 6.2.

6.2 FINANCE UPDATE**PROCEEDINGS IN BRIEF**

Ms Caroline Foley, Executive Manager Financial Planning and Systems, addressed the meeting on this item.

PURPOSE

To provide an update on the financial performance of the Council as at 31 December 2020.

PRECIS

The Council's financial results remain impacted by the COVID-19 pandemic, which is forecast to cost the Council \$29 million. In the December quarter, further unfavourable variations to the budget were proposed including reductions in income from fines (-\$2.5 million), parking fees (-\$1.5 million), Lakeside Holiday Park (-\$1 million), Community Centres (-\$0.5 million) and Aquatic Centres (-\$0.4 million). For the six months to 31 December 2020 the operating result was \$4.2 million ahead of budget, primarily due to timing of operating expenditure.

The December Quarterly Budget Review recommended for the full financial year the forecast operating result before capital grants and contributions be reduced by a further \$4.3 million, from a deficit of \$14 million to a deficit of \$18.2 million, primarily due to the impacts of COVID-19.

With a deficit position forecast, the Council is unlikely to meet the Operating Performance ratio benchmark of 0% at this time. Council previously adjusted its capital expenditure to provide capacity to respond to the COVID-19 pandemic and retain our long term strong and sustainable position. Further adjustments have been proposed to maintain the Council's working capital.

DISCUSSION

- The second wave of COVID-19, which caused the northern beaches lockdown, has impacted revenue, particularly that associated with tourism and leisure activities.
- Benchmark would have been met had COVID-19 and the Whistler Street Carpark settlement not occurred.
- Mitigations against the risk of another lockdown: Council is conserving working capital at present but it is hoped vaccinations will impact soon. Various grants through the Federal and State Governments have helped to sustain cash levels and Council does have sufficient unreserved cash to maintain services and operations.
- Financial controls and restraint exercised following the merger of the three LGAs has left Council in a good position.
- The bank overdraft secured last year is still in place and Council has still not found it necessary to draw down on the funds.
- The CEO commended the CFO for his significant role in protecting Council's financial position in the early days of amalgamation.

COMMITTEE RECOMMENDATION

The Audit, Risk and Improvement Committee noted the finance update as at 31 December 2020.

(Cr Heins / Cr Grattan)

NOTE

The Chief Financial Officer and the Executive Manager Financial Planning and Systems left the meeting at 3.18pm.

6.3 WORK HEALTH & SAFETY AND INJURY MANAGEMENT RISK UPDATE**PROCEEDINGS IN BRIEF**

Ms Karen Twitchett, Director Workforce and Technology, addressed the meeting on this item.

PURPOSE

To provide the Audit, Risk and Improvement Committee with an update on the top five (5) Work Health & Safety (WHS) risks at Northern Beaches Council.

PRECIS

Council is committed to fostering the development of attitudes and beliefs that support a safety-first culture and enable our people to work safely.

This report provides information on the progress of activities identified to remediate the top five (5) risks identified by KPMG.

DISCUSSION

- The top five WHS risks identified have now been either completed or are on track to completion within a much shorter timeframe.

ACTION ITEMS

- *That a further update be provided at the meeting scheduled to be held on 8 June 2020.*

COMMITTEE RECOMMENDATION

The Audit, Risk and Improvement Committee noted this update as at March 2021 and requested that a further update be brought to the next meeting.

(Cr Heins / Cr Grattan)

NOTE

The Executive Manager Strategy and Performance, and the Manager Corporate Strategy joined the meeting at 3.20pm.

7.0 IMPROVEMENT**7.1 NORTHERN BEACHES COUNCIL IMPROVEMENT PROGRAM REPORT****PROCEEDINGS IN BRIEF**

Mr Mark Jones, Executive Manager Strategy and Performance addressed the meeting on this item.

PURPOSE

To provide the Committee with an update on the Northern Beaches Council's continuous improvement program.

PRECIS

Council has maintained its focus on continuous improvement through the implementation of the Business Excellence Strategy which is driving continuous improvement across all areas of Council.

Highlights over the last three months were presented in the improvement report in two sections, the first being Council's ongoing organisational educational and facilitation improvement programs collectively referred to as the IGNITE programs. These programs are delivered across the organisation by the Performance Team. This quarter's highlights include the expansion of the education and training program, the completion of the first Business Excellence Self-Assessment, and the launch of the new Improvement Register with enhanced benefit reporting and approval workflows. This section included a brief update on Council's Service Review Program.

The second section of the report presented the organisational wide improvements. These improvements are identified and implemented by a range of business units within the organisation and are registered and reported through the IGNITE Improvement Register. Initiatives include the installation of solar panels at Manly Andrew Boy Charlton swimming pool, the launch of the MAGIQ finance analysis tool, provision of new e-audio service in libraries, expansion of the use of TEAMS across Council, the implementation of the mobility solution to enhance the tree management service and Development Assessment initiatives.

COMMITTEE RECOMMENDATION

The Audit, Risk and Improvement Committee noted the progress of Council's continuous improvement programs.

(Cr Heins / Cr Grattan)

NOTES

1. The Manager Insurance and Risk and the Insurance Officer joined the meeting at 3.31pm.
2. Mr Roger McCallum, Director Inscon Pty Limited (Insurance) joined the meeting at 3.32pm.
3. Meeting adjourned 3.41pm.
4. Meeting reconvened 3.50pm.

7.2 PERFORMANCE REPORTING UPDATE

PROCEEDINGS IN BRIEF

Mr Michael McDermid, Manager Corporate Strategy, addressed the meeting on this item.

PURPOSE

To report on performance as at December 2020 against measures in Council's Operational Plan 2020/21.

PRECIS

The Operational Plan has 37 performance measures. Overall 78% of measures met or were within 5% of the target.

The ongoing effects of COVID-19 continue to impact our community and the delivery of services. While Council is adjusting its service in response to the changing conditions, of the nine measures not achieving targets eight were impacted by the pandemic.

DISCUSSION

- The continued lag in response to Customer Service calls is being addressed in the service review.
- A majority of Meals on Wheels volunteers fell into COVID-19 vulnerable populations resulting in a shortage of available manpower. Council staff filled the void. Social outings were stopped but meals continued to be provided throughout the period.
- The Committee expressed their appreciation of the trend data reporting which they found very informative.
- The Committee would like to see a move towards more proactive initiatives.

COMMITTEE RECOMMENDATION

The Audit, Risk and Improvement Committee noted the report.

(Cr Heins / Cr Grattan)

NOTE

The Executive Manager Strategy and Performance and the Manager Corporate Strategy left the meeting at 3.56pm

8.0 FRAUD AND RISK MANAGEMENT

8.1 GOVERNANCE, RISK AND COMPLIANCE UPDATE

PROCEEDINGS IN BRIEF

Ms Sarah Dunstan, Acting Executive Manager Governance and Risk and Mr Rob Koopman, Manager Insurance and Risk, addressed the meeting on this item. Additional information was provided by Mr Roger McCallum, Director Inscon Pty Limited.

PURPOSE

To provide the Audit Risk and Improvement Committee (ARIC) with an update on governance, risk management and compliance activities.

PRECIS

This report provides an update to the ARIC on governance, risk management and compliance activities over the reporting period from December 2020 to February 2021.

DISCUSSION

- Inscon performed an Insurance Review on Council's coverage. Due to the specially tailored arrangements with JLT and Statewide, Council has been insulated against the turbulence experienced in the market. There have been some increases but Council has fared very well compared to the rest of the market, achieving consistency in both coverage and pricing.
- **Pandemic cover:** business interruption is not covered for Council and is not available across the market.
- Council's *Councillors & Officers Liability Coverage* applies to external ARIC members.
- **Cyber policy coverage:** the insurance renewal process was commenced early this year. IT team are assessing current coverage and will be meeting with insurance providers to review appropriate coverage next week.

- An assessment by the insurance providers will assess Council's risk mitigation measures. We can request a report on any coverage gaps. Additional measures may reduce our premiums as well as providing greater securities.

ACTION ITEMS

- *Provide the ARIC with an update on the Legislative Compliance Policy Review when completed*
- *At the meeting re cyber security insurance, ascertain from the insurance company if they will provide information to be reported back to ARIC on their assessment of the cyber security measures we have in place. Also, ask what are the triggers that affect the premium price.*

COMMITTEE RECOMMENDATION

The Audit Risk and Improvement Committee:

1. Noted the governance risk and compliance update.
2. Approved an extension to the target completion dates for the management actions in response to the audit recommendations regarding CCTV Policies and Processes to July 2021.

(Cr Grattan / Cr Heins)

NOTES

1. Mr Roger McCallum, Director Incon Pty Limited, left the meeting at 4.06pm.
2. The Executive Manager Property joined the meeting at 4.06pm.
3. The Manager Insurance and Risk and the Risk Officer left the meeting at 4.15pm.

9.0 SPECIAL AGENDA ITEMS**9.1 LEASE AND LICENCE REGISTER****PROCEEDINGS IN BRIEF**

Mr Campbell Pfeiffer, Executive Manager Property, addressed the meeting on this item.

PURPOSE

To present to the Audit, Risk and Improvement Committee the Leases and Licenses Register (Register) for the financial year ended 30 June 2020.

PRECIS

At Council's 28 May 2019 ordinary meeting, a Notice of Motion was put forward for Council to maintain and publish a lease and licence register annually, and that the Audit, Risk and Improvement Committee have input into the design of the Register.

DISCUSSION

- Date formatting on all registers should be dd/mm/yyyy as existing leases and licences can span the 19th, 20th and 21st centuries.
- There are discrepancies in some dates in that the Agreement Expiry predates the Agreement Commencing date (for instance see Balgowlah RSL or 5-7 Victoria Parade Manly).

- Register information will be incorporated into the land register eventually.

COMMITTEE RECOMMENDATION

The Audit, Risk and Improvement Committee noted the Annual Lease and Licence Register and noted that the Annual Leases and Licences Register is to be made publicly available after removal of all personal and sensitive information.

(Cr Grattan / Cr Heins)

NOTES

1. The Executive Manager Property left the meeting at 4.28pm.
2. The Executive Manager Financial Planning and Systems and the Chief Financial Officer re-joined the meeting at 4.29pm.

10.0 EXTERNAL AUDIT

10.1 PLANNING FOR THE 2020/21 FINANCIAL STATEMENTS AUDIT

PROCEEDINGS IN BRIEF

Ms Karen Taylor, Director of Financial Audit Services Audit Office of NSW, Ms Caroline Foley, Executive Manager Financial Planning and Systems, Mr David Walsh, Chief Financial Officer addressed the meeting on this item.

PURPOSE

To present the Audit Office of NSW's Annual Engagement Plan for the audit of Northern Beaches Council's financial statements for the period 1 July 2020 to 30 June 2021 to the Audit, Risk and Improvement Committee and an assessment of declared business activities for the preparation of Special Purpose Financial Statements.

PRECIS

The Annual Engagement Plan for the audit of Northern Beaches Council financial statements sets out the audit approach that will be undertaken by the Audit Office of NSW. This includes key issues, engagement communications, an audit timetable and the audit fee. As part of this planning Council has reviewed the Special Purpose Financial Statements requirements against the OLG and legislative requirements around competitive neutrality.

COMMITTEE RECOMMENDATION

1. The Audit, Risk and Improvement Committee noted the Audit Office of NSW's Annual Engagement Plan for the audit of the financial statements for the period 1 July 2020 to 30 June 2021
2. The Audit, Risk and Improvement Committee noted the assessment of declared business activities for the preparation of Special Purpose Financial Statements

(Cr Grattan / Cr Heins)

11.0 INTERNAL AUDIT

11.1 INTERNAL AUDIT UPDATE

PROCEEDINGS IN BRIEF

Ms Deirdre Cooper, Executive Manager Internal Audit and Complaints Resolution, Ms Sarah Cain, Partner KPMG, and Ms Aisling Kilgannon, Senior Manager KPMG, addressed the meeting on this item.

PURPOSE

To provide an update to the Committee on all aspects of Internal Audit work since the December 2020 meeting.

PRECIS

This report provides an update on all audit activity since the last ARIC meeting. The full report/document relevant to each section of this summary report is located in the Attachments

DISCUSSION

Overdue actions:

- Items have been prioritised according to the risk level.
- Further progress has been made on some items since compilation of the report.
- Some of the outstanding Privacy Audit recommendations relate to CCTV for which an extension has been granted.
- Overall, the report shows great progress on audit recommendation implementation.

ACTION ITEMS

- *The Committee and the Executive Manager to revisit the rolling program and those audits deferred due to COVID-19.*

COMMITTEE RECOMMENDATION

The Committee reviewed and approved the report.

(Cr Grattan / Cr Heins)

NOTE

The Director, Planning & Place, and the Executive Manager, Strategic & Place Planning, joined the meeting at 4.56pm.

**11.2 UPDATE ON PERFORMANCE AUDIT - GOVERNANCE AND INTERNAL CONTROLS
OVER LOCAL INFRASTRUCTURE CONTRIBUTIONS****PROCEEDINGS IN BRIEF**

Ms Louise Kerr, Director Planning & Place and Mr Andrew Pigott, Executive Manager Strategic & Place Planning addressed the meeting on this item.

PURPOSE

To seek an extension for three actions arising from the Internal Audit Report on development contributions.

PRECIS

At its 8 December 2020 meeting, the Audit, Risk and Improvement Committee were informed of recently completed audits in the development contributions area, namely:

- The Internal Audit Report on Council's development contributions (Aug 2020), and
- The Performance Audit Report on Governance and Internal Controls over local infrastructure contributions by NSW Auditor-General's Report (17 August 2020).

The Internal Audit Report (Aug 2020) included 13 recommendations with various deadlines. The work to comply with all recommendations is underway, however an extension of time is sought in order to complete three (3) recommendations.

COMMITTEE RECOMMENDATION

The Audit, Risk and Improvement Committee:

- a) Noted the information contained in the report.
- b) Agreed to extension of time to complete the three actions by 30 June 2021.

(Cr Grattan / Cr Heins)

NOTES

The Director Planning & Place, and the Executive Manager, Strategic & Place Planning, left the meeting at 4.57pm.

12.0 GENERAL BUSINESS**12.1 WHISTLER STREET CARPARK SETTLEMENT**

The Chair advised that he had received a query from a resident regarding the Whistler Street Carpark matter. The Chair advised the resident that the Audit, Risk & Improvement Committee was not a public committee of Council and referred the resident to the proper channels for the query.

13.0 NEXT MEETING

The next meeting of the Audit, Risk and Improvement Committee is scheduled to be held on Tuesday 8 June 2021 commencing at 2.00pm.

NOTES

1. Staff and other non-voting attendees (excepting for the Chief Executive Officer) left the meeting at 5.00pm.
2. The Open Session of the Audit, Risk and Improvement Committee Meeting was concluded at 5.00pm.
3. The meeting moved into Closed Session with the Chief Executive Officer at 5.01pm in order to discuss Item 6.1 – Verbal Update by the Chief Executive Officer.





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4

Mayor's Message

For those of us fortunate enough to live on the Northern Beaches, we know there's no place like it. At Council, we want to make sure our area continues to be a place that people want to live, work and visit. That's why we have created a Social Sustainability Strategy - "Better Together 2040" - which provides a roadmap for that strong future.



The Northern Beaches, just like the rest of Australia, has been impacted by extensive and rapid social change. Better Together will help to identify some of the unique challenges we face over the next 20 years, as well as build on the many strengths that already exist in our community.

This strategy delivers on our promise to the community in Council's Community Strategic Plan - "Shape 2028" - to ensure everyone living on the Northern Beaches experiences a safe, inclusive and connected community that lives in balance with our extraordinary coastal and bushland environment.

"Better Together" outlines a roadmap that will:

- provide a long-term social direction that builds up existing services, social resources and skills in our community
- provide a framework for enhancing the skills and knowledge of our community, so we can better respond to challenges
- strengthen our ability to recover from unexpected impacts whether that's pandemics, financial crisis or natural disasters.

We will review this strategy every five years, working in partnership with our residents to make sure it continues to address their needs, and nurtures a resilient and capable community, where everyone can fully participate in community life.

I am grateful to the hundreds of community members, local organisations and "Better Together" partners who have taken the time to attend and facilitate workshops, completed surveys and shared with us images and stories about their experiences of life on the Northern Beaches proving that we are better together.

We now have a living document that represents the mutual commitment between Council and the community to ensure that together we can create a Northern Beaches which is even more inclusive, safe and better connected.

Michael Regan
Mayor





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Why a socially sustainable and inclusive community is important

Social sustainability is critical for a community's wellbeing and longevity. It is about creating inclusive and resilient communities that have the required skills, services, people and infrastructure to respond to and recover from social, political, environmental and economic change.

With collaborative planning and commitment from the community we can create places where people want to live and work in the long term.

We believe that the key to creating socially sustainable and inclusive communities is to ensure governments, the private sector and other stakeholders work together to create more safe, inclusive societies, empower citizens, and foster more resilient, peaceful communities.



Figure 1



Social Sustainability Strategy 2040





Social Sustainability Strategy 2040



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Looking towards 2040 - a holistic approach

Successful, sustainable communities don't just happen, they require planning and work to create places where people want to live and work in the long term.

During consultation, our community used the word "inclusive" to describe a place that is welcoming to everyone and offers services and opportunities that support the needs of different cultures and age groups. Many in our community acknowledge that more needs to be done to engage with culturally diverse minorities.

Creating a roadmap into tomorrow

Better Together provides a road map into the future as we grow and change over the next 20 years. It is a collaboration with the broader community as we all work together to ensure our community is stronger, more resilient, equitable and socially sustainable today and tomorrow.

By using a whole of community, strengths-based approach that establishes a cycle of social sustainability and inclusiveness where the Northern Beaches' key challenges are identified and addressed in an integrated way, ensuring we are better together.

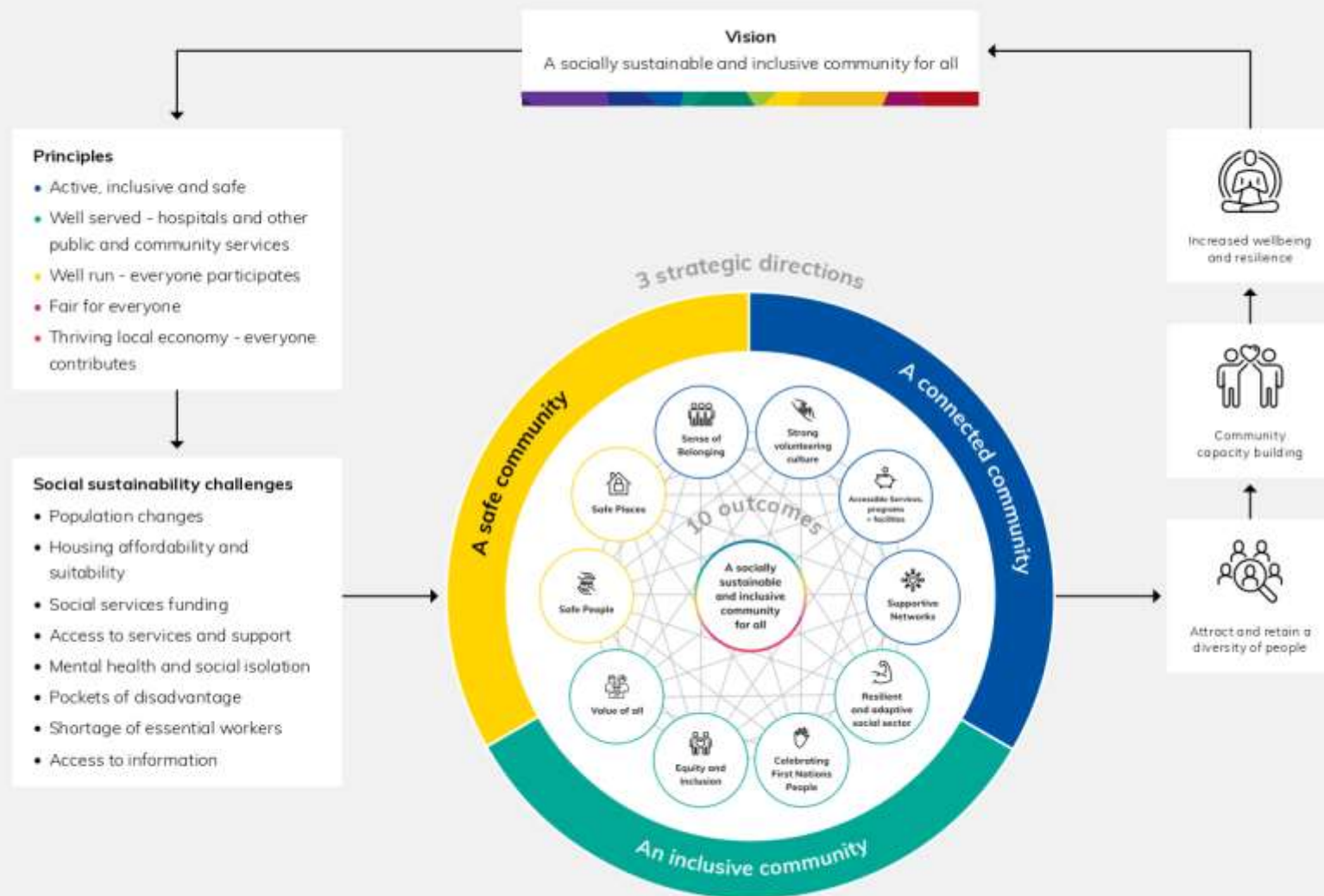


Figure 2

Social Sustainability Strategy 2040



12

Better Together Strategic Framework

A community-centred approach

Principles

In becoming a leader in social sustainability, five principles of socially sustainable communities have been identified for the Northern Beaches community to aspire to.

These five principles will allow us to harness the power and strengths of the community, integrate the key principles of social sustainability within a broader planning approach and break down both social and physical barriers that exist.

Strategic directions and outcomes

Better Together has three strategic directions and 10 outcomes working towards a socially sustainable and inclusive Northern Beaches.



Figure 3



Figure 4



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Our strategic line of sight

The principles of socially sustainable communities are supported by global, national, state and regional level strategies and goals. Better Together looks to provide the local directions needed to achieve outcomes towards these wider strategies and goals.

Global

UN Sustainable Development Goals



National

Smart Cities Plan
National Plan to Reduce Violence against Women and their Children
Gender Equality and Women's Empowerment Strategy
Closing the Gap
Multicultural Access and Equity Policy

State

Premier's Priorities
NSW Human Services Outcomes Framework
Domestic and Family Violence Outcomes Framework
NSW Strategic Framework for Mental Health
Greater Sydney Region Plan, A Metropolis of Three Cities - Connecting Communities, March 2018

Region

'Towards' Our Greater Sydney 2056 - North District Plan - Connecting Communities
A Liveability Framework for Sydney
Resilient Sydney

Local Area

Northern Beaches Council Community Strategic Plan (Shape 2028)
Northern Beaches Local Strategic Planning Statement (Towards 2040)



Integrating with existing Council Strategies and Plans

Better Together is a leading strategy, working closely with Council's existing programs and strategies to maximise outcomes for the community. At its core, Better Together will guide us as we help to deliver our community's vision of a safe, inclusive and connected community.

This document refers to where other strategies and plans help to achieve the overall goal of a safe, inclusive and connected community. As documents are reviewed in coming years, Better Together will provide the ongoing strategic direction for the community's social sustainability and provide a framework for prioritisation.

Relationship to existing Council strategic directions

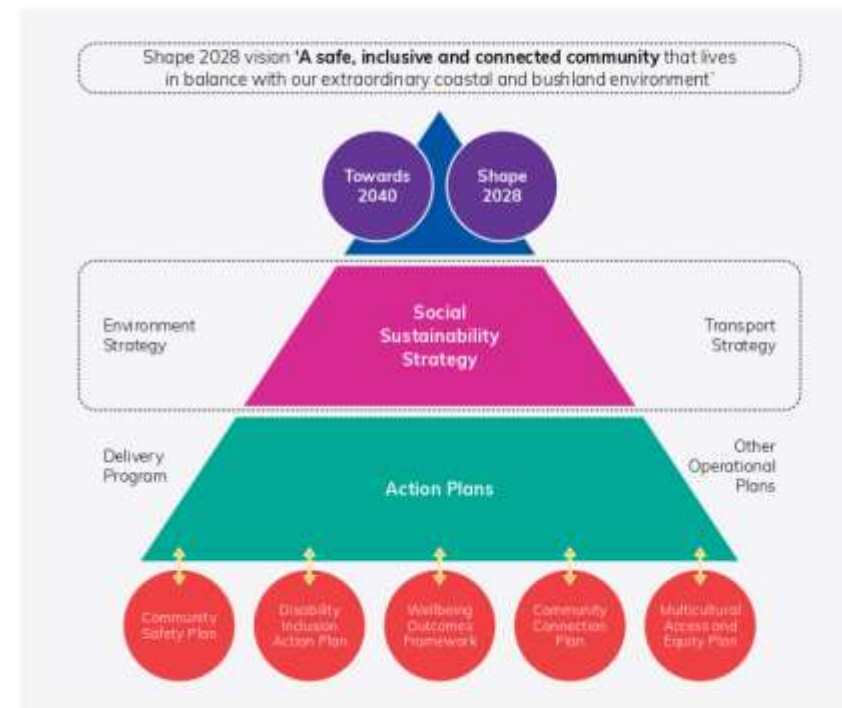


Figure 5



16

Rising to the challenge: Adapting to social change

Social change has been extensive and rapid both globally and within Australia, driven in part by changing demographics as people live longer¹, fewer babies are born and young people move away from metropolitan areas², particularly in Sydney.

Although the Northern Beaches is a naturally beautiful and socio-economically advantaged area, we must still prepare ourselves for the impact these broader societal trends will have on our way of life.

By understanding the local factors that create unique challenges for the Northern Beaches, we can also provide a nuanced and localised response to ensure that we maintain the vibrant, diverse and socially cohesive lifestyle we enjoy.

Eight key social sustainability challenges facing the Northern Beaches over the next 20 years have been identified.



Figure 6

¹ P. McDonald, "Ageing in Australia: Population changes and responses," in *Population ageing and Australia's future*, H. Kendig, P. McDonald and J. Piggott, Eds., Canberra, ANU Press, 2016, pp. 65-83.

² K. Bourne, K. Houghton, G. How, H. Achurch and R. Beaton, "The Big Movers: Understanding Population Mobility in Regional Australia," Regional Australia Institute, Canberra, 2020.

Key trends, opportunities and strengths

Understanding the unique aspects and strengths of our local community.

17

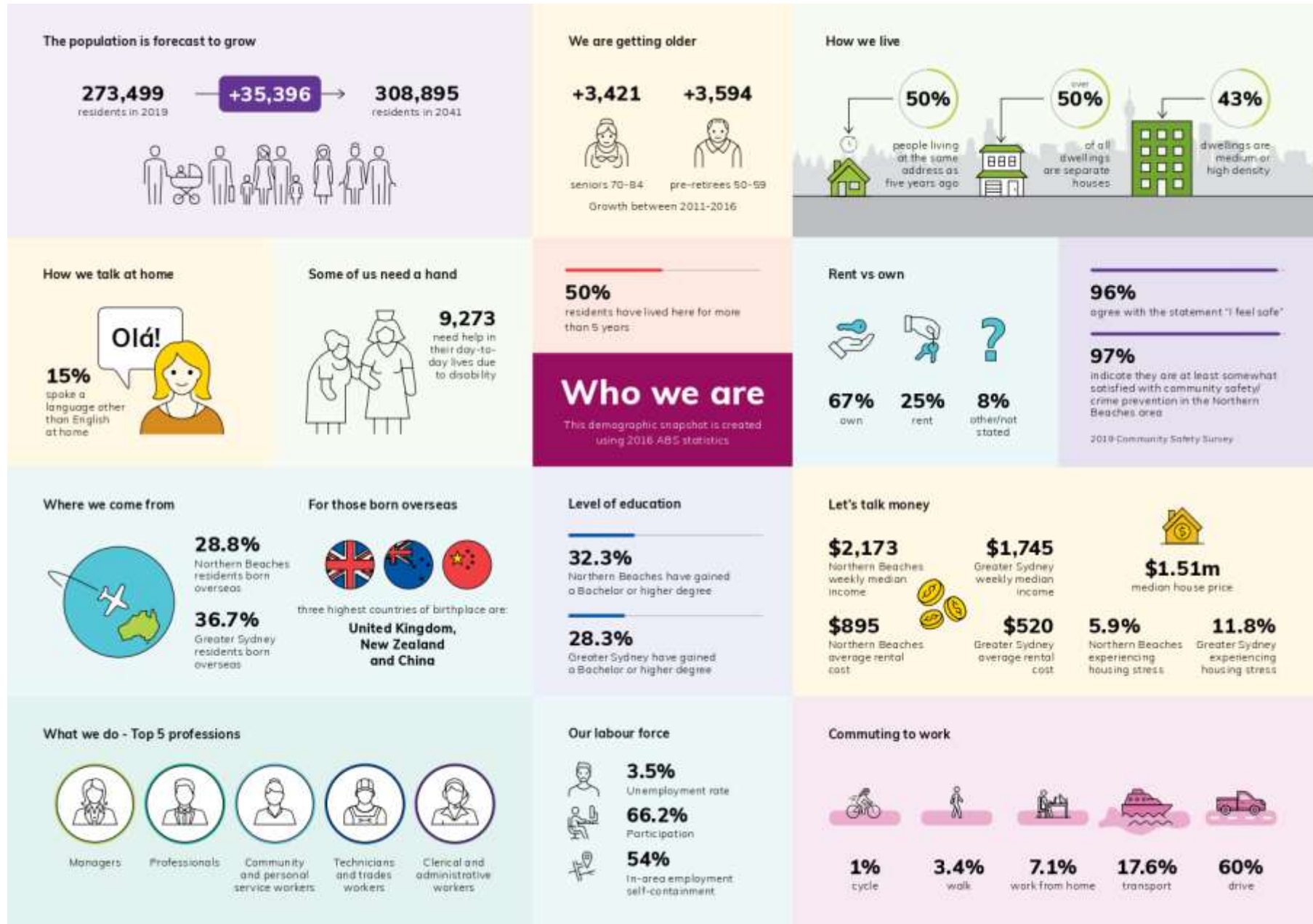


- Our community continues to grow with the Local Government Area (LGA) expected to be home to more than 300,000 people in 2041. This growth will bring increased demand for community facilities, services, transport and housing.
- Our population is ageing at a higher rate than Greater Sydney and North District averages. This is driven by a combination of the Northern Beaches proving to be a popular place to retire and age while at the same time young adults are increasingly choosing to migrate from the Northern Beaches to locations that offer greater access to education, employment, entertainment and affordable housing opportunities.
- There are strong local ties, with 50 percent of people living at the same address as five years ago.
- Over 50 percent of residents also work within the LGA, representing the highest local workforce in Greater Sydney.
- There is a high level of socioeconomic advantage, however we face greater challenges securing funding to provide support and services for the pockets of relatively disadvantaged populations living within the community.
- A high proportion of volunteers with 21.9 percent of the population reporting they engaged in some form of voluntary work compared with 16.7 percent across Greater Sydney.

The identified strengths of our community are:

- High levels of community safety
- Thriving social, recreation and sporting opportunities
- High rates of volunteering
- Self-sufficient economy
- Socio-economically advantaged area
- Access to open space
- Safe ways to participate
- Strong not for profit presence

A more detailed investigation into the unique strengths and challenges facing the Northern Beaches community over the next 20 years is outlined in the Better Together Discussion Paper 2020.





Social Sustainability Strategy 2040



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We're not all the same! Honouring diversity within diversity

The community on the Northern Beaches consists of people of all ages, genders, abilities and a diverse range of ancestry. When considering our community and the numerous demographic groupings that exist, it is important to acknowledge that these population groups are not homogenous.

There is a range of interests, ideas, opinions and needs within each group.

Considering the demographic profile of the whole community and honouring diversity of opinion, interest and ideas has been important in creating Better Together. This forms part of a larger commitment to those in priority groups to understand their individuality and differences in their experience of shared challenges.

In our ongoing work with our priority populations, we will:

1. Challenge assumptions about whole groups and speak directly with those impacted by decisions
2. Acknowledge that inequities will affect people differently, even within the same demographic groups
3. Find, welcome and advocate for the diversity within every group and explore these differences before making decisions or plans.

Priority populations

Council has identified emerging priority populations within the community who have a unique set of circumstances that need to be considered in planning for future social wellbeing and resilience on the Northern Beaches.

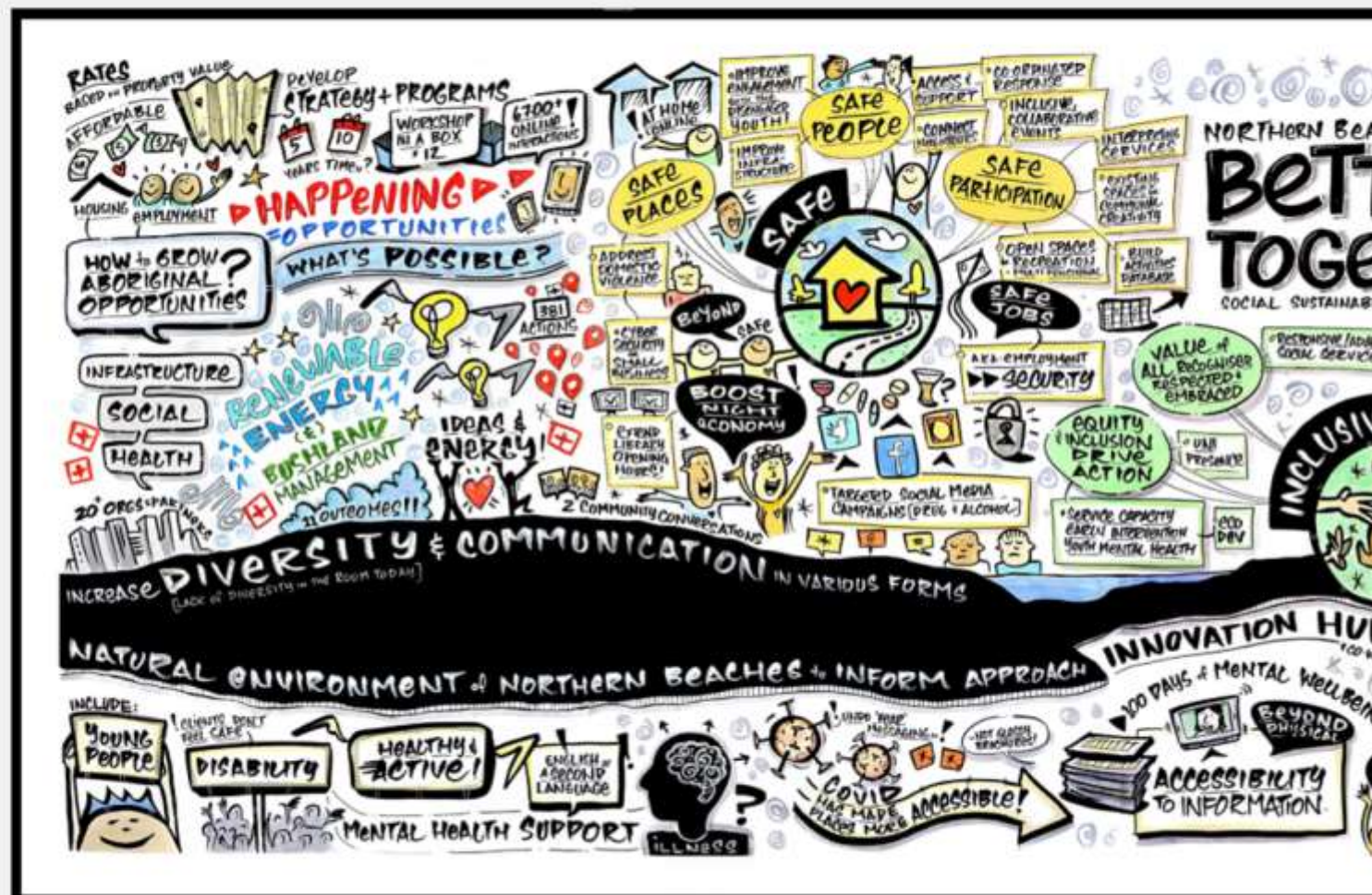


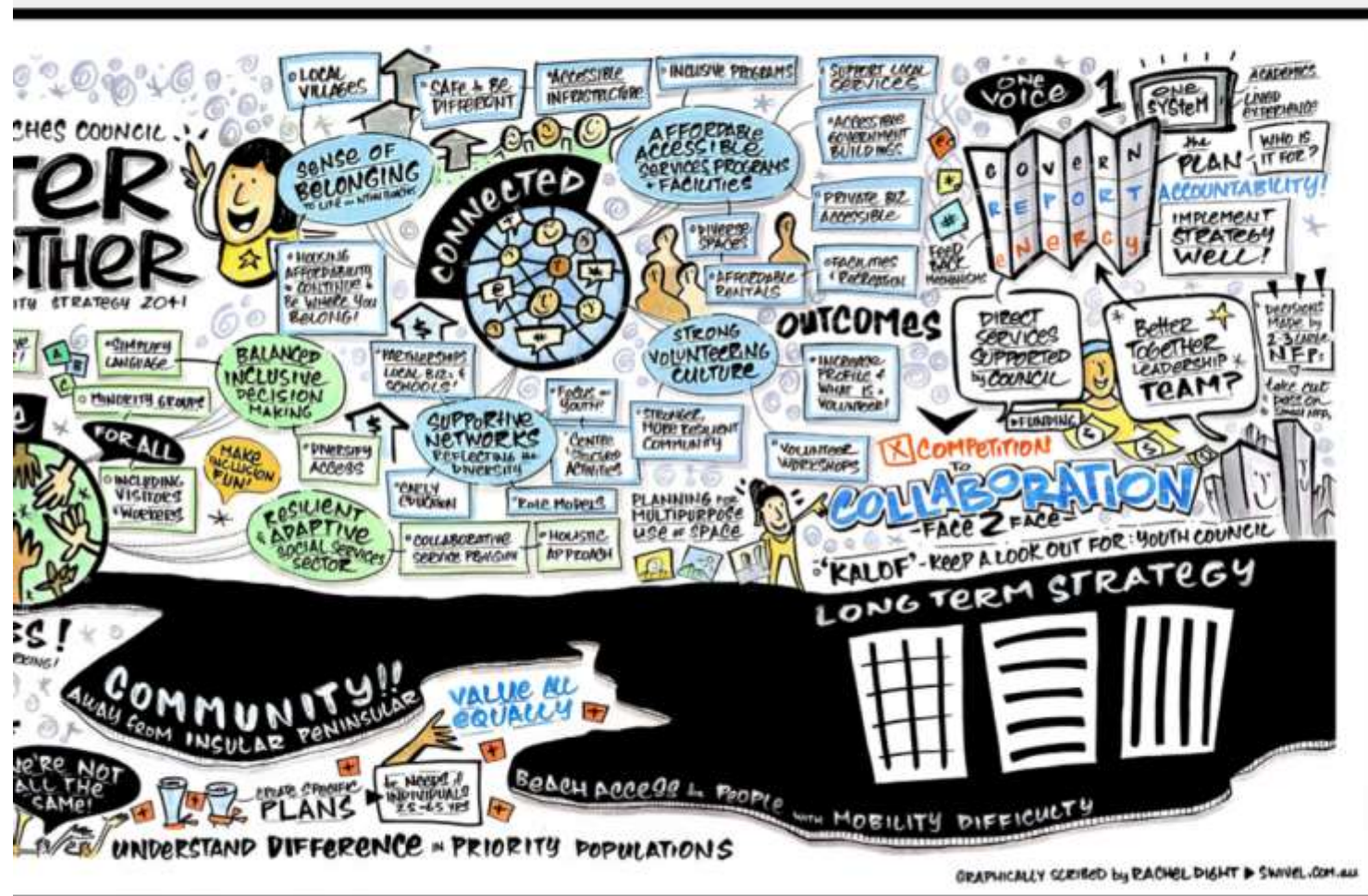
Figure 7



22

Graphic representation of what we were told at the Better Together co-design day







How the Strategy was developed

Better Together has been developed and informed by feedback from the community over the last four years and further targeted consultation with key external and internal stakeholders and Council's six Strategic Reference Groups over the last 12 months, shown below.

	Inform	Consult
Objective	Educate people in an easy to understand way and engage them to participate	Ensure a broad cross-section of the community, including people with lived experience, provide feedback
Activities	 Video  Harvesting interest  Discussion paper  Presentations	 Creative Challenge  Workshop in a Box  Survey  Partner and stakeholder workshops
Results	<ul style="list-style-type: none"> 210 registered community members 1,044 visits to Your Say page 150,000 eNewsletter reach 300 bookmarks delivered through our Home Delivery Library Service 14 internal and external briefings Strategic Reference Groups briefings 	<ul style="list-style-type: none"> 90,000 social media reach 12 Workshop in a Box sessions 807 survey responses 29 Creativity Challenge responses 4 community forums briefed 6 Strategic Reference Group Workshops 2 partner and stakeholder workshops
Outcome from engagement	 <p>3 Strategic Directions</p> <p>Education + Awareness Building</p>	 <p>10 Outcomes</p> <p>Knowledge Mining</p>

Figure 8



Involve				Collaborate
Develop a shared understanding of our community's future strengths and challenges				Build partnerships with key stakeholders and create a collaborative strategy
				
Discussion Paper	Community conversations	Partner and stakeholder workshops	Vox-pops	Co-design day to create a collaborative decision-making framework for shared delivery of Better Together strategic directions
<ul style="list-style-type: none"> • 7 discussion paper responses • 30 community members participated in 2 Community Conversations • 2 partner and stakeholder workshops • 10+ vox pop participants • 40+ members for combined Strategic Reference Group workshop 				<ul style="list-style-type: none"> • 69 participants including 16 people with lived experience and 18 community organisations represented • Refined 380+ ideas and priorities from engagement
 Key Actions and Aspirational Targets				
Prioritisation			Co-Design	

"I think it's more about maintaining what works and not re-inventing the wheel"

Better Together
Community Survey
participant



26

What our community told us

We asked what makes a community safe, inclusive and connected. You told us that they are all intrinsically linked and equally critical to build social sustainability. We heard that by empowering the community through capacity building and strengthening neighbourhoods we will build resilience.

The key themes that emerged in these conversations were:

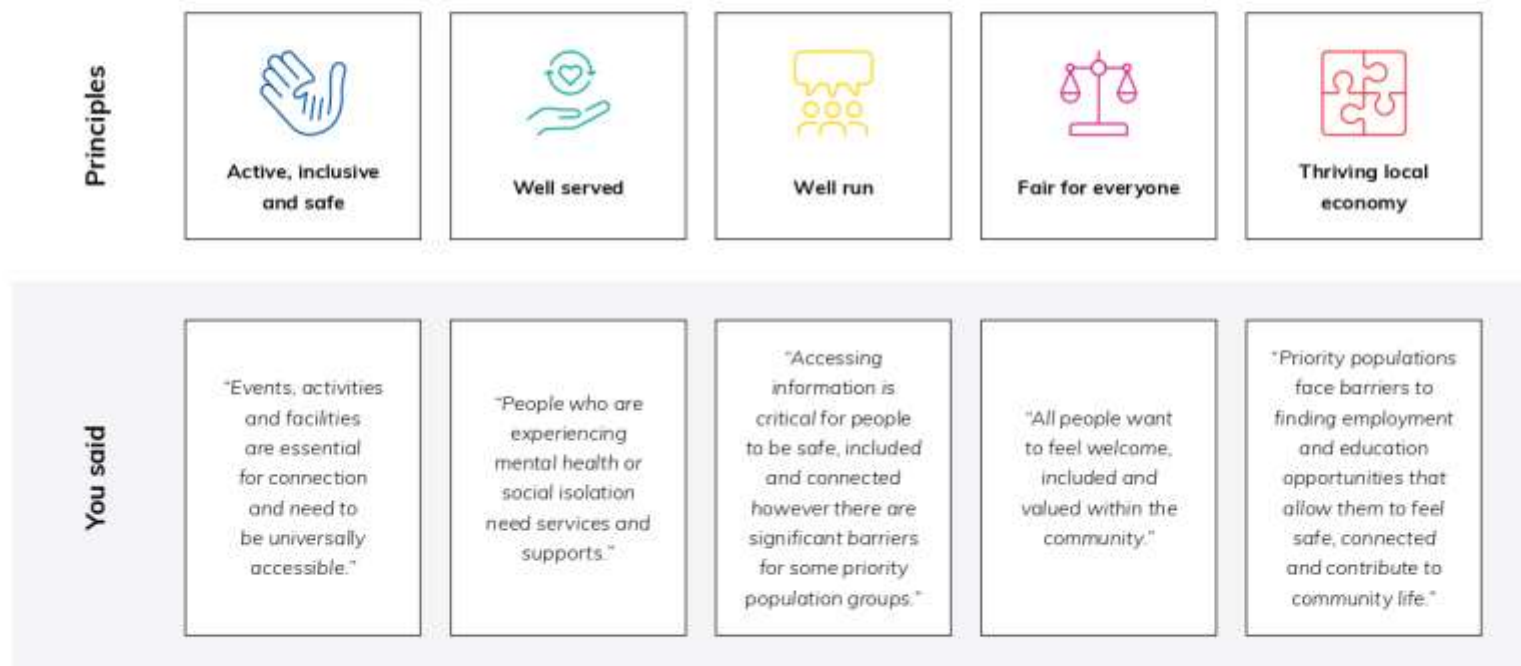


Figure 9



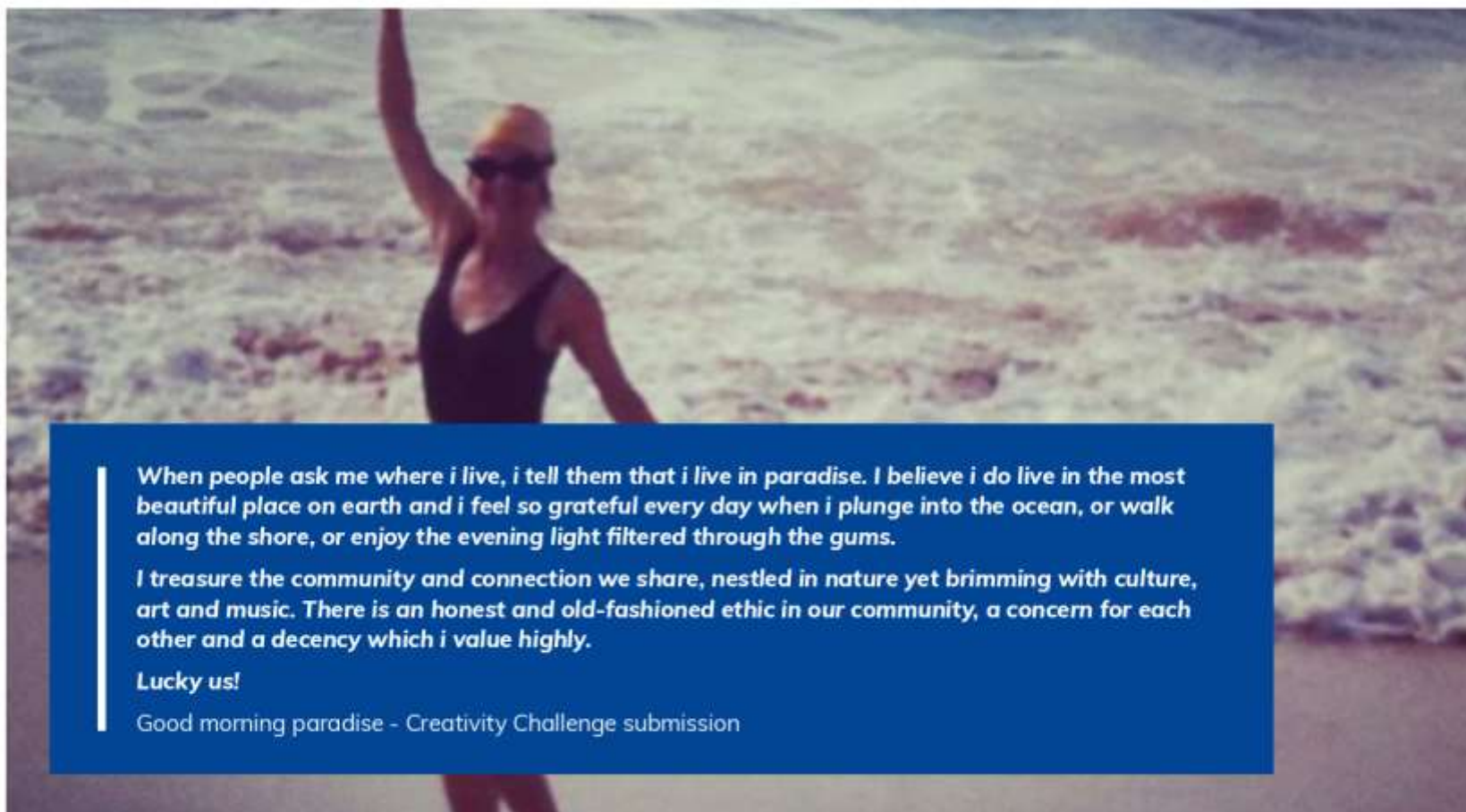


28 Council's role in building a safe, inclusive and connected community

Council recognises the importance of investing in the social sustainability of our community³

Leadership and Advocacy	Through social planning, Council investigates and documents community challenges and outcomes in consultation with the social service sector and local residents and provides research and planning information to assist the effective planning of social services and programs. Council advocates for the community to State and Federal Governments on issues that are under their remit, such as housing, transport and health.
Promoting safe, inclusive and connected communities	Council supports the implementation of the Social Sustainability Strategy and encourages, supports and facilitates a range of community and cultural events and recreational activities that support people to feel safe, included and connected with community life. Council supports volunteering within Council and acts as an advocate for volunteering in the broader community.
Community capacity building	Council builds the capacity of the community and helps the community to determine and achieve its own outcomes, through partnerships and support with community, not-for-profit and charitable organisations. Council supports the building of connections, encourages collaboration and facilitates knowledge sharing across the social sector and other levels of government to enable program and service delivery that achieves collective outcomes. Community grants are provided to organisations delivering programs that build capacity in the community to address current issues.
Referral and information services	Council provides referrals and information that will help to connect people to the information they need to access services and participate in community life. This is provided through Council's website, libraries, community centres and customer service centres, e-newsletters, a range of media, poster, banners, brochures and by word of mouth.
Delivering Infrastructure	Council delivers critical infrastructure that enable people to be safe, connected and included in community life. This includes roads, parks, recreation facilities, town centres, sporting fields and social infrastructure such as community buildings, libraries, arts and culture facilities. Social infrastructure is available, affordable and accessible to the whole community, with subsidised accommodation provided to community groups and organisations. To maximise the use of community buildings and the sustainability of the social services sector, Council facilitates the co-location of services and the provision of community service hubs.
Delivering programs and services	Council partners with community organisations to deliver support services that respond to the changing needs of our community. Consideration will be given to the provision of community services that are responsive to community outcomes where there is a gap, and work to access a provider to deliver this service to the community.

³ Northern Beaches Council Social Sustainability Policy, updated 2021





**Yellow Sand, Big Smiles,
School Holidays.**

Taken at Sunset Freshwater.

A Creativity Challenge submission - Yellow Sand, Safe

Strategic Direction 1: A Safe Community

31

A safe community strengthens individual and community wellbeing and resilience

The concept of community safety within Better Together is broader than the traditional view of reducing and preventing injury and crime.

Better Together envisions a safe community that is concerned with achieving a positive state of wellbeing for all people within their social and physical environments.

The perception of safety is just as important as the experience of safety itself - when people feel safe, they can build stronger, more cohesive, vibrant and most importantly, participatory communities.

What our community told us

Our community told us that the three top priority areas to ensure a safe community are:

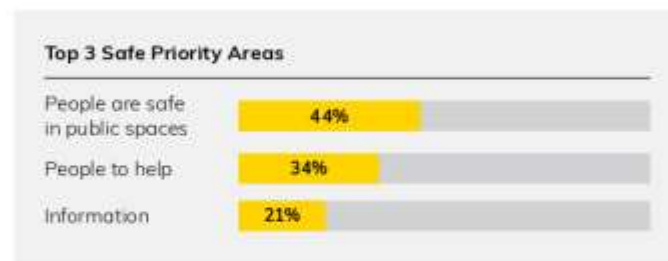


Figure 10

People want to feel safe in public, at home and while engaging online. They identified having people to turn to when they need support and knowing where to access information as being essential to remain safe and healthy. The importance of both the perception of safety, how safe people feel, and the reality of safety, how safe people actually are, were constant themes throughout engagement.

“Rules, entitlements and rights are for everyone.”

Workshop in a Box, participant comment

Our community's aspiration



Everyone

- Has people within the community they can ask for support and connect with when they feel unsafe
- Has access to support for mental illness and social isolation
- Has access to resources and programs that improve wellbeing
- Feels safe and welcome to participate in life on the Northern Beaches



Everyone

- Is safe when they are in public spaces
- Is free from emotional and physical harm when they are at home
- Is safe from bullying and scams when they participate online
- Has access to high quality sporting and recreation spaces that are green, accessible, inclusive and safe

What's already happening to support safe communities



Community Safety Plan



Road Safety Action Plan



Safe social infrastructure including community centres and libraries



Crime prevention through environmental design is supported by plans and controls through design



Community Safety Committee



Provision and maintenance of high quality sporting and recreation spaces



Safe children's services



Northern Beaches Council achieving White Ribbon Accreditation

"I love that all the kids on our street can play together and grow up knowing that their immediate world is a good one."

Creativity challenge submission 'safe streets'

34

Imagining a safer Northern Beaches

For the purpose of this strategy, safety is defined as being safe from harm and danger, both emotionally and physically.

The Northern Beaches is a safe and resilient place to live, work and visit, where there is an individual and collective feeling of comfort and security.

People in the community may experience and perceive safety differently. Regardless of individual circumstances, people on the Northern Beaches live in a safe environment where everyone's right to be free from harm and danger is respected by others.

Instances of harm are greatly minimised. Everyone can access information and safe agencies are available for those who experience physical or emotional harm. The community identifies keeping children safe as a priority and has a strong commitment to best practice child safeguarding.

The community is resilient and has capacity to address difficult and complex personal safety issues including suicide and domestic and family violence. Everyone feels empowered to contribute and shares knowledge and information about available supports and systems.

A diverse network of public spaces enable everyone to be healthy, active and feel safe to participate in community life. There is cohesion and a culture of mutual caring, safe and free from bullying in the community, at home, and online.



Outcome Measure:

35

More than 95% of residents agree that they feel safe at home and in the community

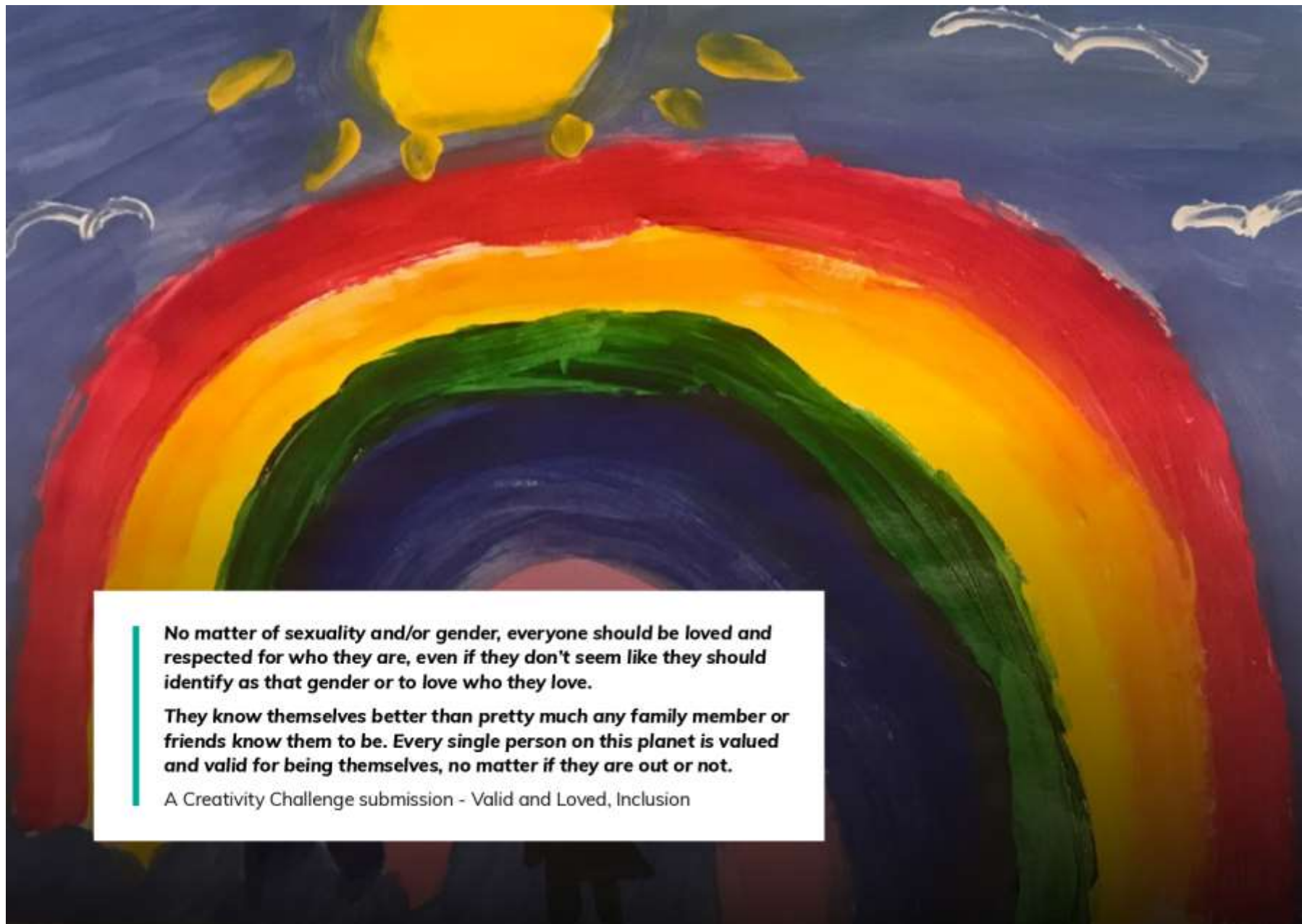
Outcomes	Indicator		
 <p>Safe Places</p>	Safe Places	Our community is safe in public, at home and online	% of residents who say they are able to participate in community life.
 <p>Safe People</p>	Safe People	Our community has access to people, organisations and information that can help when they need assistance	% of residents who say they know where to get 'help' when they need it.

2040 Aspirational Target: Everybody can access the mental health support they need within 1 week

Current situation: In 2020 mental health service providers reported wait lists of up to 3 months.

Working with the community, in the next 5 years Council will:

- Develop and implement a Community Safety Plan for the Northern Beaches
- Develop Wellbeing Outcomes Framework for strengthening individual and collective wellbeing
- Develop a Mental Health Issues paper.



No matter of sexuality and/or gender, everyone should be loved and respected for who they are, even if they don't seem like they should identify as that gender or to love who they love.

They know themselves better than pretty much any family member or friends know them to be. Every single person on this planet is valued and valid for being themselves, no matter if they are out or not.

A Creativity Challenge submission - Valid and Loved, Inclusion

Strategic Direction 2: An Inclusive Community

37

An inclusive community is adaptive to change which strengthens individual and community wellbeing and resilience.

By strengthening the inclusiveness of a community, we are nurturing the diversity needed to balance opinions and views. An inclusive community embraces the broad range of skills and abilities that comes from difference and also makes the community highly adaptive to change.

When people embrace the social justice and sustainability principles of equity, access, rights and inclusion, they intuitively embrace and value different opinions and ultimately reduce the fear towards difference.

What our community told us

The community told us that the three top priority areas to ensure an inclusive community are:



Figure 11

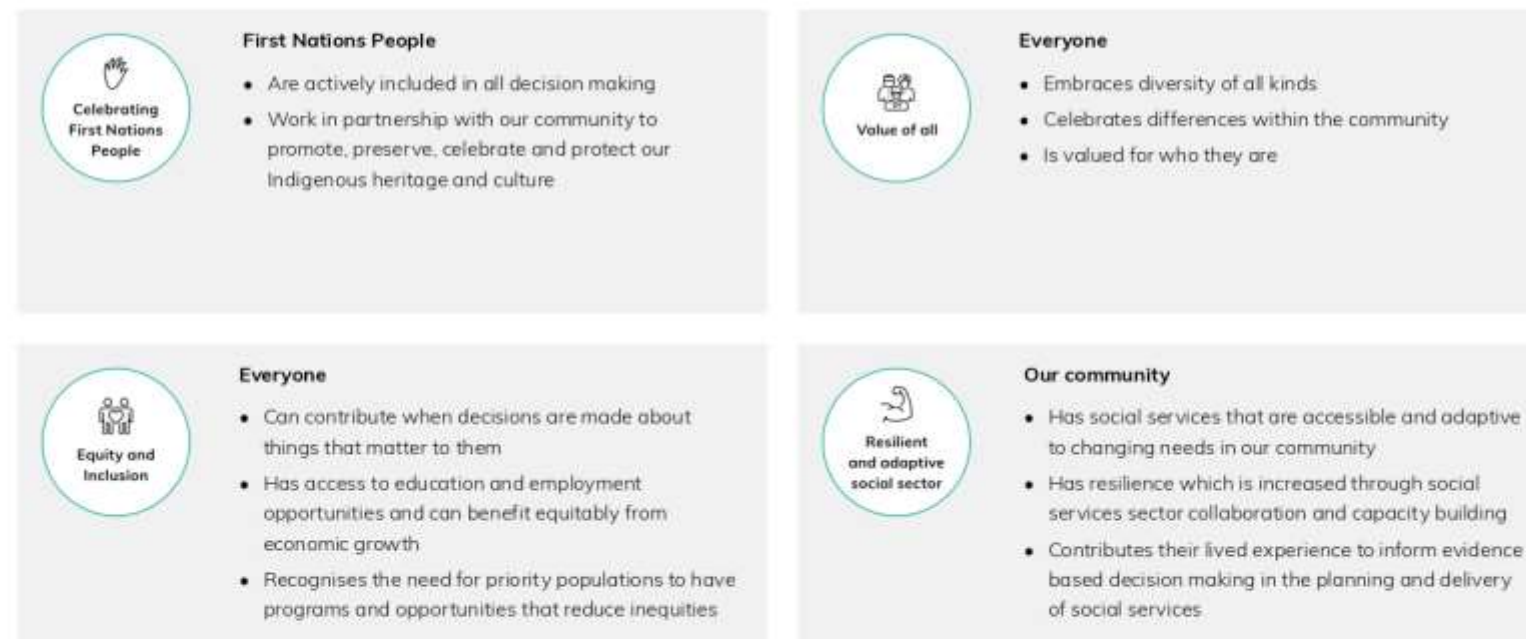
The community want to see all people included in community life and there was a recognition that more needs to be done to enable this. Being able to participate and contribute to decision making was a strong theme related to inclusion. Embracing diversity and creating a community that is welcoming of all people is seen as important to building strong communities.

Ensuring all people have access to opportunities that allow them to grow and contribute economically is fundamental to people feeling valued and included. The long-term sustainability of the social services sector and the ability of those organisations to adapt to the changing needs of the community is essential to support the most vulnerable in the community.

"Northern Beaches clean up crew meets once a month to clean up a beach or lagoon. People of all ages and cultural backgrounds come together to do a good deed for the planet and make new friends at the same time."

Creativity challenge submission 'coming together for a great cause'.

Our community's aspiration



What's already happening to support inclusive communities



Library programs that promote inclusion



Celebration of Harmony Day



Community grants program



Web accessibility features such as captions and video text transcripts on Council website content



Diverse community representation on Council's Strategic Reference Groups



Promoting diversity and inclusion through delivery of programs, activities and services



Community groups and organisations promoting inclusive practice for those in priority populations



Sponsorship for a Inclusion Award to promote local businesses to be accessible and inclusive for all



Building all abilities playgrounds

"Inclusion and accessibility embedded in design process, not at the end."

Partner workshop 1

40

Imagining an even more inclusive Northern Beaches

For the purpose of this strategy, inclusion is defined as everybody having equal opportunity to enjoy the same experiences, and be part of groups that are meaningful to them.

The Northern Beaches is a place where diversity is celebrated with participation of all people equally valued.

Everyone deserves to participate, have fun, be visible, heard and celebrated regardless of age, gender, sexuality, cultural background, socioeconomic status, religion or beliefs, ability, or life circumstance.

Everyone is respected for what they contribute and actively encouraged to participate in the shared experience of living on the Northern Beaches. Decision-making reflects the diverse voices of the community and balances the needs of all.

All people experience a sense of wellbeing and acceptance, respecting different points of views and approaches to living. Those who live on the Northern Beaches represent a multigenerational community where the participation of all generations is equally valued.

Access to support and information is equitable and available to empower everyone to participate. Access to social infrastructure and services is provided in support of improving identified social sustainability challenges of priority populations.



Outcome Measure:

More than 90% of residents agree that they feel included in community life

Outcomes	Indicator		
 Celebrating First Nations People	Celebrating First Nations people	Our First Nations people and Indigenous heritage are included in all decision making.	% of priority populations represented in all engagement projects.
 Value of all	Value of all people is recognised, respected and embrace	Everyone in the community feels welcome	% of people who say they feel valued as part of the Northern Beaches community.
 Equity and inclusion	Ensuring equity and inclusion	The whole community has access to inclusive growth and opportunities	% of community grant funded programs supporting the identified priority populations.
 Resilient and adaptive social sector	A resilient and adaptive social services sector	We have an active, resilient and engaged social services sector	% of social services reporting that they agree they can see a long-term future for their organisation on the Northern Beaches. % of social services reporting they believe they are meeting the needs of the Northern Beaches community.

2040 Aspirational Target: We have a community hub in each strategic centre that enables co-location of key services

Current situation: In 2021 there are 2 community hubs.

Working with the community, in the next 5 years Council will:

- Develop a Disability Inclusion Action Plan and Multicultural Access and Equity Action Plan
- Improve connection, engagement and collaboration with First Nations People
- Review & update the Northern Beaches Council Community Engagement Framework
- Develop a youth discussion paper
- Focus community capacity-building efforts in the family and domestic violence and mental health sectors.



Every week I meet up with fellow Bush carers.

While weeding and planting they share snippets of environmental news that I missed while busy with kids. We share opinions and chat about what's important to us.

It's my favourite news source and I really enjoy finding out about the joys and sorrows of people of different ages and backgrounds.

A Creativity Challenge submission - My green community

Strategic Direction 3: A Connected Community

A connected community is a healthier and more resilient community.

Connection is a fundamental need we share as humans. When people have strong ties with family, friends and the community they are happier, more secure, feel supported and have a sense of purpose. Access to social groups provides us with an important part of our identity individually and as a community.

Social connectedness helps:



"The natural beauty of our Northern Beaches and walks allow us to be part of our community and it is absolutely free!"

Creativity challenge submission 'new friends'

What our community told us

The community told us that the three top priority areas to ensure a connected community are:

Top 3 Connected Priority Areas

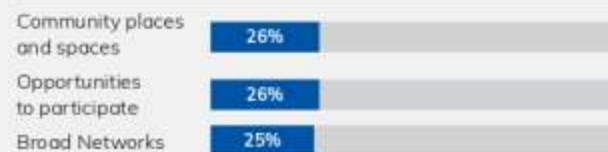
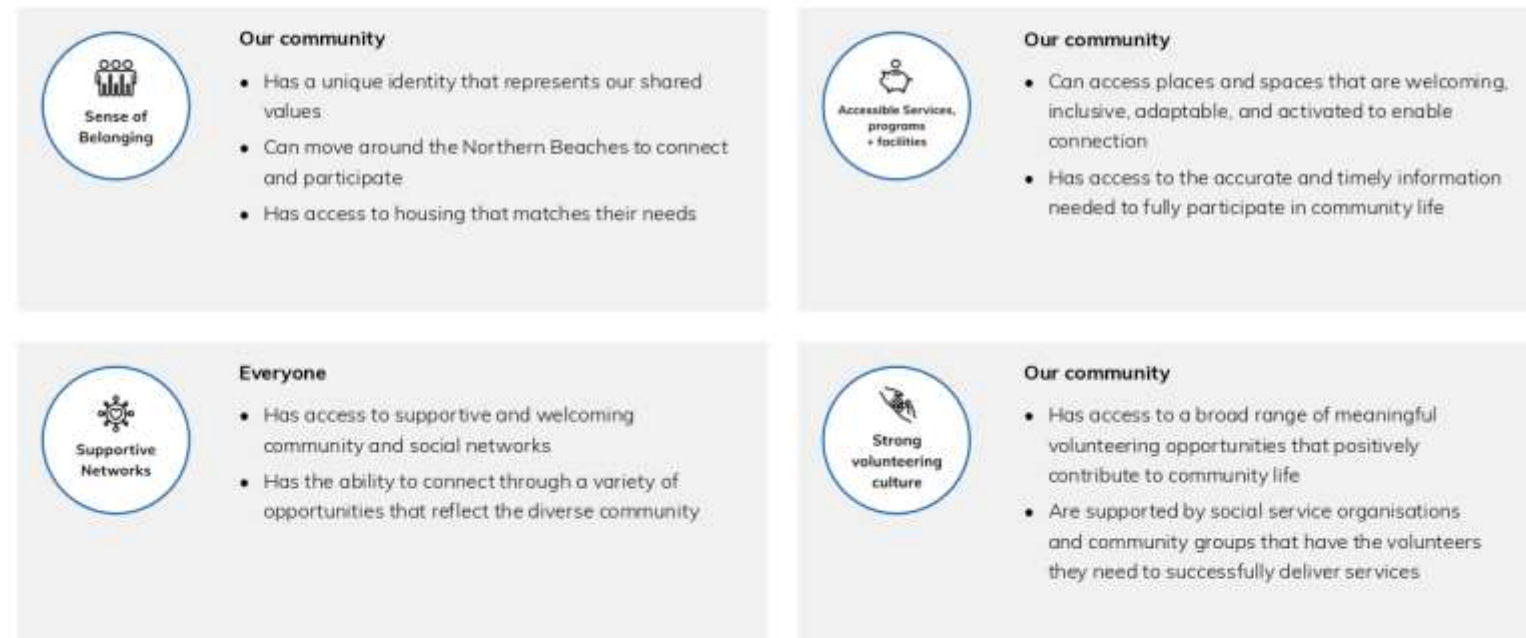


Figure 12

The community has a strong sense of belonging to the Northern Beaches. They feel connected to the natural beauty of the area and have a strong sense of connection to the people and neighbourhood where they live. The community places significant value on having regular opportunities to connect at events, activities, programs, and facilities. Social infrastructure is seen as essential to facilitate connection.

The strengths and interests of the community are recognised as being diverse, which can enable a wide range of social and recreational networks across the community. Volunteering is highly valued by the community and there is a strong culture of giving back. Our residents want more varied opportunities to contribute to the community, recognising that traditional volunteering activities can be a barrier for those who have work, study and caring responsibilities.

Our community's aspiration



What's already happening to support connected communities



Big Ideas Forum that connects the community through exploration of topical issues



Arts and Creativity Strategy delivering on our community's commitment to supporting and growing a vibrant creative culture authentic to the Northern Beaches.



KALOF - Youth engagement program



Connecting volunteers with appropriate volunteer organisations in the community



Services and programs e.g. Meals on wheels, Library programs, creative and gallery programs



Creative Space, North Curl Curl, Manly Art Gallery & Museum and Avalon Workshop



Glen Street Theatre - a diversified program



A range of programs, events, activities and community spaces and places are available that support connection in a variety of ways



A community development team that provides information and referral advice, as well as a range of information resources

"I lead an art group for people with a disability at Forestville and often we have more volunteers than artists - I have been doing this for more than 30 years and volunteers have always been there for us."

Community conversation - Strengths, participant comment

46

Imagining a better connected Northern Beaches

For the purpose of this strategy, connection is defined as the relationships in which people are linked with other people or places from which they build meaningful networks and grow personal strength and resilience.

The people of the Northern Beaches are connected across generations, through their relationships with their family, cultural groups, and the broader community.

Individuals are linked to a variety of networks where they are part of the community and feel a sense of belonging. Barriers for those seeking to strengthen their networks are recognised and overcome.

Everyone is informed and has equal access and opportunities to education, housing, health, support services, employment, and information that is accurate, reliable, and timely.

Vibrant and diverse opportunities are available that enhance individual and community wellbeing. These opportunities bring people together and foster and contribute to people feeling that they have a place in the community.

Everyone has access to safe communal spaces that encourage shared connection to the natural and built environment.



Outcome Measure:

More than 90% of residents agree that they feel connected with community life

Outcomes	Indicator
 Sense of belonging to life on the Northern Beaches	<p>Everyone who participates in community life feels like they belong</p> <p>% of people who say they feel they belong to the Northern Beaches community.</p>
 Services, programs and facilities are affordable and accessible to all	<p>Our community has access to the services, programs and facilities they need</p> <p>% of residents reporting they can access the services, programs and facilities they need.</p> <p>% of residents reporting they can access the information they need to participate</p>
 Broad range of supportive community and social networks that reflects the diversity of the Northern Beaches	<p>Community networks reflect the diverse interests of people living on the Northern Beaches</p> <p>% of people who say they have someone they know in the local community who they can turn to in times of need.</p>
 Strong volunteering culture	<p>We have a thriving volunteer culture</p> <p>% of organisations who say they have enough volunteers to meet demand.</p>

2040 Aspirational Target: All community events, information and infrastructure are universally accessible.

Current situation: In 2021 there were no rationalised guidelines for minimum inclusion and accessibility standards.

Working with the community, in the next 5 years Council will:

- Develop a community connection plan
- Address barriers to accessing information, programs and facilities
- Build on the strength of the Northern Beaches volunteering culture.



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Strategy implementation

The next five years

The commitments in this Strategy will be prioritised and included in Council's annual Operational Plan and business plans over the 20-year period of the Strategy.

Better Together outlines specific projects and high-level actions necessary to deliver the outcomes required in the next five years. It includes the development of supporting action plans which target key priorities identified from community consultation.

A variety of tools including advocacy, innovation, research, collaboration, partnership and further engagement will be necessary to deliver our commitments.

Council will develop an indicative timeline to guide work planning for the range of actions that need to be undertaken and review the evolving needs of the communities and adjust for changing priorities.

Council will continue to bring relevant internal and external stakeholders together to work collaboratively to achieve our shared vision for the community.

Aspirational Targets

Prioritising our work to make progress towards a socially sustainable and inclusive Northern Beaches.

49



An aspirational target has been selected for each Strategic Direction in response to key themes that emerged during our engagement.

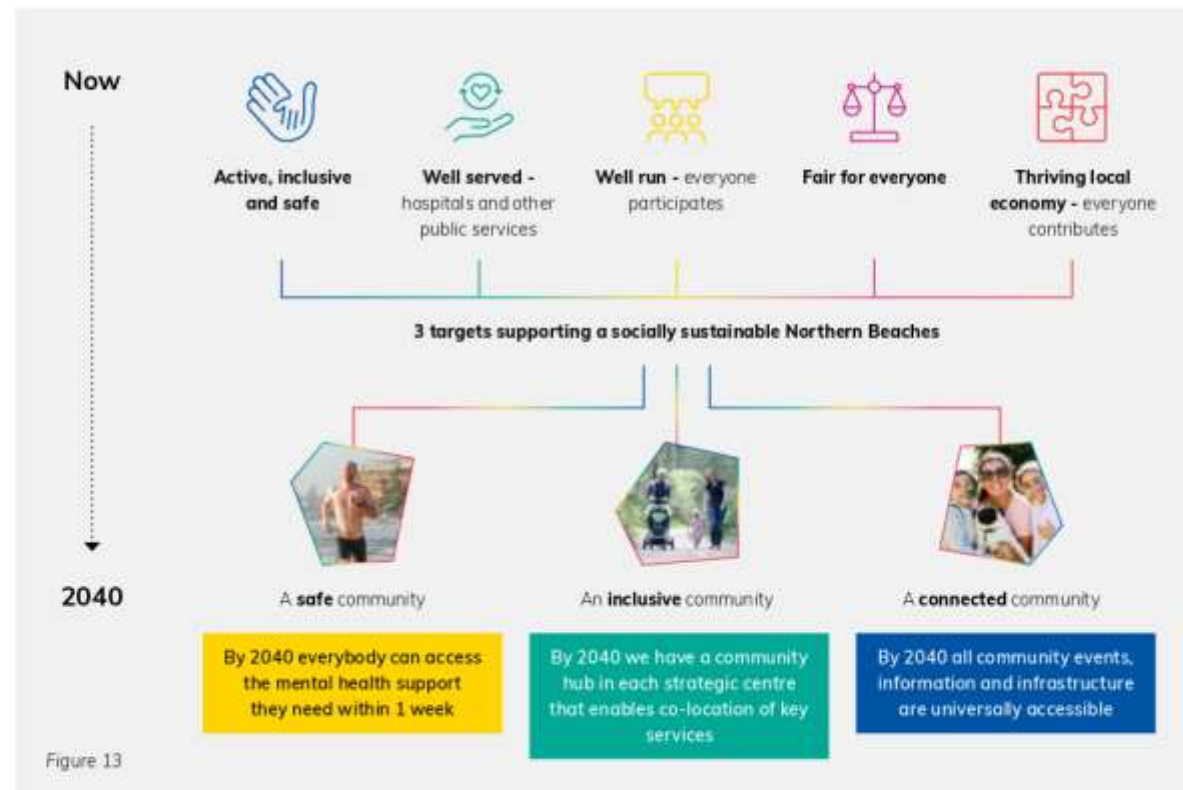


Figure 13



Better Together actions for the next five years

As part of the work with key community stakeholders, a set of key actions have been identified that will guide the activities for the next five years. These will make a positive impact towards being a more socially sustainable and inclusive community.

Figure 14 demonstrates how actions and outcomes work together over time to achieve progressive impact. This forms the basis of the Better Together Monitoring and Evaluation framework, enabling delivery and reporting of work against key outcome indicators on a rolling basis.



Figure 14





Strategic Direction 1

A safe community

51



Working towards

Outcomes	Principle	In collaboration with the community we will	Key action for Council
 Safe Places  Safe People	 	<ul style="list-style-type: none"> Continue to identify safety initiatives and deliver positive messaging campaigns Identify opportunities to strengthen safe transport options for priority populations Continue to use advocacy to improve access to key referral services including mental health and domestic and family violence services Continue to incorporate the international standard of Crime Prevention through Environmental Design (CPTED) principles into all council development and infrastructure projects, including the planning and design of open places and spaces Identify partnerships and investigate ways the community can work together to reduce social isolation within the community Work with Police and key stakeholders to assess crime trends and advocate for appropriate community actions 	Develop and implement a Community Safety Plan for the Northern Beaches
 Safe Places  Safe People		<ul style="list-style-type: none"> Understand the key domains of wellbeing for our community Baseline key wellbeing indicators for the Northern Beaches Identify key partnerships for strengthening and delivering wellbeing initiatives Address barriers for some members of the community in accessing and participating in sport, health and wellbeing programs Develop opportunities for Council staff involved in direct service delivery to learn how to engage effectively with people living with disability 	Develop Wellbeing Outcomes Framework for strengthening individual and collective wellbeing for everyone living in the community
 Safe People	 	<ul style="list-style-type: none"> Work with those with lived experience and experts in the area of mental health to understand the unique issues facing our local area Consult on key challenges, opportunities and actions related to mental health Advocate to other levels of government for additional/different services where needed on the Northern Beaches e.g. suicide and impact of alcohol and other drugs 	Develop a Mental Health Issues paper to understand the current state of service availability and demand on the Northern Beaches and identify challenges and opportunities over the next five years



52 Strategic Direction 2 An Inclusive Community

Working towards			
Outcomes	Principle	In collaboration with the community we will	Key action for Council
 Equity and Inclusion	 	<ul style="list-style-type: none"> Identify the employment skill sets that will emerge in the next 10-15 years and proactively support the growth of these sectors on the Northern Beaches Explore opportunities and partnerships for skill building, such as mentoring to support economic development Identify and promote pathways to education and employment, especially for priority populations Research innovative approaches to increasing intergenerational skills exchange 	<p>Develop an Economic Development Strategy that considers the needs of priority populations living on the Northern Beaches, including young people, people from multicultural and linguistically diverse backgrounds, and people living with disability to ensure inclusive growth and opportunities.</p>
 Celebrating First Nations People  Value of all	 	<ul style="list-style-type: none"> Promote First Nations culture past and present on the Northern Beaches and explore opportunities to acknowledge First Nations People, culture, stories and place throughout the Northern Beaches. Conduct a multicultural access and equity assessment to identify areas of strength and improvement Ensure all Council-led services meet the needs of all community members, including communities from diverse cultural and linguistic backgrounds Identify ways to support the promotion and celebration of our community's diversity and multiculturalism Develop opportunities for Council staff involved in direct service delivery to learn how to engage effectively with people from culturally linguistically diverse backgrounds and people living with disability Identify pathways for those with diverse backgrounds to participate in planning for future social infrastructure Deliver community development programs to improve access and inclusion and build the capacity of priority populations and service providers Continue to deliver Council's Community Grants program, remaining responsive to changing community priorities and seeking to reduce inequities for our priority populations. 	<p>Develop a Disability Inclusion Action Plan and Multicultural Access and Equity Action Plan to identify and break down barriers to access and equity for priority populations, especially people living with disability and those from a multicultural and linguistically diverse background.</p> <p>Improve connection, engagement and collaboration with First Nations People.</p>

Better Together



An Inclusive Community cont.

Working towards			
Outcomes	Principle	In collaboration with the community we will	Key action for Council
 <p>Equity and Inclusion</p>		<ul style="list-style-type: none"> Actively promote and ensure inclusion in all Council events, activities and programs Ensure our approach to public participation is clear to both Council staff and our community Actively encourage young people to have a say about decisions that impact them Develop a training program to support educating staff on the benefits of engagement and to build their capacity to implement programs effectively. 	<p>Review and update the Northern Beaches Council Community Engagement Framework.</p>
 <p>Equity and Inclusion</p>		<ul style="list-style-type: none"> Conduct targeted engagement with underrepresented groups of youth and build a comprehensive understanding of how to best support all young people Investigate ways of strengthening youth leadership for disadvantaged young people Identify and promote youth friendly spaces that respond to the diverse needs of young people Examine how broader social challenges contribute to how young people participate and connect with the wider community Inform the development of other Action Plans in relation to youth-specific needs, challenges and opportunities. 	<p>Develop a youth discussion paper and deliver youth development programs that build capacity and resilience of a diverse cross section of young people and local youth services.</p>
 <p>Value of all</p>		<ul style="list-style-type: none"> Continue the establishment of Community Service Hubs in strategic locations across the Northern Beaches and identify community partnerships to implement the model Identify cross-sector initiatives that build capacity to tackle local social challenges, including support in collaboration, grant writing and advocacy skills Establish a forum for cross sector interagency collaboration for the Northern Beaches Identify, support and advocate with community organisations for more primary prevention and early intervention funding for social issues impacting on the Northern Beaches, allowing for a focus on intervention before crisis point Identify emerging social challenges and develop mechanisms to share the information and build a culture of evidence-based decision making, and service planning Take a leadership role in strategic social planning for the Northern Beaches area. 	<p>Work collaboratively with local social services to focus community capacity-building efforts in the family and domestic violence and mental health sectors to address core community needs in this area.</p>




54 **Strategic Direction 3**
A Connected Community

Working towards			
Outcomes	Principle	In collaboration with the community we will	Key action for Council
 Sense of Belonging  Accessible Services, programs & facilities  Supportive Networks	 	<ul style="list-style-type: none"> Partner with organisations and community groups to develop and promote initiatives that support creating connection between people, with a focus on welcoming new residents to the area Identify key barriers to participation for priority populations and identify strategies to ensure universal inclusion to opportunities that enable connection Partner with community organisations to identify the tools needed and deliver initiatives that create opportunities for new connections in the community, with consideration for priority populations and intergenerational connection Assist in building a local narrative identifying local stories, arts, history and culture Investigate ways to activate shared community places and spaces that enable opportunities for diverse and multigenerational connection within a localised and collaborative approach Identify the tools community organisations need to deliver community events and initiatives that enable connection Advocate to other levels of government to prioritise innovative action on housing affordability and a housing first approach to homelessness. 	<p>Develop a community connection plan that strengthens the interaction between all members of our community.</p>
 Accessible Services, programs & facilities	 	<ul style="list-style-type: none"> Identify partnerships between Council and service providers to develop an accessible online space with information on community services and programs Explore opportunities for community skill-building to strengthen online participation Develop a Digital Literacy Framework to address barriers in engaging digitally for anyone needing support to participate online Identify and advocate for the use of open spaces for multipurpose use that aligns with diverse community needs Identify and collaborate on initiatives that reduce/subsidise service and program costs to ensure access for all. 	<p>Address barriers to accessing information, programs and facilities especially for older people, people living with disability and those with English as a second language.</p>



An Connected Community cont.

Working towards			
Outcomes	Principle	In collaboration with the community we will	Key action for Council
 <p>Strong volunteering culture</p>	 	<ul style="list-style-type: none"> • Work with organisations that provide volunteering opportunities to create a shared approach to increasing the role and participation of volunteering in the community, including collaborating with businesses to instigate staff programs • Find additional ways of recognising and celebrating the outstanding contribution of volunteers to continue to build the strong volunteering culture on the Northern Beaches • Investigate how volunteering can increase intergenerational skills exchange and attract young people to volunteering 	<p>Build on the strength of the Northern Beaches volunteering culture. Expansion of volunteering opportunities to a broader demographic and create better connections between organisations.</p>

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Better Together Leadership Group

One of the first actions to be completed will be the formation of a Better Together Leadership Group consisting of key internal and external stakeholders. This group will reflect our communities' lived experience of the Northern Beaches, will work collectively on the actions in the Implementation Plan and help Council track and promote the benefits and impacts of Better Together.

How we'll track our progress

The key indicators identified for each outcome will be measured and reported every two years through a Community Wellbeing Survey. A baseline will be established as part of the implementation of the strategy. Better Together will be reviewed and updated every five years to ensure the Outcomes and Priority Areas remain current and responsive to evolving needs of the community.





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Acknowledgements

Council wishes to thank all contributors and stakeholders who helped create Better Together Social Sustainability Strategy 2040 and Implementation Plan 2021-2026.

In particular we would like to recognise the following community partners that have provided expertise and lived experience about what an even more inclusive, safer and connected community the Northern Beaches can be today and tomorrow.

Many other organisations, groups and individuals will be actively engaged in the implementation of Better Together to ensure success and Council looks forward to collaborating to implement actions and develop further plans.

- Bridge Housing Limited
- Catholic Care Diocese of Broken Bay
- Community Northern Beaches
- Department of Communities and Justice
- Easylink Community Transport
- Link Housing
- Northern Beaches Secondary College - Manly Campus
- Mary's House
- Mission Australia
- StreetWork
- Tafe NSW
- Taldumande Youth Services
- MWP Care
- Northern Beaches and Mosman College
- Northern Beaches Multicultural Communities
- Northern Beaches Women's Shelter
- Northside Enterprise Inc
- One Eighty
- Oxford Falls Grammar
- Pioneer Clubhouse
- Department of Education, Schools as Community Centres
- Sydney North Health Network
- Stella Maris College
- The Burdekin Association
- Uniting Local Area Coordination
- Up & Over
- Your Side
- Zena Shapter Creative Services

Key terms

Social Sustainability and Inclusion	A global practice previously known as Social Development that focuses on addressing deep rooted systemic inequalities.
Place based approaches	Collaborative, long-term approaches to build thriving communities delivered in a defined geographic location. Place-based approaches are often used to respond to complex, interrelated or challenging issues - such as to address social issues impacting those experiencing, or at risk of, disadvantage, or for natural disasters.
Wellbeing	A complex combination of a person's physical, mental, emotional and social health factors. Wellbeing is strongly linked to happiness and life satisfaction. In short, wellbeing could be described as how you feel about yourself and your life.
Resilience	The ability of communities to respond positively to unexpected social, political, environmental and economic events.
Capacity building	The process by which individuals, groups and organisations, institutions and countries develop, enhance and organise their systems, resources and knowledge; all reflected in their abilities, individually and collectively, to perform functions, solve problems and achieve objectives.
Participatory approach	Everyone who has a stake in the outcome has a voice. Everyone's perspective is considered when designing solutions.
Adaptive capacity	The ability of the community, systems and individuals to adjust to potential damage, to take advantage of opportunities, or to cope with the consequences over time.
Social sustainability	The OECD definition of social sustainability blends traditional social policy areas and principles, such as equity and health, with emerging issues concerning participation, needs, social capital, the economy, the environment, and more recently, with the notions of happiness, wellbeing and quality of life.
Inclusion	When a diversity of people (e.g. of different ages, cultural backgrounds, genders) feel valued and respected, have access to opportunities and resources, and can contribute their perspectives and talents to improve their community.
Social capital	Networks (links between groups or individuals) together with shared norms, values and understandings that facilitate co-operation within or among groups.
Social cohesion	A socially cohesive society is one that works towards the wellbeing of all its members, fights exclusion and marginalisation, creates a sense of belonging, promotes trust and offers its members the opportunity of upward mobility.
Social isolation	The absence of social contact that can lead to loneliness.



Social Sustainability Policy

Policy Statement

Northern Beaches Council acts principally as a facilitator and enabler of social sustainability in order to build the capacity and resilience of the community to achieve individual and collective wellbeing. Community development activities are carried out in collaboration with individuals and service providers, including community groups, charitable organisations, government and non-government agencies and neighbouring Councils.

Council provides leadership and advocacy, promotes safe, inclusive and connected communities, supports community capacity building, provides referral and information services and essential infrastructure, including social infrastructure. Through these activities Council will work strategically with local services to maximise the efficiency and quality of service delivery to the Northern Beaches community.

Council encourages, enables and assists local groups and organisations to provide relevant services and activities for residents of the Northern Beaches and will consider providing services directly when there is an identified priority and where no other organisation has the capacity or ability to provide the priority service.

Principles

Social Sustainability is critical for a community's wellbeing and longevity. It is about creating inclusive and resilient communities that have the required skills, services, people and infrastructure to respond to and recover from social, political, environmental and economic change. With collaborative planning and commitment from the community we can ensure the Northern Beaches is a place that people want to live and work in the long term.

Community development activities will support community wellbeing and build community capacity and resilience. They will be conducted in accordance with the following foundational social justice and sustainability principles outlined in Council's Community Strategic Plan (Shape 2028):

Equity

There should be fairness in decision making, prioritising, and allocation of resources, particularly for those in need. Everyone should have a fair opportunity to participate in the future of the community. The planning process should take particular care to involve and protect the interests of people in vulnerable circumstances

Intergenerational Equity

Planning and decision making should ensure short term solutions do not compromise long term conditions and opportunities. The health, diversity and productivity of the environment must be maintained or enhanced for the benefit of future generations.

Precautionary Principle

Lack of full scientific certainty should not be used as a reason for postponing measures to prevent any risks of serious harm to people or the environment.

Access

Everyone should have equitable and fair access to services, resources and opportunities to improve their quality of life.

Participation

Everyone should have the maximum opportunity to genuinely participate in decisions which affect their lives.



Rights

Equal rights should be established and promoted, with opportunities for people from diverse linguistic, cultural and religious backgrounds to participate in community life.

Scope and application

The Social Sustainability Policy provides a clear framework for Council and the local community to maximise the quality and effectiveness of community development services that respond to community outcomes and contribute to the vision of the Community Strategic Plan (Shape 2028):

'A safe, inclusive and connected community that lives in balance with our extraordinary coastal and bushland environment.'

The implementation of this Policy includes the following activities:

1. Leadership and Advocacy

Through social planning, Council investigates and documents community challenges and outcomes, in consultation with the social service sector and local residents, and provides research and planning information to assist the effective planning of social services and programs. Council advocates for the community to State and Federal Governments on issues that are under their remit, such as housing, transport and health.

2. Promoting safe, inclusive and connected communities.

Council supports the implementation of the Social Sustainability Strategy and encourages, supports and facilitates a range of community and cultural events and recreational activities that build resilience, encourages social cohesion and support people to feel safe, included and connected with community life. Council supports volunteering within Council and acts as an advocate for volunteering in the broader community.

3. Community capacity building

Council builds the capacity of the community and helps the community to determine and achieve its own outcomes, through partnerships and support with community, not-for-profit and charitable organisations. Council supports the building of connections, encourages collaboration and facilitates knowledge sharing across the social sector and other levels of government to enable program and service delivery that achieves collective outcomes. Community grants are provided to organisations delivering programs that build capacity in the community to address current issues.

4. Referral and information services

Council provides referrals and information that will help to connect people to the information they need to access services and participate in community life. This is provided through Council's website, libraries, community centres and customer service centres, e-newsletters, a range of media, poster, banners, brochures and by word of mouth.

5. Delivering Infrastructure

Council delivers critical infrastructure that enable people to be safe, connected and included in community life. This includes roads, parks, recreation facilities, town centres, sporting fields and social infrastructure such as community buildings, libraries, arts and culture facilities. Social infrastructure is available, affordable and accessible to the whole community, with subsidised accommodation provided to community groups and organisations. To maximise the use of community buildings and the sustainability of the social services sector, Council facilitates the co-location of services and the provision of community service hubs.



6. Delivering programs and services

Council partners with community organisations to deliver support services that respond to the changing needs of our community. Consideration will be given to the direct provision of community services that are responsive to community outcomes where there is a gap, and work to access a provider to deliver this service to the community.

This policy covers all activities undertaken in the area of community services, with the exception of children's services, governed by the Education and Care Services National Law Act 2010 and library services, governed by the Library Act 1939.

References and related documents

- NSW Office of Local Government Integrated Planning and Reporting (IP&R) Framework (2009)
- Local Government Act 1993, Chapter 3, Section 8 & Chapter 6
- Northern Beaches Council Community Strategic Plan (Shape 2028) 2018-2028
- Northern Beaches Council Delivery Program and Operational Plan 2020-2024
- Northern Beaches Council Better Together Social Sustainability Strategy – 2040 (under development)
- Northern Beaches Council Arts & Creativity Strategy – Connected through Creativity 2029
- Northern Beaches Council Community Centres Strategy 2021
- Northern Beaches Council Social Infrastructure Study (under development)

Previous Council Strategies;

- Warringah Youth Strategy 2013-2023– Warringah Council

Definitions

<i>Social Sustainability:</i>	The OECD definition of social sustainability blends traditional social policy areas and principles, such as equity and health, with emerging issues concerning participation, needs, social capital, the economy, the environment, and more recently, with the notions of happiness, wellbeing and quality of life.
<i>Community Development:</i>	working with communities to enhance well-being and build a stronger and more connected community. Community development principles include inclusion, empowerment, social justice, human rights, self-determination and collective action. Community development activities are aimed at reducing social isolation and empowering individuals to live within a supported community.
<i>Community Services:</i>	are direct services that are provided to the most vulnerable in our community, including services for seniors, youth, children and families, people with disabilities and carers, communities and in the areas of mental health, housing support, legal aid, migrant support and domestic violence. Direct services are generally funded and within the remit of the NSW Department of Family & Community Services (FaCS) and the Federal Department of Social Services.



Capacity Building:	The process by which individuals, groups and organisations, institutions and countries develop, enhance and organise their systems, resources and knowledge; all reflected in their abilities, individually and collectively, to perform functions, solve problems and achieve objectives
Resilience:	The ability of communities to respond positively to unexpected social, political, environmental and economic events.
Wellbeing:	A complex combination of a person's physical, mental, emotional and social health factors. Wellbeing is strongly linked to happiness and life satisfaction. In short, wellbeing could be described as how you feel about yourself and your life.
Social Cohesion:	A socially cohesive society is one that works towards the wellbeing of all its members, fights exclusion and marginalisation, creates a sense of belonging, promotes trust and offers its members the opportunity of upward mobility.

Responsible Officer

Executive Manager Community, Arts & Culture

Review Date

July 2025

Revision History

Revision	Date	Status	TRIM Ref
1	1 May 2021	First draft Social Sustainability policy	
2	3 Aug 2021	Final policy	2021/307349



Community Development & Services Policy

Policy Statement

Northern Beaches Council acts principally as a facilitator and enabler of community development and services, with activities carried out in collaboration with service providers including community groups, charitable organisations, government and non-government agencies, and neighbouring Councils.

Council is involved in community planning, research, advocacy, promoting social cohesion and participation, information provision, grant funding and as a facilitator of services and provider of affordable and subsidised facilities. Through these activities Council will work strategically with local services to maximise the efficiency and quality of service delivery to the Northern Beaches community.

Council encourages, enables and assists local groups and organisations to provide relevant services and activities for residents of the Northern Beaches and will consider providing services directly when there is an identified priority and where no other organisation has the capacity or ability to provide the required service.

Principles

Community development and service activities will be conducted in accordance with the following foundational social justice and sustainability principles outlined in Council's Community Strategic Plan (Shape 2028):

Equity

There should be fairness in decision making, prioritising, and allocation of resources, particularly for those in need. Everyone should have a fair opportunity to participate in the future of the community. The planning process should take particular care to involve and protect the interests of people in vulnerable circumstances

Intergenerational Equity

Planning and decision making should ensure short term solutions do not compromise long term conditions and opportunities. The health, diversity and productivity of the environment must be maintained or enhanced for the benefit of future generations.

Precautionary Principle

Lack of full scientific certainty should not be used as a reason for postponing measures to prevent any risks of serious harm to people or the environment.

Access

Everyone should have fair access to services, resources and opportunities to improve their quality of life.

Participation

Everyone should have the maximum opportunity to genuinely participate in decisions which affect their lives.

Rights

Equal rights should be established and promoted, with opportunities for people from diverse linguistic, cultural and religious backgrounds to participate in community life.

The Community Development & Services Policy also includes the following principle:

Inclusion

Ensuring all members of the community feel safe, supported, valued, and given opportunities to participate meaningfully in community life.

Scope and application

The Community Development and Services Policy provides a clear framework for Council and the local community to maximise the quality and effectiveness of services, relevant to community priorities, contributing to the vision of the Community Strategic Plan (Shape 2028):

'A safe, inclusive and connected community that lives in balance with our extraordinary coastal and bushland environment.'

The implementation of this Policy includes the following activities for community development and services:

1. Community / Social Planning

Community and social planning provides a strategic planning framework for community development, services and facilities in the Northern Beaches area. Council will investigate and document local priorities, in consultation with service providers and local residents. Council also makes available important research and planning information to assist other agencies, particularly community-based organisations, to effectively plan their services and programs.

2. Leadership & Advocacy

Council acknowledges its strategic capacity to influence decision-making in other levels of government and the wider community, in ways that can enhance the quality of life of the Northern Beaches community. As a result, Council will play an advocacy role to other levels of government, agencies and businesses and contribute to regional interagencies and forums.

3. Promoting Social Cohesion & Volunteering

Council supports, facilitates and provides funding for social and cultural activities through strategic activations and programs as an important means of promoting social cohesion. Council supports volunteering within Council and acts as an advocate for volunteering in the broader community.

4. Information Provision

Council informs the community about community development and services through the provision of a broad range of information through Council's website, libraries, community centres and customer service centres, e-newsletters, a range of media, poster, banners, brochures and by word of mouth through Council staff. Council will facilitate the sharing of information within the community and between service providers and agencies to promote access to community services and activities.

5. Collaboration & Support

Council will facilitate, support and encourage program and service delivery through effective collaboration with other levels of government, other councils, service providers and community based organisations and groups. Council supports community organisations through grants programs as well as information sharing, collaborative projects and community interagencies. Council will work strategically and support local service providers to maximise the efficiency and quality of service delivery as supported community organisations contribute to a well-served community and assists the capacity of the community to determine and achieve its own outcomes.

6. Community Facilities & Subsidised Accommodation

Council will manage and maintain community facilities that are responsive to community priorities and support community organisations through the provision of facilities at a subsidised rate, if and when available. As public trustee and guardian of public and community assets Council will provide access for all members of the community. Council will actively pursue innovative ways to maximise the use of public and community assets, including co-location of services and the provision of community service hubs.

7. Provision of direct Community Services

Council will consider and continue to provide appropriate direct community services that are responsive to the strategic priorities of the local community if another government or non-government agency is unable to provide an accessible and equitable service to residents of the Northern Beaches. This will include an assessment of:

- The importance of the service to the Northern Beaches community in terms of contribution to community wellbeing, connections and quality of life.
- The ability of an external organisation to provide an effective and efficient service.
- The ability of an organisation to demonstrate quality outcomes for the Northern Beaches community, with particular reference to disadvantaged residents.
- The availability of relevant resources.

This policy covers all activities undertaken in the area of community services, with the exception of children's services, governed by the Education and Care Services National Law Act 2010 and library services, governed by the Library Act 1939.

References and related documents

- NSW Office of Local Government Integrated Planning and Reporting (IP&R) Framework (2009)
- Local Government Act 1993, Chapter 3, Section 8 & Chapter 6
- Northern Beaches Council Community Strategic Plan (Shape 2028) 2018-2028
- Northern Beaches Council Delivery Program and Operational Plan 2017-2021
- Northern Beaches Council Arts & Creativity Strategy 2018-2028 (Draft)
- Northern Beaches Council Community Centres Strategy 2019 (under development)
- Northern Beaches Council Social Infrastructure Study (under development)
- Northern Beaches Council Social Plan (under development)

Previous Council Strategies;

- Pittwater Social Plan 2012-2016 – Pittwater Council
- Manly Youth Strategy 2014 - Manly Council
- Warringah Youth Strategy 2013-2023– Warringah Council
- Living Well - Warringah Ageing Strategy 2014 – Warringah Council
- Creative Warringah Strategy 2014-2020 – Warringah Council
- Warringah Multicultural Strategy 2015–2020 – Warringah Council

Definitions

Community Development: working with communities to enhance well-being and build a stronger and more connected community. Community development principles include inclusion, empowerment, social justice, human rights, self-determination and collective action. Community development activities are aimed at reducing social isolation and empowering individuals to live within a supported community.

Community Services: are direct services that are provided to the most vulnerable in our community, including services for seniors, youth, children and families, people with disabilities and carers, communities and in the areas of mental health, housing support, legal aid, migrant support and domestic violence. Direct services are generally funded and within the remit of the NSW Department of Family & Community Services (FaCS) and the Federal Department of Social Services.

Responsible Officer

Executive Manager Community, Arts & Culture

Review Date

March 2023

Revision History

Revision	Date	Status	TRIM Ref
1	5 Feb 2019	First draft Community Development & Services policy	2019/062915
2	25 Jun 2019	Draft adopted by Council, no variations made	2019/062915

Community and Stakeholder Engagement Report

Better Together: Social Sustainability Strategy 2040 and Draft Social Sustainability Policy

Impact level: One

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1. Summary¹

This report outlines the approach and findings for the community and stakeholder engagement conducted as part of the development and public exhibition of the Better Together: Social Sustainability Strategy 2040 and the Draft Social Sustainability Policy.

1000 people contributed to first 3 stages of engagement as part of the development of the draft strategy and policy.

During these stages, we found that the community recognised the importance and role of social sustainability and confirmed that safety, inclusion and connection are intrinsically linked and equally critical to building social sustainability on the Northern Beaches.

Feedback from stage 4 of the engagement was collected as part of a public exhibition process.

27 submissions were received in total across both the policy and strategy consultation which largely indicated that there was majority support for both the draft strategy and policy.

Those who were less supportive, raised questions or concerns about whether social sustainability is a core business function of Council.

There was a high level of interaction on the Have Your Say project webpages during the exhibition as evidenced by the number of visitations to the site and the number of page views. There were approximately 2,500 visits and page views across the two pages.

These figures suggest that the majority of the interested community were likely satisfied with the outcome of the previous three stages of engagement and the draft was a good reflection of the community's aspirations for social sustainability.

¹ Community and stakeholder views contained in this report do not necessarily reflect the views of the Northern Beaches Council or indicate a commitment to a particular course of action.

1.1. Key outcomes from stage 4 engagement



Total submissions
received²

27*



Submission forms

Better Together: Social Sustainability
Strategy 2040

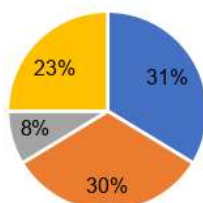
Contributions: 13

Draft Social Sustainability Policy

Contributions: 14



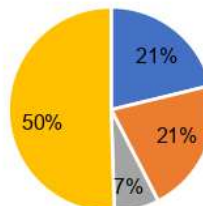
Overall, do you
support the draft
Better Together
Social Sustainability
Strategy 2040?



- Yes
- Yes, with changes
- Neutral
- No



Do you support the
Draft Social
Sustainability
Policy?



- Yes
- Yes, with changes
- Neutral
- No
- Prefer not to say



Combined feedback
themes

Transport improvements.
Importance of inclusion.

Support for implementation of
policy and strategy.

Youth education for social
change.

Balance between feeling safe
and being resilient.

Strengthen commitment to First
Nations People.







Social Sustainability is not Council
core business.

Co-housing and Social
Sustainability.

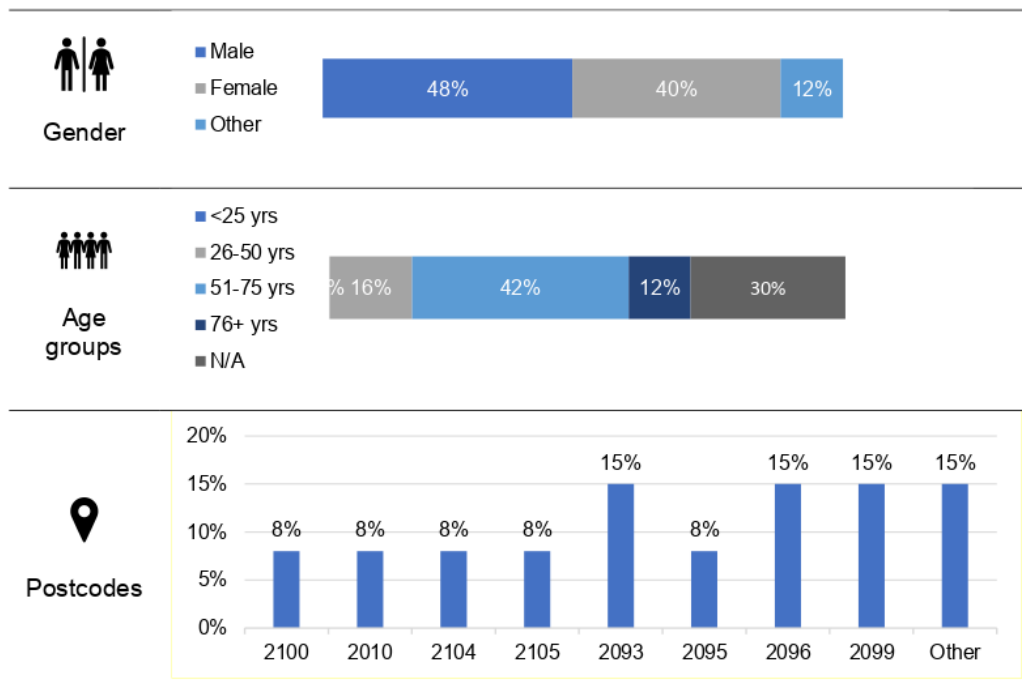
² Across both strategy and policy documents

* Out of the 27 respondents 21 provided comments in addition to responding to the sentiment question

1.2. How we engaged in stage 4

	Visitors: 2,057	Visits: 2,448	Av. time onsite: 1m
Have Your Say			
	Post: 9 (7 Facebook and 2 LinkedIn)	Reach: 85,187	Clicks: 4,168
Social media	Northern Beaches Mums' Facebook posts	Following: 26,471	
	Better Together video (Facebook, LinkedIn, YouTube)	Views: 16,892	
Videos			
	Northern Beaches Review: 1	Readership: 65,000	
Print media and collateral			
	Community Engagement (fortnightly) newsletter: 8	Distribution: 20,000 subscribers	
Electronic direct mail (EDM)	Council (weekly) e-News: 3	Distribution: 150,000 subscribers	
	Community services sector stakeholder email: 1	Distribution: 77	
	Online Workshop: 1	Attendance: 1	
Face-to-face sessions			

1.3. Who responded³



2. Background

Better Together is Northern Beaches Council's inaugural Social Sustainability Strategy.

It outlines the roadmap to nurture an inclusive, safer and better-connected community. It represents Council's commitment to working with the community in setting the core principles and strategic direction needed for the next 20 years to achieve *"a socially sustainable and inclusive community for all"*.

The objectives of Better Together are to:

- provide a long-term social direction that builds upon existing services, social resources and skills in the community
- provide a framework for building the skills and knowledge of the community to respond to social challenges through strong partnerships
- strengthen the ability of the community to recover from unexpected social, political, environmental and financial impacts.

The strategy identifies five principles of socially sustainable communities for the Northern Beaches community to aspire to and outlines the three strategic directions to guide the way forward.

³ Demographic data was gathered by request only. The data represented only includes those respondents who provided this detail.

The Draft Social Sustainability Policy provides guidelines for the implementation of the Social Sustainability Strategy and replaces the current Northern Beaches Community Development and Services Policy.

An independent consultancy, RPS Group was engaged to support Northern Beaches Council in the design, implementation and reporting of community and stakeholder engagement as we prepared the draft strategy (engagement stages 1 – 3). Stage 4 engagement was conducted by Council and designed to provide the community with an opportunity to provide feedback during the public exhibition of the draft strategy and policy.

This report outlines the key findings from the community and stakeholder engagement conducted as part of the entire consultation and highlights the outcomes of stage 4.

3. Engagement Objectives

The engagement objectives for the project were to:

- create awareness and investment in the strategy from the community
- engage broadly to maximise reach, so that community awareness of, and interest in, the strategy is achieved, by capturing the lived experience of a wide range of people living, working, and visiting the Northern Beaches to challenge and highlight the need to focus on safety, inclusion, and connectivity
- strengthen opportunities for partnerships and collaboration with key Council, external stakeholders, and service providers to guide effective implementation of the strategy and first five-year Implementation Plan
- intentionally seek out and celebrate the participation of voices of priority groups, those traditionally less able to participate, are both active and heard in the engagement and help shape the strategy and its Action Plans.

4. Engagement Approach

Community and stakeholder engagement for the Better Together Social Sustainability Strategy 2040 and Policy was conducted over a 12-month period from July 2020 to July 2021 and consisted of a series of activities that provided opportunities for community and stakeholders to contribute.

The engagement was planned, implemented and reported in accordance with Council's Community Engagement Matrix (2017).

A four-stage approach was taken to ensure we heard from community and stakeholders prior, during and following the development of the draft strategy and policy.

- Stage 1: Use the existing evidence base to create a foundation for the Discussion Paper and Strategic Framework that would inform the consultation in Stage 2
- Stage 2: Test assumptions with broad and targeted engagement, test the foundation and flesh out the key areas of priorities
- Stage 3: Test findings and capture the lived experience to create a Strategic Framework with strategic intent and human-centred focus. Then come together with

key partners and those with lived experience in a 'Co-Design day' to review and confirm the Strategic Framework and strengthen partnering for implementation.

- Stage 4: Exhibit draft strategy and policy.

A project page was established and regularly updated on our Have Your Say platform with an informative video and dynamic visuals as new content was progressively added. The page was designed to be active and engaging using colourful, creative motifs and the information presented in an accessible and easy to read format.

The project was promoted extensively during the engagement period through:

- electronic direct mail (EDM) newsletters
- social media channels
- media releases
- local magazine articles.

4.1 Engaging with easy to overlook communities

The engagement included a wide breadth of activities to enable identified priority populations to participate. Youth, multicultural and linguistically diverse people and people living with disability were identified as the most at risk of being overlooked. This was further exacerbated by the constraints of COVID-19 restrictions on face-to-face gatherings in place at the time when some of the engagement took place. During stages 1-3 we undertook the following in order to ensure those in our community that are easy to overlook were able to have their voice included:

- Internal and external briefings
- Workshop in a box
- Online survey
- Community forums
- Strategic Reference Group (SRG) workshops
- Partner and stakeholder workshops
- Co-design workshop.

4.2 Engagement activities (stage 4)

The following activities were undertaken in stage 4:

- Have Your Say (online)
- Form(s)
- Social Media
- Print media
- Electronic direct mail
- Workshop (online)

During the public exhibition (stage 4), a separate project page was created for the draft policy. Submission forms were embedded into both pages.

The submission forms included a question that directly asked respondents for their level of support for the draft documents and an open-field comments box to provide a space to explain or elaborate on their support, not support or neutral sentiment as well as any other feedback they wished to contribute.

Email and written submissions were also invited.

5. Findings⁴

Key themes emerging across all stages of engagement included the following:

- Inclusion and equity - all people want to feel welcome, included and valued within the community, including vulnerable groups such as people who are experiencing mental health or social isolation.
- Safety and wellbeing - these are aspirations for all residents, including priority populations in high risk and vulnerable circumstances.
- Connection - events, programs activities and facilities are essential for connection between priority populations, cultures and generations.
- Diversity - the community is proud of the diversity that exists on the Northern Beaches and wants this to be celebrated more openly.
- Commitment to First Nations people - important to support and celebrate First Nations culture and ensure First Nations people and Indigenous heritage is included in decision making.
- Capacity building - empowering the community through capacity building and strengthening neighbourhoods will build resilience, facilitate connection, inclusion and provide safe spaces for the community.
- Collaboration and partnerships - support from the community and local social service providers to work together to achieve better outcomes for the Northern Beaches
- Safe and connected community - should address mobility, connectivity and transport challenges.

In addition to the above, feedback from stage 4 engagement specifically indicated strong support for the draft strategy and policy, and mostly reflected on the key themes emerging from engagement during the development stages of the strategy.

Respondents who were less supportive raised the question of whether the strategy should be considered Council's core business. Some commented that the policy should include key performance indicators for implementation, monitoring and evaluation.

Detailed feedback and Council's response are outlined in Appendix 1.

6. Conclusion

Feedback collected through the engagement process identified only a couple of themes which have been used to amend the strategy and policy. The results of the engagement process indicated that the findings are supported by the wider public's views and needs.

⁴ Note: This report represents what Council has heard as accurately and transparently as possible by using consistent quantitative and qualitative analysis techniques.



Appendix 1: Verbatim comments and Council's response as part of stage 4 public exhibition.

#	Document	What we heard	Council response
1	Draft strategy	<p>Thank you for the opportunity to feedback on Council's draft Better Together Social Sustainability Strategy 2040.</p> <p>The Women's Housing Company broadly welcomes measures set out in the draft document with particular reference to Council advocating to other levels of government to prioritise innovative action on housing affordability and a housing first approach to homelessness</p> <p>We also welcome plans to partner with community organisations to deliver initiatives including events, programs, and activities that strengthen connection between priority populations, cultures and generations.</p>	<p>Thankyou, we have noted your support and will ensure your organisation is included in all relevant future Better Together collaboration.</p> <p>No amendment recommended.</p>
2	Draft strategy	<p>Please have separate cycle and pedestrian paths everywhere wherever possible. I know from experience in Sydney and the Sunshine Coast in Queensland that combining them is unsafe. Unsafe for the very young and for the elderly. Unsafe with more electric bikes and scooters that can't be heard. Please separate the two, and we will have a safer community.</p>	<p>This feedback relates to outcomes in Move 2036 Council's Transport Strategy.</p> <p>Separated cycleways are generally considered the best form of infrastructure for a cycling network. Council considers if separation can or should occur when planning new infrastructure or upgrading existing shared paths. Separation can be difficult to achieve due to the space required and incorporating this space into the existing build or natural environment. Although there is community support for separated cycleways, there is also very strong community opposition to the removal of on-street parking, existing trees, and green space, hence Council must find a balance to be able to provide safe cycling infrastructure.</p>

#	Document	What we heard	Council response
			<p>Shared paths offer our community a safer cycling environment for those not wanting to ride on the road. Shared paths also benefit other users such as pedestrians, wheelchairs, prams, mobility scooters by offering a wider and more prominent path.</p> <p>The issue of safety on shared path has been addressed by the Transport for NSW Centre for Road Safety through a discussion paper on shared paths (2015). The concluding remarks, based on extensive research and evidence, stated that shared paths represent a relatively low safety risk.</p> <p>No amendment recommended.</p>
3	Draft strategy	<p>All aspects are very well covered in this document - with clearer and more appropriate targets than I have seen in many other strategies - so well done! I think "inclusive" is the biggest challenge for the area - there is an emphasis on "born and bred here" in how people in leadership roles describe themselves here that I have not experienced living in other more diverse areas. I think it's fair that Northern Beaches acknowledges it's not that diverse when compared to the rest of Sydney but it becoming more so slowly. So how council and its staff respond to that change within the population make up will be interesting. There appears to be minimal first nations people living here - it's not clear to me if the AHO museum at Freshwater is open/there etc - so some general communication about them to the general residents would be great! Would love to see more news about first nations people living in the Northern Beaches and their connection to country.</p>	<p>Better Together will support the increased visibility and celebration of First Nations culture and ensure First Nations people and Indigenous heritage is included in decision making.</p> <p>Change to strategy: additional actions to be included in "inclusion"</p> <ol style="list-style-type: none"> 1. Improve connection, engagement, and collaboration with First Nations people. 2. Promote First Nations culture past and present on the Northern Beaches and explore opportunities to acknowledge First Nations People, culture, stories, and place throughout the Northern Beaches
4	Draft strategy	<p>We need to be an outward looking community, not an insular one. It's important that we guard against just reinforcing our own views with those who are like-minded and be willing to</p>	<p>As a community we need to continually seek to ensure that a wide variety of voices are represented when undertaking key decision making. Better</p>

#	Document	What we heard	Council response
		objectively look at our community and make decisions that will make a positive difference, not just comfortable and sometimes self-serving decisions.	Together supports this by championing the role of diversity and participation and making a commitment to support those in priority groups who need additional support to do so. No amendment recommended.
5	Draft strategy	<p>Mobility for non drivers has been greatly undermined by reduced bus services; for the young, the elderly and the disabled particularly.</p> <p>Having to change buses to get to work or even to travel relatively short distances locally has drastically impacted the 3 areas above; you cannot feel included or connected while physically isolated, or safe if having to disembark and reembark several times to get from say, Cromer to Manly.</p> <p>I drive and am way too young to be affected by these issues, but can see the negative impact it has had on the young, elderly and/or disabled family and neighbours. My teenage son had to give up his gym membership in Frenchs Forest as the once 20 minute trip now takes 45, with a bus change at the mall; my neighbour has to order a \$25 Uber to get to the doctor as changing buses is too hard physically ... that's a \$50+ round trip. Not a fun way to spend money for a pensioner.</p> <p>So these 'efficiencies' are having a negative health impact, on the sense of inclusion, connection and safety of these 3 groups.</p> <p>I understand there is local free taxi? But if so, it's not well advertised, and likely only for those who can access it via a concession card.</p>	<p>This feedback relates to outcomes in Move 2036 Council's Transport Strategy.</p> <p>Transport for NSW are responsible for the changes to the timetable with a significant number of bus routes across the LGA affected with those recent changes. These comments will be shared with Transport for NSW for their consideration.</p> <p>No amendment recommended.</p>

#	Document	What we heard	Council response
		Bring back more local bus routes to serve the Community.	
6	Draft strategy	<p>While and inclusive community is important, policies should be designated to support residents and businesses to the greatest extent possible to create a thriving community full of opportunity.</p> <p>Inclusivity can be at odds with safety and it should be very explicit that safety for members of the community in all aspects, particularly children, takes precedent. As examples, drinking on the esplanade is not always enforced after the curfew and public intoxication can be an issue creating an unsafe environment for families and children walking along the esplanade. Friday and Saturday night on the Corso can have large groups of visibly intoxicated and aggressive people that have created the potential for violence and a needed visible police presence as a deterrent to this behaviour and potential for violence is not consistent. There have been some homeless people with mental illness that have harassed families and children around the corso and manly wharf, particularly in the mornings. There should be programs in place that can both be supportive of the individual needs of that person but also ensure the community is safe from harassment or possible violence from someone who may be unwell. Finally, there can be loud vehicles that speed on south steyne and north steyne creating unsafe conditions for beach goers. Clear and explicit standards should be outlined and enforced in the plan. Addressing safety in the community first creates the foundation to have a truly inclusive and vibrant community we all want.</p> <p>Thank you</p>	<p>To support the outcomes for the Safe Strategic Direction, Council has developed a draft Community Safety Plan that provides specific actions for the next 5 years including collaborating with local services to reduce the impact of alcohol and drug use on our community.</p> <p>Council has also established a range of Alcohol-Free Zones and Alcohol Prohibited Areas in the LGA where consumption of alcohol is restricted, and non-compliance can be enforced by Police and Council Rangers.</p> <p>The feedback about loud vehicles relates to outcomes in Move 2036 Council's Transport Strategy.</p> <p>In July 2020 a 30 km/h High Pedestrian Activity Area was introduced in the North and South Steyne areas to provide a more pedestrian friendly environment. Enforcement of any infringements is a police matter.</p> <p>No amendment recommended.</p>

#	Document	What we heard	Council response
7	Draft strategy	A lot of jumbo jumbo with no deadlines. Looks like a lot of money has been spent on this glossy document. We need a Community Centre where people can come and meet fellow residents to undertake activities. Need an extensive Volunteer Portal with lots of opportunities eg bushcare sites all over the NBC.	Council has recently adopted a Community Centre Strategy which will guide planning and management of our community centres over the next 20 years. Better Together recognises the importance of volunteering. Several actions specific to volunteering have been identified to be undertaken in the next 5 years. These actions will investigate a range of options with both organisations and the community to create a shared approach to increasing the role and participation of volunteering. No amendment recommended.
8	Draft strategy	Dog owners who enjoy walking their dogs are being faced with increasingly stringent and exclusive policies being enforced in parts of the Northern Beaches. Recent erection of signs and use of patrolling council rangers, for example, has seen numerous dog owners punished for walking their dogs on the periphery of Freshwater beach this week... where they were amicably enjoying the stunning scenery and hurting no one. It would be wondrous is Northern Beaches council could take a leaf out of North Sydney Council's book, where all park lands are off leash dog areas - making man's best friend and their owners welcome and more included. This also reduces the damage of excited paws on any single park. Furthermore the North Sydney policy has shown this openness to dogs causes no harm to others. Worth perhaps your consideration dare I say? We could even look at having some more off leash dog beaches eg "when the flags are down, dogs can play around" - what a great way to let all residents have access to and enjoy the beaches?	Council is intending to develop a new consolidated Dog Policy for the Northern Beaches. In developing the new policy, and in consultation with residents, we will review the current off-leash areas and potential for new locations as well as quality, size and experience. Council has recently undertaken community consultation regarding the potential to allow dogs off-leash at sections of Mona Vale Beach (south) and Palm Beach (north). In the meantime, we have 29 dog off-leash areas across the Northern Beaches. Details are on the website. No amendment recommended.

#	Document	What we heard	Council response
9	Draft strategy	<p>As far as I can see this is ok PR but not much else. For instance - a connected community! movement by car or as a passenger worsens each year. Our roads are packed with cars, have too many bottleneck places eg Dee Why and poor road surfacing and connectability. The Northern Beaches needs some sort of an underground/surface metro North to South and connecting West and South. Later North too. Instead NBC is backing a white elephant tunnel that no Business Board would consider because it is unviable financially, less needed now and any improvements would last maybe for 2 to 3 years as it encourages even more cars at a huge cost to users.</p> <p>On safety NBC continues to ignore pedestrian safety on dual user footpaths (many of which are too narrow to sustain other than pedestrian traffic). Cyclists increasingly view the paths as their priority - regardless of the elderly and family users. Use of skate boards and other such mobility examples are also dangerous on roads, the Corso and many other mostly pedestrian malls and other public places.</p> <p>These are but two criticisms. But since I know that they will not be practically heeded I won't submit more. Thank you</p>	<p>There are many components of a connected and safe community. Better Together has been developed to work collaboratively with our other main strategies and plans. For this reason, connectivity and safety issues related to transport challenges are primarily addressed through Move 2036, Council's Transport Strategy.</p> <p>No amendment recommended.</p>
10	Draft strategy	<p>While the strategy is laudable what are the goals to be achieved? The proposal is too vague and lacks a problem statement. Is the Northern Beaches that non-inclusive that it must be fixed?</p>	<p>Better Together has 10 outcomes developed with the community to achieve the vision of a socially sustainable and inclusive community. The Better Together Discussion Paper 2020 outlines the key challenges for social sustainability facing the Northern Beaches community that the strategy seeks to address.</p> <p>Extensive consultation was undertaken and while many experience a high baseline of safety, inclusion</p>

#	Document	What we heard	Council response
			and connection, our community told us there is further work to do in this area, especially for our most vulnerable. No amendment recommended.
11	Draft strategy	Drop this gibberish. The council should return to core values: garbage collection, local roads, libraries etc.	Better Together supports ongoing core service delivery through providing strategic direction to other programs and strategies particularly around equity of access. This includes the Library Strategy and Transport Strategy. Page 15 outlines it's integration with existing Council Strategies and Plans. No amendment recommended.
12	Draft strategy	We need a temporary coffee person at the north end of Mona Vale beach to replace the Bronze Cafe demolished by Councils contractor . By councils notices this could last up to 2 years .	Thank you for your submission. Given the proximity of local cafes a temporary coffee provider is not being considered during the temporary works as the area is adequately serviced by existing businesses. No amendment recommended.
13	Draft policy	Stop being woke lefty warriors and focus on core council activities. Social engineering is NOT the role of council. Also, quoting UN orgs is like quoting marxist globalists. Enough of this woke nonsense. All these woke [REDACTED] talking about inclusion are typically the most exclusive of all...they want to include anyone that shares their opinion. ENOUGH ENOUGH BE A COUNCIL- PICK UP GARBAGE, MAINTAIN INFRASTRUCTURE, ETC....PERIOD!	The Local Government Act requires Council to recognise diverse local community needs and interests and consider social justice principles and the long term and cumulative effects of actions on future generations when making decisions. The Policy provides direction for informed decision making that ensures the community has access to the services and supports they need when they need them. No amendment recommended.

#	Document	What we heard	Council response
14	Draft policy	<p>Why is local council doing the job of NSW State Governments, Dept of Human Services, Police and State Welfare Agencies for which we as tax payers already pay for? Federal Government Agencies provide similar services. How much have you budgeted for this and what will be the cost to ratepayers ?</p> <p>I would suggest that ratepayers would be better off if council kept focus on your core business and that is not to be yet another social services division of federal and state governments .</p>	<p>The Local Government Act requires Council to recognise diverse local community needs and interests and consider social justice principles and the long term and cumulative effects of actions on future generations when making decisions.</p> <p>The Policy provides direction for informed decision making that ensures the community has access to the services and supports they need when they need them.</p> <p>No amendment recommended.</p>
15	Draft policy	<p>It reads like a load on meaningless nonsense. Buzzword bingo if you want to think of it that way.</p>	<p>The Policy provides direction for informed decision making that ensures the community has access to the services and supports they need when they need them.</p> <p>No amendment recommended.</p>
16	Draft policy	<p>This is a good enough policy statement but I'm disappointed to see when you refer to access you preface this with 'fair' - I would say it needs to be 'equitable and fair'. Take a look at the UN Convention on Rights people with disability.</p> <p>I also think you should consider incorporating the following: 1: commitment to coproduction with the community. It's all very well referencing partnerships and consultations but if you want to truly lift your game and deliver to local residents through inclusive practices, codesign and coproduction needs to be integrated into your mindset and DNA. It is patronising and certainly not inclusive to seek views and then not invite folk to support you to design and produce services. This is something state govt has been doing for decades now. 2: there is nothing in the policy to signal your approach to</p>	<p>Equity is an essential principle of this policy, listed as a foundational social justice principle that underpins all the activities and decision making undertaken in community services.</p> <p>The role of the Social Sustainability policy is to identify the set of principles and community development activities that will enable informed decision making when delivering social sustainability initiatives. The draft Better Together Social Sustainability Strategy 2040 provides the specific plan, and associated actions, that will be undertaken to reach our shared goals and objectives in relation to social sustainability. It also provides the framework for ongoing monitoring and evaluation of</p>

#	Document	What we heard	Council response
		<p>implementation, monitoring and evaluation. Policy positions are important in setting your commitment and vision but are hollow without a clear alignment and commitment to implementation, monitoring and most importantly evaluation. It's not good enough to offer a list of related policies etc, this is a lazy policy that says to your audience here is a tick box of related things we are doing. Join it up, speak in plain English and make sure to alert us as to how your actions are going to give life to your words.</p> <p>3: take a look at NSW Premiers Priorities - I'd like to see a clear dashboard of policy commitments and tracking, monitoring of implementation, and evaluation year on year so we can have transparency on what council is doing.</p>	<p>the impact of the strategy.</p> <p>Better Together was developed using a co-design model and articulates Council's ongoing commitment to using this approach throughout the implementation of associated actions.</p> <p>The suggestion in relation to dashboarding and reporting is noted.</p> <p>Changes to policy: Update wording to description of Access principle to include the word equitable.</p>
17	Draft policy	<p>"Feeling safe" is rarely a desirable long term situation for any human being to be in. Too much safety is often harmful by omission - it doesn't provide opportunity to build resilience. An environment that is "too safe" often does not provide necessary challenges to the individual - challenges that ultimately offer the individual an opportunity to strengthen their mental resilience and grow in the face of challenges to attitudes, preconceptions and perspectives.</p> <p>I'm all for providing TEMPORARY spaces where persons who have experienced trauma can take some (limited) time out to gather themselves, seek counsel and get back on an even keel, but it must be on the understanding that it is not in the best interests of any individual to be coddled and shielded from the real world over the longer term.</p> <p>And I'm all for equality of opportunity. But I strongly oppose any measures promoting the flawed philosophy of "equality of outcome".</p>	<p>Safety has a broad definition for the purposes of this policy and associated draft Better Together Social Sustainability Strategy 2040 It is recognised that a certain baseline of safety is required by everyone to allow them to participate and engage in capacity and resilience building activities that allow them to withstand and respond to unexpected change.</p> <p>Effective social sustainability policy acknowledges that particularly vulnerable groups may need additional support to level the playing field and allow them to participate in the same way as other members of the community. This naturally will lead to better equality for social, health and wellbeing outcomes and a more diverse, inclusive, and socially sustainable community.</p> <p>No amendment recommended.</p>

#	Document	What we heard	Council response
18	Draft policy	<p>1. Show leadership and advocacy by initiating affordable events using the many and varied council facilities whenever they are free. Many people are free on weekdays 9-3.</p> <p>2. Promote inclusive and connected communities by targeting vulnerable members e.g., people living alone, reserved, or shy folk who don't find social chit chat easy Autism Spectrum Disorder</p> <p>3. Improve community capacity building by facilitating people to assist one another - by making a contribution to someone else the volunteer boosts self-esteem and improves their mental health</p> <p>a) walking a dog when owner's incapacity prevents them taking their dog out</p> <p>b) parents with young families without essential grandparents, siblings or school friends nearby NB families with twins or multiple births in the first 5 years. Families who have relocated for work from Interstate.</p> <p>4. Increase and improve referral and information services Affordable or Subsidised Support Groups using Stress Management and Mindfulness Practices to support those suffering social isolation and depression (compounded by unemployment & COVID) according to their GP's recommendations.</p> <p>5. More social infrastructure. Social activities focused on art and creativity (in Libraries or Abbott Rd Curl Curl Venue) or getting out and about in nature. Council has so many stunning locations which can be utilised in good weather like Manly Dam Shelley Beach or Rowland Reserve with indoor venues as back-up if last minute the weather turns bad.</p> <p>7. Regular programs and services throughout the year. Affordable Social Activities for over 55's & empty nesters or retirees with focus on camaraderie (not romance) look at Meet Up Groups for wide range like cycling, bush walks bring-a-</p>	<p>These are important actions to consider in ensuring we are a safe, inclusive, and connected community for all. This policy underpins the draft Better Together Social Sustainability Strategy, where specific actions and outcomes support the delivery of initiatives to support the activities outlined in this submission.</p> <p>The suggestions numbered 1- 5 have been noted in relation to the implementation plan actions in the Better Together Social Sustainability Strategy and will be considered along with other submissions received to finalise the draft Better Together Social Sustainability Strategy 2040.</p> <p>No amendment recommended.</p>

#	Document	What we heard	Council response
		plate shared lunch Environment Clean Up - council to supply equipment and lunch	
19	Draft policy	<p>A key element of the strategy is "fairness", but this is notoriously difficult to define. How will this policy be operationalised when being "fair" to one group of people may be unfair to another?</p> <p>An example of this was detailed in the SMH, where it was claimed it was unfair for "boomers" to have large houses, preventing families from accessing these properties at affordable prices.</p> <p>One reading of the draft social sustainability policy would be to REQUIRE the council to act to push older people out of their homes, perhaps by direct or indirect discriminatory practices.</p> <p>Even if this was not the intention, in practice this policy could have that effect.</p>	<p>Fairness is important but needs to be understood in the context of equity. Equity is a fundamental social justice and sustainability principle of the Social Sustainability Policy and ensures our planning processes seek to include everyone in decision making, to ensure fair and equitable decisions as made.</p> <p>Council has recently demonstrated this approach to ensuring fairness and equity in tackling complex issues such as housing affordability. Using a process of inclusive consultation council ensures fair and equitable solutions are found and implemented.</p> <p>No amendment recommended.</p>
20	Draft policy	<p>Can the Policy be more specific on:</p> <ol style="list-style-type: none"> 1. The details of the proposed council actions 2. What additional resources the Council may require to implement / administer these actions 	<p>The role of the Social Sustainability policy is to identify the set of principles and community development activities that will enable informed decision making when delivering social sustainability initiatives. The draft Better Together Social Sustainability Strategy 2040 provides the strategic direction and associated actions, that will be undertaken to reach our shared goals and objectives in relation to social sustainability.</p> <p>The commitments in the strategy will be prioritised and included in Council's annual Operational Plan and business plans.</p>

#	Document	What we heard	Council response
			No amendment recommended.
21	Draft policy	It is a lot of what we already have, If we are planning for social sustainability we need something more. Such as; working within schools to reduce homelessness were we could create programs that get kids to meals on wheels or to the women's shelter so our youth are educated on problems that aren't sustainable in our society. This allows for ongoing sustainability as the community is doing the work helping and the council are just the ones initiating the program.	<p>It is agreed that to achieve a socially sustainable and inclusive community it must be done in partnership with the community. The draft Better Together Social Sustainability Strategy 2040 builds upon our existing strengths as a community and is supported by a rolling 5-year action plan to ensure the strategy can remain responsive to the changing needs of the community. This will include identification of specific programs, services, and plans.</p> <p>We plan to continue our work with the community through ongoing consultation and establishing the Better Together Leadership Group.</p> <p>No amendment recommended.</p>
22	Draft policy	<p>It is a long list of very new and currently modern wording totally meaningless, hard to understand its purpose. Perhaps the way I understand it, is that now Council will approve of people living in their cars on council beach parking. We look after people in need so let the visitors pay for it or the rate payers!</p> <p>This Council is on the cloud nine. This document has no concrete proposals only academic divagation, which can be used for any purpose. And will be probably used as a base to increase our rates to pay for this dreamland.</p> <p>We worked hard to achieve "sustainability" in our life or as it use to be known comfortable life in retirement only to be told that we have to share it now with people who did not bother. It all smacks on New Marxist Theory. It is not a social agenda but socialist agenda and I would rather vote members of this Council out than let it adopt it.</p>	<p>The Policy provides direction for informed decision making that ensures the community has access to the services and supports they need when they need them.</p> <p>The Northern Beaches is fortunate to have an enviable level of safety, inclusion and connection. Through the implementation of this policy and the Better Together Social Sustainability Strategy, Council is striving to ensure that everyone who lives, works and visits the Northern Beaches can experience safety, inclusion and connection.</p> <p>No amendment recommended.</p>

Community and Stakeholder Engagement Report

Palm Beach Headland Urban Night Sky Place (Stage 3 of 3)

Impact level: 4

Report date: March 2021

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1. Summary¹

This report outlines the third stage of community and stakeholder engagement conducted as part of the Palm Beach Headland Urban Night Sky Place project between 6 November and 6 December 2020.

The report's content reflects the insights of participating community members and stakeholders who represent special interest groups and organisations, businesses, land owners and the general public, expressed through workshops, meetings and 370 submissions to Council during public exhibition.




A majority of the comments received during consultation were supportive of the project. Some of the benefits highlighted by community members included:

- improved lighting
- an alternate activity for families and young people under 18 years old
- positive environmental impacts.







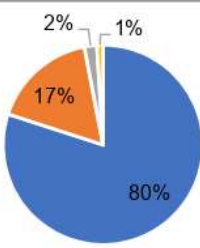

Concerns raised were about:

- impacts on safety of the area
- overuse of the area
- the lighthouse remaining in operation and/or affecting designation.

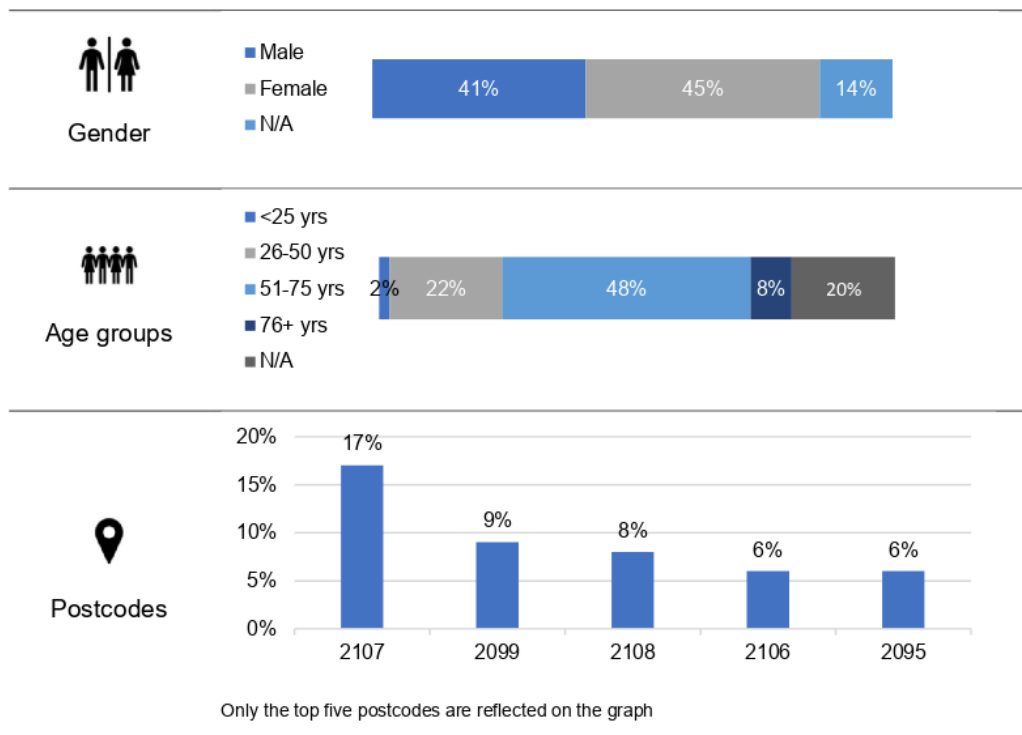
1.1. Engagement snapshot

 Total contributions received		370	
 Have Your Say		Visitors: 1561	Visits: 2027
		Av. time onsite: 1m40s	
Social media	Facebook post: 2		
	1 Council Facebook posts	Reach: 5346	
	1 KALOF Facebook post	Reach: 314	
 Print media and collateral	Letterdrop to postcode 2108	Number: 200	
	Site signs: Yes	Number: 18	

¹ Community and stakeholder views contained in this report do not necessarily reflect the views of the Northern Beaches Council or indicate a commitment to a particular course of action.

	Community Engagement newsletter: 2 editions	Distribution: 20,000 per edition
Electronic direct mail (EDM)	Council eNews: 3 editions	Distribution: 150,000 per edition
	Stakeholder email: 1 edition	Distribution: 18 per edition
	Promotional video: 1	Views: 48
Videos		
	Online information session (Teams): 1	Attendance: 12
Face-to-face		
	Meetings: 3 (mix of online and Teams)	Attendance: 66
Key stakeholder engagement		
	Your Say Comment Form	Your Say and email contributors: 360
Survey and form	Email comments	Your Say and email contributions: 370
		
Sentiment	<div><div>Favourable</div><div>Unfavourable</div><div>Neutral</div><div>N/A</div></div>	
	Social	Access
	Environmental	Safety
	Visual	Traffic
	Amenity	Parking
	Economic	Noise

1.2. Who responded²



2. Background

On 16 April 2019, Council resolved to prepare an application for Palm Beach Headland to be designated as an Urban Night Sky Place (UNSP). The benefits expected from this project include:

- The demonstration that sustainable lighting principles can reduce light pollution to the night sky.
- Education and community engagement on the benefits of sustainable lighting principles.
- An upgrade of existing lighting with the benefits of increased efficiency, reduced costs and carbon emissions and reduction of upward light spill to the night sky.
- An alignment with the NSW Department of Planning & Environment who actively support the concept of Dark Night Sky Planning and promote education programs including 'Dark Sky for Teachers' and 'Dark Sky for Kids'.

To assist with the preparation of the application a project working group was established with key stakeholder membership including local residents, businesses, interest groups and government agencies.

The designating body, International Dark Sky Association (IDA), requires the application for an UNSP to include evidence of community outreach activities and demonstrate community

² Demographic data was captured by request only. The data represented only includes those respondents who provided this detail.

support for the project. Further, the Council report from April 2019 identified that consultation with the community is necessary to determine the level of support for preparing an application for an UNSP at Palm Beach Headland. To gauge the level of support Council undertook this stage three community and stakeholder engagement.

The Community and Stakeholder Engagement Plan was devised on a three-stage approach. Stage 1 has been completed, Stage 2 is ongoing and this report outlines the process and findings of Stage 3.

- Stage 1: Council informed the community about the project and asked for Expressions of Interest from community members for the Project Working Group.
- Stage 2: Council convened a Project Working Group to help review the application process and act as a sounding board for the community. This stage is ongoing.
- Stage 3: Council undertook broad community consultation to gauge community support for this project and address questions and concerns.

Related projects include the Environment and Climate Change Strategy, Open Space and Recreation Strategy, Community Safety Plan and Destination Management Plan.

3. Engagement objectives

- Objective 1: build community and stakeholder awareness of participation activities (inform)
 - The project was promoted via onsite signage, stakeholder postcard notifications, as well as our Council E-News and Have Your Say community engagement newsletter.
- Objective 2: provide accessible information so community and stakeholders can participate in a meaningful way (inform)
 - Information was provided online via the Your Say project page³, including frequently asked questions and links to documents and websites relevant to the UNSP application process.
- Objective 3: identify community and stakeholder concerns, local knowledge and values (consult)
 - Feedback was collected through an online comment form on the Your Say project page, with email and written comments also accepted. Contact details for the project manager were provided should anyone have a question.

4. Engagement approach

Stage 3 community and stakeholder engagement for this project was conducted over a 4 week period, from 6 November to 6 December 2020, and consisted of a series of activities that informed the public about the project and provided opportunities and platforms for community and stakeholders to provide feedback.

The goal was to gauge the general support of the local and broader community for the idea of having an Urban Night Sky Place at Palm Beach Headland, before undertaking any works on site or progressing with the preparation of an application. It was also an opportunity to

³ <https://yoursay.northernbeaches.nsw.gov.au/urban-night-sky-place>

address any concerns or questions people may have and provided useful information to be used in the development of the application.

The engagement was planned, implemented and reported in accordance with Council's [Community Engagement Matrix](#) (2017). A documented engagement approach is outlined in the Urban Night Sky Place Community and Stakeholder Engagement Plan (September 2019).

A project page was established on our Have Your Say platform with information provided in an accessible and easy to read format.

The project was primarily promoted through onsite signage, social media and our regular email newsletter (EDM) channels.

Feedback was captured through an online comment form embedded onto the Have Your Say project page. The form included a question that directly asked respondents for their level of support on the proposal.

An open-field comments box provided community members a space to explain or elaborate on their support, not support or neutral sentiment as well as any other feedback they wished to contribute.

Council ran an information session to provide an opportunity for interested community members to find out further project details and ask questions. The session was held online via the Microsoft Teams platform in order to meet relevant COVID guidelines at the time.

During the consultation period, Council staff attended three relevant stakeholder meetings: the Community Safety Committee (26 November 2020), Youth Advisory Committee (16 November 2020) and the Palm Beach UNSP Project Working Group (2 December 2020). Feedback from these meetings is captured in Section 5. Staff also attended the Palm Beach and Whale Beach Residents Association meeting on 8 March 2021 to seek further comment and clarification on their submission received during the consultation period.

Results show responses were provided from a spectrum of demographics, expertise, experience and understanding of our local government area.

This report represents what Council has heard as accurately and transparently as possible by using consistent quantitative and qualitative analysis techniques.

4.1. Engaging with diverse communities

Lack of access to information is a key barrier in engaging our diverse communities. This project's approach took engagement to community, rather than expecting community to come to Council.

We worked with our Youth and Community Development teams (liaisons to our young people, multicultural communities and not-for-profit organisations/community services) and utilised their platforms and networks to share information, increase project exposure and awareness, and reach a diverse audience. With the Youth Development team's support, we ran a consultation session with Council's Youth Advisory Group whose members shared their views on the project.

5. Findings⁴

Overall, 80 percent of comments received on Your Say and via email were in support of the project. Many people's comments showed a sense of enthusiasm and pride in their Council for such an initiative. In their submissions, many outlined what they felt would be the benefits of this project, including reducing light pollution and promoting an appreciation of the night sky and providing an alternate activity for families and young people under 18 years old.

17 percent of Your Say and email respondents indicated they were not in support of the proposal. The reasons they identified included concerns about overuse of the area and ability of the facilities to meet additional use, safety concerns relating accessing the area and paths at night, and the potential impact on the lighthouse. Clarification was also sought over the inclusion of Barrenjoey Headland in the project considering it is not under Council jurisdiction.

Council heard different perspectives on each feedback theme throughout the consultation regarding the potential impacts of an UNSP designation. For example, where some believed that the lighting changes would benefit fauna and flora in the area, others worried about the potential negative impacts to nocturnal animals as a result of increased visitation. While some felt the activation in the area for this project had the potential to decrease undesirable behaviour, others worried that the lighting changes would promote anti-social behaviour. From a financial and economic standpoint, some were concerned about the associated costs of the project, while others felt the project would be beneficial in that it could increase revenue from tourism in the area and boost the local economy.

The UNSP application is a long and complex process and some people suggest that they would have liked further detailed information for this stage of the process, to assist in deciding whether to support the application or not. This could mean that people did not access the additional information provided on the project webpage, including through links to the International Dark Sky Association website and the UNSP guidelines and in the FAQ section. It also likely meant that for some people, further site specific information around the implementation of the UNSP was required. It is worth noting that the community engagement process has allowed the community itself to provide Council with a list of benefits and areas of concern to consider in preparing the application and associated supporting material.

This community engagement stage also provided an opportunity to guide the development of certain aspects of the UNSP, including event management and safety considerations, to reduce any impact a designation could have. Further information was requested regarding the scale and frequency of proposed UNSP events and also confirmation that the lights in the area were not being removed, rather improved.

Council acknowledges that many comments received indicated support for an UNSP at Palm Beach. The top reasons people had for supporting the project are presented and discussed in Table 1:

Table 1: Key comments received in favour of the UNSP at Palm Beach.

Theme	What we heard
Social	<ul style="list-style-type: none"> Educational opportunities afforded to the community as part of the engagement to be delivered as part of the project An UNSP in this location will provide benefits to overall community

⁴ Note: This analysis does not include any 'late' feedback received after the advertised closing date for consultation.

	<ul style="list-style-type: none"> The potential designation and protection will result in the creation of a place that can be enjoyed by families and future generations Dark sky viewing opportunities provide and alternate activity for families and under 18's The passive recreation and engagement with the environment has the potential to have a positive impact on physical and mental health Increased engagement/connection of community to the natural environment which would be encouraged through the project will enhance the enjoyment of the area
Safety	<ul style="list-style-type: none"> Activation in the area with this type of recreation has the potential to decrease undesirable behaviour through increased passive surveillance The modifications propose to the lighting (improving direction and reducing light spill) has the potential to improve visibility in the area
Environmental	<ul style="list-style-type: none"> Praise for Councils' efforts to reduce light pollution Suggestion of potential additional sites across the LGA to be considered for future expansion of the program Support for the benefits and enhancements expected to the natural environment, including to the plants and animals Benefits to nocturnal wildlife due to the reduction in light pollution Preservation of the natural environment, including the National Park The project would be something to be celebrated
Amenity	<ul style="list-style-type: none"> Positive impact on visual amenity in area as a result of reduced light pollution
Economic	<ul style="list-style-type: none"> Support for increased revenue from tourism in the area Need to use area for social and commercial activity to boost local economy

The top concerns raised about the project are presented and discussed in Table 2:

Table 2: Key concerns raised in submissions

Theme	What we heard	Council response
Social	<ul style="list-style-type: none"> Concern that increased visitation and reduction in lighting could lead to rise in anti-social behaviour in the area (vandalism, loud groups of people etc.) 	<ul style="list-style-type: none"> Staff discussed this concern with the Community Safety Committee who met on 26 November 2020. It was noted that the intention of the project is not to reduce lighting, rather to improve the lighting and reduce upward light spill to the night sky. The Safety Committee commented that improved lighting could result in being able to see people in the area more clearly and activation of the areas for this type of passive recreation or events would be expected to deter unwanted behaviour.

Theme	What we heard	Council response
	<ul style="list-style-type: none"> Concern that this project is being driven by a tourism operator Questions as to whether the project is necessary 	<ul style="list-style-type: none"> Council is progressing the application in line with the Council resolution of 16 April 2019. The benefits include: <ul style="list-style-type: none"> Improve the lighting in the area, to reduce light spill into areas not intending to be lit. The area will remain lit for safety and access. Reduce the upward light spill from current lighting to allow for better viewing of the night sky. For example upgrading old street lights can reduce upward light spill by about 90%. Reduce light impact on biodiversity. Supporting local business. The LMP will be developed in consultation with the businesses operating in the project area to ensure the conditions are suitable for them. This will likely include allowances for weddings, other events and filming for 'Home & Away' etc. NPWS stated that the project may be a "mutually beneficial promotional opportunity for education, community aesthetics and tourism for local land managers and commercial operators" Reducing light spill is also consistent with the recommendations within the recently released National Light Pollution Guidelines for Wildlife Including Marine Turtles, Seabirds and Migratory Birds https://www.environment.gov.au/biodiversity/publications/national-light-pollution-guidelineswildlife It aligns with Council's strategic directions for Places for People, Protection of the Environment and Environmental Sustainability. <ul style="list-style-type: none"> Places for People - Goal 9 Protection of the Environment – Goal 1,3 Environmental Sustainability – Goals 4,5,6
	<ul style="list-style-type: none"> Potential for adverse impacts of the project on local residents 	<ul style="list-style-type: none"> The project working group includes local residents as well as local resident association groups. It is worth noting all these types of activities are already being undertaken within the park and within the LGA.
Environmental	<ul style="list-style-type: none"> Potential negative impacts to nocturnal animals as a result of increased visitation 	<ul style="list-style-type: none"> We do not envisage there to be a significant increase in events at the location due to its designation. The Plan of Management for the area requires regular and commercial activities to seek a permit from Council to run events.

Theme	What we heard	Council response
	<ul style="list-style-type: none"> Concern about potential for over development of the area 	<p>This will allow Council to assess any regular and/or commercial proposals on their merits and potential impacts, receive applicable fees and charges and ensure the level of use is appropriate for the area.</p> <ul style="list-style-type: none"> The improvements to lighting in the area and education on good lighting design are expected to be beneficial to local wildlife.
Amenity	<ul style="list-style-type: none"> Loss of local amenity and lighting Concern regarding maintenance of area and who would be responsible for this 	<ul style="list-style-type: none"> It was noted that the intention of the project is not to reduce lighting, rather to improve the lighting and reduce light spill. Council is working with experienced lighting consultants and engaging with key stakeholders to prepare a plan for future lighting in the area. As it is not envisaged there will be a significant increase in events at the location due to its designation the maintenance should be able to be undertaken within the current maintenance resource allocation
Safety	<ul style="list-style-type: none"> Request for further studies into the safety of regular night-time users of the area Safety of the community and stargazers (access paths and lighting) Monitoring of the site to prevent vandalism Need for more lighting in this area Concern for safety of lone females in area Impacts on Barrenjoey Lighthouse and its importance as a maritime navigation aid 	<ul style="list-style-type: none"> Each event, as is currently required, will need to consider equal and safe access in their planning. Staff consulted the Community Safety Committee to seek feedback on current issues and envisaged issues with the proposal. Council will continue to assess incidents in the area to identify if issues are arising due to increased night-time use The lighthouse can continue to operate in the current manner The current access times to the NSW NPWS headland area will remain, being closed between dusk and dawn.
Traffic and Parking	<ul style="list-style-type: none"> Increased traffic and congestion in the area due to increase in visitation Impacts on parking as a result of increased visitors 	<ul style="list-style-type: none"> It is expected that visitors coming to view the night sky will be coming at times outside of the current peak usage times for beach use, markets, Surf Life Saving Club activities, picnicking, fishing etc.

Theme	What we heard	Council response
Noise	<ul style="list-style-type: none"> Concern regarding increased noise and impacts on residents as a result of increased visitors to the area 	<ul style="list-style-type: none"> It is not expected this type of passive recreation activity to result in impactful noise, however Council will monitor issues being reported during implementation
Economic	<ul style="list-style-type: none"> Concern regarding associated costs of the project Potential for associated costs with proposed events Council expenditure during recession 	<ul style="list-style-type: none"> In 2019 Council allocated \$50,000 to progressing the project application. Further detail on costs associated with lighting changes and signage requirement will be known following the light audit and development of the LMP. Engagement activities are expected to be able to be undertaken within current resource allocations.

Appendix 1 Community and stakeholder responses (Verbatim)*

ID No.	Response to "Do you support Council progressing with an application to have Palm Beach Headland designated as an Urban Night Sky Place?"					Comments/Submission
	Yes	Unsure	No	Neutral	Prefer not to say	
1	1					Absolutely ! Great for kids to explore the universe with their parents
2	1					Absolutely think this is the right thing to do. We need spaces where we can appreciate the night sky. The Southern Hemisphere is witness to so much amazing astronomy and the view from palm beach is spectacular - please please please do this!!!!
3			1			Palm Beach Headland Urban Night Sky Proposal Many years and thousands of dollars have been spent on trying to protect Palm Beach Headland from all manner of intrusion and adverse environmental impact. Night time after 11pm is the now the only time that both local wild life and residents have a chance to recover from the barrage of visitors that we suffer traipsing through this environmentally threatened and protected area of Kuring-gai Chase National Park. The sections of Coastal Escarpment Littoral Rainforest and the Coastal Sand Tea-tree Banksia scrub on the coastal fore dune are both endangered. NBC has just fenced off an area on the north west end of the carpark, all the way around the barbecue and picnic area below to protect it from desecration. The area on the original sand dune has been fenced for many years to facilitate the preservation of the area for native bird and animal wildlife. There has been huge community support since 1938 and 1947 against using Barrenjoey Headland for excessive recreational activity and commercialisation. Later, in 2013, The Palm Beach & Whale Beach Association collected over 9000 signatures for "leaving

* Personal details have been redacted where possible. Spelling and grammatical errors have been amended only where misinterpretation or offence may be caused.

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	Yes	Unsure	No	Neutral	Prefer not to say	
						<p>Barrenjoey as it is". A large rally was held resulting in a media release on 7 August 2013 which included, inter alia, comments from the Hon Rob Stokes, local State Member: - "The NSW Government is committed to retaining Barrenjoey's character, heritage buildings and natural environment." - "National Parks and Wildlife will prepare a detailed concept for Barrenjoey headland in close consultation with the community to guide how the area will be managed." In 2014, National Parks and Wildlife took account of this strong opposition, supporting: - "conservation management planning in guiding and limiting development at Barrenjoey Headland". - "Management of Barrenjoey Headland will be guided by the policies of the Barrenjoey Headland Conservation Management Plan 2012, the Heritage Landscape Plan for Barrenjoey Headland, Ku-ring-gai Chase National Park 2003 and the provisions of the NSW Heritage Act." (Extract from http://www.environment.nsw.gov.au/parkmanagement/KuRingGaiChaseAndIslandsMgmtplan.htm Page last updated: 24 October 2014). In 2016, local community groups were, again, on the case, being against renting out the light house keepers' cottages. A park entry fee of \$5 to visit the headland was proposed but rejected. Some \$3.5 million has been spent since then on improvements, including paved access up to the light house and new toilet facilities in Governor Phillip Park. This year, 2020, Jay Evans of Jaydid Photo advertised two astrophotography shoots/ workshops on 15 and 19 June at Barrenjoey Headland. Mr. Evans is a licensed commercial tour operator, with relevant accreditations from National Parks and Wildlife Eco Pass, running astro events in dark sky locations around NSW. These shoots were advertised with a 5pm depart from the car park below, up to Barrenjoey Light House. The return was for 11pm with departure at 11.30pm. To be fair, the group size was limited to 5 people. Presumably permits were obtained and fees paid? ISSUES - Increased nocturnal activity by human beings in a National Park defeats the precise objectives which formulated the development of the parks originally. - Monitoring the numbers and movement of people. Covid-19. - Securing environmental protection: No Toilets or Water at Lighthouse. - Excessive late night activity, distressing wildlife and residents. * Dunes Restaurant is already open until 11pm and the rear is constantly awash with litter, mess, rats and rabbits. (Photos available since new owners took over.) - Advertising as an "Urban Night Sky Place" will encourage even more 'hoon' type visitors to come, to stop and rest before continuing their anti-social behaviour. This is already an issue for the police. - Vandalism at Barrenjoey Headland has been documented since 1947. When people are wandering around in the middle of the night, such incidents are likely to increase. Burglaries in the local area are already on the rise currently. - Safety is a serious issue. The headland is a cliff face on all sides. The waters can be dangerous, especially at night and rescue facilities will not be easily available. - Commercialisation means larger and more groups on a regular basis. How will it be regulated? Where will the 'line in the sand' be drawn? How is exploitation of the public to be stopped? - Lighting. "It will help</p>

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	Yes	Unsure	No	Neutral	Prefer not to say	
						raise awareness of the benefits of good outdoor lighting design that ensures public safety while protecting the natural night time environment". * The lighting at Palm Beach Headland is perfectly adequate as is for safety purposes whilst not being obtrusive. - Costs. The Urban Night Sky Designation requirements are a completely unnecessary expense and indulgence. Palm Beach doesn't even properly qualify according to the specifications. There is no Visitor Centre. The prospect of future activities is alarming. The need for a management agency not an essential community service. CONCLUSION There is nothing to stop interested individuals from coming to Palm Beach Headland at night to observe and enjoy the night sky (when you can see it with the glare from Gosford). Creating and advertising nocturnal activities in a small area protected as a National Park will bring all sorts of trouble. Money should be spent on more immediate social priorities. The 2002 Plan of Management for Ku-ring-gai Chase National Park notes that it is particularly important in conserving a large area of relatively undisturbed vegetation of the type which gives Sydney bushland its distinctive character. It is also important for conserving vegetation types which are significant in a regional and local context (see Figure 4.1). The littoral rainforest and the Themeda grassland which occur on the Barrenjoey Headland are listed as endangered ecological communities under the Threatened Species Conservation Act, 1995. Open heath dominates the headland which is exposed to strong winds. The two key forms include Allocasurina distyla and Allocasurina distyla/Banksia ericifolia/Hakea teretifolia. Open woodland and littoral rainforest occupies only a small area in sheltered areas of the headland to the south and west. Snow Wood (Pararchidendron pruinosum) and Twining Bamboo (Flagellaria indica) occur in the low closed forest, which is uncommon in the Sydney region, although it is not 48 Two fauna species listed on the schedules of the Threatened Species Conservation Act, 1995 have identified as a community of particular significance in the Park Plan of Management. been found on the headland. They are the Osprey (Pandion haliaetus) and the Sooty Tern (Sterna fuscata).
4			1			
5			1			
6			1			
7			1			
8	1					Great idea!
9			1			
10			1			I would like to see more lighting that actually creates a safer ambience, the opposite of what is proposed here, even if the nocturnal animals are not so happy about it. We have possums and bandicoots in plague proportions already, and the last thing we need is another dreaded bat colony.
11			1			Council could have been more transparent about the fact that this is pushed by a [REDACTED] tour business. It does not feel right to have council calling this "exciting" - says who?

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	Yes	Unsure	No	Neutral	Prefer not to say	
12			1			This idea smacks of crazy green agenda but with benefits to a night tour operator. We all want to look after our environment but this habitat is not natural and is overrun by asparagus fern.
13			1			Not core work for our council.
14	1					This place is amazing for stargazing and anyone seeking a slice of paradise from above and beyond. Please help it to be recognised as the first Urban Night Sky Place in Australia.
15			1			There are other users of the area, not just gazing at the stars.
16			1			As so much of Ku-ring-gai Chase National Park falls into the radius to qualify as UNSP, there is no need to alienate other users of the Barrenjoey Crown Land with these proposed rules and regulations. This is unnecessary and not the kind of thing our council should be pushing.
17			1			
18			1			I do not like Council doing the bidding of a private tour operator who stands to profit from rules and costs imposed on others. There is something very concerning about Council's priorities here.
19			1			
20			1			How about fixing the problem of undesirables gathering in the park at night in the gloomy half light? Who is Council listening to with this?
21			1			
22			1			We vote NO twice. Council should concentrate on more important things. [REDACTED]
23			1			
24		1				The devil will be in the details as always. As a local & weekly+ walker up to the lighthouse, I am very interested in this project. In theory sounds good to protect the area from light pollution at night, which in turn gives native fauna protection and peace by ensuring no surrounding artificial lights. However, we fear it may be a further push by Council/tourism groups/business owners to attract more people to the area, which in turn gives an excuse for more development ie. coffee shops, restaurants, toilets, wider roads, which this area does not want or need. We want it to remain a nature based, low key, quiet place, where fauna and flora is protected, encouraged and people enjoy the beautiful headland and beaches just as they are. The Barrenjoey Headland is such a narrow, confined space. A large section of it was destroyed by fire a few years ago and it has recently been bombarded by tourists since Covid has made local travel more appealing - But no protective strategies have been put in place (ie fenced off areas or 'no entry' signs - assume NPWS is mainly responsible- but also NBC) to stop tourists trampling over the native bush to get to the cliffs and other areas on the headland & around the Lighthouse. This is destroying the bushland and disturbing the native fauna. Urgent attention needs to be given to this issue, before NBC/govt starts spending money on other projects that encourage more visitors to the area (whether it's at

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						night or during the day), when it just can't cope with any more and will lead to the destruction of the very essence of what makes it so beautiful - the native trees, bushland, filtered water views and the peace & quiet.
25	1					Fantastic!
26			1			The Palm Beach area needs more commercial activity now that more of the houses are homes rather than holiday shacks. The existing commercial venues in Governor Philip Park should be encouraged by Council to offer more evening/night trading and activity, not less, as seems intended by this idea.
27			1			
28			1			We have dark sky already, come to Church Point and see for yourselves.
29			1			The Lighting Management Plan looks like extra work for work's sake. We joke about council workers digging holes and filling them in again in order to look busy. Is it any wonder.
30			1			Please don't tell us this will help the nocturnal animals. The sand spit area is unnatural habitat hosting rabbits, foxes and weeds. It is no place for marsupials as in its natural state it would be bare sand and no vegetation at all.
31	1					
32			1			This will mean more signs and we already have too many signs. If Council has the spare staff to be pursuing this kind of thing, why not get them instead to audit and remove unnecessary signs, an initiative for which there is sure to be wider support. Protecting the "dark sky" with new rules, signs and costs has to be just about the silliest thing I've ever heard a Council wanting to do.
33			1			I am dead against another layer of bureaucracy regulating visitor activity in this area.
34	1					Yes great idea as long as people's health and livelihoods are not affected too much.
35	1					Sydney is getting overrun by light pollution, let's keep places for star gazing!
36			1			

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	Yes	Unsure	No	Neutral	Prefer not to say	
37			1			I would like to see more light that actually brightens the place, not the opposite. Better light would help control the hoon problem.
38			1			There is no need to be imposing any change at all on other users - if enthusiasts want urban sky darker than Barrenjoey currently, they can drive down to West Head.
39			1			Council's enthusiasm for this seems all wrong.
40			1			Council, please stop. The sky is already dark and we don't need a night tour operator making money through quasi control of this area.
41			1			Enjoy it as it is - we don't need outsiders imposing rules and regulations for the sake of it.
42			1			This has the hallmark of a pet project by a staff-member with nothing better to do, or Council doing the bidding of a privateer wanting to have some control over how we use Governor Philip Park. Either way, it is not a good look for Council to be distracted by this unnecessary burden.
43	1					This sounds like a wonderful idea.
44	1					This is precious - we need somewhere close to appreciate our beautiful environment & wonders. Please protect it for generations to come.
45	1					Light pollution in Palm Beach has significantly worsened over the past 5 years and I would love to minimise that light pollution so all can enjoy the night sky.
46	1					There are not enough dark skies in Syd to truly appreciate the wonders of the night sky. I support this initiative and will gladly travel there if it is made Urban Night Sky protected area
47	1					I grew up in a small country town (Renmark SA) and loved seeing the stars at night. I've lived in Sydney for over 30 years now and the stars are the main thing I miss about the country. I even bought a telescope years ago but there was so little to see due to the light pollution that I ended up selling it and feeling very disappointed. We absolutely need to preserve dark areas wherever possible, not just for astronomers, but for everyone. Seeing the stars, the milky way and the planets in a dark sky should be considered one of the natural wonders of the world, and everyone should see it at least once.
48	1					
49	1					
50	1					Opportunity to ensure that this site is a recognized site for future generations to enjoy the night sky within the northern beaches
51	1					This space needs to be protected for an Urban Night Sky Space.
52	1					An excellent idea!!
53	1					This is a fantastic project that will hopefully be treasured by the community and be attractive to visitors. We visited the Dark Sky Project in New Zealand last year and it was an unforgettable experience - educational and mesmerizing.
54	1					Just a wonderful idea!
55	1					

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	Yes	Unsure	No	Neutral	Prefer not to say	
56	1					This is a truly wonderful idea and initiative. I support it wholeheartedly as a way to connect us city dwellers to the natural world. Thank you Northern Beaches Council - I sincerely hope the project proceeds. It will be a magical experience for all to enjoy.
57	1					The one thing missing in our area is access to the stars!
58	1					It's beautiful and we need to move closer to nature. This is a great opportunity for education and enrichment for the areas.
59	1					As pressure on the natural environment increases from the built environment we desperately need to preserve some special places with less than obvious attributes. As a keen but very amateur sky watcher the number of locations here on the northern beaches to observe from effectively are staggeringly few. The trend for increased night lighting almost everywhere is destroying the ability of our kids to spot anything but the most bright and obvious celestial bodies. It is almost impossible to show local kids something as wonderful as the milky way with the naked eye, anywhere but a select few locations with dark-skys. By preserving and recognising Palm Beach headland we could become a destination for visitors from other parts of Sydney and NSW. It could be an education opportunity for organised groups. We have the opportunity to help people extend a visit our backyard into the evening and early night to observe, and perhaps boost our local night economy. To me its a 'no brainer'
60	1					This is the perfect locale for such activity which normally requires trip to the central west. Great way to use the land for 24/7 activity not just daytime trippers and ones that are not likely to leave behind such a trail of mess.
61	1					Pittwater Natural Heritage Association is supporting the Urban Night Sky Place Project wholeheartedly as we have become increasingly aware of the importance of the night sky and the effects of poor lighting on the natural world. Research has shown that excessive lighting disturbs habitat, sleep patterns and reproduction rates. It causes disorientation in migratory birds and turtles for example and pollination rates suffer. Recent studies in Australia have shown sleep deprivation in our own magpies due to unnecessarily bright artificial light. The American Medical Association has documented the deleterious effects on human circadian rhythms and the importance of dark skies and quality lighting. PNHA hopes that this project will increase public awareness of the beauty and importance of the dark sky as community involvement, engagement and education is an essential part of the working party's agenda. We hope also that Council itself will work to improve public lighting and encourage households to turn off lights at night.

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						<p>The Audubon Society in the United States ran a very successful LIGHTS OUT program to save their migratory birds which has excellent ideas to reduce the damaging effects of artificial lighting and could be useful for Council in the future.</p> <p>We congratulate NBC on the UNSPP and are delighted to be involved with the working party.</p>
62	1					Yes, as long as dogs are allowed off leash at palm Beach.
63	1					great idea
64	1					<p>I suggest council connects with Coonabarabran Shire Council to get case studies to articulate benefits and alleviate potential fears from local residents. There are also good community information materials at the ANU Siding Springs Observatory between Coonabarabran and the Warrumbungles National Park, so they are also worth a call/visit from the team.</p> <p>ANU reported that the council received a good payback from installing downward-facing LED street lights, reducing energy usage whilst reducing upwards light leakage, and show that ground level lighting is if anything brighter than with traditional street lights. Perhaps we could consider extending the use of these lights beyond the designated Urban Night Sky area to reduce Northern Beaches light pollution, save money and reduce our energy footprint!</p> <p>These guys may also have some case studies of how local businesses have benefited and got involved. For example, some Coonabarabran shops seem to have adopted star systems in their signage, and a real estate agent emphasised "local properties come with a view of Alpha Centauri!".</p> <p>The comments from one participant of the recent online feedback session were surprising, as I have not heard any newspaper reporting of "the recent spate of house invasions in the Palm Beach area" she referred to. Perhaps some actual police stats on reported incidents could confirm if there is any truth behind this assertion, but regardless of the trend, information from Coonabarabran Council confirming illumination at street level does not reduce would alleviate this concern.</p> <p>At Siding Springs, there were also display materials which spoke to the damage done to night birds such as owls and tawny frogmouths by bright sky at night, which would enable you to engage with environmentally-focused residents to get their buy-in.</p> <p>I also believe that the designation would be favourable for the entire Northern Beaches area from an inbound tourism perspective: marketing materials could reinforce the feel-good vibe of our area being so clean/environmentally-friendly/away-from-it-all that even though we are close to Sydney CBD we have Urban Night Sky designation (and allow for favourable</p>

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						<p>comparisons against the higher-density/urban beach-areas around Bondi...).</p> <p>Finally, I wonder if there is an option to engage the NSW Education Department. For example, telescopes capable of giving HSC students views of nearby galaxies and the planets in our solar system cost less than \$2000 (as used by the Coonabarabran astronomer who hosts night shows under the name "Donna the Astronomer"). Perhaps, Avalon High School could become a designated field trip destination for HSC Physics students from across Sydney, and put on an astronomy road show. Or perhaps an entrepreneur could be encouraged to set this up as a new business.</p>
65	1					
66	1					<p>I believe we need to do more to protect the environment through controlling light pollution. As an urban night sky place, it'll teach people that it's important to respect the environment and have measures in place to sustain night life health!</p>
67	1					Great idea
68	1					Thinking this would be positive place for our community
69	1					
70	1					<p>Conserving our dark skies is important for environmental conservation; therefore, it is great to see more efforts towards creating IDA certified dark sky places here in Australia!</p>
71	1					<p>Thank you for looking after the Northern Beaches and thank you for the opportunity to comment on having an Urban Night Sky Place in our community.</p> <p>We think it would be a great idea to protect a portion of our night sky from light pollution. This would mean that we could see our beautiful night sky more clearly.</p> <p>It would be a free family activity that would be both educational and entertaining. We think this is particularly important after Covid19 when many families would like low cost activities.</p> <p>To many people, learning from a textbook isn't enough. They need to see things firsthand. The urban Night Sky Place is perfect for these people. Also, scientists and astronomers like to study the big universe that God has created. This would really help them advance their knowledge.</p> <p>Of course, we believe that any changes should strive not to have negative impacts on surrounding urban areas.</p> <p>If this plan is put into action, we would like to suggest the following:</p> <ul style="list-style-type: none"> • Coin operated telescopes for people who don't own one so that everyone has equal access; • Extra animal shelters and protection in case more nocturnal

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						<p>animals appear in the area;</p> <ul style="list-style-type: none"> • Safety lighting for paths and toilets; • Extra bins so that there is not more litter left behind; • Wide, smooth footpaths and park benches for people with limited mobility and possibly a drive through area or carpark where they could view the sky without leaving their car; • Educational signs on light pollution and how we can all help reduce it; • Educational signs on the Indigenous use of the night sky eg the Emu constellation; and • No smoking for the health of all visitors and people living in the area. <p>Thank you for reading through and considering all our ideas. We really appreciate the way that Northern Beaches Council listens to people who would like to have their say.</p> <p>██████████ Covenant Christian School, Belrose</p>
72	1					Can you imagine what our aboriginal ancestors and even the first European settlers got to see in the night sky above Sydney? This is such a special place during the daytime. Let's make it a special place at night too.
73	1					
74	1					<p>Yes please! I have two teenagers and it would be a wonderful local asset for us as a family to visit and discuss the ideas and issues.</p> <p>And what a fantastic place for our local schools to have as a site to access.</p> <p>We have attended the Astronomical Open Night at Macquarie University and I can see how they and other like groups would be able to host events in the UNSP.</p> <p>Not every day you get to be a 'first' in anything, so please let's say Yes.</p>
75			1			
76	1					
77	1					A progressive idea that demonstrates hospitable inclinations to all interested people and a worthy plan for all.
78	1					This is a great idea. An Urban Night Sky Place for Sydney would be ideally situated at Palm Beach headland. We have visited the Dark Sky Park at the Warrambungles and gained so much from the experience. Dark skies are a valuable and diminishing resource and it would be so good to have this reserve here for the public to appreciate.
79	1					<p>I've experienced one of these areas in Banff Canada</p> <p>They're extremely proud of it and lead guided tours at night to show off the sky to tourists and locals alike</p> <p>I think it would be a tremendous thing for the Northern Beaches and Palm Beach headland a great site</p>
80	1					

ID No.	Response to "Do you support Council progressing with an application to have Palm Beach Headland designated as an Urban Night Sky Place?"					Comments/Submission
	Yes	Unsure	No	Neutral	Prefer not to say	
81	1					Having read, and I think understood, your description of and rationale for designating P /B Headland as an UNSP, I think it is an excellent idea. And if my understanding is correct, it should have significant benefits for wildlife, too? I would be really interested to to hear if you are planning to apply for any other UNSPs. I wonder if North Head would qualify, or if the area is too big? I wonder if Beacon Hill Lookout, Warringah Road, would qualify? It does have heritage value, it is small, and whilst it is surrounded by light, it is not garishly illuminated and it just might return some local civic pride to the area. Thank you for keeping me informed.
82	1					
83	1					Great idea. The night sky is to be cherished, looking up at the stars and wonder of the celestial dome is something precious and akin to gazing on the beauty of natural wilderness. Let's preserve this and create an educational experience for urban children. I've been to Hong Kong and all you see in the sky at night is a blue haze. No stars. People are disconnected there from this natural wonder we take for granted.
84	1					What an exciting proposal and a significant opportunity for the Palm Beach Headland
85	1					My family are avid stargazers. That's how I grew up as a child, looking up at the stars in wonder. I don't understand why we waste so much energy lighting at night with floodlights and poor lighting design. What this dark sky area represents is a start which I hope in years to come becomes legacy that grows to join with more areas just like this. The beauty of the Milky Way need not be something that you need to travel great distances to see. Could council take this a step further and come up with a street light design that reduces light pollution and limits the envelope of the beam. I would really like this considered for my own street.
86	1					
87	1					I believe it will be a special site for locals and tourists to visit to achieve knowledge about the night sky.
88	1					
89	1					
90	1					It would be wonderful go there to chill out from everything urban. Unique and would be a blessing for our community
91	1					Another interesting, positive, caring way to appreciate Barrenjoey. The inclusion of the "International Dark Sky Association" must add quality. Great idea for our locals of all ages to get out and learn more about our sky, especially the Southern Hemisphere Sky that we take for granted.
92	1					
93	1					
94	1					

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	Yes	Unsure	No	Neutral	Prefer not to say	
95	1					<p>A great idea, as previously I had to drive up to Winmalee if I wanted to view a meteor shower or see a trace of the Milky Way etc. as the light pollution within the Sydney basin is horrendous (compared to Australian country regions - it's not too bad compared to the 'night sky' in Shanghai). Palm Beach Headland has great potential as an UNSP for Sydney, as it has open ocean to the east, a reasonable 'buffer' of Pittwater and National Park areas to the SW/West/NW which is less developed and prone to light pollution than most urban areas of Sydney. So, modification of local lighting will enhance this areas potential as an UNSP.</p> <p>HOWEVER, one of the requirements for an UNSP is "Allow for regular, night time public access to the site with or without supervision". Last time I walked to the top of Palm Beach headland to look at the Barrenjoey lighthouse area it was a difficult walk (no proper stairs/sealed footpath) from the nearest parking area (Governor Phillip car park). So even in broad daylight it had trip hazards and would be difficult to cart my 10" Meade telescope up there. Or for young children, elderly or handicapped to have staff access.</p> <p>According to SydneyCoastWalks.com "Track Conditions: Marked track. Some uneven natural stone steps. Grade: The track goes straight up the side of the headland. Steep in sections, some people may find this tough." (even when not carrying a telescope!)</p> <p>So, while designating this area as an UNSP and STARTING improvements with controlling/reducing the local light pollution will be a great start, to make it a useable UNSP will require better access in the longer term (eg. a broad, sealed (or at least gravel) stairway/path with red led route markers along the sides of the track, and some reflective tape on all step edges). Smugglers track can probably be left as a difficult, semi-natural bush walk, but at least the longer, gentler 'access track' (Barenjoey track) would need to be improved considerably to make this a really useful UNSP.</p> <p>Perhaps a ten year plan of gradual track improvements?</p> <p>But even then, access will not be ideal.</p> <p>West Head Lookout or the grassed area south of the Resolute Picnic Area car park would be better suited as a UNSP (much better access as you could drive there with a telescope in the boot), but they are within the National Park, so access isn't free and also restricted to daylight hours (!). And getting anything done to create an UNSP there would be difficult (NPWS tends to treat public use of National Parks as a nuisance to be minimized, not the main reason National Parks exist).</p>

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96			1			Subdued lighting or otherwise will spoil the desired viewing of starry skies. Even on the water around Lion Island there is too much light to enjoy the heavens. Its nonsense to suggest otherwise.
97	1					I would like to be able to go there and experience the wonder of seeing stars and darkness.
98	1					I think this is a great idea.
99	1					this sounds like a great idea to allow people of the northern beaches to see the night sky in all its glory
100	1					At last, a decision to preserve that beautiful, unique, irreplaceable area.
101	1					I think this is a fantastic idea. I would also love to see the council adopt a policy to reduce light pollution from street lights across the northern beaches. There are street lights that don't use sodium lamps, and only project light down, not up. More info here: https://www.darksky.org/our-work/lighting/public-policy/
102	1					I think that protecting the night sky to be enjoyed by all, while protecting public safety is a fantastic initiative. It concerns me greatly how much light pollution is generated in urban areas such as the Northern Beaches and Sydney in general. As well as the environmental and aesthetic benefits of Palm Beach Headland being an UNSP, I also think that controlled tourism could be a fantastic revenue generator that would help make the initiative sustainable.
103	1					
104	1					I think it's a great idea, Barrenjoey Headland is a very special place and to have it designated as the first in OZ would be a 'feather in our environmental caps'. I guess it could have a positive outcome for the avian population, permanent and transitory also. We witnessed a pair of powerful owls there near the old customs station sign several years ago.
105	1					I'm certainly in favour of a UNSP in our council area and hope that this is the best place. I haven't been up to the lighthouse area at night but would have thought there is a lot of surrounding light from Palm Beach and from the Central Coast across the water. Is there a darker area within our council boundaries? Having access to a location to view and show off our beautiful stars in natural darkness without having to travel to central NSW will be very exciting. I hope that some telescopes will be made available for the public to use as well, with some able to attach cameras.
106	1					I think this is a wonderful idea and a chance to educate residents and council on lowering or turning off unnecessary lighting which will also save electricity and help migratory and shore birds from being disorientated at night.

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107	1					Sounds like a clever way to preserve the natural environment and at the same time engage people to come and enjoy the peace and quiet and wonder of the night sky.
108			1			The area is in the light path of Gosford lighting so it is not totally dark. By making the park dark with no lighting it takes away local amenity for the local rate payers and residents. It would also encourage more traffic and parking congestion severely affecting the local residents. There are major problems in the area now especially on weekends and holidays and this proposal will only add more serious problems.
109			1			The area is in lights of Ettalong, Gosford, across from Lion Island. Totally dark making area dangerous. Takes away from our local amenities. Traffic is already impossible- traffic congestion.
110			1			Why are you wasting money on this? The headland already has no lights, in fact can it even be called an "Urban Sky"? Its basically bushland.... There is no significant artificial light there... How is having it designated achieving anything? This has got to be a joke.
111	1					More of this, light affects so much of our nocturnal wildlife and it's a small thing we can do that should be greatly extended. Wish many of our suburbs could be less bright at night also, and the new street lighting helps.
112	1					I love the idea of the urban night sky being recognized in Palm Beach. What a progressive council. I am looking forward to attending a tour.
113	1					Love this proposal, thank you!!
114	1					
115	1					It is exciting that Council is prepared to act to protect one of the great sights of our area: the starry night. Thank you for taking steps to ensure this view will be available for future generations, when so much of the world has lost it.
116	1					I strongly support the application for Barrenjoey headland to become an Urban Night Sky Place. Furthermore I urge Council to institute a policy to encourage the reduction all sources of light that interferes with star-gazing anywhere and however possible. The sight of buildings and landscaping, public and private, is usually a attractive sight but I think that the loss of the sight of the night sky should be balanced against the use of so much lighting. It would take a long time to achieve change but starting to developing a policy would raise awareness of the issue.
117	1					I think cities as such are lit up at night far too much. It is not necessary to have such brightness. Whole highrise office buildings keep their lights on, with nobody inside. Why? Less light also saves on electricity. We know now, that animals get confused with light at night, and it seems even trees and plants react. My son bought a good telescope some time ago, but has almost given up the sky search, because the dome of light over Sydney is too bright. At the very outside, at Palm Beach, we may have a chance to see the stars. Please help.

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118	1					
119	1					As a family we have regularly gone up to palm beach lighthouse to see the southern sky, and have spent many happy hours taking photos whilst enjoying a midnight picnic with others. My children still recall viewing the arc of the Milky Way whilst spotting satellites and meteors. I would be very sad to see this privilege lost to my (Hopefully one day) grandchildren.
120	1					I work with youth from the Kimberley staying in Sydney for weeks at a time. They miss their dark skies and speak of the benefits so strongly. Let's give our northern beaches youth and us all the opportunity to see all the beauty and specialness of dark night skies - our mental well-being as individuals and a community would benefit.
121			1			Please, no more traffic being directed to palm beach. There is only one road in and out which is already horrendously congested with visitors. This will only encourage more traffic - with more car noise, fumes and ironically, lights.
122	1					Why just Palm Beach? What about the whole of the council area??
123	1					It would be an excellent addition to the Northern Beaches area and will inform the kids about the beauty of the night sky!
124	1					Make it into an attraction ! . Some people are specialists at night time sky photography . Light pollution is a major issue.
125	1					
126	1					Many people no longer know what a starry sky looks like which is very sad. Let's have at least one area where we can enjoy the thrill of a night sky unpolluted by lots of glaring and often unnecessary lights. Hopefully this idea may take off and lead to other locations with dark nights or even just a bit darker,
127	1					I live at palm beach and treasure the amazing night sky we still see. I understand the importance of the night sky for native fauna and believe we have a responsibility to preserve it. So much of the natural world is being taken away from us: increasing size of houses, more builds, more 'streetscaping' all mean brighter lights and it is essential to slow this process down and know the night sky needs protection. Please pass this proposal and allow nature to preserve over man for once.
128	1					It is very healthy for the community and visitors to be able to enjoy and be part of the nature.
129	1					Palm Beach has the easiest access dark skies near Sydney. I frequently photograph the Milky Way there but am hampered by the street lights spilling over into the photo. Making it a designated Urban Night Sky Place would make a huge difference.
130	1					I would appreciate initiatives to do what we can to lower the light pollution at night. Palm Beach allocation would be wonderful. I'd also like to see simple things like streetlights that focus light down, not side wards. Easy to do, but it has to be thought of before commissioning of new lighting.

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131	1					It would be great to add another place to the very short list of places in Sydney that are suitable for astrophotography.
132	1					
133	1					Coming from a rural area I really miss seeing the night sky with no interference from lights. I think having such a place in Sydney would be fantastic. It is a part of getting back to nature most people never know.
134	1					After my family member returned to Sydney Australia, I visited Palm Beach in 2019. It is beautiful and one of a kind place, so close to city and yet so remote. This is the place I would go to watch night sky and enjoy sea breeze, fresh air and away from the crowd in day light. This is amazing place that deserves to be kept as such.
135	1					Yes please! I guess all we need is a safe walkway to get up and down without creating too much light!
136			1			<p>There are nocturnal native animals that will be further disturbed. There is already too much traffic in the Headland, too many people are loving it to death.</p> <p>Upkeep of the park is not being kept up to standards at the moment. There are cars and motor bikes that disturb the headland and Governor Phillips Park already at night. the safety concerns have not been addressed. More people will mean more safety issues.</p> <p>Is this a not for profit project? If not, I oppose commercial activity in community parks.</p>
137	1					<p>This will be a wonderful opportunity for young and old alike to enjoy the wonders of the night sky so close to Sydney. Make use of this great resource for night time viewing.</p> <p>This is a rare patch of dark sky.</p> <p>Losing it will be detrimental to the future of the area, which is known globally as a calm oasis and this includes its dark skies.</p>
138	1					I stumbled upon Palm Beach as a dark sky site last year. I was amazed at the clarity of the sky. I TOOK THIS IMAGE THERE [image supplied as attachment]
139	1					The value of Not Losing a dark sky in this area can not be gained via commercial means. Its a natural phenomenon given to us freely. To lose that would cost the council more than any other revenue raising initiatives. Once its gone, its gone. In fact, its currently globally famous as a dark sky oasis of Sydney. Only heaven knows what would happen if that was lost? I myself gaze at the stars there and take astro images with peace comfort and joy knowing im not far from home.
140	1					
141	1					
142	1					
143	1					Yes and this should be applied to as many places as possible.
144	1					Encourage people to appreciate the beauty of natural environment available to them in their surroundings.

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145	1					I'd like to see light pollution reduced across the northern beaches as much as possible, not just at Palm Beach.
146	1					The night sky has guided humans since ancient history. It is awe-inspiring, soothing, and comforting. In our modern world, we tend to lose contact with nature. All the lights around our big cities leave us unaware even of moon phases. The few remaining pockets of dark sky must be preserved for generations to come!
147			1			The headland is a beautiful peaceful natural sanctuary , a breath of fresh air at the outskirts of urbanism , a last vestige of natural tranquility . Leave it alone .. no lighting required or wanted .we don't want to encourage more and more people stomping their way up to the light house at all hours of the day and night. Sun rise does a great job. LEAVE IT ALONE !!!
148	1					Sydney would be a much nicer night time place to live and sleep with street lights that light up the pavement and not the night sky.
149	1					
150	1					I think it would be such a privilege to have a night sky viewing place so accessible to city dwellers
151	1					Such a wonderful idea. Urban kids have not experienced the stars like their country counterparts
152	1					We need more natural places in the world, where we can go and relax, be one iwth nature and meditate for stillness and mindfulness.
153	1					Having enjoyed the magic experience of a Night Sky Place in New Zealand, it would be very special to have such an environment so close to public access on the northern beaches. It will be of even greater value as the population grows and it becomes more difficult to find somewhere dark enough to enjoy the stars. We need to encourage our residents to stand outside in the dark and follow the constellations and satellites as they move across the sky. So easy now with computer programmes to assist with identification. A magic experience that costs us nothing and gives the utmost pleasure.
154	1					Wonderful idea and initiative by Northern Beaches Council. How exciting to be part of an urban dark sky park! Inspirational looking at our universe and also about learning how important it is for animals and insects to have dark skies at night. Us too. Just such a great plan.
155	1					

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156			1			What on earth is wrong with a head torch or torch? Lighting the track will create light pollution in this last little spot on the peninsula that has not been suburbanised. It already has new steps, a road and a toilet block, next will be another dreaded proposal for a coffee shop! Please do not continue to whittle away at this LAST super special place - lighting the path with the proposed 35 lighting fixtures would completely ruin this beautiful walk at night not to mention the blinking of lights on and off through the night (noting some are movement activated).
157	1					Both my husband and son are very keen amateur astronomers. It would be so convenient and wonderful for them if they could do their star watching locally rather than to travel outside of Sydney to get a dark sky. Hopefully this would also encourage the younger generation to have an interest and learn about the universe that we live in.
158	1					What a favourite idea, of benefit across everyone in the whole community now and into the future
159	1					This a great idea - congratulations to all concerned. For one thing, the excessively bright party lights [REDACTED] have long been an intrusive blot on the otherwise relatively natural landscape (particularly in winter); hopefully they will get rid of them.
160	1					Definitely support the UNSP application. The last time I visited Barrenjoey for a lunar eclipse the lights [REDACTED] were full on and could not see the moon at all, so I hope that residents and businesses in the area come on board.
161	1					
162	1					It's a start! Council should endeavour to limit light pollution all over the Northern Beaches.
163	1					
164	1					More attention should be given to light pollution generally. There is no need for large advertising signs after dusk such as Woolworth at Mona Vale. We need to call it out as pollution.
165	1					
166	1					We see so few stars now. It would be great for everyone including children to see this.
167	1					We live in a very special place - so let's keep it special by having Palm Beach Urban Night Sky deemed a reserve for viewing, - but DON'T TURN THE LIGHT OFF !!
168	1					
169	1					We are very fortunate to have these night sky views so close to a city. Sensitive night time use of the headland would wonderful for both locals and visitors. Access should be balanced with the need to maintain environmental values and amenity for local residents. Use of guides and organised groups could be considered to manage visitor numbers and impact.

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170			1			There is no information provided upon which to make a decision. Thus the default is the status quo. Specifically, there will be significant costs to bring this area up to Dark Sky standards, including potentially changing lighting in community, residential and commercial settings. Safety of the community and stargazers has not been addressed (or even mentioned). And there is the commercial aspect. The proposer runs an events business based on dark sky gazing, but there is no mention of that aspect, or a possible fee accruing to Council which might subsidise businesses and residents for additional costs etc. This is a conflict of interest.
171	1					I think it's a brilliant idea that absolutely needs to be pursued!! The opportunity to be the first in Australia to have something like this cannot be passed up and must be taken. It would be a great claim for the council and it would be incredibly popular amongst teens as stargazing is a much desired but scarcely available thing.
172	1					
173	1					It is a wonderful idea and more able to access a darker sky at Palm Beach. People of all ages are enchanted by the stars
174	1					I feel this is a fantastic initiative that will allow many more people to enjoy the incredible experience of astronomy. I expect to visit and use the UNSP at least monthly.
175	1					For the people who are interested in astronomy, there are very few places closer to Sydney. With the geographical setup, Palm Beach is one of the best and easiest places to protect the dark sky as it is already dark to some extent. Considering the lighthouse area where people get 360 uninterrupted open views to the sky make this place so special. Then considering the population, density, and traffic that makes more sense as well.
176	1					Gazing at the night sky is an awe inspiring experience. It takes us out of ourselves, opens our minds to the vastness of the natural world and is incredibly beautiful. When I visit the Central West of NSW I star gaze. It would be fantastic to cut out enough artificial light so we could star gaze at Palm Beach. I really hope this project is successful.
177	1					
178	1					
179	1					Yes, I support this but would like to see some additional development at the headland to create more than just the name of a site of interest and preserved light viability

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180			1			Are you opening a visitors centre and putting lighting all the way up to the lighthouse. It is unclear. it is a national park and I would expect protected. I live in PB and am a frequent visitor to the lighthouse. There is beauty in not having those first world elements pushed into such a place as it is there for all to enjoy that beautiful freedom. Walk up with a torch as many people do. I feel it is a folly to sell the idea of night sky tourism when you are looking up to the sky through the vast lumens of a lighthouse. Inevitably that sense of adventure it still holds for future adventurers will lessen the more we inflict upon it. Is it all about a visitors centre and why. Create a star gazer app mapping both skies and landforms from that location blended with a strong indigenous perspective which Pittwater urgently needs.
181	1					
182	1					It will be great to have a dedicated place. Thank you for initiation.
183	1					This is an outstanding initiative and will allow Sydneysiders to enjoy the night sky close to home. The tourism opportunities are huge, and I know I would visit much more often if this proposal is implemented.
184	1					Have always lived close to Palm Beach and wish to remain so, with the beautiful night sky never changing as the surroundings continuously do.
185	1					I think it is a fantastic idea.
186	1					Having a reserved dark sky location is important to avoid the ever increasing light pollution.
187	1					I support and encourage 'dark sky' lighting design across the whole LGA
188	1					Fully support the application
189				1		before I start, I disagree with my last comment that I made like a few mins before. I think Palm Beach should be designated as an Urban Night Sky place because I think it would really cool and interesting.
190				1		I think that I would agree with this idea but because there is a lighthouse, which I think pays respect to someone who died, I wouldn't go with this idea. Also, the lighthouse majorly helps boats go where it should go.
191	1					Been to Uluru and the sky blew me away and struck home the city light pollution.
192			1			We already have far too many tourist in the area and this will only increase this. It would require further development of the headland, which is unnecessary and increase noise at night time.
193	1					
194	1					
195	1					We refuse to understand the effect of too much lighting, in urban areas, on our unique flora and fauna! The effect is huge, in a negative way!! I'm all for public safety, but council and citizens can do much better!!! And by doing so, investing in smarter and environmental friendly solutions, every living thing benefits!!!!

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196	1					I love this plan and would look forward to its implementation
197	1					Sounds amazing perfect location
198	1					We have a good size telescope which we had to relocate to rural NSW because it was too bright to see anything in Sydney. Out there we can see the moon so clearly, and the moons of Jupiter! We would love to have a place in the Northern Beaches to go and view these amazing sights.
199	1					That would be a wonderful place to take my telescope to and view the sky with minimal light pollution.
200	1					Great idea!! Glad that you are thinking about different ways to engage the community and make use of public space. Especially through COVID, the night sky has become clearer than ever which provides a wealth of discovery for people of all ages.
201	1					
202			1			This seems an unnecessary thing for our council to be doing - I'd rather they fix the pathway there instead of reduce the lighting. Who sets these priorities?
203			1			Are you serious? The park needs more light not less. Personal security should not be brushed aside as a token consideration. We also need to promote commercial and social activity here, like evening celebrations and outdoor cinema. This proposal would quash all of that.
204	1					I think this is an amazing initiative!
205	1					
206			1			This kind of thing makes people angry. We are in the beginning of a deep recession with high unemployment and many on reduced income, and here is Council wasting time and effort on something completely unnecessary. If someone wants low-light conditions why not go over the other side to West Head? There is no need to cause inconvenience to other users of the Palm Beach spit area with all this new red tape.
207	1					great idea. highly supportive.
208	1					Reducing light pollution by introducing lower-power properly directed street lights is a great initiative across the council area. Having been in Coonabarabran recently, the wonders of the night sky are well worth pursuing.
209	1					I would very much like to learn more about the proposal, it sounds exciting.
210	1					I think this is a fantastic idea. Supposedly at Duffys Forest we too should see a fantastic night sky. And we did 42 years when we first moved here! But we have progressively noticed the relative weakening of the starry starry night sky due to light contamination from the Belrose, St Ives, Hornsby areas.

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211	1					I've watched the moonrise many time from the north end of palm Beach and . I've even filmed it as part of my "Minutes by the Sea" project. To know that designers, administrators and others are conspicuously aware of the value of seeing the night sky is encouraging. I certainly support any efforts to preserve access to the night sky as part of any effort to ensure public safety.
212	1					This is great idea. How about installing a cable car for older people who can not reach the headland by foot??
213	1					
214	1					What a great initiative, We will love to see it!
215	1					Some study needs to be done regarding the safety of regular night-time users of the area - single women are particularly vulnerable in underlit areas, but in principle I do support Council's position.
216	1					At the moment we have to travel a long way to be able to see any kind of stars properly. This would be a fantastic option.
217	1					A wonderful and inspiring venture for all ages. Yes please, I fully support assigning this area for night sky watching.
218			1			Oh please, can council just stop with all these distractions? Amalgamation was meant to see cost-savings, not new excuses to spend money. If staff have time to be pushing this kind of thing it tells me we have too many staff.
219	1					Not sure status of introducing toilet facilities on the headland also. But I strongly object to any toilets here and sadly, would imagine required security lighting at night would interfere with night sky concepts
220	1					
221	1					I think it sounds great! Would you still have to walk up to view?
222	1					I regularly take my kids outside to see the space station, Mars, Jupiter and Saturn when in close orbit. They love it. We recently drove 5 hours to find a dark zone to view the stars, why not Locally? Amazing idea I fully endorse
223	1					A fantastic idea! Thanks to everyone involved for making this happen.
224	1					Sounds amazing, please make this happen!!!
225	1					This is a great initiative to get people to appreciate the World Beyond Netflix.
226	1					What a great opportunity. I do hope this will be successful
227	1					As a keen amateur photographer people are often amazed at the night sky shots taken around this area. The quality of the dark sky here is impressive and should be preserved for everyone to enjoy that sense of wonder seeing the night sky so close to a major city.
228	1					As part of the [REDACTED] Cromer Campus are devising a program to be implemented in 2021 around the Dark Skies Project initiated in the junior school program by Dubbo Distance Education. Cromer will be extending this program into the High School context for other schools to

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						use. Having a resource so close to us is wonderful and we hope to include it into our program.
229	1					The one thing I miss is to look up into the night sky and see a multitude of stars that make up the milky way. It will be difficult to find a dark night around Sydney sky to achieve this but probably this spot is the best we can do. So I support this initiative.
230			1			Anything to make Governor Phillip Park darker at night is madness. There is a well known issue with rev-heads coming here at night. Increased lighting, so as to promote a greater feeling of safety to other users of the space, is what Council should be prioritising instead. Increased use by others is a proven solution to driving off antisocial behaviour, and this is more important than what appears to be nothing more than costly symbolism proposed here.
231	1					We have gone up there a few times to look at meteor showers etc it would be fantastic to have a clearer view.
232	1					Fully supported - a necessary and valuable step for amateur and scientific communities.
233			1			PB is OK as it is - there's no need for management plans, rules and expense just for the sake of it. This is not what we're wanting from our local council. The benefit of this proposal looks like it is more symbolic than anything, but it is not a core function of council and is sure to involve cost and complication down the track.
234	1					I believe the proposed UNSP for Palm Beach headland is a brilliant idea. All you have outlined in the proposal makes so much sense and another first for our wonderful City of Sydney.
235	1					My only concern is the Barrenjoey Lighthouse. This light is important for navigation, and presumably cannot be turned off; so what impact does that have on sky visibility? But if it works with the lighthouse, then its a great plan.
236	1					Even better if we could drive up to it in daylight and then watch sunset and do out stargazing. It will be a bit difficult for some to walk up the hill carrying telescopes and then set up. We will probably be bringing picnic baskets as well as telescopes and chairs!
237	1					This proposal sounds great - a very useful contribution to keeping our natural environment connected to the people of the Northern Beaches and the wide area of the Sydney basin as well as visitors to our wonderful part of the world.
238	1					A wonderful development.

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239		1				I am dubious of the practicalities of the headland being suitable for such a site. By nature significant access pathway lighting would be required for night time visitors to safely access the site. This lighting would of course be designed to be minimal and therefor may leave council exposed to litigation should a visitor suffer injury and claim insufficient lighting as a primary reason. I believe a site which is shielded by natural escarpment from surrounding residential light would be more suitable. For example; Somewhere near the Telstra Satellite Earth Station at Oxford Falls.
240	1					
241	1					Great idea, but I'm not sure how feasible it is given proximity to population centres - presumably real experts have been consulted and advised that this is feasible?
242	1					Excellent idea.
243	1					A great initiative to help our community get re-connected with the natural world!
244		1				Wonderful idea in principle but not made clear what the cost would be; both fiscal and practical eg replacing street lighting. Seems hard to understand how people can give educated responses. Those living nearby will worry about direct impact whereas those living further away will probably like the idea (I do), but maybe less so if they think it would divert fewer funds to elsewhere if the costs are high. Transparency please.
245	1					I have been privileged to see the night sky in the desert and miles out to sea. What an awesome experience. Great to enable those who live in the city to share that sight.
246	1					brilliant idea. most people living in cities never get to see the wonder of the night sky.
247	1					Light pollution has adverse consequences for many species so reduction of unnecessary lighting is helpful where possible. Encouraging people to appreciate the night sky is positive for those able to enjoy the experience. Consideration should be given to lighting throughout the local government area, in terms of type, intensity and the direction of illumination.
248			1			What a hair brained scheme this is!!! Northern Beaches Council has been noted as having the highest level of debt in the state. What Rate payers need is a Council working to address the poor roads, maintaining the parks we already have and every other measure that they are employed to do e.g. reducing debt. I hope Council will reconsider this outrageous waste of money and throw the idea in the waste bin where it belongs and get back to the real work in the real world.
249	1					
250	1					A fantastic idea if the council can pull it off, with so much artificial lighting around . Moffat ... Dumfries and Galloway, Scotland, UK was the first there and very successful. VISIT MOFFAT is on Facebook , if you wanted to get in touch.

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251	1					Beautiful step towards embracing our environment more openly and lovingly xx
252	1					
253	1					
254	1					
255	1					
256	1					
257	1					Combating light pollution is a worthwhile objective
258	1					
259	1					
260	1					
261	1					What a great idea! A wonderful addition to the natural environment on the Northern Beaches.
262	1					
263	1					So fabulous to think that our council might finally support something like this. I last took an urban night sky photo in the late 1980's in the Northern Beaches (still have the photo; everyone loves and learns a lot from it) but would struggle to take such a photo in the last few decades here.
264	1					I think it is a good idea. As the area is very isolated, what arrangements will there be for transport and parking? Will the facility be staffed permanently? If people want to go there without supervision I would be concerned about vandalism and safety.
265	1					Astronomy is gaining momentum with space race so it would be important to facilitate understand in community by having an accessible Urban Night Space.
266	1					
267			1			I do not agree with this project where it is being suggested, at Palm Beach? I checked the Blue Marble glare site and Palm Beach is right in the middle of the glare map! Try Terrey Hills/West Head, according to the Glare map they would be a better chance to go through the rigorous application process and be successful.
268	1					
269	1					I think this is a brilliant idea. I look forward to seeing how it progresses. Good thinking!
270	1					Having lived some time in the bush in areas without artificial light I can appreciate the idea of seeing the stars unhindered.
271	1					With so much development on the northern beaches, what a great way to share nature with our children and visitors.
272	1					Excellent idea , fabulous for children to learn the wonders of the sky
273	1					

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274			1			Council are falling behind on their basic responsibilities, kerb and guttering, illegal car parking, street cleaning etc etc, this proposal does nothing to promote promote basic rate payers services.
275	1					A great idea to preserve natural night sky in urban area
276	1					Omit the Barrenjoey headland as the light can't be turned off. Also too dangerous going up there at night.
277	1					It's progressive, trail blazing and essential. Some people will never have the opportunity to see the sky free from artificial light. This is a step in the right direction to broaden this opportunity.
278	1					Star watching is wonderful on that isthmus. The idea of reducing unnecessary night light to support nocturnal creatures is most welcome. I applaud this initiative!
279	1					Wonderful idea whilst we still can
280			1			People will just leave the place an absolute garbage dump.
281	1					This is the perfect location for something that is becoming more and more popular around the world.
282	1					This is a very exciting project in our area. Having a long time interest in the night sky and attending StarFest in Coonabarabran I can't wait to have Palm Beach Headland designated as an Urban Night Sky Place! It will be a wonderful opportunity to observe the Sydney night sky in the best possible environment. Thank you for making this application.
283	1					What a fabulous education opportunity!
284	1					A perfect spot . But I would not like to see any changes to the old buildings and bush.
285	1					Sounds like a fantastic idea! Be great to see more projects like this across the whole council area :) Be great to generally reduce night-time light pollution in populated areas too - help the wildlife, better energy efficiency.
286		1				Would entry be restricted.; would cars be allowed in the area; what about use of Car lights?
287	1					This sounds like a great opportunity for students to consider the effect of light pollution on animals and astronomers alike! I'd love to see some education initiatives associated with this proposal.
288	1					Absolutely a BONZA idea. I'm all for it. Bit far for me at my age, but will try to get there and encourage others. [REDACTED]
289	1					
290	1					I think it's a great initiative for the area and for the community to enjoy. Further down the track it would be great to look at looking to do another in an area more central
291	1					

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292	1					yes that would be fantastic... i think council should be doing more to protect night skies as many new developments seem to have much more dazzling lights than they used to... eg the refurbished warringah Mall and car parks from our house are much more bright than they used to be. I think that street lighting should be toned down as much as possible too
293	1					
294	1					Sounds very interesting and novel
295	1					I am so glad ! It would be good to encourage the rest of the peninsula to do likewise. As for all those skyscrapers in the CBD where thousands of empty offices are lit up all night, how stupid is that !
296	1					
297	1					Based on the information contained in this article and the FAQ's I am in support of this project.
298			1			IVE LIVED ON THE NORTHERN BEACHES ALL MY LIFE I AM 65 YEARS OLD . DUE TO SEA SPRAY AND MIST IT IS ONLY A FEW TIMES A YEAR THAT THE ATMOSPHERE IS VERY CLEAR AROUND HERE ,MANILY ON CRISP AUTUMN NIGHTS. SUMMER IS PARTICULARLY BAD DUE TO ONSHORE NORTH EAST WINDS LIKE WISE WINTER WITH THE SOUTHERLIES. GREAT IDEA BUT NOT THE RIGHT PLACE .
299	1					Brilliant idea deserving of 5 stars! Seriously such an excellent idea to aid urban dwellers in better understanding their natural environment.
300	1					Fantastic idea. Could then use the accommodation for star gazing experiences and education.
301	1					Would be great if it is actually dark enough to see the milky way. Never seeing a star-filled sky is a downside of city life!
302	1					I am someone who really enjoys astronomy and wants to get further involved (and am planning to buy a better telescope in the next few weeks). Having a dark sky reserve near by house would be fantastic.
303	1					Interesting issue. It would be good to see how it went in an urban environment; as long as there are no major impediments for the locals (I am in the Manly area). I assume that this is a trial activity?? If it is seen as a good idea, then the approach to implement should be strategic, i.e. don't simply toss a lot of our \$ at the project, by un-necessarily replacing good existing infrastructure. Replacing existing lighting when existing infrastructure fails is OK.
304	1					It will be great for locals and Sydneysiders especially city kids to not have to leave the city just to be able to see the stars in all their brilliance without the city lights bouncing all around to dull them. In the country the night sky is really so much clearer and brighter and being able to see it so close to home will help create an increased awareness and appreciation of our environment and world.

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305	1					I think this is a brilliant idea!
306	1					I suggest engaging with university or CSIRO researchers to design and undertake a study into how the reduced light impacts wildlife both at the location and nearby vicinity. I would be happy to assist in contacting researchers as I am well connected into the research sector.
307	1					I've heard of this concept overseas. It sounds wonderful that people could enjoy the night sky so close to the city.
308	1					
309	1					
310	1					It's hard to find anywhere in urban areas to stargaze at night - would be great to be able to do this without having to travel far.
311	1					I think it would be a suitable site. It is hard to find a site in the suburbs. Do you envisage people gathering at the lighthouse or along the paths? Maybe they would have to assemble before sunset and then close it off.
312	1					Great spot for night time photography.
313		1				Provided comments with application to attend online session.
314	1					Great initiative. I am pretty sure we will use it.
315		1				I'm finding it difficult to understand exactly what it is. Lighting or a Night Telescope or both? What is the estimated cost of this and why is it needed and how does it benefit the area at night. The whole thing sounds a bit frivolous and expensive.
316	1					Great idea - when and where can we see more details such as site details, what support amenities will be included. Is it possible to expand the project eg daytime or twilight activities for the families with YOUNGER children that will lead them to be more interested in the Night Sky - eg mini dinosaur park linked to meteorites, large video screen describing cloud formations etc etc
317	1					Yes, definitely. It would be a very interesting place to visit for both locals and tourists. Something a little bit different to bring people to the area and support local business.
318	1					Far too much light pollution around. Commercial buildings still leave lights on all night.
319	1					If that is Barrenjoey Headland then that would be about the best option with council land. Anything else would be a bit closer to skyglow (Longreef Headland) or out of council control (North Head, National Park).
320	1					
321	1					
322	1					Congratulations to all those involved in this exciting and intelligent project. It is an initiative to be proud of. I feel massively positive that your hard work will manifest the perfect outcome and our precious Palm Beach Headland will be recognised as a unique and important night sky area. Thank you, thank you.

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323	1					
324	1					Great initiative
325	1					Brilliant initiative. Can't wait - I bet the animals and insects are looking forward to it, too.
326			1			Seems like a folly sitting b/w Sydney and Central Coast when so much of Aust better positioned
327	1					
328	1					
329	1					This would be fantastic!
330	1					
331			1			I strenuously object to the proposal to list our Governor Phillip Park and surrounding area as an "Urban Night Sky". Northern Beaches Council area, and the former Pittwater part in particular, is facing increasing pressure to have our limited open space meet the needs of the community. Recently there has been the proposal to transform half of Warringah Golf Course into multi-purpose fields, and closer to home we have had netball courts built on green space in the centre of Avalon. The "Lighting Management Plan" is objectionable in terms of "Regulation of visitor activities with respect to the introduction of unnecessary artificial light at night" (direct quote) and giving preference to those who might take part in star-gazing, or making money from those who choose to do so. Council cannot be alienating other uses from this Crown Land on the basis that such uses might require artificial light, fireworks displays etc. We have businesses in the park already struggling to survive and the option to host night-time events (with artificial light) should not be cut off. There are future uses of the park that we might not have yet thought of. The whole project looks like unnecessary cost for my rates to be going to and only serves to create more red/green tape down the track, resulting in less-flexible land use which runs against the pressures Council is facing. If a handful of individuals are bent on declaring a "night sky", let them have West Head, or somewhere else on the Lambert Peninsula. This way they get what they are wanting without the alienation of others.
332	1					
333	1					
334			1			If Governor Phillip Park is attractive for viewing the "night sky" (which it already is), this is because the existing lighting is not a problem. Please consider the wider community, for example, the Palm Beach Progress Association has been at wits end trying to solve the problem of hoons gathering in GPP at night. Making it darker will only make that problem worse. There are stronger arguments for increasing the ambient light in accessible areas to improve the diversity of use at night so that it is not just a place for hoons to gather in the dark.

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335			1			This proposal talks a lot about "authentic night time environment", but the authentic environment here, apart from the grassy golf course area, is a bare sand dune without any of the scrub that was planted back in the late 1980's when Council did not think things through properly. As I walk there now I see masses of dreaded asparagus fern and other weeds providing home for rabbits and the foxes who presumably feed on them and any bandicoots that might have found their way there. Making the place darker than it already is, which seems to be the point, seems wholly unnecessary for the reasons listed in the proposal. Is this more paperwork for paperwork's sake?
336			1			Even if the cost of doing this is modest, in terms of adjustment to existing lighting, new signage, council staff time assisting with "Lighting Management Plan" and regular reporting, it would seem to be a wholly unnecessary cost coming at a time when council is under unprecedented pressure to avoid wasteful spending. We are in a recession with council revenues well down - our council should not be directing any resources to something like this, especially when the listed "benefits" look slim and include yet more signage, which always detracts from the natural environment the proposal seeks to celebrate. Please don't waste time on things like this.
337	1					So much of the universe has been obscured from our vision by light pollution. When sailing off shore at night a whole new vision appears above and it never fails to excite me. A place on land to share some of that vision would be of great value
338	1					The mystery and majesty of the worlds of the stars can allow new perspective.s, even inspire imaginationsbut not if the are a few milky tiny spots due to the ever-presence of light pollution. This a great initiative Thank you
339	1					
340	1					
341	1					
342	1					Having been to Coonabarabran in October and seem a truly dark sky, anything that we can do to improve the darkness for an area close to a city would be fabulous. For the council to work specifically on lighting at Palm Beach headland and the council area in general would be worth while. And in that planning to use new and improved lighting technology to save energy with be a real win-win.
343		1				I feel that North Head might be a better place as it would be accessible to greater numbers of people. A Palm Beach site would attract far fewer.

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344	1					Brilliant initiative! As a parent, we take great delight in educating our kids about the night's sky. There's such a huge contrast from the northern beaches compared with somewhere like the Flinders Ranges in terms of the visible stars. Having somewhere local where we can conveniently travel for our astronomy lessons is fantastic. Benefits also extend beyond astronomy—a dark sky is better for our wildlife but studies have also shown that it's beneficial for our sleep and therefore broader health. I'd love to see this proposal succeed. After it's a proven success I'd like to see the area extended down the northern beaches (covering the Pittwater area) which already benefits from the dark over the National Park. Businesses like Royal Motor Yacht Club should be encouraged and assisted to reduce their lighting to support the urban night's sky initiative.
345	1					Being able to see the stars and moon without lights is a wonderful experience. This is best away from human light sources. The less light, the more stars that can be seen. Here in Palm Beach we certainly have a better night sky than many other suburbs. I am not sure how this would work at Barrenjoey when we have a lighthouse and venues that host evening events. Or what would be required as part of this proposal. Definitely worth exploring
346		1				It might be a better proposal if some plan of the area was included in the PDF. Where is Palm Beach Headland? There is a photo of Barrenjoey Head lighthouse but Palm Beach Headland would be near the swimming pool or possibly Observation Point. Some clarity would help my understanding.
347	1					This would be an amazing addition to the natural wonders the Northern Beaches has to offer its residents and visitors alike. I cannot endorse this initiative enough!
348	1					I think it is a wonderful idea. What better way to show our children and grandchildren the night sky which is now obliterated in most of Sydney's suburbs. It would also be advantageous to teach people the ramifications of over lighting on our native nocturnal critters and birds.
349	1					We have enjoyed getting into astronomy as a family during COVID and would support the designation of Palm Beach Headland as an Urban Night Sky Place. It is a good family activity and one that can be done locally.
350	1					There are few places available in Sydney where we have this opportunity. What a beautiful place to forever show off our region, nature and protect our climate. Great idea make it so!
351	1					Is a great idea. The Sky to the east and west of Barrenjoey had very little in the way of human light. Only question is about nighttime access. Will it be open for use at night? Npws would have to allow access The current access would not be suitable at night unless you had a torch or if low level lighting is provided.

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352	1					Urban lofty pollution is so widespread. If there's a local opportunity for protected viewing let's grab it, how amazing it will be.
353	1					Absolutely brilliant cant wait
354			1			<p>Dark skies is where there is no artificial light which is why astronomical observatories are in remote locations where there is no artificial lights.</p> <p>you are planning to have a big light in the light house which defeats the purpose of night sky gazing. It's absurd. Won't see any stars.</p> <p>how much is it going to cost? where is the money coming from? And is it going to bring any revenue - except a lot of traffic and wear and tear of the natural strip.</p> <p>more money needs to be spent on getting the roads fixed and thinking of future infrastructure - hard to walk on roads around PB - no footpaths and the traffic from out of town is starting to become excessive - parking difficult - trees constantly being cut down for views and dual homes in a single block more common now - more flats being built - airB&B's and week-end rentals - all adding to more cars on the roads and the bends - that should be a priority - we must think of the future- this area could become a nightmare with traffic and pollution- so why not try and solve that instead of adding attraction to bring in more traffic, and litter left behind.</p> <p>you won't get older people walking up at night so only groups of young people probably on party mode will want to use it and enjoy it.</p> <p>I suggest council asks the general residents what they think first - a letter with information to all residents.</p> <p>feels like it will benefit only a group of party people out for a good time - And how will the lights effect residents? you will need cops keeping an eye on things as there will be drunk brawls - this project if filled with headaches AND YOU CANT SEE STARS FROM A LIGHTHOUSE RIDICULOUS</p>
355	1					Great initiative
356	1					I think its a wonderfull idea.
357	1					This is a great idea. I think back to my youth on Collaroy Plateau when you easily see the Magellanic clouds and the glory of the Milky Way. It is sad that today's children never experience the wonder and inspiration of the night sky. A Night Sky Place would be a useful contribution towards rectifying this situation.
358	1					Yes absolutely! To experience the nighttime wonder amidst modern life
359	1					That would be magnificent! Went to Warrumbungle National Park in Dubbo and it its spectacular.
360	1					<p>Fabulous idea!</p> <p>Having seen what they sky actually looks like from the outback, I'm very sad how few stars can be seen from suburban Sydney.</p> <p>I hope this is one of many steps to reduce light pollution and reclaim our sky!</p>

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361	1					My husband will love to bring up a telescope and look at a sky without light pollution close to home. I love gazing at galaxies in a full hemisphere. Great place to bring kids too. Yes please to this urban night sky place.
362	1					Fully support Urban Night Sky Place proposal
363			1			Encourages teenage bad behaviour to hang around in unsupervised areas plus increased unwanted traffic to palm beach and surrounding suburbs. Unnecessary Disturbance of natural habitats to wildlife. Money needs to be spent maintaining arterial roads first.
364		1				I love the idea of encouraging and inspiring people to think about the night sky and how to avoid light pollution. As long as the natural environment is not further imposed upon, and the electrical installations are very safe from starting fires.
365						<p><u>Urban Night Sky Membership Application</u></p> <p>Thank you for meeting with us at such short notice today. We appreciate the opportunity to put forward our views in relation to the Council's consideration of an application to the <i>International Dark-Sky</i> (IDA) for Barrenjoey Headland and Governor Phillip Park. We should make the initial point that Barrenjoey Headland is not within the Council's jurisdiction and hence the Council would not be able to include this area in its application; we should also observe that the Headland is not eligible for inclusion because it is not accessible to the public at night - like most national parks, it closes to public access at dusk.</p> <p>There must be some doubt whether Governor Phillip Park meets the definition of Urban Night Sky Place in the IDA's guidelines in the first place. It is not "an exceptional dark sky resource because of its situation on the edge of a built-up urban area". It is also not clear that it is within the perimeter extending 50km beyond the edge of the continuously-built area of the municipality. The IDA guidelines also state the location must be "near or surrounded by large urban environs whose planning and design actively promote an authentic nighttime experience in the midst of significant artificial light." Governor Phillip Park is surrounded by sea on three sides - not significant artificial light.</p> <p>Is the Council going to embark on a program to ensure, as per the IDA, that: <i>"The place and/or its partner organizations must engage visitors with direct interpretation of the value of natural nighttime darkness and the importance of quality outdoor lighting practices"</i> and also encourage and involve elected officials, business leaders and residents in promoting the ideals of the IDA?</p> <p>Dealing with the consideration of an application in relation to Governor Phillip Park, and following the Information Session held online by Council Staff on 25th November we have concerns regarding clarity and transparency of information provided to the Community as well as governance issues and make the following observations: -</p> <ul style="list-style-type: none"> The material released to the public to guide its expression of support or otherwise does not contain any real

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						<p>information about the supposed benefits to the community from a successful application, nor does it contain any guidance on the costs of the application. Nor is it clear who is proposing this. Is this a council initiative or for the benefit of independent commercial operators? The IDA states: <i>"Upon certification, IDA works with certified places to promote their work through media relations, member communications, and social media. An International Dark Sky Place designation helps enhance the visibility of designated locations and foster increased tourism and local economic activity."</i></p> <ul style="list-style-type: none"> Who is the Nominator required under the IDA application regulations? Is this a commercial organisation? It is not clear what areas of the park are to be utilised. The map shown in the online presentation included the golf course and the National Park and yet the staff said the golf course is not included. Access to the National Park was included by the staff during the online session and our concern is that at night it would attract safety issues, use by other less desirable groups aside from our understanding that it is closed after dusk. It is important to clearly identify the potential area of activity, as Governor Philip Park is already struggling under the weight of visitors and many grassed areas are becoming difficult to maintain. We do not want to see Council announce that maintenance pressures create the need for more hard surfaces in the park, which is the subject of separate conversations that are in process with Council. It was not clear from the online session how many events would take place each year and whether they would be commercial or otherwise. At one point during the online session it was stated that there would be 3 to 4 events a year, that not all would be held in the park and that there would be no commercial operation. Then later it was stated that commercial operators would need to apply to Council for a licence/permit. What commercial operators are envisaged? What fees would apply? It was also not clear who would be responsible for coordinating events and acting as a central clearing house for operations by different groups. Simply put, is this a Council run initiative or one being supported by a commercial operator?


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						<ul style="list-style-type: none"> There is no detailed information available in respect of the required education programs under the IDA guidelines. There is also concern that this may inadvertently create restrictions on current activities permitted under the Plan of Management in the Park and future opportunities that might present themselves. Firstly there are existing businesses in the park whose activities could be restricted and financially burdened by IDA requirements. Secondly there could be future outdoor entertainments and events (even more likely now with the advent of Covid-19) that would fail to qualify or simply not be permitted under new rigid IDA lighting obligations. Given the recent spate of home invasions and burglaries in Palm Beach in recent weeks, we do not detect any appetite on the part of local residents to reduce lighting levels at night. The Park is a magnet for Hoons driving around the area at night. Reduced lighting may increase their confidence in these activities. Residents will certainly be concerned about the effects on security and safety of changes in the Park's lighting and any measures affecting the security lighting of their adjoining properties. The question needs to be put as to whether it is proper for the Council to incur such costs for the ultimate benefit of commercial organisations which want to use the Park for purposes only available to them if denoted as an IDA Urban Night Sky Place? What are the longer term budget requirements? Has a cost benefit analysis been prepared? <p>In summary, this Association does not believe that sufficient information has been made available to the public to enable it to provide advice to the Council.</p> <p>The Association remains to be convinced of the overall benefits to the community in having Governor Phillip Park and Barrenjoey Headland designated as an Urban Dark Sky Place by the IDA.</p> <p>Without the provision to the Association of further clear and transparent information and further consultation the Association does not favour the Council proceeding with an application to the IDA.</p> <p>Yours Sincerely</p>
366						<p>Dark skies at night, peering into the universe, stimulating our interest in space and learning about ways to minimise the loss of light at night that escapes into the night sky.</p>

ID No.	Response to "Do you support Council progressing with an application to have Palm Beach Headland designated as an Urban Night Sky Place?"					Comments/Submission
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						<p>I fully support creating an urban dark sky park at Palm Beach and it would be a great tourist night destination and I am imagining animals and insects would benefit greatly from this initiative . So many advantages. Just do it!</p> <p>Thank you</p>
Email Submissions						
ID	Comment/Submission					
367	<p>Re Night Sky - and I am glad to be informed thanks to a flyer placed into my letterbox.</p> <p>YES, I would LIKE TO SEE THE STARRY NIGHT SKY AT PALM BEACH HEADLAND RECOGNISED AND PROTECTED! Most certainly!</p> <p>I live at [REDACTED] Sunrise Road and so look over the ocean to the horizon, which faces DUE EAST. So, the Barrenjoey Headland is not able to be seen from my place, but if I walk up Sunrise Road I can certainly see it, and have often driven to the area, due to having dogs that need exercise in Governor Phillip Park. And, because I love where I live, and have lived here for over eighty years, I like to keep an eye on it all, for my own enjoyment.</p> <p>Thank you for your flyer very much - it is so well done. Top marks to the Northern Beaches council. I might frame it, it is such a wonderful photograph!</p>					
368	<p>Hi</p> <p>This is a brilliant idea as most people who live in cities never get to see the wonder of the night sky. I have attached a photo taken by my son [REDACTED] – feel free to use for publicity etc if you wish.</p> <p>cheers</p> <p><u>Good news from around the world</u></p> <p><i>Belize has added another jewel in its crown as a global leader in ocean conservation. Last month, it increased the size of its Sapodilla Cayes reserve to 1,300 km2 to encompass the Cayman Crown, one of the best preserved reef ecosystems in the region.</i></p>					
369	<p>Please lodge my agreement to such a great idea. Yes, the night sky is a fabulous sight - may we see it many times more.</p>					
370	<p>Thank you for this - I think it is a wonderful idea.</p> <p>Not only would it help our appreciation of the night sky, it will also give a dark area that will be suitable for wildlife to do its thing. Wildlife has been increasingly impacted by too much light at night.</p> <p>Regards</p>					

Email Submissions	
ID	Comment/Submission
365	<p style="text-align: center;"><u>Urban Night Sky Membership Application</u></p> <p>Thank you for meeting with us at such short notice today.</p> <p>We appreciate the opportunity to put forward our views in relation to the Council's consideration of an application to the <i>International Dark-Sky</i> (IDA) for Barrenjoey Headland and Governor Phillip Park. We should make the initial point that Barrenjoey Headland is not within the Council's jurisdiction and hence the Council would not be able to include this area in its application; we should also observe that the Headland is not eligible for inclusion because it is not accessible to the public at night - like most national parks, it closes to public access at dusk.</p> <p>There must be some doubt whether Governor Philip Park meets the definition of Urban Night Sky Place in the IDA's guidelines in the first place. It is not "an exceptional dark sky resource because of its situation on the edge of a built-up urban area". It is also not clear that it is within the perimeter extending 50km beyond the edge of the continuously-built area of the municipality. The IDA guidelines also state the location must be "near or surrounded by large urban environs whose planning and design actively promote an authentic nighttime experience in the midst of significant artificial light." Governor Phillip Park is surrounded by sea on three sides - not significant artificial light.</p> <p>Is the Council going to embark on a program to ensure, as per the IDA, that: <i>"The place and/or its partner organizations must engage visitors with direct interpretation of the value of natural nighttime darkness and the importance of quality outdoor lighting practices"</i> and also encourage and involve elected officials, business leaders and residents in promoting the ideals of the IDA?</p> <p>Dealing with the consideration of an application in relation to Governor Phillip Park, and following the Information Session held online by Council Staff on 25th November we have concerns regarding clarity and transparency of information provided to the Community as well as governance issues and make the following observations: -</p> <ul style="list-style-type: none"> The material released to the public to guide its expression of support or otherwise does not contain any real information about the supposed benefits to the community from a successful application, nor does it contain any guidance on the costs of the application. Nor is it clear who is proposing this. Is this a council initiative or for the benefit of independent commercial operators? The IDA states: <i>"Upon certification, IDA works with certified places to promote their work through media relations, member communications, and social media. An International Dark Sky Place designation helps enhance the visibility of designated locations and foster increased tourism and local economic activity."</i> Who is the Nominator required under the IDA application regulations? Is this a commercial organisation? It is not clear what areas of the park are to be utilised. The map shown in the online presentation included the golf course and the National Park and yet the staff said the golf course is not included. Access to the National Park was included by the staff during the online session and our concern is that at night it would attract safety issues, use by other less desirable groups aside from our understanding that it is closed after dusk. It is important to clearly identify the potential area of activity, as Governor Philip Park is already struggling under the weight of visitors and many grassed areas are becoming difficult to maintain. We do not want to see Council announce that maintenance pressures create the need for more hard surfaces in the park, which is the subject of separate conversations that are in process with Council. It was not clear from the online session how many events would take place each year and whether they would be commercial or otherwise. At one point during the online session it was stated that there would be 3 to 4 events a year, that not all would be held in the park and that

Email Submissions	
ID	Comment/Submission
	<p>there would be no commercial operation. Then later it was stated that commercial operators would need to apply to Council for a licence/permit. What commercial operators are envisaged? What fees would apply?</p> <ul style="list-style-type: none"> It was also not clear who would be responsible for coordinating events and acting as a central clearing house for operations by different groups. Simply put, is this a Council run initiative or one being supported by a commercial operator? There is no detailed information available in respect of the required education programs under the IDA guidelines. There is also concern that this may inadvertently create restrictions on current activities permitted under the Plan of Management in the Park and future opportunities that might present themselves. Firstly there are existing businesses in the park whose activities could be restricted and financially burdened by IDA requirements. Secondly there could be future outdoor entertainments and events (even more likely now with the advent of Covid-19) that would fail to qualify or simply not be permitted under new rigid IDA lighting obligations. Given the recent spate of home invasions and burglaries in Palm Beach in recent weeks, we do not detect any appetite on the part of local residents to reduce lighting levels at night. The Park is a magnet for Hoons driving around the area at night. Reduced lighting may increase their confidence in these activities. Residents will certainly be concerned about the effects on security and safety of changes in the Park's lighting and any measures affecting the security lighting of their adjoining properties. The question needs to be put as to whether it is proper for the Council to incur such costs for the ultimate benefit of commercial organisations which want to use the Park for purposes only available to them if denoted as an IDA Urban Night Sky Place? What are the longer term budget requirements? Has a cost benefit analysis been prepared? <p>In summary, this Association does not believe that sufficient information has been made available to the public to enable it to provide advice to the Council. The Association remains to be convinced of the overall benefits to the community in having Governor Phillip Park and Barrenjoey Headland designated as an Urban Dark Sky Place by the IDA. Without the provision to the Association of further clear and transparent information and further consultation the Association does not favour the Council proceeding with an application to the IDA. Yours Sincerely</p>
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Email Submissions	
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368	<p>Hi</p> <p>This is a brilliant idea as most people who live in cities never get to see the wonder of the night sky. I have attached a photo taken by my son [REDACTED] – feel free to use for publicity etc if you wish.</p> <p>cheers</p> <p><u>Good news from around the world</u></p> <p><i>Belize has added another jewel in its crown as a global leader in ocean conservation. Last month, it increased the size of its Sapodilla Cayes reserve to 1,300 km² to encompass the Cayman Crown, one of the best preserved reef ecosystems in the region.</i></p>
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 northern beaches council	STEENSEN VARMING
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Governor Phillip Park & Barrenjoey Headland Lighting Audit - Current lighting and proposed lighting upgrades















Placeholder Image – Copyright Donovan Callaghan















<https://www.locationscout.net/australia/19774-looking-back-from-the-lighthouse-palm-beach-sydney>



Governor Phillip Park & Barrenjoey Headland Lighting Audit - Current lighting and proposed lighting upgrades

Project No:
207164
Date:
12.02.2021
Author: TG
Checked: EBU
Revision: 2

This lighting audit shows all outdoor lighting identified during the site audit completed in December 2020 within the proposed Urban Night Sky Place designation area at Palm Beach Headland. For each lighting type the current lighting infrastructure is reported, with the proposed changes listed below. For The Boathouse restaurant this has been split into two areas, being Area A that falls within the proposed designation and Area B which falls out of the area. Proposed changes are recommended for both areas due to the location of the restaurant.


STREETLIGHTS												
ITEM	LOCATION	COORDINATES	STATUS/ACTION	DESCRIPTION	OPTICS	OPERABLE	PURPOSE	APPLICATION	QTY	CONTROL	CONFORMS	IMAGE
1	Governor Phillip Park Access Rd	33°58'63"034" S, 151°32'52"522" E	Existing	MBF Ausgrid Street Lamp - 67103	42W MBF	yes	passage	roadway	1	Photocell	✗	
			Proposed New Fitting	Aldridge Lighting Systems - P-led 18W	3,000k, 18W, 1771 lumens	-	-	-	1	Photocell	✓	
2	Governor Phillip Park Access Rd	33°58'67"779" S, 151°32'49"059" E	Existing	MBF Ausgrid Street Lamp - 67101	42W MBF	yes	passage	roadway	1	Photocell	✗	
			Proposed New Fitting	Aldridge Lighting Systems - P-led 18W	3,000k, 18W, 1771 lumens	-	-	-	1	Photocell	✓	
3	Governor Phillip Park Access Rd	33°58'68"725" S, 151°32'56"168" E	Existing	LED Ausgrid Street Lamp - 67104	29W LED	yes	passage	roadway	1	Photocell	✗	
			Proposed New Fitting	Aldridge Lighting Systems - P-led 18W	3,000k, 18W, 1771 lumens	-	-	-	1	Photocell	✓	
4	Governor Phillip Park Access Rd	33°58'72"145" S, 151°32'58"336" E	Existing	MBF Ausgrid Street Lamp - 67105	42W MBF	yes	passage	roadway	1	Photocell	✗	
			Proposed New Fitting	Aldridge Lighting Systems - P-led 18W	3,000k, 18W, 1771 lumens	-	-	-	1	Photocell	✓	
5	Governor Phillip Park Access Rd	33°58'78"011" S, 151°32'56"203" E	Existing	MBF Ausgrid Street Lamp - 67106	42W MBF	yes	passage	roadway	1	Photocell	✗	
			Proposed New Fitting	Aldridge Lighting Systems - P-led 18W	3,000k, 18W, 1771 lumens	-	-	-	1	Photocell	✓	
6	Governor Phillip Park Access Rd	33°58'83"246" S, 151°32'54"284" E	Existing	MBF Ausgrid Street Lamp - 67107	42W MBF	yes	passage	roadway	1	Photocell	✗	
			Proposed New Fitting	Aldridge Lighting Systems - P-led 18W	3,000k, 18W, 1771 lumens	-	-	-	1	Photocell	✓	

7	Governor Phillip Park Access Rd	33°58'47.2"S, 151°32'52.368"E	Existing	LED Ausgrid Street Lamp - 67108	42W LED	yes	passage	roadway	1	Photocell	*	
			Proposed New Fitting	Aldridge Lighting Systems - P-led 18W	3,000k, 18W, 1771 lumens	-	-	-	1	Photocell	✓	
8	Governor Phillip Park Access Rd	33°58'9.4"083"S, 151°32'50.498"E	Existing	LED Ausgrid Street Lamp - 67109	29W LED	yes - on during day	passage	roadway	1		*	
			Proposed New Fitting	Aldridge Lighting Systems - P-led 18W	3,000k, 18W, 1771 lumens	-	-	-	1	Photocell	✓	
9	Governor Phillip Park Access Rd	33°59'00.673"S, 151°32'44.545"E	Existing	MBF Ausgrid Street Lamp - 67110	42W MBF	yes	passage	roadway	1	Photocell	*	
			Proposed New Fitting	Aldridge Lighting Systems - P-led 18W - Pole ID 67103	3,000k, 18W, 1771 lumens	-	-	-	1	Photocell	✓	
10	Governor Phillip Park Access Rd	33°59'06.444"S, 151°32'44.567"E	Existing	MBF Ausgrid Street Lamp - 02442	42W MBF	yes	passage	roadway	1	Photocell	*	
			Proposed New Fitting	Aldridge Lighting Systems - P-led 18W	3,000k, 18W, 1771 lumens	-	-	-	1	Photocell	✓	
11	Governor Phillip Park Access Rd	TBC	Existing	LED Ausgrid Street Lamp	29W LED	yes	passage	roadway	1		*	
			Proposed New Fitting	Aldridge Lighting Systems - P-led 18W	3,000k, 18W, 1771 lumens	-	-	-	1	Photocell	✓	
12	12- Governor Phillip Park Access Rd	TBC with Ausgrid	Existing	TBC	-	-	-	-	1	-	-	-
			Proposed New Fitting	Aldridge Lighting Systems - P-led 18W	3,000k, 18W, 1771 lumens	-	-	-	1	Photocell	✓	
13	13- Governor Phillip Park Access Rd	TBC with Ausgrid	Existing	TBC	-	-	-	-	1	-	-	-
			Proposed New Fitting	Aldridge Lighting Systems - P-led 18W	3,000k, 18W, 1771 lumens	-	-	-	1	Photocell	✓	
14	Governor Phillip Park Access Rd	33°59'09.362"S, 151°32'34.931"E	Existing	LED Ausgrid Street Lamp - 95222	22W LED	yes	passage	roadway	1	Photocell	*	
			Proposed New Fitting	Aldridge Lighting Systems - P-led 18W	3,000k, 18W, 1771 lumens	-	-	-	1	Photocell	✓	





15	Governor Phillip Park Access Rd	- 33°59'00"85"S, 151°32'39"51"E	Existing	LED Ausgrid Street Lamp - 95224	LED	yes	passage	roadway	1	Photocell	*	
			Proposed New Fitting	Aldridge Lighting Systems - P-led 18W	3,000k, 18W, 1771 lumens	-	-	-	1	Photocell	✓	
16	Governor Phillip Park Access Rd	- 33°58'97"316"S, 151°32'43"353"E	Existing	LED Ausgrid Street Lamp - 95226	LED	yes	passage	roadway	1	Photocell	*	
			Proposed New Fitting	Aldridge Lighting Systems - P-led 18W	3,000k, 18W, 1771 lumens	-	-	-	1	Photocell	✓	
17	Governor Phillip Park Access Rd	- 33°58'90"459"S, 151°32'43"093"E	Existing	MBF Ausgrid Street Lamp - 95228	42W MBF	yes	passage	roadway	1	Photocell	*	
			Proposed New Fitting	Aldridge Lighting Systems - P-led 18W	3,000k, 18W, 1771 lumens	-	-	-	1	Photocell	✓	
18	Governor Phillip Park Access Rd	- 33°58'79"805"S, 151°32'45"731"E	Existing	MBF Ausgrid Street Lamp - 95230	42W MBF	yes	passage	roadway	1	Photocell	*	
			Proposed New Fitting	Aldridge Lighting Systems - P-led 18W	3,000k, 18W, 1771 lumens	-	-	-	1	Photocell	✓	
19	Governor Phillip Park Access Rd	- 33°58'74"719"S, 151°32'45"332"E	Existing	LED Ausgrid Street Lamp - 95231	22W LED	yes	passage	roadway	1	Photocell	*	
			Proposed New Fitting	Aldridge Lighting Systems - P-led 18W	3,000k, 18W, 1771 lumens	-	-	-	1	Photocell	✓	
20	Governor Phillip Park Access Rd	-33°35'23.1"S, 151°19'27.6"E	Existing	LED Pole Top	LED	yes	passage	barbeque area	1	Photocell	*	
			Proposed New Fitting	Aldridge Lighting Systems - P-led 18W	3,000k, 18W, 1771 lumens	-	-	-	1	Photocell	✓	
21	Beach Rd	-33°35'32.0"S, 151°19'15.5"E	Existing	MBF Pole Top - 95675	80W MBF	yes	passage	roadway	1	Photocell	*	
			Proposed New Fitting	Aldridge Lighting Systems - P-led 18W	3,000k, 18W, 1771 lumens	-	-	-	1	Photocell	✓	


THE BOATHOUSE AND WHARF

-33°58'73.44"S, 151°32'41.41"E




ITEM	LOCATION	STATUS/ACTION	DESCRIPTION	OPTICS	OPERABLE	PURPOSE	APPLICATION	QTY	CONTROL	CONFORMS	IMAGE
PART A - Included within the proposed designation area											
		Existing	Decorative festoon lighting	Diffuse, 320deg distribution	yes - front on during day	decorative	ambient lighting	19	Manual Control	*	



22	Front seating area	Proposed New Fitting	Festoon House clear warm white LED festoon Bulb (example 1, example 2) or Fat Shack Vintage LED filament 2200K bulb	2700K, 0.5W, clear glass, 40 lumens or 2200K, 0.5W, clear glass 43 lumens	yes	-	-	19	Manual Control	✓	
24	Façade	Existing	Wall mounted LED flood light	LED, no cut off or shielding	no	passage	general area lighting	4	TBC	✗	
		Proposed New Fitting	Reduce total number of these lights (24,25,26, 27 & 29) CLA Topa Wall Light	3000K, 13W, 600 lumens	yes	-	-	TBC	Manual Control	✓	
PART B - Area outside of the proposed designated area Note: proposing to request IDA allow these lights to be upgraded as part of the pending site redevelopment											
22	Back seating areas	Existing	Decorative festoon lighting	Diffuse, 320deg distribution	yes - front on during day	decorative	ambient lighting	88	Manual Control	✗	
		Proposed New Fitting	Festoon House clear warm white LED festoon Bulb (example 1, example 2) or Fat Shack Vintage LED filament 2200K bulb	2700K, 0.5W, clear glass, 40 lumens or 2200K, 0.5W, clear glass 43 lumens	yes	-	-	88	Manual Control	✓	
24	Façade	Existing	Wall mounted LED flood light	LED, no cut off or shielding	no	passage	general area lighting	4	TBC	✗	
		Proposed New Fitting	Reduce total number of these lights (24,25,26, 27 & 29) CLA Topa Wall Light	3000K, 13W, 600 lumens	yes	-	-	TBC	Manual Control	✓	
25	Façade	Existing	Wall mounted twin flood light	LED, no cut off or shielding	yes - motion sensor not working	passage	general area lighting	2	Motion Sensor	✗	
		Proposed New Fitting	Reduce total number of these lights (24,25,26, 27 & 29) CLA Topa Wall Light	3000K, 13W, 600 lumens	yes	-	-	TBC	Manual Control	✓	
26	Façade	Existing	Small wall mounted LED flood light	LED, no cut off or shielding	yes	passage	general area lighting	2	Motion Sensor	✗	
		Proposed New Fitting	Reduce total number of these lights (24,25,26, 27 & 29) CLA Topa Wall Light	3000K, 13W, 600 lumens	yes	-	-	TBC	Manual Control	✓	
		Existing	Wall mounted domestic light	no cut off or shielding	no	passage	general area lighting	7	TBC	✗	



27	Façade	Proposed New Fitting	Reduce total number of these lights (24,25,26, 27 & 29) CLA Topa Wall Light	3000K, 13W, 600 lumens	yes	-	-	TBC	Manual Control	✓	
28	Undercover outdoor seating	Existing to remain	Decorative LED pendants	LED filament lamp - 2700K, 4W, 470lm	yes	decorative	ambient lighting	3	Manual Control	✓	
29	Wharf	Existing	LED flood lights	LED, aimed downwards, no shielding	no	passage	general area light	3	TBC	✗	
		Proposed New Fitting	Reduce total number of these lights (24,25,26, 27 & 29) CLA Topa Wall Light	3000K, 13W, 600 lumens	yes	-	-	TBC	Manual Control	✓	



GOVERNOR PHILLIP PARK RESTAURANT AKA DUNES PALM BEACH											
-33°59' 15.85"S 151°32'38.62"E											
ITEM	LOCATION	STATUS/ACTION	DESCRIPTION	OPTICS	OPERABLE	PURPOSE	APPLICATION	QTY	CONTROL	CONFORMS	IMAGE
30	Landscape	Existing	Inground spike lights	LED, no shielding or cutoff	no	decorative	accent lighting	10	Manual Control	✗	
		Proposed New Fitting	Lilly 1 Light 12V 600mm Black Bollard Spike	3000K, 5W, 360 lumens	-	-	-	10	Manual Control	✓	
31	Façade	Existing	Ceiling mounted batten	LED, diffuse, downward directed, 600mm	yes	passage	general area lighting	1	TBC	✗	
		Proposed New Fitting	CLA Topa Wall Light	3000K, 13W, 600 lumens	-	-	-	1	Manual Control	✓	
32	Façade	Existing	Unused bayonette lamp holder					1		✗	
		Proposed New Fitting	CLA Topa Wall Light	3000K, 13W, 600 lumens	-	-	-	1	Manual Control	✓	
33	Façade	Existing	Wall mounted flood light	LED, aimed, no shielding or cut off	yes	passage	general area lighting	2		✗	
		Proposed New Fitting	CLA Topa Wall Light	3000K, 13W, 600 lumens	-	-	-	1	Manual Control	✓	
34	Façade	Existing	Wall mounted twin flood light	halogen? Aimed, no shielding	no	passage	general area lighting	1	motion sensor	✗	



		Proposed New Fitting	CLA Topa Wall Light	3000K, 13W, 600 lumens	-	-	-	1	Manual Control	✓	
35	Entry Awning	Existing to remain	Ceiling recessed downlights	LED, diffuser	yes	passage	general area lighting	2	Manual control	✓	
36	Outdoor Seating	Existing	decorative wall lights	diffuser, downward aimed	no	decorative	ambient lighting	2	TBC	✗	
		Proposed New Fitting	Beacon Diamond 1 Wall Light, with GE Lustre ES fancy globe	3.4W, 2700K, 250 lumens	no	decorative	ambient lighting	2	Manual Control	✓	
37	Outdoor Seating	Existing	decorative festoon lighting	7xLED array glass bulbs, 320deg distribution	yes	decorative	ambient lighting	61	Manual Control	✓	
38	Outdoor Seating	Existing	decorative wall lights	LED filament lamp	yes	decorative	ambient lighting	3	TBC	✗	
		Proposed New Fitting	Luce Bella LED E27 globe	2700K, 4W, 470 lumens	yes	decorative	ambient lighting	3	Manual Control	✓	
39	Outdoor seating	Existing to remain	Ceiling recessed downlights	LED, diffuser	yes	passage	general area lighting	5	Manual Control	✓	
40	Landscape	Existing	Bollard	diffuser, downward shielded	no	passage	general area lighting	1	TBC	✗	
		Remove/Disconnect	-	-	-	-	-	-	-	-	


SURF LIFE SAVING CLUB											
-33°36'26.0"S 151°19'28.8"E											
ITEM	LOCATION	STATUS/ACTION	DESCRIPTION	OPTICS	OPERABLE	PURPOSE	APPLICATION	QTY	CONTROL	CONFORMS	IMAGE
41	Awnings	Existing	Ceiling mounted batten	10W, LED 4000K, 600mm batten	yes	passage	general area lighting	16	PE Cell/Manual Control	✗	
		Proposed New Fitting	Austube 60 Rhino Infraline or mLight Siguri Profile	7.4W, LED, 3000K, 703 lumens, 600mm length or 6W, LED	-	-	-	16	PE Cell/Sensor	✓	
42	Entry Awnings	Existing	Round ceiling light	TBC	yes	passage	access to front door	2	Sensor/Manual Control	✗	
		Proposed New Fitting	TBC - round flush with ceiling	TBC	-	-	-	2	Sensor/Manual Control	✓	TBC

43	Western Outdoor Seating Area	Existing	Ceiling recessed downlights	TBC	yes	passage	general area lighting	17	Manual control	x	
		Proposed New Fitting	Bulb change proposed	TBC	-	-	-	17	Manual control	✓	TBC
44	Entry Awning	Existing	Wall mounted flood light	halogen? Aimed, no shielding	no	passage	general area lighting	1	Motion sensor, off after 5 mins of no motion	✓	
		Remove/disconnect	-	-	-	-	-	-	-	-	-

SOUTHERN AMENITIES BLOCK -33°35'27.1"S 151°19'28.3"E											
ITEM	LOCATION	STATUS/ACTION	DESCRIPTION	OPTICS	OPERABLE	PURPOSE	APPLICATION	QTY	CONTROL	CONFORMS	IMAGE
45	Awnings	Existing	Ceiling mounted batten	10W, LED, 4000K, 600mm batten	yes	passage	general area lighting	8	PE Cell/Motion sensor	x	
		Proposed New Fitting	Austube 60 Rhino Infraline or mLight Siguri Profile	7.4W, LED, 3000K, 703 lumens, 600mm length or 6W, LED, 3000K, 558	-	-	-	8	PE Cell/Motion sensor	✓	

NORTHERN AMENITIES BLOCK -33°35'11.7"S 151°19'31.2"E											
ITEM	LOCATION	COORDINATES	DESCRIPTION	OPTICS	OPERABLE	PURPOSE	APPLICATION	QTY	CONTROL	CONFORMS	IMAGE
46	Entry awning	Existing	Ceiling mounted batten	LED, diffuse, downward directed, 600mm	yes	passage	general area lighting	2	PE Cell/ motion sensor	x	
		Proposed New Fitting	Austube 60 Rhino Infraline or mLight Siguri Profile	7.4W, LED, 3000K, 703 lumens, 600mm length or 6W, LED	-	-	-	2	PE Cell/motion sensor	✓	

GOLF CLUB MAINTENANCE SHED -33°35'27.9"S 151°19'24.0"E											
ITEM	LOCATION	COORDINATES	DESCRIPTION	OPTICS	OPERABLE	PURPOSE	APPLICATION	QTY	CONTROL	CONFORMS	IMAGE
47	Northern façade	Existing	Wall mounted flood light	diffuse, hanging off wall	no	passage	general area lighting	1	motion sensor	x	
		Remove/Disconnect	-	-	-	-	-	-	-	-	-
48	Western Façade	Existing	Wall mounted flood light	LED, aimed, no shielding	no	passage	general area lighting	1	motion sensor	x	
		Remove/Disconnect	-	-	-	-	-	-	-	-	-

BARRENJOEY HEADLAND NATIONAL PARK BUILDINGS											
ITEM	LOCATION	COORDINATES	DESCRIPTION	OPTICS	OPERABLE	PURPOSE	APPLICATION	QTY	CONTROL	CONFORMS	IMAGE
49	Lighthouse	Existing to remain	Lighthouse light	Sealite, SL-LED-216, LED, 5000K	yes	PASSAGE		1	PE Cell	✓	
50	Lighthouse Keepers Cottage	Existing	-	no lighting operable	-	-	-	-	-	-	-
51	Misc. National Park Buildings	Existing	-	no lighting operable	-	-	-	-	-	-	-
								Total lights (excl festoons)		123	
								Total festoons		168	

Notes:

-renew or replace existing retroreflective films on posts and barriers along the roadway and install additional ones where required.

DRAFT

Council Policy Financial Assistance for Charitable or Not for Profit Community Organisations for Waste Disposal at Kimbriki

Purpose / Statement

Northern Beaches Council recognises and respects the vital contribution of registered charitable organisations or not for profit community organisations delivering services and assistance that contribute to vibrant sustainable communities.

This Policy provides the framework for Council to partner with registered charitable organisations or not for profit community organisations to deliver financial assistance for waste disposal costs at Kimbriki Resource Recovery Centre.

Principles

The following principles guide this Policy:

- a) Identified Community Needs: Funding is allocated to priority areas to meet identified community needs
- b) Partnerships: We build and maintain constructive relationships based on mutual respect and transparency. We value the contribution to the social, cultural, economic fabric that charitable organisations bring.
- c) Inclusion and Equity: We support inclusion and equity in our community and decision making.
- d) Good governance: We commit to decision making in the public interest, and effective and efficient financial support mechanisms
- e) Transparency: We will ensure that our processes for financial support are transparent and fair.

Scope and application

Northern Beaches Council will recompense the waste charge (excluding Section 88 levy) made to registered charitable organisations or not for profit community organisations for the disposal of waste at Kimbriki Resource Recovery Centre:

- If the organisation has a Community Service Exemption issued by the NSW Environment Protection Authority (EPA) under Clause 21 of the Protection of the Environment Operations (Waste) Regulation 2014, which is valid on the date of disposal.
- For an amount not exceeding \$2,000 per registered charitable organisation or not for profit community organisations per Financial Year and within the allocated budget for the period.

Application to Council is to be made in writing on letterhead by the registered charitable organisation or not for profit community organisation accompanied by its current applicable EPA Community Service Exemption and the receipt for waste disposal (excluding the Section 88 levy), to be recompensed.

To qualify for exemption, registered charitable organisations or not for profit community organisations are to observe the following requirements:

- Any waste or material must have been collected by the organisation from the Northern Beaches Council Local Government Area.
- Building material (e.g. separate bricks, concrete etc.) is to be pre-sorted so that material left at the Centre can be recycled.

Financial Assistance for Charitable or Not for Profit Community Organisations for Waste Disposal at Kimbriki

- Household waste (paper, glass, aluminium cans, PET bottles etc.) must be presorted and deposited in the respective containers at the Recycling Area.
- Vegetation and metal waste must be presorted and deposited in the respective recycling areas.
- No putrescible (putrid, rotten, decomposed, stagnant) material is to be deposited.
- Funding is provided via Council's Community Grants and Partnerships Policy.

Administration

The Policy provides the framework for an equitable, open and orderly process for providing assistance to the registered charitable organisations or not for profit community organisations. It allows for access to funding and ensures transparency around the provision of financial assistance across the Northern Beaches. It also provides for greater recognition of the contribution Council makes to supporting registered charitable organisations or not for profit community organisations that contribute to social, cultural, environmental and economic life of the Northern Beaches.

This Policy is to be administered as a program consistent with the Community Grants and Partnerships Policy with a budget of \$16,000 per Financial Year, not funded by the domestic waste management charge.

References and related documents

- NSW EPA Community Service Exemption Guidelines
- NSW Local Government Act 1993 s356 and s377
- Northern Beaches Council Discretionary Fund Policy

Responsible Officer

Executive Manager Waste Management and Cleansing

Review Date

October 2024

Revision History

Revision	Date	Change	TRIM #
1	3 March 2021	Draft policy for public exhibition	2019/638782
2	8 July 2021	Under the sub headings Scope and application and Administration changed: 'per annum' to 'per Financial Year' Amended last paragraph to read " This Policy is to be administered as a program consistent with the Community Grants and Partnerships Policy with a budget of \$16,000 per Financial Year, not funded by the domestic waste management charge" Changed Review Date to September 2024	2019/638782
3	3 August 2021	Changed Review Date to October 2024 Policy to be adopted by Council on 24 August 2021	

Effective Date:	Version	Financial Assistance for Charitable or Not for Profit Community Organisations for Waste Disposal at Kimbriki	Page 2 of 2
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Community and Stakeholder Engagement Report

Draft Policy for Financial Assistance for Charitable or Not for Profit Community Organisations for Waste Disposal at Kimbriki

Impact level: Three

Consultation period: 23 April 2021 to 23 May 2021

Contents

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1. Summary¹

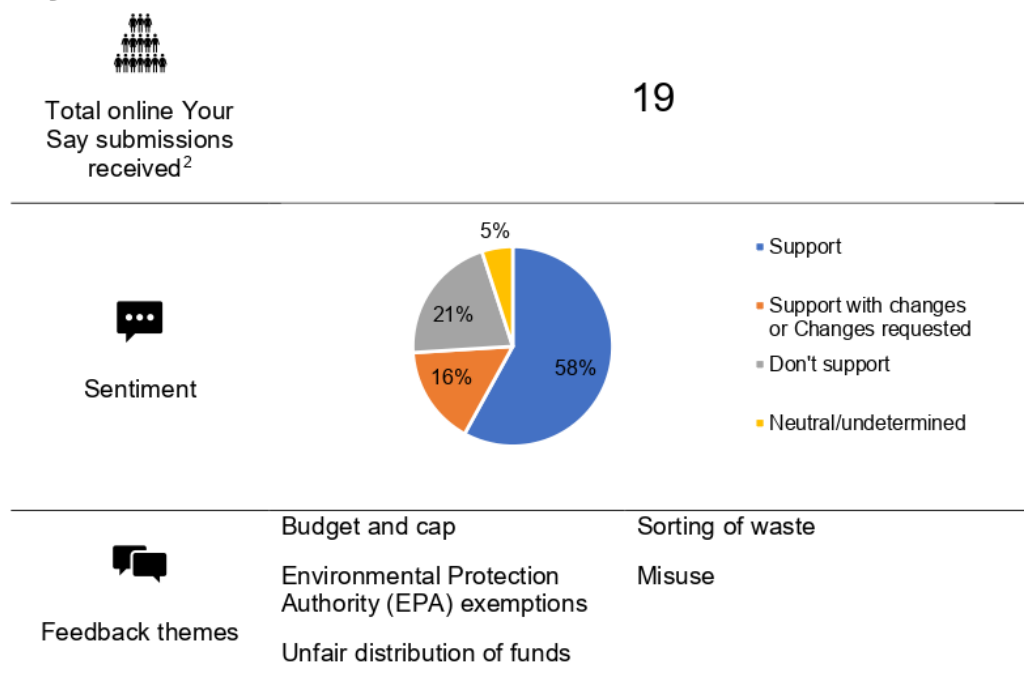
This report outlines the community and stakeholder engagement conducted as part of the Draft Policy for Financial Assistance for Charitable or Not for Profit Community Organisations for Waste Disposal at Kimbriki project from 23 April 2021 to 23 May 2021.

During the consultation we heard from both not for profit (NFP) community organisations and residents of the Northern Beaches.

Of the 19 submissions received, 11 were fully supportive of the draft policy. The main reason was that NFP organisations and community groups would continue to benefit from the financial assistance. Supportive submissions were received from both NFP organisations and Northern Beaches residents.

Three submissions were supportive of the draft policy but included suggested amendments relating to the \$2000 cap per organisation and special Environmental Protection Authority (EPA) exemptions. One submission indicated a neutral sentiment toward the draft policy but had concerns about possible misuse. Four submissions indicated that they were not supportive of the draft policy. Concerns were flagged about administrative costs and the potential for an unfair distribution of financial assistance.

1.1. Key outcomes



¹ Community and stakeholder views contained in this report do not necessarily reflect the views of the Northern Beaches Council or indicate a commitment to a particular course of action.

² This number does not include late submissions.

1.2. How we engaged

 Have Your Say	Visitors: 925	Visits: 1028	Av. time onsite: 1m08s
	Community Engagement (fortnightly) newsletter: 2		Distribution: 20,000 subscribers
 Electronic direct mail (EDM)	Council (weekly) E-News: 1		Distribution: 150,000 subscribers
	Religious and Cultural Leaders Newsletter: 1		Distribution: 168 subscribers
	Stakeholder email: 2		Distribution: 62

1.3. Who responded³

Interest

Interest Category	Percentage
Charitable/Not for profit organisation representative	21%
Northern Beaches Resident	68%
Other	10%

- Charitable/Not for profit organisation representative
- Northern Beaches Resident
- Other

Gender

- Male
- Female
- Other id.
- N/A

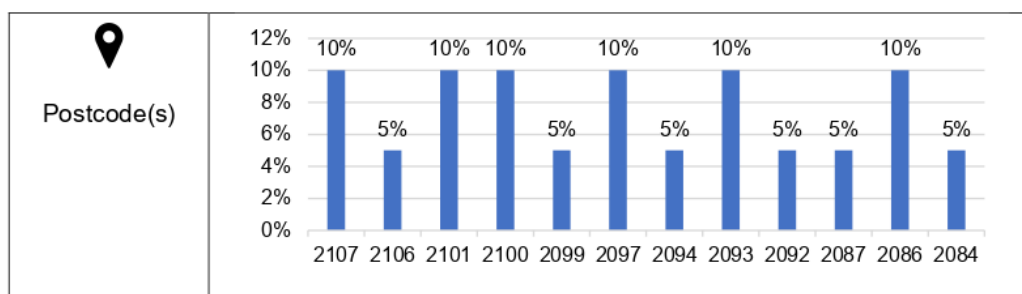
Gender	Percentage
Male	68%
Female	21%
Other id.	11%

Age group(s)

- <25 yrs
- 26-50 yrs
- 51-75 yrs
- 76+ yrs
- N/A

Age group(s)	Percentage
<25 yrs	10%
26-50 yrs	58%
51-75 yrs	10%
76+ yrs	22%

³ Demographic data was gathered by request only. The data represented only includes those respondents who provided this detail.



2. Background

This report outlines the community and stakeholder engagement conducted as part of the public exhibition of the Draft Policy for Financial Assistance for Charitable or Not for Profit Community Organisations for Waste Disposal at Kimbriki.

The Kimbriki Resource Recovery Centre is operated by an independent company. All customers, including Council, charitable and community organisations, must pay the gate (disposal) fees to Kimbriki when disposing waste.

Eligible charitable and community organisations that dispose of their waste at Kimbriki may request financial assistance from Council to pay their disposal fee.

Requests to Council are currently assessed under policies of the former Warringah and former Pittwater Councils. Former Manly Council did not have an equivalent policy.

We have developed the Draft Policy for Financial Assistance for Charitable or Not for Profit Community Organisations for Waste Disposal at Kimbriki to harmonise these policies and to enable a fairer and more equitable approach across the Northern Beaches.

3. Engagement objectives

- Objective 1: build community and stakeholder awareness of participation activities (inform)
- Objective 2: provide accessible information so community and stakeholders can participate in a meaningful way (inform)
- Objective 3: identify community and stakeholder concerns, local knowledge and values (consult)

4. Engagement approach

Community and stakeholder engagement for the Draft Policy for Financial Assistance for Charitable or Not for Profit Community Organisations for Waste Disposal at Kimbriki was conducted over a four-week period, from 23 April 2021 to 23 May 2021, and consisted of a series of activities that provided opportunities and platforms for community and stakeholders to contribute.

The engagement was planned, implemented and reported in accordance with Council's [Community Engagement Matrix](#) (2017).

A project page⁴ was established on our have your say platform with information provided in an accessible and easy to read format.

The project was primarily promoted through stakeholder notifications and our regular email newsletter (EDM) channels.

Feedback was captured through an online submission form embedded onto the have your say project page. The form included a question that directly asked respondents for their level of support on the draft policy.

An open-field comments box provided community members a space to explain or elaborate on their support, lack of support or neutral sentiment as well as any other feedback they wished to contribute.

Email and written comments were also invited. Contact details for the project manager were provided should anyone have a question.

It was determined for this project that it was particularly important to hear from not for profit organisations and community groups. We promoted the consultation in our Religious and Cultural Leaders Newsletter and sent a direct email notification to our list of not for profit community organisations on the Northern Beaches.

5. Findings

Of the 19 submissions received, 11 were fully supportive of the draft policy. The main reason was that NFP organisations and community groups would continue to benefit from the financial assistance. Supportive submissions were received from both NFP organisations and Northern Beaches residents.

Three submissions were supportive of the draft policy but included suggested amendments relating to the budget cap and special exemptions.

One submission indicated a neutral sentiment toward the draft policy but had concerns about possible misuse such as waste coming from outside the Northern Beaches.

Four submissions indicated that they were not supportive of the draft policy. Concerns were flagged about administrative costs and the potential for an unfair distribution of financial assistance. There were also concerns raised about residential waste services which were out of scope and will be addressed separately by the project team.

Suggestions and concerns regarding the draft policy are discussed in the table below.

Table 1: Feedback that identified suggestions and concerns regarding the draft policy

Theme	What we heard	Council's response
Budget and cap	This is a restriction on charities and tipping should be free.	This is unsustainable without some controls. The policy intends to make a fair and equitable access to support from Council.

⁴ <https://yoursay.northernbeaches.nsw.gov.au/financial-assistance-charitiesnfp-waste-disposal-kimbriki>

	<p>The budget will be consumed by eight larger organisations like Clean Up Australia.</p> <p>Council needs to reduce the \$2000 cap to allow more organisations to benefit from this policy.</p> <p>The policy should include the ability to extend the cap based on special circumstances.</p>	<p>Clean Up Australia is tipped under a separate arrangement with the EPA and would not be covered under this policy. The policy is not limited to eight organisations. There needs to be a cap to ensure equity of access, but in practice the general use over the last couple of years has been less than one tonne per visit, or around \$300. The policy will be reviewed in September 2024, including the number and type of organisations taking advantage of the policy.</p> <p>The cap does not define the number of users. For example, if each organisation only used \$500, then 32 organisations could access the financial assistance. The cap was chosen to provide equity of access to a variety of charitable organisations. The cap allows smaller organisations access while also allowing limited access to larger organisations without consuming the full budget.</p> <p>The cap provides for approximately ten tonnes of material to be tipped, which would cover most circumstances. The policy puts constraints around the extent of subsidy to avoid subjective decisions and potential unfair application of subsidy. There are separate arrangements available, via EPA exemptions for example,</p>
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		for instances of natural disaster like fire or flood.
EPA exemption	<p>The EPA exemption should not be required as it may be not be worth it administratively for some organisations.</p> <p>The policy should accommodate Rural Fire Service (RFS).</p>	<p>The EPA exemption should not prove difficult to obtain for smaller charitable organisations or NFPs.</p> <p>The RFS should be eligible to obtain a NSW EPA levy exemption and so be able to make use of the policy.</p>
Sorting of waste	Sorting of waste for recycling should not be required.	The sorting of material keeps the cost down as well as keeping material out of landfill which can be recycled.
Misuse	<p>We should not publicise the policy to avoid misuse.</p> <p>We need assurance that the waste is from the Northern Beaches and not from other areas.</p>	<p>Misuse should be avoided by the requirement to hold a NSW EPA levy exemption for charitable /NFP organisations, and other constraints within the policy</p> <p>The policy states that waste must be from the Northern Beaches area. In practice, it will be difficult to determine the origin of waste tipped under the policy. Council can require applying organisations to make a declaration regarding the origin of the material to be disposed.</p>
Access ⁵	Include residents of social housing in the policy	All residents including residents of social housing properties are entitled to the same waste services

⁵ Following the public exhibition, we received a submission from an NFP organisation regarding access for residents of social housing. While this submission has not been included in the reported Your Say submission numbers, we have chosen to include the theme in the table along with the response.

		<p>as all residential properties, including bulky goods clean up. If additional services are required, the NSW Department of Housing are the appropriate authority to make those decisions.</p> <p>The policy is designed to support local not for profit and charitable organisations rather than provide further waste services to residential properties.</p>
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Appendix 1 Verbatim community and stakeholder responses*

Number	Comment/submission ⁶
1	On behalf of The Peninsula Seniors Toy Repairers I think it is a very good proposal.
2	<p>[REDACTED], I feel that Financial Assistance for Scouts Australia (amongst other organisations) would be most beneficial. Organisations such as Scouts Australia rely on financial donations and registration fees from its members in order to continue. Financial Assistance from Council would be most welcome.</p>
3	<p>As a not for profit community preschool, when disposal of broken equipment, or disposal of old sand, vegetation etc is required, our preschool is having to fundraise, or take funds from other areas to cover for the cost of tip fees. Families, who are already paying fees to attend the preschool, sometimes take the equipment etc to the tip for us and cover the cost of the tip fees themselves. Providing financial assistance will allow the preschool to use more funds for the education of children and will also allow us to reimburse the families who are helping with the disposal of the equipment etc</p>
4	I feel the \$2000 pa for organisations could be reduced to \$1000 so more organisations could be included in the council max, of \$16000
5	<p>Councils used to provide garbage collection and tip services gratis for ratepayers. Charities were recognised as social services to the poor.</p> <p>Then council services were outsourced and garbage collection and tips became profit centres. Now we want to rip off charities.</p> <p>The former Warringah Council Policy MUST be extended to all of Northern beaches. The term "subsidies" is totally misleading as these services should be included in our rates anyway. Ripping off charities in this way and calling it a subsidy is disgusting.</p> <p>I totally reject the proposed policy.</p>

*Personal details have been redacted where possible. Spelling and grammatical errors have been amended only where misinterpretation or offence may be caused.

⁶ Three of the 19 online Your Say submissions do not appear in this table as the respondent only answered the sentiment question and did not provide further comment.

6	<p>Recently I took a box trailer load of household waste to Kimbriki tip. I also had some bags of clothing I was told you had a collection point for.</p> <p>On the way out I was charged \$80 for the load. I am a pensioner and have lived in Frenchs Forest since 1976 and it has always been free to residents. We have virtually no street frontage and when the old fashioned council cleanups occurred I could put our rubbish in their piles. The new system means I have to dump surplus goods outside of our neighbors. I find it amazing that you are charging residents to dump at the tips we have used since last century for free.</p> <p>The Council is supposed to be finding ways to make life better for residents - not worse.</p>
7	Well done Council - great idea
8	There should be equity with all the old northern beaches councils ie. The new amalgamated Northern Beaches Council .
9	<p>While I support the need to provide assistance to charities and NFPs, the administrative costs of implementing the policy will far out weigh any possible benefit particularly if the total annual allowance is capped at \$16,000.</p> <p>If it were to proceed the conditions for eligibility must be significantly stream-lined including by not requiring an exemption under other State legislation. A charity or NFP can very easily demonstrate their status so this should be sufficient to obtain the very modest amount of support. Similarly requiring extensive pre-sorting will significantly increase the cost of disposal and again out-weigh any benefit derived from the tipping fees.</p>
10	<p>The whole of council annual budget cap seems very very low (if I understand it correctly).</p> <p>There should still be the ability for council discretion to extend the annual subsidy cap per eligible organisation, based on the size of the organisation and in times of special need (say a flood where a lot of carpet & furniture may need to be disposed of).</p>
11	<p>The policy should also accommodate the NSW Rural Fire Service Brigades on the Northern Beaches. Our brigade and others in the district currently have to pay to dispose of rubbish at the tip using funds donated by the community which could otherwise have been put to better use. It would be nice if brigades could dump the small amount of waste they generate for free like we could when the tip was run by Warringah Council before the private company was established. The brigades volunteers have always attended and extinguished fires at the tip for free, it would be nice if the tip would allow waste to be dropped off by brigades at no charge.</p>
12	Yes I agree with the policy, the budget and the objective to provide more transparency and a standard approach to such organizations
13	I agree with the principal but I have concerns, If this does get passed, do not inform the public as I believe more people/grubs will use the outlets to dump their personal rubbish, which means they could/would be no better off.
14	<p>I am pleased to see that one of the provisions is that the waste to be dumped is to be collected from the Northern Beaches LGA.</p> <p>I have it on good authority that with the old system that operated under Warringah Council, the St V de Paul Charity were given booklets of tickets by Council for accessing the Kimbriki tip. As it was not costing the society any money for dumping their waste at Kimbriki, each week they would send a truck from the Central Coast depot loaded up with the waste generated by their organisation on the Central Coast, and transfer it into one of the collection trucks from the Northern Beaches to deliver it to Kimbriki, and there was no way the staff at Kimbriki, or Council would have known that without being informed by a disgruntled worker.</p> <p>While your new draft policy will provide up to \$2000.00 for St V De Paul and others, there is</p>

	no way you can detect if they are bringing their waste from outside of the Northern Beaches LGA to be dumped here as it is being subsidised. How many other councils subsidise the charities at their tips?
15	Great idea to support the charities that support locals! While it seems sensible to have a cap per charity and overall, there could be an option for a one off or reasonable request (eg. If a charity such as Dalwood Jumble Sale were unable to continue post Covid there would be a lot of stuff to donate onward, and to go to waste disposal.)
16	Insufficient information. The proposed \$16k annual budget cap, divided by \$2k cap per "eligible organisation" suggests as few as just 8 organisations might benefit under the proposed scheme? Clean Up Australia and who else? Sounds potentially unfair and inequitable to me. So how many organisations benefited under the existing schemes, what was the average and highest subsidy for those organisations, and what was the total annual cost to the Council(s), budgeted or not? Is there any suggestion that the subsidy has been inappropriately claimed in the past? How difficult would it be for a small charity to get the referenced "NSW EPA 'Community Service Exemption' from the Section 88 Waste Levy"? Might that be a backdoor way to prevent smaller worthy organisations from accessing council assistance.
17	Thank you for this further opportunity to comment on the Kimbriki charity policy. As you know, [REDACTED] is a not-for-profit and could benefit from some additional assistance in relation to this policy. If you could raise the cap beyond \$2000 per organisation we could assist tenants to dispose of household items at a reduced cost and improve their liveability in their homes. The current \$2000 cap probably meets the requirements for a single household to access the tip if relocating. If this proposal is not supported, we are happy to advocate on behalf of our tenant community on the Northern Beaches, who we consider are the most vulnerable members of this community and request an offer of a discount for each social housing tenant living in the LGA. We know that relocating tenants and or supporting tenants to live safely in their own homes, free of clutter, can lead to high recharges for the removal and tipping of household items. Can this feedback be provided for consideration? It may be something that the Council wants to specifically offer to older tenants and or people with a disability and we could provide some details to consider these annual costs. We look forward to hearing the councils response and to discussing other opportunities to improve access for vulnerable members of the community to the tipping services.

Document administration	
Version	2.0
Date	24 June 2021
Status	Final



Policy – No 83	Adopted:	OM: 03.03.1997
	Reviewed	OM: 15.07.2013
	Amended:	OM: 17.10.2011
	Revoked:	

TITLE: **KIMBRIKI RESOURCE RECOVERY CENTRE – FREE ACCESS**

STRATEGY: **WASTE MANAGEMENT & POLLUTION CONTROL**

BUSINESS UNIT: **ENVIRONMENTAL COMPLIANCE**

RELEVANT LEGISLATION: **NONE**

RELATED POLICIES: **NONE**

Objectives

To relieve registered charities and not-for-profit community organisations from tipping charges.

To assist registered charities and not-for-profit community organisations by accepting tipping charges as a debt to Council.

Policy Statement

1. That no charge be made to registered charities and not-for-profit community organisations for the disposal of waste/recyclables at Kimbriki Resource Recovery Centre, Kimbriki Road, Ingleside.
2. That Pittwater Council agrees to be debited and pay the applicable fee for waste/ recyclables disposed by registered charities and not-for-profit community organisations.
3. Evidence of current registration as a charity or not-for-profit organisation is required to be supplied prior to Council issuing a letter of exemption.
4. The quantity of waste/recyclables shall remain within reason and at the discretion of Council.

**POF-PL 817**

**KIMBRIKI RECYCLING AND WASTE
DISPOSAL CENTRE - FREE ACCESS TO
COMMUNITY ORGANISATIONS**

1. The purpose of this policy is

to identify those organisations that will have their access fees (free access) to Kimbriki Recycling and Waste Disposal Centre, met by Warringah Council.

2. Policy statement

Warringah Council will meet the charge made to churches, schools or community/non-profit organisations for the disposal of waste at Kimbriki Recycling and Waste Disposal Centre within the allocated budget for the period, provided that the quantity of waste remains within reason and is not the result of commercial activities of the organization. Application is to be made in writing on letterhead by the organization at which stage a determination will be made regarding the number of free entry passes to be allocated to the applying organization. The charges incurred by such organizations based in Warringah and issued free entry passes will be the responsibility of Warringah Council.

3. Principles

Warringah Council will carry out the Kimbriki Recycling and Waste Disposal Centre - Free Access policy according to the following principles:

3.1 Organisations exempt from paying fees

Warringah Council agrees to be debited and to pay the applicable fee for waste disposed of by locally based organizations such as:

- Apex Clubs
- Autistic Children's Association NSW
- Churches
- Far West Children's Home
- Furlough House
- House With No Steps
- Ingleside Youth Refuge
- Lions Clubs
- Manly Warringah Women's Resource Centre



POF-PL 817

- St Vincent de Paul Society
- Salvation Army
- Schools (all)
- Scout groups
- Spastic Centre of NSW
- Stewart House
- Sunnyfield Association
- Sydney City Mission
- War Veterans Home

3.2 Materials that will be accepted under this policy

To qualify for exemption, the organisations listed above are to observe the following requirements:

- Building material (e.g. separate bricks, concrete etc.) is to be pre-sorted so that material left at the centre can be recycled.
- Household waste (paper, glass, aluminium cans, PET bottles etc.) must be presorted and deposited in the respective containers at the Household Materials Recycling Area.
- Vegetation and metal waste must be presorted and deposited in the respective recycling areas.
- No putrescible (putrid, rotten, decomposed, stagnant) material is to be deposited.

4. Amendments

Amended by Council 25th May, 2004, Council decision No. 147.

POF-PL 817 supersedes STR-PL 817. STR-PL 817 (Kimbriki Recycling and Waste Disposal Centre - Free Access) supersedes policy number 4.5.03.

This policy was last amended on 1/7/96.

This policy was last amended through delegation to EC on 7.806

5. Authorisation

The Kimbriki Recycling and Waste Disposal Centre - Free Access policy was authorised by Council on 14/8/84.

This policy is due for review on 31 December 2008.

6. Who is responsible for implementing this policy?



POF-PL 817

Manager, Business Operations

7. Document owner

Director, Customer and Community Services

8. Dataworks Registration

- Kimbriki Recycling and Waste Disposal Centre
- Policy Register

9. Legislation and references

None.

9.1 Definitions

None.

Northern Beaches Council Electric Vehicle Charging Infrastructure Plan

2

Purpose

To provide conditions for the provision, installation, management, maintenance and removal of Electric Vehicle (EV) charging infrastructure on a selection of Council owned or controlled land in the Northern Beaches Local Government Area (LGA).

This Plan relates to charging infrastructure that is:

- Intended for use by the public
- Intended for charging electric vehicle and other transport modes, such as bicycles, taxis, and new freight and public transport solutions.

Principles

Plan Scope

3

This Plan will:

- Support the delivery of EV charging infrastructure on public land that integrates effectively with the transport network and local environment
- Consider all electric transport charging infrastructure
- Ensure a fair and equitable selection of providers that supports current EVs and charging types
- Ensure a council managed community engagement approach to seek support on future EV charging site locations and charging infrastructure
- Increase the availability of EV charging infrastructure to support growth in the uptake of EVs, locally and nationally
- Provide direction for providers of EV infrastructure in the allocation of suitable locations on public land and Council requirements.

The Plan applies to all publicly accessible Electric Vehicle Charging Infrastructure installed on public land, whether installed by Council or Third-Party Private operators. It provides the overriding direction for the provision of Public Electric Vehicle Charging Infrastructure across the Northern Beaches for Residents, Businesses and Visitors.

For Endorsement

4

Plan Application

Council will consider both council installed and managed infrastructure as well as third party provider infrastructure for the provision of electric vehicle charging.

Council will include the location of all electric vehicle charging locations on relevant parking management tools for visibility to the customer, such as parking apps.

At a minimum Council will ensure that no less than two dedicated electric vehicle charging car parking spaces are provided at each location.

Council installed and managed infrastructure

i) Provision of Service

- Council will install publicly accessible electric vehicle charging infrastructure in locations of its choosing based on demand and strategic decision criteria, inclusive of community feedback.
- Council reserves the right to charge all users equally across the sector, based on the service provided.
- All data collected as part of the service will be stored securely locally in line with Council's Information Management criteria.
- Council will provide universal charging systems that are not assigned to any particular vehicle manufacturer, that are designed to provide top up charging and will be time restricted to ensure equitable access. This may be achieved through hardware, software, legislation options and varied between time of day, location, and technology used.
- Council will ensure that maintenance of the site is included in the contract with infrastructure provider and budgeted accordingly.

ii) Cost Recovery – Fees and Charges

- Whilst Council will fund the infrastructure from capital sources, the operational cost will be recovered from the customer.
- Usage charges will be set by decision of Council in the annual fees and charges, based on the electricity cost projection for the corresponding period.
- Council's fees and charges will be based on actual cost and not based on a comparison with other providers operating on the Northern Beaches.

iii) Council will supply a variety of charging solutions across the area

- Level 2 charging infrastructure (7kw AC) will be installed in several long-term carpark locations to provide charging options for those owners with limited parking availability and/or commuters. Time limit between 2 and 6 hours.
- Level 2 charging infrastructure (11- 22kw AC) will be installed in short term carpark locations and suitable destination location (some models are currently not able to utilise these chargers to their full capacity). Time limit between 30 minutes and 2 hours
- Level 3 charging infrastructure (25kw DC) will be installed at high demand destinations and close to regional transport corridors to allow for short duration rapid top-up charge (PHEV and some older models cannot use DC Charging). May be limited to less than 30 minutes.

Third party provider electric vehicle infrastructure management

i) Eligibility of provider

- Any provider wishing to deliver EV infrastructure within the Northern Beaches LGA must express their interest to through a formal request in writing.
- Where necessary, the eligibility of a provider will be determined through an Expression of Interest (EOI) process that is open to the market and will be evaluated by Council based on the Schedules detailed in the EOI
- Council will determine proposed locations for EV infrastructure.

ii) Obligation of provider

- It is the provider's responsibility to abide by the relevant legislation and technical requirements in order to operate with the Northern Beaches LGA.
- It is the provider's responsibility to financially commit to cost of the EV infrastructure and to ensure that the site is operational at all times
- It is the provider's responsibility to ensure that the site is safe and accessible for all users at all times
- The provider must enter into a data sharing arrangement with Northern Beaches Council to provide real time access to usage and membership information
- Council has the right to remove any EV infrastructure at any time and for any reason if it is found not to be in the best interest of the community. All costs will be the responsibility of the infrastructure provider.

iii) Lease arrangement

- Any provision of EV charging stations on public land will be subject to licensing/

leasing arrangements, or similar, between the provider and Council. Licence and/or lease terms shall be in accordance with Council's related Policies.

- Subject to obtaining the required planning approval/s, entering into a lease or licence agreement with Council to utilise public land for installation and operation of an Electric Vehicle charging station in no way guarantees development consent or approval.
- Council reserves the right to require appropriate remuneration for use of Public Land for the apportionment of user fees or through a fee structure, or other. This is to be determined on a case-by-case basis as part of any licence/lease (or other) arrangement and in accordance with Council's annual Fees and Charges.
- Council may consider a Public/Private Partnership with relevant providers to deliver Electric Vehicle charging stations on Public Land. This will be subject to negotiation on a case-by-case basis.

iv) Security deposit and/or bond

- It will be a requirement of the provider to pay, prior to the commencement of any works, a security deposit and/or bond of no less than \$5,000 AUD per site.
- Council will hold the deposit and/or bond for the duration of any lease or licence agreement. Any costs incurred by Council in excess of the deposit and/or bond amount will be borne by the applicant/Electric Vehicle charging station operator.
- Information relating to the deposit and/or bond will be identified within the lease or licence agreement.
- Council reserves the right to amend the security bond/deposit payment at any time.

For Endorsement

Site Selection

Council will initially consider locations that are in strategic and tourism destinations for EV charging infrastructure. This will include strategic centres such as Mona Vale, Brookvale/Dee Why, Frenchs Forest and Manly, some sporting grounds, as well as tourist areas such as Palm Beach.

Council will consider a site based on the following factors:

- There must be existing and/or potential demand for EV charging.
- That any site considered for the provision of EV charging infrastructure is desirable location for the user to stop, spend time in the area or use local amenities.
- A safe location for access to the proposed charging infrastructure.
- Access to a suitable power supply.

Council will also consider sites that are located at key entry points to the Northern Beaches LGA or located near the main road corridors.

The ongoing implementation of this plan will be scaled up as the ownership and usage of Electric Vehicles increases across the area, to allow a convenient charging network to be used by residents, visitors and businesses, especially in areas where there is a high demand for charging infrastructure.

A third party owned publicly accessible Electric Vehicle Charging site may be considered suitable for an EV charging infrastructure where the proposal demonstrates to Council's satisfaction that:

- The land is public land, as defined in this Plan
- Considers land classification. Land classified as operational land is preferred, however community land may be considered suitable where the proposal is in accordance with the *Local Government Act, 1993*, *Crown Land Management Act, 2016* and the relevant Plan of Management for that land
- Electric Vehicle charging stations are permissible under the relevant legislation at the proposed location (e.g. Pittwater Local Environment Plan, 2014, Warringah Local Environment Plan, 2000, Warringah Local Environment Plan, 2011, Manly Local Environment Plan, 2013, State Environment Planning Policy (Infrastructure) 2007, the *Roads Act 1993* and the like). Note: the provider is responsible for securing development consent or approval, where applicable, from the relevant planning authority or a case by case basis
- Environmental constraints, characteristics and amenity have been considered
- There is a demand and future growth in the proposed location specific to the charging type
- The electricity supply infrastructure capacity of the existing electrical supply network is suitable (or can be reasonably upgraded). Note: Council will not contribute to the cost or be responsible for the provision, or upgrade to, electrical supply infrastructure to service a proposed EV charging site, unless by prior agreement

- The land is located within a reasonable walking distance (generally within 400m) of a town or village centre or a strategic tourism location
- The land has reasonable connection to the wider road network
- The facility and its operation will not adversely impact upon the amenity of surrounding development or the public domain
- The facility is safe with adequate lighting, and pedestrian, vehicle and bicycle access available at all times of day and night
- The facility is compliant with relevant Australian standards and road design guidelines
- The facility is compliant with relevant Australian standards and regulations for workplace health and safety. Charging station hardware must be located a safe distance away from hazards (e.g. dangerous goods and fuels)
- Consultation with the local community and relevant stakeholders is satisfactorily undertaken in conjunction with site selection.

Design Considerations - Visibility and Identification

The provider (whether Council or Third Parties) is responsible to ensure that the facility and all ancillary infrastructure (including signage, parking bays and charging infrastructure) shall be easily visible and accessible for users to find, with consideration of the following:

- Wayfinding signage (white on blue) will be required to allow users to locate the EV charging station from the main road network, similar to the wayfinding signs for car parking (note: wayfinding signage shall be consistent with the relevant standards and guidelines)
- All Electric Vehicle charging bays shall be clearly marked with the words 'EV Charging Only' painted on the ground. Note: Non-compliance with this provision may be considered in areas where it is inappropriate, provided sufficient alternative identification can be provided to the satisfaction of Council or where the infrastructure is provided in a manner that allows for more widespread charging including the use of 'Smart Poles' or other similar infrastructure. Liability of on-street charging infrastructure is the responsibility of the provider and Council will not be held liable under any circumstances
- Adequate lighting must be provided for the safety and security of drivers, passengers, vehicles and associated infrastructure. Lighting must be sufficient to easily read related signs, instructions, controls on vehicles, controls on EV infrastructure and to identify and provide visibility of all EV charging inlet locations
- Selected parking spaces shall be located to ensure safe sight distances for pedestrians, vehicles and bicycles are provided
- The use of advertising by any provider is to be disclosed to Council in the initial application process and disclosed as part of the community engagement process. Separate planning approvals may be required for the presence of advertising. Advertising must comply with relevant standards. Advertising that contains tobacco, nicotine, alcohol and gambling will be prohibited from any EV charging infrastructure and site in the Northern Beaches LGA.
- Appropriate pole signage is to be installed to indicate the parking spaces are allocated for EV charging only. Pole signage shall be provided in accordance with TfNSW Sign No. r5-41-5 or equivalent

Environmental

Parking Configuration

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- The proposal must utilise renewable electricity that may include onsite solar, green power or a Renewable Power Purchase Agreement.

The following must be considered at a minimum:

- All aspects of EV charging bays are to be designed and constructed in accordance with relevant Australian Standards
- All EV car parking spaces/charging by pavements shall be constructed to Council's specifications including sealing, kerb and guttering, pram ramps, signage and line marking
- Preference is given to the provision of EV charging infrastructure that can service two vehicles in adjacent car parking spaces at a minimum of two related (e.g. adjoin/adjacent) car parking spaces in any given location
- Off-street car parking will permit both front to kerb and rear to kerb parking, where possible. Vehicles must park in accordance with relevant legislation determined by NSW State Government
- Dedicated areas for parking of bicycles when charging at designated areas
- All EV charging bays are to be compliant with the Disability Discrimination Act 1992 which includes compliance with current standards for access (AS2890.5/AS2890.6).

For Endorsement

Electric Vehicle Charging Technology

Council's objective is to facilitate the provision of EV charging infrastructure in an efficient, inclusive and accessible manner.

The installation of EV charging on Public Land on the Northern Beaches shall be consistent with the NSW State Government *Future Transport 2056 – NSW Electric and Hybrid Vehicle Plan* and at a minimum shall include:

- Consistent standards for charging connections based on European CCS2 and CHAdeMO for DC fast chargers, and Type 2 for AC charging
- Preference for connected and smart chargers, to allow the most efficient energy use for both consumers and network operators
- Preference for all EV charging infrastructure to have a minimum power capacity of 50kW DC 22kW AC may be considered in some locations.
- Public access and open payment options platforms (credit/debit cards parking apps).

In areas where there is high demand for on-street parking Council will consider the availability of public slow chargers to service residents with limited access to off-street parking.

The charging cable shall have the capacity to reach all points of the vehicle when charging in an on street or off-street car parking space to cater for EV's with front, rear or side charging points.

Cables should not be a hazard for pedestrians or other vehicles at any given time.

Note: Amendments may be considered for future EV charging infrastructure that supersedes the content included in this Plan or if a suitable alternative is demonstrated to the satisfaction of Council.

References and Related Documents

11

- Move – Northern Beaches Transport Strategy 2038
- Protect. Create. Live Northern Beaches Environmental Strategy
- NSW State Government Future Transport 2056 – NSW Electric and Hybrid Vehicle Plan
- NSW Department of Planning Industry and Environment Net Zero Plan. Stage 1 2020 - 2030
- Pittwater Local Environment Plan 2014
- Warringah Local Environment Plan 2000
- Warringah Local Environment Plan 2011
- Manly Local Environment Plan 2013
- Local Government Act 1993
- Crown Land Management Act 2016
- Roads Act 1993
- Disability Discrimination Act 1992
- State Environment Planning Policy (Infrastructure) 2007
- AS2890.5 - Parking facilities Part 5: On-street parking
- AS2890.6 - Parking facilities Part 6: Off-street parking for people with disabilities.

For Endorsement

Definitions

Ancillary infrastructure means any and all physical items that relate to the EV charging infrastructure, whether at the site of the EV charging infrastructure, or elsewhere.

CCS2 means a Combined Charging System Type 2 EV charging connector with both AC and DC option, allowing both DC fast charge and Level 2 AC charge.

CHAdeMO means 'CHArge de Move' and is a DC charging standard for EVs.

Council means Northern Beaches Council

DDA Compliant means compliance with the *Disability Discrimination Act 1992*

Ecologically sustainable development (ESD) principles means as defined by Australia Government, Department of Agriculture, Water and the Environment.

Public land is as defined in the Local Government Act, 1993, means any land (including a public reserve vested in or under the control of Council, but does not include:

- a) A public road*, or
- b) Land to which the *Crown Lands Management Act 2016* applies*, or
- c) A common, or
- d) A regional park under the *National Parks and Wildlife Act, 1974*.

*For the purpose of this Plan, a public road and Crown reserve may also be considered suitable for an EV charging station.

Strategic tourism location means:

- a) a place of recognised tourism significance, including a natural place or built form place; or
- b) a tourist visitor centre, or the like; or
- c) a place zoned for tourism purposes under Pittwater Local Environment Plan, Warringah Local Environment Plan, 2010, Warringah Local Environment Plan, Manly Local Environment Plan, or the relevant planning instrument applying to that land.

Type 2 socket means EV charging connectors designed to specification IEC 62196 (commonly referred to as Mennekes).

Responsible Officer

Executive Manager, Transport and Civil Infrastructure

Review Date

This plan is to be reviewed annually from date of implementation.

Revision History

Revision	Date	Change	TRIM#
1			
2			
3			

For Endorsement





Community and Stakeholder Engagement Report

Electric vehicle charging infrastructure Plan (Stage 1 of 2)

Impact level: 3

Consultation period: 8 April to 9 May 2021

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1. Summary¹

This report outlines the community and stakeholder engagement conducted as part of the electric vehicle (EV) charging infrastructure plan project conducted from 8 April to 9 May 2021.

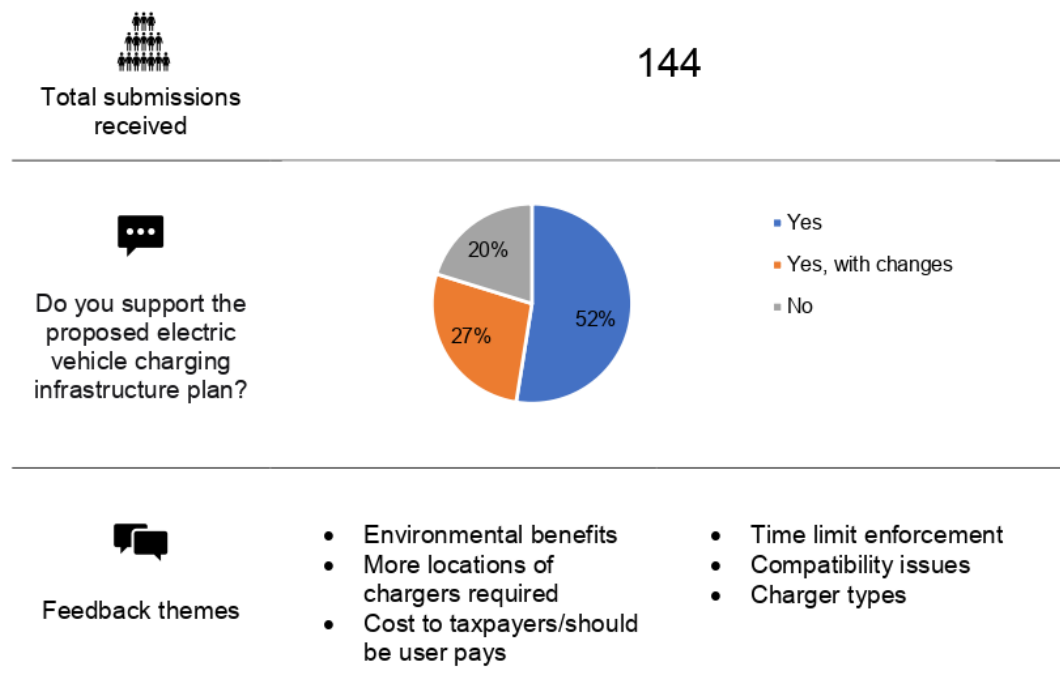
The feedback collected during consultation revealed a high level of support for the draft plan with comments citing the anticipated environmental benefits of encouraging electric vehicle uptake on the Northern Beaches.

Feedback also suggested Council should consider more locations for EV charging infrastructure including at shopping centres, beach car parks and near public transport hubs.

Some of the issues raised during the consultation were regarding compatibility of charging infrastructure and various models of EV, the charging level (preferring ultra-rapid) and how to enforce the EV parking spaces and the time limits.

Respondents who were not supportive of the proposal felt that the cost of infrastructure and electricity should lie with the user and not taxpayers/ratepayer. Some felt the plan unfairly supported a minority of people who had EVs and not the general public.

1.1. Key outcomes

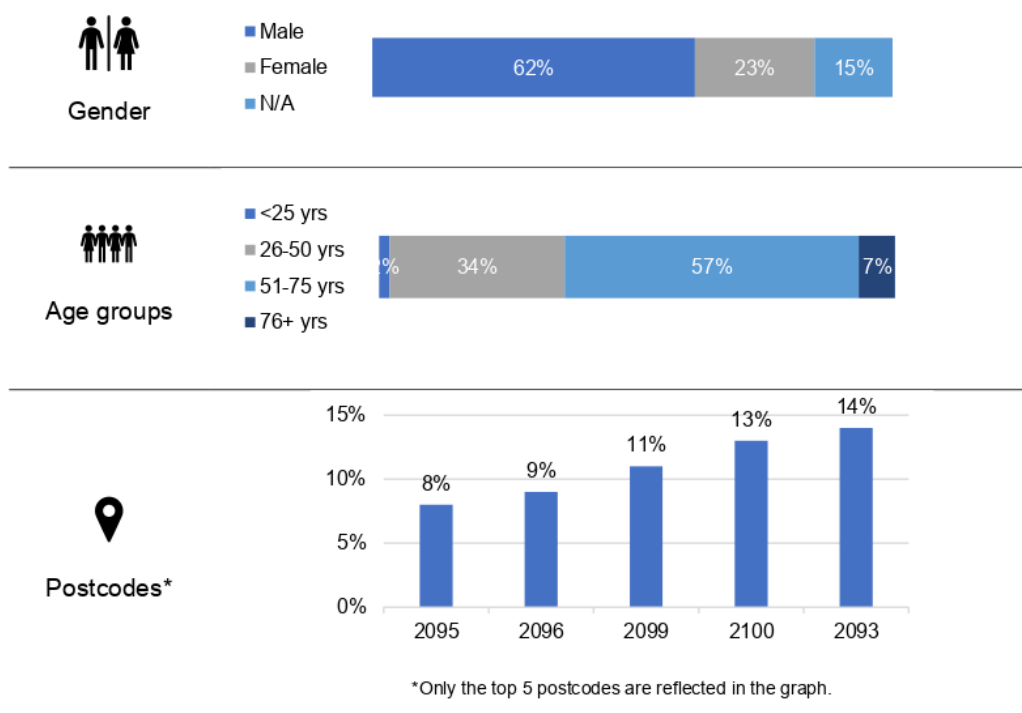


¹ Community and stakeholder views contained in this report do not necessarily reflect the views of the Northern Beaches Council or indicate a commitment to a particular course of action.

1.1 How we engaged

	Visitors: 1,343	Visits: 1,683	Av. time onsite: 2m15s
Have Your Say			
	Community Engagement (fortnightly) newsletter: 2 Council (weekly) e-News: 1	Distribution: 20,000 subscribers	Distribution: 150,000 subscribers
Electronic direct mail (EDM)			
	1 x face-to-face 1 x via MS Teams	Total attendance: 5 people	
Drop in sessions			

1.2. Who responded²



² Demographic data was gathered by request only. The data represented only includes those respondents who provided this detail.

2. Background

Council is investigating the installation of electric vehicle (EV) infrastructure that is publicly available to encourage and support the uptake of EVs in the Northern Beaches Local Government Area.

The draft Electric Vehicle Charging Infrastructure Plan has been developed to guide the future management of publicly operated EV charging stations in the Northern Beaches. The draft plan creates the framework for establishing a future network of EV charging stations and outlines conditions for the installation, management, maintenance and removal of EV charging infrastructure on identified Council sites.

This report outlines the community and stakeholder engagement conducted as part of stage one. Stage two engagement will be conducted as part of the public exhibition of the Development Application.

3. Engagement objectives

- Build community and stakeholder awareness of proposal and engagement participation opportunities (inform).
- Provide accessible information so community and stakeholders can participate in a meaningful way (inform).
- Identify community and stakeholder concerns, local knowledge and values (consult).

4. Engagement approach

Community and stakeholder engagement for the Electric Vehicle Charging Infrastructure Plan was conducted over a four and a half week period, from 8 April to 9 May 2021, and consisted of a series of activities that provided opportunities and platforms for community and stakeholders to contribute.

The engagement was planned, implemented and reported in accordance with Council's [Community Engagement Matrix](#) (2017). The full documented engagement approach is outlined in the Electric Vehicle Charging Infrastructure Plan Community and Stakeholder Engagement Plan (October 2020).

A project page was established on our have your say platform with information provided in an accessible and easy to read format.

The project was primarily promoted through our regular email newsletter (EDM) channels.

Feedback was captured through an online comment form embedded onto the have your say project page. The form included a question that directly asked respondents for their level of support on the proposal.

An open-field comments box provided community members a space to explain or elaborate on their support, not support or neutral sentiment as well as any other feedback they wished to contribute.

Email and written comments were also invited.

Two drop-in sessions were offered, the first held at Dee Why Council Chambers on 21 April and the other held via MS Teams on 6 May, giving the opportunity for people to find out more about the project or to ask questions.

5. Findings³

Overall, almost 80 percent of responses supported the draft Electric Vehicle Charging Infrastructure Plan either in full or part.

The main reason for support were the anticipated environmental benefits of encouraging electric vehicle uptake on the Northern Beaches as well as addressing the potential future demand including that access to public charging stations would encourage EV uptake and help reduce carbon emissions.

27 percent of respondents overall indicated that, while they support the plan, Council needed to make further considerations, minor changes or additions to ensure that the plan was sustainable, effective and included additional locations.

In particular, many felt the plan did not go far enough and there should be EV charging stations in more locations across the Northern Beaches including at every shopping centre and public car park.

Specific charging stations locations, including tourist destinations (to encourage visitors) and at the beach carparks were also mentioned.

Other comments that suggested changes to the plan wanted renewable fuels to power the charging stations, feeling that otherwise the environmental benefits of EVs would diminish. Compatibility issues and charging levels preference were also raised. These commentators wanted to ensure that all models of cars would be able to use the charging stations and that ultra-rapid chargers (aim for 50kw) were the preferred option.

Several comments felt the charging stations should be a user pays system or the EV manufacturer should pay for the charging infrastructure. They expressed that Council should not be involved with providing free charging for a small minority of people with electric vehicles. Other respondents mentioned that there were not enough EVs on the Northern Beaches currently to warrant the expenditure for charging infrastructure or that it was a waste of rate payer's money.

Operational matters were raised a few times in the comments. There were queries regarding how the parking conditions would be enforced, maintenance requirements and the addition of shelter over charging stations to make them all-weather. Other comments said locate the chargers away from busy shopping areas so that they are not removing public car parking spaces.

³ Note: This report represents what Council has heard as accurately and transparently as possible by using consistent quantitative and qualitative analysis techniques.

Table 1: Feedback that requested specific changes to the proposal/draft

Theme	What we heard	Council's response
Location	<p>Specific charging stations locations, including tourist destinations (to encourage visitors) and at the beach carparks.</p> <p>Request for additional locations to be included</p>	<p>Council will consider a site based on the following factors:</p> <ul style="list-style-type: none"> • There must be existing and/or potential demand for EV charging. • That any site considered for the provision of EV charging infrastructure is desirable location for the user to stop, spend time in the area or use local amenities. • A safe location for access to the proposed charging infrastructure. • Access to a suitable power supply. <p>Council will also consider sites that are located at key entry points to the Northern Beaches LGA or located near the main road corridors.</p> <p>Council will undertake community engagement to seek support on future EV charging site locations and charging infrastructure.</p>
Additional sites	Council should propose that all future DA such as shopping centres, medium density housing, commercial and industrial building and hotels include EV charging points	Council is currently working to merge existing Development Control Plans (DCP) to one Northern Beaches Document. The DCP will include the provision of EV Charging infrastructure.
Green powered sites	All electricity should be sourced from green electricity sources	<p>Council currently utilises renewable energy for all buildings and facilities.</p> <p>All electricity provided for charging of EVs will be from a renewable energy source.</p>
Cost	EV users should be paying for this infrastructure. It's not the domain of the Council to subsidise green initiatives at the expense of the community	Operational costs will be recovered from the EV customers.
Charging Infrastructure	Variety of charging types and infrastructure (cables / adaptors etc)	Council are continuing to investigate the variety of charging infrastructure to ensure the most appropriate universal charging system will be installed.
Charging Infrastructure	Include facilities for charging of e-bikes and other e-mobility devices	Council will in time include charging facilities for e-bikes and e-mobility devices.

Signage and Enforcement	Previously noticed in other locations existing signage saying 'Charging Only' with some EV vehicles not using the charging	Signage displayed at approved sites will be RMS approved sign # r5-41-5 'No Parking Electric Vehicles Excepted Only while Charging'. All EV non-charging vehicles or non-EV vehicles are subject to enforcement while parked in these dedicated spaces.
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Appendix 1 Verbatim community and stakeholder responses*

Number	Comment/submission
1	<p>1. No details have been provided as to what these charging stations will cost ratepayers.</p> <p>2. why is this not being left to the private sector?</p> <p>3. why aren't individuals who buy electric cars responsible for buying and organising charging?</p> <p>4. what reduction in CO2 emissions will result from this? Given the take up of electric cars, the impact can only be negligible.</p> <p>5. why is council getting involved in an area which will benefit only a handful of ratepayers over the next 10 years?</p>
2	<p>As a PHEV owner (Mitsubishi Outlander) my family has consciously chosen to invest in a more expensive vehicle to reduce our contribution to vehicle emissions. We support the intention to provide charging stations infrastructure in the Northern Beaches, but note the following points:</p> <ul style="list-style-type: none"> - a PHEV has a maximum range of ~ 34km on battery; - the current number of charging points within this range of our house in Newport is woeful; - the plan lists only a small number of additional charging stations. To provide an incentive for the public to invest in electric vehicles to meet the stated targets, the number and distribution of charging stations needs to be significantly more; - the cost to charge needs to be at least less than the typical cost of petrol on a per kilometre basis; - Better still, the cost to charge should be free to encourage more electric vehicle owners, given that there is already a higher up front cost in the purchase of an electric vehicle compared with a fuel-only car. (As a point of comparison, in certain European countries the purchase tax for electric vehicles is lower than for fuel-only vehicles as a government incentive for lower vehicle emissions and Australia is still lagging in this respect; lower/no charging costs is also where the government could provide a quantifiable incentive); - the time limits on the electric vehicle parking spots needs to be enforced and penalties applied if fuel-only cars take these spots, given the overall scarcity. <p>In summary, the intent of this plan seems to be in the right direction, but to truly make a difference and encourage change in people's choices about type of vehicle to drive, there needs to be a lot more support from the government in more charging points and financial incentives to drive an electric vehicle.</p>
3	<p>As a rate payer i shouldn't be paying for this type of infrastructure. It's the car owners responsibility to provide a charging point on there own premise or at there work place. Not on pathways or public space.</p> <p>Would be better to set these up at existing service stations</p>
4	<p>As an electric vehicle driver, I would urge the council to avoid placing charging spaces in priority locations as this encourages non charging use by both EV and ICE vehicles. I would also have signage and penalties which stipulates vehicles must be either charging or subject to a very short term limit if not plugged in.</p> <p>DC charging should be subject to 30-45 minute limit.</p>
5	<p>As an owner of Nissan Leaf EV I clearly support increasing provision of charging locations. However, I suspect it will be a long time before people without access to home charging buy EV's, hence focus should be on the beach's and commercial hubs</p>

*Personal details have been redacted where possible. Spelling and grammatical errors have been amended only where misinterpretation or offence may be caused.

	<p>initially to support visitors to Northern beaches and hence impact on rate payers not significant but benefit local businesses. Would be good if commercial car park owners could be given non financial incentives to install EV charging.</p> <p>My suggestion is to put more chargers at fewer locations so some reassurance to EV owners that access will be possible.</p> <p>Not sure if EV only is enforceable, but I have seen too many cases of the few available spaces being used by non EV to park. Although sometimes the signage is not clear enough, hence may not be done intentionally.</p>
6	At long last! Good to see NBC move on this. Being a council area with some of the most affluent folk around, the current high price of EV in Australia (thanks for nothing, Fed Gov), finds the least resistance here, and the only remaining obstacle is the scarcity of charging infrastructure. We've been driving a pure EV for over three years now and would never go back to fossil fuel car. The plan as proposed is a good start and we can only hope that the time from proposal to implementation will not drag on.
7	Batteries use rare earth minerals that are bad for the environment at end of life. Other options like hydrogen fuel need to be invested in and developed instead.
8	Buying and running an Electric Vehicle is a personal choice. I do not want my rates spent paying for someone else's car running costs. The cost to charge an electric vehicle is an individual's responsibility not Councils.
9	Charging stations are an integral element to achieving an EV network in Australia. The walking distance (400m) from strategic centres is a great addition to hopefully boost the local economy through tourism.
10	Consideration to be given to non EV's parking in charging spaces which seems to be a growing problem where parking is limited. This may be a problem at beach car parks. otherwise a good start
11	<p>Council can ill afford the expenditure while carrying a debt of \$100 million. This should be left to private enterprise and no doubt all the fuel outlets now available will provide the necessary capital to have recharge stations.</p> <p>Council are moving beyond their brief and should stick to their main responsibilities, roads, parks and drainage. I see this as a virtue signalling ego trip by council. Don't go there!!</p>
12	Council should take the opportunity to include facilities for charging for e-bikes and other e-mobility devices. It would be as simple as including a couple of 10A domestic power sockets on each charging station. This would assist active transport users who may be doing the same trips as the EV drivers you are targeting to support. Going to the beach, to the shops, making a stop en-route on a cycle tour is just as likely to be done by riders as by drivers. It would be sensible to also add a quality bike parking rail nearby so that the rider can lock their bike up while it is charging.
13	Councils and state government need to fill the void left by little or no planning from Federal Government for the transition to electric vehicles from fossil fuel-powered ones. Anything that can make it easier to buy, use and maintain an electric vehicle is a positive move forward.
14	Critical for our region to make meaningful contribution to battling climate change and encourage transition to EV's
15	Dedicated parking spots, as per section 8, is crucial to ensuring that petrol based cars don't inadvertently park in these spots. Additionally, Electric car owners (of which I am one) are happy for the EV parking spots to be in less ideal positions (eg not immediately near car park entry points, lifts, 'premium positions') as this will reduce petrol based cars from inappropriately parking in these spots.
16	<p>Don't need 3 locations in Dee Why - wrong demographic and destination for those who can afford HEV/EVs.</p> <p>Mainly needs more than one location - needs to accommodate current and future requirements if wishes to maintain or expand itself as destination. Eg - Queensie</p>

	park/kierle park/ raglan street/ by ocean world/ Also ff/Davidson/belrose not serviced as yet. Might want to reconsider given massive transport and infrastructure happening in this are. Maybe ff shops/Glenrose
17	EV charging Stations – [REDACTED] – OR TAKE IT AS A SUBMISSION ON [REDACTED] [REDACTED] 1. I don't own an EV and therefor I don't see why I should contribute in my rates to charging stations as it should be user pays not ratepayers. 2. I don't see why I should contribute to Council staff having EV's and again it should be user pays not ratepayers. 3. When?? EV's are cheaper than conventional petrol cars then they could be considered. If this project proceeds please let me know my contribution and I shall deduct it from my rates.
18	Ev users should be paying for this infrastructure. It's not the domain of he council to subsidise green initiatives at the expense of the community coffers
19	Fantastic proposal. Service Stations should be setup with these, and they can have internet cafes included with their 'supermart' type centres. Uber and taxi bays provided and near bus stops, so charging vehicles can be left for short periods while appointments are attended.
20	Given the number of new vehicle sales for 2020 at least represented 0.56% of new car sales, the whole proposal smacks of a waste of rate payers money. When the council has the fundamentals of doing what we rate payers expect and pay for such as: 1, Providing and managing footpaths so they are clear of trip hazards 2. Clearing of gutters to remove vegetation to avoid blockage of drainage 3. Ensure there is adequate lighting and that lighting is maintained and functional to name a few. And then and only then start considering other community projects it might be better off financially. All too often the Warringah Council and councilors are far too worried on how they appear to be seen by waving their virtue flags, suggesting there is a climate emergency (because a 16 year old said so?) and trying to ensure you have some appeal to the voters rather than having sound policy and doing what we pay you for. There is no business plan for these charging stations, what is the return on the investment? How many electric vehicles are there in the Northern Beaches? How many would use the charging stations? (have they been surveyed?) How would they pay for it? And since when did the council become an energy supplier? The council pretends to be wanting to be seen to be green, however the electricity to supply these charging stations will be coming from what source? Yes base load power which is currently, coal fired! Therefore and unequivocal NO to the proposal. By the way, climate change has been happening since day 1, so the council seems to be gullible to the climate change cause of it being anthropogenic. I do suggest you do more research and more reading from various sources on both sides of the political debate.
21	Good proactive work. Is Freshwater a good contender for a site, by the electric sub-station and the shops / supermarket nearby?
22	Great progress whilst the Federal Gov etc sit on their hands. One area the plan does not make clear is what happens if a vehicle overstays the time limit at s charging station? If the limit is 1 he then what happens. Easy to stop the charging process and maybe even text the owner but meanwhile no-one else can use the facility.

23	Great stuff. Anything Council can do to promote the use of EVs (versus petrol driven cars) will help the sustainability and air quality of the Northern Beaches.
24	Great to see council looking at electric car infrastructure.
25	Has the council considered green-powered charging sites? Perhaps installing them in the existing council carpark in Mona Vale and installing solar panels on the roof of the structure? Or could one run from the existing solar on the council chambers in Mona Vale and Avalon? They look to be large systems.
26	Hello, I fully support having as many charging hubs as possible on the Northern Beaches. If the Northern Beaches Council is working towards zero carbon emissions then it is important that the electricity being provided at the charging hubs is coming from a renewable energy provider or directly from installed solar panels. Kind regards
27	Hi, Thanks for producing a plan for EV charging in the Northern Beaches. I have used an EV in our daily family life (BMW, then Tesla) for the last 4 years. I now run a small EV rental business in [REDACTED]. I also helped start a public EV charging business in 2019. My primary feedback is to avoid 25kw DC Fast Charging for Level 2. The charge rate is not fast enough to provide a meaningful charge in the proposed potential 30 minute time limit in some locations. Please aim for at least 50kw and above for DC fast chargers - this is the basic minimum standard really for a 'fast' charger. You'll find 25kw DC chargers will quickly become overwhelmed with too many cars waiting to charge and a poor service level will ensure. NRMA are installing 50kw chargers as the minimum standard and public expectation is that this charge rates qualifies for a 'fast' charge. Secondly, please consider charging (dollars!) for a charge at AC chargers in public car parks. We are beyond now the need for free charging as an incentive for EV uptake. Electricity - especially at the wholesale rates council must procure it at - is cheap enough vs the use of fuel that the provision of an AC charger which charges a fee within the public car park would still be of use, and get used. There is also the perception that EV owners are 'free loaders' vs those that pay for fuel - this can only be addressed by charging a fair rate for electricity within public car parking locations. Within commercial parking locations offering free charges, that is a different commercial incentive to attract customers. Council do not need to encourage people to the beaches for free electricity. I support fully the need for two charging spaces at each location. The charging experience is very frustrating if arriving at a charger which is 'blocked' by other vehicles charging or who have finished charging but haven't moved. Two spaces go a long way to mitigating this issue. Maintenance - please ensure council budget for maintenance of chargers or have this included within their commercial agreements. Chargers go offline at times. Mittagong NRMA has been offline for 3 weeks at the time of writing. Staff and dollars need to be allocated to jumping on problems and fixing them quickly to avoid white elephant perception of non-used chargers due to breakage. In conjunction, key staff within each parking location need to be educated about the processes for what happens with customers who have an issue with a charger, and who to call if a space is blocked by a non-charging vehicle. If you would like further information about electric vehicles from a local owner first-hand, please get in touch. I would be happy to share my experiences of >100,000kms in EVs with council.
28	Highly supportive of having more EV charging points on the Northern beaches
29	How about situating charging points near community batteries too? That would : - Offer a truly carbon-free drive

	<ul style="list-style-type: none"> - Boost uptake of the community battery program - Open up local users of the charge points who already have an interest in EVs Or put community batteries near charging points, where space allows.
30	I agree that the NBC needs to begin to put in the infrastructure in place to support the use of Electric vehicles. However there needs to be greater support from the Government to encourage EV ownership. For instance tax breaks, a greater variety of models available for purchase in Australia. At the moment there is little to incentivise EV ownership apart from a green conscious and a spare \$50,000 in your bank account.
31	<p>I am against council setting up this draft I have read it and a lot of changes need to be taken into account . Not on public land, Council could charge whatever they like ,plus charge all ratepayers in the Northern beaches to set this up. Keep building high rise not enough car spaces so where do they charge. I agree for public transport to be charges at Mona Vale, Brookvale ,and Frenches Forest Depots, council also has land where they could charge their trucks. I was led to understand that homeowners would have their own charging set up.</p> <p>Wind, Solar and batteries may work some of the time. We still need gas coal and nuclear power for the whole of the nation.</p> <p>We have not got the NBN right yet if power goes off no phone no internet Our internet goes off most weeks for an hour or two, no lights no hot water no cooking ,And you want electric Cars ?</p>
32	I am an EV driver, so I welcome this project. However, I think it would be worth having more than one carpark offering charging station in Manly. Also, I do not think the Whistler street carpark should be the one chosen to provide charging stations. There are several other carparks in Manly that are a lot more spacious and convenient to use. The Whistler street carpark has too many levels, poles everywhere, and very tight car spaces. If I was visiting Manly, that would be the last carpark I'd use. This carpark should have been demolished, and I hope one day the proposal will be back on the table to get rid of it. Lets EV drivers recharge their car in a modern, recently built carpark, not in this outdated eyesore.
33	I am fully supportive of added EV charging infrastructure that provides at a minimum Level 2+ 22Amp or Stage 3 - 50A DC both 400 - 800V capabilities for use by any Electric vehicle and PHEV vehicles. As a resident in Freshwater I am a supporter of the Lawrence St, Freshwater Car park as a good local charging station due to its proximity to the Ausgrid sub station and access for Stage 2 & Stage 3 fast DC charging.
34	<p>I am fully supportive of this plan with council to fund the initial capex and customers to fund the ongoing opex. This should be designed to be break-even for Council after the initial outlay.</p> <p>I would support measures that encourage frequent car users (even taxi's etc) to utilise charging points.</p>
35	I am very supportive of the electric vehicle charging infrastructure plan. I do feel it important that solar energy or other evolving green energy sources by used for the public recharging. There will also need to be some mechanism to ensure that individuals do not abuse the privilege of charging their vehicles, eg not monopolising charging stations.
36	I believe that EV charging should also be installed at Glen St Belrose
37	I believe this is the way of the future. We must keep ahead of the changes rather than be caught retrospectively adding charging stations.
38	I do not agree that my Council rates are to be used in any way to support electric charging stations! Footpaths, local roads are in a dismal state . If electric cars are your future then find private business to pay for this infrastructure. Electricity is changing from reliable sources and being used more and more...look at our humble telephone now having to use electricity to phone people because of the nbn! More electricity use

	of the grid....now cars to be added to this. If green policies are popular then nuclear energy is more the answer!
39	<p>I don't understand why the council is building these. The council doesn't build petroleum service stations or power stations.</p> <p>This area should be left for the market to supply and provide planning support for commercial operators to build and provide.</p> <p>This would allow for a demand led rollout rather than an inefficient system run by well meaning power bloc officials.</p>
40	<p>I have had a relatively quick review of the proposal and I find, like many proposals from Northern Beaches Council, there is NO BUSINESS CASE presented to justify dedicating space or even allocating resources to these projects BEFORE setting up the proposal.</p> <p>How many electric vehicles on the Northern Beaches? (Even Ms Steggall does not have an electric vehicle) What existing infrastructure is in place already, and what is private enterprise doing about it before the Rate Payers have to fork out our "hard earned \$'s? Where is the technology heading by the various vehicle manufacturers? what is the maintenance costs for these charging stations likely to be? The proposal has Zero of this information. Perhaps this should have been put forward and opened for comment on April 1.</p>
41	<p>I have just ordered a new electric vehicle due in July and see little or no infrastructure support in the form of charging stations outside the Tesla and limited NRMA sites. This is particularly concerning in the regional areas and neither the State or Federal governments have any real interest in supporting the move to Electric vehicles. This is contrary to every first worlds future car and climate policy. Well done Northern Beaches for moving ahead with such a plan.</p>
42	<p>I have owned a Kona EV since May 2019 and travelled extensively through NSW. I have four recommendations.</p> <ol style="list-style-type: none"> 1. Locate 1 x 50kW Level 3 fast charger in each of the Pittwater, Warringah and Manly areas at tourist destinations. Places like RSL clubs are good such as Mittagong RSL as you charge in 40 minutes and can grab lunch or a coffee. 2. Provide Level 2 chargers at shopping centre and supermarket locations for the use of residents and in particular apartment dwellers. 3. Level 1 chargers are not worth the effort. 4. Consider shelter to the stations located externally. The shelter should extend as required to cover the charge point in any vehicle (approx 3m) Wet weather functionality
43	<p>I own a Mitsubishi Outlander PHEV, which I mostly run from home solar power (and offset) for getting to work and back, dropping the kids at school, shopping, etc. My range isn't large; approximately 35km. However, this means that I can drive most days without touching the petrol and producing significant pollution. I intend to buy a newer Mitsubishi PHEV in 2-3 years so I am very supportive of the plan and that you have noted that many current PHEVs cannot use the intensive power outlets provided at most malls now.</p> <p>I'd like to suggest that you consider including 1-2 parks with the new chargers for Queenscliff Surf Life Saving Club during the substantial building works there at present. [REDACTED] and there has been a lot of interest in my vehicle. I suspect that having a local charging station will be very effective in helping people see that electric vehicles offer great advantages for the future.</p>
44	<p>I own a Tesla and live in Queenscliff, a very small suburb with at least five other Teslas. I support rapid expansion of EV charging. We need more EV charging points in the Manly area than just at Whistler St carpark.</p>
45	<p>I submit that if the council is serious about encouraging local residents and businesses to swap from conventional petrol and diesel road vehicles to electric vehicles then</p>

	<p>significantly more charging stations are required.</p> <p>I am a resident of Balgowlah and my nearest council supplied charging stations would be several suburbs away. Seeing how many cars park outside to serve both locals, visiting shoppers, tradespeople and commuters, it seems like a significant missed opportunity not to see a more ambitious and comprehensive location list.</p> <p>I would have thought that having an EV charging point at every publicly utilised council facility as well as every set of shops in the area is sending the right message about electric vehicles being the right choice for local motorists, and a choice that does not compromise their access to fuel for their vehicle. If you make it an additional journey and chore to recharge, then it will not encourage uptake!</p>
46	<p>I support any moves towards providing as many charging stations to encourage Northern Beaches residents to buy electric cars. Obviously the current lack of charging stations makes the decision to buy electric even harder.</p>
47	<p>I support more EV charge points to encourage ppl to have EV, rather than fossil fuel, cars.</p>
48	<p>I support the proposals but don't feel they go far enough. I would like council to propose that all future development applications such as shopping centres, medium density housing, commercial and industrial buildings and hotels include EV charging points. I would also like to see that existing premises be requested to include EV charging points in their public carparkz</p>
49	<p>I think the plan makes sense. I believe that you will need to carefully consider the cost passed on to the customer for using the charging facilities given there are a number of free options currently available but otherwise the plan seems sound.</p> <p>I have no further comments except a minor correction that doesn't impact the validity of the report:</p> <p>On page 4 you note that PHEVs are not able to make use of fast charging, This is incorrect. My PHEV has a CHAdeMO charger (2018 Mitsubishi Outlander).</p>
50	<p>I think this an excellent initiative. This will help pave the way for more people switching to EVs.</p>
51	<p>I would like to see the plan require that all EV points use renewable energy sources, rather than the current wording which appears not to require renewable sources.</p> <p>EV charging from standard non-renewable coal power is somewhere between pointless and counter-productive.Thanks.</p>
52	<p>If my choice was to convert my internal combustion engine to run on ammonia, could I expect a vehicle refilling plan at the community's cost? Not likely.</p> <p>If I chose to buy a vehicle powered by hydrogen, could I expect a public refilling station? It appears to me that this plan is nothing more than a greenwash to try to put lipstick on the Council Pig and make it look environmentally aware.</p> <p>Worse, the power will still come from coal-fired power stations so banners can be used to advertise the proposed charging plan as 'Electric vehicles - powered by coal.'</p>
53	<p>I'm glad to read this. I hope to switch to an EV once there are more charging stations and so i support this plan.Thank you</p>
54	<p>I'm glad to see the local government making plans in this space. Whilst the federal government is being resistant, the global car manufacturing is changing, so when all we can buy is electric vehicles, we better hope, or better still, plan to have the necessary infrastructure in place.</p>
55	<p>In my opinion, Council should not use scare public funds (and take the risk) to pay for the provision of this infrastructure. Council does not fund any other types of infrastructure, e.g. solar, utilities, communications, therefore, why single out this one.</p> <p>As with other sectors, if there is sufficient demand then private sector will step in to meet this.</p>

56	It is a form of subsidy to foreign vehicle manufacturers, who sell prestige cars to wealthy Australians. Council land and resources should be focused on public transport.
57	It is up to the vehicle retailers to provide the infrastructure for EVs not rate payers. As EVs are not neutral in their emissions I strongly feel that no government body should be biased towards these vehicles. Users must pay for any charging of their EVs (without subsidies) and until the power network is 100% renewable this is a false environmental benefit. Users must also pay for road usage through a form of road tax based on kilometres travelled, given they do not pay fuel excise. I see EVs as a transition as they are not carbon neutral and hence they are not the final environmental breakthrough. What happens with the used batteries for example.
58	It should be mandatory for all shopping centres to have a few charging point. The plan should give the number of charging point per location.
59	It's encouraging to see Council moving ahead with EV infrastructure implementation, as demand is likely to increase significantly with the ramp up in the availability of affordable EVs later this year.
60	It's a good idea. Maybe even partner with Tesla to build a supercharger on the northern beaches
61	It's good to see Council being proactive with EV charging infrastructure. Even though many people on the Northern Beaches should be able to charge at home (if it's a house with a garage) the provision of many highly visible well planned charge points will enable local EV owners living in units and non residents to easily charge their cars and encourage others to think more seriously about buying an EV as their next car.
62	Looks good to me. We need this in place before the impending tsunami of EVs. It will happen faster than anyone anticipates.
63	Manly is a major destination so we need more than 1 location. I see two proposed for Palm Beach, Dee Why etc so surely Manly will attract more visitors with EVs? I have a PHEV and would use this in many of these locations so YES YES YES, bring them on ASAP. Also strongly recommend fast chargers and link with providers and sponsors to fund these.
64	Overall, I strongly support what Council is doing. I have read these web documents plus the draft plan. We have used a Renault Zoe BEV for all Sydney travel for the past three years and note there are currently limited charging locations in the NBC area. We can utilise Type 1 and 2 charging only. The facilities at Dee Why are good- well done! However, there is not much else. The Ausgrid Jolt facilities will be good for some vehicles but not for us (no compatibility). These Jolt facilities should be accompanied by a Type 2 charging cable which would make them MUCH more effective and accessible to just about any EV rather than a limited subset. We live in Avalon and the proposal to put something at Palm Beach is good (provided it includes Type 2, which I suspect is your intent) but we would also like to see something at Avalon Shops.
65	Plan says decisions made on future forecast use of EV's. Is it not a no brainer that EV's are coming and are here to stay? The biggest issue is the actual availability of EV's in Australia. There aren't any real options to consider. Choice, availability, price! EV's are being designed and made but are being sent to the US, Europe and UK where their governments have proper emissions targets, unlike Australia. We are missing out massively and are already years behind the rest of the world with EV uptake. This must be addressed at government level with new stricter policies in place to persuade car manufacturers to send EV's to Australia as soon as they are designed. I want to buy an EV today, but there are no realistic options for full electric cars for Australia.

	<p>Putting the infrastructure in place is obviously the right thing to do, but this is again years behind. They should have been installed years ago along with the right government policies so Australians could take up EV's at the same time and pace as the rest of the western world have.</p> <p>Having interest in and wanting to buy an EV is very frustrating living in Australia. Big changes need to be made quickly by all departments, governments and councils to fast track Australia and catch up with the rest of the world.</p> <p>How ever many charging points are being proposed, my guess would be that you need to increase these by 10 fold.</p> <p>Finally, I read there is a target of 30% reduction of emissions by 2038.....that figure is absolutely laughable. It's not enough and Australia is doing very little to help at the current speed of EV policy!</p>
66	<p>Please be aware unless the charger has an on/off switch it is not possible to remove the charger plug from the vehicle during charging. Therefore short time (under 1+hours) charging would not be practical. It is possible to make an adjustment with the vehicle's charging regime but this is not something everybody could do.</p>
67	<p>Please only consider level 3 chargers, so that charging can be quick, rather than people using it as a cheap way to park</p>
68	<p>Please press the government to make all recharging consistent among manufacturers. We are at the beginning of change, let's not make it like the Apple iPhone charger vs the rest. Also a smart NB council would make this a destination for EV tourism (poor Tesla drivers do not exist) .</p>
69	<p>Providing charging stations is fine, however they should not be at the expense of parking bays as in most areas there is limited parking.</p> <p>Also the usage charge should also recover the set up costs. Those with non electric vehicles pay significant amounts in fuel excise which electric vehicles dont pay.</p>
70	<p>Provision of charge points for electric cars is essential. Surely the council does not require 'permission' from the public to go ahead with their plan. I am sure that the development of a new petrol station in the Northern Beaches does not require public support before it is built.</p> <p>Just DO IT....Northern Beaches can be the leader; stop procrastinating and take the 'plunge'. It is impossible to have 100% agreement on anything these days, but once implemented, the debate will subside and having charge points will be the norm.</p>
71	<p>Support full user pays - this includes a charge to cover/repay the cost of establishing the charging stations.</p> <p>This ensures that ratepayers are not subsidising EV owners.</p> <p>It also ensures that private EV charging operators are not disadvantaged by the provision of council charging stations.</p>
72	<p>Thank you. This is a good first step towards EV charging infrastructure. However, the plan seems to not yet reveal how residents with no off-street parking can possibly charge their EV in their neighbourhood. Is the council planning to allow for residential charging on the street? Will the council provide opportunities for third parties to provide street charging in residential areas? Will residents be allowed to run a cable to their vehicle over the footpath if that's the only way to charge their EV? Thanks,</p>
73	<p>The aspiration of 30% by 2038 seems out of step with most developing plans. 50% by 2030 is emerging as a common goal. Greater London already has regulations which require by 2023 all public transport including cabs to be engineered to meet requirement of travelling zero emissions in 30 miles of travel. Incentives of 7,500 UK pounds discount off new vehicle tax for purchase of EV's is already in place. From 2030 no new ICE vehicles can be sold across UK.</p>
74	<p>The infrastructure is good. Please ensure that all construction costs and electricity costs are charged to the user of the stations on a user pays basis. All electricity should</p>

	be sourced from green electricity sources. If non green electricity is used, this pollutes more than conventional motor vehicles
75	The more charging stations that are installed will hasten the move of Australians, particularly those in cities, to move to electric vehicles. It's chicken and egg, so the investment in charging stations is a true investment in the future of our planet. Do more, even if some of them are pay for use, I think those that are converting now are doing so for the result, and cost is not the main consideration.
76	The more the better.
77	The number of locations seems quite limited - there are many areas not on that list that don't have EV charging. Perhaps near sporting facilities (where there is a regular turn over of attendees and spectators) might make sense (such as Melwood Oval or Lionel Watts Reserve)? It feels like there should be more in Manly from both the perspective of tourists and the higher density of living so residents might be less likely to have access to their own charging infrastructure? Same could be said for Narrabeen. Having EV charging near the lagoon and retail might attract more people to the area to spend money with retailers etc.
78	The Plan discriminates in favour of a very small minority of car users (electric cars), and discriminates against the overwhelming number of users of normal petrol/diesel cars (normal cars). Discrimination arises from the following; (i) Plan deprives users of normal cars, of increasingly rare street parking, and, (ii) Plan does not provide for fuelling normal car users with petrol/diesel outlets on street. Let those who choose to experiment with electric cars, make their own arrangements to "fuel" their cars, as normal car users have done for more than 100 years. Council has no authority to work against the convenience of the majority of its voters. What will Council do when "hydrogen" cars come into usage?
79	The plan should provide 1. No loss of public car park spaces overall in the lga 2. Should make a commercial return 3. Should not be subsidised by ratepayers ie needs to stand on its own merits 4. Should not be developed on sensitive council owned land
80	The slow charging stations could be located adjacent main transport lines (e.g b-line carparks) but you need to assume most people using these chargers will need more than 6 hours. anyone in the city on their daily commute would be away for 10hours on average. Additional consideration to promote EV's is to locate these sites close to the points of interest (e.g. shops, access to the beach, etc) like accessible car spots and pram friendly spots. if the spots are closer, people will be more incentivised. otherwise the proposal is sound and could be expanded to more locations such as sportfields with fast charging.
81	There are a number of existing charging companies who will install the infrastructure at no cost to ratepayers. This would be a better proposal than Council funding the infrastructure.
82	there are not enough electric cars in the community to support it..no benefit electricity is the second largest polluter..going backwards and where are you going to store the old batteries once they are depleted who is going to pay for the electricity
83	There are too many socket types unfortunately but please make sure: - J1772 is available. - The cables are long enough. The Mitsubishi Outlander PHEV charges from the side of the car, not the front. The cables of the charging station in Jindabyne are too short, as an example. - Any plan to make sure petrol cars do not park in EV bays (so called gasholes)? I have seen that happen in a Chatswood car park.

	<p>- What about charging costs?</p> <p>- Any requirement for registration, app or anything else? Great initiative.</p>
84	<p>there is not enough demand to support this spending. you are behind the times even toyota Aust CEO advised (last week) the hydrogen tech is preferred over electricity. far superior and toyota will phase out the electric project. battery disposal issues. there are not enough electric cars to justify this expense. Please look at the needs of the many to the needs of the very few. waste of money</p>
85	<p>There should be a EV site in Seaforth. A charging station would make it convenient for locals to charge their EV when at one of the excellent Seaforth restaurants. I would suggest either the RSL car park or in Kempbridge Ave.</p>
86	<p>These need to be ubiquitous.</p>
87	<p>This is a great idea. As a Phev owner "Range Rover" I would recommend you review if the cables will be supplied or owner uses their own. All type two charges need adaptors for type 1.</p>
88	<p>This is an exciting step for those who own and are enthusiastic about Electric Vehicles. I have owned a Renault Zoe for almost three years and would not willingly return to a non- electric vehicle especially for around town use. Ours is charged mainly at home by our solar power system.</p> <p>My failure to completely endorse this plan is related to the big geographical gaps in proposed sites. I live in Avalon which is not mentioned. Judging by the number of EVs I have seen in this area, I believe that an EV charging point in one of the Council carparks would be a great asset for tourists and residents alike- charge while shopping or dining, the perfect way. We regularly stop at Taste Buds at Terrey Hills to have coffee and a muffin and top up our car from the Tesla charger, which is compatible. Win for us, and for the merchant too, all solar powered.</p> <p>So great that you are considering this move, i hope it is done wholeheartedly.</p>
89	<p>This is excellent in principle. It needs to plan for the future by addressing potential future demand as EV take-up climbs in Australia (when the Feds get their act together). It is not ambitious enough in terms of locations, although it is a start. As an example, when I stayed in Hermosa Beach, a beachside suburb of Los Angeles, there were two EV charging spots in the normal parking bays outside the shops at the local shopping centre (ie not a mall). They were constantly in use by EVs, and well and appropriately-utilised ie not by non-EVs. There is no reason NBC can't plan on doing something similar as EV take-up increases, eg there are quite a few EVs already in Avalon, and more to come once prices start to come down and hopefully as the Federal Government develops a policy which does not discriminate against EVs</p>
90	<p>This is great to see. Good that it is in line with Future Transport Plan. Also that it is aiming for universal compatibility. Please consider making it mandatory that a 100% renewable energy option be provided to customers as a requirement for operating a charging facility.</p>
91	<p>This is NOT a role of council to provide FREE publicly funded fuel with our rates for private ev owners...unless NBC proposes to charge for it to recoup costs for ratepayers!!</p>
92	<p>This may be a first stage strategy, but should support both a wider location, spaces at kerbside for rideshare vehicles and encouragement for fast charge at private locations (ie shopping centres that are not council carparks)</p>
93	<p>This plan has left out almost every bit of detail that Northern Beaches residents would actually care about. It is so vague that it is meaningless.</p> <p>The plan does not state:</p> <ol style="list-style-type: none"> 1)Where the EV spaces will be created 2) When the EV spaces will be created 3) How many EV spaces will be created

	<p>4) Whether these EV spaces are newly created or replacing ICE spaces</p> <p>5) Whether this plan is aligned to a NSW or Federal EV Plan of Objectives</p> <p>6) What the long term strategy is for EV's on the Northern Beaches generally</p> <p>7) Whether the "demand" this 'plan' intends to address is the current demand, or anticipated future demands...and if future demands, what are the growth projections on an annual basis (I know what the EV growth projections are over the next 5-10 years and this 'plan' is a joke of an offering to try and meet that demand)</p> <p>8) What the "strategic decision criteria" it will be basing its decisions on or how they will be developed.</p> <p>This is to be expected though, given the last plan which stated there was a "perception" that the cost of parking on the Northern Beaches was extremely high....when in fact the cost of parking is ACTUALLY extremely high when running comparisons...well, that says a lot about whomever is running things.</p>
94	Using EVs is a good way to reduce our carbon footprint. Efficient and easy to drive. We should increase the speed of introduction of EVs. NORthern Beaches council should go 100% carbon free ASAP.
95	<p>We are keen to purchase an EV. We live in Terrey hills and it is great to know that there will be provision of charging stations locally in the area to support EVs.</p> <p>We would love to see more incentives for consumers to purchase EVs.</p>
96	We burn fossil fuels to create electricity. Complete waste of time. Technology needs to improve further. This will just clutter parking spaces.
97	<p>We need to be much more aggressive in our targets to transition to EVs and the provision of public charging will play a major role.</p> <p>- I would like to see :</p> <ul style="list-style-type: none"> - priority parking/charging spots in all public spaces - rooftop solar on all community buildings with ultra fast charging spots available - ultra fast charging spots provisioned in joint venture with any private company with on-site solar
98	We need to provide as much help as possible to our decrepit federal government to encourage them to move towards supporting ev transport. I suggest far more places than mentioned in this proposal- at least triple.
99	We prefer you fix the roads and markings on the roads as a priority.
100	<p>What is the actual take-up of EV's in the shire & hence the real possible demand? It would appear that the cost of purchasing EV,s is relatively expensive compared to other vehicles. This would reduce any calculated forecast of take-up and thus demand. Does this mean that those residents that are monied up enough to afford an EV are being helped along the way by those that can't.</p> <p>Parking generally in the shire is rather short in supply, except for taxi ranks. So providing EV charging in what would normally be parking spaces is not that wise. How permanent is the notion of EV's anyway most of the major car manufactures have been looking at other energy sources such as hydrogen. The Council could run the risk of spending on an infrastructure that could soon become obsolete.</p>
101	What will be the charge to use the charging stations? I don't want my rates to pay for the electricity that is supplied. Like the NRMA supplying free electricity.
102	Wherever there is a requirement to buy a vehicle/machinery the council should prioritise the purchase of electric vehicle/machinery.
103	<p>Whole heartedly support the move.</p> <p>We need more EV chargings stations AND local government putting pressure on state and federal government to stop imposing EV taxes when they are already Taxed (stamp duty, Rego etc). Why should EV's be taxed more than any other vehicle? Benefits far outweigh the negatives (unless you are hte fossil fuel industry). Who would love to breath clean air in our towns and cities instead of carcinogenic BTEX (aromatic hydrocarbons) or PM2.5s? What's the cost to society through breathing related</p>

	illnesses. Did I mention noise benefits from EVs and noise pollution from the current vehicle stock?
104	Why should Ratepayers pay for Rich people to charge their expensive electric cars - Electric Car Makers should be responsible for installing the infrastructure not Ratepayers.
105	Why should ratepayers pay for the cost of charging stations for electric vehicles? This is another subsidy foisted on the populace. Let the suppliers of electricity pay for the charging stations, they already enjoy vast subsidies to generate power from solar and wind which has resulted in Australia "enjoying" some of the most expensive electricity prices in the world. They have plenty of money in their budget. There is also the question of charging the vehicle at night, necessitating coal generated power!!! The proposal is bereft of financial responsibility and common sense
106	Why should the rate payers be subsidising the very small minority of rate payers who are owners of EVs or lose valuable car parking lots. Surely, if EV owners are capable of recharging their vehicles at home just as owners of vehicles running on Petrol or Gas have to ensure that they have sufficient fuel to reach their destination ?. It is bad enough that Council, which is supposed to reflect the wishes of all rate payers, has installed idiotic poorly designed and constructed hubs on the main street through Manly for some unknown reason as the majority of restaurant clients are not using these hubs and Manly has lost very valuable car parking spaces..
107	Why support the lithium in the batteries being processed in China and the cobalt in Electric cars being mined in Africa by black children slaves.
108	With regard to Level 3 chargers - the draft plan states these will be 25kW DC, and may have time limited to 30 minutes. 30 mins at 25kW would only provide about 50-70km range for an EV, so is not particularly helpful (this assumes the charger is operating at 25kW, which will not always be the case). May I suggest that the Level 3 chargers be true ultra-rapid chargers, that can charge up to 350kW. This will allow most EVs to charge to at least 80% within the 30 minute time limit. These chargers are being rolled out by charging networks such as ChargeFox and Evie, so perhaps organisations such as these could be incentivised to deploy their EV charging stations on the Northern Beaches. With respect to Third Party electric vehicle infrastructure management - the document doesn't read as being particularly friendly toward third party providers, particularly in relation to payment of fees and security deposits. May I suggest council take a different approach, and seek to incentivise third party providers through fee-free arrangements to these providers, to make it more appealing to them to install chargers on the Northern Beaches. Please note, at present there are no Level 3 chargers on the Northern Beaches at all, which makes the Northern Beaches a 'dead zone' for rapid charging. At a minimum, I'd like to see ultra-rapid (350kW) chargers on key transport corridors such as Pittwater Road (maybe around Brookvale & Mona Vale, and Warringah Road.
109	Yes I support the Charging Stations but , the recharging must only come from Solar or Wind otherwise you are defeating the whole exercise. I will not support EV charging stations if they are taking power from the grid or coal fired power stations
110	Yes, agree to provide charging stations. Would be good to have more in the Manly, queenscliff, Fairlight balgowlah area.

111.

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7 May 2021

Ms Michelle Carter
Strategic Transport Coordinator
Northern Beaches Council NSWVia: transport@northernbeaches.nsw.gov.au**RE: Northern Beaches Council Draft Electric Vehicle Charging Infrastructure Plan**

Dear Michelle,

Evie Networks welcomes the opportunity to provide a submission to the Northern Beaches Council on the draft Electric Vehicle Charging Infrastructure plan (the Plan).

Evie Networks (Evie) is an Australian-owned company with the largest electric vehicle fast-charging network in Australia. Owned by the St Baker Energy Innovation Fund, and with the support of ARENA, we have received up to \$100M in funding to build this network and give electric vehicle owners across the country the freedom to travel anywhere.

In addition, we are deploying metropolitan-based electric vehicle (EV) fast-charging networks in Australia's major capital cities, focusing on supporting mobility-as-a-service (MaaS) solutions.

These services are offered to local communities at no cost to Council.

We understand there is a real need to shift to electric vehicle, with Australia's transport emissions making up around 20% of our greenhouse pollution. EV technologies are essential for Australia to fulfil its commitments under the Paris Agreement; a legally binding international treaty on climate change which aims to limit global warming.

With this in mind, we welcome Council's consultation to support investment in the right infrastructure and enable our community to make the transition to electric.

Principles focused on driver needs

The principles outlined in the Plan are critical to provide communities with access to EV infrastructure.

In addition to these principles, there must be a key focus on local driver needs to enable the community to engage and make the transition to electric. Therefore, we recommend Council considers adding the following principle to the Plan:

- Public Charging infrastructure must carefully consider the needs of local drivers.

The following will need to be considered in the design and overall approach to ensure driver needs are centric to the location and technology choices adopted:

- Local residents without access to charging at home: must be able to perform a weekly top up (200-300km) in 60mins or less.
- Local business fleets: fast top ups (eg. 15mins) to keep on the move if their batteries run low.
- Visitors to the area: fast top ups so they are free to continue engaging with the community and local businesses.
- Professional drivers: fast top ups so they can continue carrying passengers.

Public Charging Infrastructure: Location and technology choice

Fit for purpose

According to Australian Bureau of Statistics (ABS) Census data, 42% of homes in the Northern Beaches are either apartments or attached dwellings. Most of these homes will not have access to home charging anytime soon as retrofits are difficult, both technically and economically.

Body Corporates will be faced with the decision of who pays to enable this technology to be installed, and how ongoing costs would be managed. Along with the ABS data, this supports the need for public charging infrastructure to be available for communities across the Northern Beaches.

We understand the community needs fast charge-up options for use on the go. Level 2 AC charging (22kW and less) proposed in the Plan is not suitable for short stay Public Charging. This level of charging is most suited to back-to-base and long-stay parking applications (4hrs+).

Other Councils in Sydney have experimented with Public Level 2 AC charging in two to three-hour parking areas and found usage of the infrastructure is very low due to the lack of convenience and speed.

Technology choice

It is worth noting that irrespective of 7kW or 22kW AC charging, most vehicles are limited to 7kW by their on-board chargers. Hence the range added will only be c.35km per hour.

Teslas can charge at 11kW AC. The 25kW DC Charging is half the speed of industry standard DC Fast Charging and falls short of driver needs. Many drivers will need to stay for two hours or longer to complete a full charge.

Funded primarily by advertising screens, the Ausgrid/Jolt solution is not the best outcome for the community when faster, advertisement-free solutions are available at no cost to Council.

Public Fast Charging (50kW and greater), delivering 300km+ range per hour, is essential infrastructure for local drivers to make the transition to electric. This infrastructure is currently lacking in the Northern Beaches area where the provision of charging infrastructure is necessary to relieve range anxiety for prospective consumers.

A gap in electric vehicle policy

In Australia, the lack of formative electric vehicle policy continues to have a devastating impact on electric vehicle uptake. However, research published by the Electric Vehicle Council in August 2020 found that 56% of respondents would consider purchasing an electric vehicle as their next car purchase (up from 48% in 2018 and 53% in 2019).

Furthermore, 68% of respondents overwhelmingly indicated support for government policies to reduce the cost of electric vehicles and provide public charging infrastructure to encourage take up.

While public support is strong, uptake of EVs is still very low due to policy failures. Private investment in public charging carries significant risk hence it is important for policies at all levels of government to encourage investment rather than impose barriers, whether they be commercial, regulatory or otherwise. Furthermore, we also discourage free-charging models as it sets the wrong expectations with the community and can therefore be detrimental to ongoing investment in public charging.

Conclusion

In summary, we encourage Council to ensure driver needs are considered in the Plan by encouraging investment in essential Public Fast Charging infrastructure without imposing terms that are too onerous. We believe this is in the best interests of Council, infrastructure providers and the community to ensure the right infrastructure is deployed in the right locations and is well utilised.

Evie's recent installation of 50kW Public Fast Charging at Mosman is an example of a successful deployment that has been very well received by the community, with high utilisation and community engagement.

We ask the Council to consider each of the issues and recommendations raised above and invite you to meet with us. Please [REDACTED] to discuss our submission in more detail.

Yours Sincerely,

112.

I am delighted to see the Council taking the initiative in this area since I expect the demand for charging will take most of us by surprise (especially when the Federal Government starts to promote electric vehicles).

However, I would call the document a strategy rather than a plan. For a plan what is required is an estimate of the demand and a calculation of how many charging stations are required over time. Since the strategy is a mixture of Council and Third Party facilities it is essential for the Council to make a strategic decision on the proportion of the demand which will be satisfied by Council stations. This is important, not only because it is the essential basis of a plan, but because Council charging facilities will be considerably cheaper to use than those provided by a Third Party. This is obvious because the Third Party must cover bonds, leases, infrastructure, operating costs and still make a profit while the Council charges only for operating costs. This will surely result in a bigger demand for Council facilities.

Consideration needs to be given to a booking system so that there are no queues.

Should demand exceed supply, consideration needs also to be given to giving priority to BEVs in preference to PHEVs since PHEVs are not reliant on their batteries.

There is mention of support for electric bicycles but the three types of chargers listed do not include bicycle facilities. A bicycle rider cannot be expected to carry a cable and charger to plug into a GPO.

There appears to be an inconsistency in the employment of charging types. Under the section EV Charging Technology (p10) it is stated that ALL charging infrastructure will have a minimum power capacity of 22kW AC or 50kW DC. However it is then stated (pages 4 and 10) that there also be 7kW slow charging in parking stations for commuters and those with limited off street parking with an allowed charging time of 2 to 6 hours. I do not understand the logic in providing slow charging because it reduces the throughput and certainly a limit of 6 hours will not help a daily commuter. The EVC Resource pack referenced in the document nominates slow (7kW) charging as suitable only for homes and workplaces, not public carparks and shopping centres (EVC p12).

In summary, this document needs more work to move it from a strategy to a plan with a defined outcome but it is a welcome start to what will be a massive change in our motoring lifestyle.

113.

Thank you for the opportunity to comment.

The transition to renewable energy is the inevitable most economic, least cost greatest employing future that is fully decarbonised and gives our children and grandchildren a survivable future. It is also extremely urgent – we don't have until 2050 to get to net zero, we have until 2030. Every level of government MUST do everything in their power to make this future happen and fast. The most significant problem in making this transition is to move from centralised baseload continuous power generation to distributed intermittent power generation that does not always match demand. This requires electricity storage in batteries or pumped hydro schemes. If the storage is distributed around our grid, then the demands on the grid for transporting electricity go down and grid infrastructure costs go down. If the storage is localised (like Snowy 2.0) then infrastructure costs go up significantly to distribute the storage benefits to generators and consumers. There is a serious problem in Australia with siloed thinking about the grid and about the transition to EV's. If the transition to EV's is greatly accelerated to match the transition to renewables, then all the EV batteries can provide distributed storage to the grid via smart (and ideally bi-directional) chargers. This is game changing. Australia has 2million private vehicles and if each of these has at least a 60kWh battery, then this adds up to 120GWh of distributed storage. That's the same as 3.5 Snowy2.0's and can provide 2.3days of storage of Australia's entire generation/consumption. If we had governments capable of joined-up thinking, then they would be investing massively in the transition to EV's and not wasting money on Kodak technologies like Hydrogen, Carbon Capture and Storage, or even Snowy2.0 and its expensive grid wiring or wasting public money on a price gouging cartel's gas-led recovery, because mass adoption of EV's is the inevitable future and will make all of these cul-de-sac developments uneconomic and redundant. On the Northern beaches lets show the rest of Australia the way – massive investment and uptake of EV's so that renewables become even more cost-effective and compelling (because there is loads of local EV battery storage). These will even overtake community batteries needed in the interim.

So up-front, thank you to the Council for taking this crucial initiative.

Responding section by section:

This Plan will:

Also provide greater distributed electricity storage to the Northern Beaches electricity grid, making solar and all renewables even more cost-effective and compelling to homeowners and businesses.

Council installed and managed infrastructure

i) Provision of Service

Agree that the charging should suit all EV's. In long-term parking locations, the charging should be smart and bi-directional so as to provide storage back to the grid at times when renewables generation is not meeting demand for all batteries that are over 80% charged.

ii) Cost Recovery – Fees and Charges

I think that it's a mistake to use cost-plus charging – Council should use value pricing to recover greater revenue from the charging points for two reasons:

- Firstly, this revenue should be ring-fenced to build a rolling fund to invest in further increases to the EV charging infrastructure – there are ~250,000 cars on the Northern Beaches that need to transition to EV as soon as possible. It seems appropriate that the beneficiaries of the charging points should help fund the roll-out of charging infrastructure.
- Secondly, if Council provide cost-plus rather than market rate charging, then the market will default to the Council's cost-plus charging rates instead of finding its own level. Initially the charging rate might be higher, but as the numbers of charging points increase, so competition will bring down charging costs closer to a cost plus basis.

iii) Council will supply a variety of charging solutions across the area

This seems rational. Over time, the charging infrastructure will need to also transition to respond as the technology improves for both batteries and charging. For longer-term charging the chargers must be smart and bi-directional to provide the benefits to grid and renewables economic benefits.

Third party provider electric vehicle infrastructure management

All of these conditions appear to be excessively bureaucratic and onerous and honed down to the minimum necessary not the maximum possible in order to best motivate the uptake of EV charging

Eligibility of provider

Obligation of provider

Lease arrangement

Security deposit and/or bond

Site Selection

The requirement for there to be existing and/or potential demand for EV charging should be removed because it is tautologically self-defeating. If you are trying to stimulate demand and uptake for EV's then the last thing you should state as a requirement is that there is existing demand.

Any relevant legislation at the proposed location that restricts the provision of EV chargers and thereby restricts the uptake of EV's is no longer fit-for-our future and must be repealed, not used to frustrate this essential and urgent transition.

Design Considerations - Visibility and Identification

Environmental

ALL CHARGING **MUST SUPPLY ONLY RENEWABLE ELECTRICITY!** If the chargers use fossil fuelled electricity this is completely counter-productive to the transition to cheaper, more employing renewable energy that gives our children and grandchildren a survivable future.

Parking Configuration

Electric Vehicle Charging Technology

Council should recognise that there will inevitably be considerable innovation in battery technology, charging technology and grid integration and should commit to maintaining a programme of rolling response as the technologies improve.

Council should coordinate with AusGrid and assist needed upgrades to infrastructure as this becomes necessary through the transition, not be a potential road-block (forgive the pun) to the transition. Investment in the transition in the short-term will pay handsome dividends to the entire community from accelerating the EV transition.

114	Well done on this initiative. The switch to electric cars will happen sooner than most people think, so the bigger your plan the better.
115	Good to see this proactive policy. It all makes sense to me. I just have one comment: I live in a unit block where there are no electric points in the car park. This is preventing me from moving to an EV. Has the Council considered this situation? Are there any initiatives to guide and help strata setup charging points for residents in these situations? Thank you for your consideration.
116	Hi There, Great plan... One thing maybe worth considering is signage saying "Charging Only." I have noticed at the charging spaces at Stockland Balgowlah that sometimes they are full, and one or two EV's aren't using the charging - they are just parked there...Not fair to an EV owner that needs to charge... If they are not charging, they should park in normal spaces.
117	Hi EV team, Great plan! Love it, with only a couple of comments on minor points: Locations Targeting locations up to 400m from village centres etc may be too far. I realise you would always look for closer locations, but 400m is too far to be attractive to users or useful to some with kids, prams etc, or shopping on return. I suggest 200m would be a better limit. Private land Is it possible to have an extension of the plan to include EV charging for public use on private land? eg, a commercial development may be offered incentives to install charging facilities accessible from a public street but actually located inside the lot boundaries,

	such as a reduced number of car spaces required ifX number are for EV charging. That way the plan's goals can also be achieved with no capital outlay by council.
118	<p>I am very disappointed to learn that there are no public charging locations on the Northern Beaches for me to charge my new electric Mini. It seems that despite the fact that the number of charging stations may have increased that most (all on the Northern Beaches) are either Tesla or Type 1 stations. I believed (rather naively it appears) that when I had seen charging stations at shopping centres that I would be able to charge any EV car there without a problem. I now learn that I am unable to use Tesla chargers as they are using their own network and only Tesla's can use these (and no adaptors are available) and I am also unable to use all Type 1 stations unless I buy an adaptor for over \$200.</p> <p>I understand that most EVs (other than Tesla's) are now Type 2, so why is it that most of the stations have not been updated, or at least have adaptors available to ensure that they can be used by all EV owners.</p> <p>I realise that the charging stations are installed and owned by private companies and presumably are funded by the owners of the shopping centres, but surely there should be clearer information available to potential EV owners. No wonder the uptake is so poor in Australia when the infrastructure for this type of vehicle is not keeping pace with the changes in the industry.</p> <p>I know that this is a problem for other EV users too, as my friend has just purchased an Audi EV and is experiencing the same frustrations.</p> <p>I note also that the council are asking for submissions from the public regarding potential new charging sites on the Northern Beaches. If my understanding is correct, you are proposing 2 sites in Palm Beach, 2 sites in Mona Vale, 2 sites in Dee Why and only one site in Manly (in the oldest, car park with the tightest spots). Surely Manly has many more residents and visitors than the other locations and should ideally have charging stations -which cater for all 3 types of connectors - at every car park. I note also that the councils proposal talks about installing these stations 'when funds allow', which I guess could be never! It is very frustrating that the government both state and federal are not promoting the use of this new greener technology like the rest of the world. We are blessed in Australia to have an abundance of solar power which could be generated on public buildings to power these EV stations too which would also reduce the use of fossil fuels to generate the electricity required.</p>

Document administration	
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NSW ELECTRIC AND HYBRID VEHICLE PLAN



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NSW Electric and Hybrid Vehicle Plan Future Transport 2056

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Ministers' foreword

NSW's Electric and Hybrid Vehicle Plan reflects our growing focus on future mobility and technology innovations which will modernise transport for the community and businesses across New South Wales. As a Government, we want to embrace the growing availability of alternative transport such as electric and hybrid vehicles.

Transport has changed significantly in recent years and technology innovations are constantly improving the transport experience. People have more options in the vehicles they use – what used to be a choice between petrol or diesel has now expanded to include electric, hybrid and hydrogen fuel cell vehicles.

This Plan will maximise the benefits of a transition to more electric and hybrid vehicles for NSW. Electric vehicles offer significant economic and environmental benefits as well as contributing to a modern and cleaner energy future. They can reduce the cost of living and are cleaner and quieter – features which are essential in our growing cities and towns.

We know the transition to electric vehicles is a major transformation which brings many opportunities, including new industry development and employment growth in the transport, energy and technology sectors.

It will take time but adopting electric and hybrid vehicles opens up incredible opportunities for entrepreneurs and businesses to develop new and innovative vehicles, components, infrastructure and services.

NSW's diversified economy and highly skilled workforce are well positioned to take full advantage of these new opportunities and we stand ready and open for business.

We look forward to partnering with industry to meet the evolving needs of our community and deliver the future transport services for our state.



The Hon Andrew Constance MP
Minister for Transport
and Infrastructure



The Hon Melinda Pavey MP
Minister for Roads, Maritime
and Freight



The Hon Don Harwin MLC
Minister for Energy
and Utilities

Executive summary

A major global transformation is taking place in transport - from traditional cars, buses and trucks using petrol, diesel and gas in internal combustion engines to electric, hybrid and hydrogen fuel cell vehicles (EVs).

Vehicle manufacturers and charging providers are rapidly developing EV technologies to prepare for this transition and to be well positioned for future market growth in passenger and freight mobility.

Governments around the world are also taking action to prepare for and accelerate the adoption of EV technologies, in recognition of the economic, social and environmental benefits.

In NSW, we are committed to supporting households and communities, and empowering businesses with accessible and safe transport choices that shape a competitive, clean and prosperous future for NSW. With industry experts and communities, we have monitored global trends with EVs and their transformative opportunities for NSW businesses and households.

Action is needed now for NSW to take full advantage of this opportunity to improve outcomes for transport customers, communities and industry, and in turn the economy and our environment.

NSW is already well advanced in adopting new technologies, with the [Future Transport Technology Roadmap](#) setting a vision to make transport a technology business. This is reinforced in the NSW Government's [Future Transport 2056](#), our 40-year strategy to deliver customer-focused, technology-driven services to improve the productivity, liveability and sustainability of communities across the state. It also aligns transport with NSW's overarching infrastructure and land use planning strategies.

NSW supports the transformation of transport through technology, and we recognise the need for a clear direction forward to guide government and industry actions on EVs. This Electric and Hybrid Vehicle Plan presents a comprehensive approach to how NSW is preparing for this transition.

Actions within the Plan are identified for the next five years, and are focussed on three key priority areas:

- ▶ vehicle availability;
- ▶ charging points; and
- ▶ customer information.

This Plan will be updated to keep pace with changing fuel technologies, markets and services, so that we continue to deliver for NSW communities and provide a more certain environment for market investment and business development.

Key actions

NSW is committing to the following actions in three priority areas:

1. Vehicle availability



We will:

- › set a 10 per cent target for new NSW Government general purpose passenger fleet cars from 2020/21 – with 10 per cent of new vehicles purchased or leased by agencies to be electric or hybrid vehicles
- › integrate NSW's first fully electric bus trial into a regular route service – to be trialled in Sydney's Inner West from July 2019
- › assess the feasibility of transitioning one or more bus depots to partial or full electric operations.

We will also investigate:

- › expanding trials of electric bus technologies – enabling large numbers of customers to experience the many benefits of electric buses
- › facilitating car-share or ride-share trials using EVs – supporting new passenger transport services to share the benefits of EVs.

2. Charging points



We will:

- › co-invest in fast chargers in regional NSW – on major regional corridors, in partnership with charging suppliers and councils
- › co-invest in charging points in commuter car parks – and investigate commercial models for operation
- › adopt preferred charging standards – to guide councils, companies and investment
- › develop guidelines for installation of charging points in roadside service centres
- › support EV charging through strategic land use planning and guides – helping councils prepare for EV charging

- › commission EV charging infrastructure mapping - making more information available for private sector investment in public charging infrastructure.

We will also investigate:

- › measures to make buildings 'EV ready' - ensuring that new buildings cater for EV charging
- › the use of National Construction Code and Wiring Rules - to provide guidance on options to retrofit charging points in existing buildings
- › further streamline approval processes for installing charging points - to make the installation of charging points quicker and cheaper.

3. Customer information**We will:**

- › invest in the development of a digital platform - to provide convenient and accessible vehicle and charging information
- › develop and standardise roadside wayfinding signage - to help guide motorists to charging locations.

07

CHAPTER

1

Introduction

1.1 A global transport trend

Electric vehicles (EVs) are already transforming the global market for passengers and freight vehicles. This transition is providing major benefits across transport, energy, public health, infrastructure and industry development, as well as helping to pave the way for automated vehicles and new forms of mobility services.

While vehicles powered by internal combustion engines (ICEs) have dominated road transport for many years, we are now entering a major transition to electric motors, batteries and hydrogen fuel cells, which offer cleaner, quieter and cheaper to operate transport. In this, electric and hybrid vehicles are a key part of the four related 'ACES' mega-trends in transport, along with automated and connected vehicles and shared mobility.

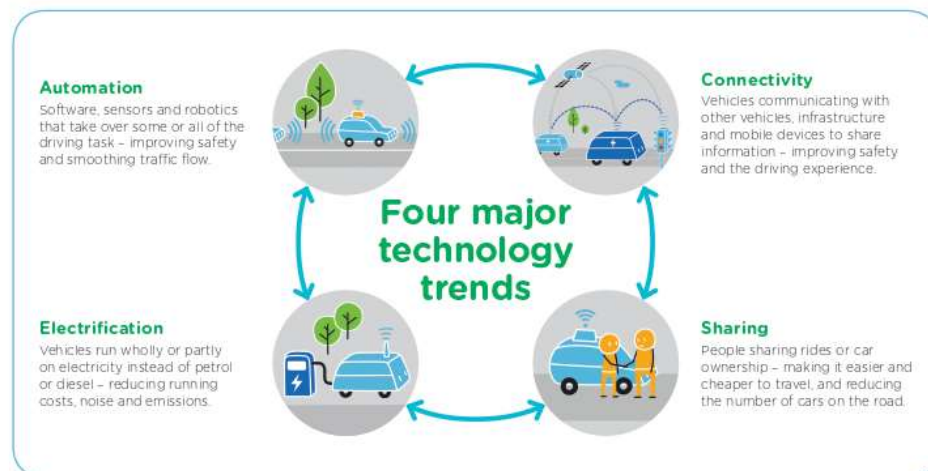


Figure 1 - The four major technology trends shaping the future of mobility

Although vehicle electrification has started slowly in Australia, the global transition to EVs is advancing rapidly driven by improving technologies, falling battery costs and government policies, meaning opportunities are closer than ever locally.

EVs offer major benefits over conventional vehicles. For motorists and fleet operators, there are significantly lower fuel and maintenance costs, with charging costs only 25 – 35 per cent that of petrol costs for the average passenger car. These cost of living savings and productivity benefits will flow to households and businesses, and to the wider economy.

EVs also benefit the community through cleaner and quieter operation that supports more liveable residential and commercial precincts, as well as providing health benefits from reduced vehicle emissions and improved air quality. The transition to EVs will increase fuel security by reducing our dependence on imported fuels, and using domestically generated electricity rather than imported fuels will improve Australia's and NSW's balance of payments.

Finally, EVs help address the growing challenge of greenhouse gas emissions, with the transport sector currently the second largest and fastest growing emitter in NSW and Australia. EVs are an effective way to reduce emissions and will become more effective as more renewable power is added to the grid, or if owners use a rooftop solar energy source.

The health, air quality and emissions benefits of EVs will become increasingly important as NSW's population grows from 7.7 million people in 2016 to 9.9 million people in 2036.¹

EVs are also a vital foundation for future automated vehicles, as electric motors are easier for automated systems to control. Equally important are charging infrastructure, smart charging and meter technologies that interact with energy networks so charging occurs when surplus energy is available and electricity prices are lower.

According to several expert studies including Bloomberg NEF, the adoption of EVs will accelerate as two tipping points are reached – cost parity and price parity. As soon as 2020/21, EVs in Australia are expected to reach cost parity, when EVs' total cost of operation, including purchase price and running costs, is comparable with conventional vehicles.

In relation to price parity, when EV prices become equal to comparable ICE models, this is forecast to be achieved as soon as the mid-2020s for smaller passenger cars and in the late 2020s for SUVs.

This demonstrates the need to prepare and be ready to make the most of these opportunities.

1.2 NSW context

In line with the rest of Australia, there are relatively few EVs in NSW. The NSW light passenger vehicle fleet of 2.95 million vehicles includes 1,700 battery EVs and 28,000 petrol-electric hybrid vehicles (as at September 2018).

About 390 public charging points, including 21 fast chargers, serve the electric and plug-in hybrid EVs, but these numbers are growing steadily as commercial charging providers are starting to install charge points on major roads and highways.

1.3 How we developed the Plan

This Plan is the result of a partnership approach with the community, industry and government agencies.

Community input in 2017 to the development of Future Transport 2056 highlighted strong community interest in EVs across metropolitan and regional NSW. There were high levels of awareness and support, including for clearer factual information and direction. This is consistent with wider research of customer attitudes, particularly showing strong interest in cost savings and environmental benefits.

Because it is also important to understand the opportunities for industries and local businesses, we consulted with a cross section of key industry stakeholders and peak bodies from the vehicle industry, vehicle manufacturers and suppliers, energy companies, charging infrastructure suppliers, fleet managers and passenger and freight services. The valuable contribution of the stakeholder reference group included two collaborative co-design events to inform the major priorities for action in this Plan.

This Plan was also developed with input from a range of government agencies across transport, planning, energy, environment, industry, finance and other sectors to ensure that actions and directions are well aligned.

1.4 What is an electric vehicle?

EVs are vehicles with electric motors and include: battery EVs, plug-in hybrid, hybrid EVs and hydrogen fuel cell vehicles.

Battery electric vehicles (BEVs)

Have an electric motor and a large battery that recharges by plug connection to external power. BEVs are fully electric and have zero “tailpipe” emissions. Because of their simplicity and the reliability of the electric motor, they have lower running costs.

Plug-in hybrid electric vehicles (PHEVs)

Use an electric motor coupled with a petrol or diesel engine, and can be plugged in to charge the battery. They have a longer driving range than BEVs and, because electric power is prioritised, save between 28 and 82 per cent on fuel compared with conventional vehicles.

Hybrid electric vehicles (HEVs)

Are the most common EV in Australia and use an electric motor coupled with a petrol or diesel engine, and smaller batteries that are recharged by the engine. They typically offer fuel savings of up to 33 per cent compared with conventional vehicles and are already price competitive.

Hydrogen fuel cell vehicles (HFCEVs)

Convert compressed hydrogen into electricity to power an electric motor and, like BEVs, have zero tailpipe emissions. HFCEVs are not yet on sale in Australia² and are only a small proportion of EV fleets in other countries. They are generally more expensive but offer the advantages of longer operating ranges, lighter weight and rapid refuelling capability, which may suit long distance freight operation, once available.














	Conventional	Hybrid	Plug-in hybrid	Battery electric	Hydrogen fuel cell
Sources of Energy					
Consumption					
Tailpipe Emissions					
Examples		Toyota Prius C Honda Civic Hybrid Honda Accord Toyota Corolla Hybrid Toyota Camry Hybrid Lexus CT200h	Mitsubishi Outlander PHEV BMW i8 Volvo XC90 T8 Audi A3 e-tron PHEV	Renault Zoe BMW i3 Tesla Model S Nissan Leaf	Toyota Mirai Hyundai ix35 Fuel Cell Honda Clarity Fuel Cell

Figure 2 - Conventional cars and different types of EVs

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CHAPTER

2

Current and
new actions to
support EVs

The NSW Government has identified three priority areas where government action, in collaboration with industry, local councils and community organisations, can leverage the opportunities that EVs present.

2.1 Priority 1 – Vehicle availability

Existing actions

The transition to EVs and other fuel efficient, low-emission vehicles, is already supported through a number of initiatives, including:



- › offering a lower rate of motor vehicle tax for hybrid and EVs in line with the Federal Government's Green Vehicle Guide
- › trialling EVs in the Department of Primary Industry's fleet, with six Mitsubishi Outlander PHEVs deployed in Orange to evaluate their performance, reliability and economy
- › supporting the Federal Government's proposals for strengthened fuel efficiency, vehicle emissions and fuel quality standards. If adopted, these standards should support vehicle suppliers to offer increased EV affordability and choice into the Australian market.

New actions

NSW will go further to support the availability of EV models by:

- › **Setting a 10 per cent target for new NSW Government general purpose passenger fleet cars from 2020/21 – with 10 per cent of new vehicles purchased or leased by agencies to be electric or hybrid vehicles**

NSW Government agencies operate one of Australia's largest fleets, including 13,000 general purpose passenger vehicles, and government's purchasing power will help to provide market confidence to supply more affordable EV models into the market. This action will also help provide more affordable second hand EVs to the public through the used car market.

› Integrating NSW's first fully electric bus trial as part of the public transport network

Electric buses deliver a quieter and cleaner service that improves urban amenity for passengers, neighbouring residents and businesses. The trial will be undertaken by bus operator Transit Systems and will test four battery electric buses over two years beginning in July 2019 in Sydney's Inner West region.

› Investigating expanded trials of electric bus technologies, in partnership with industry

Transport for NSW will investigate expanding trials that will enable large numbers of customers to experience electric buses, with around 150,000 passengers able to ride each bus per year. The proposed larger scale trials would test the operational, technical, financial, customer-experience and environmental performance of battery electric and possibly hydrogen fuel cell bus technologies. The trials will provide valuable data and operational insights to inform business cases for future decisions to transition some bus depots to partial or full electric bus operations.

› Assessing the feasibility of transitioning one or more bus depots to partial or full electric operations

Concurrent with the expanded electric bus trials, we will conduct a feasibility study of transitioning one or more Sydney bus depots to partial or full electric operations. The study would include consideration of power supply needs, charging infrastructure requirements and other operational factors.

› Investigating support for EV car-sharing by partnering with car-share and rental operators

NSW is seeing rapid growth of new mobility services, including ridesharing and car-sharing. A trial of EVs by a car-share service would help gather insights into customer acceptance of EVs.

While the average private car is not used 90 per cent of the time, rideshare and carshare vehicles are often used much more. The additional distances travelled favours EVs, by increasing the benefits of cost savings and, since operators maintain large fleets, switching to EVs would also help to reach 'critical mass' for vehicle supply.

2.2 Priority 2 – Charging points

Existing actions

NSW has already acted to support and streamline installation of EV charging points. The NSW Department of Planning and Environment has:



- › updated the [Apartment Design Guide](#) to provide guidance for developers and councils for charging stations to be included into apartment designs
- › amended the [Infrastructure State Environmental Planning Policy](#) to streamline approval pathways for installing charging infrastructure on certain land. This reduces red tape and makes it easier for charging companies and service providers to provide electric vehicle infrastructure, such as EV chargers
- › commenced modelling the future uptake of EVs in NSW and impacts on the energy system. Energeia has been engaged to model EV adoption in NSW in the short and longer term, and to highlight key drivers and barriers.

Transport for NSW is building new commuter carparks that are EV-ready, by installing electrical conduits for easy future installation of EV chargers.

NSW is also actively promoting better national outcomes through the:

- › Council of Australian Governments' (COAG) Transport and Infrastructure Council to support clear national policies towards low and zero emissions vehicles; and
- › COAG Energy Council to ensure that national energy rules support EVs. For example, how networks can send signals to customers to incentivise charging of EVs at non-peak times and minimise impacts on the electricity network.

Working with COAG Energy Council to prepare the electricity system

EVs will be a key driver of change in the national electricity market. EVs are expected to impact patterns of electricity consumption and can store electricity to feed back to the grid. These impacts are already being considered and addressed.

The energy market is governed by national energy laws and rules, agreed by state, territory and Commonwealth ministers through the COAG Energy Council.

A significant work program is already underway to understand the impacts of projected increases in Distributed Energy Resources (DERs) on the national electricity market, including electric vehicles, and to ensure that the regulatory framework accommodates these changes. This includes:

Data

Mapping where and what DERs are in the system. Recent changes to national rules require the Australian Energy Market Operator to maintain a register of DER devices. The DER register information guideline will be published by 1 June 2019, and the rule will commence on 1 December 2019. This will promote better investment decisions, improve the operation of the power system and help policy makers and market participants have better knowledge about DERs in the electricity system, including electric vehicle chargers.

Incentives

Since 2017, national rules have required networks to phase in prices that reflect the efficient cost of providing network services to individual consumers. Ultimately, this should send signals to customers to incentivise charging at non-peak time, including for EVs. This can maximise the potential of changing customer consumption patterns as an alternative to network investment, and gives customers clearer information about the value of their choices. These reforms should mean EV drivers are offered electricity prices that encourage them to charge their cars in a way that minimises impacts on the electricity network.

Trials

Trials to manage the impact of Distributed Energy Resources (DER) on electricity networks. There is a limit to the amount of DER that networks can manage on their systems while maintaining network stability. The NSW Government is supporting trials to investigate how advanced grid technologies can be used to maintain network stability. This is complemented by significant investment in information technology systems being proposed by NSW networks as part of their upcoming network revenue determination.

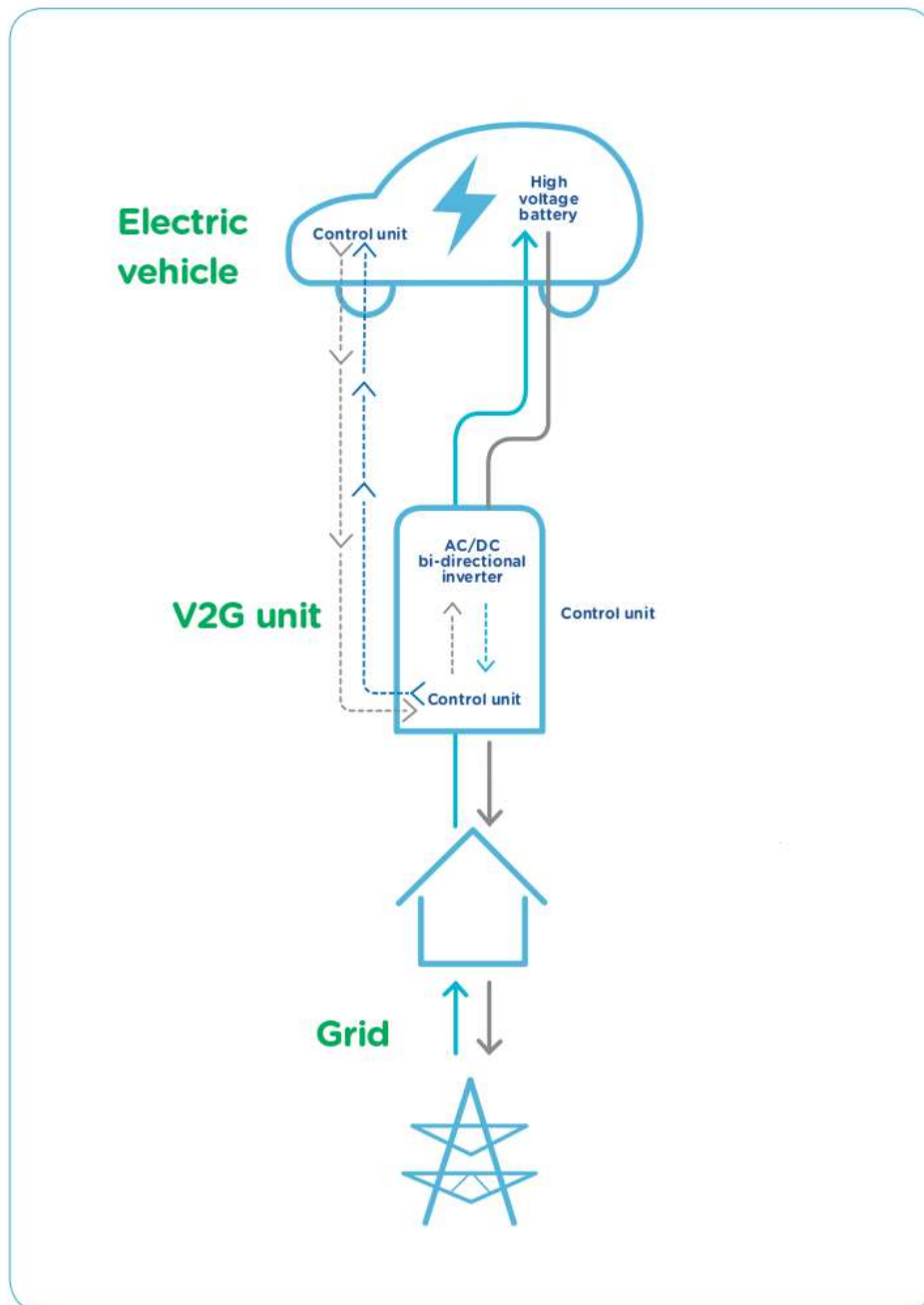


Figure 3 - Vehicle-to-Grid charging *Source: Forbes*

New actions

NSW will further prepare its transport and road network by:

› Co-investing in fast chargers on major regional corridors - in partnership with charging suppliers and councils

This program will work with councils, communities and commercial partners to target key regional routes and destinations where charging points are less likely to be provided on a fully commercial basis.

This will help regional residents and businesses to share in the cost savings and other benefits of EVs, improve access to regional NSW by EV owners including freight operators, and reinforces the regional tourism economy. It also supports local investment in regional centres, consistent with the [20-Year Economic Vision for Regional NSW](#).

Locations for regional fast chargers will be carefully chosen to complement (and not duplicate) current and proposed charger locations, as well as the significance of the route, availability of electricity supply and proximity to services.

Regional fast chargers - target corridors



Figure 4 - Target corridors for co-investment with industry and local partners

► Co-investing in charging points in commuter car parks - and investigate commercial models for operation

This trial will pilot industry partnerships and investigate commercial models to operate low-power chargers in commuter car parks that support access to public transport services, including NSW's recently constructed commuter car parks that are designed for easy addition of charging. These car parks are suited to low-power slow charging, given vehicles will be plugged in for long periods of time. These chargers will benefit EV owners who lack access to home-charging and will also support commuting journeys by encouraging travel by public transport. Nearly 30 per cent of vehicle owners live in dwellings where parking is not provided or where parking spaces lack access to power.

► Adopting preferred charging standards and principles

Australia is a national vehicle market and EV owners and operators are best served by broadly agreed standards that allow for technical compatibility, public access, flexible payment options, clear wayfinding information and options of energy and tariff choices.

Until national standards can be formally agreed, NSW will adopt and recommend the following charging infrastructure principles and standards to help guide charging suppliers, operators and councils. These standards are consistent with those advocated by peak industry bodies including the Electric Vehicle Council and the Federal Chamber of Automotive Industries.

NSW preferred EV charging standards and principles

Technical standards

- › Consistent standards for charging connections based on European CCS2 and CHAdeMO for DC fast chargers, and Type 2 for AC charging.
- › Preference for connected and smart chargers, to allow the most efficient energy use for both consumers and network operators.

Accessibility

- › Public access and open payment options platforms (credit/debit cards).
- › Charging funded and operated by the private sector where feasible, but governments may be co-investors to allow access equity in regional areas.
- › Encourage availability of public slow chargers to service residents with limited access to off-street parking.

Safety

- › Careful siting of charging infrastructure that puts road safety first.

Energy choices

- › Charging that provides an option to choose renewable power, where this is feasible.

Wayfinding

- › Consistent signage and electronic wayfinding systems to make chargers as easy to locate as possible.

› Developing guidelines for installation of charging points in roadside service centres

Guidelines for charging points will be provided for Roads and Maritime Services managed highway service centres and rest areas. The guidance would be for public and private providers of charge points, and guide placement and road safety considerations. It will inform future developments, such as updates to the Highway Service Centres along the Pacific Highway.

› Supporting EV charging through strategic land use planning and guides

With the release of NSW's Regional Plans, a strategic planning framework will guide councils to prepare Local Strategic Planning Statements that link regional and local planning objectives, including guidance for EV charging.

This may include providing directions for local government and Transport for NSW to work with charging service providers and community organisations to facilitate regional EV fast charging.

› Investigating measures to make buildings 'EV ready'

We will assess state and national level actions to ensure that new residential and commercial buildings cater for EV charging, including:

- **Investigate use of National Construction Code and Wiring Rules for new buildings**
Providing guidance to body corporates, strata managers and building managers on options to retrofit charging points in existing commercial and residential buildings, and consult with other jurisdictions on a nationally consistent approach.
- **Further streamline approval processes for installing charging points**
Current planning legislation will be reviewed and possible amendments to the NSW Codes State Environment Planning Policy (SEPP) will be investigated with a view to classifying the installation of EV charging points as exempt or complying development. This has the potential to make the installation of charging points quicker and cheaper.
- **Commissioning EV charging infrastructure mapping**
The private sector is investing in public charging infrastructure in NSW, but we will improve information on locations that are convenient for EV drivers and where it is cheaper to connect very fast charging infrastructure to the electricity network.

The NSW Government will work with distribution network businesses and other stakeholders to make more information available about low cost locations for public fast charging infrastructure.

2.3 Priority 3 - Customer information

Existing actions

Research by the NRMA and others (detailed in section 8.3 below) indicates that the lack of convenient and accurate information is an important factor influencing consumer support. This results in lack of consumer confidence and points to the need for the Government to work with industry and community partners to improve information and provide opportunities to experience EVs.

NSW has started trials of electric and automated vehicles which will give customers the chance to ride in and experience an electric ride, with:



- NSW's first electric and automated Smart Shuttle being trialled at Sydney Olympic Park in partnership with industry. The trial is testing the operation of an automated vehicle, and also provides the public with an opportunity to experience the cleaner, quieter and smoother ride of an EV
- further regional trials of electric and automated passenger shuttles are underway in Coffs Harbour and Armidale and a further trial announced in Dubbo.



Figure 5 – Transport for NSW's first automated, electric Smart Shuttle trial at Sydney Olympic Park *Source: TfNSW*

New actions

To further improve availability of reliable information and opportunities to ride in EVs, we will:

- ▶ **Invest in development of a digital customer information platform to provide convenient and accessible vehicle and charging information**

Transport for NSW and the Department of Planning and Environment will co-invest in a digital platform to provide market information, support EV purchasers and dealers, and share insights with government and commercial partners.

The project will focus on:

Fleet purchasers – supporting commercial passenger and freight fleet operators by providing a total cost of operation (TCO) calculator and provide charging station information.

Private vehicle purchasers – supporting private vehicle owners with integrated information on total cost of operation (TCO) calculator, trip planner, test drives and then purchasing into one seamless customer journey.

- ▶ **Standardise wayfinding and signage for EV charging stations**

Roads and Maritime will develop wayfinding signage that helps motorists locate charging points, to complement digital mapping via apps, in case mobile phone coverage is not available.

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CHAPTER

3

Strategic context

Future Transport 2056 identifies EVs and transport powered by alternative fuels as key emerging technologies. It also highlights the importance of bold, new ideas that ensure the productivity, liveability and sustainability of our communities.

The NSW Government's Future Transport 2056 provides an integrated vision for passenger and freight transport in NSW. The strategy was developed in conjunction with the Greater Sydney Commission's Greater Sydney Region Plan, Infrastructure NSW's State Infrastructure Strategy, and the Department of Planning and Environment's regional plans, to provide an integrated vision and guide investment over the longer term. These strategies are aligned in their shared objective to improve NSW's productivity, liveability and sustainability.

NSW strategic objectives: Productivity, Liveability and Sustainability

State Infrastructure Strategy 2018-2038: Building Momentum	Greater Sydney Region Plan	Future Transport 2056
		
Advice from Infrastructure NSW on current and planned NSW infrastructure, covering the next 20 years.	A vision for a metropolis of three cities that will rebalance growth and deliver benefits more equitably to residents across Greater Sydney.	A vision for how transport and land-use planning can support growth and the NSW economy.

Figure 6 – Strategic alignment with other NSW plans and strategies

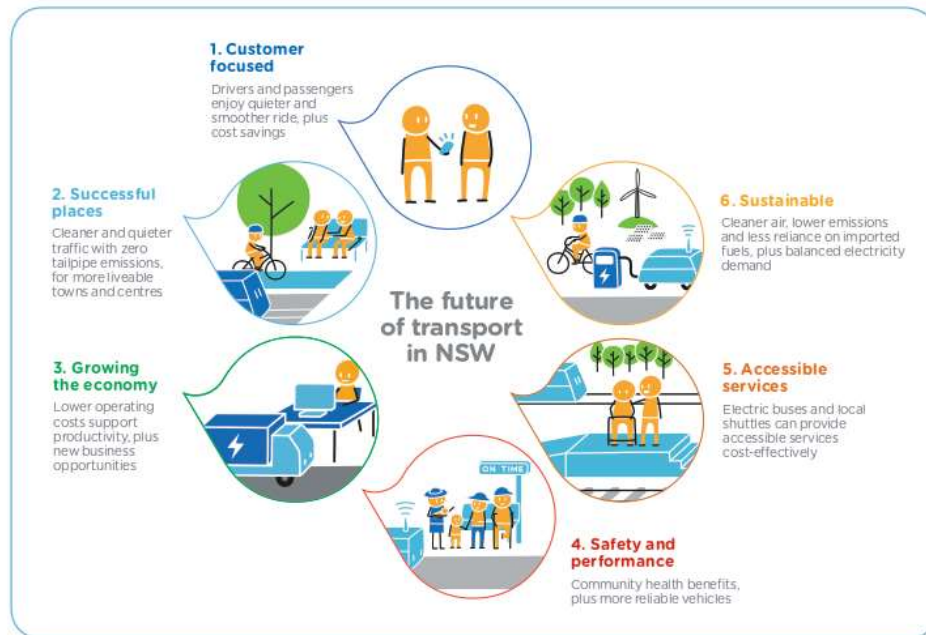


Figure 7 - The six transport outcomes identified in Future Transport 2056

[Future Transport 2056](#) identifies the need to develop a strategic approach to EVs, and commits to delivery of this Electric and Hybrid Vehicle Plan, that outlines NSW Government actions to facilitate the take up of low emission, fuel efficient vehicles and maximise their benefits for passenger and freight mobility, productivity and liveable communities.³

Infrastructure NSW's [State Infrastructure Strategy 2018-2038](#) anticipates a strong increase in EV uptake over the next two decades and stresses the importance of managing the transition to a larger EV fleet without disrupting the ability of the electricity network to function reliably and affordably for other users.⁴ The Strategy notes the potential of EVs to offer electricity network load balancing opportunities, by charging during off peak periods, and that a network of publicly accessible charge points is critical to the uptake of EVs.

The Greater Sydney Commission's [Greater Sydney Regional Plan](#) presents a vision and actions for managing Greater Sydney's growth for the best outcomes. One objective of the Plan is to promote infrastructure to adapt to meet future needs, including designing places for EV charging.

In addition, the NSW Government's [Climate Change Policy Framework \(2016\)](#) sets an aspirational goal of net zero carbon emissions by 2050.⁵ The Framework notes there are a number of pathways to reducing emissions, involving action on renewable energy, energy efficiency, carbon sequestration and emissions savings.

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CHAPTER

4

Benefits and safeguarding the community

Operating EVs offers many compelling benefits for households, businesses, the community, economy and the environment.

4.1 EV Benefits



Figure 8: The many benefits of EVs

Lower cost of operation

EVs are significantly cheaper to operate, including fuel cost savings of around 70 per cent and maintenance savings of around 40 per cent⁶, which means major benefits for households and businesses.

For an average private car travelling 13,700 kms a year⁷, this could amount to an annual fuel saving of \$1,000, or \$1,200 if the EV is able to charge overnight on an off peak tariff. People who drive longer distances, such as 25,000 kms per annum, could save up to \$2,200 each year.



Figure 9 - Fuel costs of common ICEVs and BEVs, based on distances travelled and on electricity tariff

Fleet and commercial vehicle operators should benefit the most, because fuel and maintenance savings increase in proportion to distances travelled. For example, taxis in NSW travel around 110,000 kms each year, which means that a taxi fleet operator could save at least \$8,000 a year in fuel costs by using an EV rather than a conventional car. NSW can expect a strong uptake in BEVs because of their much lower operating costs, as well as the quieter, cleaner and smoother ride they offer their passengers.

In NSW, Sydney Airport has been a leader and has been operating six 'Electric Blu Emu' buses for moving passengers from its long stay car park to its terminals. The vehicles supplied by Carbridge have improved Sydney Airport's environmental performance and welcomed by customers because of their smooth and quiet operation. Sydney Airport reports that the electric buses' lower fuel and maintenance costs meant that operating the buses has been a good business decision as well as an environmental benefit.⁸



Figure 10 - Sydney Airport's 'Electric Blu' buses offer operating cost savings and a cleaner, smoother ride for passengers Source: Carbridge

Case study: Opportunities for electric buses

Cities around the world are introducing electric buses to their fleet to simultaneously improve air quality, reduce carbon emissions and lower operating costs. In 2017, there were already around 385,000 electric buses on the world's roads, with 99 per cent operating in China.⁹

Electric buses offer a smoother ride for passengers and cleaner, quieter running. This is why the NSW Government is partnering with bus operator, Transit Systems, to trial four electric buses in Sydney's Inner West starting in 2019, to demonstrate and test these benefits.¹⁰

Battery electric buses have zero tailpipe emissions and therefore are able to operate in tunnels and underground interchanges while dramatically reducing nitrous oxides and fine particulates.

Although electric buses have a higher purchase price than standard diesel buses (around \$240,000 more), they are already competitive on total operating costs, with the price offset by significant operational savings generated over their service lifetime.

Better customer experience

EVs offer a cleaner, quieter and smoother ride for passengers, without engine noise or vibration. A survey of 6,500 Nissan Leaf owners in the United Kingdom revealed that 95 per cent would recommend one to a friend and 64 per cent said they find their Leaf better to drive than a conventional petrol or diesel car.¹¹ Electric motors have high torque at low speed and do not need clutches or gear boxes, resulting in a responsive but smooth driving experience.

NRMA members reported that environmental benefits, low running costs, low maintenance costs, and quietness of the vehicle were the key advantages of owning an EV.¹²

Electric buses also provide a cleaner, quieter and smoother ride for passengers and those at bus stops, as there is no noise, exhaust or heat from the engine. Sydney Airport has also reported strong positive customer feedback on their electric shuttle buses.¹³

Improved local amenity

Because EVs are much quieter and cleaner, they contribute to more liveable urban centres and places that are pleasant to live and work in. In high streets and local neighbourhoods, improved amenity makes it much more pleasant to visit and operate vibrant local businesses like cafes and restaurants. Quieter operation may also allow urban freight deliveries to be made outside of busier peak periods.



Figure 11 - Renault Kangoo ZE, trialled by Australia Post Source: Car Advice

NSW's Road Noise Policy (2011) found that traffic noise is the most prevalent source of noise in NSW¹⁴ and any reduction will have benefits for community amenity and health.¹⁵ The report identified that some of the most significant gains to reduce noise impacts include take-up of EVs with their quieter electric motors.

Health benefits

Air quality is important for everyone. As NSW continues to grow, we are committed to maintaining high air quality standards, noting that average vehicle emissions have fallen significantly since 2003 as newer, cleaner models replace older vehicles. The transition to EVs, with their low or zero tailpipe emissions, can further help improve air quality.

Environmental benefits

EVs can significantly reduce greenhouse gas (GHG) emissions from road transport and emissions from EVs will fall further as more renewable power that is planned, approved or in construction comes on line in the National Energy Market.¹⁶

Road transport emissions are the second largest source of emissions (after the electricity sector) and the fastest growing source.¹⁷ Vehicle electrification has been found to be one of the "lowest cost opportunities to reduce emissions".¹⁸

Energy benefits

EVs also offer an important market for off-peak electricity that can help balance energy network demand. Power generators have significant spare supply capacity outside peak periods and with the right incentives in place (including for off-peak charging), EVs can use spare capacity, thereby minimising pressure on the grid.

In the future, there is also potential for EV batteries to become part of a distributed electricity storage network that can feed surplus power back into household supply or the grid.¹⁹

The transition to EVs will also increase our fuel security by reducing the state's reliance on imported liquid fuels and vulnerability to fuel price variations and potential supply disruptions.²⁰ About 90 per cent of Australia's liquid fuels are imported from overseas, and NSW is reliant on overseas or interstate oil refining capacity.²¹

Opportunities for freight

EV technology has the potential to provide significant benefits to operators of freight vehicles, including light commercial vans and heavy trucks. The freight logistics industry is servicing a growing demand for road freight, and the cost efficiency and environmental performance of freight operators will help improve freight productivity.

In 2018, Australian automotive manufacturer SEA Electric released Australia's first battery electric 23.5 tonne rigid delivery truck with a range of up to 400km.²²



Figure 12 - King Transport delivers IKEA products on two EV10s - 10T electric trucks *Source: SEA Electric*

In 2018, SEA Electric also launched its first fully electric, zero emission delivery van and has received Federal Government support for its production facility.

Electric trucks' quieter operation is important for many businesses such as supermarket operators, who may not be able deliver produce to their stores at night due to noise-related curfews enforced by local governments.

Economic benefits

Besides the cost savings benefits to the productivity of passenger and freight fleets and their downstream markets, EVs and their associated industries also offer new opportunities for growing local businesses and employment. These include companies supplying and installing charging stations, EV components and systems, in research and development, through to those using EVs in new transport services. Battery repurposing and recycling are emerging industries that will benefit from EV growth. A PwC economic impact assessment concludes that, by accelerating Australia's EV uptake growth to that of Norway, Australia could increase real GDP by \$2.9 billion; increase net employment by 13,400 jobs; and induce \$3.2 billion cumulative net investment in charging infrastructure from 2018 to 2030.²⁵

Opportunities for NSW industry

The major change from conventional vehicles to EVs creates opportunities for NSW businesses to implement new, innovative services in sales, servicing, digital monitoring and charging, as well as local or small scale renewable energy. It is important for industry to harness growth opportunities in new businesses and skills, to prepare for transition from existing ICE-related services and to prepare for the future.

Sydney and NSW are strongly positioned in knowledge-based industries, including advanced manufacturing and service industries, meaning that NSW businesses are well positioned to compete in key areas of the global EV marketplace.

4.2 Safeguarding the community

Pedestrian safety

One of the primary benefits of EVs is their quiet operation in urban environments. However, at speeds less than 20 km/h, they produce so little road noise that they may potentially pose a risk to vulnerable road users, especially blind or visually impaired pedestrians.

To address this, it has been suggested that EVs should generate an artificial sound when travelling below 20 km/h, while maintaining the benefits of quieter operation. This requirement has been adopted in Europe, US and Japan, with requirements for these warning devices also included in United Nations Economic Commission for Europe (UNECE) vehicle regulations. NSW will work with the Federal Government to update Australian Design Rules, where required, to improve the safety of vulnerable road users.

Emergency services

In a post-crash scenario, EVs may present a risk of electrocution to emergency service workers, due to the presence of high voltage cables. In order to reduce this risk, emergency services need access to technical advice from vehicle manufacturers on how to safely extricate the occupants of crashed vehicles.

It is also essential that electric and hybrid vehicles can be easily identified. To this end, recent amendments to the Australian Light Vehicle Standards will require electric and hybrid vehicles to be fitted with an "EV" sticker on their registration plates for vehicles manufactured after 1 January 2019.

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CHAPTER

5

The EV
experience
internationally

The global transition to EVs has begun, evident in rapid growth in sales from almost zero in 2010, to 1.22 million in 2017.²⁴ This has mainly been a reflection of strong government action in China, Europe and parts of North America, accelerating uptake and, in turn, causing vehicle prices to fall, and an increase in vehicle choice and broader EV awareness.

Improved battery technology has also increased vehicle range and reduced costs. Momentum is expected to continue, with some experts estimating that EVs will account for 3 per cent of global sales by 2020, 28 per cent by 2030 and 55 per cent by 2040.²⁵

Global EV uptake

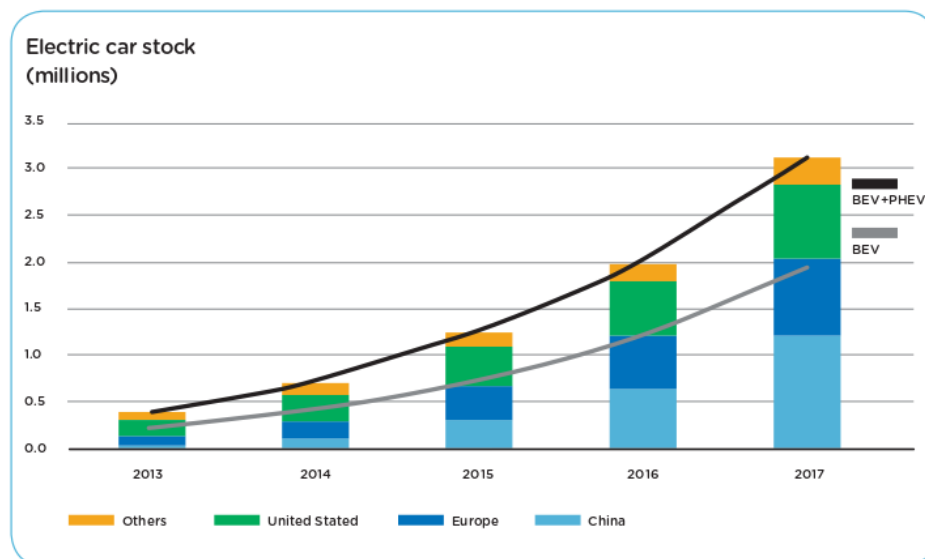


Figure 13 - Global EV growth Source: International Energy Agency, 2018

Chapter
5: The EV experience internationally

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Although EVs accounted for just 1.3 per cent of global vehicle sales in 2017, leading jurisdictions have seen much higher rates of uptake: 39 per cent in Norway, 6 per cent in Sweden and 4.8 per cent in California.²⁶ There were more than three million EVs on the road in 2017, an increase of 59 per cent from 2016 levels. China and the US are the largest single-country EV markets, with Europe as a whole representing the second largest market after China.²⁷

The UK's [The Road to Zero strategy](#) outlines a number of measures including:

- ▶ increasing the number of on- and off-street EV charging points
- ▶ launching a £100m Charging Infrastructure Investment, to fund companies wanting to install charge points
- ▶ establishment of a £40m program for developing and trialling new, cheaper wireless and on-street charging technologies
- ▶ an extensive grants program for low emission vehicles.²⁸

In 2016, the New Zealand Government announced a [suite of measures](#) to support growth in the national EV fleet to reach 64,000 vehicles (or 1.6 per cent of the fleet) by 2021, including:²⁹

- ▶ extending road user charge exemptions for EVs
- ▶ working across government and private sectors to investigate bulk EV purchase
- ▶ publishing guidelines to support installation of public charging infrastructure
- ▶ launching a \$5 million fund for an EV information and promotion campaign
- ▶ establishing a \$6 million per year contestable fund to encourage and support innovative electric and low emission vehicle projects.

The United States Federal Government provides a [tax rebate](#) between \$2,500 and \$7,500 to purchasers of EVs. The size of the tax credit depends on the size of the vehicle and its battery capacity.³⁰ California's ['Zero Emission Vehicle'](#) program provides additional support including:³¹

- ▶ a requirement that 4.5 per cent of new vehicle sales are electric
- ▶ a further \$2,500 rebate for consumers purchasing EVs
- ▶ access to high occupancy vehicle lanes, toll exemptions and a sales tax waiver for manufacturers.

Some countries have also committed to completely phasing out sales of ICE vehicles by various dates. This includes Norway (by 2025); The Netherlands and India (both by 2030); Scotland (by 2032); China, France, UK and the US State of New Jersey (all by 2040); and California (by 2050). Other countries like Germany are currently considering such a phase-out.

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CHAPTER

6

The EV experience in Australia

EV sales in Australia are currently very low compared with other comparable countries. This reflects current challenges with limited model choice, lack of affordable models and limited public charging infrastructure in the Australian market.

EV global market share, 2017

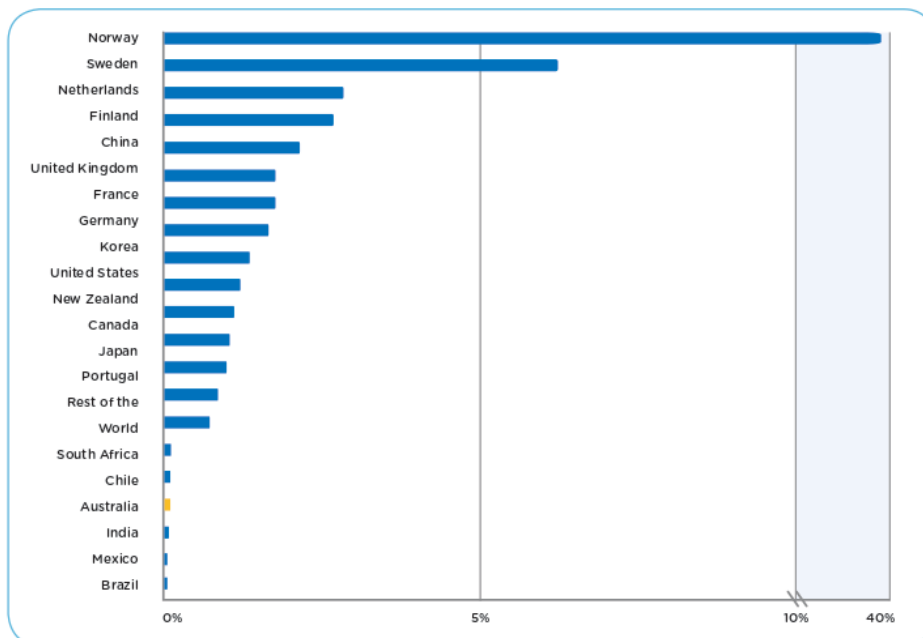


Figure 14 – Australia's EV market share is far behind most other developed countries *Source: International Energy Agency and OECD, 2018*

6.1 EV availability

Currently there are fewer EV models for sale in Australia compared with Europe or the United States, with most models concentrated in the luxury price category. While prices are falling, the lowest-cost BEV currently offered in Australia (Hyundai Ioniq BEV) costs \$45,000 and least expensive PHEV is the Mitsubishi Outlander at \$46,000 – beyond the budget of many consumers.

The graph below highlights the top-selling EV models in the US priced below US\$50,000 but not available in Australia. The key insight is that affordable EVs are available overseas but need to be attracted to the Australian market to lower the purchase price barrier for consumers.

EV affordability and choice

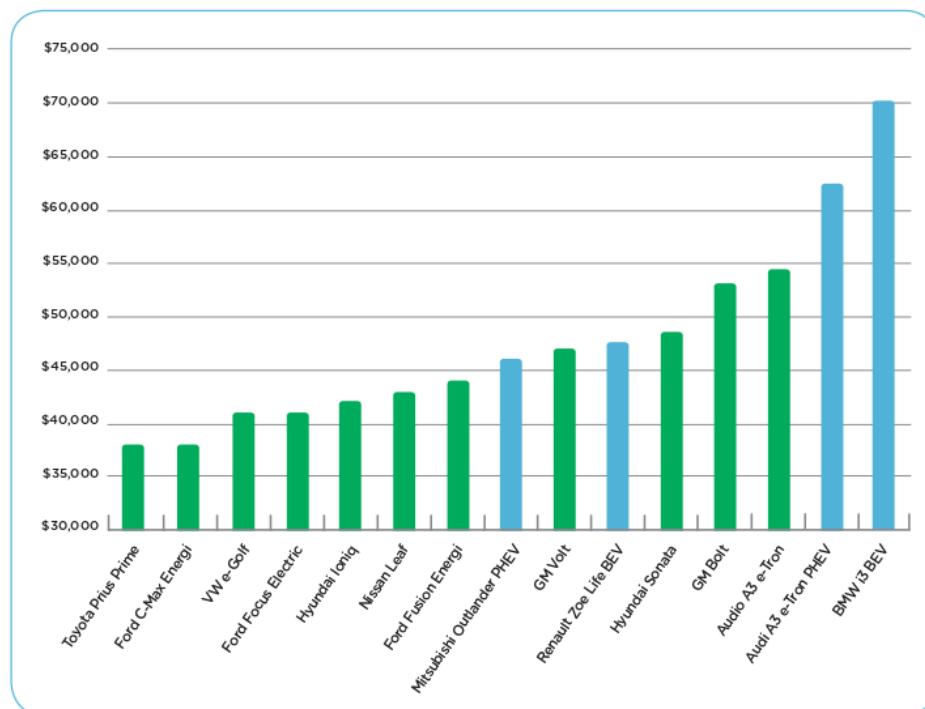


Figure 15 - Top-selling EV models in the US priced below US\$50,000 and EVs available in Australia
Source: Electric Vehicle Council, 2018

6.2 Charging infrastructure

Availability of public charging infrastructure in Australia has been limited compared with similar countries however, it is starting to accelerate. Although most charging is done at home, access to public fast chargers is essential to overcome 'range anxiety' – the perceived risk that a vehicle may run out of charge before a charging point is reached.

All EV drivers will need access to fast charging when they travel long distances. There are currently around 800 public charging locations available in Australia.³² This is a charging station density of one per 31,635 people. In comparison, there are around 14,000 public charge points across the UK, a density of one charge-point per 4,717 people.³³

Some people living in apartments may be discouraged from owning an EV if there is inadequate access to charging points. About 28 per cent of Australian households do not have access to a garage or parking-space power point, and would need to rely on access to public charging.

There are several types of chargers for a range of purposes, ranging from slow overnight charging and to fast, top-up charging.

	 Power	 Range added per hour	 Charging time	 Typical application
Level 1 – single phase (domestic)	2.4-3.7kW	10-20km range / hour	5-16 hours	Home
Level 2 slow – single phase (domestic or public)	7 kW	30-45km range / hour	2-5 hours	Home, work, shopping centres, car parks
Level 2 fast – three-phase (public)	11-22kW	50-130km range / hour	30mins – 2 hours	Urban roadside
Level 3 – fast charge (public)	50kW	250-300km range / hour	20-60 mins	Regional near highways, motorways and key routes
Level 4 – super-fast charge (public)	120kW	400-500km range / hour	20-40 mins	Regional near highways, motorways and key routes
Ultra-fast charge (public)	350kW	1000+ km range / hour	10-15 mins	Highways and motorways

Figure 16 - Electric vehicle charging types²⁴

In NSW, publicly accessible fast-chargers are starting to emerge. The NRMA is investing \$10 million in more than 40 fast chargers across NSW and the ACT. This is an example of an industry-led solution. There is also scope for governments and the private sector to collaborate to providing charging points, particularly in regional or other areas where access to public charging would otherwise be limited. For example, the Federal Government recently co-invested through the Australian Renewable Energy Agency in a network of 21 ultra-fast chargers to be operated by Chargefox across NSW, Victoria and Queensland.

While options for EV charging are increasing for passenger vehicles, more work is required to provide the necessary EV support infrastructure for commercial freight operations at strategic locations along key freight corridors, including major interstate corridors. A future NSW freight charging network should connect to existing networks in Queensland and Victoria to enable a seamless freight journey.

The adoption of national standards and principles for charging is supported by NSW, which is working through the Transport and Infrastructure Council and other intergovernmental bodies to achieve national agreement.

6.3 Consumer access to accurate information

Given the relative scarcity of EVs on NSW roads, it is not surprising that many consumers find it difficult to access easy to understand information on EVs' availability and performance.

Research conducted by the NRMA suggests that the lack of easy access to accurate and reliable information about EVs is a factor influencing consumer support. "There appeared to be a lack of education around EVs and their capabilities amongst the wider population. Qualitatively, there was a feeling that people considering one would need to do a lot of research about them, and that there wasn't a lot of really good consolidated information about them."³⁵ Information is fragmented, from a range of sources like individual vehicle manufacturers, peak industry bodies, automotive journals and motoring clubs.

The confusion and lack of convenient information noted by NRMA points to the need for better consumer access to consolidated, accurate information about EVs' capabilities.

6.4 Future outlook

While EV sales in Australia are still small (0.2 per cent of passenger vehicles), there are early signs that an EV wave is coming³⁶. The most recent data (2017) shows stronger growth in Australian EV sales, to an annual total of 2,284, a 67 per cent increase on the previous year.

The number of EV models available in Australia increased by 44 per cent in 2017, although most of the new models were in the luxury category. Nine new plug-in EVs are expected to be introduced to the Australian market over the next 18 months, five of which will be priced below \$60,000. In 2017, there was also a 64 per cent increase in the number of charging stations, albeit from a low base.

Two tipping points

Two critical tipping points are expected to be reached in the next few years. The total cost of ownership (TCO) of an EV is predicted to reach total-cost parity with conventional vehicles about 2020/21 and purchase-price parity between 2025 and 2027.

These tipping points are expected to accelerate EVs' share of Australian new passenger vehicle sales from their current level of 0.2 per cent to 1 per cent by 2020. This share is forecast to rise to 6 per cent by 2025, 28 per cent by 2030, and 60 per cent by 2040.³⁷

This growth will be driven by a number of factors including falling EV prices, changing consumer preferences, public policies and global trends. Australia's Clean Energy Finance Corporation (CEFC) predicts all new cars will be EVs by 2044 without incentives – or by the 2030s, if incentives are provided.

EV uptake and tipping points in Australia and NSW

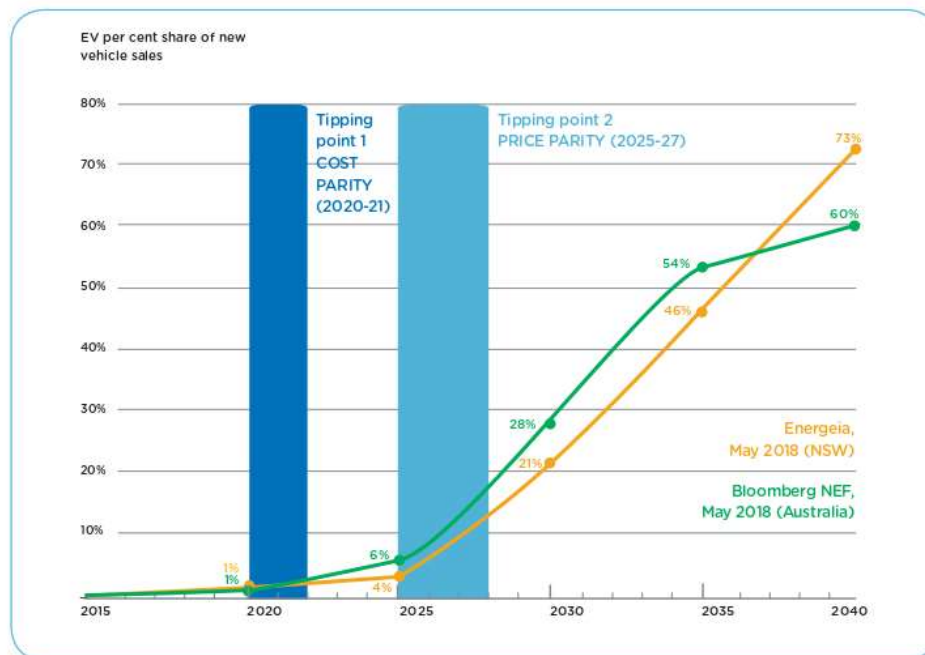


Figure 17 – Projected growth of Australian EV market (with cost and price parity points) Source: Bloomberg NEF

The actual rate of uptake depends on availability and affordability of EVs in Australia, the availability of charging points and availability of convenient and accurate customer information.

6.5 Hydrogen fuel cell technology

The development of hydrogen fuel cell electric vehicle (HFCEV) technology is advancing more slowly than BEVs and hybrids, but has the potential to achieve similar operational and environmental benefits, as well as longer ranges and shorter refuelling times.

Until recently, HFC technology in Australia has been restricted to forklift trucks and other specialised vehicles. More recently, both Hyundai and Toyota have been testing prototypes on the NSW road network, and Hyundai has constructed the state's first hydrogen refuelling station at its Sydney headquarters at Macquarie Park. It is likely that at least one vehicle manufacturer will announce the launch of an HFCEV into the Australian market in early 2019.

HFC technology has some advantages over battery technology for longer-distance, heavy freight vehicles as they potentially benefit most from its lighter weight, shorter refuelling times and longer ranges. Based on their successful introduction overseas, particularly in Korea, HFC buses may also make an appearance in the Australian market in the near future.

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CHAPTER

7

Implementing our Plan

7.1 What are the next steps?

This Plan is intended to be a catalyst for positive change that will benefit communities and businesses. The actions in the Plan will help support the EV transition over the next five years, by moving ahead with our partners in communities, councils, site owners, vehicle suppliers, charging providers, energy suppliers and others.

The Government is ensuring that NSW is well placed and prepared for EVs and to capitalise on their many benefits.

This Plan is the result of successful partnerships and collaboration. It has been co-designed with government, community and industry partners, and we will continue that approach as we roll out the initiatives. We are keen to hear from communities, businesses, innovators and researchers about how the transition to EVs can be best facilitated and managed in NSW.

We have the capacity to facilitate EV technology trials and want to partner with industry and researchers, to better understand EV benefits, requirements and performance, as well as what EVs will mean for our transport and road network. We will also engage further with customers on what these technologies will mean for them. We are always open to new ideas and partnerships, so please contact us if you are interested in collaborating with us.

Email: electricvehicles@transport.nsw.gov.au

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