
Community and Stakeholder Engagement Report

Integrated Planning and Reporting Review 2022

including Draft Community Strategic Plan
Draft Delivery Program 2022-2026
Operational Plan and Budget 2022/23
Fees and Charges 2022/23
Resourcing Strategy 2022-2032
Pricing Policy

(Stage 1 of 1)

Impact level: 1

Consultation period: Friday 29 April – Sunday 29 May 2022

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1. Summary¹

This report outlines the community and stakeholder engagement conducted during public exhibition of Council's Integrated Planning and Reporting documents from Friday 29 April to Sunday 29 May 2022.

The reports content reflects the insights of 69 participating community members and stakeholders.







1.1. Key outcomes

Integrated Planning & Reporting

 Total individual responses	69	
 How responses were received	Submission form Written responses (email/letter)	Completions: 54 Number received: 15
 Feedback themes	Themes with more than ten issues raised: <ul style="list-style-type: none">• Transport and civil infrastructure• Fees and Charges• Draft Community Strategic Plan 2040• Environment• Parks and recreation	

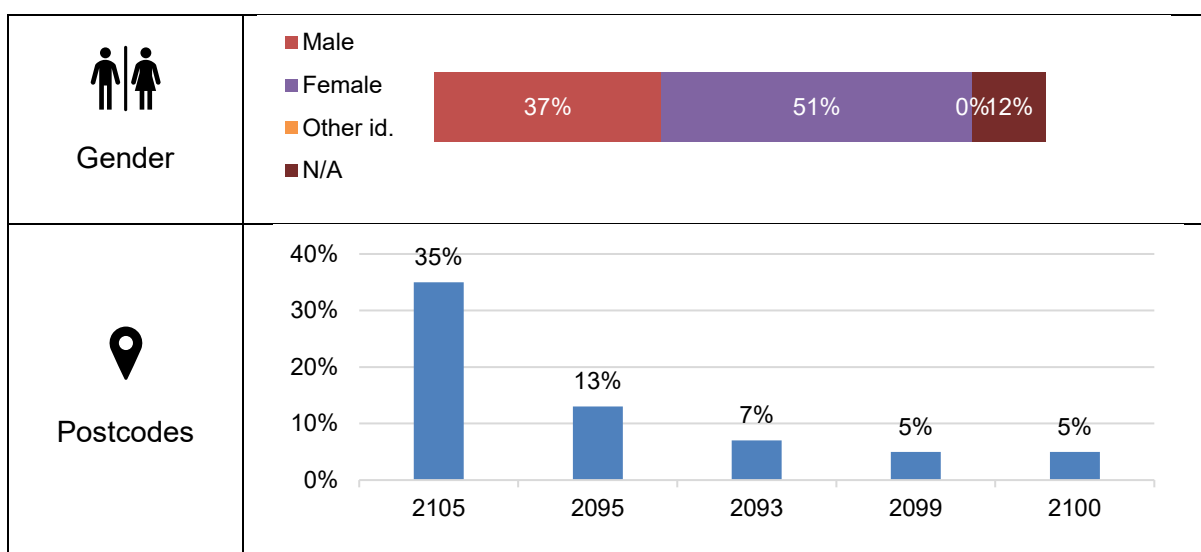
¹ Community and stakeholder views contained in this report do not necessarily reflect the views of the Northern Beaches Council or indicate a commitment to a particular course of action.

1.2. How we engaged²

 Have Your Say: visitation stats	Visitors: 12,363	Visits: 13,841	Average time onsite: 2 mins 21 sec
 Social media	Posts: 12 Targeted campaigns by suburb – cumulative totals		Reach: 149,544 Clicks: 11,675
 Videos	Explanatory Videos: 3 Integrated Planning & Reporting Delivery Program – Budget Delivery Program – Capital Works		Views: 95 Views: 144 Views: 268
 Print media and collateral	Northern Beaches Review: 1 article Pittwater Life: 1 article Peninsula Living: 1 article Peninsula Living (south ed.): 1 article		Distribution: 236,000 Distribution: 32,000 Distribution: 87,000 Distribution: 57,000
 Electronic direct mail (EDM)	Community Engagement (fortnightly) newsletter: 2 editions Council (weekly) e-News: 2 editions Stakeholder email: 2, as follows: 1 CSP discussion paper subscribers 1 Delivery Program 2021-2025 subscribers		Distribution: 23,000 subscribers Distribution: 180,000 subscribers Distribution: 12 Distribution: 66
 Information sessions	Face to Face: 2 (11 May, 17 May) Online: 2 (17 May, 19 May)		Attendance: 0, 0 Attendance: 4, 2

² The overarching engagement tactics and opportunities utilised throughout the exhibition period were the same across each concurrent program. The Have Your Say statistic shows the sum of the volume across the three separate pages.

1.3. Who responded³



1.4. Background

This report outlines the community and stakeholder engagement conducted during public exhibition of Council's draft Integrated Planning and Reporting (IP&R) documents, including:

- Draft Community Strategic Plan that sets the vision, outcomes and goals for Council and the community until 2040
- Draft Delivery Program 2022-2026, Operational Plan and Budget 2022/23, that contains the day-to-day activities and projects that Council will do over the next four years to contribute towards achievement of the Northern Beaches vision and outcomes in the CSP
- Draft Fees and Charges 2022/23 that are proposed to apply to our services in 2022/23
- Draft Resourcing Strategy, which includes Long-Term Financial Plan, Workforce Strategy, Asset Management Strategy and Plan, works together to make sure Council has the money, people and assets to deliver on the day-to-day activities and projects of the Delivery Program
- Draft Pricing Policy which guides the setting of fees and charges for 2022/23 and beyond.

In accordance with essential elements 1.6, 3.10, 4.10 and 4.25 of the Integrated Planning and Reporting Guidelines for Local Government in NSW 2021 the draft IP&R documents were exhibited for 30 days (statutory minimum 28 days).

Submissions received are to be considered by Council in adopting them.

³ Demographic data was gathered from the people who made a submission on the Your Say Northern Beaches platform by request only. The data represented only includes those respondents who provided this detail. The data is consolidated from each page. Note: there was an issue with the submission form which affected age data. This section of the table has been removed.

2. Engagement objectives

- Build community and stakeholder awareness of participation activities
- Provide accessible information so community and stakeholders can participate in a meaningful way
- Communicate to community and stakeholders how their input was incorporated into the planning and decision-making process
- Identify community and stakeholder concerns, local knowledge and values

2.1. Engagement approach

Community and stakeholder engagement for the suite of IP&R documents was conducted over a four-week period, from Friday 29 April until Sunday 29 May 2022. 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 Community and Stakeholder Engagement Plan - Integrated Planning and Reporting Document updates 2022 (April 2022).

Comprehensive information was available on Council's community engagement webpage, which included a video presentation to set the scene for the review of the IP&R documents, as well as presentations on the draft budget and proposed capital works program. A set of twelve locality-based fact sheets provided information for the community on what to expect for their own areas. Fact sheets on the road resheeting and footpath program, environmental program and recreation program were provided to give an overview of what is on offer for the whole local government area, along with a fact sheet on 'how your dollar is spent' and an interactive map of the Northern Beaches showing the extent of the proposed capital works program.

Two face to face information sessions and two online information sessions were offered to provide additional opportunities for community and stakeholders to contribute.

The project was primarily promoted through our regular email newsletter (EDM) channels, as well as a targeted campaign sent to those people who we engaged with last year.

Submissions were captured through an online submission form on our have your say project page. The form contained open-field comments boxes for community members to contribute their feedback. Participants could choose to make a submission on any or all of the documents.

Email and written comments were also accepted.

3. Findings⁴

A broad range of issues were covered in comments received during the consultation.

Across the local government area there were requests for infrastructure improvement at individual locations. This included 12 requests for more investment in roads and drainage for Scotland Island, eight requests for footpaths and shared paths, five requests for traffic management projects, 3 requests for playgrounds. These requests for improvements will be investigated and where appropriate added into the works program.

Of the 22 submissions on fees and charges, seven were opposed to increases in fees for Children's Services, two of the three submissions on outdoor dining were from Manly businesses asking for a continuation of fee waivers in that area. There were three submissions opposing increased parking fees for Manly. Two suggested that fees charged to commercial entities are not high enough. There were also individual submissions on community centre fee increases.

Table 1: Themes and issues raised in submissions made during public exhibition of the Integrated Planning and Reporting document review 2022

Document	Themes	Number of issues raised
DP CSP	Transport and Civil Infrastructure	36
FC DP	Fees and Charges	22
CSP	Draft CSP 2040	16
CSP DP	Environment	11
DP	Parks and recreation	11
RS DP	Draft Resourcing Strategy	5
CSP DP	Community and Belonging	4
DP	Draft Delivery Program and Operational Plan	4
DP	Property	2
DP	Rates	2

Key:

Community Strategic Plan 2040 (CSP)

Resourcing Strategy 2022-2032 (RS)

Delivery Program 2022-2026 and Operational Plan 2022/23 (DP)

Fees and Charges 2022/23 (FC)

Pricing Policy (PP)

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

Issues

The submissions raised 40 issues during the exhibition. The issues receiving the most attention (5 or more submissions) are below.

Document	Issues	Number of submissions on each issue
CSP	New CSP - suggested amendment	12
DP	Scotland Islands roads - more investment needed	12
DP	Footpath and shared path requests	8
FC	Childcare fee increase – oppose	7
DP	Parks and recreation other	6
DP	Traffic management - various locations	5
DP	Transport and civil infrastructure other	5

Appendix A – Issues and Responses

Community Strategic Plan and Resourcing Strategy

CSP Theme/issue	No.	Council response
Community Strategic Plan		
New CSP - support for the Vision and Principles	2	Noted
New CSP support - for Protection of the Environment Goal 1 and strategies	1	Noted
New CSP support - for Partnership and Participation Goal 22 on advocacy, especially for the environment	1	Noted
New CSP support - for Community and Belonging Goal 9 and strategies to honour Aboriginal culture and heritage	1	Noted
New CSP support - for Housing Places and Spaces priority on infill development in established areas, not bushland or non-urban land	1	Noted
New CSP support - for Vibrant Local Economy Goal 14 local education and Goal 15 sustainable tourism. Query on site of Frenchs Forest High School	1	Support is noted. The Frenchs Forest 2041 Place Strategy (finalised on 17 December 2021) is a project led by the NSW Department of Planning and Environment. The NSW Government have made the decision to relocate the Forest High School to a new site in Allambie Road, Allambie Heights.
New CSP support - for Good Governance aspiration	1	Noted

CSP Theme/issue	No.	Council response
New CSP - suggested amendment - Vision to include 'healthy'	1	No change. The vision statement reflects the key issues raised through extensive community engagement in 2017 and the recent review of the CSP in 2021/22. Health and wellbeing is captured as part of our community feeling <i>'safe and supported'</i> in the Community and Belonging outcome area.
New CSP - suggested amendment - Community and Belonging to address active living and access to fresh and healthy food	1	<p>No change. Active lifestyles and community gardens are covered under the Housing, Places and Spaces outcome, particularly Goal 12 - <i>Our community has access to spaces that enable healthy and active living and allow for a broad range of creative, sporting and recreational opportunities to be enjoyed.</i></p> <p>Goal 11 covers vibrant and healthy local centres, with a key strategy being <i>'Create welcoming villages and neighbourhood centres that are vibrant, accessible and support our quality of life'</i> - this would encompass outlets for fresh and affordable foods.</p>
New CSP - suggested amendment - Community and Belonging measures for assaults to have targets, and increase the level of control from 'concern' to 'influence'	1	<p>No change. Council's level of influence over assaults is suitable to be 'concern', in line with the definitions of level of influence on page 15 of the CSP. The desired trend for assaults is decreasing incidents. It not considered appropriate to set a defined target beyond this. While Council undertakes some actions to address these concerns, NSW Police have a greater level of control of non-domestic assaults through enforcement of alcohol-free zones and closing times of hotels.</p> <p>The CSP measures provide key metrics for gauging community safety over time. Baseline data on all measures is being sourced, and the CSP will be updated with to include them later in the year. More detailed actions and monitoring are being driven by other strategies and plans such as the Community Safety Plan, and action plans supporting the Social Sustainability Strategy.</p>
New CSP - suggested amendment - provide targets and baselines for more Community and Belonging measures	1	No change. Most measures have a 'desired trend' over the medium-long term, reflecting Council's level of influence. Baselines are currently being collected for all measures and the CSP will be updated with the baselines later in the year. Other strategies and plans also have measures that are monitored and reported on - a suite of measures have also been developed to support Council's Sustainability Strategy adopted in 2021, which also includes some health-related measures, and will be reported as part of progress.

CSP Theme/issue	No.	Council response
New CSP - suggested amendment - provide targets and baselines for Housing Places and Spaces measures, and an additional measure	1	No change. Most CSP measures have a 'desired trend' over the medium-long term, reflecting Council's level of influence. Baselines are currently being collected for all measures and the CSP will be updated with the baselines later in the year. In relation to the suggested measure of 'Average distance to a healthy food outlet (supermarket or greengrocer)' this would be difficult to measure and would fluctuate with changing demands and the economy. It also would not capture the growth in online ordering and delivery of goods. As such it could not be reliably measured and is not supported.
New CSP - suggested amendment - add more measures to Housing Places and Spaces on physical activity and healthy eating	1	No change. The draft CSP has three measures focused on the health of the community. All three are perception measures collected via a survey where individuals rate their physical health, mental health as well as their ability to access health services. The challenge in identifying appropriate measures is obtaining data at a local government level. The data set referred to is for physical activity as well as fruit and vegetable intake is for the Northern Sydney Local Health District and is not broken down any further. This covers 10 LGAs - Hornsby, Hunters Hill, Ku-ring-gai, Lane Cove, Mosman, North Sydney, Northern Beaches, Parramatta, Ryde and Willoughby and is not available at an LGA level. These results will be valuable to source at reporting stage, to supplement the current measures and provide further insight into progress against this goal. Representation will be made to NSW Health to see if it can be supplied on an LGA basis in future.
New CSP - suggested amendment – use additional liveability data	1	The Australian Urban Observatory (2018) data suggested is quite dated. Similar measures are built onto the CSP and using more current sources.
Resourcing Strategy		
Long-Term Financial Plan assumptions too optimistic; consider long term contingencies	1	Long-term Financial Plan assumptions regarding items such as inflation and interest rates are informed by forecasts from Deloitte Access Economics and, with respect to interest rates, our investment advisor. We are focused on rebuilding the Council's working capital into the future to support the resilience of the organisation to sustain unexpected events into the future. Uncertainty about the inflation outlook has challenged the preparation of this budget. The impact of inflation on costs will need to be closely monitored throughout the financial year. If the impacts threaten Council's ability to deliver services, we will report back to Council to identify strategies to mitigate any issues.

Fees and Charges

Fees and Charges Theme/issue	No.	Council response
Annual Council rates		
Rate increase - oppose	2	<p>Since the Northern Beaches Council was formed the focus has been on efficiency savings and reinvesting those into our community. The annual recurrent benefits generated by the formation of Northern Beaches Council was estimated at \$29.5 million in 2019/20. The savings have been reinvested back into the community through improved service levels, priority infrastructure and lower Domestic Waste Management Charges for ratepayers. We are continuing to work across the organisation to provide efficiency improvements and reduced operating costs, and the budget for 2022/23 includes a further \$1.8 million in efficiency savings.</p> <p>Council was required by the NSW Government to maintain the rates paths of the former Councils for a number of years following the amalgamation of the former Pittwater, Warringah and Manly Councils. The Northern Beaches rating structure commenced on 1 July 2021, following the harmonisation of the rating structures of the former Manly, Pittwater and Warringah Councils.</p> <p>Rates are now applied more fairly across all properties in the Northern Beaches, ensuring residential properties with the same land value pay the same rates. This process did not result in increased rates income for Council.</p> <p>The draft 2022/23 budget proposes an increase to rates of 2.4% which equates to an average increase of \$37 per year for residents. This supports Council in meeting increases in costs due to inflation like higher prices for fuel and construction materials. This modest increase ensures Council maintains services at current levels and continues to invest in the renewal of community infrastructure assets.</p> <p>The Rates and Annual Charges Hardship Policy enables Council to assist ratepayers suffering genuine financial hardship due to a variety of different circumstances.</p>
Fees and charges		
Manly parking fees - oppose increase	3	The fees for the Manly Resident Parking have been static since the review was undertaken.
Childcare fee increase - oppose	5	Council's childcare fees are set at a level that supports the ongoing quality of the services delivered, which is currently high quality as evidenced by our National Quality Standard ratings. The fee increases will be utilised to achieve a cost neutral model of childcare provision to

Fees and Charges Theme/issue	No.	Council response
		<p>reduce the reliance on Council funding and to ensure a level playing field with the private sector. The proposed fee changes are an essential part of reaching a cost neutral position without diminishing the quality of care provided to families. To further support the cost neutral position, operating costs are being reduced and a number of other strategies are to be introduced to more effectively use our centres in the short to medium term in line with our Children's Services Strategy. The services are currently supported by an annual rate allocation from Council of approximately \$200,000, this is expected to decline to \$0 in 2022/23.</p>
<p>Childcare fee increase (relating to vacation care with no excursions) - oppose</p>	<p>1</p>	<p>Council's childcare fees are set at a level that supports the ongoing quality of the services delivered, which is currently high quality as evidenced by our National Quality Standard ratings. The fee increases will be utilised to achieve a cost neutral model of childcare provision to reduce the reliance on Council funding and to ensure a level playing field with the private sector. The proposed fee changes are an essential part of reaching a cost neutral position without diminishing the quality of care provided to families. To further support the cost neutral position, operating costs are being reduced and a number of other strategies are to be introduced to more effectively use our centres in the short to medium term in line with our Children's Services Strategy. The services are currently supported by an annual rate allocation from Council of approximately \$200,000, this is expected to decline to \$0 in 2022/23. Whilst the Vacation Care services have attended a reduced number of excursions over the last few years due to COVID the income over this period was significantly impacted with gap fee waiving and reduced attendance. Some costs were lower due to the reduced numbers but not significantly enough to offset the loss of income.</p>
<p>Childcare fee increase (vacation care scaled model suggestion) - oppose</p>	<p>1</p>	<p>Council's childcare fees are set at a level that supports the ongoing quality of the services delivered, which is currently high quality as evidenced by our National Quality Standard ratings. The fee increases will be utilised to achieve a cost neutral model of childcare provision to reduce the reliance on Council funding and to ensure a level playing field with the private sector. The proposed fee changes are an essential part of reaching a cost neutral position without diminishing the quality of care provided to families. To further support the cost neutral position, operating costs are being reduced and a number of other strategies are to be introduced to more effectively use our centres in the short to medium term in line with our Children's Services Strategy. The services are currently supported by an annual rate allocation from Council of approximately \$200,000, this is expected to decline to \$0 in 2022/23. The philosophy with the inclusive vacation care fee is to provide equity for all children so that there are no barriers for children attending on excursion or in centre days, by providing an all-inclusive fee families are able to access CCS for the whole daily fee. If we were to provide a standard fee with an extra charge for excursions then families would only be able to access the</p>

Fees and Charges Theme/issue	No.	Council response
		CCS for the standard fee not the excursion portion of the fee.
Community centre fees (Manly Senior Citizen Centre) - oppose	1	All Community Centre Fees have been reviewed and are consistent across the 38 centres. They are considered fair and affordable. All hire fees go back into the centres to contribute to all operational costs incurred. The minimum hire fee is designed to reflect the accurate usage of all hirers and attendees for the activities held.
Community centre fees - support	2	Noted
Community centre (North Narrabeen Community and Tennis Centre) - question	1	The Theatre groups fees are based on what they had been charged at Elanora for many years. They are a non-profit volunteer seniors group whose productions incur high costs. The hirer here has already been sent an application form for the Concession Rate and has subsequently been approved for this on the basis that he provides a free health service to the community.
Community centre fees (Collaroy Plateau Community Kindergarten) - question	1	All Community Preschool hire fees were reviewed and all brought in line to hourly for the purposes of consistency, and to reflect the accurate use of the space booked and paid for. There are no current plans for hiring the space outside of the Preschool. However if there was such community demand there would be consultation and necessary changes to the building, in consideration of the need for storage to 'pack away'.
Outdoor dining fees - removal of furniture when businesses are closed	1	There has been no outdoor dining charges for over two years as a result of Council's strong support measures for local businesses during COVID. When outdoor dining charges return they will be applied at the same rate as 2019/20, which are varied based on considerations such as location, visitation and other factors. Importantly, there is always a requirement for adjacent footpaths to remain trafficable by the public for every outdoor dining area. The ongoing suitability of fenced semi-permanent outdoor dining areas are under review, as these were also put in place as part of Council's local business support measures during COVID.
Outdoor dining fees - request reduced charges	1	<p>There has been no outdoor dining charges for over two years as a result of Council's strong support measures for local businesses. When outdoor dining charges do return they will only be applied at the same rate as 2019/20 in a continued support to local businesses. These rates were set after a 2018 third party valuation and remain discounted to the valuation figure. As noted, outdoor dining is much valued and highly utilised by the community and as such delivers a good commercial benefit to the owner of the business for their utilisation of public space.</p> <p>However, in recognition of the need to continue to support business recovery a phased approach to reintroducing the outdoor dining fee is recommended. A 50% fee reduction in the outdoor dining fee is proposed for the first three months with the full fee applying from 1</p>

Fees and Charges Theme/issue	No.	Council response
		October 2022.
Outdoor dining fees - request fee waiver in Manly until 30 September 2022	1	<p>There has been no outdoor dining charges for over two years as a result of Council's strong support measures for local businesses during COVID. The outdoor dining charges proposed for 2022/23 is at the same rate applied in 2019/20. However, in recognition of the need to continue to support business recovery a phased approach to reintroducing the outdoor dining fee is recommended. A 50% fee reduction in the outdoor dining fee is proposed for the first three months with the full fee applying from 1 October 2022.</p> <p>Further, during the pandemic, there has been a continual strong uptake of outdoor dining due to the substantial value for money benefit it provides to businesses. While there have been a number of businesses that have been sold / changed hands during the last few years, this is a relatively common occurrence with retail businesses and the new owners almost always continue the opportunity of utilising outdoor dining in these locations.</p>
Fees and charges - other - fees for offshore residents, including Scotland Island	2	<p>The Council's Pricing Policy provides a transparent, consistent, and equitable approach to the setting of fees and charges. Services provided to residents on Scotland Island are partially subsidised by fees, which assist in funding these facilities.</p> <p>The Council's budget is prepared to support existing service levels, renew assets based on our asset management plans which includes prioritising assets in a poor condition and delivery of new assets set out in Council's various plans and strategies.</p>
Fees and charges other - commercial fees are not high enough	2	<p>Fees and Charges are set through a range of mechanisms, including for commercial users. There are a lot of "commercial" use rates within the Fees and Charges, some that have been developed through external third-party valuations, some that have been set by cost recovery and some that have been set using demand and historical data. Council aims to find the right balance for all users, including commercial users, to enable the use of community facilities and spaces.</p>
Fees and charges other - reduce fees (not specified as to which)	1	<p>Fees and Charges relate mainly to the recovery (or partial recovery) of service delivery costs through the charging of fees to users. These include use of leisure, entertainment and other community facilities and the provision of services such as long day care, vacation care and family day care. The Council's Pricing Policy provides a transparent, consistent, and equitable approach to the setting of fees and charges.</p>

Delivery Program

Delivery Program Theme/issue	No.	Council response
Budget		
Budget question - pointed out an error in a chart and asked for a definition of income types	1	<p>The error has been corrected.</p> <p>A definition of the income types is available on page 118 within the Budget Overview. Other Income relates to revenue from leases while Fees and Charges includes charges levied for the use of our facilities and services, for example aquatic centres, childcare fees and venue hire.</p>
Transport and civil infrastructure		
Footpath and shared path program		
Footpath requests - Collins Street, North Narrabeen	1	The adoption of the Northern Beaches Walking Plan was considered by Council at its meeting on 16 April 2019. The Plan informs the way footpath priorities across the Northern Beaches are set and lists the proposed future footpath program in priority order. Collins Street is on the Draft 2022/23 program - Draft concept design prepared for shared path - can be reviewed for footpath - Transport for NSW (TfNSW) funding is being sought.
Footpath requests - Mortain Avenue, Allambie Heights	1	The adoption of the Northern Beaches Walking Plan was considered by Council at its meeting on 16 April 2019. The Plan informs the way footpath priorities across the Northern Beaches are set and lists the proposed future footpath program in priority order. Mortain Ave is on the future program.
Footpath requests - Quinlan Parade, Manly Vale	1	The adoption of the Northern Beaches Walking Plan was considered by Council at its meeting on 16 April 2019. The Plan informs the way footpath priorities across the Northern Beaches are set and lists the proposed future footpath program in priority order. A footpath in Quinlan Parade Manly Vale has been included in the current five-year new footpath program and is proposed to be constructed in the 2023/24 FY, subject to funding.

Delivery Program Theme/issue	No.	Council response
Footpath requests - support for footpath installed along Sir Thomas Mitchell Drive (Alt Crescent to MacFarlane Reserve).	1	Noted.
Footpath requests - Kitchener Street, North Balgowlah	1	The adoption of the Northern Beaches Walking Plan was considered by Council at its meeting on 16 April 2019. The Plan informs the way footpath priorities across the Northern Beaches are set and lists the proposed future footpath program in priority order.
Footpath requests - Surf Road, Palm Beach	1	The adoption of the Northern Beaches Walking Plan was considered by Council at its meeting on 16 April 2019. The Plan informs the way footpath priorities across the Northern Beaches are set and lists the proposed future footpath program in priority order. A footpath in Surf Road, Palm Beach has not been included in the five-year new footpath program at this time for construction. Council has made a record of this request and will consider this footpath when a review of the network is undertaken and the next five-year new footpath program is developed for the 2024/25 FY.
Footpath requests - Careel Head Road to Palm Beach	2	<p>TfNSW have released their Strategic Cycleway Corridor Network for the Eastern Harbour City. Extensions to corridors such as Palm Beach will also be considered to connect riders to recreational activity hubs including major parklands and beaches.</p> <p>Council has prepared a concept design for the construction of a footpath in Barrenjoey Road, Avalon Beach - between Careel Head Road and Currawong Avenue. At this stage funding has not been secured for the construction of the footpath however, a funding application has been made to TfNSW through the Get NSW Active walking and cycling program. We have not been informed of the outcome of this funding opportunity but will inform the community once an announcement has been made.</p>
Bicycle lane Mona Vale to Palm Beach	1	TfNSW have released their Strategic Cycleway Corridor Network for the Eastern Harbour City. Extensions to corridors such as Palm Beach will also be considered to connect riders to recreational activity hubs including major parklands and beaches.

Delivery Program Theme/issue	No.	Council response
Road improvement and asset management		
Herbert Street, Manly	1	On initial examination, this street would appear to be in reasonable condition however Council will review the condition of Herbert Street Manly and determine the priority of including this work in our resheeting program.
Road improvement and resurfacing - Collins Street, North Narrabeen	1	Collins Street is/is not included in the 2022/2023 road resheeting program. We will check its current condition and determine whether it is considered a priority for inclusion in the road resheeting program.
Road improvement and resurfacing - Parr Parade, Narrabeen	1	Parr Parade is not included in the 2022/2023 road resheeting program. Council will check its current condition and determine whether it is considered a priority for inclusion in the road resheeting program.
Scotland Islands roads - more investment needed	12	<p>Council has invested considerable capital and operating budgets to the improvement of roads and drainage on Scotland Island. In the last 8 years Council has spent in excess of \$1.3M. There is \$150,000 allocated in the 2022/2023 Capital Works Budget supplemented by additional funding from other sources such as Stormwater Renewals and Road Maintenance budgets.</p> <p>The gazettal of the "fire trail" through Elizabeth Park is on hold pending resolution of the encroachment of the road on Sydney Water land. There are a number of processes that would need to be completed in order to open a public road through community land, prior to gazettal. A project to commence this work is not currently funded or resourced.</p>
Traffic management		
Traffic management - Condamine Street Crossing	1	The pedestrian volumes crossing Condamine Street will be reviewed however it is unlikely that the minimum numbers needed for introduction of a marked pedestrian crossing will be met. In conjunction with the preparation of detailed designs Council will investigate the potential to introduce refuge islands on Condamine Street to allow

Delivery Program Theme/issue	No.	Council response
		pedestrians to stage their crossing of the road.
Traffic management - Sydney Road	1	Sydney Road is a State Road under the care and control of TfNSW rather than Council. Any new pedestrian facilities on Sydney Road would need to be provided by Transport for NSW.
Traffic lights - Kitchener Street	1	Traffic lights are managed by TfNSW . Request for crossing.is being referred for the Transport Network Team to investigate.
Traffic management solutions recommended for corner of Herberts St and Birkley Road, Manly	1	The traffic management solutions are being reviewed and will be included in the future works program once the investigation has been undertaken and proposal approved by the Northern Beaches Council Local Traffic Committee.
Traffic suggestion - Eastbank Avenue, Collaroy	1	Council is unlikely to acquire public road access through Salvation Army land, which would necessitate payment of compensation at market rates for such land to improve access for 21 properties. Nonetheless the 11 page detailed submission is noted and referred to Council's Transport and Civil Infrastructure team for information.
Transport and Civil Infrastructure other		
Church Point commuter carpark - more spaces and maintenance	2	<p>Council is investigating repairs to Church Point carpark however works have been delayed pending a review of parking demand.</p> <p>The parking provision in the Church Point area is limited and needs to be balanced to meet the requirements all user groups. The review will provide much needed information about the situation at Church Point carpark.</p>
Undergrounding of powerlines request - Frenchs Forest and Wearden Road	1	Undergrounding of powerlines is the responsibility of energy providers. Whilst Council may advocate for this to occur, we do not have the budget.

Delivery Program Theme/issue	No.	Council response
Kerb and gutter request - Elaine Avenue, Avalon Beach	1	Kerb and gutter construction in Elaine Avenue, Avalon Beach has been listed on our future works ledger. Council will assess the priority of this work however there is a significant backlog of unfunded works (in excess of \$16M) so it is unlikely this work will be funded in the short to medium term. The provision of footpath in the walkway is not currently included in our Walking Plan for concrete pathway. The inclusion of this work in a capital works program would be subject to funding.
Request for cargo wharf repairs at Church Point	1	A customer request has been created for the repairs to the Cargo wharf. The funding of Church Point commuter wharf expansion is pending the exhibition and adoption of the Church Point Commuter Wharf Feasibility Study. The funding will be allocated to implementing the recommendations of the Study.
Requesting Council advocacy for improved public transport	1	Council works closely with TfNSW to lobby for an efficient and accessible public transport network and has a number of strategies to guide this approach, including Move - Northern Beaches Transport Strategy 2038.
Clontarf Pool refurbishment - support	1	Noted
Transport and Civil Infrastructure other - support for east/west transport corridors	1	It is noted that this is a State Government project.

Delivery Program Theme/issue	No.	Council response
Environment		
Domestic waste - Support for development of more strategic waste solutions and a circular economy	1	<p>Kimbriki's Buy Back Centre provides customers with an opportunity to buy low priced items recovered from landfill for re-use, salvaged from the mixed waste drop-off area. Council is currently drafting a long-term Waste and Circular Economy Strategy, for community consultation in late 2022. Key priorities include transitioning to a local circular economy, investigating reuse business models (including drop off days/events), food waste collection, and improving the kerbside bulky goods collections to recover and reuse more resources. This work will provide strategic direction to Council, and help meet the state governments such as separate collection of food and garden organics by 2030. The ideas in this submission will be considered in this strategic planning process.</p>
Domestic waste - Scotland Island green waste	1	<p>Council commenced a comprehensive review of waste services to offshore communities in late 2020, including detailed consultation with those communities. One of the things identified was the desire for increased vegetation collections. Council is currently investigating options for changes to the service. Any changes to the service would require changes to our waste collection contracts, which Council plans to negotiate this year and then present options back to Council for consideration.</p> <p>The cost of providing waste services to offshore communities is more expensive than onshore waste services due to the need for over water transport, access to properties and increased transfer of waste between barges and trucks. These costs will need to be considered in finalising any changes to offshore services.</p>
Scotland Island water and wastewater infrastructure - more investment needed	2	<p>The provision of water and sewer to Scotland Island is a matter for Sydney Water. Council is not a water supply authority. However, to assist in progressing this issue, Council completed a study in 2020 on the feasibility of providing water and wastewater services to Scotland Island. In November 2020 Council endorsed the outcomes of the Scotland Island Water and Wastewater investigations. Any works are expected to be funded and undertaken by the NSW Government with Sydney Water and Council has made strong representations to the NSW Government to provide the infrastructure.</p>

Delivery Program Theme/issue	No.	Council response
Stormwater - Scotland Island improvements needed	1	Scotland Island Drainage projects are undertaken as needs are identified and further drainage improvements on the island are due over the coming years. The use of concrete drains in some areas are necessary to manage the stormwater flows. Other solutions which are a more natural approach are considered preferable to minimise impermeable surfaces which can add to stormwater issues. Each scenario is considered on its merits, depending on the local conditions and requirements. Council welcomes feedback from the Scotland Island community on how drainage can be better incorporated into the landscape.
Stormwater - Mona Vale lower catchment planning needed	1	Council is currently undertaking a Floodplain Risk Management study for this area to identify options to reduce risk to life and property during large events. Undertaking long-term works has to be balanced with other stormwater priorities and in accordance with Council's Asset Management Plan.
Stormwater - Bayview Golf Course improvements needed	1	Bayview Golf Course is a highly modified and filled landscape. A natural creek runs through the property and is the natural drainage system for the surrounding valleys. There has always been a natural flow of water through the property and even though that flow has now been altered over time by changes to the property, property owners have responsibility for managing the flow of water through their property (as with all other property). Council staff attended Bayview Golf Club on 20 May and discussed these and other issues with residents and Golf Club representatives. A detailed written response will be provided to the Club outlining issues covered during that meeting, including update on floodgate operations and the progress of the Club's current DA. Council staff agreed to maintain regular contact with the Club to assist in addressing its concerns.
Stormwater - need preventative works to protect environmentally sensitive areas, waterways and riparian land	1	Council undertakes a variety of projects including bush regeneration and weed control in riparian areas, creek and wetland rehabilitation, water quality monitoring, zone mapping and catchment prioritisation studies. Council also has requirements on developments in regard to water management, erosion and sediment control. Council's comprehensive approach is set out in the Waterways and Catchments Action Plan which was finalised in 2021 and is available on the website.
Flooding - Careel Creek flooding and debris	1	Careel Creek is a natural drainage system for the Avalon Basin stormwater. It discharges into sensitive habitats including saltmarsh, mangroves and other protected habitats on the banks north of Barrenjoey Road. As such these natural areas cannot be cleared

Delivery Program Theme/issue	No.	Council response
		<p>without potential impacts to Endangered Ecological Communities. The stormwater network, including the roadway in large events, facilitates the movement of water through the catchment and is part of a developed landscape. Council engineers advise that this area is very low and flat, with the rear of the properties backing on to Careel Creek sitting almost at sea level. With little gradient from there to Careel Bay, it is hard for flood waters to drain away. Council is however proactive in keeping the concrete channel clear, with monthly inspections, and regular cleans by maintenance crews as needed. Persistent wet weather has delayed these cleans, but minor maintenance of the channel will be completed in the coming weeks, including emptying of the stormwater trap.</p>
<p>Flooding - Walsh Street North Narrabeen and evacuation route</p>	<p>1</p>	<p>The flooding at Walsh Street occurs due to an natural overland flow path from the north. Council will undertake investigations of Walsh Street drainage as part of our future works program, though flood mitigation options will likely be limited as the area is very flat and close to the lagoon. With regards to evacuation from the caravan park, Council will consult with the SES (State Emergency Service) to plan how to best evacuate during a flood event.</p>
<p>Climate change - urges action to achieve goals set</p>	<p>1</p>	<p>Our Environment and Climate Change Strategy sets targets for Council and our community to reduce emissions and reach net zero. It is supported by plans including the Climate Change Action Plan, and the Environmental Education and Sustainable Living Action Plan, with detailed actions to reduce corporate and community carbon emissions. The Northern Beaches Transport Strategy also sets targets for reducing vehicle and transport related emissions across our community.</p>

Delivery Program Theme/issue	No.	Council response
Parks and recreation:		
Asset Management comment - Clontarf reserves, parks, roads and walkways	1	Council's Asset Management Plan determines the level of maintenance required to maintain its assets and considers factors such as: the amount and type of maintenance to maintain an asset's condition to reach the desired useful life, the desired community levels of service to be provided by the asset, the criticality of the asset and the level of risk if the asset falls into disrepair. These service levels are balanced out across the Local Government Area and areas prioritised based on the level of risk and asset consumption. For example foreshore park areas such as Clontarf Beach have additional maintenance investment, above a local park, to compensate for the heavy use and popularity of the site to ensure the site presents well aesthetically and is free of hazards. Planned works in 22/23 include refurbishing the rockpool, drainage works near Clontarf Park, Peronne Avenue improvements to road, kerb and gutter, and replacing the bridge and stairs near the start of the Spit-Manly walk
Asset Management comment - Marine Parade Manly to Shelly Beach and headland	1	Major upgrade open space projects are identified and funded in accordance with Council strategies and adopted masterplans/landscape plans. At this point in time the projects proposed for funding are those that have been previously had a master plan or landscape plan adopted by Council and they are currently being progressed through planning, consultation, design and construction phases. Recent works in this area included the amenities and landscaping along Marine Parade. In 2022/23 Council will include Shelly Beach amenities and foreshore landscaping.
Asset Management comment - Palm Beach and Coast Walk	2	Council's Asset Management Plan determines the level of maintenance required to maintain its assets and considers factors such as: the amount and type of maintenance to maintain an asset's condition to reach the desired useful life, the desired community levels of service to be provided by the asset, the criticality of the asset and the level of risk if the asset falls into disrepair. These service levels are balanced out across Council's area, and prioritised based on the level of risk and asset consumption. For example foreshore park areas such as Palm Beach have additional maintenance investment, above a local park, to compensate for the heavy use and popularity of the site to ensure the site present well aesthetically and is free of hazards. In 2022/23 Beach Road will be resheeted; in 2023/24 the carpark will be renewed in Governor Phillip Park. Regarding the Coast Walk, so far 7.3 km has been completed. The community was recently consulted on construction of the Newport to Avalon link, and this feedback will be

Delivery Program Theme/issue	No.	Council response
		reported to Council in June 2022. For the Whale Beach Road section, further funding is required to do these works - detailed design is complete for Stage 1; and geotechnical reports and costings have been completed for Stage 2.
Sportsground improvements - Warriewood	1	While the sportsground on Jackson Road Warriewood Valley is very low in comparison to its surrounds, it is usually one of the best draining and highest performing sportsgrounds in the area. However the recent heavy rain, over 1500mm in the past three months, has elevated the groundwater to an unusually high level creating the ponding and drainage issues. Installation of drainage would have little effect as the site is only 1-2 metres above sea level. The Boondah fields sit on former landfills, and differential settlement over time is having a deleterious effect on play. Council has proposed through the draft Warriewood Valley Contributions Plan to augment these fields to provide a higher quality surface.
Playground upgrades - various locations	3	<ul style="list-style-type: none"> Allambie - In recent years new playgrounds have been provided at Allambie Heights Oval and Wandella Reserve which is in lower Allambie Heights. The playground at Orara Reserve is on Department of Education land, and Council is in discussions on whether the playground should be moved or upgraded in place. Deakin Street Forestville - Council has engaged contractors to replace the playground and softfall and it is anticipated that this will be completed in July 2022. Killarney Heights - has five playgrounds, which is adequate to service that local community. Recent works have included replacing the playground at Killarney Heights Shops in 2021, and upgrading one at Starkey Street Reserve in 2013. Waterford Reserve Playground is scheduled for minor renewal in 2022/2023. Fencing of playgrounds is considered on a case-by-case basis. <p>These submissions will also be included as part of the consultation on the draft Open Space and Recreation Strategy.</p>

Delivery Program Theme/issue	No.	Council response
Natural and built shade	1	<p>Council supports the importance of providing shade to protect from UV radiation, and reduce urban heat and skin cancer. These matters are addressed across several of Council's key documents which will drive improved shade provision across the LGA:</p> <ul style="list-style-type: none"> • Local Strategic Planning Statement which highlights the future LEP and DCP controls for urban tree canopy, urban heat and UV radiation with built and natural shade • Public Space Vision and Design Guidelines addresses the design of shade structures • draft Resilience Strategy currently on exhibition, with a key action to develop an urban heat mitigation program • draft Tree Canopy Plan, currently in development
Town and village centre improvements - Manly Vale	1	<p>Council is currently undertaking the beautification of Condamine Street through the planting of trees through the corridor this work will be completed in May 2022. Other projects located in Manly Vale include installing sportsfield lighting at Passmore Reserve, resheeting the road at Pitt Street, and Manly Dam will receive a new boardwalk connecting Picnic Area 1 and 2 and upgrades to mountain bike trails.</p>

Delivery Program Theme/issue	No.	Council response
Parks and recreation - other		
Parks and recreation other - Manly Dam boardwalk flooded sections	1	<p>The two Grants that are funding the trail link between Picnic Areas 2 and 3 is specific to this project and cannot be diverted to another project. The new boardwalk at Manly Dam is an important safety initiative that will provide safer and more accessible pedestrian access between picnic areas 2 and 3. The boardwalk has been designed to minimise vegetation loss and its elevated structure will mean the hydrology of the bank will not be impacted, preventing the issues caused by traditional bush tracks elsewhere in the park. In terms of the saturation of many of the walking trails at the moment, the record rain fall received by Sydney in the first five months of 2022 has led to very unusual conditions. Future proofing these trails for a record type event would be unfeasible and would detract from the nature of the Circuit Trail as one of the Northern Beaches best bush walks. However a major upgrade of a section of the Manly Dam walking trail circuit is underway between the Nerang and Roosevelt fire trails and is due for completion in 2022 - this includes installation of stone stairs, stepping stones and over 100m of boardwalk to improve walkability and to reduce trail erosion and water bars to improve drainage . A significant upgrade of the Manly Dam mountain bike trail is planned for 23/24 with planning to begin in 2022 with local rider groups and other stakeholders. There are funds in the annual Manly Dam operational budget for maintenance of trails.</p>
Parks and recreation other - North Curl Curl	1	<p>The fencing in the North Curl Curl off leash exercise area has been in place to provide a barrier between former landfill areas that are being eroded as well as dune and reserve vegetation. Fencing along the bank of the lagoon entrance channel as well as around the northern most dune will be replaced as part of ongoing maintenance programs. In 2022 it is planned to develop a new policy and new guidelines regarding the management of dogs on Council land including off-leash areas. This project will include seeking feedback from our community. The comment regarding the dog park (off-leash area) at the Flora and Ritchie Roberts Reserve, Curl Curl will be considered along with other community feedback received. Signage is currently in place at the boundary of off-leash areas.</p>
Parks and recreation other - Scotland Island public toilet request	1	<p>Council has commenced preparing a Landscape Plan for Catherine Park which is due to go to community engagement in August 2022. The request for toilets will be considered through that process.</p>

Delivery Program Theme/issue	No.	Council response
Parks and recreation other - Palm Beach	2	<p>Council has committed to preparing a new Masterplan for Governor Phillip Park in 2023. Following the outcome of the Masterplan Council will invest sufficient funding to ensure the delivery of the contents of the Masterplan. Similarly to the Ivanhoe Park Masterplan process Council's intent is to set up a working group including members of the Palm Beach Whale Beach Residents Association, North Palm Beach SLSC, local businesses and randomly selected community members to help guide the design outcomes of the process. Palm Beach rockpool is scheduled for major renewal in the next 6 years being part of the second tranche of rockpool renewal projects along with Whale Beach and Newport. Rockpools have been prioritised for renewal based on their condition and risk.</p> <p>Resurfacing of Beach Road is planned for 2022/23, and renewal of the Governor Phillip carpark is planned for 2023/24.</p> <p>Additional funding is recommended to be allocated in this budget to dune regeneration and stabilisation in 2022/23.</p>
Parks and recreation - rockpools	2	Council is commencing a program of major renewal of rockpools from North Narrabeen north. The pools will be renewed in order of condition and risk with the first tranche being Mona Vale, Avalon and Bilgola followed by Palm Beach, Whale Beach and Newport. The final rockpool to be renewed will be North Narrabeen.
Parks and recreation other - wet weather recreation	1	Indoor recreation spaces are largely run by local businesses. Council provides libraries, 2 aquatic centres, indoor recreation at various community centres and PCYC in Dee Why.
Community and belonging:		
Community		
Arts facilities and program	1	As a core action of Council's Art & Creativity Strategy - Connected Through Creativity 2029 - we recently conducted a Culture Mapping Project. This provided a deeper understanding of the wide-ranging cultural and creative ecosystem on the Northern Beaches, including analysis of the range of creative hubs, such as Brookvale. An ongoing action in our strategy is to improve Council's processes and industry relationships to provide agile support to creative industry clusters and a review of land use planning

Delivery Program Theme/issue	No.	Council response
		processes where relevant to support a healthy creative sector, such as live music.
Fast track Mona Vale Arts hub	1	The renewal of Mona Vale Civic Centre as a community-cultural hub through the Creative Space North Project is progressing.
Community and belonging - safety	1	These actions are addressed in Council's relevant strategies and plans including the Social Sustainability Strategy, the Community Safety Plan and a forthcoming Health and Wellbeing Plan. Council is an active a member of the Liquor Accord and continues to review liquor license applications to comment on their appropriateness, including the local Community Drug Action Team (CDAT) when notified. A community development officer sits on the local Northern Beaches Domestic Violence Network and continues to work closely with the Network on strategic priorities and key actions.
Community and belonging - lobby state government to end the vaccine mandates	1	Council complies with the NSW Health orders. In relation to vaccination mandates for other industries mentioned in the submission (healthcare workers, education workers, disability and aged care workers) this is a matter for the New South Wales Government.
Library		
Library - funding digitisation and storage space	1	Library Services provides an allocation towards the preservation and digitisation of cultural and heritage material of the Northern Beaches. The Library Collection is managed through Collection Development Guidelines which drive the curation, acquisition and ongoing management of the Library Collections in line with community needs.
Planning and place:		
Economic development		

Delivery Program Theme/issue	No.	Council response
Planning, Economic Development and Place other - more investment in business support requested	1	Costing of delivering in the Northern Beaches Economic Development Strategy has not been included in Operational Plan as the strategy is still draft and due to go to Council for public exhibition mid-2022, and adoption late 2022. Once adopted there will then be an opportunity to bid for any additional resources for agreed actions in the strategy, which are not already covered through business as usual across businesses units within council.
Environmental compliance		
Environmental compliance - enforcement action - North Curl Curl Beach and lagoon surrounds	1	In 2022, 75 proactive dog patrols covering approximately 60 hours of time, were carried out by Northern Beaches Council Rangers across Curl Curl and North Curl Curl (Lagoon and Reserve areas). Any observed breaches of the Companion Animals Act were dealt with appropriate penalty infringement notices (PINs) resulting in approximately 30+ fines being issued. The types of concerns observed included dogs not under control in public, and dogs in prohibited public place. Any instances of unregistered dogs were also followed up by staff. On a positive note, there were at least 300 instances where dogs were observed to be compliant during patrols, i.e. being exercised on a leash or within approved areas.
Strategic planning		
Strategic planning and sustainable development - protect bushland	1	<p>Council is in the process of preparing a single local environmental plan (LEP) for the Northern Beaches that will provide a planning framework to meet community values and aspirations. Environmental sustainability is a major emphasis of the revised LEP, as detailed in the 'Sustainability: Landscape' chapter in the LEP discussion paper that was exhibited in 2021. This is based on sound environmental surveys and studies of the area.</p> <p>Council is committed to ensure that the environment is protected now and for future generations in order to meet the community vision of a Northern Beaches that is safe, diverse, inclusive and connected and living in balance with our extraordinary coastal and bushland environment.</p>

Delivery Program Theme/issue	No.	Council response
Planning, Economic Development and Place other - cater for education in Frenchs Forest Structure Plan without moving the school	1	The Frenchs Forest 2041 Place Strategy (finalised on 17 December 2021) is a project led by the NSW Department of Planning and Environment. The NSW Government have made the decision to relocate the Forest High School to a new site in Allambie Road, Allambie Heights.
Property		
Support for Manly Town Hall utilisation project	1	The future of the Manly Town Hall is being actively considered. It is a highly valued community building and there are strong and diverse opinions about its re-use amongst the local community. It is intended to progress the discussion in the coming year.
Support for new amenities at Freshwater Rockpool	1	No capital funding is allocated for these works in the 2022/23 years, however there is a provisional allocation in the outer years (Year 4 and 5) of the Long-Term Financial Plan for renewing this building.

Appendix B - Verbatim online submissions – received via Your Say Northern Beaches

Verbatim online submissions on the draft Community Strategic Plan

Hi,

The plan has lofty goals of 60% reduction in carbon emissions by 2040, and net zero by 2050, yet the only action in the plan that mentions carbon reduction is Goal 16 - integrated transport, safe transport, enhance roads, etc. With population growth Goal 16 will not even maintain the status quo in terms of carbon emissions. It is not even a real carbon emission goal.

How about some real goals in relations to electric vehicles and associated charging infrastructure. Feasibility studies for pumped hydro schemes using some of the natural steep topography that we have (for example look at Hornsby Council turning the former Hornsby Quarry into pumped hydro scheme). Council support for private residential batteries on houses or apartments. Community batteries. Time shift solar generation and supply those that cant access their own solar. Support and promote heat pumps for hot water generation to replace gas water heaters. Install induction hobs and ovens to replace gas. There are many things we can chose to do as both individuals and as a Council to stop buying fossil fuels. We are blessed in Sydney with so much sunshine. Solar and wind are the cheapest form of power generation. FACT. Go electric with everything.

Internationally published corruption indices rank some of the largest exporters of fossil fuels as having extreme levels of corruption (think Russia, Iraq, Iran, Mexico, Saudi Arabia, Kuwait etc). According to the World Bank corruption adds an estimated 10% to business costs globally. Annually, that equals to about \$1 trillion paid in bribes.

If the people and Council of the Northern Beaches can electrify everything, not only will we be no longer supporting despots we will be creating local jobs who's income will directly feedback into the community. This is a win win for the environment and the economy.

I feel there needs to be more emphasis on support and fostering arts and culture on the NB through creating arts precincts in areas such as brookvale and supporting venues and landlords to encourage art and music.

Verbatim online submissions on the draft Delivery Program 2022-2026, Operational Plan and Budget 2022/23

I request that urgent attention be given to the upgrading of the Whale Beach ocean pool; in particular the construction of a concourse/promenade along the southern side of the pool to facilitate access to the pool and the rocks around Dolphin Bay beyond. I wrote to the council about this six months ago and received a reply from [REDACTED]

As a Scotland Island resident of 25 years, I have watched the roads deteriorate beyond repair as a result of the increasing traffic of large trucks, tractors and excavators, as well as the ever-increasing vehicle use by residents (including cars, gold buggies and 4WD wagons). The heavy traffic, combined in recent months with heavy rainfall and stormwater run-off have made the roads virtually unusable. I walk regularly on Florence Terrace to my home, often with heavy bags. I am constantly slipping, if not falling at this stage, and have to 'leap' to my front steps over a small creek (a road rut caused by vehicles which is constantly filled with murky water). Please address the roads on Scotland Island as a matter of urgency.

We love living on Scotland Island, however, the condition of the island has deteriorated considerably in the last year or so.

The standard of the roads is deplorable, not only are the roads a danger to all users but also a health hazard. The storm water and wastewater both lay in large puddles and streams outside our houses, putting the health of Northern Beaches rate payers at risk.

The eroding road surfaces are slippery with steep embankments. Narrow lane ways increase the danger for all road users.

The island requires roads, paths and recreational facilities that for fit for purpose.

<p>Scotland Island needs mains sewage. The island has many more big families and sewage is running into the Pittwater. There are too many septic tanks for the island now. Also needs drainage and road repair. And MUST have more parking for residents boats and cars at Church Point.</p>
<p>Congrats on funding the promised capital works in the Manly Ward. However it is noted that the Marine Parade, Manly to Shelly and the the Shelly beach Headland are a distant twinkle of very faint ink in the Unfunded projects in the AMP document. This should be elevated to at least determining a scope of works and who should be responsible for any proposed works. Make it 'shovel ready' so a grant/s can be applied for in the near future. NBC leverages this location in much of its advertising and attempts to attract visitor to the area.</p> <p>Manly Town Hall reuse should be a priority and it doesnt appear to be. The future of this building is critical to the future of Manly Ward and the CBD in particular.</p>
<p>The Clontarf Community Forum representing 1000 households in Clontarf requests a significant increase in the budget for routine maintenance of our reserves, parks, roads and walkways.</p>
<p>I am writing with concern about the state of roads and drainage on Scotland Island and the meagre budget allocated to achieve a safe and stable "shared" road system.. I have lived here premanantly since 2004. While some improvement has been made over these years in some sections of the carriageways (for example the recent section of Richard Rd near Cecil) overall the level of safety and adequate drainage has declined. The recent heavy rain has brought the road situation to a wholly inadequate state. Clearly the road crews do their best to maintain useable access for pedestrians and vehicles, however, current budget allocations, present and planned, are woefully inadequate. For example, near where I live a slip has occurred undermining the road at 115 Richard Rd. This is not only extremely dangerous but also, allowing the roads to deteriorate to this extent is seriously increasing the cost of maintenance. This is not a mionor rpad on the island; it is the most heavily used main thoroughfare. On a recent walk around the island I note that many other road sections arealso badly eroded, giving way and inadequately drained. For residential safety and minimising current and p[otentially oincreasing maintenance expenditure it will be necessary to signifiocantly increase the capital works road program for Scotland Island for 2022 through to 2026.</p>
<p>Please find attached letter</p>
<p>Please lobby to the NSW state government to end the vaccine mandates for healthcare workers, education workers, disability and aged care workers</p>

Please consider a change in approach to the type of works on Scotland island. There are some drains, which are concrete, with larger rock edging (e.g. at least 1 foot square), near hot tar sealed roads, which most of the community recognise as exemplary. Thank you for this permanent solution to restraining water flow. Please consider more of this type of work sooner.

Reasons for a change to a permanent solution sooner:

1. Unsurfaced roads act as drains:

With the island's natural water flows changed by development, the roads not only provide access for road users but also act as drains for water flow. These unsurfaced roads are not effective after rain. Roads graded in the morning are carved up by an afternoons rain, creating unsafe conditions for road users.

2. Water flow from upper roads to lower roads:

This water flow is not always channelled or edged. This means the course of the water flow can easily change. Changes in water flow are randomly removing soil in parks and reserves, removing cold tar sealed patches, and destroying the stability of the trees. Eroded areas of the parks and reserves creates unsafe conditions for users and gives the appearance that no one cares about the area.

3. Council expenditure:

Expenditure on road grading and bush-care is unfortunately sometimes not recognised by users due to the un-channelled water destroying the work. And when destabilised trees fall (which I think to date, luckily have not caused foreseen damage or fatalities), there are costs to Council to remove the trees.

4. Number of roads, parks and reserves users*

User numbers have increased with an increase in AirBnBs and tourist walking groups, and possibly due to the increase in visitors to Church Point restaurants looking to explore. Added to this is an increase in the number of permanent residents, vacant land built on and increase in size of new residences.

Please address the safety needs of the larger number of road and parks and reserve users, including a significant number of seniors, families with children, and tourists, as well as a number of disabled users.

*increase in number of roads, parks and reserves users: refer 16 Jan2022 SMH article "For better for worse the tides of change wash over Scotland Island" by Steve Meecham.

To Whom it may concern,

I would like that some attention would be given to Scotland Island. We are in much need of public toilet in the park, clear water, better roads and much more. I also would suggest in turning Bayview St into a real, street (at moment is only on paper).

Why?

Gives public access to Elizabeth Park from the South side of the Island

Gives emergency services access to 60 and 58 Thompson St- including, the RFS

We're looking to have as minimal footprint as possible- if we're able to use Bayview St to get materials/labour to the site will help in not having to cut anything down.

Even after clearing most of our block, we're left with a prime bush fire risk next to us.

Looking forward to heard from you!

Kind Regards,

██████

Council claims to maintain and renew the stormwater system to prevent flooding, pollution and protect downstream creeks and estuaries plus monitor water quality and the health of estuaries. The serious neglect of pumping stormwater into Bayview Golf Course has caused many thousands of dollars damage not just to the golf course but to our adjoining neighbours. Why is this unethical if not illegal pumping of Council stormwater onto private adjoining land noted in Council budgets and a plan formed to pump their stormwater to Pittwater estuary and not just unload it onto Bayview Golf Course?

The expansion of the stormwater management services charge raising an additional \$1.1 million for stormwater system maintenance to reduce flooding and pollution holds no joy for Bayview Golf Course as huge Council stormwater pipes continue to discharge straight onto private land. Other neighbours are not permitted to do this so why does Northern Beaches Council?

- Most of the roads on Scotland Island are unsealed and need to be sealed to be safe. With the latest storms even the sealed parts have taken a huge toll. The budget for roads and drainage on Scotland Island needs more than \$150k per year. You are spending more (\$200k) on replacing library books than on our roads.

- Scotland Island needs regular (bi-weekly or monthly) green/garden waste collections. We live in bush land and it is not sustainable to just burn all green waste. We pay the same rates as everybody else and we deserve the same services.

- The Church Point Cargo Wharf needs urgent repairs. There are no bumpers on the side of the wharf and all three ladders are broken. Instead of annoying people by installing new bollards you should focus on fixing the stuff that's falling apart.

- The old car park at Church Point needs urgent attention. Adding proper drainage and paving the whole area would be a first step. Better even would be adding an underground parking level to double the capacity without affecting the view of local residents.

- What is the \$272k "Church Point commuter wharf expansion" project? I can't find any details regarding this project anywhere?

The absence of capital works to address the unsafe road infrastructure on Scotland Island for vehicle and pedestrian safety isn't acceptable and needs to be addressed. To think that residents living within 30km of the Sydney CBD need to endure these unsafe road conditions to navigate their way to their homes in 2022 is hard to comprehend and needs attention urgently.

We are in Scotland Island, the state of the roads are going to need significant more budget than what is planned for 2 reasons: the rain has destroyed all efforts made by Council in the previous years albeit where a suitable road construction have occurred, which is very little. The roads are currently unsafe in parts of the island and at time unusable including to 1st responders. Noting any works will require suitable impact review and design to prevent repeating what has been done to date : impact by added drainage in creeks some properties and affect trees supply.

The second reason is the need for a minimum standard for use in a safe way and requested by RMS that will be required for the vehicles used on Scotland Island. Information on how the budgets are defined is required. Added budget is critical.

Hi

There appears to be nothing allotted for roads or paths on Scotland Island. Although the Council workers have done an amazing job this last week, they are dealing with a lot of damage from the rain. For the island to be liveable, viable roads need to exist. This needs to be ongoing

The roads on Scotland Island have gone from bad to abominable. The funds allocated to road maintenance are simply not enough to remediate all the damage caused by the recent rain. Their current state is extremely dangerous - there are very deep potholes, and sections of most roads on the island have completely washed away, meaning that they can barely be traversed on foot. Given that the island is so hilly, the many slippery sections of road present a real threat

and I have heard of several people losing their footing and falling during the recent bad weather, myself included. It's only a matter of time before someone becomes seriously injured.

More wet weather play or entertaining options for kids and families please. Thanks.

Hi

We have a lot of young children and babies in North Balgowlah who cannot make it safely across Kitchener St on the wall to manly. Please have traffic lights installed along kitchen er St before it turns into West Street and also appropriate foot paths for prams.

Thanks

Killarney Heights needs more playgrounds! With fences to keep kids contained / avoid running onto roads. :)

Hi,

I'd like to make a submission relating to the state of the roads and drainage on Scotland Island. The recent rain has shown that what pre-exists is completely unsatisfactory as the roads have washed away due to the lack of gutters and stormwater run off. The Island has for decades struggled to balance the trade offs between progress/development and nature however it would seem that Council has leant on this to allow sub-standard conditions to be accepted as "island life." If a suburb somewhere else on the mainland in the council of Pittwater looked liked Scotland Island there would be an uproar. I encourage councillors to come over and walk around the island to see exactly beta I am talking about.

Kind regards,

I can't see anywhere that council intends on addressing the lack of town water and sewage on Scotland Island.

Residents are living in third world conditions ... septic tanks have been unable to cope with the rains of the last 5 months... roads, pedestrian paths and steps have washed away ...the island stinks of overflowing septic tanks and the Pittwater is being tragically polluted

Northern Beaches Council seems unaware and close their eyes to the situation

It is disgraceful

I live in Elaine Avenue, Avalon Beach. I note that your operational plan states there is a rate rise to improve our extraordinary area but I also note that there is just a single kerb and guttering project in Avalon Beach, and it isn't Elaine Avenue which has the worst infrastructure in the suburb. This isn't good enough. Our kerb has no guttering, indeed it is a muddy quagmire which is used by Home & Away trucks when filming in our street, garbage trucks, delivery trucks etc. The other side of Elaine Avenue has kerb and guttering along its entire length and random areas do also on our side. Where is our infrastructure? I also point out the right of way from Barrenjoey Road to Elaine Ave (near the bus stop) it is also a muddy quagmire of a path which is used by numerous Barrenjoey High School students daily and people going to the beach etc - why no concrete footpath? I would also like to draw your attention to Careel Creek. Is it the main storm water drain from Avalon Village, Barrenjoey Road and all the roads in Avalon or is it an environmentally protected area? Someone needs to work this out. If it is the former then please clean it out before and after storm events as it causes floods. If it is the latter then divert the storm water somewhere else. It can't be both. I would attach some photos to show the current disgusting state of our road, mud and creek and path, but your small 1mb limit makes this impossible. I will do this via email. (Your year of birth software also isn't working in the bottom box)

I am a resident of Scotland Island. I note that on your map you don't even include our area; and that is probably apt, because we are definitely out of sight, and out of mind. Our roads are in absolutely dreadful condition. They were bad before the rains, but because we are so far behind on capital works, we don't have adequate drainage except for in a few areas. Consequently, our roads have been washed into Pittwater over this rainy season, leaving areas of pure clay, deep mud, potholes, large puddles and erosion. There are areas where it is dangerous now to even walk.

These are gazetted roads. If gazetted roads were in such a condition on the mainland, there would be outrage - yet we are expected to put up with it, year and year.

We also have an ungazetted road that goes to the top of the island. In a June 2019 information session with NBC on the Traffic Management Plan in the RFS Fire shed on Scotland Island, we were told that the road, which is currently informally referred to as the "the fire trail" and which provides essential access to the houses at the top of the island, would be gazetted as a road. In response to questioning, Council staff advised that allocating name was necessary first, and notes from that meeting, provided on the council website, state: "Needs to go via the geographical names board and get a name. Title could take between 6-9 months?" Now, in 2022, a full 3 years later, this STILL has not been done. I have written to Council many times asking about this, as has the SIRA President. Now the road is in a dire state, worse than ever, because of Council inaction.

This lack of investment into our safety and basic access to our homes, both for the top of the island and elsewhere, is a source of great concern to Scotland Islanders. A few years ago, we had some excellent work done in paving and providing drainage on the south side. In the recent heavy rains, the well-constructed drains worked perfectly. We sorely need this construction on all of our roads. We shouldn't have to beg for safe, all-weather roads, but if that is what it takes, we are begging. Please fix our roads!!

Re : Mona Vale Place Plan

Where is the storm water infrastructure planning for downstream areas of the catchment?

We have a major problem with the erosion of fences around the North Curl Curl beach, which used to segregate the dog park and the lagoon. Furthermore the signs are inappropriate and rangers do not patrol and/or monitor the beach access by dogs on a daily basis. The beach is constantly over run with dogs that pollute the beach environment as well as the lagoon. There needs to be work done to restore and protect our beach. Fences and signage need to be restored, we need more ranger presence and action to ensure our beach does not continue to be polluted. And a review is needed to evaluate the pros and cons of closing of the dog park to preserve our environment.

Are there plans for a bicycle lane from Mona Vale to Palm Beach, or better from Manly to Palm Beach? This is a very popular route with cyclists and the conditions for cyclists leave a lot to be desired. I see a lot of money going to monitor car parks in Manly. If NB's were more cycle friendly Manly could have less car parks and more cyclists out. Look at what's happening in Melbourne. Leaving Sydney in the dust when it comes to cyclists.

I support the Budget and Capital Works Program given it will finally see a footpath installed along the dangerous stretch of Sir Thomas Mitchell Drive (Alt Crescent to MacFarlane Reserve).

The playground in Deakin St was burnt to the ground in Dec 2021. It's still fenced off with the charred equipment still sitting there. There doesn't appear to be any provision to remove and replace this equipment. It's an eye sore and it's dangerous

When are you planning to out the power lines underground along Frenchs Forest road and Wearden road?

Rather than upgrades to Boondah reserve which is currently functional, fund allocation would be better spent to improve/ repair Jackson Rd Reserve, which has been severely affected by the

rains and is not only impacting community sport but also the ability for use by Narrabeen North Public School (both for play/ sport and even access).

The Funding Summary for 2022-23 on page 13 contains an error in the "Where does the income come from" chart.

This chart shows in bold text "Rates and Annual Charges" as only being "50%" of the total \$392M budget, where in fact the actual \$ figures as stated on the same chart show by calculation this amount to be 59.821% of the total budget.

Please correct this typo error, as it is misleading.

Also, what items actually constitute:

A) Other Income

B) Other Charges and Fees.

Please elaborate and show details.

Thank you.

Just a quick view of the 22/23 cap works map (see link below) shows a huge expanse of nothing over manly vale, while the beachside suburbs are littered with projects.

<https://experience.arcgis.com/experience/6cb2f243f145495c8a7880f1b17049ef/page/All-Capital-Works/>

In 21/22 the only 'highlight' specified for Manly Vale was 225m of road work on a backstreet and all this despite seemingly taking the majority of the unit development for the area along Condamine Street.

<https://eservices.northernbeaches.nsw.gov.au/ePlanning/live/Common/Output/LoadGenWebDoc.ashx?id=rEhjgRI%2fcT8V0A60ki4OEg%3d%3d>

Why is Manly Vale dealt such a dud hand by council compared to other local beachside suburbs?

We have no 'town centre', Condamine high street has been left to rot - seemingly a place to drive through as fast as possible rather than dwell. The area has limited footpaths and bike lanes and even these are poorly maintained.

Manly Vale as growing suburb needs more attention for council.

Budget for childrens recreation and parks in Allambie heights should be provisioned for. Orara road park should be included and prioritised for our community's children. No such parks are provisioned for in lower Allambie.

The proposed roundabout on Condamine and New Streets is much needed. However would be greatly improved with a safer pedestrian crossing (east/west). There is relatively high foot traffic from bus stops on New street, the stairs up to balgowlah heights shops, and generally people trying to cross condamine street to get to North harbour or 40 baskets beach. It's quite unsafe, with poor visibility either way on condamine....and no footpath on the west side of condamine to push a pram to get to a safer spot. You could easily add a safer pedestrian crossing when the roundabout is installed. Thanks, [REDACTED]

Also..you ask my year of birth below....butni can't write 1977 "as the number must be less than 4"

Please consider providing a pedestrian island on Sydney Road in Fairlight near Honeybee

When Mayor Michael Reagan spent \$500k of Warringah ratepayers' money to campaign for the amalgamation of the three NB councils, he said that unless all three councils were amalgamated, rates would go up, public land would be sold, and services would go down. Since amalgamation, as a Manly rate-payer, my rates have already gone up by 25 per cent - and all in one hit at a time when my business had also been hit by Covid, making it much harder to find that extra cash.

Now I read my rates are about to rise again.

Below are a list of links to stories in which NB Council boasts of the money it has saved through amalgamation. If these claims are true, why are we being hit with yet another rate rise - and this one just as mortgage rates are going up along with the cost of living?

Having run a couple of reasonable sized businesses myself, I have found that there are numerous ways of painlessly cutting costs. Have you had a financial expert into go through expenditure? I get so much unnecessary mail from you, that seems like a pretty obvious one to start with.

While I'm all for keeping staff happy and developing skills, I wonder if it's really necessary to provide them with onsite food trucks or to organise large change management seminars that seem to provide little in the way of positive result.

Responsible businesses look at cutting costs to customers at times like these. If you are anticipating increased expenditure, then look at more creative ways of creating revenue rather than simply slugging rate payers.

<https://www.northernbeaches.nsw.gov.au/council/news/media-releases/council-on-track-to-almost-double-projected-amalgamation-savings>

<https://www.thinklocal.com.au/article/news/local-government/northern-beaches-council-amalgamation-five-years>

<https://www.dailytelegraph.com.au/newslocal/northern-beaches/rate-costs-rise-up-to-15-per-cent-for-northern-beaches-council-residents/news-story/3e40518f5c6369608a0967628aea4760>

https://s3.ap-southeast-2.amazonaws.com/hdp.au.prod.app.nthbch-yoursay.files/2115/9893/3802/Northern_Beaches_Council_Merger_Performance_Report.pdf

Please consider refurbishing the amenities at Freshwater ocean pool. they are in need of refurbishment and modernisation. I support the refurbishment works on Clontarf pool. please consider fast tracking the creation of an arts precinct at Mona Vale Civic Centre.

Drainage investigation needs to be undertaken in Walsh Street, North Narrabeen. During the last heavy rain the drains were unable to handle the large amount of water resulting in the flooding of the evacuation exit for the NRMA Lakeside Holiday Park The occupants would also have been unable to cross Walsh Street to enter Narrabeen Park Parade as an evacuation route due to the island in the middle of the road. An alternative exit to the left was also not possible as the drains were not coping with the amount of water at the Collins Street end of Walsh Street either. If Lake Park Road floods preventing entrance or exit to the park from Lake Park Road and the evacuation route into Walsh Street is not possible due to flooded drainage the occupants of NRMA Lakeside Holiday Park will be trapped.

In addition Collins Street needs to be completely resurfaced not just patched up and a footpath provided as mothers with prams and families with strollers have no choice but to wheel their children on the road. There is an accident waiting to happen.

Verbatim online submissions on draft Fees and Charges

Consideration should be given to restructuring the method of charging for outdoor dining. Some outdoor dining locations are fenced 24/7 and other outdoor dining locations have the chairs and tables removed when there is no trading. This means that the footpath is returned to the public for foot traffic whilst the fenced areas, such as in Sydney Rd, Market Lane and along Steyne the public space permanently excludes public access. These areas should be subject to different lease arrangements than those who remove their furniture.

Why has the Manly Residents parking Scheme been increased by more than 100% when all other fees and charges have only increased by a small percentage resulting in only a few dollars?

Given the Council's own inability to control the number of permits previously issued and then dramatically restrict the number issued under it new criteria and process residents should not be penalised with such a dramatic cost increase.

Also, in the context of COVID recovery and support to businesses by waiving some fees this same empathy should be applied to residents and the resident parking scheme fees should not be increased this next FY. Council has not reported back to the community concerned about the cost of the scheme, how much the revenue has been reduced by Council restricting the number of permits and how much the scheme cost to administer and ensure compliance. There is no justification to simply double these fees for residents wanting to park in the street adjacent to their homes.

I think the huge increase in local area parking fees is exorbitant.
Totally uncalled for.

Scotland Island residents pay the same council rates as everybody else. Yet we still pay for our basic needs additionally, e.g. a parking spot (Church Point car park, no guaranteed space, \$554.00), boat tie up (Church Point Commuter Wharf \$274.00 plus Bells/Carols \$100.00), license to operate sewage system (\$202.00), etc. That's \$1000 per year in additional charges that are not needed or included in the rates for onshore residents. And still we get far less waste collections than everybody else, we don't have proper roads, no mains water and no connection to sewage treatment plant.

Respectfully, I feel an increase in fees at the Collaroy Community Swim room is not appropriate. My business, having barely survived the Covid lockdowns and ongoing isolation requirements, is slowly building towards pre-Covid numbers. Soon I will actually start to make money again, rather than consistently falling short. It would be disastrous for prices to increase at this time while individuals and community build trust and confidence in being able to congregate safely together.

Also, the Collaroy Swim room has had broken latches to their windows for well over a year now. The bi-fold windows are a very important feature of this room and for hiring this room. When functioning as they should the windows open and allow the sight, sounds and smell of the ocean to permeate the room making it very attractive. However, with the continued inability to open more than half the windows, this feature is not available and the room can get stuffy and stifling. This is particularly unappealing in these Covid times.
Thank you for your consideration.

Fees are simply not equitable across the NBC area and are not justified. They are also I exacerbated by other limitations Council sets on parking or fails to set on businesses. Considerations on fees charged to off shore residents are required. We pay more fees than rates. 550x2 for the car park which is a war zone on weekends, 330 or so for commuter boat and some more permit for Island wharf (since when do main landers have to pay to park on the curb built by Council?), we are already at 1400/ household....noting residents on the main land access car parks across the NBC essentially for free and street parking is not limited at 6 or 4h parking in the area where you are expected to park to access your property.

Reduce fees :)

I understand that the cost of everything has gone up but just as us families/parents get some sort of decent relief with the additional ccs for the subsequent children, the proposal comes out for the fee increase.

Families/parents are already struggling with the increasing costs of basic living and wages staying the same.

I don't believe this increase is required right now. Let's take some pressure off please.

<p>I don't think that the parent administration levy for family day care should be increased. I know that it is a small amount but it is increased every year.</p>
<p>I am really disappointed with the increase in day care fees for the council centres. As it stands now, I am unable to work more than 3 days a week as it is not financially viable with 2 kids in day care. Within the lower northern beaches there are very few "affordable" options for childcare for households where 2 parents work. We have had so many of our friends also move out of the area as it is becoming increasingly less affordable for young families to live, work and have their children looked after. Our children have lost more than a hand-ful each of friends over the last year from families who moved to more affordable areas. As these centres are council owned and form part of a service they provide it should be just that, an affordable service and not simply another way to generate income.</p>
<p>Hi, Im new to the area and had my child recently attended the council vacation care at Cromer I was surprised at the \$80.00 fee regardless of the activity. I think a scaled model may make this more accessible for all parents. What I have seen work in the past is a base model where you paid a base of \$60.00 a day and then a further additional \$20-25 on top if you wanted your child to attend the activity. The increase while it may only be \$5 a day is substantial when calculated over the number of holidays. It will be disappointing if this increase go's a head and I think may see more littles ones left at home alone during the holidays.</p>
<p>It is disappointing to see the large increase in childcare fees given the Councils relatively strong budget position. According to the Mitchell Institute the Northern Beaches has some of the highest childcare costs in the country. I would like to see the council provide more affordable childcare services, especially in the southern areas of the council. Manly has 14 neighbourhoods classified as childcare deserts with up to 11 children competing for one childcare place. We are seeing many families leave the area due to affordability issues. If we lose the next generation we end up with far fewer community connections, a transient population and the wealthy few. Given the increasing cost of living adding further pressures the council should be subsidising it's existing childcare services, not increasing their cost. By providing affordable, best in class childcare the Council sets the standard which ensures that private operators do not exploit our community. Please don't put further pressure on local families, please consider reducing your fees and expanding your childcare services.</p>
<p>Hi, I don't think a fee increase for Vacation Care is justified. I don't think the fees should increase as due to covid there have been no excursions so costs should have been very low for the last 2 years. Thank you.</p>
<p>Wow! A 5% increase. What is the reason for this? The quarterly CPI data is 5% but that is unlikely to equate to an annual figure of 5%. Please advise.</p>
<p>I have been a regular hirer of Manly senior citizens centre for many years now. I teach yoga and would love to see the cost of the hall hire reduce. Currently it's a 1 1/2 hall hire also. I feel this is unfair and would love to see that reduce to a 1hour hire option also. It would be awesome to have it at \$30 an hour. I feel this is a reasonable price specially for a regular hirer.</p> <p>Thank you.</p>
<p>The Northern Beaches Art Society finds the fee increase 2022/23 to be reasonable. We will continue to use the Community Centres.</p>

Verbatim online submissions on the draft Resourcing Strategy
<p>The Long term Financial Plan 2022-2032 is a well constructed document. However, the long term assumptions on cost inflation, interest rates, etc. seem too optimistic. Also, the sensitivity analysis in the Plan demonstrates how sensitive these 10 year forecasts are to even minor (1%) changes in assumptions.</p> <p>The Council may wish to consider some contingencies in its long term budgets</p>

Appendix C - Verbatim attachments to online submissions

13/05/2022

Louise Roberts
Northern Beaches Council,
PO Box 82, Manly NSW 1655.

Dear Louise,

Re: Response to Northern Beaches Community Strategic Plan (CSP)

Thank you for the opportunity to provide feedback on your CSP.

Cancer Council NSW is committed to reducing the impact of cancer on individuals and the community. We are community funded and community focused. We believe health is central to urban planning that can create environments that promote cancer-smart behaviours and reduce exposure to known cancer risks such as solar ultraviolet (UV) radiation.

This submission outlines the importance of the role of built and natural shade in helping to protect the community from over-exposure to UV radiation, and makes specific suggestions for inclusion of shade and UV radiation issues in Council's CSP

As a Community Programs Coordinator at Cancer Council NSW and local resident, I am committed to driving positive and lasting change towards a cancer free future for our local communities. One of the priority cancer prevention advocacy areas our organisation is committed to is skin cancer prevention, and the provision of quality shade in priority locations plays a critical role in reducing this risk.

Skin cancer in Australia and in your local government area

Australia has the highest levels of UV radiation and the highest incidence rates of skin cancer worldwide, where two out of every three people are likely to be diagnosed with skin cancer by the age of 70. UV radiation from the sun causes 95% of melanomas and 99% of non-melanoma skin cancers in Australia. This means skin cancer is highly preventable. In Northern Beaches LGA, the age-standardised incidence rate of melanoma between 2013 and 2017 was 68.7 per 100,000 population, which is [higher than the NSW average rate/of concern].¹

The importance of shade in reducing the risk of skin cancer

Quality shade, which is defined as a well-designed and correctly positioned combination of natural and built shade, can reduce solar UV radiation exposure by up to 75%. This makes shade a critical component to reducing overall skin cancer risk. Shade availability and accessibility are key to shade use; it needs to be readily available across a range of outdoor spaces where children and adults live, work and play.

¹ Cancer Institute NSW Statistics Portal <https://www.cancer.nsw.gov.au/research-and-data/cancer-data-and-statistics/cancer-statistics-nsw#/analysis/incidence/>

Councils have a responsibility for a range of health promoting activities intended to benefit their communities. Facilitating sun protection through thoughtful planning and designing of effective shade forms part of these responsibilities.

Prioritising natural shade for UV protection will also assist Council in achieving NSW Government urban heat management and healthy built environment priorities including:

- Achieving proposed tree canopy targets outlined in the draft NSW Urban Design Guide
- Premier's Priority of Greening Our City for Greater Sydney.
- Your relevant District Plan's Planning Priority regarding fostering healthy communities

Further information on shade is available via Cancer Council NSW's website such as:

- [The co-benefits of shade](#)
- [Cancer Council NSW Guidelines to Shade](#)
- [Cancer Institute NSW case studies of well-designed shade.](#)

Response to your Community Strategic Plan (CSP)

Cancer Council NSW would like to commend your Council on mentioning the importance of providing shade in your recent Local Strategic Planning Statement. Council's CSP also plays a key role in ensuring the practical planning and delivery of shade.

Cancer Council NSW urges Council to add the following to your CSP:

- Ensure the value of shade for UV radiation protection and other co-benefits are fully recognised and acknowledge that there is currently a lack of quality shade in public spaces. This may have already been raised in the community engagement you undertook to develop the plan.
- Recognise that quality shade is an asset that is critical to ensuring the health, comfort and well-being of your community.
- The commitment to plan and budget properly in advance for built and natural shade in public spaces including playgrounds, parks, recreation and sporting facilities, active travel networks and town centres.

Thank you again for the opportunity to provide comment on your Draft Community Strategic Plan 2040. If you would like any further support or information, please feel free to contact Maddison McEnaney via email- maddison.mcenaney@nswcc.org.au

Yours sincerely,



Your say reference 58178
Scotland Island roads
photograph



Manly NSW 2095

Northern Beaches Council
PO Box 82
Manly NSW 1655

RE: Delivery Program 2022-2026 Operational Plan & Budget 2022/2023

Dear Sir or Madam,

I write a submission, to the Resourcing Strategy, the Delivery Program 2022-2026 and the Operational Plan & Budget 2022/2023 documents currently on public exhibition.

I suggest Council accommodate intersection and road improvements at the corner of Herbert St & Birkley Rd, Manly as part of the delivery program.

Site Context – Intersection – Cnr Herbert St & Birkley Rd, Manly

Herbert St is a narrow but busy road amongst pedestrians and motorists, posing considerable safety issues, amongst a quiet residential environment, despite its R1 General Residential zoning. The intersection receives high traffic volumes. A photo of the intersection is provided at **Photo 1**.

Birkley Rd is steeply sloping with footpaths on both sides. The footpath is a very important piece of pedestrian infrastructure for many in the community for many reasons.

- A B1 Neighbourhood Centre exists on the corner of Augusta Rd and Birkley Rd, Fairlight. A busy café operates at this site, generating large volumes of foot traffic including kids, their parents, prams and elderly people, walking up and down the hill.
- The footpath also links the B1 Neighbourhood Centre, with Council's Andrew Boy Charlton Pool, key commercial centres such as Balgowlah shops, Warringah Mall, Harris Farm markets (regional/suburban scale) and State and National treasures such as the commercial area of Manly Corso to the east and the Manly beachfront. It also is a back way home from the pub on Saturday night. The current arrangement is dangerous.
- A no stopping zone exists at the street corner, along Herbert St, out the front of the primary street frontage of the corner block at this intersection.

Safety, accessibility and streetscape beautification is paramount. This is a high-risk area due to the volume of traffic and the number of pedestrians using the pathway to access the local coffee store and undertake local business and activities.

- The gradient of the kerb crossover on Herbert St and Birkley Rd is currently too steep. It increases the likelihood of accidents and reduces safety, thereby disrupting the exiting walking regime.
- Kids often ride skateboards, scooters and bikes are at increased risk of turning traffic. I often see minor accidents and as I am often first to witness accidents, I have in the past exercised my good Samaritan obligations to take people to hospital for injuries (such as wrists, and abrasions). Given how busy I am in general and the lack of statutory obligation I have given I don't work for Council, these accidents and near misses have gone unreported.
- The kerbs are currently not compliant as they result in blind sight lines. People are stranded when they get to the corner. Recently I saw a kid on his scooter get to the corner and not know how to cross the road, as there was no pram ramp on Birkley Rd.
- There is also a tendency for people to speed around the corner. Cars hoon around the corner (probably drunk), and cut over the existing kerb traffic island (which is quite low to

the street and has limited plantings). Cars jump up over the lip and cause a screech of breaks contrary to the quiet R1 residential environment. If there's a vehicle parked there, it is likely to cause a head on collision or a side swipe. There are constant near misses. Especially Friday and Saturday nights, when the amount of hooners increase. Its possible people think it's a short cut from police breath testing through the backstreets.

- The corner is also a place of confusion, with people doing U-turns and deciding to turn back, due to going the wrong way. This is exacerbated by the fact that the street is narrow and some vehicles get halfway down the street, to find they need to reverse back, due to an oncoming truck (which has an exemption to be there if undertaking construction work). To make matters worse, occasionally a boat trailer might be (legally) parked opposite which reduces the available width of carriage way.
- Extensive case law highlights how dangerous poorly designed kerbs are. Many matters are dealt with by the State Insurance Regulatory Authority, others go to court and others are dealt with by the coroner. In *AMX v IAG Australia Insurance [2020] NSWIRADR 135* (4 July 2020), an elderly man was riding his bike, on the footpath, carrying his groceries, crossing over a driveway when hit by a vehicle. Such matters can cause significant injuries, and trigger a whole range of laws, including the *Motor Accidents Compensations Act 1999*, *Motor Accidents Injuries Act 2017*, *Civil Liability Act 2002* and *Law Reform (Miscellaneous Provisions Act) 1944* (this deals with apportionment between two tort visas). Council can be liable to contributory negligence if council agreed/required to a kerb crossover when it's not necessary.
- If there is an accident, significant damage, injuries and a whole range of laws came into play. This includes the *Motor Accidents Compensations Act 1999*, *Motor Accidents Injuries Act 2017*, *Civil Liability Act 2002* (contributory negligence which could happen if council fails to act despite there being near misses), *Law Reform (Miscellaneous Provisions Act) 1944* (this deals with apportionment between two tort visas). Council has a duty of care under the *Civil Liability Act 2002* to make sure this scenario doesn't eventuate. Simple kerbside treatments can make such a difference. This an issue which needs to be rectified for the broader community interest.
- Commercial trade vehicles are getting wider and traffic on this street is getting higher but the width of this street isn't. For this reason, trucks over 3T are prohibited from using the thoroughfare. Some large vehicles have been known to 'pass through' either by mistake (I have seen a semi-trailer pass through after 10pm), or poor planning, doing so at unusual hours evading authorities to try to avoid detection but then waking up the whole neighbourhood in the process with all the chaos that arises when a semi-trailer driver requires a 4 man escort through a narrow thoroughfare.
- A hatched area is designated as a 'no stopping zone' exists outside the primary street frontage of the corner block, known as 1 Herbert St (**Photo 2**). The white road markings carry statutory weight under NSW law under the *Road Rules 2014*, however, they lack visual appeal and locals, delivery drivers and visiting tradesmen have a habit of parking there, sometimes overnight. Also, delivery drivers have a tendency of double parking at midnight or 1am. This increases the chances of a head on collision or side swipe. It is ever so dangerous. Resourcing for council rangers (during hours) has been pushed to its limits as has that of NSW Police (after hours) where there has been a collision or near miss.
- Council previously put signs there to stop people parking, including installing '2P Ivanhoe parking signs', however since these were wilfully destroyed contrary to s667 *Local Government Act 1993* people have continued to park in the spot contrary to s631 *LGA* and the *NSW Road Rules*.

Suggested Solutions

Pram Ramps

To overcome the steep gradient, of the kerb crossover on Herbert St and Birkley Rd and reduce the likelihood of accidents and reduce safety, the intersection has a need for three (3) new pram ramps. Council needs to level out the pram ramps at a more suitable gradient (one pathway leads to a step). The pram ramps grant program, provides the ability to have the intersection revamped with some grant funding. The pram ramps grant program provides an opportunity to review the whole configuration which has not been reviewed for many decades. I suggest this be an optimal time to improve the intersection in a more strategic and holistic way.

I suggest the intersection could be improved by including some other parts of the Road on the Delivery Program, with regard to resurfacing and other capital works improvements. This is a street corner which, if it had a landscaped designed green verge, would function considerably better for all, in terms of safe roads, safe speeds, safe vehicles, and safe people. It would also look better.

Road Surfacing

Many roads in the Manly area, including Francis St and Arthur St, have been resurfaced but not yet Herbert St. The Draft Asset Management Plan 2022-2023 includes a Forward Capital Works Program for road renewal at p155 but does not list Herbert St, Manly in the next round of capital works. Most of the houses in this street have now been rebuilt. A lot of heavy trucks and trade vehicles have cracked the roadway. The volume of large and heavy vehicles is likely to be reduced in future years, so any resurfacing would be a good investment as it will last for a long time. I suggest it would be optimal to include Herbert St Manly on the Forward Capital Works Program in the next round of capital works.

Green Verge / Kerbside Garden Bed

Option 1

- Two (2) additional green verges. One diamond shaped green verge at the northern corner and a trapezoidal shaped green verge at the southern side of this intersection. It will increase road safety, slow vehicular speeds, beautify the area, stop ongoing illegal parking and overcome public liability issues from likely accidents. Most importantly, it will reduce the distance pedestrians need to cross but also providing some movement space on the road, for vehicles to pass if necessary, extending the existing garden bed and creating a long kerbside landscape garden traffic island, or green verge. This option is shown at **Photo 3**.

Option 2

- Two (2) additional green verges. One diamond shaped green verge at the northern corner and a narrow 'finger' type green verge, which tapers down to provide more room at the southern side of this intersection. This design option would provide motorists' room to do unusual manoeuvres at this street corner (illegal U-turns and unusual parking manoeuvres). This option is shown at **Photo 4**. It is not considered this is necessary, as the street pattern should enable people who mistakenly traverse down the street, to simply continue in a forward motion and loop around Francis and Arthur St.

Discussion on preferred option

Option 1 is the preferred option.

Both options will maintain sight lines, improve community connectivity, provide streetscape beatification and improve road safety. Subject to detailed design regarding spacing, height etc, both options can be constructed consistent with the Ausroads Guide to Traffic Management.

It is envisaged option 1 will provide the best outcome for both pedestrians and motorists along this busy residential street. This is in the best interests of road safety, public liability, amenity and overall community interest in this quiet residential area. It will increase road safety, slow vehicular speeds, beautify the area and overcome public liability issues from likely accidents caused by illegal parking. It will slow down vehicular speeds, beautify the street and add to the area's strength as a green star community.

To provide an example of a nearby successful intersection treatment, the existing planter box and kerbside traffic island built and maintained by Council at the parallel street corner at 1 Arthur St (**Photos 5 & 6**) has been effective for several years. Nearby residents have personally approached me suggesting the same would be good at Herbert St, which is just as busy, if not more busy.

Parking

The new intersection treatment will have no adverse impact on the existing parking regime. The area is a designated 'no stopping zone'. Any reliance on the no stopping zone has purely been for convenience. Ample on-street car parking is available for residents along Birkley Rd, which has a wide carriageway and can accommodate an abundance of car parking along the street verge. The abundance of spots is due to the low-density nature of the area, the large area of kerb which the north-south axis of the land holding occupied by the corner block and the relatively small number of vehicles it generates. There is rarely any difficulty getting a park. Even when a big event is on (such as the rugby), or when there is a 1 in 365 day type party for nearby residents (such as a 21st), this area very rarely overflows.

Consistency with Local and State Policies

In coming up with these ideas, I have pursued a number of Council's adopted policies and looked broadly throughout the LGA for examples of some really good outcomes. Councils' policies encourage future development to maintain existing footpaths for connectivity. A green verge with street plantings is also consistent with Council policies and State government strategies.

- The Community Strategic Plan (CSP) sets out the Northern Beaches community's vision to be a safe, diverse, inclusive and connected community that lives in balance with our extraordinary coastal and bushland environment.
- The Northern Beaches Local Strategic Planning Statement (LSPS) advocates for greener urban environments (priority 5, priority 15), which improve infrastructure, increase green cover, offset tree canopy loss and contribute to the local green grid. The LSPS says wide street verges are required in built-up areas to offset greenhouse gas emissions. The LSPS identifies the Queenscliff/Manly area as being deficient in green spaces. The LSPS says measures will be encouraged to address urban heat, including green verges [p63].
- The Northern Beaches Council Road Safety Plan 2019 – 2024 seeks places provide a safe travel environment for all users, encouraging a safer road, safer speeds, safe vehicles and safe people.
- The Draft Footpaths and Road Resurfacing Program (2022/23) Fact Sheet gives an overview but no specific detail of upcoming projects.
- The Northern Beaches Walking Plan 2019 highlights the importance of setting out desired characteristics for a world class pedestrian network for pedestrian connectivity around hilly landscapes. The key ideals are integrating the network, connecting the network, delivering the network, reducing conflicts between pedestrians and other transport modes and improving safety for pedestrians in high risk-zones.
- The Northern Beaches Walking Plan encourages uninterrupted footpath access. The

kerbside area from Herbert St to Arthur St currently has no driveways/kerb crossovers and provides very good walking options for mothers with prams, kids, elderly people and the broader community. Walkable neighbourhoods enable people to enjoy increased social inclusion, enjoy the health benefits of allowing residents to get to know their local area and neighbours. Being able to safely move from one place to another can influence whether people chose to walk, cycle, take public transport, drive or venture out at all.

- TfNSW and DPIE advocate for green infrastructure. (Action 9.1 of the LSPS).
- RMS have landscape design guidelines which improve the quality, safety and cost effectiveness of green infrastructure in road corridors.
- The NSW Greener Places Policy from the NSW Government Architect aims to increase green cover to reduce the Urban Heat Island effect.

Street plantings at key traffic pressure points, through kerbside landscape garden traffic islands, provide for biodiversity, promote micro-organisms and create streetscape beatification. They increase green cover and have benefits in terms of water sensitive urban design. Street plantings support a local green grid and achieve initiatives supported by NSROC and the Cancer Institute of NSW. A landscaped traffic island will improve the area's green star rating and increase its strength as a green star community.

Cost

A complete traffic island, kerb crossovers and refurbishment would cost approximately \$20,000-\$50,000. This represents a minor amount for the benefits in road safety and improvement of residential amenity. It would improve connectivity in the community.

Funds could be allocated from general revenue, through the traffic facilities and traffic program, funded by s7.12 development contributions. Funds could also be subsidised by the Pram Ramp Grant program to create a really good outcome long term for the community. I note the Draft Delivery Program 2022-2026 has \$700,000 allocated for new traffic facilities, \$1,480,000 for footpath renewal works, \$483,000 for kerb and gutter works and \$1,503,000 for kerb and gutter renewal works.

Final Comments

I am an experienced Town Planner, finalising a Master of Laws. In the past I have had to go through extended legal processes (SIRA *et al*) for serious road accidents which could have been avoided through better planning and infrastructure design.

The reasons Council should take proactive and strategic measures to implement a new design treatment at this prominent intersection are that the implications associated with not doing anything at this intersection, in light of the provisions of the *Motor Accidents Act 1988*, the *Motor Accidents Compensation Act 1999* and *Motor Accidents Injuries 2017* are far outweighed by the benefits of addressing the issue in a community minded & road safety way.

I suggest the Delivery Program 2022-2026 and Operational Plan & Budget 2022/2023 be the mechanism to deliver this proposal.

Yours Sincerely

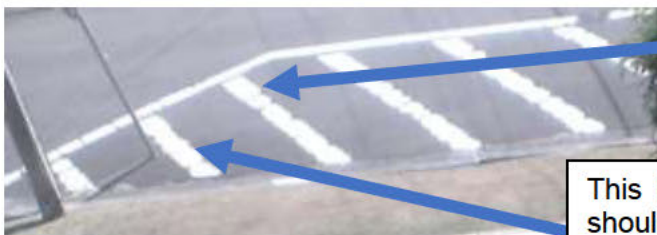


Attachment A – Photos

Photo 1 – Site Context



Photo 2 – Existing Roadside Arrangement



Herbert St frontage – no stopping zone and not possible for any future driveway or kerb cross-over

This is the area where the green verge should be extended. Either elongated green infrastructure or a planter box of some nature, to overcome the ugly white lines at such a prominent corner.

Photo 3 – Option 1 – Preferred Option (subject to detailed design/engineering)

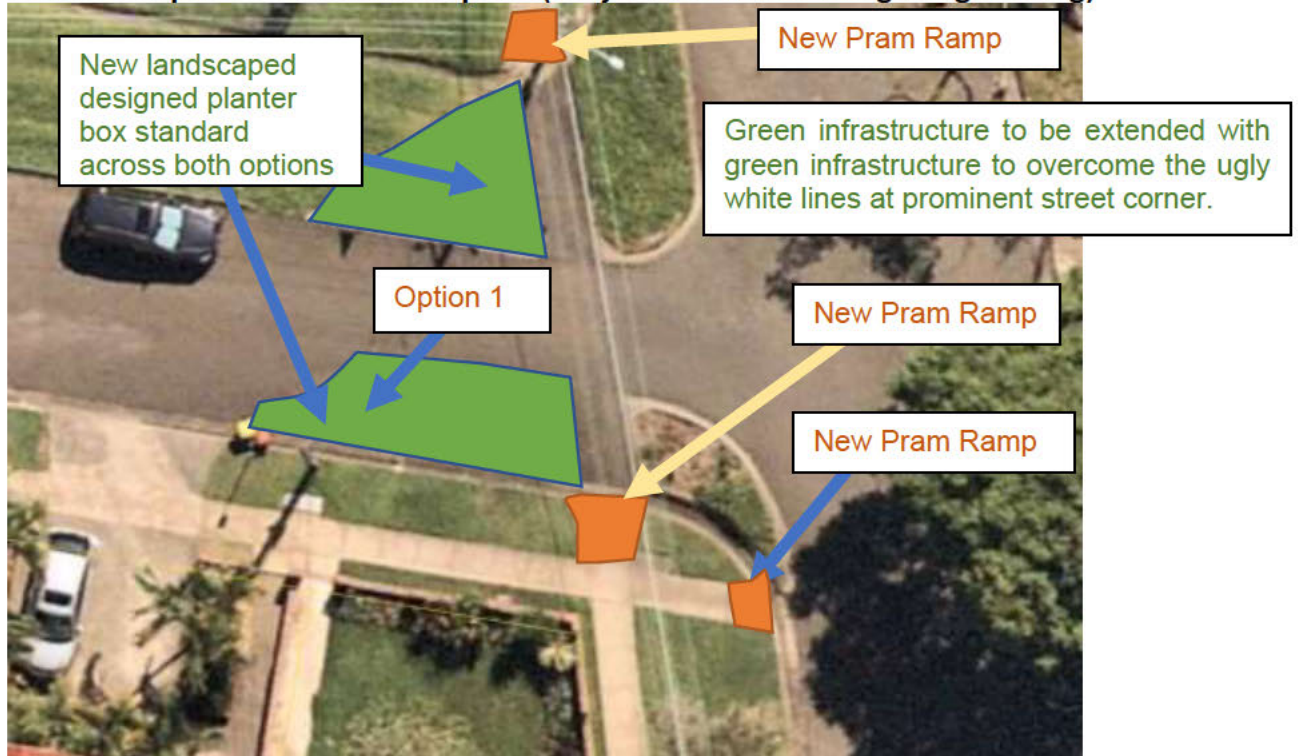
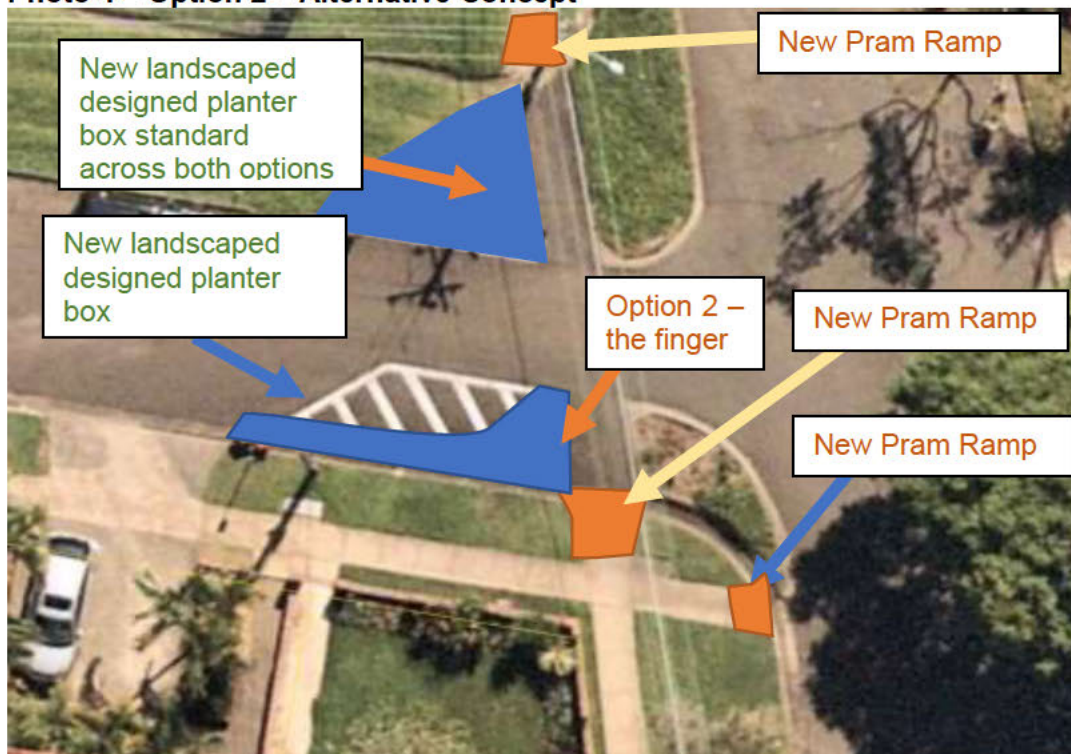


Photo 4 – Option 2 – Alternative Concept



Photos 5 & 6 – Desired Solution

Parallel street corner at Arthur St & Birkley Rd. Attractive, effective, strategic and safe. Sight lines are maintained, while visual attractiveness is enhanced.

Photos 7, 8, 9 – Busy Footpath for Walkers with Prams & Dogs

Prominent corner block with very good pedestrian access.



Existing kerb crossover, too steep for prams, causing dangers for other users as well.



20th May, 2022

To whom it may concern,

Subject: Outdoor dining fees for Market Lane 2022-2023

[REDACTED] Manly is situated in the heart of Manly. For locals the mornings begin with our breakfast in our temporary outdoor dining next to the library wall and next to the cafe. We are open at 5:30am daily, fuelling the locals returning from night shifts, going for surf, walks, cycling, swim etc. With coffee and morning fuel we have the locals covered.

[REDACTED] Cafe's temporary outdoor dining is the poster child for alfresco and outdoor dining due to the impact of COVID -19. It has resulted in a vibrant Market Lane where we have seen a strong uptake in consumer preference for alfresco dining. would not have been possible without Northern Beaches Council's pause on outdoor dining fees and permission to expand our footprint to new outdoor dining space next to the library wall and adjacent to the cafe wall. The cafe provides popular outdoor dining opportunity to the Manly community.

The temporary outdoor dining for [REDACTED] Cafe is extremely popular with locals and tourists alike. Our outdoor dining seating has become the community a place to gather over some of the best coffee, food and service in Manly. It has become a safe place for families to socialise while the kids can play around. Locals go for walks with their dogs and stop by for coffee. Families bring their dogs along while safely enjoying breakfast and coffee outdoors.

We would like to apply to make our temporary outdoor dining area permanent however a \$765 per square metre per year of fees is prohibitive for a small owner operator cafe like [REDACTED] Cafe, Manly. It is several thousands of dollars that we don't have. A small cafe like [REDACTED] is already significantly strained due to lockdowns, inflationary pressures on our overhead costs to keep the business afloat.

I understand that the Council needs to raise funding and it will not be sustainable to cancel outdoor dining fees going forward but the fees based on per square metre will be nearly **\$15,000** p.a for the cafe.

Please support [REDACTED] Cafe's outdoor seating that has become central to the local community and allow us to remain open in Market Lane.

Yours Sincerely,

[REDACTED]

Appendix D – Verbatim written submissions

From: [REDACTED]
To: [Council Northernbeaches Mailbox](#)
Subject: Budget Submission - Footpath- Mortain Ave Allambie Hts
Date: Tuesday, 3 May 2022 4:02:45 PM

I have viewed the budget for the upcoming year and am very disappointed that there is such a low budget for new footpaths. I live on Mortain Ave, Allambie Hts and the verge is treacherous for walking. Many people- school children (both walking and on scooters or bikes) mothers with babies in prams and/ or with young children on scooters, and the elderly all walk up and down Mortain Ave - ON THE ROAD - to access the bus stops and traffic lights at the Allambie Rd intersection. Most of these people are forced to walk on the road due to the many trip hazards on the verge and it being impossible to navigate. With the arrival of the new Forest High School, this is only going to get worse. Please can consideration be given to implementing a footpath at your earliest convenience. I have previously been in touch with council only to be told that it hasn't been scheduled due to lack of funds Someone is going to be seriously injured or worse- it is an accident waiting to happen- what budget savings justify that? Does someone have to be seriously hurt before the council will act. It is my understanding that the traffic lights at the intersection of Allambie Rd and Mortain Ave were only implemented after some serious road traffic accidents which resulted in life changing injuries and deaths. Surely some foresight is needed here

Thank you
[REDACTED]

Sent from my iPhone

Mr Ray Brownlee
Chief Executive Officer
Northern Beaches Council
council@northernbeaches.nsw.gov.au

25th May 2022

Dear Mr Brownlee,

Draft Northern Beaches Community Strategic Plan 2040

Thank you for the opportunity to comment on the draft *Northern Beaches Community Strategic Plan 2040*. Northern Sydney Local Health District (NSLHD) Health Promotion has an active interest in ensuring that the built environment has an overall positive impact on the health and wellbeing of individuals and the wider community.

The CSP is an ideal opportunity to include health considerations which support people to lead active and healthy lifestyles. We refer to our letter to Council on 16th November 2021, which included detailed advice for addressing health and liveability in the CSP. We are pleased to see this advice reflected in parts of the draft and would be interested in feedback from Council to know if this information was indeed helpful. Please feel free to contact us via the email address provided below.

For this submission, we have developed tailored and relevant feedback on certain features of the draft CSP for Council's consideration.

Draft CSP current wording	Suggested amendment or comment
Vision <i>Northern Beaches - a safe, diverse, inclusive and connected community that lives in balance with our extraordinary coastal and bushland environment (Page 18).</i>	Given the critical importance of physical and mental health to our community and the influence Climate Change has on it: Amend to: Northern Beaches – a healthy , safe, diverse, inclusive and connected community that lives in balance with our extraordinary coastal and bushland environment.
Outcome <i>Community and belonging (Page 32).</i>	Comment: This outcome does not include encouraging an active lifestyle and improving access to fresh and affordable foods, such as farmers' markets, supermarkets and community gardens. Suggest the addition of a fourth goal as follows: <i>Support an active community that fosters physical wellbeing and improves access to fresh and affordable foods.</i>
Outcome <i>Community and belonging Measures (Page 35)</i>	The draft CSP has listed domestic and non-domestic assaults under Scope of Influence as 'Concern', however Council can have a positive influence on the number of assaults by:

	<ul style="list-style-type: none"> • Restoring its advocating work to restrict and reduce inappropriate packaged liquor licences. • Allocating a dedicated community development officer to the Domestic Violence Network. • Identifying opportunities to address issues of Domestic Violence, as NSLHD has done with its Grandstand Program. <p>Amend: Measures under Scope of Influence to 'Influence'.</p> <p>In 2021 the rate of:</p> <ul style="list-style-type: none"> - Domestic assault incidents in Northern Beaches LGA was 116/100,000 population. - Non-domestic assault incidents in Northern Beaches LGA was 183/100,000 population. <p>http://crimetool.bocsar.nsw.gov.au/bocsar/</p> <p>Add: Targets to the baseline number of domestic and non-domestic assaults noted above.</p>
<p>Outcome</p> <p><i>Community and belonging Measures (Page 32)</i></p>	<p>The draft CSP lists the following measures of performance (Page 35):</p> <ul style="list-style-type: none"> • % of the community rating their local area as good for the ability to view and participate in sports and recreation. • % of the community rating their local area as good for feeling safe. • % of the community rating their local area as good for high quality health services. • % of the community rating their local area as good for providing opportunity for all. • % of the community rating their local area as good for social cohesion. • % of the community rating their physical health as good. • % of the community rating their mental health as good. • % of the community rating their social wellbeing as good. <p>Recommendation: Add baselines and targets to the above performance measures.</p>
<p>Outcome: Housing, Places and Spaces (Page 36)</p>	<p>The draft CSP lists the following measures of performance (Page 39):</p> <ul style="list-style-type: none"> • Diversity of dwellings. • Number of medium density dwellings within 400m and high density within 200m of open space. • % of the community rating their local area as good for a diverse range of shopping, leisure and dining experiences. • % of the community rating their local area as good for affordable decent housing. • % of the community rating their local area as good for cultural facilities such as museums, galleries, festivals

	<p>Recommendations: a) Add baselines figures and targets to each of performance measures listed above.</p> <p>b) Add the following performance measure, baseline and target:</p> <ul style="list-style-type: none"> • Average distance to a healthy food outlet (supermarket or green grocer).
Outcome: Housing, Places and Spaces (Page 36)	<p>Goal 11 b): Comment: We congratulate Council on the inclusion of health and wellbeing language within this goal. Although not stated in this goal, healthy eating and physical activity are important components of residents maintaining their physical health. Council has an important part to play in enabling physical and incidental activity, through active transport and urban design controls. In 2019-2020:</p> <ul style="list-style-type: none"> - 51.4% of children were sedentary. - 31.9% of adults had insufficient levels of physical activity. <p>Recommendation: Add Measures: % of children who are sedentary % adults had insufficient levels of physical activity.</p> <p>Council also has an important part to play in enabling healthy eating, by encouraging convenient access to fresh fruit and vegetables. In 2019-2020:</p> <ul style="list-style-type: none"> - 8.2% of adults were eating the recommended daily intake of vegetables - 42.7% of adults were eating the recommended intake of fruit <p>(2019-20 data for NSLHD available from https://www.healthstats.nsw.gov.au/#/location-overview/northern-sydney/lhd/LHD)</p> <p>Recommendation: Add Measures: % of adults eating the recommended daily intake of vegetables % of adults eating the recommended intake of fruit</p> <p>Recommendation: As Council has influence over physical activity and healthy eating, use the above statistics as baselines and add targets to the above performance measures.</p>

Council may find the following statistics from the Australian Urban Observatory (2018) useful for setting baselines for the Community Strategic Plan measures.

Northern Beaches LGA

	Score	Percentile
Liveability Index – Average	101	64%
Average distance to closest playground	918m	37%
Average distance to closest activity centre	1212m	54%
Average distance to closest public transport stop	273m	74%
% of dwellings within 400m of a bus stop (av)	78%	76%
Average distance to closest public open space	220m	83%
% of dwellings within 400m distance of public open space	85%	82%
% of dwellings that are government owned or community housing	1.8%	24%
% of dwellings within 1km of a supermarket	50%	65%
Average distance to a healthy food outlet (supermarket or green grocer)	1153m	59%

We appreciate the opportunity to provide comment on the draft Northern Beaches Community Strategic Plan 2040. We look forward to continuing our work with Council to support projects that benefit the health, wellbeing and engagement of the community.

Yours sincerely,

[Redacted Signature]

[Redacted Title]

[Redacted Address Line 1]

NSLHD Health Promotion

[Redacted Address Line 2]

From: [REDACTED]
To: [REDACTED]
Cc: [Miranda Korzy](#); [Rory Amon](#); [Michael Gencher](#); [David Walton](#); [Ruth Robins](#); [Stuart Sprott](#); [Georgia Ryburn](#); [Kristyn Glanville](#); [Sarah Grattan](#); [Jose](#); [Bianca Crvelin](#); [Vincent De Luca OAM](#); [Sue Heins](#); [Candy Bingham](#); [Michael Regan](#); [Council Northernbeaches Mailbox](#)
Subject: 2022-2023/26 Delivery Plan - Northern Beaches Council Item 9.2 Delivery Plan Submission Active Transport - new Footpaths.
Date: Friday, 27 May 2022 4:28:08 PM
Attachments: [Barrenjoey road to Careel Head Road opposite Sportsfields.eml.msg](#)

Dear Mayor and Councillors,
to General Manager, Mr Ray Brownlee

I make this submission on Item 9.2 Delivery Plan 2022 - 2023 on behalf of the residents, sportspeople and community generally as an acknowledgement of the opportunity by this Council, to engage with the delivery of assets and infrastructure for the benefit, risk mitigation, active travel and safety of people in this northern ward of the Council area. The road to Palm Beach was opened in 1912, and a footpath / any bike access for Active Safe Travel of residents, community and visitors from Careel Head Road northerly to Palm Beach, does not exist.

Footpath:

A safe and accessible pathway is required for community safety as an active travel community

Location: as previously listed for delivery in two successive years Delivery Plan for new footpaths:

- Careel Head Road to Currawong Avenue - Barrenjoey Road Palm Beach as listed over past 2 years for delivery to community
- Active Travel and Social Justice principles as identified as key drivers of action and responsible government in the Community Strategic Plan
- This section has been requested on numerous occasions, commencing in 2014 by a group of concerned residents and many times followed up with Council Transport staff over the following years.
- The Have your Say to Council program listed this section of footpath/bike access as a high priority in 2019 -2020 as necessary.

Community Users of the Area

- The roadway Barrenjoey Road in this section / area services many community group needs and fulfills the criteria for a residents footpath.
- Currently, no footpath exists on either side in this section of Barrenjoey Road to access the public bus stops, high school, beaches of Avalon and leads people from along this road up to Whale Beach Road via Surf Road
- Community users at Dog Park for dog owners
- Sportfields including: Hitchcock Park Avalon Bulldogs home ground, Avalon Soccer Club, Careel Bay Tennis Courts, Avalon Cricket club
- Careel Bay local Shopping centre and business services
- Several child care centres
- Barrenjoey High School
- Avalon Public School and Maria Regina School
- Careel Bay recreational fishers
- Parkland users
- Wetlands bridge, parkland and access to Careel Bay marina.

The roadway is utilised by heavy construction vehicles, State / Downer Bus services, all northbound traffic and residential traffic, bike riders, parents with prams, dog walkers, fishermen and beach goers and in summer months the tourists/visitor community.

Walking along to any / all of these community assets is perilous at the quiet times and creates immediate danger for pedestrians in the busy hours each day.

Thank you Northern Beaches Council for leading and driving and for delivery of the "Shovel Ready" council and Transportsw plan for installation and safety first along Barrenjoey Road from Careel Head Road to Currawong Ave bus stop. The attached video was taken 14th April 2022 at 3.14pm.

my best regards,

[REDACTED]

on behalf of local residents, dog owners, sports people and recreational visitors.
27th May 2022.

Chief Executive Officer
Northern Beaches Council
PO Box 82
Manly NSW 1655

Dear Chief Executive Officer

Re: Submission to Draft Integrated Planning and Reporting Review: Northern Beaches Community Strategic Plan 2040 and Delivery Program 2022 – 2026 – regarding shade and UV protection

Thank you for the opportunity to provide feedback on the *Draft Community Strategic Plan* (CSP) and *Delivery Program* recently prepared by Council.

The Cancer Institute NSW (the Institute) is the state government's cancer control agency responsible for the delivery of the *NSW Cancer Plan* to reduce the incidence of cancer in NSW and the *NSW Skin Cancer Prevention Strategy*. The Institute works closely with key stakeholders with health and built environment expertise to reduce the incidence of skin cancer by improving access to adequate shade in NSW. The Institute also promotes sun protection and healthy lifestyle behaviours, including physical activity, which reduce the risk of certain cancers.

The Institute is committed to supporting your Council to reduce skin cancer and improving access to adequate shade in your LGA and has prepared the following submission that:

- outlines the importance of well-designed shade for the prevention of skin cancer
- offers specific comments and suggestions regarding the draft CSP and the DP
- provides further information and contacts to assist Council in budgeting, planning, designing and constructing good quality shade.

1. Skin cancer and shade in your LGA

Skin cancer is the most common cancer in Australia, and it is estimated that cases of non-melanoma skin cancers exceed all other cancer types combined. ¹ At least 99% of non-melanoma skin cancers² and 95 per cent of melanoma skin cancers³ are caused by overexposure to ultra-violet radiation (UVR) from the sun. UVR is a class 1 carcinogen, and two in three Australians are expected to develop skin cancer before the age of 70.⁴ In your LGA, the incidence rate of melanoma skin cancer in 2017 was 68.7 per 100,000 population, which was higher than the state average.⁵

Across NSW, Bureau of Meteorology records show UVR levels are high enough to damage unprotected skin for at least 10 months of the year. Unlike temperature, UVR can't be seen or felt and damage to unprotected skin can still occur on cool or overcast days.

The good news is that skin cancer is highly preventable. In addition to personal protective behaviours (*Slip Slop Slap Seek Slide*), there is evidence that well-designed and correctly positioned shade, from both natural vegetation and built structures, can reduce exposure to UVR by up to 75 per cent.⁶

The provision of good quality shade is integral to assisting the community in reducing its exposure to UVR. However, quality shade needs to be planned, provided and maintained with careful thought if it is to be effective. This is where your Council can play an important role through the budgeting, planning, design and construction of good quality shade.

The flyer *Shade: A planning and design priority that helps prevents skin cancer* gives Council staff and Councillors an excellent overview of the benefits of well-designed shade.

2. Specific comments regarding the draft CSP and Delivery Program

The Institute recognises that the CSP is the highest level of planning undertaken for your LGA, and is a shared community vision that will inform Council's projects and programs for the next 10 years.

The Institute is concerned that shade is not mentioned in the CSP. It is suggested that the importance of built and natural shade is included in the following relevant sections of the **CSP** (suggested additions are shown in *italics*):

- Under Goal 5 'Our built environment is developed in line with best practice sustainability principles', add to strategy 5b: Create green and resilient urban environments by improving tree cover, *built and natural shade*, native vegetation, landscaping, and water and waste management systems
- P27 – add to Measures: *Total area of tree canopy – increasing*
- Under Goal 11 'Our local centres are vibrant and healthy, catering for diverse economic and social needs' add to:
 - Strategy 11a: Create welcoming villages and neighbourhood centres that are vibrant, *shaded*, accessible and support our quality of life
 - Strategy 11c: Collaborate with the community in the design of vibrant *and shaded* open spaces and neighbourhoods
- Under Goal 12 'Our community has access to spaces that enable healthy and active living and allow for a broad range of creative, sporting and recreational opportunities to be enjoyed', add to Strategy 12a: Provide well-maintained, *shaded* and safe spaces that equitably support active and passive recreation
- P39 – add to Measures: *% of the community that can find shade in public places when they need it*
- Under Goal 17 'Our community can safely and efficiently travel within and beyond the Northern Beaches', add to Strategy 17b: Facilitate and promote active travel, including *safe and shaded* cycling and walking networks as convenient transport options.

Regarding the **Delivery Program**, each of the 'Project Highlights' listed at p9 and most 'new' and 'renewing' capital works throughout the Plan should include the provision of built and natural shade as one of their key design features.

In particular, the Institute urges Council to ensure that all 'Parks and Recreation' works listed at pp75-77 and 'Active Travel' projects at p88 have specific budgeting for well-designed and effective built and natural shade.

To support these suggestions, Council may like to consider the following evidence:

1. The Institute is aware that the provision of shade to public spaces has consistently been a concern of the community over many years. For example, analysis in 2018⁷ found that:
 - around 41% of the NSW adult population always or often sought shade when they were out in the sun for more than 15 minutes between 11am and 3pm; although
 - 35% of the population were not able to easily find shade in sporting areas; and
 - people use shade when it is provided.

2. In recent Cancer Institute NSW research regarding benchmarking shade in NSW playgrounds (as yet unpublished), it was found that 19% of the 2592 audited NSW playgrounds (over 91 LGAs) had no shade over play equipment. In the shaded playgrounds, shade was found most commonly over only ¼ of the playground area.

Feedback from stakeholders indicated shade in community-based playgrounds to be extremely important, with specific feedback being:

- a desire for built shade to be used while waiting for immature trees to grow, and
- a desire to improve planning and design of playgrounds to match seasonal and regional variations with preference for some winter sun, and shade in summer to reduce heat.

The Institute suggests that Council, the CSP and Delivery Program (DP) recognises that well-designed built and natural shade:

- **is an asset** that is critical to ensuring the health, comfort and well-being of your community, and has many benefits.
- **should be provided in all public spaces** including playgrounds, parks, recreation and sporting facilities, key footpaths and cycleways, town centres, adjacent to community buildings, within parking areas and at public transport approaches and waiting spaces including bus stops.
- **is a natural hazard akin to heatwaves, floods and bushfires.** As an explanation - overexposure to solar UV radiation is a meteorological hazard caused by the interaction of the sun, ozone and other natural processes. As explained earlier, this hazard is present in the region at levels high enough to damage unprotected skin for at least 10 months of the year. As such, UV radiation could be recognised as a natural hazard in the CSP.
- **needs dedicated planning and budgeting.** In this respect, the Institute recommends that the planning and construction of well-designed built and natural shade is recognised in Council's DP.

The Institute made a submission to Council's *Local Strategic Planning Statement* (LSPS) and was pleased to see that the final LSPS contained several explanations of the importance of shade and the addition of specific principles and actions relating to planning for shade, including:

- Reduce exposure to UV radiation and the urban heat island effect by increasing the urban tree canopy and green cover, incorporating water sensitive urban design and improving infrastructure and building design.
- Investigate area and land-use-specific tree canopy and green cover targets, based on the Government Architect NSW's proposed targets, prioritising areas with low canopy cover, socio-economic disadvantage and high levels of urban heat and UV radiation
- Prepare design guidelines and develop LEP and DCP controls for urban tree canopy, urban heat and UV radiation... UV radiation to be addressed by well-designed built and natural shade
- Mitigate exposure to UV radiation, the urban heat island effect and extreme heat
- Ensure upgrades to infrastructure address impacts from climate change, including urban heat, UV radiation exposure, sea-level rise and increased incidence of bush fire, flooding and storm surges.

Hence it is appropriate that shade is likewise recognised in the CSP.

3. Further information and assistance regarding shade for all staff within council

The Institute's key message is that the provision of well-designed, appropriately located and properly budgeted built and natural shade is integral to assisting the community in reducing its over-exposure to UVR, and hence in reducing the risk of skin cancer in the community.

As such, the Institute will be pleased to provide support to Council that will assist in the planning, design and construction of shade. Some resources are provided in the *Additional Information* section below. Further technical documents, information and assistance can be obtained from the Institute:

Nikki Woolley, Skin and Lifestyle Cancer Prevention Portfolio Manager
Email: CINSW-SkinCancerPrevention@health.nsw.gov.au or Phone: 8374 5604

A consultant Registered Planner, Jan Fallding RPIA (Fellow), has been engaged to assist in preparing this submission and to offer further support to Council via the Institute. She will only be available until the end of June 2022.

You may like to forward this offer of assistance to the various staff within Council who are responsible for different areas relating to shade planning and construction – for example:

- planning staff writing Development Control Plans or other planning strategies
- infrastructure and recreation staff designing and budgeting for built and natural shade
- staff involved in community programs where education about sun smart behaviour can be beneficial.

Thank you for the opportunity to comment on the draft CSP, and the Delivery Program. Please keep the Institute informed as to the progress of the CSP, the Delivery Program and any further relevant policy or strategy related to shade.

Yours sincerely,



Cancer Institute NSW

26 May 2022

Copy:
Northern Sydney Local Health District

References

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Record number: E22/01964~38

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3. Arnold, M., de Vries, E., Whiteman, D. Jemal, A., Bray, F., Parkin, D, Soerjomataram, I., 2018. *Global burden of cutaneous melanoma Attributable to ultraviolet radiation in 2012*. *International Journal of Cancer* 3(6):395-401.
4. Australian Institute of Health and Welfare 2016. *Skin cancer in Australia. Cat. no. CAN 96*. Canberra: AIHW
5. Cancer Institute NSW Statistics Portal [https://www.cancer.nsw.gov.au/research-and-data/cancer-data-and-statistics/cancer-statistics-nsw#//](https://www.cancer.nsw.gov.au/research-and-data/cancer-data-and-statistics/cancer-statistics-nsw#/)(Accessed February 10 2022)
6. Parsons, P., Neale, R., Wolski, P. & Green, A. 1998, *The shady side of solar protection*, *Medical Journal of Australia*, 168: 327-330.
7. Cancer Institute NSW 2021. *Sun protection behaviours in target populations for skin cancer prevention: Analysis of the 2018 NSW Adult Population Health Survey*

Additional information

General information about skin cancer, UV exposure and shade: [cancer.nsw.gov.au/shade-and-uv](https://www.cancer.nsw.gov.au/shade-and-uv)

Numerous resources for local government regarding planning and designing shade are available here <https://www.cancer.nsw.gov.au/prevention-and-screening/preventing-cancer/preventing-skin-cancer/shade-and-uv-protection/helpful-shade-resources> , including the following:

- A 2 page summary about the benefits of shade (Cancer Institute NSW, 2019): [Shade: A planning and design priority that helps prevents skin cancer.](#)
- [Shade design - UV, climate and comfort](#) (Cancer Institute NSW, 2020) – a 2 minute introductory video to designing effective shade
- Cancer Council NSW, 2013; [Guidelines to Shade - A practical guide for shade development in New South Wales](#)
- [Shade Design Planning Considerations](#) (Cancer Institute NSW, 2020)
- [Shade Audits](#) (Cancer Institute NSW, 2020) – flyer giving simple advice about how to conduct a shade audit
- Sunsmart’s online [Shade Comparison Check](#) – an online shade audit
- [Physical Shade Structures, Natural Shade and Shade Sails](#) (Victoria State Government, Municipal Association of Victoria and SunSmart, undated)
- [Shade Design for Public Places - selecting appropriate, innovative and cost effective shade measures](#) (Municipal Association of Victoria, undated)

- Shade: A Resource for Local Government (Municipal Association of Victoria, undated)
- How schools, councils, community groups and sporting organisations created shade: 10 Case Studies (Cancer Institute NSW, 2015)
- NSW Skin Cancer Prevention Strategy (Cancer Institute NSW, 2017)
- Health and wellbeing statistics, including data at LGA level: healthstats.nsw.gov.au
- UV radiation index widgets available for locations across Australia
- Australian Standard AS 4174:2018 : Knitted and woven shade fabrics

Email

To: Northern Beaches Council
Email: council@northernbeaches.nsw.gov.au

Submission Delivery program and budget 2022/23

29 May 2022

ENVIRONMENT and SUSTAINABILITY

The major portion of the Capital Works expenditure, both new and renewal, for the Environment is allocated to Stormwater Projects. These projects are mitigation measures to reduce impacts associated with development. Preventative measures to protect high quality creeks should also be addressed. This includes protecting environmentally sensitive catchments, riparian land and waterways to avoid adverse impacts in the future.

PRIORITY AREAS:

Challenges and Opportunities

Challenges include: Protecting natural areas – bushland, waterways and non-urban land from encroachment of urban development.

A challenge is the continuing loss of bushland and natural areas in environmentally sensitive locations due to urban development. This includes sites with potential for inclusion in reserves. Natural areas have important values for environment, recreation and sustainable land use within the Northern Beaches.

The Delivery Plan does not appear to include opportunities to address this challenge.

Opportunities (suggestions):

1. Advocacy to protect natural areas and ensure non-urban land is protected. This includes buffer areas to prevent edge effects and degradation of bushland reserves.
2. Strategic Planning: Appropriate planning controls to protect bushland and non-urban land.
3. Reserve fund: An allocation of \$2m per annum, for example, would contribute to a cumulative fund to acquire natural areas and potential biodiversity offsets.

Performance Measures should include:

- Natural areas that are protected and/or added to reserves.
- The loss of bushland and natural areas due to development.
- Water quality criteria and aquatic habitat

WASTE

In previous years the following initiatives have been proposed:

1. Re Council Kerbside Cleanups: To cease compaction of discarded items by collection vehicles and to separate items and materials collected at the kerbside for re-use / recycling.
2. Food Waste: To provide biodegradable containers for food waste and to collect separately with organic (green) waste rather than mixed waste.
3. Workshop: A depot / workshop to store and mend selected items for reuse instead of sending them to landfill.

Waste diverted from landfill in the mixed waste section onsite from all sources is 5.1%, which is a very low percentage. The target of 10% for the next two years is also very low.

I strongly support a circular economy strategy. I understand that Council will be developing a draft strategy that will address 1) food waste separation from the domestic waste service and 2) material waste separation from Council clean ups. Sorting and salvaging material collected from clean ups would avoid re-usable and recyclable materials being compacted, crushed and sent to landfill.

STRATEGIC PLANNING

Strategic Planning: Land use controls to protect non-urban land, bushland areas and waterways from urban encroachment.

Increased residential development will increase the demand for education facilities. A high priority should be given to the retention of land reserved for public education, as there is an existing shortage of education land. The Frenchs Forest high school land and open space provide in situ scope for education and health, respectively. This opportunity is preferable to relocating the high school to a public reserve but does not appear to have been considered.

TRANSPORT

- Public transport improvements, including express bus services within existing road network, are a cost effective means to reduce car dependency and congestion.
- Local on-demand transport service reduces the demand for car parking and is an equitable solution for travel between transport hubs and homes, particularly in steep terrain.
- Beaches Link – transport planners predict increased car dependency, demand for car parks, congestion on local roads; negative impacts on environment, health and local amenity.
- Wakehurst Parkway: In the long term an elevated road to reduce flooding and avoid on-ground impacts on bushland and Middle Creek.

Library service

Provide funding for:

- Digitisation of historical and archival information relating to the Northern Beaches.
- Storage space for books that would allow libraries to acquire new books without discarding books that have continuing value for reading or reference purposes.

Manly Dam: New Boardwalk

The new boardwalk is included as an item of capital expenditure (\$1.8m) in the Council Delivery Plan (budget). I would like to suggest this funding would be better spent on new boardwalks to be built above sections of track that have been under water or have been difficult to traverse due to deep mud and large puddles. The need to upgrade tracks that have been flooded seems a more urgent priority than building the proposed new boardwalk, especially as the latter will involve clearing native vegetation that protects saturated soils adjacent to the waterway.

Having walked in the Park during recent weeks I have observed first hand the very wet conditions along the tracks. In many sections walkers sink into the mud or wade through long puddles. Under these circumstances it seems a low priority to clear undisturbed bushland to construct the new boardwalk. Instead it would be timely to redirect this funding to construct sections of boardwalk where they are currently most needed along existing tracks.

From: [REDACTED]
To: [Council Northernbeaches Mailbox](#)
Subject: 2022 Draft Integrated Planning and Reporting Review - Capex Request
Date: Friday, 13 May 2022 5:45:11 PM

Hi

We have a lot of young children and babies in North Balgowlah who cannot make it safely across Kitchener St on the way to manly. Please have traffic lights installed along Kitchener St before it turns into West Street and also appropriate foot paths for prams.

Thanks

[REDACTED]

Northern Beaches Council

Comments on the Draft Delivery Program – 2022 -2026

From: *Sustainable Northern Beaches*

Introduction

Climate Action Pittwater, and its subgroup **Sustainable Northern Beaches**, focuses on the need for a well-managed transition to a sustainable economy.

Our Group welcomes the focus on environmental issues which are evident in the Delivery Program, but for the community to have confidence in Council's four-year commitment we need to be satisfied that adequate funding has been committed and that Council will monitor progress with a suitable range of performance indicators.

We fully support Council's Environment and Climate Change Strategy which embodies many goals and commitments that will guide the progress to sustainability. Clearly this strategy will need significant funding and progress tracking if it is to meet these commitments, and we anticipated that these would be clearly visible in the Draft Delivery Program. However we are disappointed to see this is not the case.

This 166 page Draft Delivery Program (referred to in this document as the **Program**) is a daunting document and not easily negotiated by lay community members, made more difficult at this time for many of us who have been heavily involved in the recent election campaign over the exhibition period.

Our group has been in frequent contact with the very committed Council Environmental and Climate Change group who are making a major effort to implement the many strategy commitments embodied in the Environment and Climate Change Strategy. To undertake this work in a timely manner will require a significant funding commitment, and we cannot identify in the Delivery Program where this funding has been provided and how much. If the funding is buried in a distributed manner to a whole host of relevant Council activities, then we would like the Program to provide an explanation of where in the Program funding has been allocated and to which of the Environment and Climate Change Strategy commitments it relates to.

Environment and Climate Change Strategy

This diagram in the Program shows that this strategy feeds into the Delivery Program – but unfortunately the specific commitments embodied in the strategy are not part of this Draft Delivery Program.



Comments

In respect to the Environment and Climate Change Strategy:

- **Funding** -We cannot see where adequate funding has been provided for undertaking the measures set out in the Environment and Climate Change Strategy
- **Goals and Commitments** - The Program does not show clearly where the goals and commitments in the Environment and Climate Change Strategy are being undertaken
- **Performance Measures** - The Performance measures set out in the Program do not correlate with the specific goals and commitments in the Environment and Climate Change Strategy

Also:

- **Climate Emergency** - There is no reference to any funding being allocated to deal with Councils Climate Emergency declaration. Such a declaration should trigger a concerted and urgent effort by Council and be a significant component of the Delivery Program.

Funding

Why is it not clear how much funding is allocated for the many measures embodied in the Environment and Climate Change Strategy, such as the commitment on page 35 of the CSS - Reducing carbon emissions by more than half by 2040.

It seems that funds have been allocated in the Program for the many other works such as:

Capital - renewal

Community space and learning					
G9	Library books - replacement	883	878	993	1,017
Library upgrades					
G12	Library buildings works program	100	160	160	161
Total renewal works -Library services		983	1,039	1,154	1,178

Goals and Commitments

There are many of these embedded in the Environment and Climate Change Strategy but they are not referenced in the Program – such as:

- Greenhouse gas emissions reduction – Reducing emissions in our community by more than half by 2040 – p35 (a commitment)
- 50% suitable premises with solar panels by 2030 (a commitment) – p29

How can we evaluate the adequacy or otherwise of the Delivery Program to address these commitments if they are not referenced in the Program?

Performance Measures

It is vital that regular assessment are undertaken to check on progress and performance. The Program refers to several of these but they do not align with those in the Environment and Climate Change Strategy:

Performance measures	Result 2021/22	Target 2021/22	Target 2022/23	Frequency
No. sustainability education events	173 (A)	-*	40	Quarterly
Volunteer bush regeneration (hours)	5,647 (A)	6,900 (A)	1,875 (Q1) 1,575 (Q2) 1,575 (Q3) 1,875 (Q4)	Quarterly
No. invasive pest animals controlled to protect native flora and fauna	786	-*	100	Quarterly
No. attending sustainability education events	12,342	-*	16,000	Annually
Active bushland management by contractors (ha)	1,083	1,200	1,200	Annually
Stormwater network renewed/ upgraded in line with the Asset Management Plan (m)	825	800	800	Annually
Required mitigation activity completed for natural hazards (flood, fire, erosion, landslide)	100%	100%	100%	Annually
Green House Gas emissions by Council (t CO2)	17,696	< 6,000	< 6,000	Annually
Total water use by Council (kL)	362,466	< 502,797	< 474,731	Annually
Workload measures				Frequency
Gross pollutants removed from stormwater networks (tonnes)	1,264	137	136	Quarterly
No. DA referrals for assessment of environmental controls	2,999	847	888	Quarterly

* new performance measure (did not have a target in 2021/22)

A = Annually, Q = Quarterly

To align with the Environment and Climate Change Strategy would require tracking the following (and many more):

- Reducing Carbon emissions by more than half by 2040 – p35
- No. of PV panels installed
- Reduction in car use
- Transition to low emissions vehicles – p35 (commitment)
- Gas/elect use
- EV charge points numbers
- Progress towards all new buildings net zero by 2030 – p29 (aspiration)
- 50% suitable premises with solar panels by 2030 (commitment) – p29
- Increasing BASIX levels - P29 (commitment)
- Public transport uptake
- Education progress – p29 (commitment)
- Reducing resource consumption – p29 (commitment)
- Diverting 85% of waste by 2040 – p35 (commitment)
- Bushland retention – p19 (commitment)
- Canopy cover %
- Engage and collaborate with local environment groups – p15

Ongoing Services and Programs

The Program refers to the following which seem to be the relevant categories under discussion -

G1-G6 - Develop and implement action plans and reporting to support the Environment and Climate Change Strategy EM Environment and Climate Change

Ongoing services and programs

- G1** Deliver programs to protect, enhance and manage coast, catchments and waterways
- G1** Manage bushland and biodiversity
- G2** Manage, maintain and improve the stormwater network
- G2** Manage natural hazards including flooding, bushfire, coastal erosion
- G2** Emergency response through liaison with SES/RFS
- G3** Deliver targeted education
- G4** in environmental protection, sustainability, volunteering and Environment Centre programs
- G2** Deliver programs to mitigate, adapt
- G6** and respond to climate change and reduce council's resource consumption
- G5** Development engineering reviews,
- G10** approvals and works
- G5** Expert environmental advice in
- G10** strategic planning and assessment of development and other applications

However these services and programs do not embrace those areas of commitment in the Environment and Climate Change Strategy.

Other Matters

Our above comments focus on issues relating to climate change. However there are many other important issues addressed in the Environment and Climate Change Strategy and these are covered in Themes One to Nine. Unfortunately this Draft Delivery Program does not align with the goals and commitments addressed in many of these Themes.

Summary and Conclusion

1. The Delivery Program has a welcome focus on the need to embrace a sustainable transition, but we are disappointed that it does not show how Council will fund and measure progress in relation to the specific Environment and Climate Change Strategy commitments.
2. We would like the final Program to clearly set out how the above measures in the Environment and Climate Change Strategy will be funded and the performance measured.
3. To us it seems as though the Environment and Climate Change Strategy has been set aside and is not integrated into the Draft Delivery Program. If this is so there will be no way for us to track progress and the community will have no confidence in the Councils intention to urgently address the Climate Emergency.

Sustainable Northern Beaches

A subgroup of *Climate Action Pittwater Inc*

[REDACTED]

29 May 2022



A: 52 Raglan Street, Manly 2095

W: www.manly.org.au

T: [REDACTED]

31 May 2022

Northern Beaches NBC
PO Box 82
MANLY NSW 1655
via: council@northernbeaches.nsw.gov.au

RE: Outdoor Dining

Dear Sir/Madam,

On behalf of the Manly Business Chamber, we request a review of the Outdoor Dining Fees and Charges schedule be undertaken to identify alternative options to increase revenue for Northern Beaches Council (NBC).

We are grateful for NBC support in waiving Outdoor Dining Fees during these past years due to the pandemic. It is our belief that NBC's decision to support Outdoor Dining for the safety of the community ensured a vibrant and interesting streetscape that encouraged greater use of the area.

Today, with zero Outdoor Dining fees, fifty businesses in the Manly area are making use of Outdoor Dining at the front of their premises. This is a large portion of Manly's hospitality businesses, all contributing to an inviting atmosphere in Manly.

In 2019, Manly's Outdoor Dining Fees contributed \$520k in revenue to Northern Beaches NBC. These fees were generated from forty-two businesses in a strong trading period. Unfortunately of those forty-two operators, only thirty remain. This is not only distressing for the business operators that committed to Manly, but the flow-on effect vacant premises has on neighbouring businesses, reduction in visitation and NBC income.

We recognize the need for NBC to generate revenue from consistent, sustainable businesses. We believe that increasing the number of businesses offering outdoor dining to create a growing outdoor culture within the Manly CBD will provide a consistent dependable revenue model in line with the NBC's Destination Marketing Plan and MBC's Commercial Vision. A sustainable independent economy will support the newly formed not for profit, Experience Manly promoting Manly as an exciting destination, which in turn supports the whole of the Northern Beaches.

With Manly's visitor numbers down on previous years and winter fast approaching, we request the extension of waived Outdoor Dining Fees for the first 3 months of the new fee period: 1st July



manly
business
chamber

support + connect + prosper

A: 52 Raglan Street, Manly 2095

W: www.manly.org.au

T: [REDACTED]

2022 – 30th September 2022. This will allow the Outdoor Dining Working Group established by NBC CEO Ray Brownlee and me to address this issue.

This working group is led by Chamber's Executive Committee member, Steve Carrodus of Q Station to ensure we manage expectations and the needs of business and NBC.

Thank you for your continued efforts and we look forward to your support on our request for a final extension of waived Outdoor Dining Fees.

Yours sincerely,

[REDACTED]

[REDACTED]
[REDACTED]

Pia Anderson

From: [REDACTED]
Sent: Monday, 30 May 2022 9:27 PM
To: Council Northernbeaches Mailbox
Cc: Sarah Grattan
Subject: Submissions for budget

Categories: Adriana

Good Evening,

I am wondering if anyone can include just one single footpath in this years coming budget for Quinlan Parade, Manly Vale?

It is a road that many locals use to walk to/from the Manly Vale Public School and St Keiran's during the week. At the weekends it is considerably busy when the sports fields are being used. It is a thoroughfare for Manly Dam too.

It would be so much more safer for all if there was a footpath!

Kind regards

[REDACTED]

From: [REDACTED]
To: [Council Northernbeaches Mailbox](#)
Subject: Submission Delivery program and budget 2022/23
Date: Friday, 27 May 2022 9:16:34 AM
Attachments: [image001.jpg](#)

Many thanks for the opportunity to be involved with the deliberation for the forthcoming Delivery Program and Budget.

The scope of the presentation is immense, so I have concentrated on only a couple of issues that are of major concern to me (and many others I am speaking to).

Locality Spend

I am a resident (and ratepayer) in Palm Beach and I find it very disappointing on the lack of expenditure and lack of direction for Palm Beach Whale Beach. This is an area which is a major (domestic and international) visitor attraction along with an increased (COVID) permanent population. Yet, I cannot find any comparable, realistic plans for investment (r&m nor capital) in this area:

Governor Phillip Park: This is a jewel in the crown of the Northern Beaches, and I am told it is the second most visited attraction within the LGA. And this is potentially only going to increase with the renovation of the Boathouse Wharf, the further opening up of the Barrenjoey Headland (toilets and facilities), the continuation of Home and Away, the increase population in wider Sydney and beyond etc. During the Covid lockdowns and continuing and expanding today, there are mental health benefits places like this park give to people – and this important aspect will continue to grow.

The park's condition is not a good, positive snapshot of our area. Major and urgent problems include:

- Unsafe conditions in a number of areas
- Lack of facilities
- Greatly deteriorated (and getting worse) roadways and parking
- A path which leads nowhere and in fact is destroying what grass there is on the top area
- A general look of tiredness and uninviting feeling

Palm Beach Pool

This is used all year by residents and visitors. The current state of the concrete in and around the pool creates unsafe conditions for people, including the many elderly and disadvantaged people who use it. The pool and surrounds generally look tired and again uninviting. I am not sure but I would guess that this pool would be the most used pool in the old Pittwater area and yet there is no stated plan for a major (and badly needed) revitalisation – over the next 4 years!!!

Roadways

The state of most of our roads is deplorable and at time dangerous, yet we have been allocated **396 m** of road resheeting. And this is not even a major nor well used road.

The major concern for roadways is safety and the classic example of this is Surf Road and the Surf Road / Barrenjoey Rd intersection. Unfortunately, there has already been a recent fatality here and people are literally putting their lives at risk when walking and even driving at this intersection and on the roads (as there are no footpaths). School children are forced to walk on the Surf Rd roadway and cross a major road for their transport. An extension of this, is the lack of pathway from Avalon to the Palm Beach shop precinct. Again, this is a well used walking stretch and is highly dangerous.

Coastal Walk

I may have missed it, but I believe funds for this have been with council now for a number of years with little to show. What are the plans and timing for this and where is the funds currently sitting within the balance sheet?

Fees and Charges

All the residents are very grateful for the council's support for community use of our facilities – many thanks. However, investigation at the "commercial" use rates is almost embarrassing. It appears that many businesses are making good money at the expense of the residents and the area. A lot of commercial organisations are making "big money" from the use of our facilities and are in no way covering the cost nor helping support the investment in our development and maintenance of our great facilities. A review and adjustment of these fees is warranted due to the current council financial position.

Business Support

I am a passionate supporter of relevant, resilient and value business within the LGA. I have been told that investment in "business" is listed on p 63 and 82 – which is very limited. Business is a major input into a sustainable and successful LGA.

I fully support tactical (short term) aims, however I find no comfort in any strategic program to attract, support

and sustain business within the LGA. If the argument is that it is the development and implementation of the “Economic Development Strategy”, listed to take 4 years, without any costs associated with it – I find embarrassingly inadequate.

Investment must be made to develop “value businesses and employment”.

Kind regards



E: [REDACTED]

M: [REDACTED]

Int'l: [REDACTED]

Please recycle all printed documents. Paper is a renewable resource. Paper protects, sustains and inspires.

From: [REDACTED]
To: [Council Northernbeaches Mailbox](#)
Subject: Website enquiry - Delivery Program 2022-2026 and Operational Plan & Budget 2022/2023
Date: Monday, 30 May 2022 8:35:26 PM
Attachments: [image001.png](#)
[image002.png](#)
[Delivery Program 2022-26 - roads footpath program factsheet.pdf](#)
[Walking Frame.jpg](#)
[Car over driveway.jpg](#)
[Cars over opposite driveway \(1\).jpg](#)
[Cars over opposite driveway \(2\).jpg](#)
[Cars over opposite driveway \(3\).jpg](#)
[Boat parking.jpg](#)
[Boat parking at bus stop.jpg](#)

Dear council,

We are residents of Bennett Street Curl Curl. My wife has previously enquired with Council and submitted an email to request a footpath for Bennett Street Curl Curl. When I reviewed the footpath and road resheeting program I noticed Bennett Street was not on the plan for a footpath and nor was Stirgess Avenue – both lacking in footpaths. It would be greatly appreciated if Council could consider the following for Bennett Street (and Stirgess Ave – they kind of go hand in hand):

(1) Footpaths – required from Oliver Street to Brighton Street.

- please see picture titled “Walking Frame” – is this your relative having to walk on the street?
- My wife, along with all the others, has to push prams on along the road (especially following all the rains)
- Freshwater high school is at the Western end of the street
- Children have to ride their push bikes on the road

(2) Widening the street and parking

- Bennett Street is not a very wide street and when cars are parked on either side of the street, becomes a tight one way street. This makes it almost impossible to get out of our driveway every time and I have collided with a car once (which not only cost for the accident, but ongoing due to losing your no claim bonus)
- On many occasions we have witnessed road rage due to the traffic congestion
- When cars are parked on either side, the street does not meet the minimum standards for emergency vehicles (e.g. fire engine)
- on many occasions, cars have parked across our driveway and park across the driveway opposite us (all cause there is not enough parking to access the playing fields).
- boats are frequently parked in our street for months on end. We believe this is a bigger issue and council should look into a permanent solution to get boats off the street (create a boat parking station in the industrial area of Brookvale maybe).

Having to complete a three point turn to get out of your driveway is not what any Northern Beaches rate payer should be faced with (see “Boat parking”)

- boats have even been left at a working bus stop (see “Boat parking at bus stop”)
- there is plenty of space to widen the street or we need parking on one side of the street to be implemented along the entire street (namely weekends)

We would encourage Council to come down and talk to residents in Bennett Street and to also see first hand how it impacts us and those that use the playing fields in the area. The traffic congestion is real and it is dangerous. Hopefully the pictures I have taken assist in giving you a real life version of what is occurring. By acting now, we can avoid the worst possible outcome. Many thanks for your time and consideration in advance and please don't hesitate to contact me if you require anything else.

Regards, [REDACTED]



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[Redacted signature block]



Draft Footpaths and Road Resheeting Program

2022/23 – Fact Sheet



northern
beaches
council

Footpaths and Road Resheeting Program 2022/23 – Fact Sheet

A summary of the draft Footpaths and Road Resheeting Program is detailed below.

Road resheeting program – repair and resurfacing of roads

Suburb	Street	Length (m)
Avalon Beach	Bellevue Avenue	280
Avalon Beach	North Avalon Road	350
Belrose	Wentworth Place	131
Bilgola Plateau	Allen Avenue	184
Bilgola Plateau	Bilgola Avenue	148
Bilgola Plateau	Raymond Road	220
Church Point	Eastview Road	210
Church Point	Pittwater Road	350
Clontarf	Peronne Avenue	300
Collaroy	Park Street	332

Suburb	Street	Length (m)
Collaroy Plateau	Edgecliff Boulevard	220
Curl Curl	Bennett Street	360
Curl Curl	Gardere Avenue	341
Davidson	Prahran Avenue	275
Dee Why	Oceana Street	113
Elanora Heights	Iluka Avenue	380
Elanora Heights	Kalang Road	102
Elanora Heights	St Andrews Gate	242
Frenchs Forest	Hume Place	40
Freshwater	Harbord Road	210

Road resheeting program – repair and resurfacing of roads

Suburb	Street	Length (m)
Ingleside	Manor Road	255
Ingleside	Lane Cove Road	650
Manly	Ceramic Lane	107
Manly	Rolfe Street	352
Manly Vale	Pitt Street	225
Mona Vale	Jeanette Avenue	235
Mona Vale	Marie Crescent	280
Mona Vale	Park Street	286
Mona Vale	Rowan Street	320
Narrabeen	Lindley Avenue	450
Narrabeen	Walker Avenue	226

Suburb	Street	Length (m)
Narraweena	Crete Street	76
Newport	Queens Pde (East)	100
North Narrabeen	Collins Street	310
North Narrabeen	Rickard Road	290
Palm Beach	Currawong Avenue	226
Palm Beach	Waratah Road & Beach Road	170
Seaforth	Ponsonby Parade	236
Seaforth	Baranbali Avenue	298
Terrey Hills	Larool Road	270
Terrey Hills	Myoora Road	325
Wheeler Heights	Lantana Avenue	217

Total 10,692

New footpath projects - for construction in 2022/23

Suburb	Street	Description of works	Length (m)	Suburb	Street	Description of works	Length (m)
Allambie Heights	Darmour Avenue	Eastern side	100	Davidson	Sir Thomas Mitchell Drive	Eastern side between Grimes Place and Broughton Street	600
Allambie Heights	Inglebar Avenue	Southern side between Darmour Avenue and Flers Street	200	Dee Why	Victor Road	Eastern side between Parr Parade and McIntosh Road	175
Bilgola Plateau	Terama Street	Eastern side between Raymond Road and Lower Plateau Road	420	Elanora Heights	St Andrews Gate	Northern side from existing footpath to Elanora Road	152
Bilgola Plateau	Lower Plateau Road	Eastern side between Terama Street and Grandview Parade	100	Newport	Bungan Head Road	Provide stairs at 97A Bungan Head Road	30
Curl Curl	Curl Curl Parade	Northern side between Park Street and Gardere Avenue	345	Newport	Crescent Road	Western side between existing footpath at The Avenue and Yachtsmans Paradise	460
				North Avalon	Barrenjoey Road	Eastern side between Careel Head Road and Currawong Avenue	740
				North Balgowlah	Taree Avenue	Eastern side between Urunga Street and Woolgoolga Street	190
Total							3,512

New footpath projects – for planning and design in 2022/23

Suburb	Street	Description of work
Bayview	Annam Road	Western side between Cabbage Tree Road and Annam Road north of retirement village to second bus stop (opposite #91 Annam Road)
Bayview	Pittwater Road	Southern side (opposite the water) to connect from the public stairs to the existing footpath
Collaroy Plateau	Aubreen Street	Eastern side between Edgecliff Boulevard and Grevillea Street
Dee Why	Ozone/Monash Parade	Eastern side from 36 Monash Parade to Headland Road
Dee Why	Prescott Avenue	Southern side between Victor Road and Wigan Road
Dee Why	Lynwood Avenue	Southern side between Bix Road and existing footpath at 63 Lynwood Avenue
Beacon Hill	Jones Street	Eastern side between Warringah Road and Iris Street
Narrabeen	Robertson Street	From Pittwater Road to Berry Reserve
Newport	Palm Road	Eastern side between Barrenjoey Road and Myola Road - and include disabled access to the Newport Bowling Club entry



Footpath renewal program locations – scope of works is determined individually for each site

Suburb	Street	Suburb	Street
Allambie Heights	Roosevelt Avenue	Fairlight	Upper Clifford Avenue
Balgowlah	King Avenue	Fairlight	William Street
Balgowlah	Sydney Road	Killarney Heights	Rathowen Parade
Balgowlah	Upper Beach Street	Killarney Heights	Starkey Street
Balgowlah Heights	Vista Avenue	Manly	Augusta Road
Beacon Hill	Tristram Road	Manly	Carlton Street
Belrose	Glen Street	Manly	Collingwood Street
Belrose	Ralston Avenue	Manly	Denison Street
Brookvale	Orchard Road	Manly	Francis Street
Brookvale	Pittwater Road	Manly	Pathway – Gilbert to upper Gilbert Street
Collaroy	Frazer Street	Manly	Pittwater Road
Cromer	Carrington Avenue	Manly	Walkway from Addison Road to Fairy Bower Road
Dee Why	Dee Why Parade	Mona Vale	Pittwater Road
Dee Why	Francis Street	Narraweena	125 McIntosh Road
Dee Why	Pittwater Road	Newport	Coles Parade
Dee Why	Regent Street	Seaforth	Panorama Parade















From: [REDACTED]
To: [Council Northernbeaches Mailbox](#)
Subject: Website enquiry - Delivery Program 2022-2026 and Operational Plan & Budget 2022/2023
Date: Thursday, 5 May 2022 3:16:08 PM

Hi Louise,

I would like to understand when Parr Parade Narraweena will be resurfaced as cracked pot holes and leaks out water constantly.

The damage is dangerous as many locals use this street to bypass Dee Why from Beacon Hill as a short cut and drive down middle to avoid it. It's an accident waiting to happen.

This St Parr Parade hasn't had proper repair in 21 years I have owned my property.

I appreciate your feedback hopefully with a good solution for safety of drivers in our street and our community.



Sent from my Galaxy

From: [REDACTED]
To: [Council Northernbeaches Mailbox](#)
Subject: Website enquiry - Delivery Program 2022-2026 and Operational Plan & Budget 2022/2023
Date: Friday, 27 May 2022 3:35:33 PM

Dear Sir,

Little Manly Parking Scheme

I object to being charged to be able to park on the street outside my house. Firstly, I have paid an additional 27% of rates to subsidize Warringah ratepayers last year and now the NBC is charging to park outside my own home! If the scheme is that expensive, scrap it and let us all fend for ourselves.

Regards,

[REDACTED]

Manly



The Palm Beach & Whale Beach Association Inc.

www.pbwba.org.au | PO Box 2 Palm Beach NSW 2108

SUBMISSION NBC DELIVERY PROGRAM 2022 - 2026

We understand that the Council's draft Delivery Programme 2022-26 and Operational Plan 2022/23 is the response to the Community Strategic Plan (CSP) and that the CSP responds to the vision, priorities and passions of **THE COMMUNITY**.

The Palm Beach & Whale Beach Association (PBWBA) has more than 300 members in this Community and while we welcome the opportunity to comment on the Delivery Program we are very disappointed to note the lack of expenditure and overall direction for Palm Beach and Whale Beach. Palm Beach in particular is a major domestic and international visitor destination and it has also become apparent, especially since the Covid-19 pandemic began, that the permanent population is increasing in both Palm & Whale Beach.

The Delivery Program 2022-2026 and Operational Plan & Budget 2022/2023 is a complex but interesting document with sound "big-picture" goals but it is a very difficult document to review because in so many areas it is non-specific about the actual work details, where they will occur or the cost within the overall budget.

We note the Program states that Council places emphasis on health and recreation, to support the community, getting together and enjoying everything that the Northern Beaches has to offer and that there is a continued emphasis on environmental protection.

Bearing this important statement in mind, and over-development aside, the PB & WB Community nominates the following as being the most important local issues at present -

- The poor state Governor Phillip Park & the importance of preservation of Barrenjoey Headland.
- The deterioration of the ocean pools at Palm Beach & Whale Beach
- The lack of footpaths and the poor state of the roads

We do not understand why these issues have not been addressed in the proposed Delivery Program.

GOVERNOR PHILLIP PARK (GPP)

Governor Phillip Park is an extremely popular regional recreation and tourist area attracting locals, people living throughout Sydney, other domestic and overseas visitors alike. The dramatic setting, sense of isolation, diversity of recreational opportunities and numerous cultural, heritage and geological features provide a unique environment. However, this natural beauty, historical significance, and recreational value of Governor Phillip Park give rise to increasing pressures upon its natural environment, threats to its heritage features, conflicts between various uses of the park and pressures to raise funds for park improvements from commercial activities. NPWS has informed us that 250 000 + visitors walk to Barrenjoey Lighthouse via GPP each year. Thousands more come just to visit/utilise the Park. To preserve

its attractions while its facilities remain available to those who wish to enjoy them, this valuable Crown Land open space resource must be carefully managed by NBC.

PBWBA believes a new Plan Of Management (PoM) is urgently required to ensure it is appropriate and relevant for 2022 and beyond. It must address key considerations including parking, connectivity, accessibility, inclusion, public safety, amenity and sustainable ongoing management.

The local community is becoming more and more concerned about the increasingly tired, neglected and worn state of Governor Phillip Park.

Action is urgently required on, but not limited to, the following -

- weeds which are rampant in the bushland and dunes areas
- crushed sand/gravel "path" is spreading and suffocating the turf on the eastern side above the sand at Nth Palm Beach
- poor drainage, particularly in parking areas
- broken road edges and potholes
- ugly 240l plastic garbage bins which detract from the natural beauty and a lack of recycling bins
- temporary toilet block hire over summer is expensive and unattractive so appropriate, discreet, permanent toilets should be built on the western side near the children's playground
- planting of established trees to provide shade over/beside picnic tables

With its picnic shelters and tables, barbecues and playground, open space for activities, walking and quiet contemplation, GPP has been a very popular place to exercise and meet safely and socially outdoors especially during the pandemic.

At the end of 2020 Council proposed a Landscape Improvement Plan (not a new PoM) for GPP to "tidy up"/improve/tweak the Park whilst keeping its character, celebrating its environment and improving functionality.

It was made clear that the intention was to minimise any works that would impact upon the wild and natural aspects of the park whilst considering the pressure of excessive maintenance demands.

It would, amongst other things, include:

- 1 Attend to beach side erosion east and west.
- 2 Assess strategic planting of mature trees for shade (but mindful of view blocking).
- 3 Provide for the replacement or adding of bins and assessing their overall look.
- 4 Undertake maintenance of seating and tables.
- 5 Improving paths and wayfinding.
- 6 Look into increasing toilet facilities.

This has not happened.

Despite being part of the 'jewel in the crown' of Pittwater we are extremely disappointed to note that no funds have been allocated in the Delivery Program either for expenditure in GPP (apart from regular maintenance and upkeep), or for the preparation of a new PoM.

FILMING FEES IN GOV PHILLIP PARK

"Home and Away" has been filming for approximately 30 years in Gov Phillip Park - which is Crown Land - and is distributed to more than 80 countries around the world. This would suggest it generates very substantial revenue for the TV Network. We acknowledge and welcome the fact that "Home & Away" showcases Palm Beach and the Barrenjoey Lighthouse precinct to the world and provides benefits to various sectors of the Pittwater economy such as accommodation, surf schools, hospitality and weddings. However we are concerned that the filming fees charged in Gov Phillip Park for the filming of "Home Away" do not reflect comparative rates in other cities where the location is a major element of the brand and is a vital outdoor studio for the work.

OCEAN POOLS

Palm Beach Pool is well used all year by residents and visitors. The current state of the concrete in and around the pool creates unsafe conditions for people, including the many elderly and less able bodied people who use it. The pool and surrounds generally look tired and uninviting yet there is no stated plan for a major (and badly needed) revitalisation.

Whale Beach Pool

We note the budget includes funds for PLANNING for a major upgrade of the pool, but the major works which are desperately required for safe access and use by the public of all abilities and ages will not be implemented until at least 23/24.

We note that the steps from Whale Beach Rd to The Strand on the beach will be renewed which will make pedestrian access safer and easier.

ROADS & FOOTPATHS

In Palm Beach and Whale Beach there are a few roads which are absolutely critical for access to our suburbs and they carry a considerable volume of traffic. Barrenjoey Road is without doubt the most important and it is essential that we have a footpath along its whole length so that it is possible to walk safely from Avalon to Palm Beach. Government constantly emphasises the importance of "active travel". While we understand that this will require the involvement of Local, State and Federal Governments we ask Council to start the planning process as with increasing traffic volume it is becoming more and more necessary to protect pedestrians and road users alike. Many residents wish to walk or to use public transport/Keoride rather than drive and they need to be able to walk safely to bus stops as well as for recreation.

For several years we have advocated for a footpath to be built on the southern side of Surf Rd to/from the intersection of Barrenjoey Road. Tragically there was fatality at this dangerous intersection last year. Surf Road is an important local access road as it carries a great deal of traffic to Whale Beach, Bynya Rd and Whale Beach Rd. It is a difficult corner for cars to negotiate with poor visibility when turning out of Surf Road in either direction and it is very dangerous for pedestrians. There are bus stops situated near this intersection on both sides of Barrenjoey Road and neither has safe pedestrian access. The choice is to either to walk on the narrow roadway with cars turning from several directions or to scramble down a steep, often slippery, grassy bank which is impossible for the elderly, the less able, pedestrians with strollers and inadvisable for children.

We would suggest some steps be cut into the bank with a protective balustrade, similar to the steps at the corner of Darley Street (East) and Barrenjoey Road, Mona Vale. The suggested steps would be exactly opposite a bus stop where the Heritage Bus Shelter is located.

Ocean Place, Palm Beach, is a small road running from Florida Road to the bus stop. Although small it is a strategic road as it leads not only to the bus stop but the shops and cafes in Ocean Road. It is a one way street but the buses, including large articulated buses, turn out of Florida Road and proceed down the hill to the bus stop at the bottom of the street. Because of the size of the buses they often hit the wooden balustrades on the sides of the road. Pedestrians need protection for the whole of this road. There is a footpath on a section of it but this needs to be continued to the top on the northern side. This work should be high priority as it is currently a very dangerous road for pedestrians.

Many of the local roads and in particular Whale Beach Rd are in a very poor state with potholes, missing/faded traffic signs, faded line markings and crumbling edges.

Given our safety concerns for the above mentioned roads we do not understand why the only road or footpath repair or construction allocated to Palm Beach and Whale Beach is for two very quiet, dead-end streets - Currawong Ave re-sheeting 22/23 and 170m of re-sheeting of Waratah Rd and Beach Rd 22/23. In the LGA new footpath expenditure 22/23 will be \$2.636 million while \$5.2 million will be spent on cycleways. Given the topography and demographics of Palm & Whale Beach we believe more should be spent on footpaths in this area.

We do note that in conjunction with NSW State Govt funding 740m of new footpath will be constructed on the eastern side of Barrenjoey Rd from Careel Head Rd to Currawong Ave and also that work will continue along the Whale Beach to Palm Beach Coast Walk.

Although further away from Palm Beach flood proofing of Wakehurst Parkway is considered essential by the Community. Flooding has closed this major link to the Northern Beaches Hospital and the city many times this year and we urge Council to work with all relevant authorities to floodproof this vital road as soon as possible.

We ask Council to consider our comments regarding Governor Phillip Park, the ocean pools, roads and footpaths and we look forward to continuing consultation with Council. We fully support Council's vision of a safe, diverse, inclusive and connected Community which lives in balance with our extraordinary coastal and bushland environment.

[REDACTED]

29 May 2022

Northern Beaches Council
PO Box 82
Manly NSW 1655

RE: Delivery Program 2022-2026 Operational Plan & Budget 2022/2023

Dear Sir or Madam,

I hereby enclose this submission, to the Resourcing Strategy, the Delivery Program 2022-2026 and the Operational Plan & Budget 2022/2023.

Background – Intersection – Eastbank Ave & Pittwater Rd, Collaroy

The intersection at Eastbank Ave & Pittwater Rd, Collaroy (**Attachment A**) is dangerous. It requires improvement as part of the road and related infrastructure upgrades (CSP G17) of the delivery program. The original subdivision in this area was staged in an ad hoc manner, causing problems now, to safety and access. The initial houses were built in the 1830s, others were built in the 1930s and now in 2020, densities are increasing quite dramatically (**Attachment B**). If such a subdivision was done this era, with access to the knowledge we know now, a much more sensible traffic arrangement would have been delivered. Nowadays Eastbank Ave accommodates about 50 on street parking spots and some 30-40 off-street parking spots, suggesting it accommodates up to 100 vehicles and generates many more trips each day.

There is a tendency of residents of Eastbank Ave wanting to turn right onto Pittwater Rd, to travel city bound in the morning, but right-hand turns are becoming increasingly difficult. Sometimes vehicles edge out onto the road, to get a better look, but as vehicles, including cars, trucks, motorcyclists and fast-moving vehicles come down the hill at speed, it becomes especially dangerous, causing many near misses. Often northbound B-line buses coming down the hill are required to slow down or run off course, to avoid a collision. Other times motorists edge out and become stranded mid-way across the intersection, causing a bank up of traffic. These near misses go under-reported as people are often very busy, rushing to get to work or other appointments and don't report the issue. The situation is holding up traffic and causing safety issues.

As development densities have increased in the area, the safety at this intersection has become problematic, especially as Transport for NSW (TfNSW) maintains its pressures to improve travel times for its B-line network. TfNSW emphasises the need for decreased travel times for public transport services. Furthermore, the nearby footpath which is part of the bicycle network ends abruptly. In addition, resourcing reductions for Mona Vale Hospital, are causing additional travel times when there is an accident at this intersection, as the Ambulance now needs to come from Frenchs Forest.

In 2018, a decision was made by TfNSW to ban right-hand turns from Pittwater Rd into Eastbank Ave from 6am-10am; and 3pm-7pm on weekdays. A TfNSW investigation found that only 7 vehicles used that turn throughout the day and 16 people in the street objected the new arrangement. TfNSW made the decision so as to maximise the value of the express B-Line buses enroute. This only addressed about 1/3 of the problem. There is now a need to address the issue from the other direction.

This submission suggests Council look at the matter from a broader accessibility and safety perspective to find a holistic solution which addresses the dangerous right-hand turn issue

and considers not only just the operation of the B-line but also considers the community as a whole.

Option 1 – Install Traffic Lights at Eastbank Ave

Option 1 is to install traffic lights at the intersection. This would involve working with TfNSW to establish new line marking, traffic lights and new signalling. In the early 2000's, traffic and transport studies accompanying redevelopment proposals for prominent developments such as the Cornerstone building at 1079 Pittwater Rd, recommended traffic lights be considered for the corner of Eastbank Ave and Pittwater Rd. It was considered traffic lights would assist with the flow of traffic. However, since then, things have changed.

- The Northern Beaches is now serviced by a world class B-line service, including a designated bus lane which runs from Mona Vale all the way to the Spit. There is an expectation of a faster and more efficient transport service to the Sydney CBD.
- Areas to the north of Collaroy, including Warriewood, Narrabeen, Mona Vale, and Ingleside continue to grow. Adding another set of traffic lights to the existing B-line service, is likely to have an adverse impact on timetabling, efficiency and expectations of travel times to the Sydney CBD.
- There are already traffic lights at Homestead Ave, which is approximately 100m to the south of this intersection. Adding additional traffic lights would cause for B-line busses to have to stop unnecessarily, at the traffic lights at Homestead Ave, then again at Eastbank Ave. The cost would be significant. Adding more traffic lights to the network should be strenuously avoided.

The Northern Beaches Council Road Safety Plan 2019–2024 recommends communities provide a safe travel environment for all users, encouraging a safer road, safer speeds, safe vehicles and safe people.

Option 2 – Extend Eastbank Ave roadway through to Homestead Ave

An alternative (and more sensible) option is to extend the road carriageway, through the western end of Eastbank Ave, through Salvation Army land, into Homestead Ave (**Attachment C**). Diverting city bound traffic through the western end of Eastbank Ave, to Homestead Ave would eliminate the dangerous intersection. This option will improve road safety. Subject to detailed design regarding spacing, height etc, both options can be constructed consistent with the Ausroads Guide to Traffic Management.

Northbound traffic could leave Eastbank Ave and turn left, but south bound traffic should be encouraged to go through Homestead Ave. All the infrastructure, the roads, the space and the thoroughfare is already there. An existing road already passes through the Salvation Army land connecting to Homestead Ave. In addition, traffic lights exist at Homestead Ave. However, an existing lock on a gate within Salvation Army lands restricts the flow of traffic.

RECOMMENDED OPTION

Option 2 is recommended. Extending the road through from Eastbank Ave, to Homestead Ave, will make the intersection safer and more efficient for all. This option would be cheaper and more effective than installing additional traffic lights and duplicating signalling across the network. As many people are working from home these days, I don't believe any blockages or traffic pressure points will be created by taking this option, rather it will create a win-win for traffic flow and motorist convenience.

Cost

The cost of extending the road through Salvation Army lands and channelling traffic through Homestead Ave by imposing a right of way access easement on Salvation Army land can be subsumed by Councils existing budget and resourcing. The cost is a minor amount for the benefits in road safety and improvement of residential amenity. It would improve connectivity in the community. Funds could be allocated from general revenue, through the traffic facilities and traffic program. I note the Draft Delivery Program 2022-2023 has \$700,000 allocated for new traffic facilities. In coming up with these ideas, I have pursued a number of Council's adopted policies and looked broadly throughout the LGA for examples of some really good outcomes.

As the 2016 Council amalgamations start to reach some maturity (over 6 years now) and the revenue gained from Councils adopted s7.11/s7.12 plans gain momentum, Council is very well resourced and well placed to initiate these discussions, which is reflected in the scale and magnitude of the Delivery Program 2022-2026 and Operational Plan & Budget 2022/2023.

MECHANISMS – DELIVERING OPTION 2

Option 2 cannot merely be delivered through the Delivery Program 2022-2026 and Operational Plan & Budget 2022/2023. It requires a collaborative approach across Council and with the State Government. Council has a number of mechanisms at its disposal to deliver Option 2. These will be discussed in turn.

Mechanism 1 – Registering a Right of Way Easement

Lot 1 DP 572945, 21 Eastbank Ave and adjoining parcel, Lot 2, DP 60458022 Homestead Ave are zoned SP1 Seniors Housing and Function Centre under the *Warringah Local Environmental Plan 2012* and are both under common ownership of the Salvation Army.

Council have power and authority to initiate proceedings to register a right of way easement on the title of each of these parcels. Once this is done, the existing paved road running through Salvation Army land can simply be widened to facilitate passing traffic.

- An easement will be impliedly granted or reserved over a servient tenement where it is necessary for the use of the dominant tenement, for example, where the land is 'absolutely in-accessible or useless' without the easement.¹ However, a right of way will not be considered necessary where there is another means of accessing the land, even though it might be highly inconvenient and expensive to utilise.²
- In an easement of necessity, public policy does not play any role in the construction of the conveyance. The courts will construe the document in an endeavour to ascertain the intention to the parties.³
- I note that in registering an easement, the necessity must exist at the time of the acquirement of the dominant land unless the owner of the servient tenement knew that a necessity would arise at a later date.⁴ In this case, the Salvation Army would have a very difficult task to argue against this. In 1940 when the Salvation Army sold the land off placed a broad spectrum of covenants on land in this subdivision back and for the most part, these covenants remain, albeit with limited power now. In the 1940s, Sydney was forecast to grow from a penal colony, to city of national and global significance, blessed with one of the most beautiful harbours in the world, desired and accessible to many. Collaroy beach, being only about 20km and less than an hour from the Sydney CBD

¹ *Union Lighterage Co v London Graving Dock Co* [1902] 2 Ch 577.

² *Titchmarsh v Royston Water Co Ltd* (1899) 81 LT 673.

³ *North Sydney Printing Pty Ltd v Sabemo Investment Co Pty Ltd* [1971] 2 NSWLR 150; *Nickerson v Barraclough* [1981] Ch 426.

⁴ *St Edmundsbury v Clark (No 2)* [1975] 1 WLR 468.

could be considered a national treasure and a very desirable place to live. It could be considered foolish for anyone to expect otherwise.

- The general rule is that the terms of the right are based upon the common intention of the individuals at the date of transfer.⁵ It is understood when the Salvation Army decided to subdivide the land and sell it off, the common intention of the individuals at the date of transfer was to increase the population, make money and stimulate growth and prosperity for the region. It would be considered naïve to disregard the fact that such a place would not become a necessity for a reasonable and logical access arrangement, where motorists could turn right to go to the Sydney CBD.

Mechanism 2 – Council amends the Warringah Local Environmental Plan 2011

Council could add these parcels to the *Warringah Local Environmental Plan 2011*, Land Reservation Acquisition Map, for the purpose of access as part of its next round of LEP amendments. This would enable Council to acquire land at Lot 1 DP 572945, 21 Eastbank Ave and the adjoining parcel, Lot 2, DP 60458022 Homestead Ave for the purposes of a public road.

Mechanism 3 – Council work with landowners to deliver a DA for the Purpose of a Road

The SP1 zone provides that, with consent of Council, the owner can do anything for the purpose shown on the Land Zoning Map, including any development that is ordinarily incidental or ancillary to development for that purpose. Development for the purpose of a road is most certainly incidental or ancillary to development for the purpose of surrounding residential area. Council could lead the way, by its Assets and Property team begin negotiation encouraging the Salvation Army lodge a DA for the purpose of a road, through Lot 1 DP 572945, 21 Eastbank Ave and the adjoining parcel, Lot 2, DP 60458022 Homestead Ave, for the better of the community.

Mechanism 4 – Forming a Planning Agreement with registered owners of Lot 1 DP 572945 and Lot 2, DP 60458022

Council has the option of negotiating the delivery of such a mechanism through entering into a Planning Agreement⁶ with the registered owners of Lot 1 DP 572945 and Lot 2, DP 60458022, when the residue land holdings are next developed. DA2015/0931 was approved on this site for a residential care facility on 27/01/2016. It is understood, there will be future development applications at this site. Mechanism 4 is the least favorable solution as it might take 10 years. It is concerning how many lives could be lost and insurance claims made in this time, not to mention near misses, time lost, stress, and frustration from B-line drivers at this intersection.

Recommended Mechanism

Each mechanism is likely to get an outcome eventually, but mechanism 1 is the most desired mechanism, as it can be delivered immediately. Similar issues have arisen in Manly, after the catholic church held many of the land holdings causing for considerable access issues, now that the place has grown. Many of these were resolved by easements and acquisitions. As each of these parcels are under common ownership, by the Salvation Army, acquiring land for the purpose of public road, or registering a right of way access easement is likely to be a relatively straight forward process, beyond some of the complicated arrangements that have been delivered in some other parts of the LGA.

⁵ *Adealoon International Pty Ltd v London Borough of Merton* [2007] All ER 225.

⁶ s7.4 of the *Environmental Planning and Assessment Act 1979* (NSW).

In the early 1900s, the Salvation Army was granted a significant amount of crown land in the Collaroy area. In the 1940s, the Salvation Army imposed a number of restrictive covenants in the original subdivision (see **Attachment D**). This included restrictions on fencing land, selling of alcohol, conducting trade or commerce and also minimum outlays on the cost of building a dwelling house. These covenants were some of the reasons the area is now an exclusive area and is why traffic issues and desirability of living in the area exist. It is noted that the covenants no longer hold any practical value under s81J(1)(e) of the *Real Property Act 1900* and such provisions have now been subsumed in other legislation,⁷ however the traffic issues remain. I believe there is a compelling case that Council, to work with the land owner of the dominant parcel in this subdivision to fix the issues that exist.

Final Comments

This is a dangerous intersection. Someone could get seriously injured. I write as someone who has lived in the area over 20 years ago, and now a concerned onlooker who visits the area regularly. I am an experienced Town Planner, finalising a Master of Laws and I can see from the last 20 years of perspective, this is not an issue that will go away. The intersection is very dangerous and remains an accident waiting to happen.

In the past I have endured extended legal processes (*SIRA et al*) for serious road accidents which could have been avoided through better planning and infrastructure design. I also like to see traffic flowing quickly and safely, so I can get to my work-related engagements as quick as I possibly can in the mornings, in order to deliver smart ideas and innovative designs servicing future generations.

In the 1940s many Church authorities had significant amounts of power over the State and Local Government to do certain things. These days Council and the State Government have regained powers through sensible laws and statute which serves the broader community interest, not just 1 or two landholders. Council has an obligation to safety, traffic flow, access and when it works closely with the NSW State Government, it has great powers to acquire land to rectify past issues.

Council has a range of contemporary statutory mechanisms available to facilitate ensuing growth and mitigate traffic issues that have arisen as a result of growth in this area, while maintaining the safety of residents and motorists passing through. Council needs to take proactive and strategic measures to implement the recommended delivery at this prominent intersection, as the implications associated with not doing anything at this intersection, in light of the provisions of the *Motor Accidents Act 1988*, the *Motor Accidents Compensation Act 1999* and *Motor Accidents Injuries 2017* are far outweighed by the benefits of addressing the issue in a community minded and road safety way.

If Council is able to establish relationships with representatives of the Salvation Army (who I personally find to be very co-operative), the Department of Planning, TNSW and the NSW Land Registry Services to improve access and safety for residents, this would provide a really positive outcome at this very dangerous intersection. It will save lives, litigation, Council liability for contributory negligence, and improve the place for this generation and future generations.

⁷ including the *Environmental Planning and Assessment Act 1979*, the *Local Government Act 1993*, the *Dividing Fences Act 1991* and Environmental planning instruments such as the *Warringah Local Environmental Plan 2011* and associated *Development Control Plan*.

Yours Sincerely



29/05/2022

ATTACHMENT A – SITE CONTEXT PHOTOS

Photo 1-4 – Site Context



Intersection – Eastbank Ave & Pittwater Rd. Photo taken on a quiet day in 2009. I suggest council visit at peak hour, in 2022.



No through Road



Vehicles travel fairly fast down the hill, with a blind corner coming into the Collaroy Beach commercial area.

No right hand turn established in 2018.



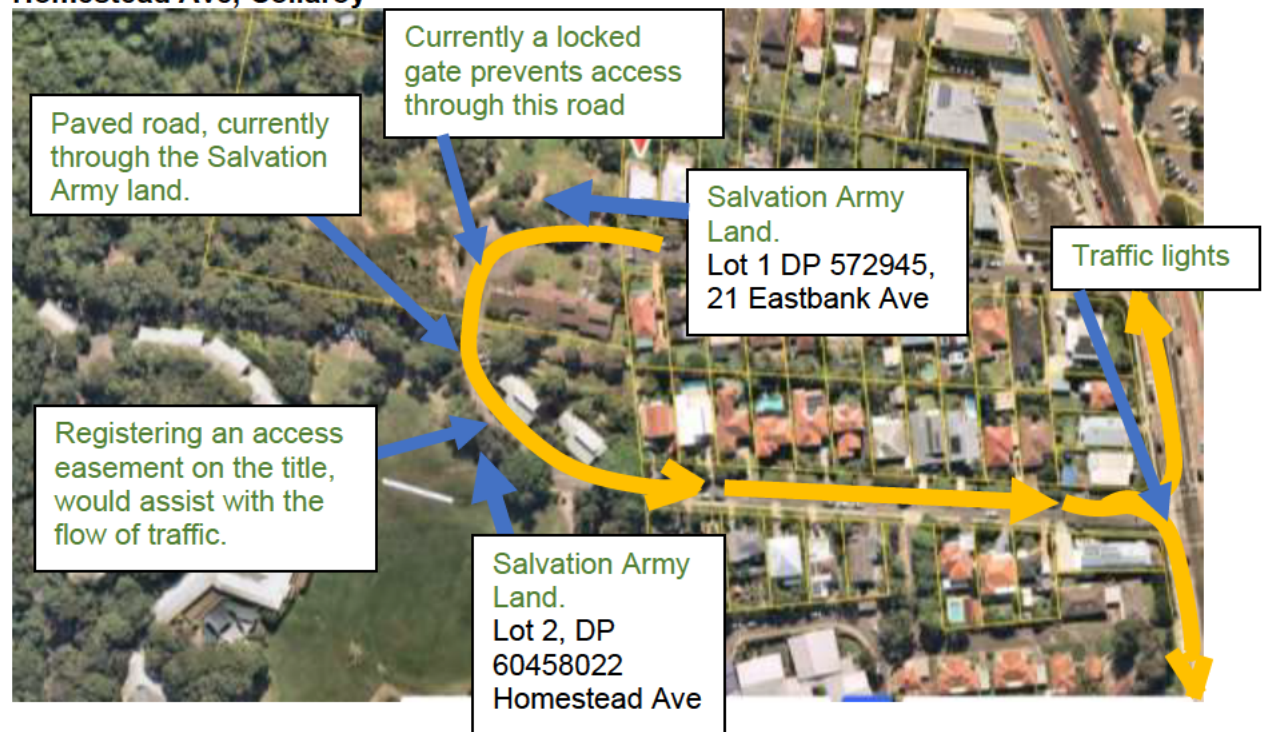
B-line busses under pressure to get from Mona Vale to Sydney City in less than 1hr.

ATTACHMENT C – PROPOSED SOLUTION

Eastbank Ave, Collaroy



Homestead Ave, Collaroy

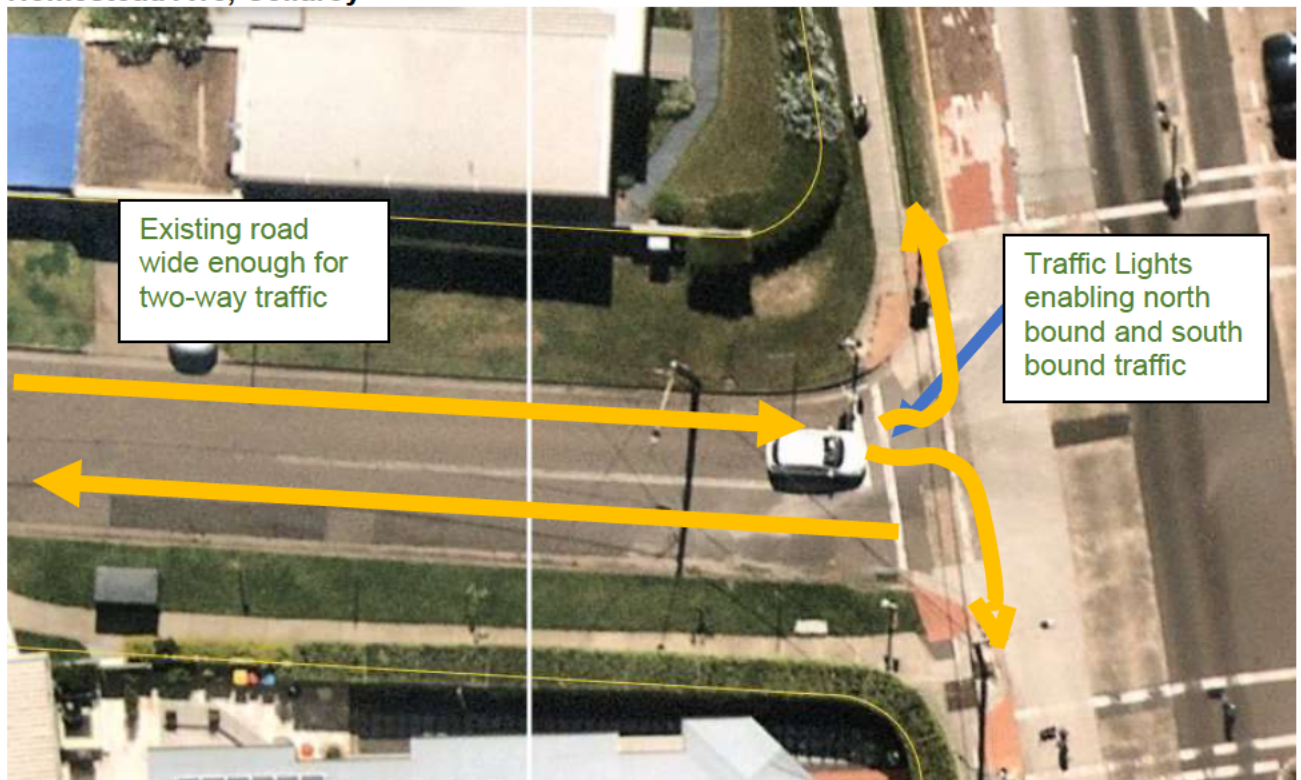


Extend Road Access

Opportunity to extend the road access through residue land.



Homestead Ave, Collaroy



ATTACHMENT D – EXAMPLE OF RESTRICTIVE COVENANT

Extract of Restrictive Covenant

D187223

This is the Annexure marked with the letter "A" referred to in
Memorandum of Transfer dated 19th January 1943 from THE
SALVATION ARMY (NEW SOUTH WALES) PROPERTY TRUST to

some text omitted for to protect privacy and ownership
details.

"A"

COVENANTS BY THE TRANSFERREE WITH THE TRANSFEROR.

- (a) He shall not erect any semi-detached building upon the Lot hereby transferred but shall erect only one building on the said Lot which said building shall cost not less than Six hundred pounds (£600) And such building shall be erected as a dwelling place only and at all times be used only as such ~~PROVIDED HOWEVER~~ that anything in this covenant contained shall not prevent the transferee from erecting any necessary outbuildings approved by the Council of the Shire of Warragah to be used in conjunction with and for the enjoyment of such building as a dwelling place as aforesaid;
- (b) He shall not erect or permit to be erected on the land hereby transferred any building or any part of any building of any nature whatsoever within fifteen feet (15') of the existing boundary of the said land abutting on Eastbank Street, Road;
- (c) He shall not sell or permit to be sold or connive at or be a party to the sale of any wines beers ales spirits or any other intoxicating liquors of any kind whatsoever on the land hereby transferred;
- (d) He shall not carry on or permit to be carried on upon the land hereby transferred any noxious noisome or offensive trade occupation or business;
- (e) He shall not erect in respect of the land hereby transferred any dividing fence or fences without the consent of the transferor ~~PROVIDED~~ that such consent shall not be withheld if such fence or fences be erected without expense to the Transferor.

The land to which the benefit of the foregoing covenants contained in paragraphs (a) (b) (c) and (d) is intended to be appurtenant is the residue of the land comprised in the said Deposited Plan and the land to which the benefit of the covenant contained in paragraph (e) is intended to be appurtenant is the land adjoining the subject land comprised in Certificate of Title Volume 4034 Folio 156 and the land which is to be subject to the burden hereof is the land hereby transferred: These covenants may be released varied or modified by The Salvation Army (New South Wales) Property Trust and shall not be released varied or modified without the consent of the said Trust.

THE COMMON SEAL OF THE SALVATION
ARMY (NEW SOUTH WALES) PROPERTY
TRUST
SIGNED in my presence by the
transferor who is personally
known to me:
TRUST WAS HEREUNTO AFFIXED PUR-
SUANT TO A RESOLUTION OF THE
TRUSTEES IN THE PRESENCE OF -

Signed in my presence by the
transferree who is personally
known to me:

Signed in my presence by the
transferree who is personally
known to me:

Trustees.

Covenants such as these, remain on the title of many properties in the surrounding subdivision. Clause 1.9A(1) of the *Warragah Local Environmental Plan 2011* prescribes that such covenants are no longer effective once either a conveyance takes place, or a DA is approved – however this is very good contextual information.

From: [REDACTED]
To: [Community Centres Mailbox](#)
Subject: Forestville Community Centre , Hiring fees 2022
Date: Friday, 6 May 2022 3:07:21 PM

Dear Caroline,

Thank you for your fee proposal for 2022/23 , Mudlarks Potters are in agreement with the fees for hire of the Pottery Studio 2022/2023.

Thank you, [REDACTED]

From: [Caroline Psaltis](#)
To: [REDACTED]
Cc: [Community Centre Group](#)
Subject: RE: Community Centres - Draft Fees and Charges for 2022/2023 - on exhibition and open for comments now
Date: Wednesday, 4 May 2022 12:36:13 PM
Attachments: [image002.png](#)
[image003.jpg](#)
[image004.png](#)

Hi [REDACTED]

Thanks for checking and yes the purpose of the hourly rather than daily rate is for consistency for all the community preschools hiring the halls, and also to reflect accurately the usage within the centres.

At this point there are no plans to have other groups hire the centre, however if community demand changes that would have to be looked at in the future. I understand all sorts of issues with storage and pack away would have to be addressed, we would not do that without discussion and planning.

Thanks for letting me know about the new Director, staff will update the records

Kind Regards

Caroline Psaltis
Manager, Community Centres

Community Centres
t 02 8495 6581 m 0417 406 987
caroline.psaltis@northernbeaches.nsw.gov.au
northernbeaches.nsw.gov.au



From: [REDACTED]
Sent: Wednesday, 4 May 2022 12:15 PM
To: Caroline Psaltis <Caroline.Psaltis@northernbeaches.nsw.gov.au>
Subject: RE: Community Centres - Draft Fees and Charges for 2022/2023 - on exhibition and open for comments now

Hi Caroline,

Thanks for the email regarding the draft fees and charges for 2023.

We had a query with regard to the change from being charged a daily rate to being charged an hourly rate.

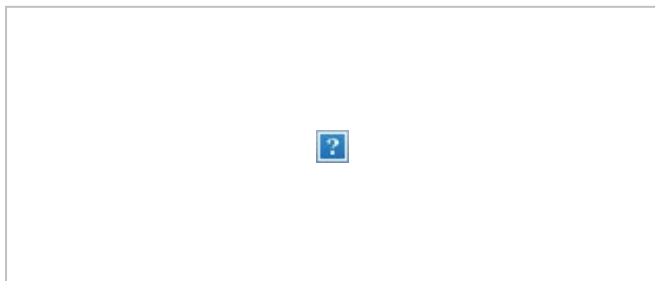
We were wondering if this is just a change to bring it in line with other fees and charges for other council services, or if this indicates that the council is planning on renting the premises out after our preschool operating hours?

If there were plans for further renting of the premises it would be great to know as it would substantially impact on our operations.

We also wanted to advise for your records that our Director [REDACTED] is no longer working at CPCK. [REDACTED] is our new Director.

Thanks and Kind Regards,

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]



From: Caroline Psaltis <Caroline.Psaltis@northernbeaches.nsw.gov.au>

Sent: Monday, 2 May 2022 8:26 AM

To: Community Centres Mailbox <CommunityCentres@northernbeaches.nsw.gov.au>

Subject: Community Centres - Draft Fees and Charges for 2022/2023 - on exhibition and open for comments now

Dear Community groups/hirers

Please note that the annual draft fees and charges proposed for the next financial year 2022/2023 are now open for review and comments at this link. It is open for submission until 29 May:

<https://yoursay.northernbeaches.nsw.gov.au/delivery-program-2022-2026>

Community centre hire fees are reviewed each year and following the exhibition process are adopted by Council. The new fees are to commence from 1 July 2022 and will be in place until 30 June 2023.

Kind Regards

Caroline Psaltis
Manager, Community Centres

Community Centres
t 02 8495 5012
communitycentres@northernbeaches.nsw.gov.au
northernbeaches.nsw.gov.au



Northern Beaches Council

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From: [REDACTED]
To: [Caroline Psaltis](#)
Cc: [REDACTED]; [Community Centres Mailbox](#)
Subject: Re: Community Centres - Draft Fees and Charges for 2022/2023 - on exhibition and open for comments now
Date: Wednesday, 4 May 2022 6:58:56 PM
Attachments: [image001.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)
[image007.jpg](#)
[image008.png](#)
[image009.jpg](#)
[image010.png](#)
[image616425.png](#)
[image843994.png](#)
[image312566.png](#)
[image095299.jpg](#)

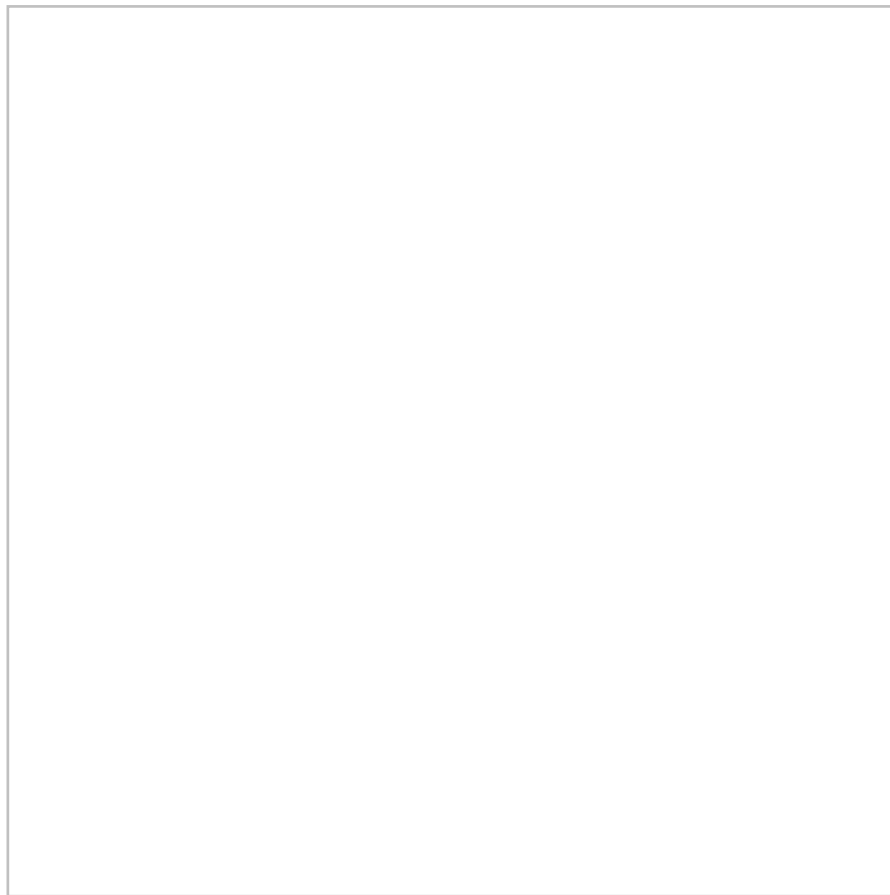
Dear Caroline,
Thanks for the great news.
That will be a real help.
I really appreciate your understanding and support.
Very much appreciated.
Kind regards
[REDACTED]

[REDACTED] | [REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]



A College of Good Samaritan Education in the Benedictine tradition



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From: Caroline Psaltis <Caroline.Psaltis@northernbeaches.nsw.gov.au>

Sent: Tuesday, 3 May 2022 4:14 PM

To: [REDACTED]

Cc: Kathy Colling <Kathy.Colling@northernbeaches.nsw.gov.au>; Community Centres Mailbox <CommunityCentres@northernbeaches.nsw.gov.au>

Subject: FW: Community Centres - Draft Fees and Charges for 2022/2023 - on exhibition and open for comments now

Hi [REDACTED]

Thanks for your understanding and returning the application form.

I am pleased to tell you that you have been approved for the Concession rate per hour, currently \$7.20 per hour for the Middle Hall.

This will commence from 1 June as we have already processed and sent the May invoices. If you have already paid this thank you, but if not could you please pay that by the date required.

Kathy has already adjusted your booking at the new rate from 1 June.

Please note: when you check on the portal, you will have two booking numbers;

BP17845 – January to May 2022

BP21507 – June to December 2022 – at concession rate

Any queries please email

Kind Regards

Caroline Psaltis
Manager, Community Centres

Community Centres
t 02 8495 6581 m 0417 406 987
caroline.psaltis@northernbeaches.nsw.gov.au
northernbeaches.nsw.gov.au



From: [REDACTED]
Sent: Tuesday, 3 May 2022 10:26 AM
To: Community Centres Mailbox <CommunityCentres@northernbeaches.nsw.gov.au>
Subject: Re: Community Centres - Draft Fees and Charges for 2022/2023 - on exhibition and open for comments now

Hi Caroline,

Thanks for your reply and thanks for explaining the discrepancy for Elanora Players.

I really appreciate you sending me the Not-for-profit concession rate application.
I have completed the application form and attached my public liability insurance certificate.
the insurance will automatically roll over at the start of June.

Thanks again for taking the time to help with this.

Kind regards

[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]



A College of Good Samaritan Education in the Benedictine tradition



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From: Community Centres Mailbox <CommunityCentres@northernbeaches.nsw.gov.au>

Sent: Monday, 2 May 2022 2:14 PM

To: [REDACTED] Community Centres Mailbox
<CommunityCentres@northernbeaches.nsw.gov.au>

Subject: RE: Community Centres - Draft Fees and Charges for 2022/2023 - on exhibition and open for comments now

Hi [REDACTED]

Thanks for taking the time to write in and I can understand your frustration in how things may appear.

The theatre group's fees were transferred from what they were at the Elanora Community Centre and are the same format as what they paid under the former Pittwater Council. There is no preferential treatment given to this community group, who are seniors, all volunteers and do have significant costs in running their productions. They will be paying additional for hiring the Middle Hall and wont be using the Small Hall at all.

Following amalgamation we did a major fee review and a lot of fees from the former Pittwater and Manly Councils were lowered. We do plan to do another review later this year to address some anomalies that still exist.

In the meantime though you can apply for the Concession rate and we can see if you qualify for that reduced rate for what you offer to the community in terms of health benefits and no fees?

Would you like me to submit your comments from your email into the web submission form or have you done that as well?

Kind Regards

Caroline Psaltis
Manager, Community Centres

Community Centres

t 02 8495 6581 m 0417 406 987
caroline.psaltis@northernbeaches.nsw.gov.au
northernbeaches.nsw.gov.au



From: [REDACTED]
Sent: Monday, 2 May 2022 12:23 PM
To: Community Centres Mailbox <CommunityCentres@northernbeaches.nsw.gov.au>
Subject: Re: Community Centres - Draft Fees and Charges for 2022/2023 - on exhibition and open for comments now

Dear Caroline,

I would not normally write about this, but there is a glaringly obvious unfairness at North Narrabeen Community and Tennis Centre on page 55 of the council draft fees and charges document.

Elanora players only pay \$10 per hour for rehearsals, \$7 per hour for production and only \$430 per week to hire the hall?

How is this a fair charge, when other hirers pay much higher rates?

Plus they have the clout to move into the hall and push other regular hirers out when they want the hall, not only the Main Hall but the Middle and Small Hall as well. So they are in effect hiring the entire Community Centre for \$10 per hour or \$430 per week??

Is there something I'm missing?

Are they a government run organisation?

Is the Local Member of Parliament part of the group?

They seem to receive highly preferential treatment, and I'm just wondering how they do it?
Is there a way other community groups can gain the same status?

I have been running a FREE meditation class at Nth Narra Community Centre for over 20 years. I have never asked for payment from attendees and never will. FREE does not mean that 'voluntary' donations are accepted. I do not accept donations from attendees. I run the meditation class with the pure intention of serving the community, and offering some peace of mind. I am charged by council at the full rate, not concession or not-for-profit rate.

It's hard to pick up tone and intention from written words. I am not angry, but curious as to how they do it and if I can somehow be shown a way to walk the same path to get where they are in terms of hall hire?

Thanks

[REDACTED]
[REDACTED]

[REDACTED] | [REDACTED]
[REDACTED]
[REDACTED]
[REDACTED] [REDACTED]
[REDACTED]

[REDACTED]



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From: Community Centres Mailbox <CommunityCentres@northernbeaches.nsw.gov.au>

Sent: Monday, 2 May 2022 8:32 AM

To: Community Centres Mailbox <CommunityCentres@northernbeaches.nsw.gov.au>

Subject: Community Centres - Draft Fees and Charges for 2022/2023 - on exhibition and open for comments now

Dear Community groups/hirers

Please note that the annual draft fees and charges proposed for the next financial year 2022/2023 are now open for review and comments at this link, until 29 May:

<https://yoursay.northernbeaches.nsw.gov.au/delivery-program-2022-2026>

Community centre hire fees are reviewed each year and following the exhibition process are adopted by Council. The new fees are to commence from 1 July 2022 and will be in place until 30 June 2023.

Kind Regards

Caroline Psaltis
Manager, Community Centres

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t 02 8495 5012
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Northern Beaches Council

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From: [REDACTED]
To: [Council Northernbeaches Mailbox](#)
Cc: [Councillor Rory Amon](#); [Michael Gencher](#); [Miranda Korzy](#)
Subject: Draft Operational Plan and Budget 2022/23 - Avalon Beach - Submission by Richard Menhinick
Date: Thursday, 12 May 2022 1:55:13 PM
Attachments: [AF36C63B-9834-4A76-B0E1-C541DFFA4802.jpeg](#)
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[5C50CD3E-AE8E-4F7B-830E-BD4AFCE9DB15.jpeg](#)
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[8642D78F-FE37-4D15-83CA-60D6C54427D7.jpeg](#)
[D05F655C-FCF6-4C3A-8639-4931FB516BE3.jpeg](#)

Dear Northern Beaches Council,

This is my full submission to you on this. Your on-line form did not permit the attachment of documents greater than 1mb in total which makes it virtually unusable for this purpose. I have also sent an information copy to my Pittwater Ward Councillors.

I live in Elaine Avenue, Avalon Beach. I am disappointed to note that your operational plan states there is a rate rise to improve our extraordinary area but I also note that there is just a single kerb and guttering project in Avalon Beach, and it isn't Elaine Avenue which has just about the worst infrastructure in the suburb. This isn't good enough. Our street frontage and those around us has no guttering, indeed it is a muddy quagmire which is used by Home & Away trucks when filming in our street, garbage trucks, delivery trucks etc. The other side of Elaine Avenue has kerb and guttering along its entire length and random areas do also on our side. Where is our infrastructure?

I also point out the right of way from Barrenjoey Road to Elaine Ave (near the bus stop) it is also a muddy quagmire of a path which is used by numerous Barrenjoey High School students daily and people going to the beach etc - why no concrete footpath? This is the same on the path on the other side of the creek that leads to the back gate of Barrenjoey High School. Why not pave it?

I would also like to draw your attention to Careel Creek. Is it the main storm water drain from Avalon Village, Barrenjoey Road and all the roads in Avalon or is it an environmentally protected area? Someone needs to work this out. If it is the former then please clean it out before and after storm events as it causes floods. If it is the latter then divert the storm water somewhere else. It can't be both.

I attach some photos to show the current disgusting state of our road, mud and creek and path and flooding from a poorly designed storm water runoff into Careel Creek. It wasn't the high tide from Pittwater, it is stormwater that has been channeled into this creek by Council designed drainage works and in storms there is just too much water from roads etc and too much debris in the creek further down. I am more than happy to add more as necessary. (We have seen no dedicated cleaning of the concreted drainage area since the major flooding event of the last month. There is debris everywhere).

I apologise for my thumb appearing in the flood photos - we were a little traumatised and wet at the time!

yours sincerely,



6th November 2016

To Northern Beaches Council
725 Pittwater Road
Dee Why NSW 2099
Email: council@northernbeaches.nsw.gov.au

**Northern Beaches Council Community Strategic Plan (CSP)
CSP Issues Paper**

Dear Sir / Madam

The following comments are divided into categories of environment, social and economic corresponding to the CSP Issues paper. However, there is some overlap.

COMMENTS

ENVIRONMENT

WASTE

General road-side cleanup – do not compact, instead sort and salvage items and materials
To reduce waste going to landfill, provide the following:

- Depot for recycling materials and re-usable second hand goods;
- Workshop for restoring items; can combine with Men's Shed
- Workshop for arts and crafts; creative use of recycled materials

Note: Charity shops collect second hand goods, but have no resources to restore items.

A recycling centre that incorporates the above will have benefits for the community, economy and environment.

WATERWAYS

- Provide better protection for waterways and aquatic habitat.
- This includes ephemeral and tributary creeks, particularly upstream of environmentally sensitive areas.
- Stormwater requirements applicable to urban areas are inadequate to protect environmentally sensitive areas and will result in increased pollution, changes to natural flow regime and deterioration of aquatic habitat.

LOCAL FOOD SECURITY & SUPPLY

- Promote increased self-sufficiency in food supply e.g. market gardens, permaculture farms.
- Retain non-urban land for urban support services, such as local food supply, plant nurseries
- Prevent encroachment of urban development in non-urban land to protect environmental values.

Protect non-urban land in Oxford Falls Valley, Ingleside for non-urban land uses, including locally grown produce. Protect soils in flood prone areas e.g. adjoining Middle Creek in Oxford Falls Valley. The provision of local food supply has benefits for health, environment and education.

NATURAL HAZARD

Avoid locating Special Fire Protection Purpose (SFPP) buildings, such as schools and seniors housing development, in bushfire prone areas. This imposes a safety risk and results in excessive removal of bushland.

TREES

- Plant more shade trees in streets and parks, including around playing fields.
- In urban areas trees are being lost progressively due to large houses with small gardens that provide inadequate space for trees.

BUSHLAND

- Introduce an environment levy to protect bushland under threat.
- Compared with capital expenditure, negligible funding is available to protect natural areas.
- Protecting the environment deserves a higher priority, or we will continue to lose unique areas of natural heritage.
- Protect bushland and natural features such as rock outcrops.

LAND USE

- Protect non-urban land from urban encroachment.
- Inappropriate development in environmentally sensitive locations has a disproportionately damaging impact on the environment.
- Compared with the millions of dollars allocated to construction projects, only a small fraction of funds is allocated to the permanent conservation of natural areas.

HOSPITAL PRECINCT

The loss of hundreds of mature native trees in Frenchs Forest due to works associated with road widening and hospital is distressing, to say the least. The endangered Duffys Forest Vegetation Community and wildlife corridor had a very high conservation value within the Northern Beaches. The bushland and waterways in the adjoining catchment areas of Narrabeen Lagoon and Manly Dam need to be protected.

SOCIAL

CULTURAL

Provide a museum and storage for historical items and archival documents. The local libraries do not have adequate storage for this purpose. There is a considerable interest in the history of the Northern Beaches, but no funding or facility to store or display items and documents.

Provide creative and performance space, preferably near public transport.

Provide venues for music venues and dancing events.

EDUCATION

- Tertiary (TAFE) education facilities on the Northern Beaches are limited.
- Education and employment facilities in local areas reduce travel and reinforce sense of community.
- State Government sites allocated for education use have been sold off over the years, in spite of increased population. In some instances, Councils have supported rezoning for housing.
- The 'silo' tendency of government agencies to operate as a business, has encouraged the disposal of assets that are required for the future provision of social infrastructure.

ECONOMIC

TRANSPORT

Take steps to reduce high dependence on cars.

- Provide local transport connections to destinations within the Northern Beaches.
- Provide shuttle bus services to link up with transport corridors, bus stops and community facilities.
- Address deficiencies in public transport.

Examples:

- Improve public transport to business parks and light industrial areas.
- Increase the frequency of the bus service between Mona Vale and Macquarie University. The current service is hourly during the day and there is a lack of public transport at night. On Sundays the bus service is infrequent.

AIR POLLUTION

Provide alternative pedestrian and cycle routes removed from roads with heavy traffic. For example, Pittwater Road, Dee Why and Warringah Road, Frenchs Forest, where a 12 lane road will be constructed.

ECONOMIC

- DY is centrally situated for employment. Retain or increase commercial floor space in new development e.g. first and second floors as a minimum.
- Avoid residential in light industrial areas, as they will become less affordable for many existing business uses and reduce employment options.

PUBLIC ASSETS

Please do not sell more irreplaceable public land assets.

Selling off public land to fund capital projects is not sustainable.

SUPPLEMENTARY COMMENTS

VISION: A key component of a vision for the Northern Beaches is to protect its special environment, which includes bushland, waterways, catchments and coast.

ENVIRONMENT

NATURAL AREAS

A high priority should be given to the protection and conservation of natural areas for environment and recreation.

CATCHMENT PROTECTION

Narrabeen Lagoon is used for a primary contact water sports such as kayaking. Catchment protection is an important priority for protecting environmental and recreational values, water quality and aquatic habitat. This reinforces the importance of protecting non-urban land, bushland, tributary creeks and soils within the Catchment.

WASTE:

Investigate additional measures to reduce waste, for example:

- Phase out the use of compaction vehicles for Council clean-ups to facilitate separation of items and materials suitable for potential re-use or recycling.
- Introduce measures for at source collection of organic waste in residential, commercial and industrial areas.
- Provide incentives for waste reduction.

Re GENERAL CLEANUPS

Some years ago staff at Kimbriki informed me that Council would be looking at ways of reusing / recycling suitable items discarded in the Council cleanup. However, unwanted items are still being collected and crushed in garbage trucks, even though they contain a significant component of recyclable items / materials.

Council should phase out the use of trucks, which compact and mix waste collected in general cleanups. Instead many items could be collected and taken to a depot for sorting into materials or items, which can be recycled or re-used. Salvaging items and materials worth saving will reduce the volume of re-usable waste going to landfill. A depot for storage, restoration and subsequent sale of re-usable items would have economic benefits.

SOCIAL

CULTURAL FACILITIES

Provide cultural facilities that can be used in the event of wet weather e.g. museums.

Support libraries, which provide an important resource for learning and leisure for all age groups.

MEN'S SHED

These facilities overlap with the provision of employment and training. Many retired people have skills and experience to contribute to useful projects, with social and economic benefits.

ECONOMIC

TRANSPORT: Investigate additional measures to reduce car dependency, relieve congestion and encourage greater use of local transport. This includes local flexible bus service, improved links with major transport corridors, better integration of buses with ferries and identifying deficiencies in existing bus routes and services.

SERVICE GAPS

Addressing the gaps in bus services would improve the public transport system in a short time frame, provide a viable alternative to the private car and consequently reduce congestion on the roads. It would also require a low capital investment. By comparison, road widening projects are costly projects that also encourage greater car use and result in congestion in other areas. Low cost alternatives to reduce dependence on private vehicles should be a first priority.

EAST WEST CORRIDOR

A bus priority lane in Warringah Road would improve bus journeys during peak hour. Currently, with buses and cars sharing lanes in Warringah Road, buses get caught up in the traffic congestion and have the additional handicap of having to stop regularly for passengers. So there is little incentive for commuters to switch from car to bus. A more reliable and faster journey for bus travellers would encourage more people to switch their mode of transport in peak hour.

By comparison, along North South Corridor, the bus priority lane via Pittwater Road / Condamine Street is effective in providing a faster journey for bus commuters.

Re SHUTTLE BUS SERVICES

Community transport for aged and disabled is well used. Additional services could be provided and extended to general public e.g. to sporting and recreational venues, which are not conveniently serviced by existing transport routes. Park and ride facilities are useful for residents who can access public transport nodes by car, but not for others. A localised mini-bus service would address the

needs of both, and reduce the need for parking space. Operating costs could be subsidised in various ways, such as subscription, or support from shopping centres etc. to partner the service.

AIR QUALITY

To assess the impact on health, measure air quality in areas likely to have a high level of air pollutants. For example, adjacent to busy roads, such as Pittwater Road or Warringah Road.

STRATEGIC PLANNING

It is cost effective to incorporate appropriate controls at the strategic planning phase to avoid subsequent land use conflicts associated with inappropriate development. Poor land use decisions and development outcomes leave a costly legacy for the community and environment.

PUBLIC LAND

Reliance on the sale of land assets is not financially sustainable for the following reasons:

- Public land assets are a finite resource
- Public land assets are required to provide for current / future community needs
- Public land assets have the potential for ongoing income

Public land assets are a secure investment, particularly if the asset steadily increases over time. In spite of this, there does not appear to be an identified source of funding for land acquisition.

For Council (public) land, including road reserves and operational land, any proposed sale of land should be subject to an assessment of strategic values prior to any decision to dispose of the land. This would help to ensure the sustainable use and management of public land.

LEVIES

In Warringah, much of the income from Council levies has been spent on mitigating damage resulting from poor development in the past. The Environment Stormwater and Special Rate levy is allocated mainly to stormwater projects that result from inadequate protection for creek corridors. The sports-field rectification levy is to rehabilitate sporting fields due to subsidence resulting from poor waste disposal practices in wetland areas.

At the other end of the spectrum, environmental protection is one of the best investments that can be made – yielding ongoing social, environmental and economic benefits. Yet currently there is no levy at all for this purpose. A levy to acquire land for environmental protection would be useful, especially for environmentally sensitive sites under threat.

Yours sincerely



To: Northern Beaches Council
Email: council@northernbeaches.nsw.gov.au

29 May 2022

‘Draft Community Strategic Plan 2040’

COMMUNITY VISION

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

A key component of a vision for the Northern Beaches is to protect its extraordinary natural environment, which includes bushland, waterways, catchments and coast.

Protecting the environment is relevant to other community outcomes, as it provides benefits and opportunities for mental and physical health, recreation, education, nature based tourism and the economy.

Unless the goals and strategies to protect our environment are activated and given a high priority the long term aspiration to protect our extraordinary bushland environment will not be realised.

Ecological Sustainable Development (ESD) Principles should be applied as criteria to evaluate goals and strategies to ensure they are aligned with good environmental outcomes.

Goals and strategies with positive long term outcomes include a circular economy, sustainable (active and public) transport, lifelong education and training, reducing reliance on fossil fuels etc.

PROTECTION OF THE ENVIRONMENT

Goal 1

Our bushland, coast and waterways are protected for their intrinsic value

Strategies

a Enhance, protect and restore local biodiversity and bushland

b Improve and protect ecological conditions in catchments, creeks and lagoons

I strongly support Goal 1 together with Strategies a and b.

An urgent response is required to protect bushland, biodiversity, waterways and rural land from ongoing threats including the encroachment of development, illegal land clearing, and degradation.

A high priority should be given to the protection and conservation of natural areas for environment and recreation.

The protection of the natural environment includes protection of biodiversity, natural landforms, native flora and fauna habitat, waterways and aquatic habitat.

ENVIRONMENTAL SUSTAINABILITY

I strongly support initiatives to reduce waste and achieve a circular economy.

To reduce landfill, for kerbside pickups the use of compaction trucks should be phased out to allow the subsequent separation and salvaging of materials and items.

Bathurst Council has a facility called 'The Junktion' where residents can deliver unwanted items or purchase used items. The facility employs tradesmen to repair items, which can then be sold. This model has multiple benefits: re-using items, providing employment and reducing landfill.

A model similar to the 'The Junktion' could be investigated and adopted for the Northern Beaches.

Organic and food waste collection

Steps should be taken to separate food waste from mixed waste prior to land fill. The food waste can then be converted to compost suitable for use on arable land including market gardens.

COMMUNITY and BELONGING

Goal 9

Our community is inclusive and connected

c. Recognise and honour Aboriginal culture and heritage

The bushland environment has natural and cultural heritage values and is representative of the undeveloped landscape in which Aboriginal people once lived. The natural landscape also provides an appropriate context for Aboriginal sites such as rock engravings that have been identified.

HOUSING, PLACES and SPACES

I strongly agree with the preference for infill development in existing urban areas rather than develop non-urban land due to constraints, such as bush fire risks and conservation values. The non-urban land is also important for rural use, catchment protection and sustainable recreation.

VIBRANT LOCAL ECONOMY

Goal 14

Our economy provides opportunities that match the skills and needs of the population

a. Facilitate local education and vocational training opportunities

I support opportunities to provide local education and vocational training. This includes courses that are relevant to the Northern Beaches and its environment.

In the Frenchs Forest precinct co-locate health and education facilities within the strategic centre close to public transport. Education facilities (whether tertiary, school or community) could be incorporated into the existing public education (school) land to cater for present and future demand.

Give priority to locating a university and education facilities in strategic centres close to transport nodes to facilitate access for the many users of the facility.

Goal 15

Our centres are sustainable, encompassing a diverse range of businesses that attract visitation and provide work, education, leisure and social opportunities

a. Enhance and extend opportunities for sustainable tourist economy throughout the area

The protection of the bushland environment and non-urban land provides opportunities for nature based tourism and education.

TRANSPORT, TECHNOLOGY & CONNECTIVITY

Goal 16 - Influence

Our integrated transport networks meet the needs of our community and reduce carbon emissions

c. Facilitate and promote safe transport options that reduce car-based commuter travel

Goal 17 - Influence

Our community can safely and efficiently travel within and beyond the Northern Beaches

a. Improve public transport options, accessibility and connectivity to better meet our community's travel needs

Re Beaches Link

This infrastructure project has major implications for the Northern Beaches but no analysis of cost / benefit has been provided. The external costs include significant environmental, health and social impacts that potentially outweigh assumed benefits, such as travel time. Transport planners predict that the six lane road tunnel will increase car dependency and congestion on local roads.

Concerns include:

- Significant and irreversible impacts on the natural environment.
- Increased demand for car parking including in proximity to the coast.
- Health and safety issues associated with traffic noise, air pollution and large trucks.

As an alternative, I support better East-West bus services along Warringah Road and Mona Vale Road. This includes more frequent bus services between Mona Vale and Macquarie University, including off-peak and weekends.

GOOD GOVERNANCE

"Together we can make good, long decisions to maintain and enhance the environment and the community that is so cherished."

I strongly support this aspiration.

PARTNERSHIPS AND PARTICIPATION

"Advocate regionally and at NSW and Federal Government levels on behalf of the community."

I strongly support advocacy to protect the environment.

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