NORTHERN BEACHES
COUNCIL

ATTACHMENT BOOKLET

ORDINARY COUNCIL MEETING

TUESDAY 28 FEBRUARY 2017

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SYDNEY COASTAL COUNCILS GROUP Inc.
MINUTES FOR THE ORDINARY MEETING HELD ON SATURDAY 3 DECEMBER 2016 HOSTED BY RANDWICK CITY COUNCIL AT RANDWICK TOWN HALL - 12.00 PM

IN ATTENDANCE

Mr David Dekel	Bayside Council
Cr. Jess Miller	City of Sydney Council
Mr Frank Breen	Inner West Council (proxy)
Cr. Tom Sherlock	Mosman Council
Mr. Peter Massey	North Sydney Council
Ms Cathy Griffin	Northern Beaches Council (proxy)
Cr. Lindsay Shurey	Randwick City Council
Cr. Greg Moore	Randwick City Council
Ms Bronwyn Englaro	Randwick City Council
Cr. Jack Boyd	Sutherland Shire Council
Cr. Leon Goltsman	Waverley Council
Cr. Sally Betts	Waverley Council
Cr. Lynne Saville	Willoughby Council
Cr. Wendy Norton	Willoughby Council
Cr. Greg Levenston	Woollahra Council
Prof. Bruce Thom AM	Honorary Member
Mr. George Cotis	Honorary Member
Mr. Geoff Withycombe	SCCG (EO)
Ms. Belinda Atkins	SCCG (MPP)
Mr. Brett Whitworth	Department of Planning and Environment (presentation)

ITEM 1 - OPENING

1.1 OPENING AND ACKNOWLEDGEMENT OF COUNTRY

The Chair, Cr. Lynne Saville opened the meeting and thanked Randwick City Council for hosting the meeting. The Chair provided an Acknowledgement of Country.

1.2 APOLOGIES

Ms. Kylie Ferguson	Northern Beaches Council
Mr. Dick Persson	Northern Beaches Council
Mr. Richard Pearson	Inner west Council
Ms Fiona Shadbolt	SCCG

1.3 DECLARATION OF PECUNIARY INTERESTS

Nil declarations were made.

RESOLUTIONS

1.2 Apologies were received and noted.

1.3 Nil notifications of pecuniary interests were received.

(Shurey / Dekel)
Carried

ITEM 2 - GUEST PRESENTATION

Guest presenter Mr. Brett Whitworth, Executive Director, Local Planning Liaison, Department of Planning and Environment, was welcomed and introduced:

Mr Whitworth discussed the SEPP (Coastal Management) 2016, and the district planning process. Notes from the presentation are provided below:

- Coastal Littoral rainforest and wetlands will apply to Sydney for the first time.
- The Coastal Management Act will not commence until consultation phase has been completed for the SEPP and mapping.
- The S. 117 Direction was released with the SEPP on 11 November. Councils must update the 149 certificates. There cannot be an upscale of zoning for development for areas mapped as coastal hazard/wetland/littoral rainforest/vulnerability areas.
- Funding $9.5 million for preparation of Coastal management programs and $63.2 million for implementation of coastal management program. Funding has closed for 2016/17.
- There is no state imposed hazard map in the draft SEPP for coastal vulnerability areas. Local Council hazard based mapping will be considered. The SEPP will utilise maps included in Council's LEP's/DCP's. There is a transitional clause in the SEPP regarding the inclusion of available information. There is a 12 month transition for existing mapping and a five year transition where there are changes/new mapping.
- The coastal joint regional planning panel will advise on DA's as required for coastal protection works where no gazetted CMP is in place.
- Update on the district planning process and the 2017 policy agenda.

Questions and Response:

1. Why does the SEPP Wetlands / Rainforest proximity areas not apply to residential areas?
   A buffer area of 100m has been created between the wetland/littoral rainforest and residential zone.
2. Is there going to be a standard template for the Coastal Management Program?
   The Coastal Management Manual will be provided for advice/guidance. The manual will set out the process and how to meet objects of the Act and provide specific steps to developing a program.
3. There are crucial areas of vulnerability that have not yet been mapped – how can councils be supported (funding) to complete these maps?
   A CZMP/CMP if completed asap can be used to drive mapping needs and opportunities for funding. Councils can put in a proposal to have maps amended. Opportunity for Councils to map all seven hazards via 50:50 funding from the program.
4. Will Councils be expected to amend their LEP's every time maps are amended?
   Only the SEPP is required to be amended and referred to by Councils.
5. Why have all hazards not been included in the SEPP, particularly where they have already been mapped on a regional level.
   Regional mapping approach does not necessarily seem to work and is not sufficiently specific for planning purposes – data is needed on the local level. Only Councils have the opportunity to provide the Department with their local mapping data.
6. What are the timeframes for proposals – are there resources to approve quickly?
   Approval process is in place. The planning proposals timeframe is over the next 12-18 months. SEPP will be amended with council changes.
7. Question on designated development
   The SEPP is setting a higher bar asking for more assessment and third party appeals. New process to not allow rezoning/upzoning to protect coastal assets (wetlands/littoral rainforests) from development.
8. The Greater Sydney Commission has linked sustainability into the District Plans. This does not seem to be the case with current Department of Planning documentation/processes (e.g. Infrastructure SEPP, and also existing major new development and priority prescient areas). This is missing the boat with development starting now before the district plans come into play. Will Planning review the documentation to assured that sustainability has been covered. Can discuss with specific councils in a separate forum.

9. Question on use of the hierarchy?
   Hierachy is about development planning only. Consideration must be given as per the hierachy in overlapping areas. Coastal design guidelines can be used to advise (in S117 direction). Penalty provisions link to the EP&A Act.

RESOLUTION

2.1 That Mr Whitworth be thanked for his attendance and presentation.

(Saville / Goltsman)
Carried

ITEM 3 - ADMINISTRATIVE MATTERS

3.1 CONFIRMATION OF MINUTES

3.1 (a) Minutes from the AGM of the Full Group on 22 October 2016

3.1 (b) Minutes from the Executive Committee Meeting of 19 October 2016

3.2 BUSINESS ARISING

Actions arising from the AGM of the SCCG held on 22 October 2016 were reviewed. It was agreed that the Business arising would be sent to the Full Group delegates via e-mail with the minutes.

3.3 CORRESPONDENCE REPORT

Correspondence sent and received since the last meeting was circulated in hard copy at the meeting.

RESOLUTIONS

R3.1.a The Minutes of the AGM of 22 October 2016 were confirmed.

(Shurey / Dekel)
Carried

R3.1.b The Minutes of the Executive Committee meeting on 19 October 2016 were received and noted.

(Levenston / Dekel)
Carried

R3.2 Business Arising was noted and it was recommended that the business arising be e-mailed to delegates with the meeting minutes.

(Dekel / Miller)
Carried

R3.4 The circulated “sent” and “received” correspondence was received and noted.

Levenston / Shurey
Carried

ITEM 4 – MEMBER COUNCIL ROUNDTABLE

Delegates provided updates on key council highlights for 2016 and key opportunities and challenges for 2017.

Bayside Council:
Highlight - Local Government NSW Excellence in the Environment Awards – Highly Commended
Category: Communication, Education and Empowerment
Submission: Engaging the Community – Landing Lights Wetland Restoration

Bayside Council used one of its most environmentally significant natural areas, Landing Lights wetland, as a focal point to further engage communities in environmental initiatives. Council hosted 17 events including wetland tours, planting days and a bat spotting night. Council also created its first citizen science environmental project - a community bird watching and monitoring group. Bird identification signage was installed at the wetland and 4 YouTube videos were created. Council partnered with Advance Diversity Services and gave translated presentations to a multi-cultural mothers' group and translated wetland tours for Chinese and Nepalese grandparents.

Challenge – Vulnerability mapping and LEP revision for amalgamated councils.

Waverley Council:
Highlight - Second Nature Program. Working with the community and businesses on reducing/banning plastic bags. Won an award for communications and marketing. Repaired the coastal walk and Bronte Baths.

Challenges – how to ban plastic bag use in the future. EPA order for Sydney Water to undertake risk assessment/water quality monitoring of the ocean outfalls *(Cr Sally Betts to provide further information to SCCG).*

Inner West:
Highlight – Developed WSUD support tools for engineers when designing/implementing projects e.g. conversion to wetlands. Fauna survey completed to ensure better decision-making for urban bushland.
Challenge – WSUD retrofit projects.

Willoughby:
Highlight – Investigating the feasibility of a stormwater harvesting system at Bicentennial Reserve. A brief has been drafted.

Sutherland:
Highlight - Beaches damaged in the last storms have been rebuilt.
Challenge – Hungry Point site – want to offload the site to council. The site will cost $1 million pa in asset management before utilisation and management of public space. Locked into resolution with State Government.

City of Sydney:
Highlight – the trunk drain at Green Square has been completed to reduce flooding issues. $1.3 billion investment in Green Square public spaces.
Challenge – Keeping projects to time and money specifically where other levels of government are involved. Addressing disincentive issues from IPART in regards to water recycling and reuse, lifting standard for BASIX and addressing pathways for integrated water management.

Mosman:
Highlight – Council won in the Land and Environment court re: a DA for the Marina increasing from 3 to 17 berths. LEP has been updated providing more bushland with E2 status.

Randwick:
Highlight – Kensington and Kingsford Draft Planning Strategy – opportunity for best practice.
Challenge – Pressures of the light rail, DA for 25 storey buildings – density issues.

Northern Beaches:
Business as usual

Woollahra:
Highlight – Council Sustainability mapping app – residents can find information on sustainability initiatives happening in the LGA. Repair of Watsons Bay Baths following June storms.
Challenge – Flooding at Paddington, funding application unsuccessful. NPWS – cleaning/maintenance issues.

North Sydney:
Highlight - Coal Loader community garden – 83 individual plots. Should be finished by May 2017. The project was wholly funded by council.
Challenge: Hard to do long-term planning whilst waiting for resolution on amalgamations.

RESOLUTION

R4.1 The member updates were received and noted.

R4.2 SCCG seek further information from Sydney Water on the ocean outfalls at Vaucluse and take appropriate action, as required, on receipt of the information.

(Dekel / Shurey)
Carried

ITEM 5 - QUARTERLY ACTIVITIES REPORT

5.1 COLLABORATION

As per Item 5.1 in the Agenda Papers. Items taken as read.

5.2 CAPACITY BUILDING

An update on all Secretariat Capacity Building activities was included at Item 5.2 in the Agenda Papers.

The MPP provided an update on the **Salty Communities Program**. The MPP was thanked for the concise summary and Cathy Griffin acknowledged and thanked Fiona Shadbolt for her work on the salty communities program. It was proposed that SCCG look into future research and funding opportunities to continue the work from the Salty Program. *(Secretariat have meet Australia Government department Directors in this regard).*

The MPP provided an update on the '**Implementing and Embedding an Emergency Management Health Check for Local Government'** project. A video, of the health check tool, developed for the stakeholder engagement workshop held on 29 November 2016 was shown at the meeting. SCCG and consultants Janellis have met with 100 stakeholders from state and local government throughout the project. Following query it was confirmed that this consultation has included the City of Sydney Chief Resilience Officer.

The MPP provided an update on the **Connected Corridors for Biodiversity Program** funded via the SCCG Salty Communities program. It was noted that the habitat corridor maps could be used by councils to inform a biodiversity strategy or policy and provide good evidence for biodiversity protection or restoration/revegetation works to improve biodiversity corridors.

The EO acknowledged and thanked Bronwyn Englaro (Randwick City Council) for her hard work and contribution in getting this project off the ground. Sally Betts, as the President of SSROC, noted that SSROC will be taking responsibility for this project moving forward and would like to continue to work closely with SCCG on this project in the future.

Other items taken as read.

5.3 ADVOCACY

An update on all recent and upcoming Secretariat advocacy activity was included at Item 5.3 in the Agenda Papers.

Coastal Reforms
The EO provided an update on the NSW Coastal Management SEPP and maps. Discussion ensued on the necessity for Councils to provide the SCCG inundation mapping to the Department of Planning rather than being provided directly by SCCG. It was suggested that the maps could be resent to Councils.

District Plans
The EO provided an update on the District planning process and recommended that SCCG develop a working group of staff and councillors to review the plans and provide input into the preparation of the submission.

Nominations to sit on the working group were received from:

- Cr Lynne Saville
- Cr Leon Goltsman
- Cr Greg Levenston
- Cr Jess Miller
- Ms Cathy Griffin
- Mr David Dekel

It was noted that SSROC will be forming a working group in February to develop their own submission, and it may be beneficial for SCCG and SSROC to discuss the potential for a joint submission.

Hungry Point Reserve Draft Masterplan
Honorary member, Mr George Cotis provided a presentation on the Hungry Point Reserve Draft Masterplan, with recommendations that:

a) The site remains in public ownership.
b) Public access and passive recreation be the priority of the existing and created open space of the site. The vistas from every opportunity remain for the enjoyment of the public at large.
c) That education and science be facilitated at the site by the use of Buildings 1, 3, 6 and 10, and the pool.
d) The heritage values of the site be protected and their social importance enhanced by interpretive material, which includes museum facilities in retained heritage buildings.
e) That educational institutions and government agencies with needs that may meet the use of the site be invited to assess their interests against the proposals or
opportunities suggested in this submission.
f) Over time, a regional centre for the study of estuaries, marine and coastal environments could feature or be centred at the site.
g) Should a marine park be established in the region, this site forms the basis of its headquarters and associated scientific activities.

The following was noted:

- The masterplan acknowledges heritage and open space
- Marine rescue/volunteers are hosted at the site at present
- Buildings without heritage value will be removed. Buildings with significance/heritage listed (Laboratories) will be retained.
- Council does not have the resources to manage and maintain the site
- The state government should provide ongoing funding for maintenance of the heritage site
- May need to consider small commercial concessions on the site to bring in additional funding for maintenance
- Use of the site for educational purposes would be a soft approach for the residents (similar to previous usage – therefore minimising impacts on residents.

- Consider involving Department of Education and Training in discussions
- University of Wollongong has signed the joint submission for the use of the facility for education purposes. Should other Universities be involved?
- Need to consider continued public accessibility to the site and public safety.

5.4 RESEARCH

An update on all recent research activity was included at Item 5.4 in the Agenda Papers.

The EO gave a brief introduction to NCCARF and the CoastAdapt Project, and provided an explanation as to why SCCG should advocate to the Federal Government on behalf of NCCARF for continued funding post 2017.

RESOLUTIONS

R5.1 The Secretariat's update on key activities were received and noted.

R5.2 SCCG investigate possible funding sources, and advocate for future funding of biodiversity/salty communities' projects.

(Sherlock/Norton)
Carried

R5.3
a) Support the Connected Corridors for Biodiversity project and the habitat corridor map, and
b) Refer to the Technical Committee to endorse the map as a tool to improve habitat connectivity within the SCCG and wider project area.

(Levenston/Griffin)
Carried

R5.4 That the Sydney regional coastal inundation information, prepared by the CSIRO on behalf of the SCCG:
a) be provided to the Department of Planning and Environment for inclusion in the Coastal Management SEPP subject to the provision of more detailed inundation information provided to the Department by member councils, and
b) that SCCG write to Member councils asking Councils to also forward the SCCG inundation maps to the Department of Planning and Environment in addition to other hazard information that they have.

(Goltsman/Dekel)
Carried

R5.5 A SCCG working group to be established, in January 2017, to review the District Plans and assist in the preparation of a submission.

(Levenston/Sherlock)
Carried

R5.6 SCCG to:
a) write to Sutherland Shire Council endorsing the recommendations in the submission prepared by A/Prof. Alberto D. Albani, Prof. Colin V. Murray, Prof. Steve Kennelly, Mr. Greg McNeill, Mr. David Edwards and Mr George Cotis
b) Provide a copy of the above letter to the Hon Mark Speakman MP, Minister for the Environment, Hon Niall Blair MLC, Minister for Primary Industries and Minister for Lands and Water, and the relevant local, state and federal members.

(Dekel/Boyd)
Carried

R5.7
That the SCCG write to the Australian Government Minister for the Environment seeking continued support for NCCARF and CoastAdapt post 2017, and send copies to Australian Government MPs and Senators within the SCCG area.

(Levenston/Dekel)
Carried

ITEM 6 – DISCUSSION ITEMS

6.1 SEWER OVERFLOWS ACTION PLAN

The MPP gave a brief update on the status of the draft action plan and noted that after further consultation with Sydney Water, the final plan will be tabled at the March Full Group meeting.

RESOLUTION

R6.1 That SCCG undertake further consultation with Sydney Water prior to finalisation of the Action Plan.

(Norton/Breen)
Carried

6.2 Resourcing the SCCG

The EO reported on the outcomes of the SCCG Resourcing Directional committee meeting held on 1 December. Preferred models proposed included utilising the population, base rate and a levy for amalgamated Councils as a transitional process to ensure equity for those councils not amalgamating. It was noted that the model nominated had to be equitable for all councils and there should be a transition period.

The Resourcing Model document will be developed by mid-January for review by the Resourcing Committee and should be finalised by mid-February to be sent to Councils prior to finalisation of their budget processes in March 2017.

RESOLUTIONS

6.2 The EO's report on the outcomes of the SCCG Resourcing Directional Committee Meeting be received and noted.

(Goltsman/Breen)
Carried

ITEM 7 FINANCES

The Financial statements for the period were tabled and discussed.

RESOLUTIONS

R7.1 The Financial Statements for period 1 July 2016 to 30 September 2016 were received and adopted.

(Dekel / Goltsman)
Carried

R7.2 The final (signed) audited SCCG 2015-2016 Annual Financial Statements were received and noted.

(Shurey / Breen)
Carried

ITEM 8 GENERAL BUSINESS

No further general business items were discussed.

2017 MEETING DATES / NEXT MEETING

The next meeting of the Full Group will be held on 18 March 2017 at Willoughby Council (to include a potential site visit of the water reuse facility as part of the Willoughby Concourse)

Meeting dates for the remainder of 2017 are proposed as:

- Saturday 24 June 2017 at 12 noon (City of Sydney)
- Saturday 7 October (**AGM)** 2017 at 12 noon (Member Council)
- Saturday 9 December 2017 at 12 noon (City of Sydney)

RESOLUTION

R8.1 Willoughby Council nominated to host the next SCCG Full Group Meeting to be held on 18 March 2017.

R8.2 Delegates to suggest additional agenda items including presentations for the next SCCG meeting.

(Norton/Goltsman)
Carried

ITEM 9 EXTERNAL REPORTS
(for information only)

9.1 BEACHWATCH REPORT

9.2 GREATER SYDNEY LOCAL LAND SERVICES UPDATE

Cr Saville thanked all delegates for their contributions throughout the year and wish all a Merry Christmas and happy and safe new year.

The meeting closed at 4.20pm.

Confirmation of Minutes: ……

/ /

Response to NSW Coastal Panel Comments - Coastal Zone Management Plan for Bilgola Beach and Basin Beach (CZMP)

Based upon a letter from the Minister for Planning, dated 9 June 2016, which also included comments from the NSW Coastal Panel, the draft CZMP has been amended to respond to the issues raised by the Panel. Details as to how each of the issues raised by the Panel has been addressed in the amended draft CZMP are provided below:

Item	NSW Coastal Panel Comment	Northern Beaches Council Response

Item	NSW Coastal Panel Comment	Northern Beaches Council Response
i	The draft CZMP does not provide an integrated framework to strategically guide further development of these beaches. Nor does it address the historical Strategy which has in the past provided a concise and straightforward pathway for addressing threatened beachfront development. The current plan appear (sic) to have imposed an ad hoc management approach onto property owners rather than Council guiding and setting the direction for such decisions. The lack of a clear strategic direction moving forward is seen as a significant weakness in the draft CZMP documentation. The Panel suggests that Council make an appraisal of the pros and cons of the previously adopted strategy and the inherited liabilities of the historical management strategy and provide a very clear, definitive plan that provides certainty to beachfront, and headland property owners about the level of protection to be afforded (if any) moving forward, how this will be achieved and to what relevant specifications, alignments, etc.	The draft CZMP follows a similar approach to the gazetted *Collaroy-Narrabeen Beach and Fishermans Beach CZMP*, where landowners are responsible for upgrading or installing protection works and/or placing new development on deep piled foundations as required, although protection works are actually not required at any properties at Bilgola Beach or Basin Beach based on consideration of acceptable risk for a suitable (justified) design life. The acceptable risk setbacks provide a clear direction on how landowners can manage risks to new development over the intended design life. This is already clearly stated in the Executive Summary and at the start of Section 7.2.1, for example. Notwithstanding, a statement has been added to Section 7.2.1 to make it clear that protection works are not required, namely “although note that appropriately designed new development would be feasible at all lots in the study area without the necessity for protection works to be constructed”. Action H7 already discusses how a protection works policy will be developed, with details on specifications and alignment etc. The same approach was applied at Collaroy-Narrabeen Beach. The 1985 strategy was reviewed in Appendix C2.5, and the draft CZMP actions were developed with an awareness of what had come before in this strategy. Some of the key 1985 actions were considered to be inappropriate with the passage of time, eg the PWD rock revetment design at Basin Beach, which would significantly impact on beach amenity due to its footprint, and has essentially been superseded by the construction of vertical seawalls in the interim. It is agreed that summary Figures of CZMP actions, similar to the 1985 study, would be useful and these have been added as discussed at Item 10 below. With regard to the reference to “headland property owners”, it is noted that headland areas are not included in the CZMP, as discussed further under Item vi below.

Item	NSW Coastal Panel Comment	Northern Beaches Council Response
ii	The draft CZMP remains silent on how council will manage its own assets within these beach precincts, such as the ocean baths at the southern end of each beach and associated SLSC facilities, etc.	Action H21, which was already included in the CZMP, states how Council will manage its assets. Essentially, this states that further investigations need to be undertaken before protection of those assets can be considered. Discussion on specific assets was provided in Appendix F5.1 and F5.3, and it is stated there that "until further investigations of all coastal assets and facilities at risk are completed, Council's asset management approach for public assets such as Bilgola SLSC is not to undertake emergency protective works". To make Council's position on its own assets clearer, a new Section 7.3 has been created, with Section 7.2 changed to only apply to private landowners. In Section 7.3, it is stated that it is not considered to be appropriate nor practical to protect the rock pools (ocean baths), which would be repaired or replaced after storms as required.
iii	It is apparent that the draft CZMP will permit protection structures for private development but, that these structures must be located wholly on private land. This presents significant issues for properties where insufficient private land exists between a dwelling and the seaward property boundary to meaningfully contemplate the construction of a seawall. This issue is heightened where affected residential housing stock (including unit blocks) are founded on no more than strip footings which is the case with many of the structures within these precincts. These circumstances further limit the excavation and construction footprint available without significantly affecting the structural integrity of the building or requiring prohibitively (and largely impractical) retro-fitting to improve foundation capacity. It remains implausible for council to permit property protection under these impractical constraints.	The draft CZMP did not actually state that private protection works must be located entirely on private property, but rather that they must be located entirely on private property *where feasible* (on page 48 of Issue D). To make this absolutely clear, the text "where feasible" has been added to other locations in Issue E (Executive Summary, Section 5.3.1, Section 7.2.1, Section 7.4). It is noted that a number of private property owners have constructed vertical seawalls in recent years at Basin Beach, entirely within private property and approved by Council, namely at 29, 31 and 33 Surfview Road. In Section 7.2.1, the following text has been added "A CZMP action (H7) is included in Section 8 for a protection works policy to be developed, which would include consideration of the alignment of the protection works and whether construction on public land would be considered to be appropriate".

Item	NSW Coastal Panel Comment	Northern Beaches Council Response
iv	Permitting protection structures by property owners only on private property not only has the range of impractical limits outlined above, but, importantly fails to acknowledge what will become of the extensive mass of largely unformed rock protection works placed after the erosion events of the late 1960s and early 1970s that are currently buried. It is understood that these works are largely contained within Council owned land (Lot 29, DP 11978) as depicted in the historical photos in the draft CZMP.	It is expected that landowners would generally construct development on piled foundations as the means to achieve acceptable risk. This is indeed what was adopted for a recent DA at 7-9 Allen Avenue Bilgola. The Applicant considered the potential issue of the existing rock works impacting on the proposed piled development and concluded that it was most likely that the movement of the rocks would be seaward down the revetment face rather than landward, but that landward movement was possible, and could be accounted for by allowing for rock debris loading as part of the piling design. Landowners are entitled to consider upgrading of the existing rock protection works at Bilgola, but given that these works would essentially entirely benefit private landowners, with little or no public benefit, any upgrades would not be expected to receive public funding (after benefit distribution analysis) and would thus have to be entirely landowner funded (and also given that Council has stated that it does not consider that it has the responsibility to protect private property from coastal erosion and inundation hazards, and does not intend to do so). Where any consent issued to a landowner for protection works included a requirement to remove strewn rock or the like from public land in front of the subject land, then to the extent there would be a benefit to public safety and amenity, this could be considered in any distributional analysis. Action R10 already deals with the issue of debris on beaches, eg should this occur as a result of failure of protection works.

Item	NSW Coastal Panel Comment	Northern Beaches Council Response
v	It is apparent that the public lands seaward of the private property in these locations fall into a range of fragmented reserves and associated management responsibilities. It would be advisable for the plan to seek to recommend initiating constructive discussions with DPI Crown Lands about the possibility of seamlessly consolidating various public tenures and reserves into a more practical arrangement (likely) under the care, control and management responsibility of Pittwater Council thereby facilitating the opportunity for a solution to the problem of buildings being too far forward to enable protection to be provided wholly on private property That is, if there is insufficient room to construct protection wholly on private property as a result of historical circumstances there may be the opportunity to allow part of the protection to be on public land, provided there were offsets such as maintaining a dune cover over the structure.	It is noted that an action had already been included in the CZMP (H22) with regard to liaison with Lands, and this was also discussed in Section 2.2. No changes to the report were considered to be required, as Council considers that this action appropriately addresses the need for discussion with Lands on management arrangements. Note that even if Crown Land is transferred to be under the care, control and management of Council, it is understood that private landowners would still need to seek landowners consent from the Department of Industry – Lands for protection works on this public land, so this transfer as suggested by the Coastal Panel would not necessarily facilitate protection extending on to public land.
vi	There are significant erosion/geotechnical issues prevalent with properties along headlands contained within these beach precincts. The draft CZMP appears to do little more than defer these challenges to further geotechnical advice only. Similar to the treatment of threatened properties in the beach precincts, there is no definitive long-term strategic direction from Pittwater Council regarding whether it is committed to protecting the development at threat or not.	Headlands were not included in the study area, as was already made clear at the start of Section 2, in compliance with the Ministerial Direction, which only referred to the sandy beach areas. The text of the Ministerial Direction has been added to Section 2. Discussion on rock falls from headlands and the like was only included in the CZMP as these geotechnical issues have the potential to impact on the study area, but this does mean that geotechnical controls on development must therefore be considered in the CZMP. A new action O9 has also been added to Section 8 (and introduced in Section 2.1) to reinforce this. Council already considers risk to development at headland areas through the *Geotechnical Risk Management Policy for Pittwater*, separate from the CZMP.

Other changes to the CZMP that were made, unrelated to the NSW Coastal Panel comments, are set out below:

1. Changed Issue number from D to E throughout document/Appendices.
2. Changed all references to Pittwater Council to Northern Beaches Council, or used descriptor “former”.
3. Changed Pittwater Council logo to Northern Beaches Council logo.
4. Changed “Department of Primary Industries (Lands)” to “Department of Industry – Lands”.
5. Changed “protective works” to “protection works” to reflect the terminology in NSW legislation.
6. Added three dot points to Section 5.3 to explain setback lines.
7. All CZMP actions discussed in the main text have reference to the corresponding action number (eg H8) from Table 2 to Table 6 in Section 8.

8. Action H17 had an additional item added.
9. Actions O6, O7 and O8 were moved from Table 6 to Table 5, as they were considered to be “ongoing” rather than “as required”.
10. Added verbs to all actions in Table 2 to Table 6 where there were none, and made tense consistent, eg “investigate” not “investigation of”.
11. Summary Figures were developed for each beach with the actions depicted, added to both the Executive Summary (Figure ES1 and Figure ES2) and Section 8 (Figure 24 and Figure 25).
12. Changed wording of Action M2 and Action L1.
13. Deleted most of Footnote 20.

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Coastal Zone Management Plan for Bilgola Beach (Bilgola) and Basin Beach (Mona Vale)

Prepared for Northern Beaches Council by Haskoning Australia Pty Ltd

9 December 2016

Issue E (Revised Draft incorporating Coastal Panel advice)

Royal HaskoningDHV
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Document title	Coastal Zone Management Plan for Bilgola Beach (Bilgola) and Basin Beach (Mona Vale)
Document short title	Bilgola Beach and Basin Beach CZMP
Status	Issue E (Revised Draft incorporating Coastal Panel advice)
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Issue History

Issue	Status	Drafted by	Checked by	Approved by	Date
A	Draft for Council/OEH review	Peter Horton	Paul Hardie (Council), Mark Moratti (OEH)		29 May 2015
B	Preliminary Draft	Peter Horton	Paul Hardie et al (Council), Mark Moratti (OEH)		4 June 2015
C	Revised Draft following Public Exhibition	Peter Horton	Paul Hardie (Council)	Greg Britton	5 November 2015
D	Revised Draft incorporating Crown Lands advice	Peter Horton	Paul Hardie (Council)	Greg Britton	2 February 2016
E	Revised Draft incorporating Coastal Panel advice	Peter Horton	Greg Britton Paul Hardie (Council)	Greg Britton	9 December 2016

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EXECUTIVE SUMMARY

A Coastal Zone Management Plan (CZMP) for Bilgola Beach (at Bilgola) and Basin Beach (at Mona Vale) is set out herein. Haskoning Australia Pty Ltd, a company of Royal HaskoningDHV, was engaged by Pittwater Council (now Northern Beaches Council) in March 2015 to complete the CZMP. The study area generally includes sandy beach areas with adjacent private beachfront development and public lands, but not rocky headlands.

At Bilgola Beach, there are 8 beachfront private lots. Key public assets comprise Bilgola SLSC and the adjacent public car park, as well as the kiosk/café adjacent to the car park. At Basin Beach, there are 16 beachfront private lots, and 5 of these lots are strata properties giving a total of 82 addresses at Basin Beach. There are no significant public building assets in the Basin Beach study area.

Development in the study area has been most threatened or damaged by the action of coastal storms in 1966, 1967, 1974, 1978 and 1997. Bilgola SLSC and the adjacent car park have a vertical sandstone block seawall located seaward, but this has an elevated toe (at 2m AHD) and is at risk of undermining. Wave overtopping of the seawall has damaged the SLSC building in the past. At 21 Bilgola Avenue there are two lines of coastal protection works. At Allen Avenue, coastal storms in 1974 damaged a house and swimming pool, and there is a rock revetment seaward of these properties that is usually buried under the dune sand. At Basin Beach, the only properties likely to be unprotected are at 35, 37, and 39 Surfview Road. Seawalls at 11, 15, 29, 31 and 33 Surfview Road are the most likely to be effective.

As full details of the protection works at Bilgola Beach and Basin Beach are generally unknown or uncertain, or they may be undersized or constructed with an elevated toe level, future effectiveness of these protection works cannot be guaranteed (except where a specialist coastal engineer can certify that the works have been designed and constructed in accordance with standard coastal engineering practice for a specified design life).

The beaches of the study area have been relatively stable over the last 50 or so years. That is, although both beaches (and particularly Bilgola Beach) are subject to short term beach erosion from coastal storms with large waves and elevated water levels, natural recovery after storms has meant that sand has returned to the beach and the long term average beach volumes have been relatively stable. However, due to climate change and particularly sea level rise, it is projected that in the future these beaches will recede (move landward). Where protection works remain in place, this would lead to a narrowing beach width over time.

In combination with erosion caused by wave action, runoff discharging from two of the stormwater outlets at Bilgola Beach (at Bilgola Creek and adjacent to Bilgola SLSC), as well as overland flow runoff over the seawall, can cause additional beach erosion leading to exposure of rocks and rock-filled wire cages used for scour protection. Actions are identified herein to manage these issues.

The key locations at risk from wave runup in the study area are at Bilgola SLSC and the adjacent car park. It is recommended that there is consideration of raising the seawall and reorientating the ramp in this area. Risk to private development from wave runup can generally be managed through maintaining a difference in height between ground floor levels and adjacent natural ground levels.

Risks to public safety can also arise after storms when there may be steep and high erosion escarpments along the beach, and particularly at beach accessways which may make access difficult.

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Council should mechanically regrade steep and high erosion escarpments, close off dangerous public beach access points, and undertake beach scraping as required in these situations.

To assess the appropriate setbacks and controls for new development so that future development in the study area is at acceptable risk from erosion/recession, an innovative risk assessment has been completed. The adopted minimum setbacks are depicted in Figure 22 on page 40 (for Bilgola Beach) and Figure 23 on page 41 (for Basin Beach). To manage future new development in the study area such that it is at acceptable risk, these setbacks shall be applied along with a requirement for piled foundations where development is proposed seaward of the setback line for development on conventional foundations.

Landowners are also entitled to consider the installation or upgrading of protection works under *State Environmental Planning Policy (Infrastructure) 2007*. Where works would be entirely within private property (where feasible) and would not impact on adjacent property, protection works may be considered to reduce the risk to development and potentially move the setback line for piled development further seaward (but no further seaward than the Foreshore Building Line). Council does not consider that it has the responsibility to protect private property from coastal erosion and inundation hazards, and does not intend to do so.

The key public asset at risk from erosion/recession in the study area is Bilgola SLSC. Existing private development at almost all lots is at least partially seaward of the acceptable risk line for conventional foundations (except at 21 Bilgola Avenue at Bilgola Beach, and 37 and 39 Surfview Road at Basin Beach).

The potential for rock falls from both headlands at Bilgola Beach is an ongoing public risk management issue for Council, and numerous works have been undertaken to address this issue. It is recommended that a regular monitoring program is established for these headlands following an investigation into an appropriate frequency and monitoring protocol.

An Emergency Action Subplan is included herein, updating the previous version prepared in 2012. Landowners must act well (generally months) in advance of a storm to consider implementing emergency protection works.

Council would seek to maintain public beach access and amenity in the future, within its financial capacity. If beachfront development is to be maintained in the study area, the most feasible option to maintain beach amenity in the future is beach nourishment. However, Council would be unable to implement beach nourishment without the support of NSW Government. Specifically, the NSW Government would have to develop a policy (or modify legislation if required) such that offshore sand sources could be accessed, provide funding, and take a coordinating role as nourishment would only be cost effective if implemented at a regional scale covering numerous coastal council areas.

An implementation schedule for the proposed management actions herein has been provided in Section 8. A summary of the actions is provided in Figure ES1 for Bilgola Beach, and Figure ES2 for Basin Beach. Actions are colour coded as red for actions relating to private development, yellow for actions relating to the sandy beach, light green for actions relating to vegetated dunes, blue for actions related to stormwater (creeks, outlets and runoff), magenta for actions relating to Council built assets, brown for actions relating to geotechnical issues, orange for actions related specifically to Crown Land issues, dark green for actions related to Rock Pools, and black for general actions.

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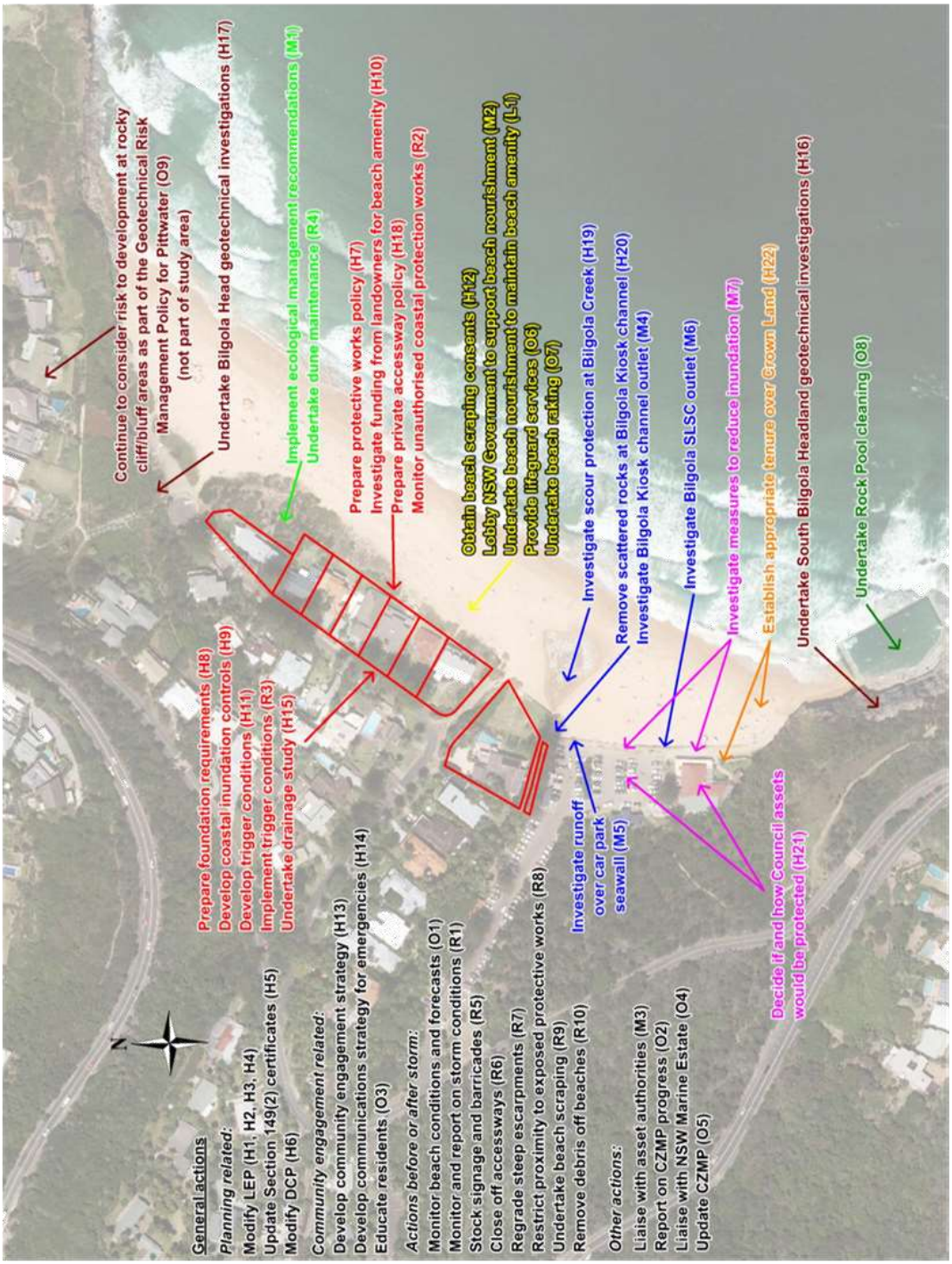

Figure ES1: Summary of management actions for Bilgola Beach

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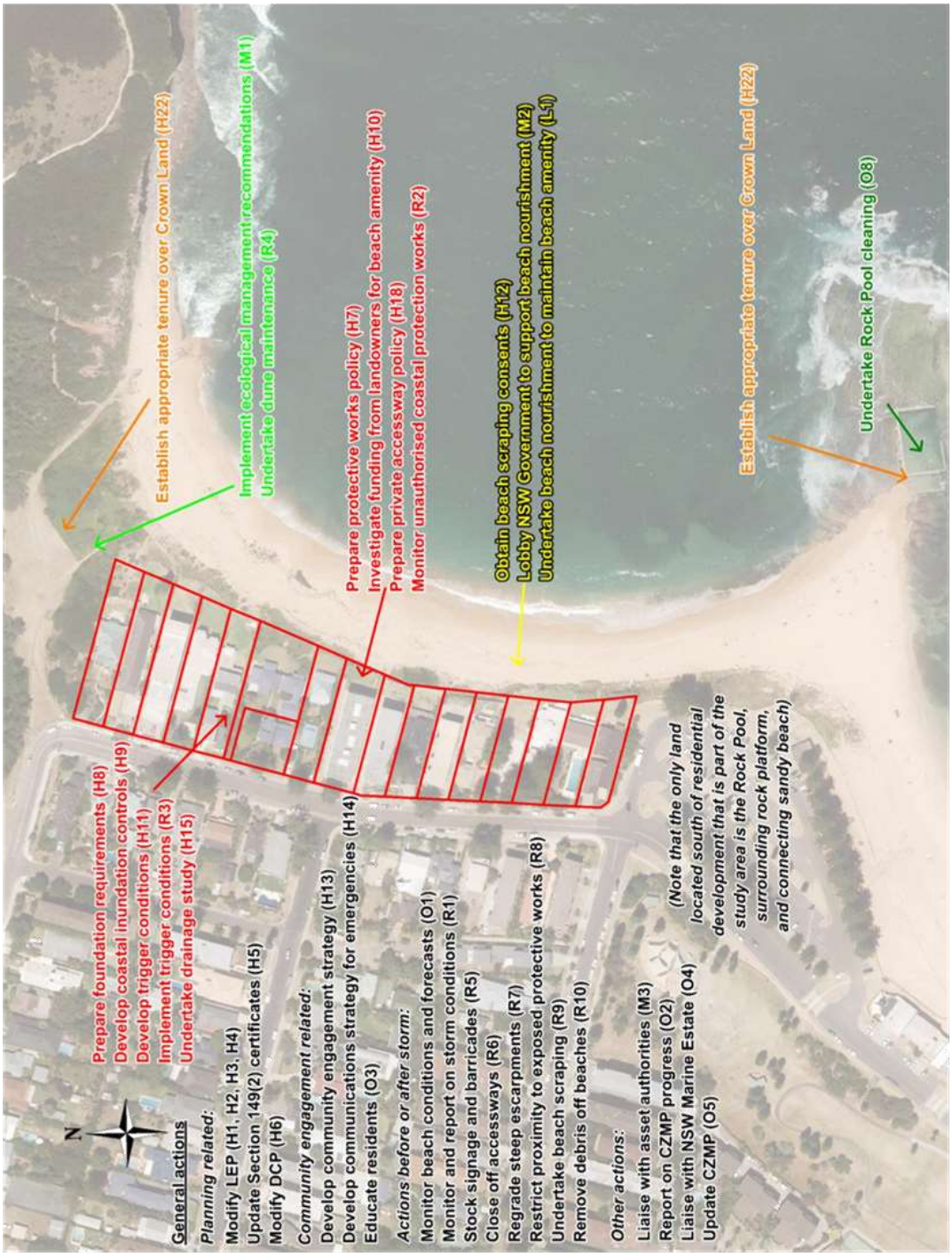

Figure ES2: Summary of management actions for Basin Beach

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1. INTRODUCTION

Pittwater Council, now Northern Beaches Council (hereafter denoted as "Council") was directed by the then (NSW) Minister for Climate Change and the Environment to complete a Coastal Zone Management Plan (CZMP) for Bilgola Beach (at Bilgola) and Basin Beach (at Mona Vale) in 2011.

Haskoning Australia Pty Ltd, a company of Royal HaskoningDHV, was engaged by Council in March 2015 to complete the CZMP, as set out herein.

As stated in *Guidelines for Preparing Coastal Zone Management Plans* (Office of Environment & Heritage [OEH], 2013), "the primary purpose of a CZMP is to describe proposed actions to be implemented by a council, other public authorities and potentially by the private sector to address priority management issues in the coastal zone over a defined implementation period. These issues include:

- managing risks to public safety and built assets;
- pressures on coastal ecosystems; and
- community uses of the coastal zone".

Accordingly, the CZMP herein is set out as follows:

- a description of the study area is provided in Section 2, including discussion on land use, zonings, infrastructure (stormwater, sewage and water), historical coastal storm damage and protection works (with reference to **Appendix A**), coastal ecology (with reference to **Appendix B**), cultural and heritage significance, community uses, and access to beaches and headlands;
- the legislative and planning context of the study is considered in Section 3 with reference to **Appendix C**;
- coastal processes and coastline hazards are discussed in Section 4, including consideration of erosion/recession (with reference to **Appendix D**), stormwater and overland flow impacts, and coastal inundation;
- risks to public safety and built assets are outlined in Section 5 (including consideration of erosion/recession and coastal inundation, and 'acceptable risk' in relation to erosion/recession with reference to **Appendix D**), also with provision of property risk and response categories (with reference to **Appendix E**), discussion on geotechnical stability issues at Bilgola Beach headlands, and development of an Emergency Action Subplan (with reference to **Appendix F**);
- community and stakeholder consultation that has been undertaken as part of the investigation herein is described in Section 6, with additional information provided in **Appendix G**;
- proposed management actions are discussed in Section 7, with identification and evaluation of CZMP management options in **Appendix H**, and discussion on sources of funding for CZMP actions in **Appendix I**;
- the management actions are listed in a prioritised implementation schedule in Section 8;
- a CZMP must be prepared in accordance with OEH (2013) guidelines, and how these requirements have been addressed herein is described in Section 0; and
- references are listed in Section 10.

All Appendices are contained within a separate volume, "Coastal Zone Management Plan for Bilgola Beach (Bilgola) and Basin Beach (Mona Vale), Technical Appendices Including Coastal Erosion Emergency Action Subplan".

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2. DESCRIPTION OF STUDY AREA

2.1 Geographical Setting

The study area for the investigation reported herein comprises Bilgola Beach at Bilgola, and Basin Beach at Mona Vale, as shown in Figure 1 and Figure 2 respectively.

Figure 1: Study area at Bilgola Beach

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Figure 2: Study area at Basin Beach, with strata lots shown shaded

The study area generally includes only sandy beach areas with adjacent private beachfront development and public lands[1]. Risks to development at rocky cliff/bluff areas are considered separately as part of the *Geotechnical Risk Management Policy for Pittwater* and GHD (2007a). A CZMP action (O9) is included in Section 8 to continue to consider risk to development at rocky

[1] This is consistent with the Ministerial direction given to complete the CZMP in 2011, in which it is stated that: "under the provisions of section 55B of the *Coastal Protection Act 1979* (the Act), I direct Pittwater Council to submit a draft coastal zone management plan in accordance with the requirements under Part 4A of the Act for the coastline that is a beach (i) between the Bilgola Beach North Headland and the Bilgola Beach South Headland, known as Bilgola Beach; and (ii) between opposite Basset Street and opposite Seabeach Avenue, known as Mona Vale Beach". Note that the direction incorrectly refers to Basin Beach as "Mona Vale Beach".

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cliff/bluff areas as part of the *Geotechnical Risk Management Policy for Pittwater* (no development affected by this policy is in the study area).

That stated, there is some consideration of risk to the public from geotechnical hazards herein in regard to rock falls from the headlands at each end of Bilgola Beach, see Section 5.5. Inclusion of the Mona Vale rock pool region in the study area was to allow consideration of the ecological significance of this area immediately adjacent to and potentially affected by actions at Basin Beach.

The open coast coastline of the former Pittwater Council extends from Palm Beach in the north to Narrabeen Head (south of Turimetta Beach and north of Narrabeen Beach) in the south, with an aerial view provided in Figure 3. The locations of Bilgola Beach and Basin Beach are highlighted on this Figure.

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Figure 3: Aerial view of former Pittwater Council open coastline, with study area beaches highlighted

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2.2 Land Use and Zonings

At Bilgola Beach, there are 8 private lots with beach frontage, namely (moving south to north) at 21 Bilgola Avenue, and 1, 3, 5, 7, 9, 11, and 13 Allen Avenue Bilgola (Figure 1). Key public assets comprise Bilgola Surf Life Saving Club (SLSC) and the adjacent public car park, as well as the kiosk/café adjacent to the car park.

At Basin Beach, there are 16 private lots with beach frontage, namely (moving south to north) at 3, 5, 7, 9, 11, 13, 15, 17, 19, 23, 27-29, 31, 33, 35, 37, and 39 Surfview Road (Figure 2). Five of these lots are strata properties (unit blocks) as shaded in Figure 2 (namely 13, 17, 19, 35 and 37 Surfview Road, with 10, 12, 21, 18 and 10 units respectively). There is thus a total of 82 addresses at Basin Beach. There are no significant public building assets in the Basin Beach study area.

Key land use features, including the location of private (beachfront) and public (both Council and Crown Land) lands are depicted in Figure 4 (Bilgola Beach) and Figure 5 (Basin Beach).

The Crown Land directly managed by the Department of Industry – Lands ("Lands NSW") comprises:

- The Crown Land shaded yellow (that is essentially the sandy beach adjacent to the ocean at Bilgola Beach and Basin Beach) that is part of unidentified Crown Land reserve R1011268[2] for the public purpose of future public requirements (and includes Bilgola and Mona Vale rock pools which are unofficially managed by Council[3]);
- the Crown Land at Bilgola Beach shaded light blue that is part of Reserve R18805, which is for village purposes. Lands has recommended that Council seeks to transfer R18805 to be under Council care, control and management (ie to have Council as Trust Manager), which would require an additional purpose of "public recreation" being added. A CZMP action is included in Section 8 in this regard as per Footnote 3;
- the Crown Waterway Non Tidal area shaded red at Bilgola Beach corresponding to Bilgola Creek (note that Bilgola Creek passes through private property, that is the land on both the northern and southern sides of Bilgola Creek is private land); and
- the Crown Land at the northern end of Basin Beach known as Lot 1 DP 1094825 and shaded orange.

Crown Land directly managed by Council as corporate Trust managers (for the purpose of public recreation) comprises:

- R58243 at the outlet of Bilgola Creek, managed by the Bilgola Beach Reserve Trust; and
- R73168 north of Basin Beach, managed by Council as North Mona Vale Headland Reserve.

All of the above listed Crown Land managed by Lands NSW, and Crown Land managed by Council, is part of Pittwater Regional Crown Reserve (R 1012329) for the public purpose of access and public requirements, tourism purposes and environmental and heritage conservation. R 1012329 has no Trust.

[2] The landward boundary of R1011268, and hence the seaward boundary of the adjacent Council land, is Mean High Water Mark as derived at the particular point in time when defined. The Crown Land (Crown Waterway) seaward of this extends to the limit of coastal waters of NSW located 3 nautical miles offshore. It is possible for the landward boundary of R1011268 to be redefined subject to Section 55N of the *Coastal Protection Act 1979*.
[3] A CZMP action (H22) is included in Section 8 for Council to liaise with Lands NSW to formalise management arrangements over Crown Land that accommodates infrastructure currently managed by Council.

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Council land (directly managed by Council) is shaded in green and comprises:

- three areas at Bilgola Beach adjacent to the sandy beach, namely Lot 3 DP 322514, Lot 6 DP 13497, and Lot 29 DP 11978 (known as "Bilgola Beach Reserve") moving north to south);
- the Bilgola Avenue road reserve located between 21 Bilgola Avenue and 1 Allen Avenue (west of Lot 29 DP 11978);
- Lot 104 DP 1066371 at Basin Beach, known as Mona Vale Beach Reserve; and
- the Seabeach Avenue road reserve south of 3 Surfview Rd Mona Vale.

Land zonings based on *Pittwater Local Environmental Plan 2014* (LEP) are depicted in Figure 6 (Bilgola Beach) and Figure 7 (Basin Beach). The private beachfront development is zoned as "E4 - Environmental Living" at both locations. Based on the LEP, dwelling houses and environmental protection works, as well as other uses, are permitted with consent in the E4 zone.

However, "environmental protection works" does not include "coastal protection works", the latter defined as "activities or works to reduce the impact of coastal hazards on land adjacent to tidal waters and includes seawalls, revetments, groynes and beach nourishment". That stated, based on *State Environmental Planning Policy (Infrastructure) 2007* (denoted as *SEPP Infrastructure* herein), coastal protection works are permitted with consent for landowners, and permitted without consent for Council, so may be considered by landowners and Council as long as environmental impacts are acceptable (see **Appendix F** for further discussion)[4]. A CZMP action (H3) is included in Section 8 for Council to investigate how this anomaly may be resolved, so that the LEP is consistent with *SEPP Infrastructure* and coastal protection works are a permitted use[5].

[4] Note that *State Environmental Planning Policy (Infrastructure) 2007* prevails over the LEP.
[5] Note that coastal protection works are not a permissible land use in the current LEP.

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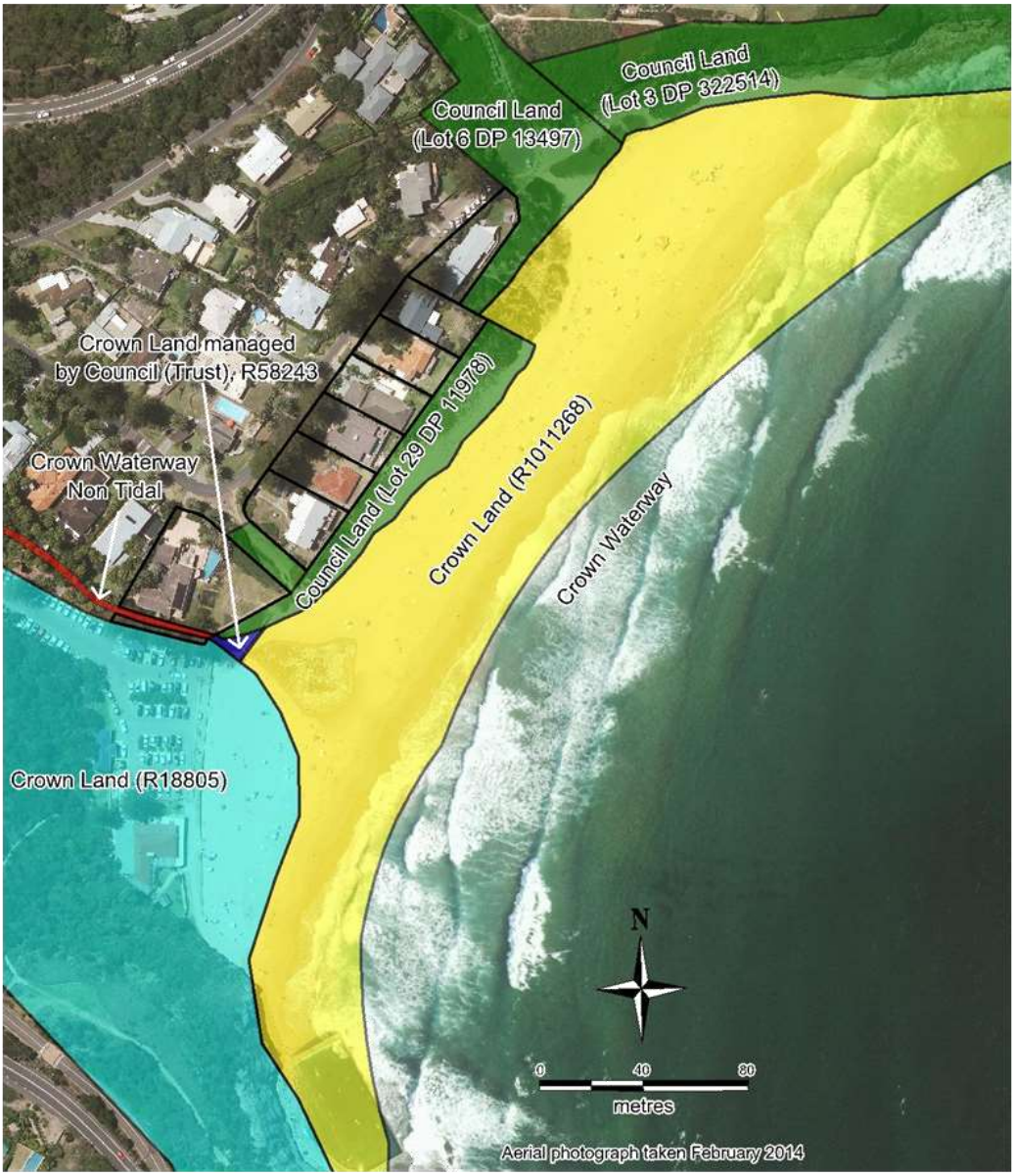

Figure 4: Land use at Bilgola Beach, with public (Crown and Council) land shown shaded and private beachfront lots shown as unshaded black polygons

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Figure 5: Land use at Basin Beach, with public (Crown and Council) land shown shaded and private beachfront lots shown as unshaded black polygons

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Figure 6: Land zonings based on *Pittwater Local Environmental Plan 2014* at Bilgola Beach

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Figure 7: Land zonings based on *Pittwater Local Environmental Plan 2014* at Basin Beach

2.3 Stormwater, Sewage and Water Infrastructure

Based on GIS data provided by Council, stormwater, sewage and water infrastructure locations are shown in Figure 8 (Bilgola Beach) and Figure 9 (Basin Beach). These Figures are schematic only and not intended as an accurate representation of the location of these underground services.

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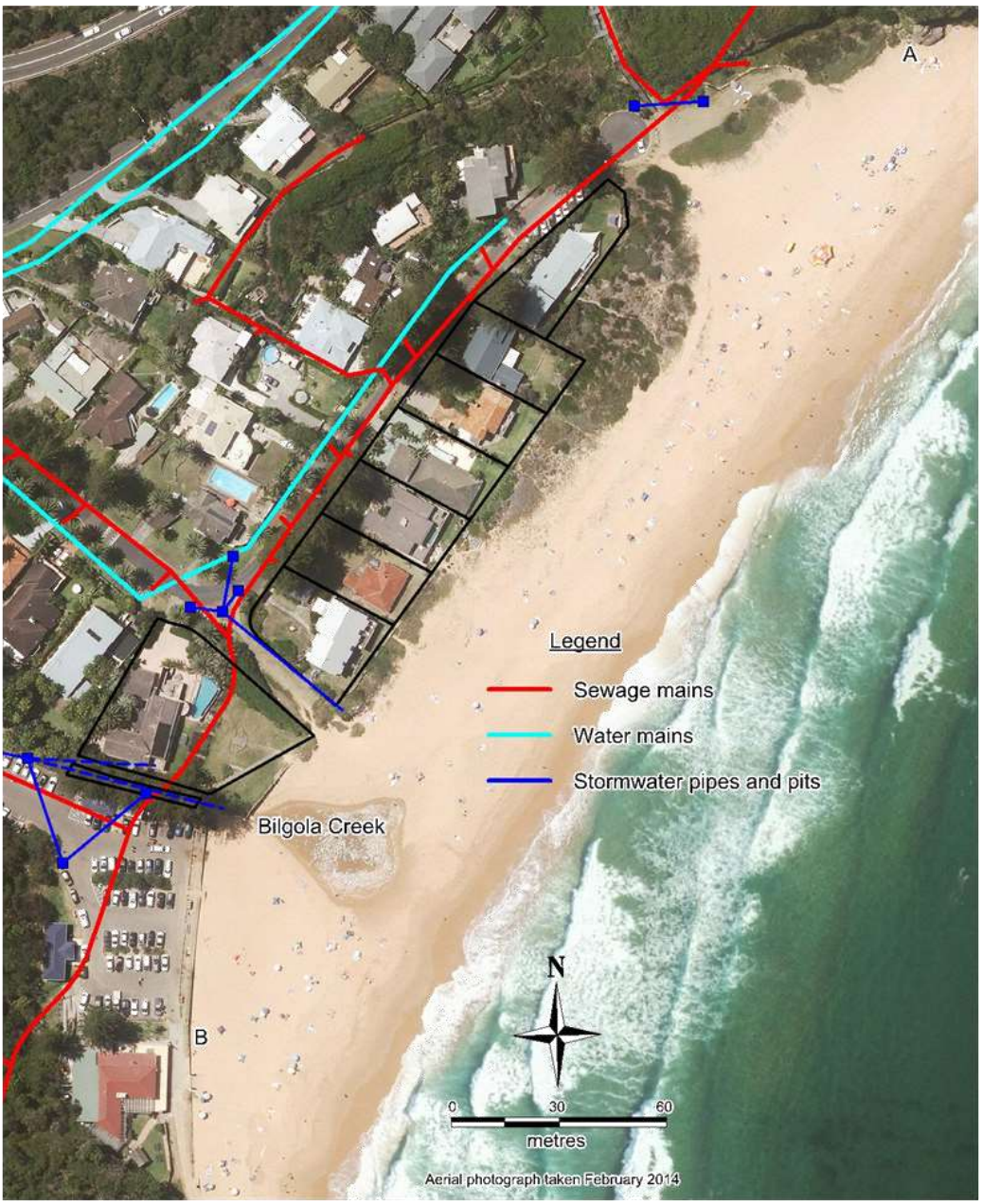

Figure 8: Stormwater, sewage and water infrastructure locations at Bilgola Beach

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Figure 9: Stormwater, sewage and water infrastructure locations at Basin Beach

Bilgola Beach includes stormwater lines discharging immediately south of 21 Bilgola Avenue (twin open channels, with the main northern channel known as Bilgola Creek), at the seaward end of Bilgola Avenue, and at the northern tip of the beach adjacent to the headland (extending to location A in Figure 8, not shown in Council GIS data). There are also two stormwater outlets within the seawall adjacent to Bilgola SLSC (at location B in Figure 8, not shown in Council GIS). Stormwater overland

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flow and bathing shower runoff also flows over the top of the seawall adjacent to the car park north of Bilgola SLSC at several locations at times (see further discussion in Section 4.3).

Sewage and water mains are located landward of the beachfront development at Bilgola Beach, except at 21 Bilgola Avenue.

A stormwater outlet discharges at the northern end of Basin Beach. Sewage and water mains are located landward of the beachfront development at Basin Beach.

There may be assets such as electricity cables, communications cables (such as Telstra and Optus), and gas lines in beachfront areas, but details on these assets have not been assessed as part of the investigation reported herein. The responsibility for these assets lies with the particular asset owners. However, it is recommended that Council works collaboratively with asset owners as required to encourage them to assess the location and elevation of these assets in relation to coastline hazards so that the risk of damage can be determined and managed by these owners consistently with the CZMP herein. A CZMP action (M3) has been included in this regard in Section 8. Some assets may need to be protected or relocated by the relevant asset authorities, particularly as long term hazards are realised.

2.4 Historical Coastal Storm Damage and Protection works

Information on coastal storms that have caused damage in the study area, and protection works that have been constructed, is provided in **Appendix A**. To summarise, development in the study area has been most threatened or damaged by the action of coastal storms in 1966, 1967, 1974, 1978 and 1997. At Bilgola Beach:

- Bilgola SLSC and the adjacent car park have a vertical sandstone block seawall (constructed in the late 1950's) with rock toe protection down to about 2m AHD which is well above typical extreme scour level of -1m AHD;
- this seawall has suffered some damage in the past, eg with some blocks dislodged in 1974;
- the SLSC seawall has been overtopped in the past, eg in May 1997 when inundation damaged several SLSC roller doors and equipment in a ground floor storage area;
- near the seaward edge of 21 Bilgola Avenue there is a buttressed counterfort vertical seawall of stone and concrete construction, that has successfully protected this property against coastal erosion since at least 1951;
- there is also an additional gabion revetment constructed about 15m landward of this buttressed counterfort seawall, that was constructed at 21 Bilgola Avenue in 1993; and,
- all properties seaward of Allen Avenue have a rock revetment constructed along their seaward edge, which was initially built in 1967 and further strengthened in 1974 and 1979 as a response to storms (the 1974 storm damaged one house and destroyed an adjacent swimming pool).

At Basin Beach, the only properties likely to be unprotected are at 35, 37, and 39 Surfview Road. However, the standard of protection at other properties is variable, although note that seawalls at 11, 15, 29, 31 and 33 Surfview Road are more likely to be effective as they are understood to have been designed with coastal engineering input.

As full details of the protection works at Bilgola Beach and Basin Beach are generally unknown or uncertain, or they may be undersized or constructed with an elevated toe level, future effectiveness of

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these protection works cannot be guaranteed (except where a specialist coastal engineer can certify that the works have been designed and constructed in accordance with standard coastal engineering practice for a specified design life[6]).

2.5 Coastal Ecology

Eco Logical Australia Pty Ltd has prepared a description of the coastal ecosystems of the study area, and the threats to and recommended management of these ecosystems, as provided in **Appendix B**. Their management recommendations have been included as management actions in Section 8 herein.

2.6 Cultural and Heritage Significance

Prior to European settlement, the Aboriginal Guringai people inhabited the local foreshore and headlands in the former Pittwater local government area (LGA). However, based on an April 2015 search of the Office of Environment and Heritage "Aboriginal Heritage Information Management System" (AHIMS) it is understood that there are no registered Aboriginal heritage sites within the study areas at Bilgola Beach and Basin Beach.

Schedule 5 of the *Pittwater Local Environmental Plan 2014* lists a number of local heritage items, conservation areas and archaeological sites. Those that are located within the study area at Bilgola Beach comprise:

- street trees (Norfolk Island Pines and Canary Island Date Palms) along Bilgola Avenue and Allen Avenue;
- the ocean rock pool at the southern end of Bilgola Beach; and,
- drainage and bridge structures from No. 15 to No. 21 Bilgola Avenue (along Bilgola Creek).

Local heritage items located within the study area at Basin Beach comprise the Norfolk Island Pines along Surfview Road and the ocean rock pool at the southern end of the beach.

There are no items of State or National significance in the study area.

In the *Pittwater Community Based Heritage Study Review* (City Plan Heritage, 2014), it was recommended that a heritage conservation area was established over an area of foreshore at Bilgola Beach. The proposed boundary of the Bilgola Heritage Conservation Area (refer Figure 10) includes the properties along the southern side of Bilgola Avenue (No. 3 to No. 21, of which 21 Bilgola Avenue is in the study area herein) and the car park, amenities block, Bilgola SLSC and the rock pool. The significance of the area primarily derives from the archaeological remnants of the Bilgola House Estate and its natural values (City Plan Heritage, 2014).

[6] This is likely to be potentially achievable only at 11, 15, 29, 31 and 33 Surfview Road.

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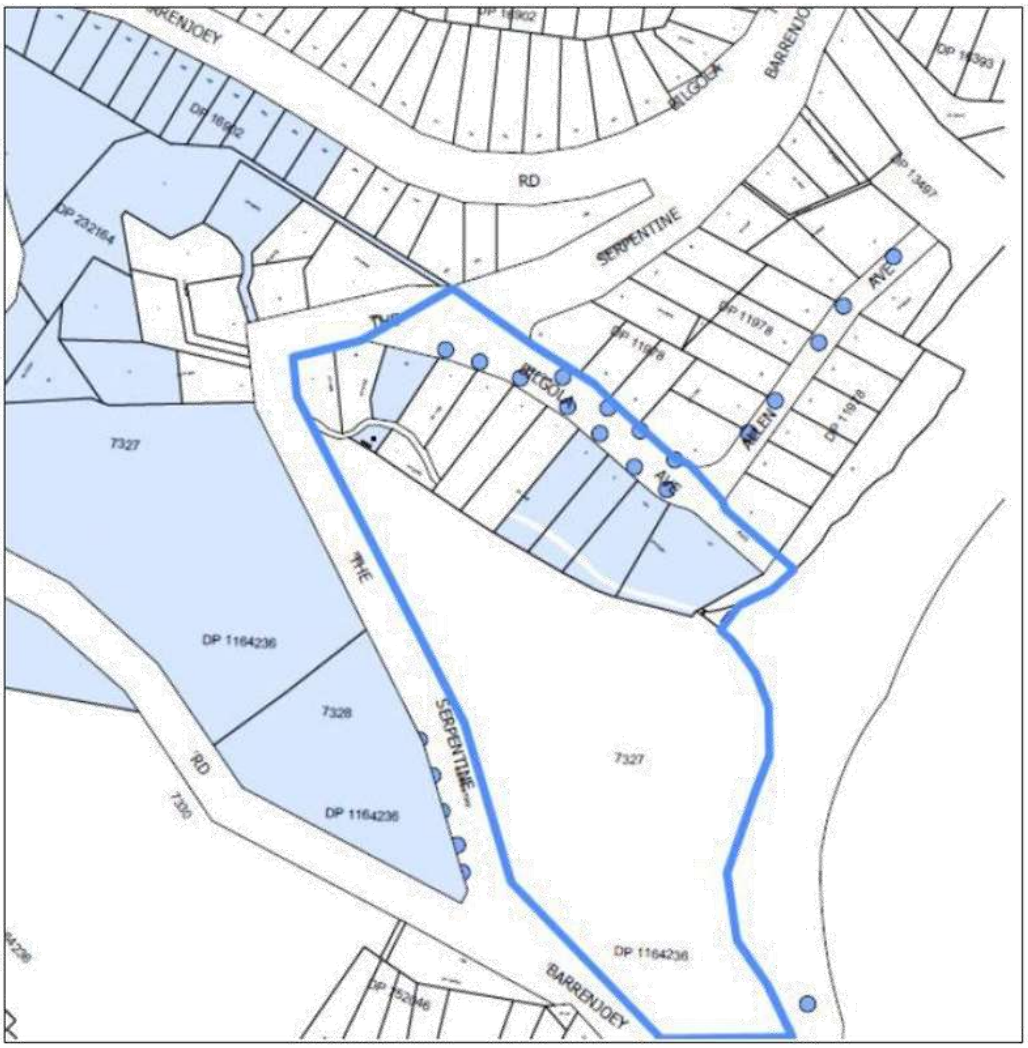

Figure 10: Proposed boundary of recommended Bilgola Conservation Area, from City Plan Heritage (2014)

2.7 Community Uses

2.7.1 Surfing

Bilgola Beach is protected to some degree from south east waves by Newport reef, which extends some 1km out to sea. A permanent rip known as the 'Newport Express' exists against the rocks at the southern end of the beach and flows out over rocks in the direction of Newport Beach (Short, 2007). Surfing options include the beach break over the bar, which runs alongshore over the length of the beach and is typically cut by two shifting beach rips (Short, 2007). At the southern end of the beach, a reef break known as 'Bowles' exists seaward of the rock pool. 'Bowles' consistently breaks left and right over a flat rock ledge in a range of swell directions (Wannasurf, 2015a). At the northern end of

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the beach, a beach break known as the 'Bilgola Bank' exists along the edge of the rocks beneath the headland (Wannasurf, 2015b).

Basin Beach is protected to some degree by submerged reefs across the entrance to the embayment (see **Appendix D** for further discussion), which maintain a steep, cusped and reflective beach (Short, 2007). It is a popular spot for surfing during large swells when a heavy and hollow shore break known as the 'Womp' is popular with bodyboarders. A regular reef break known as 'Little Reef' exists seaward of the rock pool at the southern end of the beach. In smaller swells this short right hand break is enjoyed by longboard riders. Other reef breaks include a left hand wave at the northern end of the beach known as 'North Point' and the offshore reef in the middle of the embayment, which both break infrequently and require larger swell conditions to become surfable (Realsurf, 2006).

2.7.2 Fishing

Bilgola Head, at the northern end of Bilgola Beach, provides good rock fishing from the rock platform around the base of the headland (Brown, 2007). At the southern end of the beach, the gutter formed by the permanent rip along the rocks can be accessed from the beach or rock platform (Short, 2007). Following storm swells, nearshore gutters provide opportunities for beach fishing.

The rock platforms at the northern and southern ends of Basin Beach provide good rock fishing options. Fishing from the rock platform around the rock pool in slight swell conditions has been reported to produce bream, snapper, luderick, drummer and trevally (Australian Travel & Tourism Network [ATN], 2015). Basin Beach is a renowned location for snapper in large swell conditions (ATN, 2015). Beach fishing is also popular with relatively deep and calm water accessible to anglers at a short distance from the shoreline.

2.7.3 Surf Life Saving Clubs

Mona Vale SLSC is located adjacent to Mona Vale Beach to the immediate south of Basin Beach, and has around 1,500 members. Its members primarily patrol Mona Vale Beach. In addition to beach patrols and regular Nippers meetings[7], Mona Vale SLSC runs fundraising and social events, club championships, participates in interclub competitions, holds two annual ocean swims (including the 'Cold Water Classic' from Basin Beach to Mona Vale Beach), and run training and education courses in first aid and surf lifesaving skills.

The SLSC uses Basin Beach (in addition to Mona Vale Beach) for its activities, particularly in high swell when Basin Beach offers relatively sheltered conditions for Nippers activities. The patrolled area of Mona Vale Beach is typically south of the SLSC building, however flags are occasionally set up at Basin Beach during high swell conditions and small patrol outposts are set up on the sand spit at the rock pool.

Bilgola SLSC is located at the southern end of Bilgola Beach adjacent to the main car parking area, and has around 900 members. The SLSC runs and participates in similar events and courses to those described above for Mona Vale SLSC. Bilgola rock pool is used by the Club to train Bronze Medallion candidates, for Nippers water activities, and for club championship activities.

[7] Nippers is a junior program that introduces children aged 5 to 13 to surf lifesaving.

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2.7.4 Swimming Clubs

The "Bongin Bongin Dawn Busters" are an ocean swimming club that meets at Basin Beach on a daily basis throughout the whole year. Club members meet early in the morning to swim from Mona Vale rock pool across Basin Beach and back, and in suitable conditions swim around the rock pool to the shore seaward of Mona Vale SLSC. The Club also holds an annual "Bungan to Bongin Ocean Swim", which comprises a swim over a distance of around 1.25 km from Bungan Beach to Basin Beach.

Other ocean swims held in the vicinity of the Basin Beach study area include the:

- Don "Doc" Jenkin Memorial Ocean Swim, held annually on the third Sunday of January and comprising a 1.6km swim from Warriewood Beach to Mona Vale Beach; and
- Cold Water Classic, held annually on the third Sunday of June and comprising a swim from Basin Beach to Mona Vale Beach.

Avalon Bilgola Amateur Swimming Club Inc has been in existence since the mid 1960's, and currently has around 220 members ranging from small children to seniors. The Club uses Bilgola rock pool for race meetings from 9am to around 11.30am on Saturday mornings during the warmer months from mid-October to the end of March. Occasional twilight meetings are also held on mid-week evenings from around 6pm. The Club runs Learn to Swim and Stroke Correction classes for its members. These are held at 8am prior to the regular Saturday race meeting over a period of 10 weeks. A senior swimming training program is also delivered by the Club, which involves 2 to 3 meetings per week over a 10 week period from January/February.

The Bilgola Ocean Swim is an event held as part of five swims in the Pittwater Ocean Swim Series. The main event is held in the summer months (December/January) and comprises a 1.5 km swim starting from the middle of Bilgola Beach and follows a course marked by offshore buoys before returning to the Bilgola Beach shoreline.

2.7.5 Other Recreational Activities

The beach, rock pools and foreshore reserves at Basin Beach and Bilgola Beach cater for a wide range of recreational activities including swimming, sunbathing, picnicking, beach walking, running/exercising, bushwalking and snorkelling.

A community survey of 217 residents undertaken by Pittwater Council (2012) determined the following ranking of the top ten activities enjoyed by residents of the former Pittwater LGA:

1. Cafes and outdoor dining (135 responses);
2. Walking (132 responses);
3. Bushwalking (107 responses);
4. Swimming pools (105 responses);
5. Cinemas (103 responses);
6. Park visits for recreation (101 responses);
7. Nature appreciation (94 responses);
8. Swimming in the surf (83 responses);
9. Markets (79 responses); and
10. Boating (71 responses).

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This community survey indicates that residents of the former Pittwater LGA enjoy the outdoors and natural beauty of the area. A number of the above activities are able to be undertaken at beaches, rock pools or foreshore reserve areas such as those in the study area.

Basin Beach has been reported to be one of the best snorkelling locations in the Sydney metropolitan area (Lockwood, 2005). In calm conditions it offers opportunities to explore the tall kelp beds and rocky reefs within the embayment.

2.7.6 Beach Usage and Lifeguard Patrols

Former Pittwater Council beaches are patrolled by the Australian Lifeguard Service (ALS) during weekdays. Weekend and public holiday patrols are covered by volunteer surf lifesavers and are managed by Sydney Northern Beaches Surf Life Saving (SNBSLS).

Based on the combined statistics contained within the *Season Report 2013-2014: Pittwater Council* (ALS, 2014) and *2013 – 2014 Annual Report* (SNBSLS, 2014), there were about 1.6 million visits to patrolled beaches in Pittwater over the 2013 to 2014 swimming season (end of September to end of April). Statistics for the study area beaches are provided in Table 1 (note that Basin Beach was not identified separately from Mona Vale Beach, but it is expected that the majority of visitations were to Mona Vale Beach and not Basin Beach).

Table 1: 2013-2014 beach attendance and rescue figures for the study area beaches

Beach	Beach Attendance	Proportion of Pittwater visits	Rescues	Average rescues per 100,000 visitors in season
Bilgola Beach	134,900	9%	46	34
Mona Vale Beach	285,100	18%	130	46
Pittwater Beaches (total)	1,559,500	100%	573	37

Bilgola Beach had average rescue numbers close to the Pittwater overall average of 37 rescues per 100,000 visitors. The average rescue numbers at Mona Vale Beach were above the Pittwater average.

2.8 Access to Beaches and Headlands

2.8.1 Summary Figures

Pedestrian access and car parking locations are depicted in Figure 11 (Bilgola Beach) and Figure 12 (Basin Beach). Further discussion on access to beaches and headlands is provided in subsequent sections.

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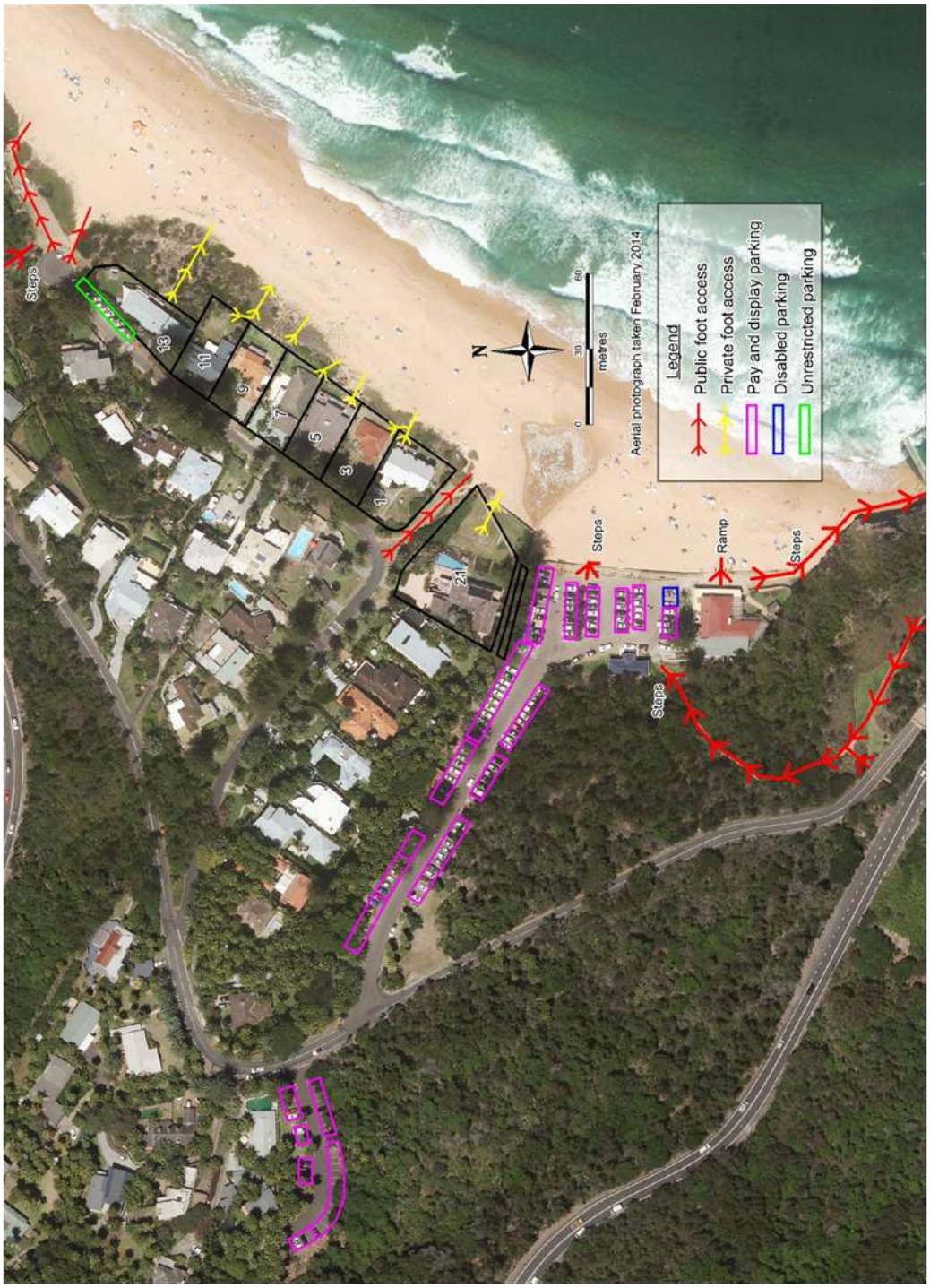

Figure 11: Pedestrian access and parking at Bilgola Beach

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Figure 12: Pedestrian access and parking at Basin Beach

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2.8.2 Vehicular Access

Vehicles are not generally permitted on beaches in the study area.

Vehicular access to near the southern end of Bilgola Beach is available via an access road from The Serpentine, which leads to the main public car parking area. Vehicular access near the northern end of Bilgola Beach is available by turning off The Serpentine into Bilgola Avenue and continuing to Allen Avenue, which ends in a cul-de-sac located landward of the foreshore reserve. Limited car parking is available on the seaward side of Allen Avenue, within a small section of road reserve immediately south of the cul-de-sac. Street parking is not permitted along Bilgola Avenue and the southern section of Allen Avenue.

Vehicular access to near the southern end of Basin Beach is available via Surfview Road, which provides access to the main car parking area for Mona Vale Beach. Street parking is also available along Bassett Street and Surfview Road.

2.8.3 Pedestrian Access

Pedestrian access to the southern end of Bilgola Beach is provided by beach access steps at the seawall adjacent to the car park area. The southern end of the beach can also be accessed via a concrete pathway landward of the seawall, where a beach access ramp exists seaward of Bilgola SLSC and where the pathway merges with the beach berm level near the southern headland. The concrete pathway also provides pedestrian access to the rock pool.

Pedestrian access to the southern end of Bilgola Beach is also provided by a path over the dune from the corner of Bilgola Avenue and Allen Avenue. A number of informal access paths provide access over the dune from beachfront private property.

Pedestrian access to the northern end of Bilgola Beach is provided by formalised beach access walkways through the fenced dune vegetation. One beach access walkway leads from the cul-de-sac and the second is located around 50 metres to the north. Pedestrian access to this area from The Serpentine is also provided by a stepped access walkway down the escarpment. Informal access paths from properties along the headland also link with this stepped walkway.

Pedestrian access to the southern end of Basin Beach is provided by two beach access walkways leading from the foreshore reserve adjacent to the main car park area. One access walkway is located in the north east corner of the car park and comprises a set of stairs leading from the foreshore reserve down to beach level. The other access walkway is located around 50 metres to the south and runs through the fenced dune vegetation area. A number of informal and formal access paths and stairways provide pedestrian access over the dune from beachfront private property along Surfview Road.

Pedestrian access to the northern end of Basin Beach is provided via the foreshore reserve area located at the corner of Surfview Road and Bassett Street. Two beach access walkways run from the reserve through the fenced dune area.

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2.8.4 Headland Access

Vehicular access to Bilgola Head, at the northern end of Bilgola Beach, is provided from The Serpentine to the 'A J Small Lookout'. An 8 space car park is provided from which the public can walk to the nearby lookout positioned at the eastern tip of Bilgola Head.

Pedestrian access to South Bilgola Headland is provided by the access steps and pathway located landward of the car park to the south of the amenities block. This pathway leads to Eric Green Reserve and continues around the headland to Newport Beach via the South Bilgola Headland Walking Track.

Pedestrian access to Mona Vale Head is provided from the northern end of Basin Beach via a stepped walking track that starts from the northernmost beach access walkway and continues to the cul-de-sac at the end of Grandview Parade. The track continues around the perimeter of Mona Vale Head to the cul-de-sac at the end of Hillcrest Avenue. A track also links the ends of Grandview Parade and Hillcrest Avenue, which also provide vehicular access to the headland.

The above headland access pathways and lookouts form part of the Bicentennial Coastal Walkway, which was established to form a continuous coastline route between Manly Beach and Palm Beach.

2.8.5 Universal Access

Bilgola Beach has the following universal access provisions:

- 2 disabled parking spaces in the main car park area;
- all weather disabled access at Bilgola rock pool;
- a wheelchair with soft balloon tyres (FreeWheeler Wheelchair) is stored by Bilgola SLSC and available for free weekend use on the beach; and
- a unisex accessible toilet with MLAK lock is located next to the life savers room at Bilgola SLSC.

Basin Beach has the following universal access provisions:

- 3 disabled parking spaces in the main car park area at Mona Vale Beach; and
- disabled toilet access at Mona Vale SLSC.

2.8.6 Discussion on Adequacy of Current Access Arrangements and any Associated Environmental and Safety Impacts

The current access arrangements to beaches and headlands in the study area are generally adequate. There are times after storms when access to the beach is difficult due a steep erosion escarpment in the dune sand and/or there is exposure of rock on the beach. However, these are short term impacts (and a natural process in the case of the formation of steep escarpments in the dune sand) and actions are included in Section 8 to mitigate these impacts.

The public beach walkways do not have any significant environmental and safety impacts, being impacted by coastal hazards rather than impacting coastal hazards.

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For access from private property (eg stairways and pathways), it is recommended that Council considers developing requirements for accessways so that they are appropriately designed and managed considering the potential for:

- damage from coastal processes;
- impacts on public beach amenity;
- environmental degradation; and
- public liability issues.

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A CZMP action (H18) is included in this regard in Section 8. These accessway requirements could potentially be developed when Beach Plans of Management are reviewed for the subject study areas.

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3. LEGISLATIVE AND PLANNING CONTEXT

Key legislation and planning/guideline documents relating to the investigation herein are described in **Appendix C**.

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4. COASTAL PROCESSES AND COASTLINE HAZARDS

4.1 Preamble

Coastal processes and coastline hazards in the study area are described in WorleyParsons (2012c). In the context of an assessment of acceptable risk, coastal processes and coastline hazards in the study area related to erosion/recession are also described in **Appendix D**, as discussed further in Section 4.2. Risks to public safety and built assets in relation to the identified erosion/recession coastline hazards are considered in Section 5.

Other particular coastline hazards warranting specific consideration are erosion of beaches caused by stormwater and overland flow (see Section 4.3), and coastal inundation caused by wave overtopping of foreshore areas (see Section 4.4).

4.2 Erosion/Recession Related Hazards

To summarise, the beaches of the study area have been relatively stable over the long term, as measured over the last 50 or so years. That is, although both beaches (and particularly Bilgola Beach) are subject to short term beach erosion (storm demand) from coastal storms with large waves and elevated water levels, natural recovery after storms has meant that sand has returned to the beaches such that although beach volumes fluctuate over time, the long term average beach volumes have been relatively stable.

However, due to climate change and particularly sea level rise, it is projected that in the future these beaches will recede (move landward). The magnitude of this recession has been estimated as between a factor of about 10 to 40 times the magnitude of the sea level rise. For example, for a sea level rise of 0.5m, recession of about 5m to 20m is expected where not constrained by protection works. Where protection works remain in place, this would lead to a narrowing beach width over time.

Coastline hazard related mapping is included in **Appendix D** of:

- traditional Immediate, 2050 and 2100 Hazard Lines defined at both the landward edge of the Zone of Slope Adjustment and Zone of Reduced Foundation Capacity [8](in Figure D13 to D16);
- "almost certain", "likely", "possible", "unlikely" and "rare" likelihood lines to define the extent of erosion/recession for a 60-year design life to 2075 (also in Figure D13 to D16); and
- acceptable risk setback lines for new development on conventional foundations, and for new development on piled foundations (in Figure D19 and D20).

4.3 Stormwater and Overland Flow Impacts

There are two open channels between 21 Bilgola Avenue and the car park adjacent to Bilgola SLSC. The northern open channel is the main channel and is known as Bilgola Creek, and is located adjacent to (immediately south of) the 21 Bilgola Avenue dwelling. The southern open channel is narrower and is located adjacent to (immediately north of) the kiosk/café, and is a drainage outlet for the car park area. This southern channel has been denoted as the "Bilgola Kiosk channel" herein.

[8] Definitions for the Zone of Slope Adjustment and Zone of Reduced Foundation Capacity are provided in Section D3.3.2.

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In combination with erosion caused by wave action, runoff discharging from three of the stormwater outlets at Bilgola Beach (at Bilgola Creek, the Bilgola Kiosk channel, and adjacent to Bilgola SLSC), as well as overland flow runoff over the seawall, can cause additional beach erosion leading to exposure of rocks and rock-filled wire cages used for scour protection. Photographs of the outlets and impacts are provided in Figure 13 to Figure 21 (all photographs taken 22 April 2015 unless stated otherwise). Bilgola Creek is depicted in Figure 13, with the Bilgola Kiosk channel shown in Figure 14.

Seaward of Bilgola Creek, the predominant impact from the erosion is exposure of deteriorating wire surrounding gabion basket or reno mattress scour protection (Figure 15). The wire has sharp metal ends and could injure a person who trod on the wire, and could eventually unravel leading to rocks being scattered over the beach. To manage the public safety risks associated with this issue, signage could be employed to warn the public to avoid the area when the baskets are exposed (barricading may be impractical to employ due to the area being affected by wave action when beach sand levels are low). It would also be possible to undertake beach scraping to mechanically cover the exposed wire with sand (accelerating the natural beach recovery after coastal storm events). A more permanent solution to this issue would be to remove and replace (if necessary) the wire baskets with more appropriate scour protection. A CZMP action (H19) is included in Section 8 that there is consideration of removal of the scour protection, with replacement (if necessary) of more appropriate scour protection, if this issue cannot be managed through signage and beach scraping.

Seaward of the Bilgola Kiosk channel the predominant impact from the erosion is exposure of rocks that are a potential trip hazard and visually unappealing (Figure 16). A CZMP action (H20) is included in Section 8 that there is removal of the rocks from the beach where scattered over the beach area, or relocation to provide scour protection at a more appropriate localised area. This can be achieved using an excavator with a screening bucket that picks up rock size material while allowing sand to pass through. A CZMP action (M4) is also included in Section 8 that there is consideration of construction of a formalised headwall and scour protection for the Bilgola Kiosk channel outlet.

The scour seaward of the Bilgola Kiosk channel is also related to runoff from the bathing shower (Figure 17) and overland flow runoff over the seawall[9]. Overland flow can also cause scour adjacent to the seawall steps (Figure 19). An overview of the scour at Bilgola Creek, Bilgola Kiosk channel and from runoff over the seawall in the vicinity of the northern shower and steps is provided in Figure 20. To manage this issue a number of options could be considered after assessment of cost effectiveness (CZMP action M5 is included in this regard in Section 8), namely:

- installation of formalised drainage at the two showers (contoured drain outlets and piped drainage to Bilgola Kiosk channel)[10];
- construction of a kerb on the eastern side of the car park to direct overland flow runoff in a controlled manner towards Bilgola Kiosk channel; and/or
- elevating the seawall by a block height that could be used to act as a kerb to direct bathing shower and overland flow runoff in a controlled manner towards Bilgola Kiosk channel (this would also provide the benefit that the magnitude of wave overtopping would be reduced[11]).

[9] There are two showers adjacent to the Bilgola SLSC seawall, namely a northern shower near the Bilgola Kiosk channel as per Figure 17, and a southern shower located directly opposite the amenities block north of Bilgola SLSC (Figure 18).
[10] This could be combined with a formalised headwall for the Bilgola Kiosk channel.
[11] The seawall is currently overtopped by waves in severe coastal storms (eg in April 2015) and sea level rise would be expected to increase the magnitude of overtopping over the long term future.

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Figure 13: Bilgola Creek outlet

Figure 14: Bilgola Kiosk channel located immediately north of kiosk/café

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Figure 15: Deteriorating wire from gabion basket or reno mattress scour protection seaward of Bilgola Creek

Figure 16: Rocks exposed seaward of Bilgola Kiosk channel outlet

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Figure 17: Northern shower at Bilgola Beach car park, 5 April 2015

Figure 18: Scour at southern shower at Bilgola Beach car park

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Figure 19: Scour at Bilgola Beach car park seawall steps

Figure 20: View of scour at northern end of Bilgola SLSC seawall and adjacent to Bilgola Creek and Bilgola Kiosk channel

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Scour can also occur at the stormwater outlet near Bilgola SLSC, particularly the larger rectangular outlet further north (Figure 21). There could be consideration of removing smaller rocks and relocating larger rocks to form a more formalised scour protection at this location, and a CZMP action (M6) is included in this regard in Section 8.

Figure 21: Scour at Bilgola SLSC stormwater outlets

4.4 Coastal Inundation

4.4.1 OEH (2013) Requirements

Based on OEH (2013), the following inundation related coastline hazards should be identified as a minimum:

- tidal inundation: estimate of areas inundated from still water levels with a 50 or 100-year ARI, for current conditions and projected future conditions.
- coastal inundation: estimate of wave run-up level and overtopping of dunes resulting from an extreme ocean storm event, for current conditions and projected future conditions.

Tidal inundation (that is, elevated ocean still water levels) is considered in Section 4.4.3, while coastal inundation (that is, wave runup) is considered in Section 4.4.4. Prior to this, ground elevations in the study area are discussed in Section 4.4.2.

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4.4.2 Ground Elevations

At Bilgola Beach, ground elevations on the seaward side of beachfront properties and public assets are approximately (moving north to south):

- 7.0m AHD at 5, 7, 9, 11 and 13 Allen Avenue (but with dune crest levels exceeding 7.5m AHD seaward of 9 and 11 Allen Avenue);
- 6.0m AHD at 3 Allen Avenue (but with dune crest levels exceeding 6.5m AHD seaward of most of the lot);
- 5.5m AHD at 1 Allen Avenue and 21 Bilgola Avenue;
- 5.0m AHD at the car park adjacent to Bilgola SLSC; and
- 4.5m AHD at Bilgola SLSC.

At Basin Beach, ground elevations on the seaward side of beachfront properties are approximately (moving north to south):

- 10.0m AHD at 37 and 39 Surfview Road;
- 9.0m AHD at 31, 33 and 35 Surfview Road;
- 8.0m AHD at 29 Surfview Road (but with dune crest levels exceeding 8.5m AHD seaward of most of the lot);
- 7.0m AHD at 17, 19 and 23 Surfview Road;
- 6.5m AHD at 15 Surfview Road;
- 6.0m AHD at 13 Surfview Road;
- 7.5m AHD at 11 Surfview Road;
- 7.0m AHD at 7 and 9 Surfview Road;
- 9.0m AHD at 5 Surfview Road; and
- 8.5m AHD at 3 Surfview Road.

4.4.3 Elevated Ocean Still Water Levels

The main factors which contribute to elevated ocean still water levels on the NSW coast comprise:

- astronomical tide;
- storm surge (barometric setup and wind setup); and,
- wave setup (caused by breaking waves).

Astronomical tide is the regular rise and fall of sea level in response to the gravitational attraction of the sun, moon and planets, and a rotational effect due to the spin of the earth on its axis. Tides along the NSW coastline are semi diurnal, with high and low water approximately equally spaced in time and occurring twice daily (that is, on average, there are two high tides and two low tides in any 24-hour period). There is also significant diurnal inequality in NSW coast tides, a difference in height of the two high waters or the two low waters of each tidal day.

Barometric setup is a localised vertical rise in the still water level due to a reduction in atmospheric pressure. The increase in water level is approximately 0.1m for each 10 hectopascal drop below normal barometric pressure of 1013 hPa (MHL, 1992). Wind setup is the vertical rise in the still water level on the downwind side of a body of water caused by wind stresses on the surface of the water.

Wave setup is defined as the superelevation of the mean water level caused by wave action alone. The phenomenon is related to the conversion of the kinetic energy of wave motion to quasi steady

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potential energy during wave breaking. It is manifested as a decrease in water level prior to breaking (with a maximum set down at the break point), and from the break point the mean water surface slopes upward to the point of intersection with the shore (Coastal Engineering Research Center, 1984).

Department of Environment, Climate Change and Water [DECCW] (2010) has estimated that the 100 year ARI still water level offshore of Sydney (excluding wave setup) is 1.44m AHD at present. Including wave setup of 1.2m, calculated as 15% of the 100 year ARI significant wave height (H_s) of 8.0m for a 6 hour duration estimated by Shand et al (2011), the 100 year ARI still water level at fully exposed shorelines landward of wave breaking is about 2.6m AHD.

However, it is not relevant to map this elevated still water level (that is, tidal inundation) in the study area. This is because even allowing for 1m of sea level rise (giving a still water level of 3.6m AHD), this is contained within sandy beach areas of the study area, and would not extend landward to developed areas (the lowest landward areas are at 4.5m AHD at Bilgola SLSC). That is, mapping of these water levels on the beach would not be meaningful.

That stated, these water levels may cause backwater effects in the stormwater systems landward of sandy beaches in the study area, which would require further investigations to assess. A CZMP action (H15) is included in Section 8 for there to be assessment of flooding and drainage in the study area considering backwater effects due to oceanic inundation. This could most conveniently be undertaken as part of updating the *Pittwater Stormwater Management Plan* (currently underway).

4.4.4 Wave Runup

Individual waves can cause temporary water level increases above the still water level due to the process of wave runup or uprush.

Wave runup is site specific, but typically reaches a maximum level of about 8m AHD at fully exposed beaches on the open NSW coast at present. Higgs and Nittim (1988) found that for a coastal storm that occurred in August 1986, maximum runup levels at Bilgola Beach were about 5.5m AHD. It is considered to be reasonable to adopt a 100 year ARI wave runup level of 6m to 8m AHD for the study area. Taking sea level rise into account, wave runup values may increase into the future, generally in the order of the magnitude of the sea level rise.

Wave runup levels of 6m to 8m AHD are above dune/foreshore crest levels along the entire length of Bilgola Beach and parts of Basin Beach. Areas with dune/foreshore crest levels at or below 7m AHD are at:

- Bilgola SLSC (4.5m AHD elevation seaward);
- car park adjacent to Bilgola SLSC (5.0m AHD elevation seaward);
- 1 Allen Avenue and 21 Bilgola Avenue (5.5m AHD elevation seaward);
- 3 Allen Avenue and 13 Surfview Road (6.0m AHD elevation seaward);
- 15 Surfview Road (6.5m AHD elevation seaward); and
- 5, 7 and 13 Allen Avenue, and 7, 9,17, 19 and 23 Surfview Road (7.0m AHD elevation seaward).

There is therefore the potential for occasional wave overtopping and coastal inundation in these (and other) areas. However, it should be noted that runup levels in the order of 6m to 8m AHD would only be realised if the foreshore was at the runup height or higher. In reality, any waves that overtopped

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the foreshore in the study area would 'fold over' the foreshore crest and travel as a sheet flow at shallow depth, spreading out and infiltrating over landward areas. A significant reduction in the velocity and depth of the runup would be expected within the order of 10m landward from the foreshore crest. Therefore, for example, the existing development (dwelling) at 21 Bilgola Avenue is not at a particularly high risk of damage from coastal inundation as it is setback well landward of two seawalls.

That is, even if a structure (in particular habitable floor level) was below a predicted wave runup level, this does not necessarily imply there would be damage to the structure, as this would depend primarily on the depth of overtopping flow (or flow momentum in immediate foreshore areas), distance of the structure from the foreshore crest, nature of the construction, and relative difference between natural ground levels and ground floor levels at the structure.

Inundation hazards should be assessed on a site specific basis and can generally be managed through maintaining a difference in height between ground floor levels and adjacent natural ground levels (a 0.5m difference would typically be acceptable where ground levels exceed 7.0m AHD), and/or by applying risk minimisation measures such as:

- using construction materials that would not be adversely damaged by inundation, such as concrete floors;
- placing electrical equipment, wiring, or any other service pipes and connections that could be damaged by water at a suitably high level;
- storing goods or materials that could potentially be water damaged or water polluting at a suitably high level;
- using impact resistant construction materials in areas that may be subject to direct wave action; and
- maintaining seawalls seaward of development at a suitably high crest level.

For Bilgola SLSC and the adjacent car park, it is recommended that there is consideration of the following measures to reduce the risk of inundation damage (CZMP action M7 is included in this regard in Section 8):

- elevating the seawall by two block heights adjacent to Bilgola SLSC;
- reorientating the timber ramp at the SLSC (damaged in recent April 2015 storms) so as not to provide a direct pathway for wave runup towards the SLSC; this would also require a kerb on the seaward side of the ramp to act as a barrier to wave runup (a new concrete ramp directed to the north may be most appropriate); and
- elevating the seawall by a block height adjacent to the car park (as discussed in Section 4.3, this could also be used to act as a kerb to direct bathing shower and overland flow runoff).

Works at the SLSC would be a significantly higher priority than the car park due to the SLSC having a lower ground level, proximity to the seawall crest and higher value of infrastructure at risk.

Note that besides coastal inundation, it is also necessary to consider the risk of overland flow flooding, such as in terms of setting minimum habitable floor levels. Refer to the *Pittwater Overland Flow Mapping and Flood Study* (Cardno, 2013) and Section B3.22 and B3.24 of the Pittwater 21 DCP for further information. Adopted overland flow levels at particular properties are also provided at Council's website.

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5. RISKS TO PUBLIC SAFETY AND BUILT ASSETS

5.1 Preamble

It is a requirement of OEH (2013) that a CZMP contains a description of the nature and extent of risks to public safety and built assets from coastal hazards, which is provided in Section 5.2 and Section 5.3 respectively. Both existing and future risks are considered. Property risk and response categories are discussed in Section 5.4, with reference to **Appendix E**. Geotechnical stability issues at the Bilgola Beach headlands, which may potentially impact on public safety, are also considered in Section 5.5. An Emergency Action Subplan has been prepared as discussed in Section 5.6, with reference to **Appendix F**.

5.2 Risks to Public Safety

Risks to public safety at beaches in the study area may arise at any time for swimmers. Short (2007) has described the risks to such beach users in the study area.

To assist in managing these risks, lifeguards patrol Bilgola Beach and Mona Vale Beach. As noted in Section 2.7.6, these beaches are patrolled by professional lifeguards on weekdays and SLSC volunteers on weekends from late September to late April. However, note that there are no regular patrols at Basin Beach.

Council advises that swimmers and waders should only enter the water at patrolled locations, and only between the red and yellow flags. A CZMP action (O6) is included in Section 8 recommending continuation of professional weekday lifeguard patrols at Bilgola Beach and Mona Vale Beach.

Risks to public safety may also potentially arise both during coastal storms, and after coastal storms (prior to beach recovery).

Large waves and elevated water levels may be a risk to swimmers, surfers and other water users (or those near the water) during storms. Lifeguards have the opportunity to close beaches when conditions are considered to be unacceptably hazardous during patrol hours. If beach users only swim between flags installed by lifeguards on the beach, risks of drowning or near-drowning related injuries would be minimised. Council does not consider that it has a responsibility to provide a 24 hour a day and year around lifeguard service, nor to provide a lifeguard service in areas outside the flags.

Risks to public safety can also arise after storms when there may be steep and high erosion escarpments along the beach, and particularly at beach accessways which may make beach access difficult. A CZMP action (R6) is included in Section 8 regarding closing off accessways that are damaged and/or dangerous. A CZMP action (R7) is included in Section 8 regarding mechanically regrading steep and high erosion escarpments where required, to reduce risks to public safety from collapsing sand dunes as the escarpment dries out. These works may typically be required when erosion escarpments are several metres high.

Dune protective fencing, board and chain walkways, garbage receptacles and signage may also be dislodged or detached by storm activity and erosion. Where damaged, these materials should be removed from the active beach zone as soon as practicable after a storm event to reduce risks to public safety and avoid further mobilisation of debris by wave action.

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A CZMP action (R5) is included in Section 8 to ensure sufficient warning signage and barricades are available for use, and to implement these as required to close off damaged and potentially dangerous public beach access points after storm erosion. It is recommended that signage is placed both at the top and the bottom of public accessways, since injury can occur by people trying to leave as well as arrive at the beach. Natural beach recovery after storms would be expected to eventually restore ease of access after erosion, and beach scraping (discussed below) may also be considered to assist in mechanically accelerating that recovery.

Exposure of existing protection works (eg rock revetments that are usually buried under sand) may also be a risk to public safety if beach users choose to climb on the structures or tunnel into them, due to the potential (for example) for rocks to be dislodged, or for such a beach user to slip, with a risk of injury in both cases. The existing rock protection works have not generally been designed for beach access, often being relatively steep and with random rock placement, thus potentially making traversing the structures inappropriate. There is also the possibility that exposed rocks could suddenly collapse, posing a risk of injury to any beach users who were adjacent to the protection works.

As noted in Section 4.3, significant beach erosion near Bilgola Creek can also expose rock-filled wire cages used for scour protection. A CZMP action (H19) is included in Section 8 that there is consideration of removal of the scour protection, with replacement (if necessary) of more appropriate scour protection, if this issue cannot be managed through signage and beach scraping.

It is recommended that Council manages risks associated with exposed protection works by employing warning signage and barricading as required. A CZMP action (R8) is included in Section 8 regarding erecting barricades and safety signage to discourage people from walking on or near exposed existing protection works.

Landowners are advised not to access the beach seaward of their property if existing protection works are exposed. A CZMP action (O3) is included in Section 8 that ongoing education of residents on these and other relevant issues is undertaken by Council.

Council could also manage risks associated with exposed protection works (including exposed scour protection) by undertaking beach scraping. A CZMP action (R9) is included in Section 8 relating to beach scraping, namely: "undertake beach scraping after storms to accelerate beach recovery where resources allow, in particular to accelerate the burial of exposed protection works and restoration of beach accessways"[12].

Risks to public safety may also arise during non-storm periods, for example due to foreign objects on the beach or poor water quality. Council currently undertakes beach raking at Bilgola Beach to remove litter weekly in the swimming season (October to April), but only rarely rakes Basin Beach. A CZMP action (O7) is included in Section 8 that raking at Bilgola Beach continues.

It is recognised that cleansing of the beach of debris and other inappropriate materials may be required at other times (outside the raking cycle), and also at Basin Beach (as well as Bilgola Beach), particularly after storms. Where feasible, Council would remove or order removal of inappropriate objects on beaches in the study area, once aware of their presence. Fencing/barricading around

[12] Council would need to complete an environmental assessment for these beach scraping works, obtain land owners consent and/or licensing of construction works from Crown Lands where sand is to be scraped from below the Mean High Water Mark, and ensure that any other necessary consents, approvals, licences and permits are in place for the works (Council may also be required to obtain land owners consent for placement of sand on private land, should this be involved). A CZMP action (H12) is included in this regard in Section 8.

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inappropriate objects may be necessary until they are removed. A CZMP action (R10) that Council would remove debris and other inappropriate materials off beaches in the study area as required is included in Section 8. Seaweed washed up on the beaches is considered to be a natural material and is not removed by Council.

The Bilgola and Mona Vale rock pools are cleaned once a week in the swimming season and once a fortnight in the non-swimming season (annual cleaning rosters for all former Pittwater ocean rock pools are available on the Northern Beaches Council website). A CZMP action (O8) is included in Section 8 that this continues. Hot humid conditions, high water temperature, decomposing seaweed, and a large number of people using the pools will affect water quality in the pools. Water may appear discoloured or cloudy due to these factors quickly after cleaning, particularly if ocean seas/swell are relatively calm and there is thus little tidal exchange of fresh seawater. Where installed in rock pools (such as at Bilgola), Council operates submersible pumps to increase exchange of seawater and improve water quality during periods of high pool usage.

The NSW Office of Environment and Heritage (OEH) administers a Beachwatch program that includes water quality (faecal contamination) monitoring of Bilgola Beach and Mona Vale Beach and daily pollution forecasts. OEH (2014) recommended the following:

- avoid swimming during and at least one day after heavy rain at ocean beaches, due to the possibility of pollution from stormwater drains;
- avoid swimming near stormwater drains or sewage outfalls; and
- avoid swimming if you see signs of pollution such as discoloured water, oil or scum on the water, and litter or other debris floating in the water or on the tide line.

Water quality has generally been good at Bilgola Beach and Mona Vale Beach over the last decade, but the water may be susceptible to pollution after rain. Both beaches were rated as having very good water quality in the most recent Beachwatch "State of the Beaches 2013–2014" report, but it was noted that enterococci levels often exceeding the safe swimming limit in response to 20mm or more of rainfall.

5.3 Risks to Built Assets

5.3.1 Erosion/Recession

Risk to built assets from erosion/recession primarily depends on:

- how far landward they are relative to hazard lines or likelihood lines (or relative to the beach);
- the nature of foundations (eg piled development can be designed to not be damaged if undermined by erosion); and
- the presence and integrity of protection works located seaward of the asset.

To assess the appropriate setbacks and controls for new development so that future development in the study area is at acceptable risk from erosion/recession, an innovative risk assessment has been completed as outlined in **Appendix D**. In essence, it is proposed that to manage future new development in the study area such that it is at acceptable risk, adequate setbacks be applied. The three setback lines that have been delineated are a:

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- setback for development on conventional foundations (such as slab-on-ground, strip footings or shallow piers);
- setback for development on (deep) piled foundations; and
- setback for all development (either on conventional or piled foundations).

To reduce risk to development, piled development is also proposed to be applied as required. The adopted setbacks from Appendix D are depicted in Figure 22 (Bilgola Beach) and Figure 23 (Basin Beach). Note that these are minimum setbacks, and there may be other planning considerations such as visual impacts and effects on views that would require an additional setback as each Development Application is assessed on its merits.

Landowners are also entitled to consider the installation or upgrading of protection works under *State Environmental Planning Policy (Infrastructure) 2007*. Where works would be entirely within private property (where feasible) and would not impact on adjacent property, protection works may be considered to reduce the risk to development and potentially move the setback line for piled development further seaward (but no further seaward than the Foreshore Building Line).

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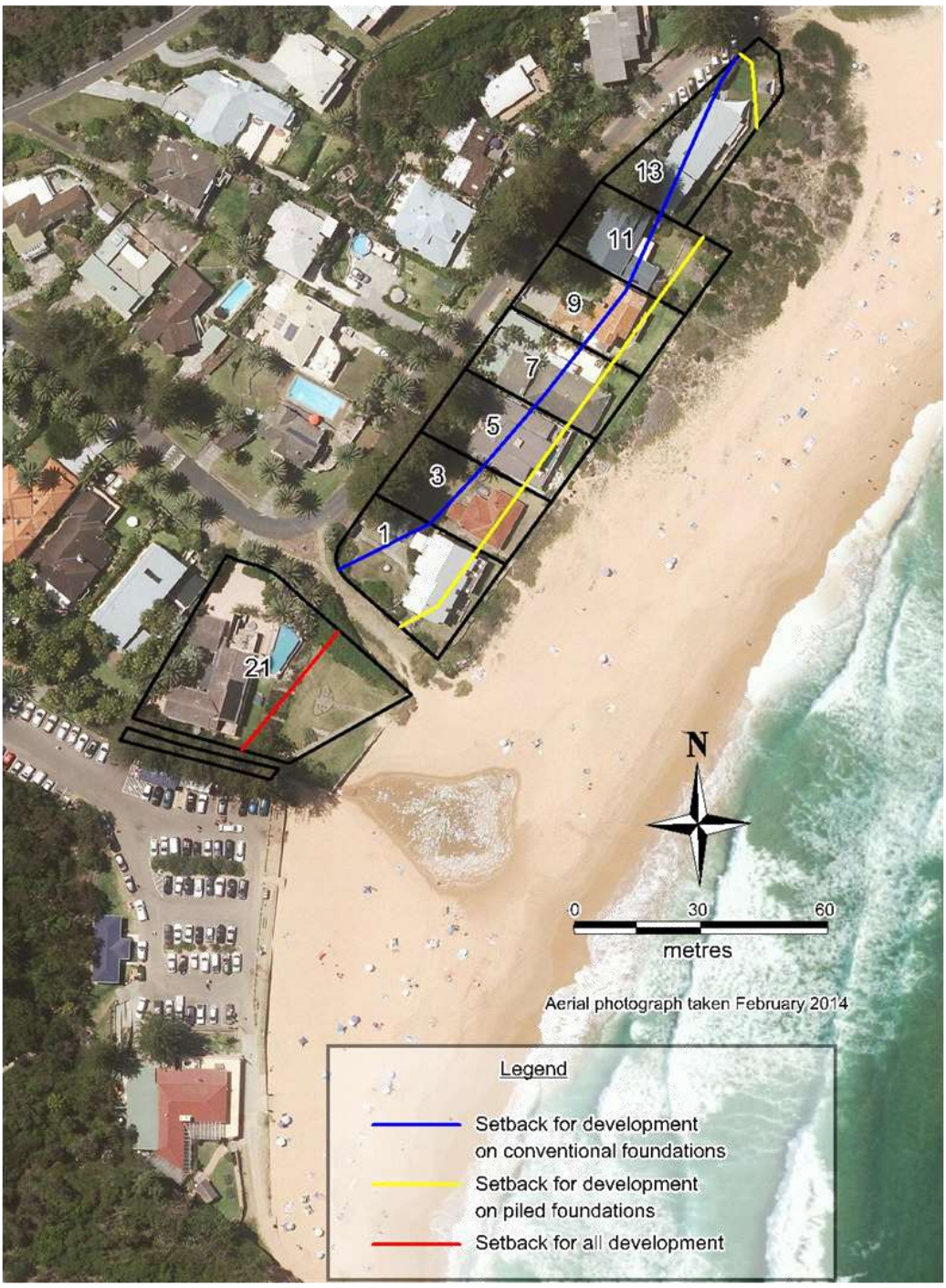

Figure 22: Adopted minimum beachfront setback lines for development on conventional and piled foundations at Bilgola Beach

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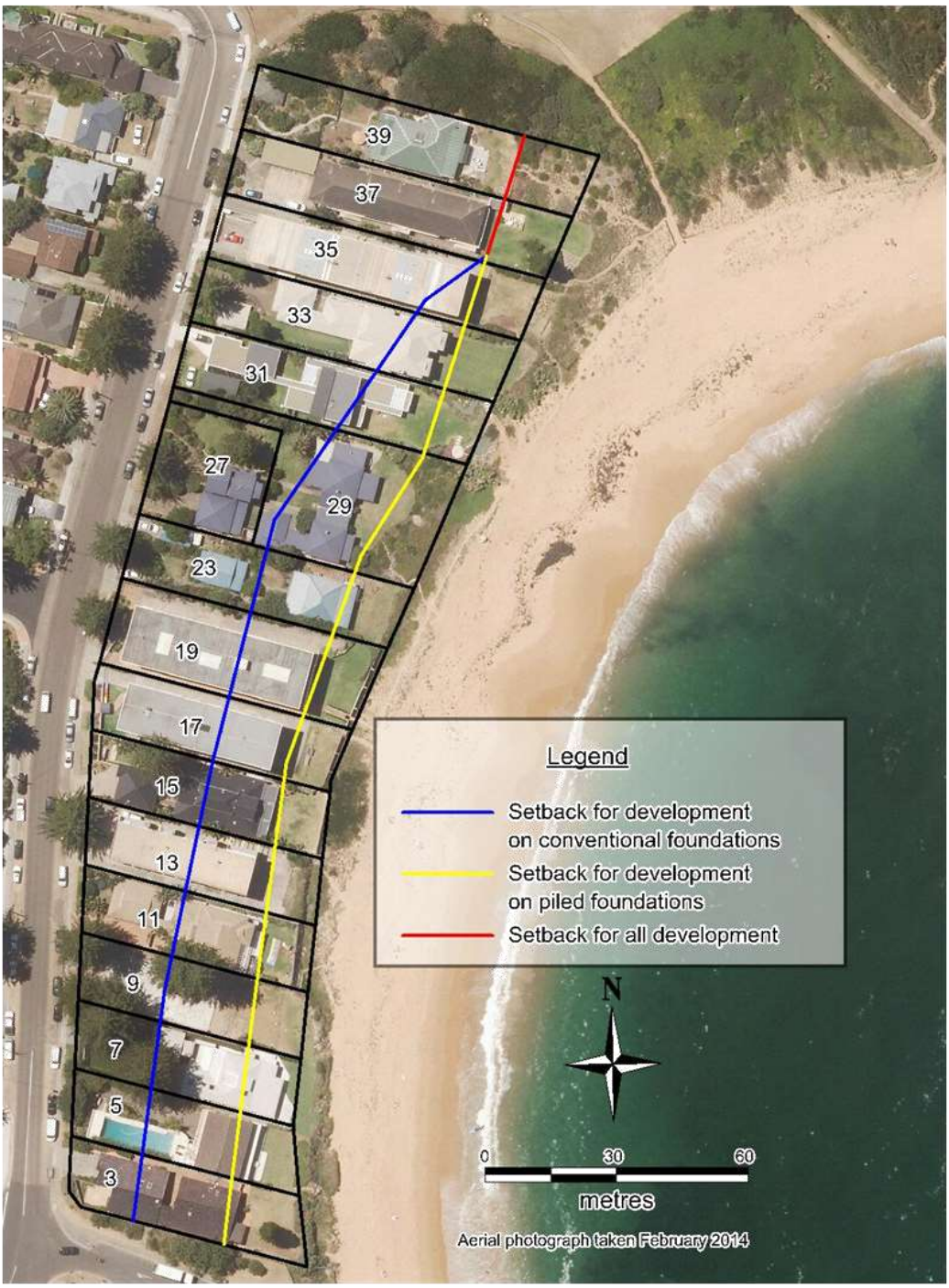

Figure 23: Adopted minimum beachfront setback lines for development on conventional and piled foundations at Basin Beach

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Referring to **Appendix D**, the key existing public asset at risk in the study area is Bilgola SLSC, which is located partially seaward of the WorleyParsons (2012c) Immediate Zone of Slope Adjustment (ZSA) Hazard Line and seaward of a "likely" likelihood line for a design life of 60 years (to 2075). The seawall seaward of the SLSC has an elevated toe level and could fail catastrophically in a severe coastal storm at present, so cannot be relied upon to provide protection to the SLSC.

Again referring to Appendix D, existing private development at almost all lots is at least partially seaward of the acceptable risk line for conventional foundations (the only lots where this is not the case are at 21 Bilgola Avenue at Bilgola Beach, and 37 and 39 Surfview Road at Basin Beach). However, considering existing engineered seawalls and piled foundations, the existing development which is at an unacceptably high risk of damage over a 60 year design life comprises:

- 1, 3, 7, 9, 11 and 13 Allen Avenue at Bilgola Beach[13]; and
- 3, 5, 7, 9, 13, 17 ,19, 23 and 35 Surfview Road[14].

There is no management action proposed by Council to directly deal with the risk to existing private development, beyond informing residents of the risk. It is the responsibility of landowners to address the risks. Council advises landowners that they should take action to reduce the risk to existing development so as to render it acceptably low.

5.3.2 Coastal Inundation

As discussed in Section 4.4.4, areas in the study area at particular existing risk from coastal inundation (wave runup) include Bilgola SLSC and the Bilgola SLSC car park. To reduce inundation risks at these locations, various recommendations were provided in Section 4.4.4 including elevating the Bilgola SLSC seawall and reorientating the ramp at the SLSC

To manage inundation risk for new future beachfront development, inundation hazards should be assessed on a site specific basis and can generally be managed through maintaining a difference in height between ground floor levels and natural ground levels (a 0.5m difference would typically be acceptable where natural ground levels exceed 7m AHD).

5.4 Property Risk and Response Categories

Based on "Guidelines for Preparing Coastal Zone Management Plans" (OEH, 2013), there is a requirement to define "property risk" and "property response" categories for private property with reference to the Immediate, 2050 and 2100 Coastline Hazard Line positions. This is provided in **Appendix E**.

5.5 Geotechnical Stability Issues at Bilgola Beach Headlands

5.5.1 South Bilgola Headland

Geotechnical stability of the rock face above the concrete walkway leading to Bilgola rock pool has been an ongoing public risk management issue. A protective barrier comprising steel mesh safety fencing (several metres high) was first constructed landward of the concrete seating area along the

[13] Assuming that 5 Allen Avenue is piled.
[14] Approval has been given by Council for a new dwelling on deep pile foundations at 9 Surfview Road.

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rock pool in 1968, following remedial works including drilling and trim blasting of the rock face (Coffey Partners International Pty Ltd [Coffey], 1990).

As described by Coffey (1990), the rock face at South Bilgola Headland was inspected in December 1989 following an increase in the number and size of rocks falling onto the public walkway after recent heavy rainfall. This inspection concluded that the risk of a major rock fall from the cliff face was low, however a number of overhanging ledges, partially dislodged blocks, completely detached boulders and accumulations of slope debris were considered to pose a potential risk to the public. It was recommended that all loose material and detached blocks on the slope were scaled down with hand held implements. It was considered that ongoing weathering of the rock face may necessitate scaling down every 5 years. It was also suggested that additional control of falling rocks could be provided by installation of hexagonal wire mesh netting over the rock face. It is understood that slope grooming and scaling down of the rock face has been undertaken periodically in response to minor rock falls.

Other site works undertaken include the construction of block support buttresses beneath locally undercut rock masses landward of the central safety fence area. Routine maintenance has included the frequent removal of rock fragment debris from the floor of the rock pool (Longmac, 1993).

Slope grooming and scaling down was carried out in February 1993 prior to a stability assessment of the rock face undertaken in October 1993 (Longmac, 1993). An inspection of the safety fence at this time concluded that it had sustained impact damage at several locations, was suffering from locally advanced corrosion and was at the end of its design life. It was concluded that rock fall hazards existed landward of the rock pool and alongside the concrete walkway leading to the rock pool. A number of remediation options were proposed including:

- rock face grooming;
- reinstatement of the safety fence;
- shotcreting with mesh reinforcement;
- rock fall mesh netting draped and secured over the rock face following grooming;
- relocation of the concrete walkway away from the base of the cliff line;
- removal of overhanging rock masses; and
- construction of concrete buttress arches at selected locations beneath the overhangs and shotcrete protection of carbonaceous siltstone in the overhang zone to prevent continued accelerated weathering.

It is understood that the following measures were implemented in 1996 (Longmac, 1998):

- grooming of the rock face;
- installation of rock fall protection netting over the rock face landward of the rock pool and adjacent to the concrete walkway leading to the rock pool (but not in the overhang zone further towards Bilgola SLSC);
- placement of fibre mat and native seeding in areas adjoining and overlying the rock fall protection netting;
- installation of masonry and rock-faced buttresses on the rock face above the concrete walkway leading to the rock pool and at several points along the toe of the cliff line;
- installation of rock bolts to secure a prominent rock mass;
- revegetation of the headland immediately above the stabilisation works; and
- extension of the stormwater cut-off drain on the crest of the headland to divert stormwater away from areas of slope instability above the stabilised rock face.

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It is understood that the high mesh safety fence, previously installed to deflect rock falls, has been replaced with a lower (1.8m high) metal fence with vertical metal bars to limit access to the base of the cliff.

The stabilisation works were subsequently monitored with periodic engineering geological inspections undertaken in October 1996, July 1997 and April 1998. In the 1998 inspection report (Longmac, 1998) it was concluded that:

- the stabilisation works were functioning efficiently, effectively and as intended;
- careful hand removal of small eroded debris deposits identified immediately above the rock fall protection netting should be actioned and further native seeding or planting should be undertaken at these locations;
- stabilisation works and drainage provisions on the crest of the headland should be subject to regular inspections by Council maintenance personnel; and
- engineering geological inspections of the stabilisation works should be carried out on an annual basis prior to the commencement of each swimming season.

Monitoring of South Bilgola Headland has been undertaken on an irregular and infrequent basis in conjunction with similar monitoring at other coastal headlands in the former Pittwater LGA where geotechnical works and protective measures have been installed. It is a recommended that a regular monitoring program for South Bilgola Headland is established following an investigation into an appropriate frequency and monitoring protocol, and a CZMP action (H16) is included in this regard in Section 8.

5.5.2 Bilgola Head

Similar geotechnical stability issues to those encountered at South Bilgola Headland have also been identified at Bilgola Head, which is at the northern end of Bilgola Beach. An inspection report prepared by GHD (2007b) identified that geotechnical instability in the rock face above the foreshore reserve area posed a risk to the safety of the public and Council maintenance personnel as a result of potential rock falls. The following mitigation measures were recommended by GHD (2007b):

- rock face scaling and grooming works to remove rock fall hazards;
- establishing an exclusion zone to prevent public access into potential rock fall impact areas; and
- placement of a sandstone boulder wall to discourage entry into the garden zone at the base of the rock face.

All three of the above risk mitigation measures were subsequently implemented by Council. The cliff face was scaled and groomed using an excavator and a boulder rock barrier was constructed with vegetation planted between the cliff and the barrier preventing pedestrian access.

It is recommended that a regular monitoring program for Bilgola Head is established following an investigation into an appropriate frequency and monitoring protocol. It is also recommended that more specific signage (eg “do not enter past boulders due to danger of rock falls”) is installed to discourage entry to the area landward of the boulder rock barrier, which is physically easy to access. A CZMP action (H17) is included for both of these items in Section 8.

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5.6 Emergency Action Subplan

A "Coastal Erosion Emergency Action Subplan for Bilgola Beach (Bilgola) and Basin Beach (Mona Vale)" was prepared previously by the main author of the investigation reported herein, as documented in WorleyParsons (2012a, b). This was certified by the Minister for the Environment on 22 April 2012 as a CZMP under the *Coastal Protection Act 1979*[15].

However, due mainly to NSW Government legislative changes in recent years, this previous Emergency Action Subplan had to be updated, with the revised document set out in **Appendix F**.

It is emphasised that landowners must act well (generally months) in advance of a storm to consider implementing emergency protection works. It should also be noted that landowners are not permitted to install protection works without following the procedures described, and severe penalties may apply if they are not followed.

[15] Note that an Emergency Action Subplan can be certified individually as a CZMP, in the absence of a fully completed CZMP.

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6. COMMUNITY AND STAKEHOLDER CONSULTATION

6.1 Requirements from *Guidelines for Preparing CZMPs*

In *Guidelines for Preparing CZMPs* (OEH, 2013), it is noted that CZMPs are to be prepared using a process that includes consulting with the local community and other relevant stakeholders. The minimum consultation requirement is to publicly exhibit a draft plan for not less than 21 days, with notice of the exhibition arrangements included in a local newspaper as per Section 55E of the *Coastal Protection Act 1979*. The document herein is to be notified and exhibited to meet these requirements.

To meet the requirements of OEH (2013) it will also be necessary to consider all submissions made during the consultation period, and potentially amend the draft plan as a result of these submissions as per Section 55F of the *Coastal Protection Act 1979*.

It is recommended that a community engagement strategy be developed to decide how CZMP outcomes will be communicated within Council, to beachfront landowners and to the wider community. A CZMP action (H13) is included in this regard in Section 8.

The engagement could include a fact sheet summarising the CZMP that is mailed to all landowners. It is also recommended that landowners are reminded/updated on risk to development and ongoing CZMP implementation at regular intervals through mailouts (say every 2 years).

A number of consultation activities have already been undertaken during the course of the investigation reported herein, as summarised in Section 6.2.

6.2 Consultation Activities

As part of the development of the report herein, a number of community and stakeholder activities have been undertaken, namely:

- internal consultation with Council staff;
- consultation with OEH staff;
- mail-out with CZMP information sheet to all property owners in the study areas in March 2015;
- community workshop held on 29 April 2015, including a presentation to attendees and answering their questions;
- review of public submissions made in response to the mail-out and community workshop;
- presentation to and answering questions from the Natural Environment Reference Group (NERG) of Council on 13 May 2015;
- Public Exhibition of Issue B of the report herein for 23 days from 17 July to 7 August 2015 (exceeding the required minimum exhibition period of 21 days);
- public workshop held on 29 July 2015 (during the Exhibition period), including a presentation to attendees and answering their questions; and
- review of public submissions made during the Public Exhibition noted above.

Notes from the community/public workshops and NERG meeting are provided in **Appendix G**, indicating how questions were considered and responded to. Discussion on the public submissions noted above is also included in **Appendix G**.

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7. PROPOSED MANAGEMENT ACTIONS

7.1 Preamble

Based on OEH (2013), it is necessary to develop actions to:

- manage current and projected future risks from coastal hazards (see Section 7.2 with regard to private development, and Section 7.3 with regard to public assets);
- protect and preserve beach environments and beach amenity (Section 7.4);
- ensure continuing and undiminished public access to beaches, headlands and waterways (Section 7.5);
- manage any environmental or safety impacts from current access arrangements; and
- protect or promote the culture and heritage environment (Section 7.6).

Risks to public safety, and actions to manage these risks, have already been identified and discussed in Section 5.2. Therefore, the focus of the discussion in Section 7.2 is on risks to built assets. Environmental or safety impacts from current access arrangements were considered in Section 2.8.6 and actions to manage these were also discussed in Section 5.2 (such as closing off damaged and potentially dangerous public beach access points after storm erosion).

Further discussion on identification and evaluation of CZMP management options is provided in **Appendix H**. Various potential Federal (Commonwealth), NSW and Council sources for funding of CZMP actions are outlined in **Appendix I**.

This initial screening of available options to manage coastline hazards was based on a broad assessment of social, economic and environmental factors (and based on the experience of the author in developing management options in other developed areas), to identify a shortlist of realistic and affordable measures with acceptable (or positive) environmental and social impacts. Feedback received from community and stakeholder engagement activities (Section 6) was also considered.

7.2 Actions to Manage Current and Projected Future Risks to Private Development from Coastal Hazards

7.2.1 Erosion/Recession Hazards

Council seeks to allow private landowners to construct new beachfront development in the study area where the risk of damage to development from coastal processes can be demonstrated to be acceptably low. Based on **Appendix D**, this can be achieved through stipulating the following for new development (while also considering broader issues of beach amenity and the like, see Section 7.4):

- minimum landward setbacks,
- piled foundations where required;
- allowing new or upgraded protection works where environmental impacts of such works can be demonstrated to be acceptable (although note that appropriately designed new development would be feasible at all lots in the study area without the necessity for protection works to be constructed); and
- sufficiently raised ground floor levels (see Section 7.2.2).

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The recommended setbacks have been depicted in Figure 22 and Figure 23 in Section 5.3.1. It should also be a requirement of the Development Application process that a specialist qualified practising coastal engineer must prepare a risk management report to demonstrate that the proposed development would be at an acceptable risk of damage from erosion/recession, and certify that for a 60-year design life.

In Clause 7.5(2) of the *Pittwater LEP 2014*, there is reference to that clause applying to the land shown on the Coastline Hazard Map as: (a) Wave Inundation, or (b) Coastal Erosion/Wave Inundation, or (c) Bluff/Cliff Instability. The Coastline Hazard Maps (Coastal Risk Planning Maps) already appropriately identify the lots subject to Coastal Erosion/Wave Inundation in the study area.

Council could consider including the adopted setback lines on the Coastal Risk Planning Maps and revising Clause 7.5(2) of the LEP to: "This clause applies to the land shown on the Coastline Hazard Map as seaward of the Setback Line for Development on Piled Foundations, or Setback Line for All Development, as applies at the particular lot". The setback could then be potentially applied in the LEP as an additional clause such as "development consent must not be granted for development on land seaward of the [particular setback line] except for the following purposes…".

It is reiterated that Council does not consider that it has the responsibility to protect private property from coastal erosion and inundation hazards, and does not intend to do so. Based on *State Environmental Planning Policy (Infrastructure) 2007*, landowners may submit a Development Application for construction of a new or upgraded protection works on their property, which must be considered on its merits by the consent authority (the NSW Coastal Panel until the CZMP herein is gazetted, and Council thereafter).

Based on Clause 129A of *State Environmental Planning Policy (Infrastructure) 2007*, development for the purposes of a seawall or beach nourishment may be carried out by any person with consent on the open coast or entrance to a coastal lake. Therefore, Part 4 of the *Environmental Planning and Assessment Act 1979* would apply to the works, and unless the development is complying development[16], the following activities would need to be undertaken:

- preparation of a Statement of Environmental Effects or Environmental Impact Statement (the latter if significant impacts were expected); and
- lodging a Development Application (DA) with a consent authority[17].

The DA would then be determined by the consent authority. Before determining the DA for protection works, the consent authority must take the following matters into consideration:

- the provisions of any CZMP applying to the land;
- the matters set out in Clause 8 of *State Environmental Planning Policy No 71 - Coastal Protection*; and
- any guidelines for assessing and managing the impacts of coastal protection works that are issued by the Director-General as applicable.

[16] As per Section 76A(5) of the *Environmental Planning and Assessment Act 1979*, an environmental planning instrument may provide that development, or a class of development, that can be addressed by specified predetermined development standards is complying development. Division 5 of *SEPP Infrastructure* also has discussion on complying development.
[17] It should be noted that multiple landowners can work together (for example to create consistent protection works over a continuous length) and submit a combined environmental assessment and development application.

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Note that it is the general expectation of Council that any protection works implemented by landowners would be entirely on private land (that is, within their property boundaries), where feasible.

Clause 8 of *State Environmental Planning Policy No 71 - Coastal Protection* has numerous matters for consideration, including public access issues, effects on beach amenity, conservation of threatened species of animals and plants, conservation of fish, and the likely impact of coastal processes and coastal hazards on the development and any likely impacts of the development on coastal processes and coastal hazards (such as 'end effects').

Section 55M of the *Coastal Protection Act 1979* sets out preconditions to the granting of development consent relating to coastal protection works. Consent must not be granted under the *Environmental Planning and Assessment Act 1979* to development for the purpose of coastal protection works, unless the consent authority is satisfied that:

- the works will not over the life of the works unreasonably limit or be likely to unreasonably limit public access to or the use of a beach or headland, or pose or be likely to pose a threat to public safety; and
- satisfactory arrangements have been made (by conditions imposed on the consent) for the following for the life of the works:
    - the restoration of a beach, or land adjacent to the beach, if any increased erosion of the beach or adjacent land is caused by the presence of the works; and
    - the maintenance of the works.

These "satisfactory arrangements" are to secure adequate funding for the carrying out of any such restoration and maintenance, including by either or both of the following:

- by legally binding obligations[18] (including by way of financial assurance or bond) of all or any of the following:
    - the owner or owners from time to time of the land protected by the works;
    - if the coastal protection works are constructed by or on behalf of landowners or by landowners jointly with a Council or public authority – the Council or public authority,
- by payment to the relevant Council of an annual charge for coastal protection services (within the meaning of the *Local Government Act 1993*), discussed further in **Appendix I**.

Council intends to make requirements for maintenance of any upgraded/new protection works to be a condition of consent, and the responsibility of landowners. For example, if protection works seaward of an approved structure (relying on protection works to be at acceptable risk) were damaged or failed, the conditions could be such that the consent would lapse. A CZMP action (H10) is included in Section 8 that funding mechanisms for landowners to contribute to restoration of beach amenity adjacent to protection works after storms, such as through beach scraping, be investigated.

To further mitigate any impacts of landowner protection works, it would be a requirement that any upgraded/new works were built entirely on private property, where feasible. This would include a requirement that the portion of existing protection works on public land be removed in this process, again where feasible. A CZMP action (H7) is included in Section 8 for a protection works policy to be developed, which would include consideration of the alignment of the protection works and whether construction on public land would be considered to be appropriate.

[18] These funding obligations are to include the percentage share of the total funding of each landowner, Council or other public authority concerned.

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Landowners may also apply for a certificate to construct specific "temporary coastal protection works" (as per Part4c of the *Coastal Protection Act* 1979) to attempt to reduce coastal erosion threats to structures by placing sand or sandbags (fabric bags filled with sand, with larger sizes often denoted as "geobags" or sand-filled geotextile containers). As discussed in **Appendix F**, these temporary coastal protection works are not recommended for use in the study area.

As a consequence of the *Standard Instrument—Principal Local Environmental Plan* (Standard Instrument LEP) and requirement that there are no sub-zones for planning purposes, coastal development setbacks and the like are not specified in *Pittwater LEP 2014*, and they cannot be included in the current Standard Instrument LEP form other than as a Local provision. To best ensure the legal enforceability of coastal development setbacks and other controls as described above, these should be stipulated in *Pittwater LEP 2014* and reinforced with DCP controls as required (modifying the *Coastline Risk Management Policy for Development in Pittwater*, with CZMP action H6 included in this regard in Section 8). Until the LEP is modified, the new setbacks and controls would not be legally enforceable if included in the DCP only.

To achieve insertion of setbacks and other controls into *Pittwater LEP 2014*, it would be necessary to liaise with the Department of Planning and Environment to create a Local planning clause to enable modification of the LEP consistent with the CZMP. A CZMP action (H1) is included in this regard in Section 8.

Based on Clause 1.5 of *State Environmental Planning Policy (Exempt and Complying Development Codes) 2008*, "land identified by an environmental planning instrument, a development control plan or a policy adopted by the council as being a coastal erosion hazard" defines "excluded land identified by an environmental planning instrument". Any land seaward of the "setback line for development on conventional foundations" would be considered as being such land affected by a coastal erosion hazard. Therefore, based on Clause 1.19(6) of *State Environmental Planning Policy (Exempt and Complying Development Codes) 2008*, the area seaward of the "setback line for development on conventional foundations" would be land on which complying development may not be carried out. However, exempt development would not be restricted.

Consideration should also be made as to whether exempt development should be excluded from areas at risk from coastal hazards, for example by nominating the coastal hazard area as a foreshore area. A CZMP action (H4) is included in this regard in Section 8. This may be warranted if certain types of exempt development are considered by Council as inappropriate for a coastal hazard area.

7.2.2 Coastal Inundation Hazards

To manage the risk of coastal inundation, it is recommended that inundation controls be added into Council's development assessment process as appropriate. A CZMP action (H9) is included in this regard in Section 8.

In developing these inundation controls, it should be recognised that inundation hazards can generally be managed through ensuring minimum structure floor levels and/or a maintaining a difference in height between structure floor levels and surrounding land levels (say 0.5m), and/or by applying risk minimisation measures that are already listed in the *Coastline Risk Management Policy for Development in Pittwater*.

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It should be a requirement of the Development Application process that a specialist qualified practising coastal engineer prepares a risk management report to demonstrate that the proposed development is at an acceptable risk of damage from inundation, and certify that for a 60-year design life.

7.2.3 LEP and DCP changes

To summarise, some of the changes to the LEP that would be required are as follows:

- Section 7.5(2): a new Coastline Hazard Map would need to be prepared as discussed in Section 7.2.1; and
- Section 7.5: a new Clause would need to be added to refer to required setbacks as discussed in Section 7.2.1.

The DCP (or in particular the *Coastline Risk Management Policy for Development in Pittwater*) could be edited to include:

- a requirement that a specialist qualified practising coastal engineer must prepare a risk management report to demonstrate that the proposed development is at an acceptable risk of damage from erosion/recession and inundation, and certify that over a 60-year design life;
- an appropriate definition of a specialist qualified practising coastal engineer that has been developed in consultation with the National Committee on Coastal and Ocean Engineering (NCCOE) of Engineers Australia;
- reference to a protection works policy, eg advising applicants on design standard, alignment and required setback for development located landward of the works, with a CZMP action (H7) included in this regard in Section 8;
- details on foundation requirements for development seaward of the "setback line for development on conventional foundations", with a CZMP action (H8) included in this regard in Section 8;
- the inundation controls discussed in Section 7.2.2; and
- controls to mitigate the potential environmental impacts of beach access stairways and pathways that may be proposed as a part of landscaping for new development.

Where appropriate and where accepted by the Department of Planning and Environment, some of the DCP changes should be incorporated in the LEP to give greater force.

7.2.4 Discussion on Existing Use Rights

It is acknowledged that adoption of the proposed future development setbacks stipulated in a revised Pittwater LEP would lead to a portion of some existing development, where seaward of this setback line, being at variance to the setback. However, based on "existing use rights", existing lawful development can remain seaward of the setback, and nothing in the CZMP (or in particular any changes in the LEP resulting from the CZMP) alters these existing use rights. As stated in Section 107(1) of the *Environmental Planning and Assessment Act 1979*, "except where expressly provided in this Act, nothing in this Act or an environmental planning instrument prevents the continuance of an existing use".

An existing use (as defined in Section 106 of the *Environmental Planning and Assessment Act 1979*) is a use that is lawfully commenced but subsequently becomes a prohibited use under a new LEP or other environmental planning instrument. The *Environmental Planning and Assessment Act 1979* and

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the *Environmental Planning and Assessment Regulation 2000* makes provisions for the continuance of existing uses.

Clause 41(1) of the *Environmental Planning and Assessment Regulation 2000* allows that:

> "An existing use may, subject to this Division:
>
> (a) be enlarged, expanded or intensified, or
> (b) be altered or extended, or
> (c) be rebuilt, or
> (d) be changed to another use, but only if that other use is a use that may be carried out with or without development consent under the Act, or
> (e) if it is a commercial use—be changed to another commercial use (including a commercial use that would otherwise be prohibited under the Act)[19], or
> (f) if it is a light industrial use—be changed to another light industrial use or a commercial use (including a light industrial use or commercial use that would otherwise be prohibited under the Act)".

That is, the *Environmental Planning and Assessment Act 1979* and *Environmental Planning and Assessment Regulation 2000* allows intensification and alteration of existing uses (particularly residential uses as applies in the study area). This would be subject to submission and approval of a development application to Council, for which matters for consideration would be as per Section 79C of the *Environmental Planning and Assessment Act 1979* (see **Appendix C**), which includes the LEP, DCP and CZMP.

Enlarging, expanding, intensifying, altering, extending or rebuilding a structure on conventional foundations with existing use rights is generally not supported (due to unacceptable risk of damage) where that structure (existing or proposed) is seaward of the setback line for conventional foundations. There should be consideration of including this advice in the DCP.

Similar works on a structure on piled foundations with existing use rights would only generally be supported if:

- the new works were also piled;
- the structure was landward of the setback line for piled development;
- the structure met the inundation controls in Section 7.2.2; and
- a coastal engineer certifies that the existing and proposed foundations are adequate in ensuring that the development is at acceptable risk.

If there was concern that existing use rights may lead to the expansion and intensification of structures at unacceptable risk, there may be legal/planning avenues to avoid creating existing use rights in the study area. This could include avoiding setback provisions in the LEP and using a foreshore area, for example. A CZMP action (H2) is included in this regard in Section 8.

[19] Based on Clause 41(2) of the *Environmental Planning and Assessment Regulation 2000*, the existing use must not be changed under subclause (1) (e) or (f) unless that change: (a) involves only alterations or additions that are minor in nature, and (b) does not involve an increase of more than 10% in the floor space of the premises associated with the existing use, and (c) does not involve the rebuilding of the premises associated with the existing use, and (d) does not involve a significant intensification of that existing use.

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It can also be noted that if an existing use (or indeed any structure including those not benefitting from existing use rights) becomes undermined by coastal erosion/recession and is deemed by Council to be unsafe for occupation or likely to be a danger to the public, then Council may order its demolition or removal under Section 121B of the *Environmental Planning and Assessment Act 1979*.

7.3 Actions to Manage Current and Projected Future Risks to Public Assets from Coastal Hazards

In Appendix F5.1 and F5.3, there is discussion on how Council would manage the risk of damage to its assets in coastal erosion emergencies, where Council's current position is that it does not intend to undertake emergency protection of its assets unless supported by further studies. This position also applies over the long term. That is, Council's current position is that it does not intend to undertake emergency protection of its assets, nor long term protection, unless supported by further studies. This particularly applies to Bilgola SLSC and its adjacent car park and promenade.

The further studies proposed comprise assessing the level of risk to Council assets in detail, completing a cost:benefit assessment of the value of emergency or long term protection of assets, assessing insurance implications, and completing an environmental assessment (REF) and designs for intended protection works (if any). A CZMP action (H21) is included in Section 8 with regard to undertaking these studies.

It is not considered to be appropriate nor practical to protect the following assets in emergencies, nor are long term coastal protection works proposed for these assets, namely:

- Bilgola ocean rock pool;
- three stormwater outlets discharging on to Bilgola Beach;
- stormwater outlet at the northern end of Basin Beach;
- Mona Vale rock pool; and
- dune fencing and beach accessways.

These assets would be repaired or replaced after storms as required, where appropriate.

Bilgola SLSC and the adjacent car park are at risk from ocean inundation. Various measures have been recommended to reduce the risk of inundation damage as discussed in Section 4.4.4, and a CZMP action (M7) is included in this regard in Section 8.

7.4 Actions to Protect and Preserve Beach Environments and Beach Amenity

Council would seek to maintain public beach access and amenity in the future, within its financial capacity. If beachfront development is to be maintained in the study area, the most feasible option to maintain beach amenity in the future is beach nourishment.

Beach nourishment would most economically be achieved by using offshore sand sources (assuming environmental impacts of such works will be demonstrated to be acceptable). Undertaking beach nourishment is consistent with Coastal Management Principles 9 and 10 from OEH (2013), and has generally been strongly supported by the community in consultation completed during the CZMP to date. However, Council would be unable to implement beach nourishment without the support of the NSW Government in:

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- developing a policy (or modifying legislation if required) such that offshore sand sources could be accessed;
- providing funding; and
- taking a coordinating role as nourishment would only be cost effective if implemented at a regional scale covering numerous coastal council areas.

Beach nourishment is not likely to be necessary for about 20 years, subject to monitoring of beach width. However, a CZMP action (L1) is included in Section 8 to investigate beach nourishment and to liaise with and lobby the NSW Government on legislative and funding issues[20]. This action is necessary to progress beach nourishment from concept to completion.

The type of beach nourishment envisaged for the study area would be to maintain the present beach widths into the future, thus addressing the effects of long term recession due to sea level rise. Beach nourishment is typically applied as an initial bulk campaign followed by periodic maintenance campaigns. It is most effective if the nourishment sand is similar in particle size and other characteristics (such as colour) to the native beach sand. Further details on beach nourishment are provided in **Appendix H**.

As noted in Section 7.2.1, any upgraded/new protection works would generally be required to be built entirely on private property, with the portion of any existing works on public land removed (where feasible). These actions would be expected to enhance beach amenity.

Beach scraping, as discussed in Section 5.2, is also an action that would be expected to assist in accelerating the recovery of beach amenity after storms.

Any additional adjacent erosion, seaward of and at the ends of protection works, has generally been short-term and localised in the past in the study area. These impacts could be managed, if required, through beach scraping and/or beach nourishment.

As noted in Footnote 12 on Page 37, beach scraping is subject to environmental assessment, land owners consent and licencing etc. This also applies to beach nourishment.

7.5 Actions to Ensure Continuing and Undiminished Public Access to Beaches, Headlands and Waterways

No specific actions are considered to be required to ensure continuing and undiminished public access to beaches, headlands and waterways. This is because there are no significant current issues or impacts expected on access into the future, beyond risks to public safety (as this affects access) as noted in Section 5.2, where actions to address these risks were outlined.

Undertaking beach nourishment as described in Section 7.4 would be expected to reduce the frequency that existing protection works were exposed and reduce the likelihood of steep escarpments forming within beach accessways (in both cases compared to the case of not undertaking beach nourishment and long term recession due to sea level rise proceeding), thus reducing the potential for restricted beach access for private landowners and the general public.

[20] A CZMP action (M2) is included in this regard in Section 8.

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7.6 Actions to Protect or Promote the Culture and Heritage Environment

The cultural and heritage significance of the study area was outlined in Section 2.6. Surfing is also part of the culture of the study area, and was discussed in Section 2.7.1.

With regard to the items noted in Section 2.6:

- there are no known Aboriginal objects or Aboriginal Places that need to be protected from coastline hazards in the study area;
- the beach culture of the study area would be expected to be maintained if beach nourishment was undertaken as described in Section 7.4; and
- no heritage items in the vicinity of the study area would be significantly affected by actions in the CZMP, and no additional protection of such items is considered to be warranted at this stage.

With regard to Section 2.7.1, it can be noted that surfing conditions change naturally as sand is moved offshore in response to storms and onshore in calmer conditions (affecting the amount of sand in offshore bars), and alongshore. The effect that long term recession due to sea level rise would have on surfing conditions has not been investigated herein. Surfrider Foundation Northern Beaches has generally been supportive of the concept of beach nourishment, as long as potential effects on surfing breaks are considered (and noting the potential for surfing conditions to be enhanced as a result if designed appropriately).

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8. IMPLEMENTATION SCHEDULE FOR MANAGEMENT ACTIONS

Recommended management actions for Council are presented below as follows

- high (H) priority, see Table 2;
- medium (M) priority, see Table 3;
- low (L) priority, see Table 4;
- ongoing (O) actions (actions that should be undertaken on a regular cycle), see Table 5; and
- as-required (R) actions (actions that should be undertaken if an event occurs such as severe coastal erosion), see Table 6.

Whilst the Catchment Management and Climate Change Unit would be responsible for administering and reviewing the CZMP and monitoring the effectiveness of the recommended actions, most business units of Council would be responsible to a greater or lesser extent to implement the recommended actions of the CZMP. To this end, all business units with a responsibility for actions recommended by this CZMP will need to ensure that the relevant matters receive appropriate consideration (based upon the relative priority of each action) when framing annual budgets and developing projects and programs for inclusion in Council's delivery plan.

Progress in the implementation of the CZMP would generally be reported to Council and the Northern Beaches community through Council's annual management plan, major project updates and the relevant requirements of the Division of Local Government's integrated planning and reporting process. A CZMP action (O2) is included in this regard in Table 5. As many of the recommended actions are likely to be undertaken under the operational plans of the relevant business unit, they would not necessarily be captured in a formal reporting process.

A CZMP action (O5) is included in Table 5 to update the CZMP every 10 years (to take account of new data, better understanding of coastline hazards, revised climate change information, changes to legislation, etc).

All recommended actions in the CZMP would need to be funded and undertaken in terms of Council-wide priorities and as funding constraints and available resources permit. Actions may be funded through Council's general revenue or other potential sources as discussed in **Appendix I**. Various actions would be suitable for consideration for financial assistance under the NSW Coastal Management Program and should be the subject of future grant applications under this and other applicable financial assistance programs.

Action L1 is not proposed to be fully funded by Council, as implementing beach nourishment to maintain beach amenity is beyond its financial capacity.

A number of actions (namely H1, **Error! Reference source not found.**, and L1) mention involvement of other agencies besides Council. However, as the recommended actions do not commit the agency to any involvement in these actions their written concurrence is not necessary as per the specific requirements in *Guidelines for Preparing CZMPs* (OEH, 2013).

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Table 2: Recommended high-priority management actions

Action	Description	Issues addressed	Section referred to herein	Timeframe for completion once CZMP is certified
H1. Modify LEP with local planning clause	• liaise with Department of Planning and Environment to create a local planning clause to enable modification of *Pittwater LEP 2014* (to ensure new CZMP setbacks, coastal hazard mapping and other appropriate controls are stipulated in LEP)	Risk to private development	Section 7.2.1	In conjunction with completion of certification of CZMP for all remaining former Pittwater open coast beaches
H2. Assess existing use rights	• undertake legal/planning investigations to assess suitability of alternative LEP clauses to prevent existing use rights being generated through setback prohibitions, that may provide benefits for control of alterations and intensification of existing development	Risk to private development	Section 7.2.4	In conjunction with Action H1
H3. Investigate how coastal protection works could be permitted use	• Modify LEP to be consistent with *SEPP Infrastructure*	Risk to private development	Section 2.2, Appendix H5.1	In conjunction with Action H1
H4. Investigate exempt development	• assess suitability of alternative LEP clauses to restrict exempt development, if warranted	Risk to private development	Section 7.2.1	In conjunction with Action H1
H5. Update Section 149(2) certificates	• update to reflect modification of planning instruments and properties affected	Risk to private development	Appendix C3.2.2	In conjunction with Action H1
H6. Modify DCP	• modify DCP to be consistent with CZMP, and in particular modify *Coastline Risk Management Policy for Development in Pittwater*	Risk to private development	Section 7.2.1	< 2 years
H7. Prepare protection works policy	• Modify *Coastline Risk Management Policy for Development in Pittwater* to include advice on design standard and alignment for protection works, and required setback of development from protection works	Risk to private development	Section 7.2.1 and 7.2.3	< 2 years and in conjunction with Action H6
H8. Prepare foundation requirements	• Modify *Coastline Risk Management Policy for Development in Pittwater* to include details on foundation requirements for development seaward of the "setback line for development on conventional foundations"	Risk to private development	Section 7.2.3	< 2 years and in conjunction with Action H6

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Action	Description	Issues addressed	Section referred to herein	Timeframe for completion once CZMP is certified
H9. Develop controls for coastal inundation	• create additional inundation controls in *Coastline Risk Management Policy for Development in Pittwater*	Risk to private development	Section 7.2.2	< 2 years and in conjunction with Action H6
H10. Investigate funding from landowners to restore beach amenity	• investigate funding mechanisms for landowners to contribute to restoration of beach amenity adjacent to protection works after storms	Beach amenity	Section 7.2.1	< 2 years
H11. Develop trigger conditions	• develop guidance on appropriate trigger conditions for new development	Risk to private development	Appendix H5.4	< 2 years
H12. Obtain beach scraping consents, approvals, licences and permits	• ensure that any necessary consents, approvals, licences and permits are in place for beach scraping works	Public safety Beach amenity	Section 5.2	< 2 years
H13. Develop community engagement strategy	• decide how CZMP outcomes will be communicated within Council, to beachfront landowners and to the wider community (this is expected to include a fact sheet summarising the key outcomes)	Community consultation	Section 6.1	< 2 years and ongoing
H14. Develop communications strategy for emergencies	• to keep affected communities informed during a coastal erosion emergency	Risk to development Risk to public infrastructure Public safety	Appendix F5.3	Ongoing and in consultation with SES
H15. Undertake drainage study	• assessment of flooding and drainage in the study area considering backwater effects due to oceanic inundation	Risk to development	Section 4.4.3	As part of updating *Pittwater Stormwater Management Plan*
H16. Undertake South Bilgola Headland geotechnical investigations	• establish regular monitoring program at South Bilgola Headland following an investigation into an appropriate frequency and a monitoring protocol	Public safety	Section 5.5.1	< 2 years
H17. Undertake Bilgola Head geotechnical investigations	• establish regular monitoring program at Bilgola Head following an investigation into an appropriate frequency and a monitoring protocol • install specific signage to discourage entry to the area landward of the boulder rock barrier	Public safety	Section 5.5.2	< 2 years and in conjunction with Action H16

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Action	Description	Issues addressed	Section referred to herein	Timeframe for completion once CZMP is certified
H18. Prepare private accessway policy	• develop appropriate management provisions in relevant plans of management or the DCP for access from adjoining private properties to public beach areas in consultation with all affected stakeholders and land owners	Beach amenity	Section 2.8.6 and Section 7.2.3	2 to 5 years
H19. Investigate scour protection at Bilgola Creek	• consider removal and/or replacement of existing scour protection	Public safety Beach amenity	Section 4.3 and 5.2	2 to 5 years
H20. Remove scattered rocks at Bilgola Kiosk channel	• removal of the rocks from the beach where scattered over the beach area, or relocation to provide scour protection at a more appropriate localised area	Public safety Beach amenity	Section 4.3	2 to 5 years and as further exposed by storms
H21. Decide if and how Council assets would be protected	• assess level of risk to Council assets in detail • complete a cost:benefit assessment of the value of emergency or long term protection of assets • assess insurance implications • complete an environmental assessment (REF) and designs for intended protection works (if any)	Risk to public infrastructure	Section 7.3 and Appendix F5.1 and F5.3	2 to 5 years and ongoing
H22. Establish appropriate tenure over Crown Land at Bilgola Beach and Basin Beach	• Liaise with Department of Industry – Lands to formalise management arrangements, as necessary, over Crown Land that accommodates infrastructure currently managed by Council at Bilgola Beach and Basin Beach	Risk to public infrastructure	Section 2.2	2 to 5 years

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Table 3: Recommended medium-priority management actions

Action	Description	Issues addressed	Section referred to herein	Timeframe for completion once CZMP is certified
M1. Implement ecological management recommendations	• implement recommendations on page 9 of Appendix B	Coastal ecosystems Beach amenity	Appendix B	5 to 10 years
M2. Lobby the NSW Government to support a program of beach nourishment	• liaise with and lobby NSW Government to develop a policy (or modify legislation if required) such that offshore sand sources could be accessed, and to secure NSW Government funding (and investigate other funding sources) to undertake beach nourishment to maintain beach amenity in future	Beach amenity	Section 7.4, Appendix H3, Appendix G6.4	Ongoing
M3. Liaise with asset authorities	• work collaboratively with asset owners as required to encourage them to assess the location and elevation of their assets in relation to coastline hazards so that the risk of damage can be determined and managed by these owners consistently with the CZMP	Risk to public infrastructure	Section 2.3, Appendix G	As issues arise and ongoing
M4. Investigate Bilgola Kiosk channel outlet	• consider construction of a formalised headwall and scour protection for the Bilgola Kiosk channel outlet	Public safety Beach amenity	Section 4.3	5 to 10 years
M5. Investigate runoff over Bilgola car park seawall	• consider formalised drainage at showers, construction of a kerb on the eastern side of the car park and elevating the seawall	Public safety Beach amenity	Section 4.3	5 to 10 years and in conjunction with Action M4
M6. Investigate Bilgola SLSC outlet	• consider removing smaller rocks and relocating larger rocks to form a more formalised scour protection	Public safety Beach amenity	Section 4.3	5 to 10 years and in conjunction with Action M4
M7. Investigate measures to reduce inundation at Bilgola SLSC and car park	• consider elevated seawall and reorientating ramp	Risk to public infrastructure	Section 4.4.4	5 to 10 years and in conjunction with Action M4

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Table 4: Recommended low-priority management actions

Action	Description	Issues addressed	Section referred to herein	Timeframe for completion once CZMP is certified
L1. Undertake beach nourishment to maintain beach amenity	• undertake investigations to define sand source, extraction method and beach nourishment profile and volumes • complete environmental assessment • secure all necessary approvals and permits • engage dredging contractor to undertake beach nourishment works • all of the above tasks are likely to be undertaken in conjunction with the NSW and Federal Governments as well as other NSW coastal councils	Beach amenity Economic value	Section 7.4	Unknown (depends on outcomes from Action **Error! Reference source not found.**)

Table 5: Recommended ongoing management actions

Action	Description	Issues addressed	Section referred to herein	Frequency
O1. Monitor beach conditions and forecasts	• monitor beach conditions and forecasts	Risk to private development and public infrastructure Public safety Beach amenity		Daily to weekly
O2. Report on CZMP progress	• report progress on implementation of CZMP through the integrated planning and reporting framework	Overall CZMP implementation	Section 8	As required by framework
O3. Educate residents	• ongoing education of residents on coastal hazards, risk to development, risk to public safety and other relevant issues	Risk to private development Public safety	Section 5.2 and 6.1	As relevant and ongoing
O4. Liaise with NSW Marine Estate Management Authority	• continue to liaise with the NSW Marine Estate Management Authority (particularly during the preparation of the Hawkesbury Shelf Marine Bioregion Assessment) to enhance marine biodiversity conservation, by all appropriate means, along the Northern Beaches coastline	Coastal ecosystems	Appendix G	As relevant and ongoing
O5. Update CZMP	• update CZMP to take account of new data, updated coastline hazards understanding, revised climate change information, changes to legislation, etc.	Overall CZMP implementation	Appendix D	Every 10 years or earlier if there are significant legislative changes
O6. Provide lifeguard services	• continue to provide lifeguard patrols and volunteer surf lifesaving at Bilgola Beach and Mona Vale Beach	Public safety	Section 5.2	Daily from late September to late April
O7. Undertake beach raking	• continue raking of Bilgola Beach weekly in swimming season	Public safety Beach amenity	Section 5.2	Weekly from October to April
O8. Undertake Rock Pool cleaning	• continue cleaning of Bilgola and Mona Vale rock pools weekly in swimming season and fortnightly in non-swimming season	Public safety Beach amenity	Section 5.2	Weekly from October to April and fortnightly otherwise
O9. Manage geotechnical risks to development under separate policy	• Continue to consider risk to development at rocky cliff/bluff areas as part of the *Geotechnical Risk Management Policy for Pittwater* (no development affected by this policy is in study area)	Risk to private development	Section 2.1	As Development Applications are submitted

Table 6: Recommended as-required management actions

Action	Description	Issues addressed	Section referred to herein
R1. Monitor and report on storm conditions	• monitor beach erosion and weather, wave and water level conditions and forecasts during storms • collate relevant information after each significant storm (describing the storm, extent of erosion/inundation etc., including photographs)	Risk to private development Risk to public infrastructure Public safety	
R2. Monitor unauthorised coastal protection works	• monitor the study area to detect installation of unauthorised works and order removal of works if required	Beach amenity Public safety	
R3. Implement trigger conditions	• in consultation with the Department of Planning and Environment and if appropriate, implement trigger conditions with approvals for new beachfront development to ensure that increasing risks over time can be managed (also see Action H11)	Risk to development	Appendix D
R4. Undertake dune maintenance	• continue the implementation of dune maintenance works including repair of fencing and walkways, restoration of blow-outs and weed eradication and revegetation works as necessary	Coastal ecosystems Beach access Beach amenity	
R5. Stock signage and barricades	• ensure sufficient warning signage and barricades are available for use (after severe storms) as required	Public safety	Section 5.2
R6. Close off accessways	• implement signage and barricades as required to close off damaged and potentially dangerous public beach access points after storm erosion	Public safety	Section 5.2
R7. Regrade steep escarpments	• mechanically regrade steep and high erosion escarpments where required, to reduce risks to public safety from collapsing sand dunes	Public safety	Section 2.8.6 and Section 5.2
R8. Restrict proximity to exposed protection works	• implement signage and barricades as required to restrict public from areas near exposed protection works or scour protection after storm erosion	Public safety	Section 5.2
R9. Undertake beach scraping	• undertake beach scraping after storms to accelerate beach recovery where resources allow, in particular to accelerate the burial of exposed rock and restoration of beach accessways	Public safety Beach amenity	Section 5.2 and 7.4
R10. Remove debris off beaches	• remove debris and other inappropriate materials off beaches in study area as required (where feasible), particularly after storms	Public safety Beach amenity	Section 5.2

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A summary of the recommended CZMP actions is provided in Figure 24 for Bilgola Beach, and Figure 25 for Basin Beach. Actions are colour coded as red for actions relating to private development, yellow for actions relating to the sandy beach, light green for actions relating to vegetated dunes, blue for actions related to stormwater (creeks, outlets and runoff), magenta for actions relating to Council built assets, brown for actions relating to geotechnical issues, orange for actions related specifically to Crown Land issues, dark green for actions related to Rock Pools, and black for general actions.

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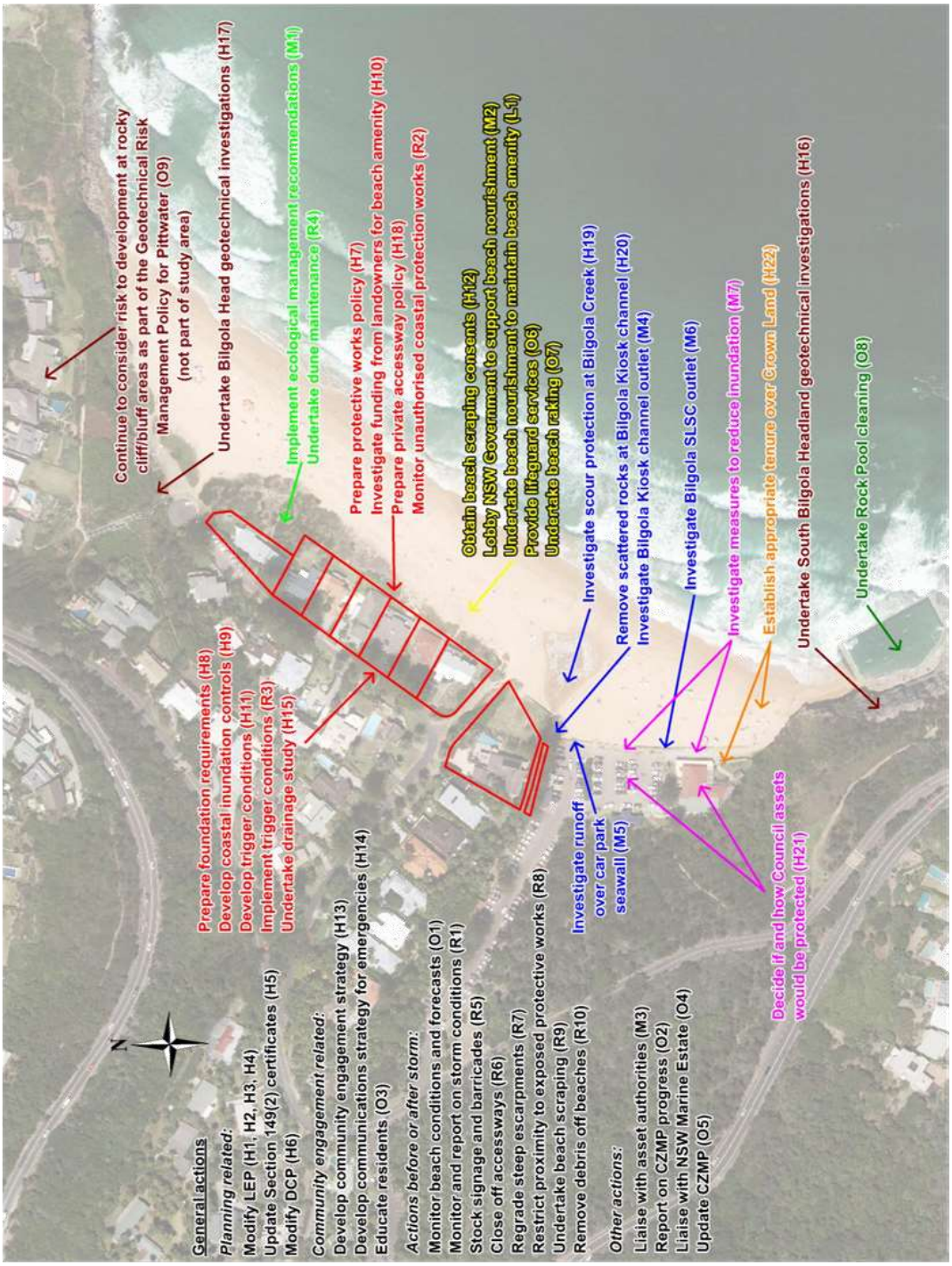

Figure 24: Summary of management actions for Bilgola Beach

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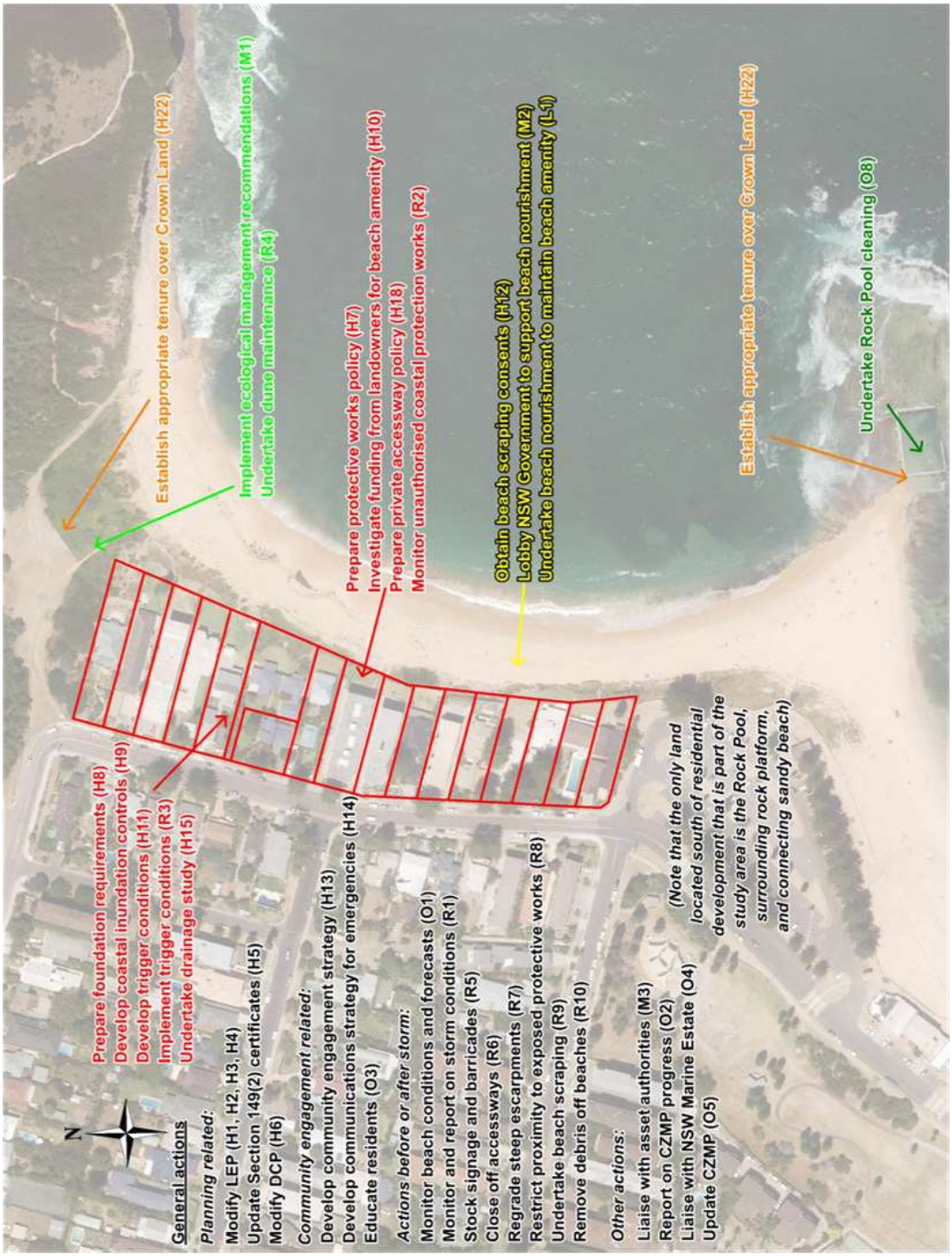

Figure 25: Summary of management actions for Basin Beach

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9. REQUIREMENTS MET FROM "GUIDELINES FOR PREPARING CZMPS"

Coastal Management Principles have been developed by OEH (2013b) to inform strategic considerations in coastal management, including the preparation of CZMPs, which are presented in Figure 26. Relevant principles should be considered in evaluating potential coastal management actions.

As has been undertaken herein:

- consideration of acceptable risk is consistent with Coastal Management Principle 6;
- Council seeking to maintain beach amenity in the future as required (and within its financial capacity) through beach nourishment is consistent with Coastal Management Principle 9 and 10; and
- giving the responsibility to landowners to address risks (eg risk to private development or construction of protection works where approved) is consistent with Coastal Management Principle 5.

A CZMP must be prepared in accordance with "Guidelines for Preparing Coastal Zone Management Plans" (OEH, 2013) as per Section 55D of the *Coastal Protection Act 1979*. In Table 7, requirements of OEH (2013) are listed, along with the sections herein where they are addressed. Given that no estuaries are included in the study area, requirements in OEH (2013) relating to coastal ecosystem estuary health as per Section 4 of that document are not considered herein.

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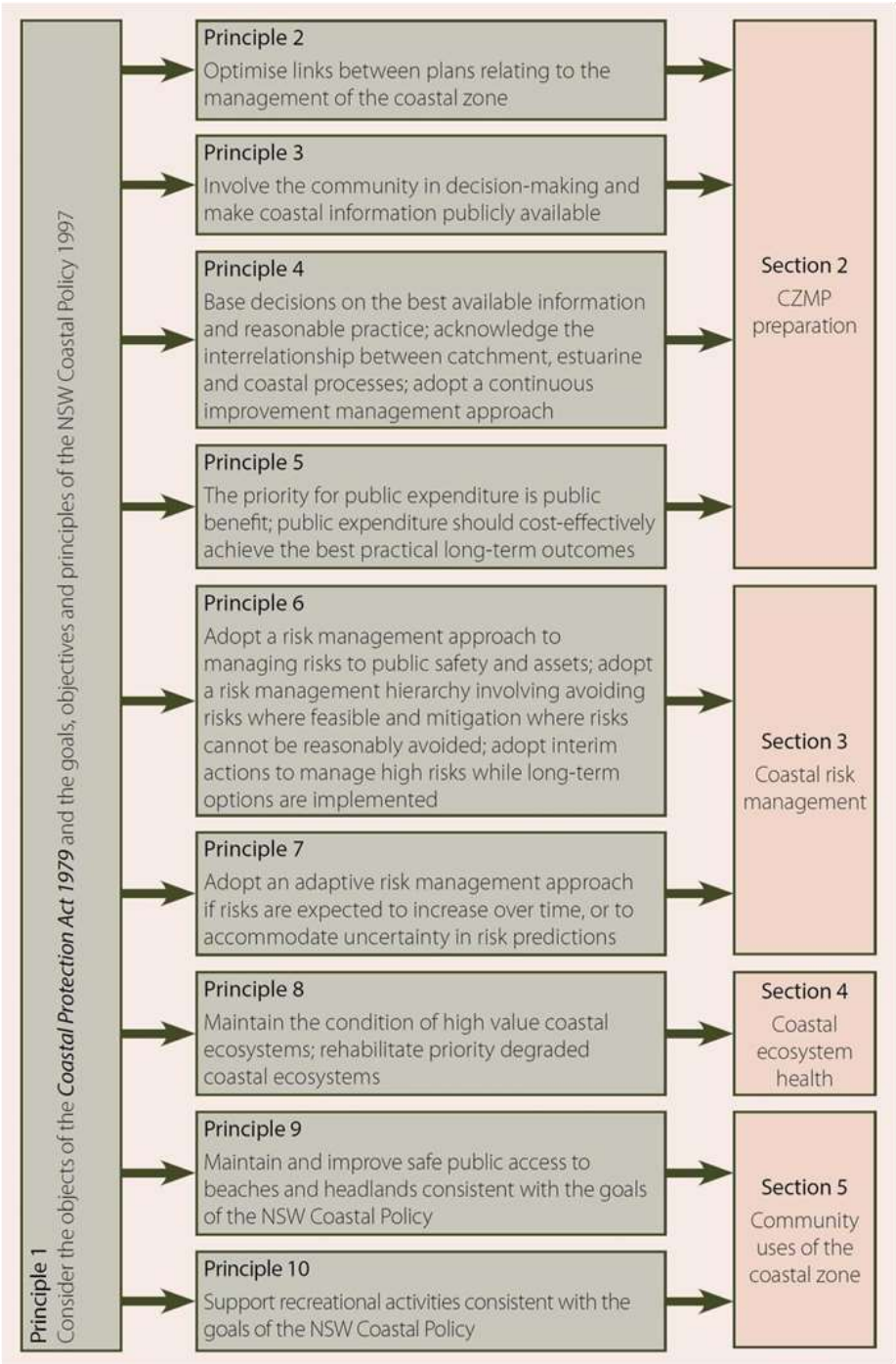

Figure 26: Coastal Management Principles (OEH, 2013)

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Table 7: Sections herein in which requirements of "Guidelines for Preparing CZMPs "(OEH, 2013) are addressed

CZMP requirement	Section where addressed herein
Description of how the relevant Coastal Management Principles have been considered in preparing the plan	Section 0
Description of the community and stakeholder consultation process, the key issues raised and how they have been considered	Section 6 and Appendix G
Description of how the proposed management options were identified, the process followed to evaluate management options, and the outcomes of the process	Appendix H
Proposed management actions over the CZMP's implementation period in a prioritised implementation schedule which contains: • proposed funding arrangements for all actions, including any private sector funding • actions to be implemented through other statutory plans and processes • actions to be carried out by a public authority or relating to land or other assets it owns or manages, where the authority has agreed to these actions as per Section 55C(2)(b) of the *Coastal Protection Act 1979*[21] • proposed actions to monitor and report to the community on the plan's implementation, and a review timetable	Section 8
Description of coastal processes within the plan's area, to a level of detail sufficient to inform decision-making	Section 4 and Appendix D
Description of the nature and extent of risks to public safety and built assets from coastal hazards	Section 5 and Appendix D
Description of projected climate change impacts on risks from coastal hazards, as per Section 55C(f) of the *Coastal Protection Act 1979*, based on council's adopted sea level rise projections or range of projections. Councils should consider adopting projections that are widely accepted by competent scientific opinion	Section 5 and Appendix D
Description of suitable locations where landowners could construct coastal protection works (provided they pay for the maintenance of the works and manage any offsite impacts), subject to the requirements of the *Environmental Planning and Assessment Act 1979*	Appendix F
Description of property risk and response categories for all properties located in coastal hazard areas	Appendix E
Proposed actions in the implementation schedule to manage current and projected future risks from coastal hazards, as per Section 55C(d) of the *Coastal Protection Act 1979*. Actions are to focus on managing the highest risks	Section 7.2
Where the plan proposes the construction of coastal protection works (other than temporary coastal protection works) that are to be funded by the council or a private landowner or both, the proposed arrangements for the adequate maintenance of the works and for managing associated impacts of such works as per Section 55C(g) of the *Coastal Protection Act 1979*	Section 7.2.1 for any landowner works (no particular Council funded works are proposed herein)
An emergency action subplan, which is to describe: • intended emergency actions to be carried out during periods of beach erosion such as coastal protection works for property or asset protection, other than matters dealt with in any plan made under the *State Emergency and Rescue Management Act 1989* relating to emergency response, as per Sections 55C(b) and (g) of the *Coastal Protection Act 1979* • any site-specific requirements for landowner temporary coastal protection works, and • the consultation carried out with the owners of land affected by a Subplan	Appendix F

[21] Written correspondence must be provided from public authorities supporting any actions contained in the draft CZMP which they are responsible for or that affect their land or assets (besides Council, which by definition explicitly supports the actions in the CZMP herein once the document has been adopted by Council).

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CZMP requirement	Section where addressed herein
Proposed actions in the implementation schedule that protect and preserve beach environments and beach amenity	Section 7.4
Proposed actions in the implementation schedule that ensure continuing and undiminished public access to beaches, headlands and waterways, particularly where public access is threatened or affected by accretion, as per Section 55C(c) of the *Coastal Protection Act 1979*	Section 7.5 (also Sections 2.8.6 and 5.2)
Description of the current access arrangements to beaches, headlands and waterways in the plan's area, their adequacy and any associated environmental impacts	Section 2.8
Description of any potential impacts (e.g. erosion, accretion or inundation) on these access arrangements	Section 2.8.6
Description of the cultural and heritage significance of the plan's area	Section 7.5
Proposed actions in the implementation schedule to manage any environmental or safety impacts from current access arrangements	Section 2.8.6 and Section 7.5
Proposed actions in the implementation schedule to protect or promote the culture and heritage environment	Section 7.6

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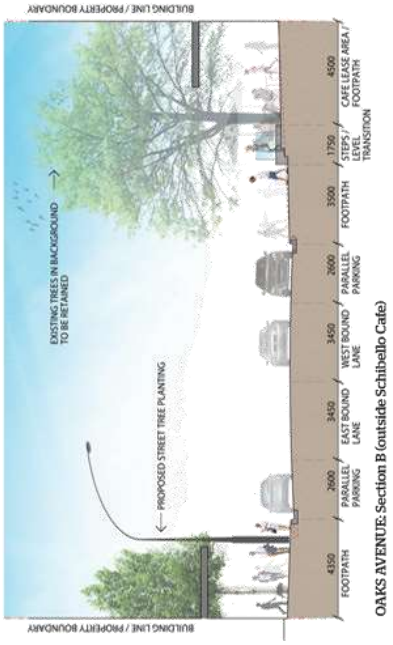
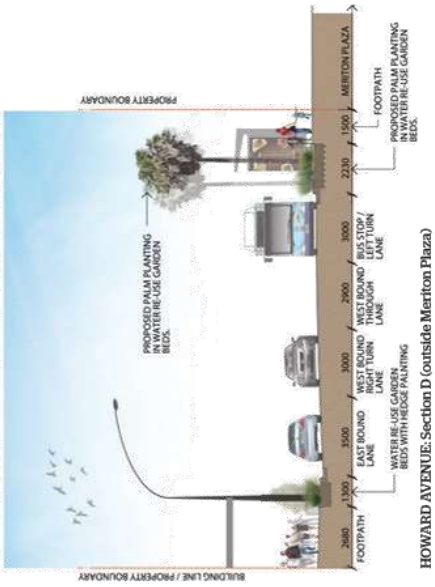
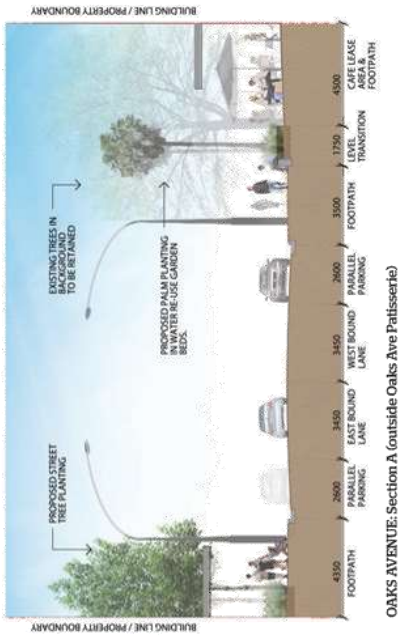


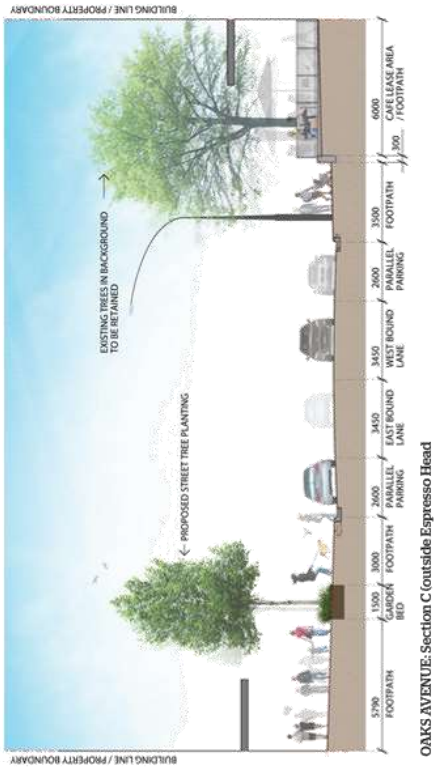
OAKS AVENUE: Section B (outside Schibello Cafe)



HOWARD AVENUE: Section D (outside Meriton Plaza)



OAKS AVENUE: Section A (outside Oaks Ave Patisserie)



OAKS AVENUE: Section C (outside Espresso Head

STREETSCAPE SECTIONS
DEE WHY TOWN CENTRE

PROJECT_DWG NO 0214 0356_00_200 REV 01 DRWN LH CHKD JL APPROV JL DATE 24.10.2016

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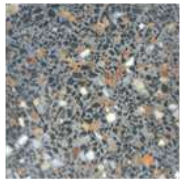
STREETSCAPE ELEMENTS



Public Domain Paving: Urbanstone 'Golden Gunmetal

NOTE: This paver is proposed to be used on all streets throughout the Dee Why Town Centre, in lieu of the Urbanstone Albany Grey paver specified in the Warringah Public Spaces Design Guidelines.

Bench seats

Litter Bins / Recycling Centres

Bike Racks

STREET TREES

Howard Ave: and Oaks Avenue :

Palm Gateway: Livistona australis (Cabbage Tree Palm)

Cupaniopsis anarcardioides (Tuckeroo)

Oaks Ave: Ulmus parvifolia 'Todd' (Chinese Elm)

New Link Road: Elaeoocaarpus eumundii (Quandong)

Howard Ave & New Link Road: Hedge Planting
(Syzygium australe)

WATER RE-USE GARDENS (Rain gardens)

SHRUBS AND GROUNDCOVERS

STREETSCAPE MATERIALS PALETTE

DEE WHY TOWN CENTRE

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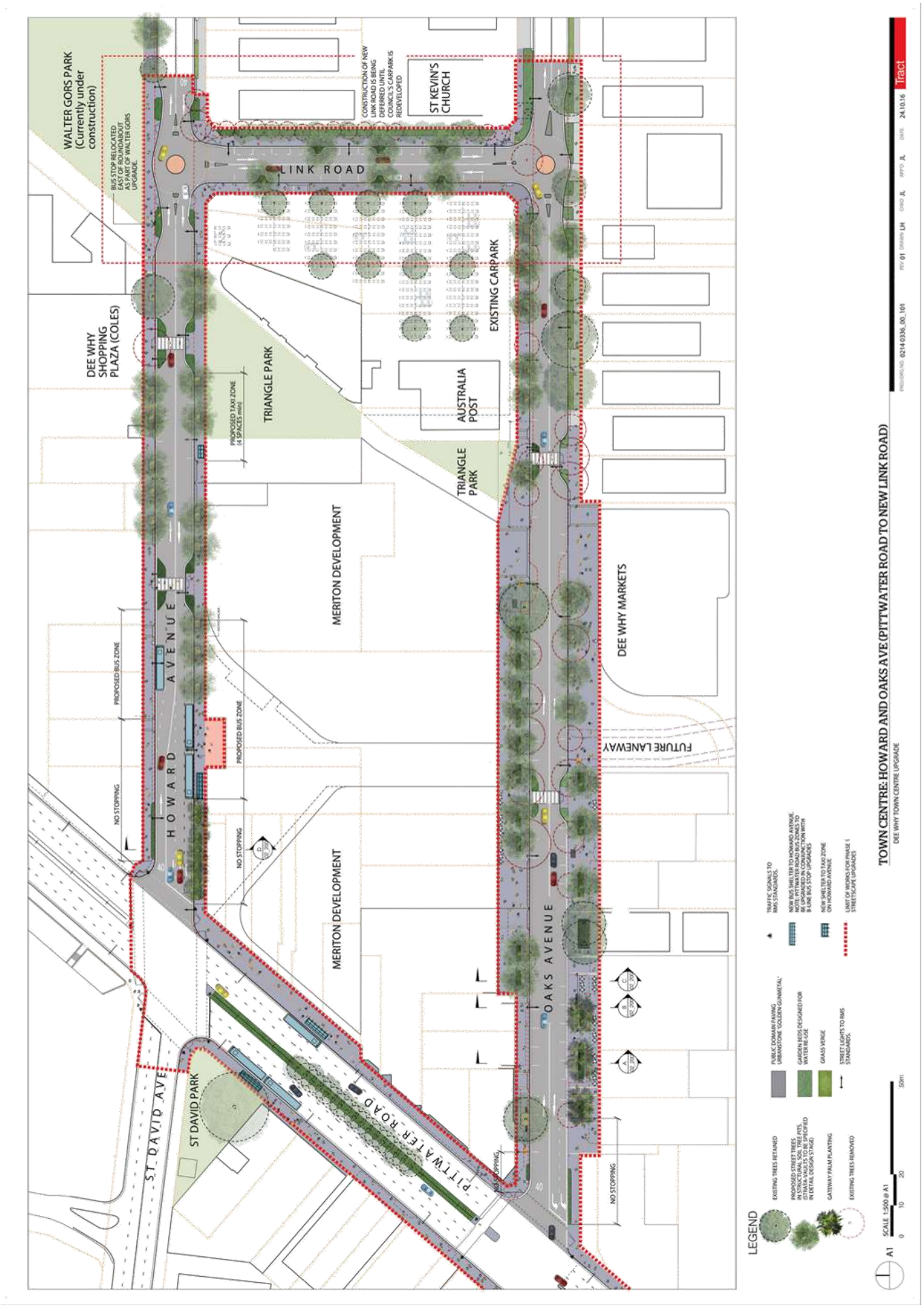
WALTER GORS PARK
(Currently under construction)
BUS STOP RELOCATED EAST OF CONTROL OUT AS PART OF WALTER GORS UPGRADE.
DEE WHY SHOPPING PLAZA (COLES)
LINK ROAD
CONSTRUCTION OF NEW LINK ROAD IS BEING DEFERRED UNTIL COUNCIL'S CARPARK IS REDEVELOPED
ST KEVIN'S CHURCH
EXISTING CARPARK
TRIANGLE PARK
AUSTRALIA POST
TRIANGLE PARK
PROPOSED TAXI ZONE (4 SPACES min)
MERITON DEVELOPMENT
DEE WHY MARKETS
FUTURE LANEWAY
PROPOSED BUS ZONE
PROPOSED BUS ZONE
NO STOPPING
NO STOPPING
HOWARD AVENUE
MERITON DEVELOPMENT
OAKS AVENUE
NO STOPPING
ST DAVID AVE
ST DAVID PARK
PITTWATER ROAD
LEGEND
EXISTING TREES RETAINED
PROPOSED STREET TREES IN STRUCTURAL SOIL TREE PITS (DETAILS TO BE SPECIFIED IN DETAIL DESIGN STAGE)
GATEWAY PALM PLANTING
EXISTING TREES REMOVED
PUBLIC DOMAIN PAVING URBANSTONE GOLDEN GUNMETAL/
GARDEN BEDS DESIGNED FOR WATER USE
GRASS VERGE
STREET LIGHTS TO RMS STANDARDS.
TRAFFIC SIGNALS TO RMS STANDARDS.
NEW BUS SHELTER TO HOWARD AVENUE, NEW SHELTER TO OAKS AVENUE TO BE UPGRADED IN CONJUNCTION WITH B-LINE BUS STOP UPGRADES
NEW SHELTER TO TAXI ZONE ON HOWARD AVENUE
LIMIT OF WORKS FOR PHASE 1 STREETSCAPE UPGRADES
A1
SCALE 1:500 @ A1
0 10 20 50m
TOWN CENTRE: HOWARD AND OAKS AVE (PITTWATER ROAD TO NEW LINK ROAD)
DEE WHY TOWN CENTRE UPGRADE
PROJECT NO 62140336_00_101
REV 01
DRAWN LM
CHKD JL
APP'D JL
DATE 24.10.16
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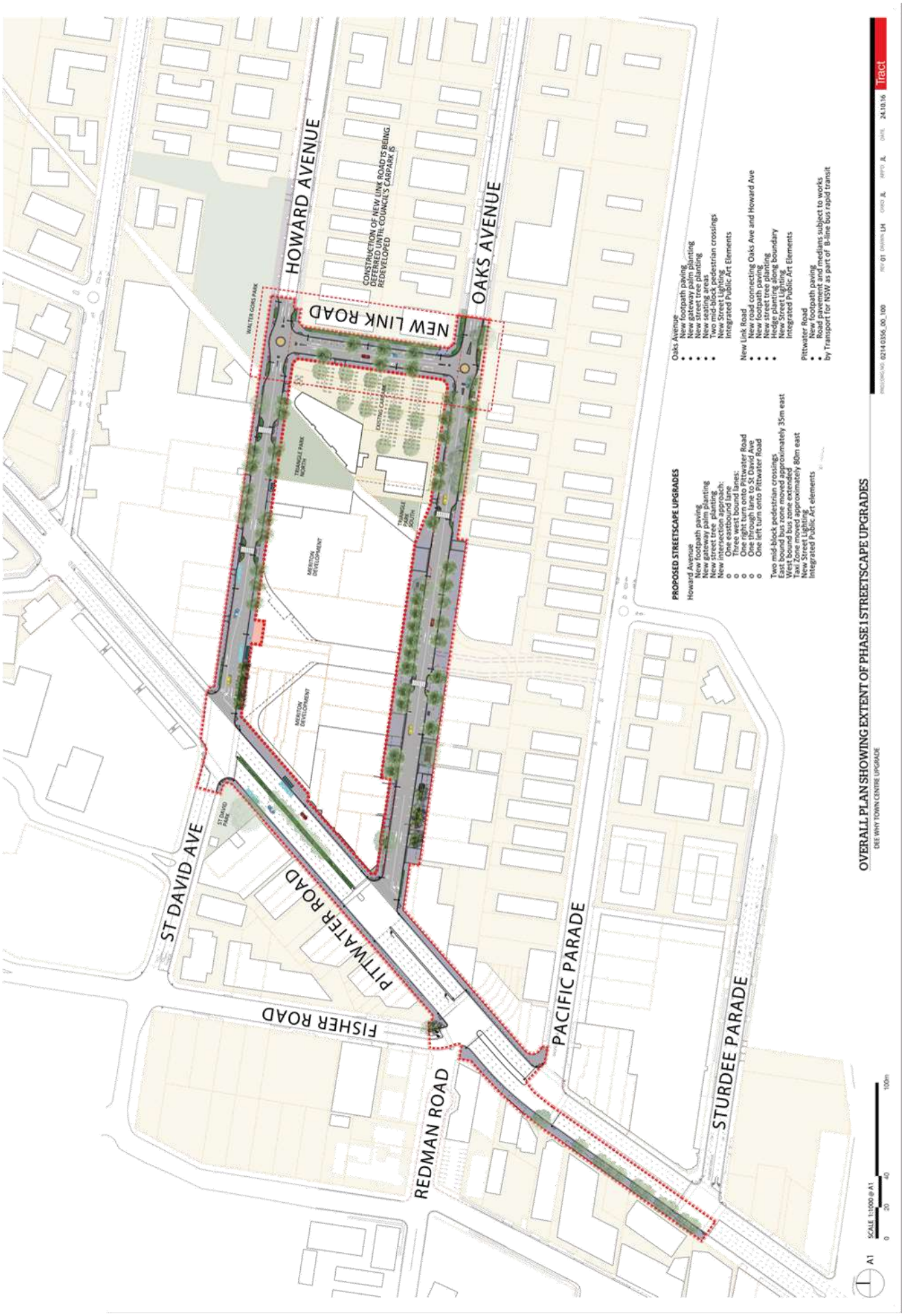
HOWARD AVENUE
OAKS AVENUE
NEW LINK ROAD
CONSTRUCTION OF NEW LINK ROAD IS BEING DEFERRED UNTIL COUNCIL'S CARPARK IS REDEVELOPED
WALTER GORS PARK
TRIANGLE PARK NORTH
TRIANGLE PARK SOUTH
MERITON DEVELOPMENT
ST DAVID AVE
ST DAVID PARK
PITTWATER ROAD
FISHER ROAD
REDMAN ROAD
PACIFIC PARADE
STURDEE PARADE
PROPOSED STREETSCAPE UPGRADES
Howard Avenue
New footpath paving
New gateway palm planting
New street tree planting
New intersection approach:
Two through lanes south
Three west bound lanes:
One right turn onto Pittwater Road
One through lane to St David Ave
One left turn onto Pittwater Road
Two mid-block pedestrian crossings
East bound bus zone moved approximately 35m east
West bound bus zone extended
Taxi Zone moved approximately 80m east
New Street Lighting
Integrated Public Art elements
Oaks Avenue
New footpath paving
New gateway palm planting
New street tree planting
New seating areas
Two mid-block pedestrian crossings
New Street Lighting
Integrated Public Art Elements
New Link Road
New road connecting Oaks Ave and Howard Ave
New footpath paving
New street tree planting
Hedge planting along boundary
New Street Lighting
Integrated Public Art Elements
Pittwater Road
New footpath paving
Road pavement and medians subject to works by Transport for NSW as part of B-line bus rapid transit
OVERALL PLAN SHOWING EXTENT OF PHASE 1 STREETSCAPE UPGRADES
DEE WHY TOWN CENTRE UPGRADE
PROJECT NO 62140356_00_100
REV 01
DRAWN LM
CHKD JL
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DATE 24.10.16
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A1
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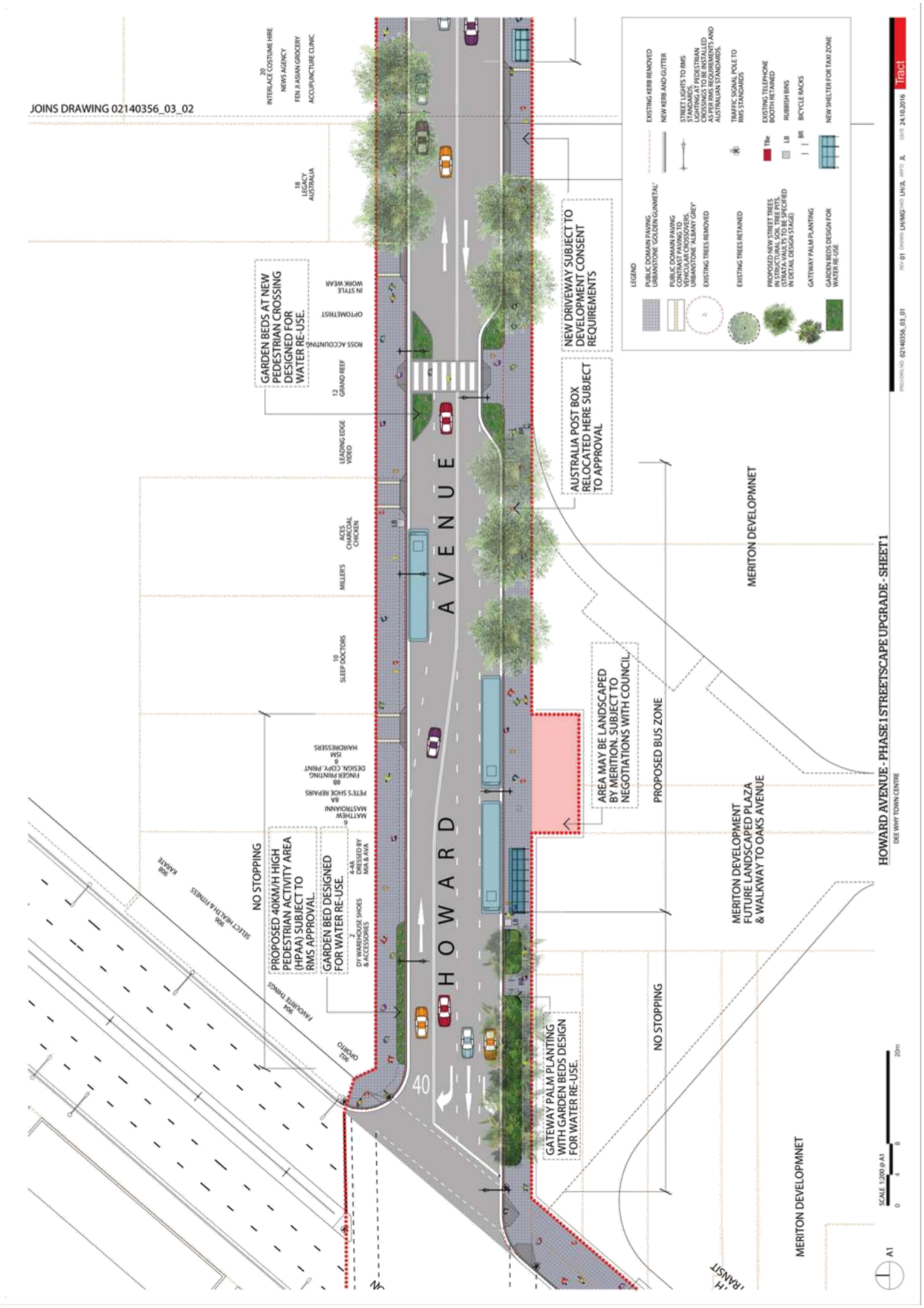
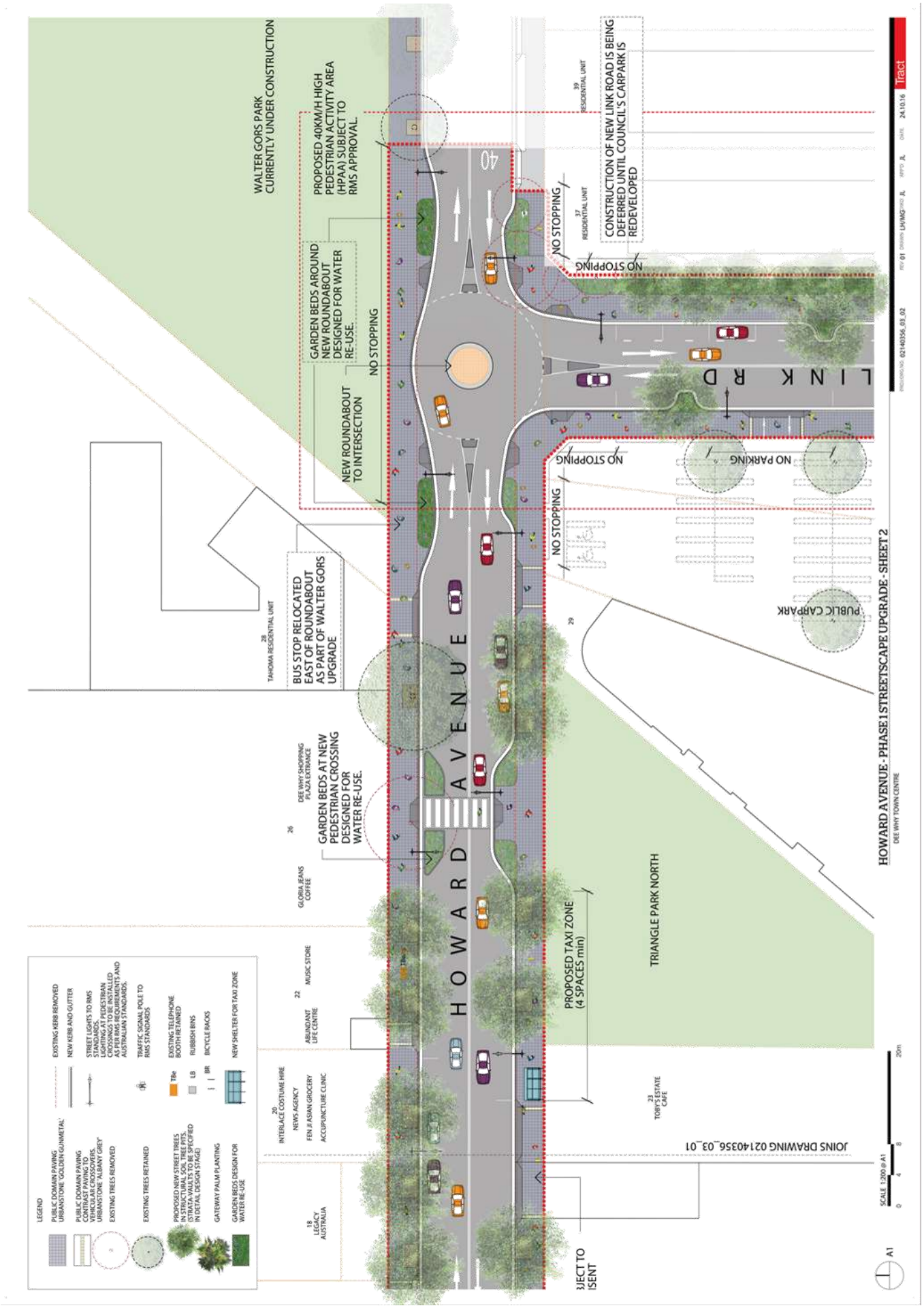

JOINS DRAWING 02140356_03_02
HOWARD AVENUE
GARDEN BEDS AT NEW PEDESTRIAN CROSSING DESIGNED FOR WATER RE-USE.
NEW DRIVEWAY SUBJECT TO DEVELOPMENT CONSENT REQUIREMENTS
AUSTRALIA POST BOX RELOCATED HERE SUBJECT TO APPROVAL
MERITON DEVELOPMNET
AREA MAY BE LANDSCAPED BY MERITION. SUBJECT TO NEGOTIATIONS WITH COUNCIL.
PROPOSED BUS ZONE
MERITON DEVELOPMENT FUTURE LANDSCAPED PLAZA & WALKWAY TO OAKS AVENUE
NO STOPPING
PROPOSED 40KM/H HIGH PEDESTRIAN ACTIVITY AREA (HPAA) SUBJECT TO RMS APPROVAL.
GARDEN BED DESIGNED FOR WATER RE-USE.
GATEWAY PALM PLANTING WITH GARDEN BEDS DESIGN FOR WATER RE-USE.
40
LEGEND
EXISTING KERB REMOVED
NEW KERB AND GUTTER
PUBLIC DOMAIN PAVING URBANSTONE 'GOLDEN GUNMETAL'
PUBLIC DOMAIN PAVING CONTRAST PAVING TO VEHICULAR CROSSOVERS URBANSTONE 'ALBANY GREY'
EXISTING TREES REMOVED
EXISTING TREES RETAINED
GATEWAY PALM PLANTING
GARDEN BEDS DESIGN FOR WATER RE-USE
STREET LIGHTS TO RMS STANDARDS
LIGHTING AT PEDESTRIAN CROSSINGS TO BE INSTALLED AS PER RMS REQUIREMENTS AND AUSTRALIAN STANDARDS.
TRAFFIC SIGNAL POLE TO RMS STANDARDS
EXISTING TELEPHONE BOOTH RETAINED
RUBBISH BINS
BICYCLE RACKS
NEW SHELTER FOR TAXI ZONE
HOWARD AVENUE - PHASE 1 STREETSCAPE UPGRADE - SHEET 1
DEE WHY TOWN CENTRE
Tract
SCALE 1:200 @ A1


WALTER GORS PARK CURRENTLY UNDER CONSTRUCTION
PROPOSED 40KM/H HIGH PEDESTRIAN ACTIVITY AREA (HPAA) SUBJECT TO RMS APPROVAL.
GARDEN BEDS AROUND NEW ROUNDABOUT DESIGNED FOR WATER RE-USE.
NO STOPPING
NEW ROUNDABOUT TO INTERSECTION
CONSTRUCTION OF NEW LINK ROAD IS BEING DEFERRED UNTIL COUNCIL'S CARPARK IS REDEVELOPED
39 RESIDENTIAL UNIT
37 RESIDENTIAL UNIT
40
NO STOPPING
LINK RD
NO STOPPING
NO PARKING
NO STOPPING
BUS STOP RELOCATED EAST OF ROUNDABOUT AS PART OF WALTER GORS UPGRADE
28 TAHOMA RESIDENTIAL UNIT
29
PUBLIC CARPARK
HOWARD AVENUE
GARDEN BEDS AT NEW PEDESTRIAN CROSSING DESIGNED FOR WATER RE-USE.
26 DEE WHY SHOPPING PLAZA EXTRANCE
GLORIA JEANS COFFEE
22 MUSIC STORE
ABUNDANT LIFE CENTRE
20 INTERLACE COSTUME HIRE
NEWS AGENCY
FEN & ASIAN GROCERY
ACCUPUNCTURE CLINIC
18 LEGACY AUSTRALIA
PROPOSED TAXI ZONE (4 SPACES min)
TRIANGLE PARK NORTH
23 TOBY'S ESTATE CAFE
JOINS DRAWING 0214035G_03_01
LEGEND
PUBLIC DOMAIN PAVING URBANSTONE 'GOLDEN GUNMETAL'
PUBLIC DOMAIN PAVING CONTRAST PAVING TO COMPLIMENT PAVING URBANSTONE 'ALBANY GREY'
EXISTING TREES REMOVED
EXISTING TREES RETAINED
PROPOSED NEW STREET TREES IN STRUCTURAL SOIL TREE PITS, STRATA VAULTS TO BE SPECIFIED IN DETAIL DESIGN STAGE)
GATEWAY PALM PLANTING
GARDEN BEDS DESIGN FOR WATER RE-USE
EXISTING KERB REMOVED
NEW KERB AND GUTTER
STREET LIGHTS TO RMS STANDARDS. LIGHTING AT PEDESTRIAN CROSSINGS TO BE INSTALLED AS PER RMS REQUIREMENTS AND AUSTRALIAN STANDARDS.
TRAFFIC SIGNAL POLE TO RMS STANDARDS
EXISTING TELEPHONE BOOTH RETAINED
RUBBISH BINS
BICYCLE RACKS
NEW SHELTER FOR TAXI ZONE
SCALE 1:200 @ A1
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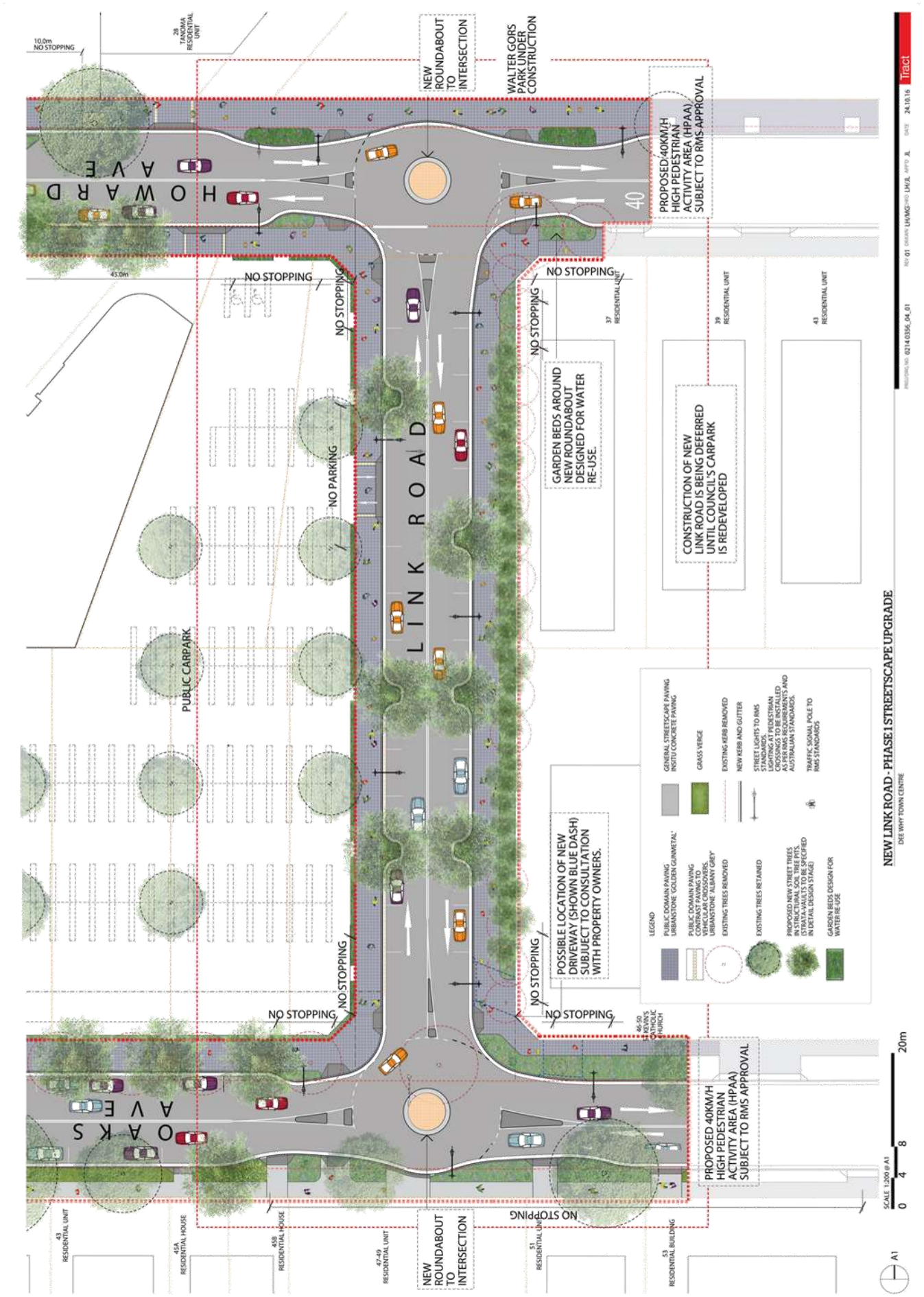
A1
HOWARD AVENUE - PHASE 1 STREETSCAPE UPGRADE - SHEET 2
DEE WHY TOWN CENTRE
Tract


HOWARD AVE
OAKS AVE
LINK ROAD
NEW ROUNDABOUT TO INTERSECTION
WALTER GORS PARK UNDER CONSTRUCTION
PROPOSED 40KM/H HIGH PEDESTRIAN ACTIVITY AREA (HPAA) SUBJECT TO RMS APPROVAL
NO STOPPING
NO PARKING
PUBLIC CARPARK
GARDEN BEDS AROUND NEW ROUNDABOUT DESIGNED FOR WATER RE-USE.
CONSTRUCTION OF NEW LINK ROAD IS BEING DEFERRED UNTIL COUNCIL'S CARPARK IS REDEVELOPED
POSSIBLE LOCATION OF NEW DRIVEWAY (SHOWN BLUE DASH) SUBJUECT TO CONSULTATION WITH PROPERTY OWNERS.
LEGEND
NEW LINK ROAD - PHASE 1 STREETSCAPE UPGRADE
DEE WHY TOWN CENTRE
SCALE 1:200 @ A1
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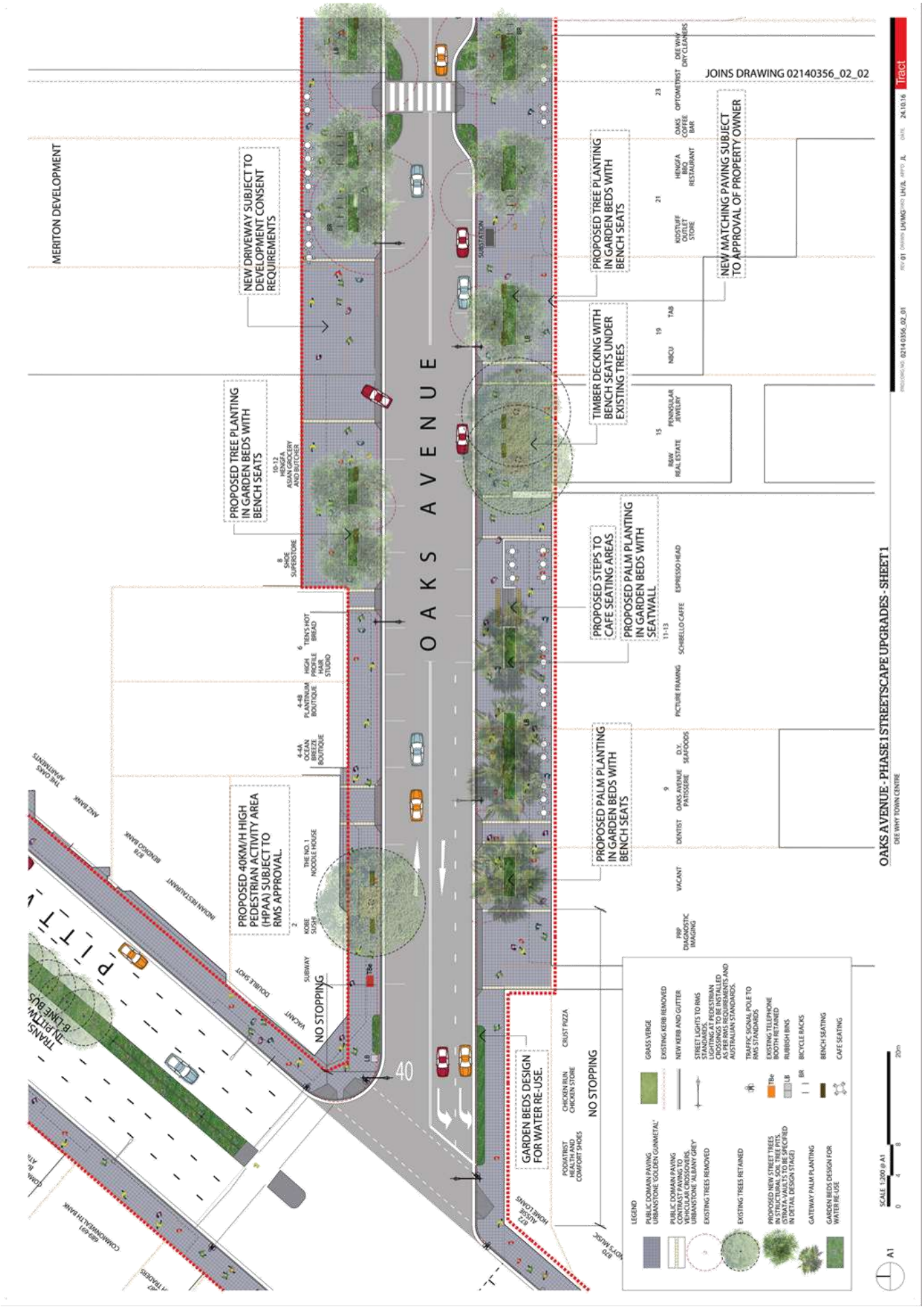
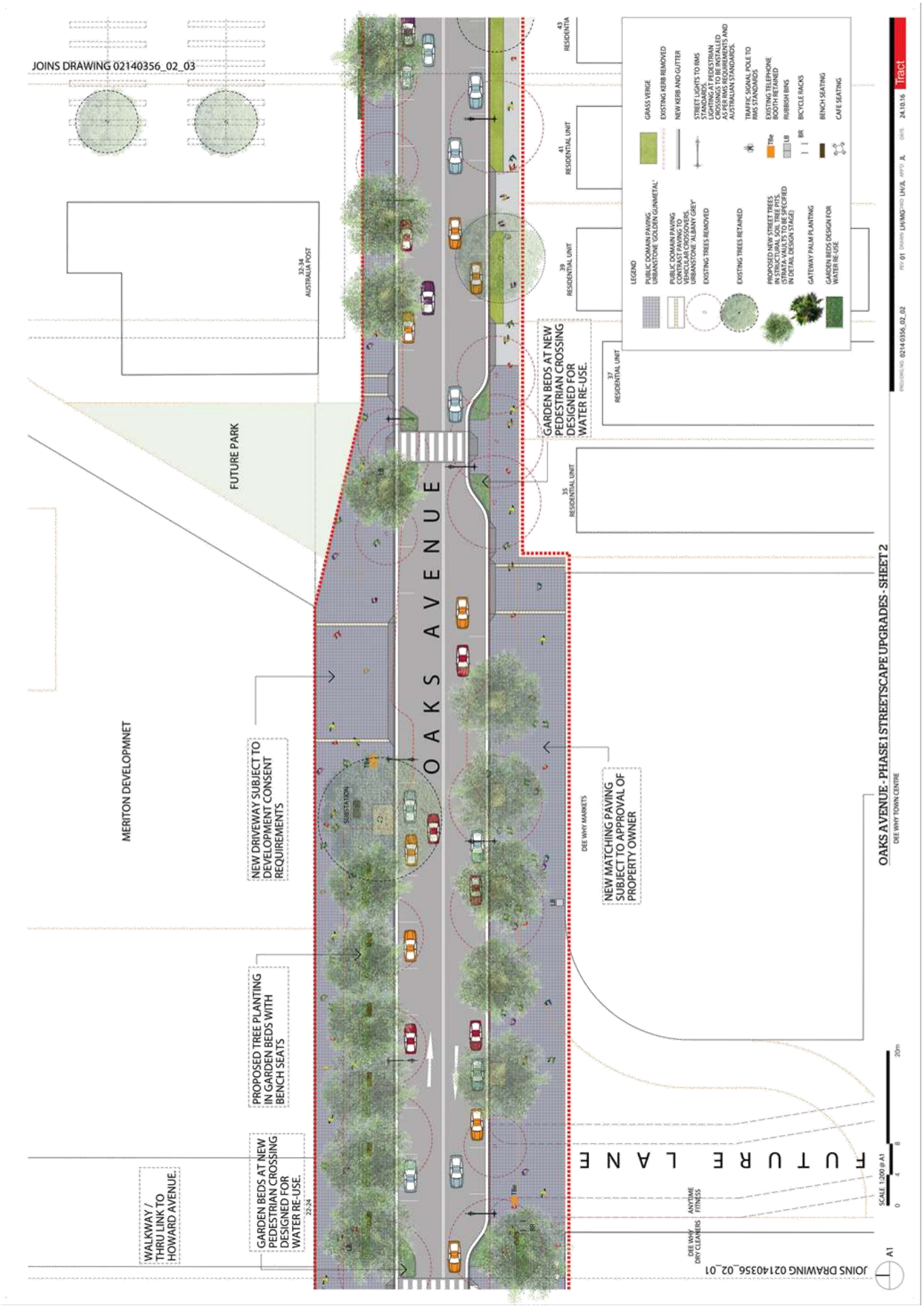

OAKS AVENUE
MERITON DEVELOPMENT
NEW DRIVEWAY SUBJECT TO DEVELOPMENT CONSENT REQUIREMENTS
PROPOSED TREE PLANTING IN GARDEN BEDS WITH BENCH SEATS
PROPOSED 40KM/H HIGH PEDESTRIAN ACTIVITY AREA (HPAA) SUBJECT TO RMS APPROVAL.
NO STOPPING
GARDEN BEDS DESIGN FOR WATER RE-USE.
PROPOSED STEPS TO CAFE SEATING AREAS
PROPOSED PALM PLANTING IN GARDEN BEDS WITH SEATWALL
PROPOSED PALM PLANTING IN GARDEN BEDS WITH BENCH SEATS
TIMBER DECKING WITH BENCH SEATS UNDER EXISTING TREES
NEW MATCHING PAVING SUBJECT TO APPROVAL OF PROPERTY OWNER
JOINS DRAWING 02140356_02_02
OAKS AVENUE - PHASE 1 STREETSCAPE UPGRADES - SHEET 1
DEE WHY TOWN CENTRE
LEGEND
PUBLIC DOMAIN PAVING URBANSTONE 'GOLDEN GUNMETAL'
PUBLIC DOMAIN PAVING CONTRAST PAVING TO VEHICULAR CROSSOVERS, URBANSTONE 'ALBANY GREY'
EXISTING TREES REMOVED
EXISTING TREES RETAINED
PROPOSED NEW STREET TREES (SELECTION OF STREET TREES (STRATA-VAULTS TO BE SPECIFIED IN DETAIL DESIGN STAGE)
GATEWAY PALM PLANTING
GARDEN BEDS DESIGN FOR WATER RE-USE
GRASS VERGE
EXISTING KERB REMOVED
NEW KERB AND GUTTER
STREET LIGHTS TO RMS STANDARDS. LIGHTING AT PEDESTRIAN CROSSINGS TO BE INSTALLED AS PER RMS REQUIREMENTS AND AUSTRALIAN STANDARDS.
TRAFFIC SIGNAL POLE TO RMS STANDARDS
EXISTING TELEPHONE BOOTH RETAINED
RUBBISH BINS
BICYCLE BACKS
BENCH SEATING
CAFE SEATING
SCALE 1:200 @ A1
A1
Tract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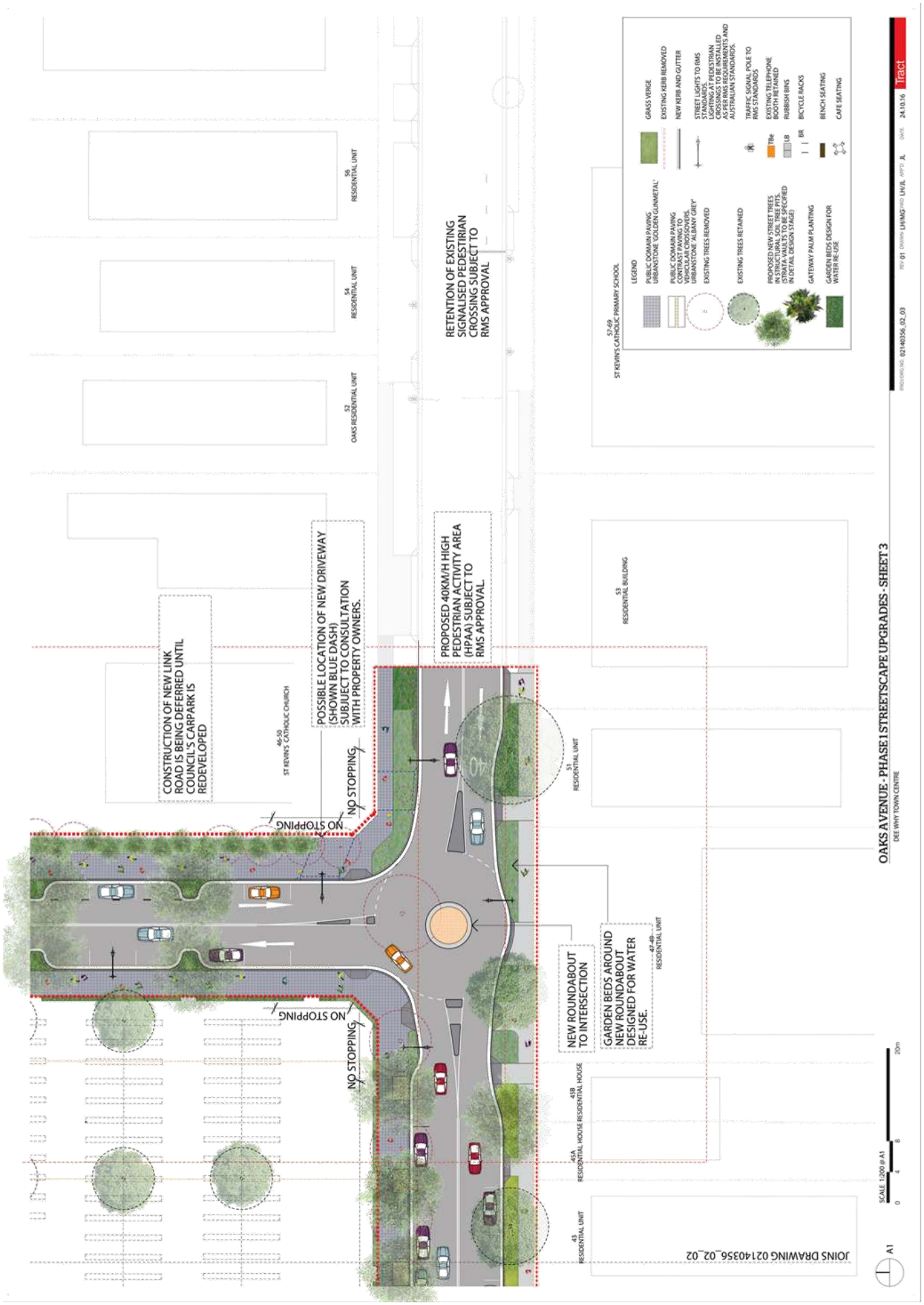
32-34 AUSTRALIA POST
FUTURE PARK
MERITON DEVELOPMNET
NEW DRIVEWAY SUBJECT TO DEVELOPMENT CONSENT REQUIREMENTS
PROPOSED TREE PLANTING IN GARDEN BEDS WITH BENCH SEATS
GARDEN BEDS AT NEW PEDESTRIAN CROSSING DESIGNED FOR WATER RE-USE.
WALKWAY / THRU LINK TO HOWARD AVENUE.
22-24
SUBSTATION
OAKS AVENUE
GARDEN BEDS AT NEW PEDESTRIAN CROSSING DESIGNED FOR WATER RE-USE.
NEW MATCHING PAVING SUBJECT TO APPROVAL OF PROPERTY OWNER
DEE WHY MARKETS
DEE WHY DRY CLEANERS
ANYTIME FITNESS
FUTURE LANE
JOINS DRAWING 02140356_02_01
43 RESIDENTIA
41 RESIDENTIAL UNIT
39 RESIDENTIAL UNIT
37 RESIDENTIAL UNIT
35 RESIDENTIAL UNIT
LEGEND
PUBLIC DOMAIN PAVING URBANSTONE 'GOLDEN GUNMETAL'
PUBLIC DOMAIN PAVING CONTRAST PAVING TO VEHICULAR CROSSOVERS. URBANSTONE 'ALBANY GREY'
EXISTING TREES REMOVED
EXISTING TREES RETAINED
PROPOSED NEW STREET TREES IN INDIVIDUAL CONCRETE PITS (STRATA VAULTS TO BE SPECIFIED IN DETAIL DESIGN STAGE)
GATEWAY PALM PLANTING
GARDEN BEDS DESIGN FOR WATER RE-USE
GRASS VERGE
EXISTING KERB REMOVED
NEW KERB AND GUTTER
STREET LIGHTS TO RMS STANDARDS LIGHTING AT PEDESTRIAN CROSSINGS TO BE INSTALLED AS PER RMS REQUIREMENTS AND AUSTRALIAN STANDARDS.
TRAFFIC SIGNAL POLE TO RMS STANDARDS
EXISTING TELEPHONE BOOTH RETAINED
RUBBISH BINS
BICYCLE RACKS
BENCH SEATING
CAFE SEATING
OAKS AVENUE - PHASE 1 STREETSCAPE UPGRADES - SHEET 2
DEE WHY TOWN CENTRE
Tract
SCALE 1:200 @ A1
A1


CONSTRUCTION OF NEW LINK ROAD IS BEING DEFERRED UNTIL COUNCIL'S CARPARK IS REDEVELOPED
POSSIBLE LOCATION OF NEW DRIVEWAY (SHOWN BLUE DASH) SUBJUECT TO CONSULTATION WITH PROPERTY OWNERS.
PROPOSED 40KM/H HIGH PEDESTRIAN ACTIVITY AREA (HPAA) SUBJECT TO RMS APPROVAL.
RETENTION OF EXISTING SIGNALISED PEDESTRIAN CROSSING SUBJECT TO RMS APPROVAL
NO STOPPING
NEW ROUNDABOUT TO INTERSECTION
GARDEN BEDS AROUND NEW ROUNDABOUT DESIGNED FOR WATER RE-USE.
JOINS DRAWING 0214035G_02_02
OAKS AVENUE - PHASE 1 STREETSCAPE UPGRADES - SHEET 3
DEE WHY TOWN CENTRE
LEGEND
GRASS VERGE
EXISTING KERB REMOVED
NEW KERB AND GUTTER
STREET LIGHTS TO RMS STANDARDS
TRAFFIC SIGNAL POLE TO RMS STANDARDS
EXISTING TELEPHONE BOOTH RETAINED
RUBBISH BINS
BICYCLE RACKS
BENCH SEATING
CAFE SEATING
GATEWAY PALM PLANTING
GARDEN BEDS DESIGN FOR WATER RE-USE
EXISTING TREES RETAINED
EXISTING TREES REMOVED
SCALE 1:200 @ A1
Tract

JOINS DRAWING 02140356_07_02
YELLOW BRICK ROAD
651 THE NOVAK AGENCY
649 PENINSULA STRATA
645-647 ITALIAN & SPANISH SHOES
BODY SHAPE FEMALE FITNESS CENTRE
FIRST NATIONAL REAL ESTATE
SK SNOW SPORTS
VICTOR GLASS SERVICE
OMNS MOBILITY
OMNS REALITY
DENTIST
BRAD HAZZARD MP
JEWELS
PITTWATER ROAD
TRANSPORT FOR NSW TO UNDERTAKE WORKS IN PITTWATER ROAD IN CONJUNCTION WITH B-LINE BUS RAPID TRANSIT IMPLEMENTATION
POOLES HARDWARE AND PAINT
846 ANN WILSON FUNERALS
840-842 UCA DENTAL PRACTICE
838A THE MEXICAN WALL TAURANT
838 TRUE BLUE
836
LEGEND
PUBLIC DOMAIN PAVING URBANSTONE 'GOLDEN GUNMETAL'
EXISTING TREES REMOVED
EXISTING TREES RETAINED
GATEWAY PALM PLANTING
PROPOSED NEW STREET TREES IN STRUCTURAL SOIL TREE PITS (STRATA VAULTS TO BE SPECIFIED IN DETAIL DESIGN STAGE)
TREE PIT WITH POROUS PAVING INFILL AT BASE OF EXISTING TREES
GARDEN BEDS DESIGN FOR WATER RE-USE
EXISTING KERB AND GUTTER
STREET LIGHTS TO RMS STANDARDS
LIGHTING AT PEDESTRIAN CROSSINGS TO BE INSTALLED AS PER RMS STANDARDS AND AUSTRALIAN STANDARDS.
TRAFFIC SIGNAL POLE TO RMS STANDARDS
EXISTING KERB REMOVED
LB RUBBISH BINS
STURDEE PARADE
PITTWATER RD (STURDEE PDE TO HOWARD AVE) PHASE 1 STREETSCAPE UPGRADES SHEET 1
DEE WHY TOWN CENTRE
02140356_07_01
01 LM/MG JL
24.10.16
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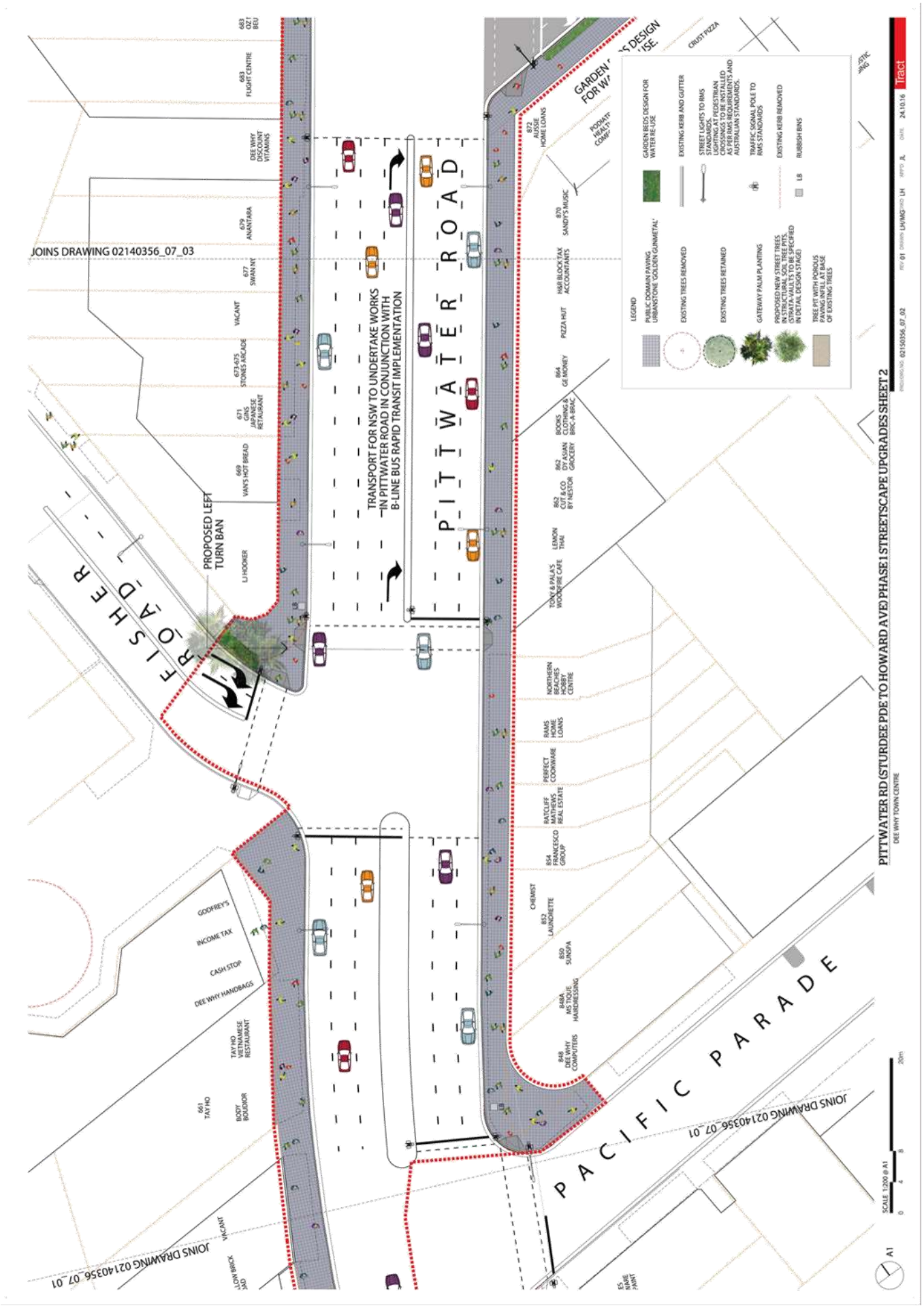
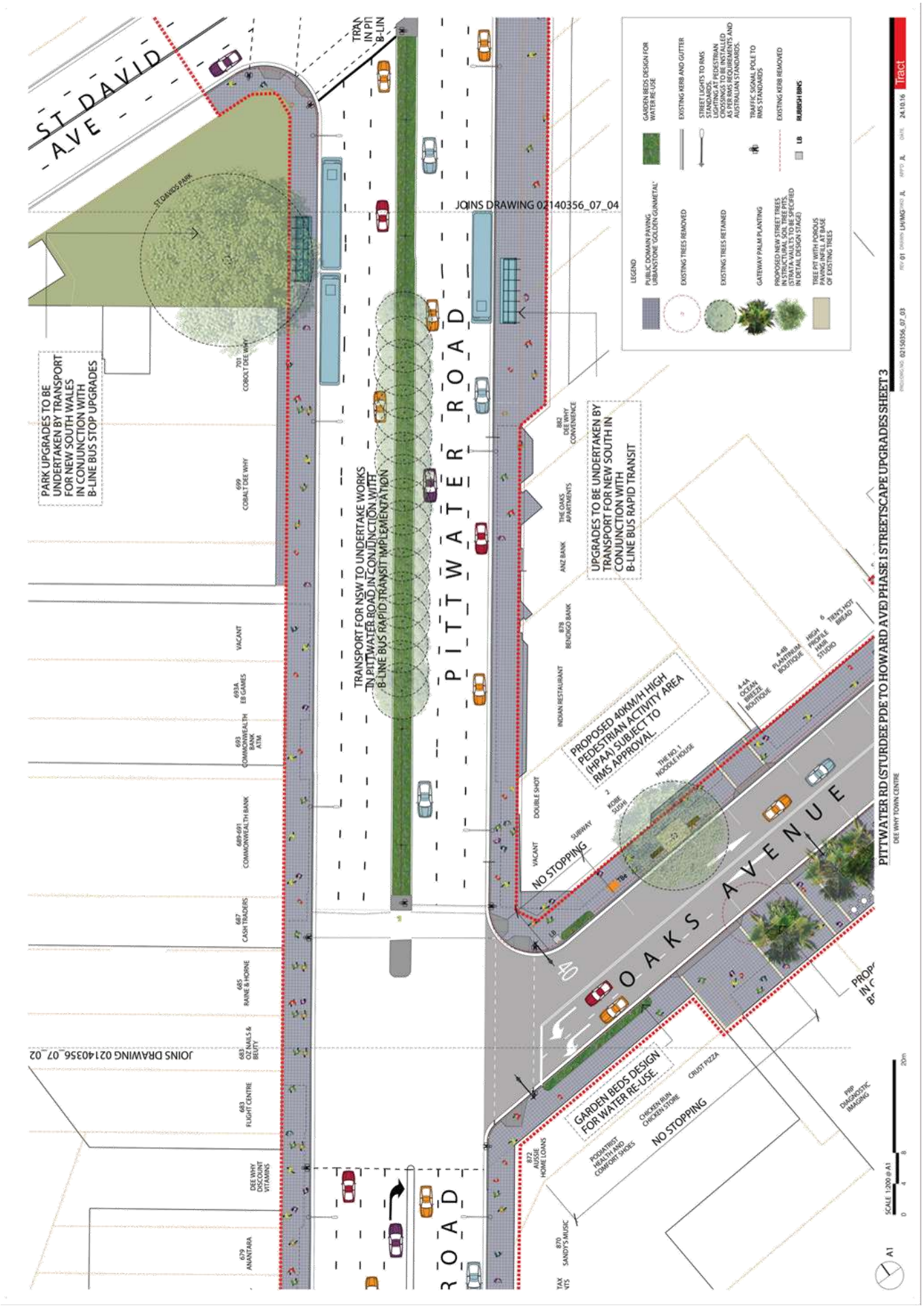
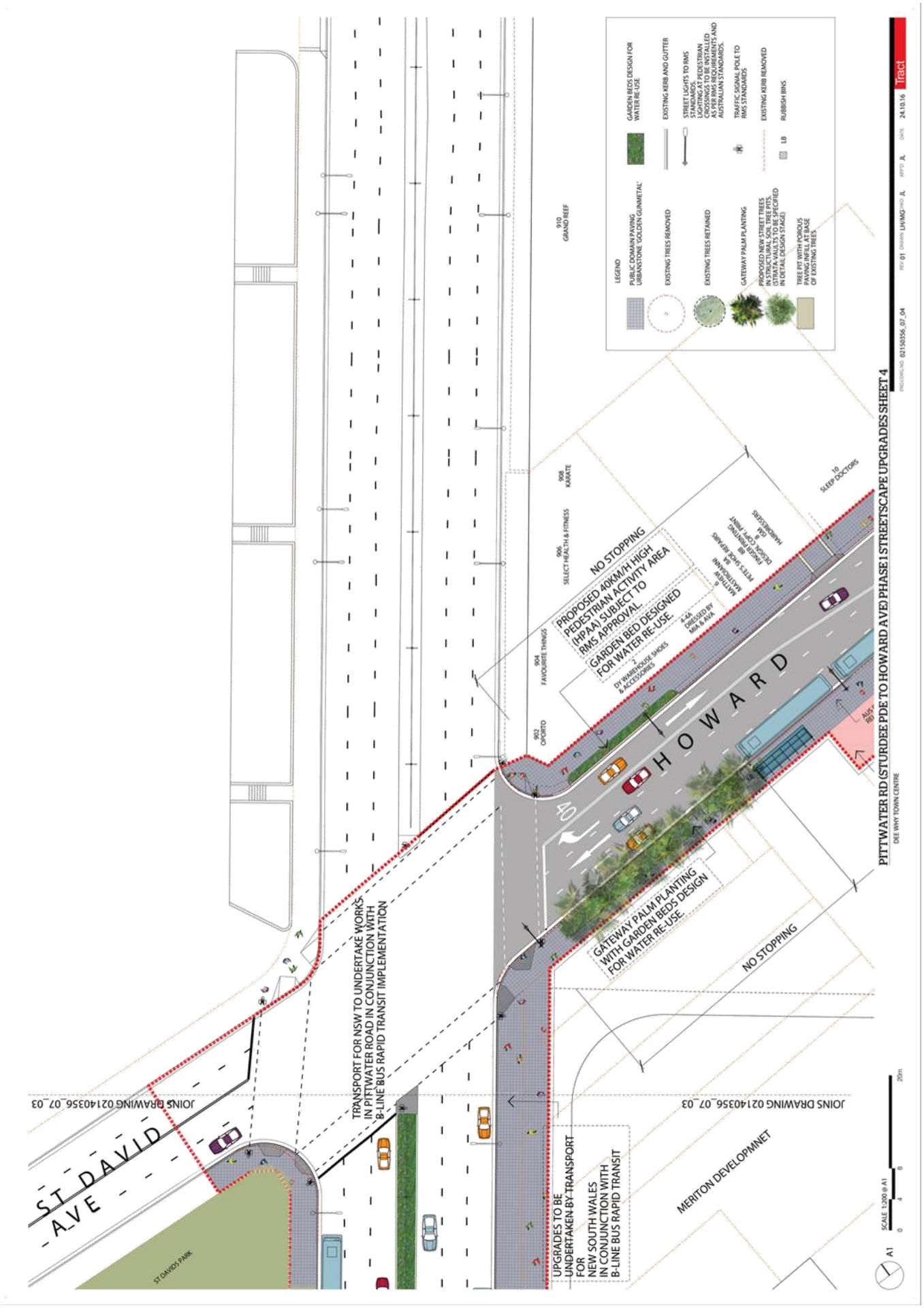

PITTWATER ROAD
PACIFIC PARADE
RISHER ROAD
TRANSPORT FOR NSW TO UNDERTAKE WORKS IN PITTWATER ROAD IN CONJUNCTION WITH B-LINE BUS RAPID TRANSIT IMPLEMENTATION
PROPOSED LEFT TURN BAN
JOINS DRAWING 02140356_07_03
JOINS DRAWING 02140356_07_01
LEGEND
PUBLIC DOMAIN PAVING URBANSTONE 'GOLDEN GUNMETAL'
EXISTING TREES REMOVED
EXISTING TREES RETAINED
GATEWAY PALM PLANTING
PROPOSED NEW STREET TREES IN STRUCTURAL SOIL TREE PITS. (STRATA VAULTS TO BE SPECIFIED IN DETAIL DESIGN STAGE)
TREE PIT WITH POROUS PAVING INFILL AT BASE OF EXISTING TREES
GARDEN BEDS DESIGN FOR WATER REUSE
EXISTING KERB AND GUTTER
STREET LIGHTS TO RMS STANDARDS.
LIGHTING AT PEDESTRIAN CROSSINGS TO BE INSTALLED AS PER RMS STANDARDS AND AUSTRALIAN STANDARDS.
TRAFFIC SIGNAL POLE TO RMS STANDARDS
EXISTING KERB REMOVED
RUBBISH BINS
PITTWATER RD (STURDEE PDE TO HOWARD AVE) PHASE 1 STREETSCAPE UPGRADES SHEET 2
DEE WHY TOWN CENTRE
SCALE 1:200 @ A1
A1


ST DAVID AVE
ST DAVIDS PARK
PARK UPGRADES TO BE UNDERTAKEN BY TRANSPORT FOR NEW SOUTH WALES IN CONJUNCTION WITH B-LINE BUS STOP UPGRADES
TRANSPORT FOR NSW TO UNDERTAKE WORKS IN PITTWATER ROAD IN CONJUNCTION WITH B-LINE BUS RAPID TRANSIT IMPLEMENTATION
JOINS DRAWING 02140356_07_04
PITTWATER ROAD
UPGRADES TO BE UNDERTAKEN BY TRANSPORT FOR NEW SOUTH IN CONJUNCTION WITH B-LINE BUS RAPID TRANSIT
PROPOSED 40KM/H HIGH PEDESTRIAN ACTIVITY AREA (HPAA) SUBJECT TO RMS APPROVAL
OAKS AVENUE
NO STOPPING
GARDEN BEDS DESIGN FOR WATER RE-USE.
JOINS DRAWING 02140356_07_02
LEGEND
PUBLIC DOMAIN PAVING URBANSTONE 'GOLDEN GUNMETAL'
EXISTING TREES REMOVED
EXISTING TREES RETAINED
GATEWAY PALM PLANTING
PROPOSED NEW STREET TREES IN STRUCTURAL SOIL TREE PITS. (STRATA VAULTS TO BE SPECIFIED IN DETAIL DESIGN STAGE)
TREE PIT WITH POROUS PAVING INFILL AT BASE OF EXISTING TREES
GARDEN BEDS DESIGN FOR WATER RE USE
EXISTING KERB AND GUTTER
STREET LIGHTS TO RMS STANDARDS. LIGHTING AT PEDESTRIAN CROSSINGS TO BE INSTALLED AS PER RMS GUIDELINES AND AUSTRALIAN STANDARDS.
TRAFFIC SIGNAL POLE TO RMS STANDARDS
EXISTING KERB REMOVED
RUBBISH BINS
PITTWATER RD (STURDEE PDE TO HOWARD AVE) PHASE 1 STREETSCAPE UPGRADES SHEET 3
DEE WHY TOWN CENTRE
Tract
SCALE 1:200 @ A1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DEE WHY TOWN CENTRE
LEGEND
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EXISTING TREES REMOVED
EXISTING TREES RETAINED
GATEWAY PALM PLANTING
PROPOSED NEW STREET TREES IN NATURAL SOIL STRIPS (STRATA VAULTS TO BE SPECIFIED IN DETAIL DESIGN STAGE)
TREE PIT WITH POROUS PAVERS WITHIN 4 METRES OF EXISTING TREES.
GARDEN BEDS DESIGN FOR WATER RE-USE
EXISTING KERB AND GUTTER
STREET LIGHTS TO RMS STANDARDS. LIGHTING AT PEDESTRIAN CROSSINGS TO BE INSTALLED AS PER RMS REQUIREMENTS AND AUSTRALIAN STANDARDS.
TRAFFIC SIGNAL POLE TO RMS STANDARDS
EXISTING KERB REMOVED
RUBBISH BINS
913 GRAND REEF
908 KARATE
906 SELECT HEALTH & FITNESS
904 FAVOURITE THINGS
902 OPORTO
10 SLEEP DOCTORS
NO STOPPING
PROPOSED 40KM/H HIGH PEDESTRIAN ACTIVITY AREA (HPAA) SUBJECT TO RMS APPROVAL.
GARDEN BED DESIGNED FOR WATER RE-USE.
DY WAREHOUSE SHOES & ACCESSORIES
A4A DRESSED BY MIA & AVA
MATTER & MASTERMIND
METTS SHOE REPAIRS
BIG SUNDAY CLOTHING
DESIGN & CONSTRUCT
HANDMADE SEATS
HOWARD
40
GATEWAY PALM PLANTING WITH GARDEN BEDS DESIGN FOR WATER RE-USE.
NO STOPPING
TRANSPORT FOR NSW TO UNDERTAKE WORKS IN PITTWATER ROAD IN CONJUNCTION WITH B-LINE BUS RAPID TRANSIT IMPLEMENTATION
JOINS DRAWING 0214035G_07_03
ST DAVID AVE
ST DAVIDS PARK
UPGRADES TO BE UNDERTAKEN BY TRANSPORT FOR NEW SOUTH WALES IN CONJUNCTION WITH B-LINE BUS RAPID TRANSIT
MERITON DEVELOPMNET
JOINS DRAWING 0214035G_07_03
A1
SCALE 1:200 @ A1
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PROJECT NO 0215G356_07_04
REV 01
DRAWN LM/AG
CHKD JL
APP'D JL
DATE 24.10.16
Tract

NORTHERN BEACHES
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PH. 9971 5909
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COUNCIL

Tabled Comments – Phase 1: Streetscape Upgrades

Topic	Comment	Response
Traffic Improvements		
Management of Town Centre growth and the impact this might have on traffic.	1) How will the roads cope with the growth of the Town Centre? 2) How will we manage the Traffic with the influx of vehicles coming through Dee Why? 3) How will we ensure that the Entry/ Exit for the Merriton site won't cause the same congestion as seen at the new Warringah Mall carpark?	1) DYTC Masterplan 2013 considered the existing and future Traffic, Pedestrian and Transport needs and impacts from future growth. 2) Consultation with RMS and Transport for NSW. 3) A traffic study was completed prior to the preliminary design plans. The proposed traffic improvements were informed by the traffic study undertaken by WSP – Parsons Brikenoff in 2016.
Pedestrian Crossings	1) Install crossing at Sturdee Parade at the Dee Why Grand Entrance 2) Improve the safety of the pedestrian crossing on Howard Avenue. The line markings are unclear and unsafe 3) Remove painted blister next to the crossing on Howard Avenue. It's pointless and confusing to pedestrians and drivers 4) How will pedestrians cross Pittwater Road? 5) Move pedestrian crossings to align for the shared North/ South path	1) This location is not within the project area for the Dee Why Town Centre – Streetscape Upgrades project. Comment will be forwarded to Traffic Section 2) Ongoing review and changes to line marking and street parking will continue throughout Meriton's construction period. 3) This is currently being reviewed in conjunction with the construction works for the Meriton Development Site. 4) Pedestrians can cross Pittwater Road using the existing signalised crossings. 5) Pedestrian crossing locations were determined by pedestrian desire lines and counts. Proposed roundabouts and pedestrian refuges for Link Rd at Howards Ave and Oaks Ave.

Tabled Comments – Phase 1: Streetscape Upgrades

Howard Avenue Bus Stop	1) Bus stop on Howard Avenue on the Walter Gors side of the road, shouldn't be moved too far from the shopping centre entrance.	1) Council will work together with State Transit Authority (STA) to establish bus stop locations in Howard Avenue. Consideration needs to be given to; • Pedestrian safety and access to public transport • Allocation and priority of on-street parking • Safe pedestrian access to Walter Gors Park. In the meantime during the upgrade works, interim temporary bus stop locations will be in place to ensure correct and safe bus operations.
Reduced driving speed	1) Reduce driving speed in Dee Why to improve safety.	1) As part of Phase 1: Streetscape Upgrades, speed limit for Oaks Ave and Howard will be reduced to 40 km per hour to improve pedestrian safety. *Pittwater Road is a NSW State Road.
Active Transport	1) Council should do as much as possible to discourage driving through Dee Why. People should be encouraged to use active transport options such as walking, riding and busses 2) Council needs to consider other paths through Dee Why Town Centre to encourage active transport like cycling.	1) Various forms of transport have been considered in the preliminary design plans including the provision of; bike racks, on street parking, wider footpaths, pedestrian accessibility and connectivity, seating and bus stops. The B-line are also providing commuter parking in the Kingsway Carpark on the west side of Pittwater Rd, as an incentive to use public transport. 2) There are existing bike paths around the Town Centre. These can be viewed in the Warringah Bike Plan on Council's website. We are also working on upgrading and connecting paths from Manly to Palm Beach as part of our connected communities funding. *Proposed Howard Ave bike path options for future

Tabled Comments – Phase 1: Streetscape Upgrades

		consideration by Council
Painted Blister on Howard Avenue	1) Remove Painted blister next to the crossing on Howard Avenue. It's unclear and pointless	1) This is currently being reviewed in conjunction with the construction works for the Meriton Development Site. Ongoing review and changes to line marking and street parking will continue throughout Meriton's construction period.
Traffic Flow	1) Consider to introduce one way traffic options to help dilute traffic congestion 2) Provide more right turn options onto Pittwater Road 3) Improvement required to manage congestion on Oaks Avenue. Cars finding it difficult to turn onto Pittwater Rd from Oaks due to traffic build up on Pittwater Road. 4) Extend the timing of the traffic lights on Pittwater Road to help improve traffic flow	1) Suggested one way traffic flow has been previously studied in detail. The recommended traffic solution is to maintain the existing and proposed traffic flow arrangements which include the 'New link' Road. 2) Additional right turn option from Howard Avenue onto Pittwater Road has been included as part of the proposed traffic upgrades. 3) The proposed traffic upgrades have been informed by the traffic studies, DYTC Masterplan 2013 and Warringah Bike Plan 4) Traffic signals phasing and operation is controlled by RMS
Parking		
Free Parking	1) Hopes that the new parking developments in Dee Why Town Centre will be free. Questions also raised regarding the pricing and timing of the future parking options.	1) The new 'Kingsway Carpark' parking facility location underneath the PCYC will provide 3 car parking levels open to the public for a mixture of free short term parking and paid all day parking. 2) B Line will be providing 120 free spaces for all day commuter parking. Future private developments are required under Council's Planning Controls to provide on-site parking

Tabled Comments – Phase 1: Streetscape Upgrades

		for residents and customers. Developments to provide private and public parking as required under DA conditions.
Parking Facilities	1) Would like to see more diverse parking facility options for transport options (ie scooter, motorbike, bicycles small cars etc. 2) Not enough parking in Dee Why	1) Various parking options are available within and around Dee Why Town Centre which include: bicycle racks, allocated car share spaces, short term parking. 2) The Kingsway Car Parking facility at the PCYC and Meriton developments will provide a minimum of 85% increase in parking (at least 450 spaces).
Pedestrian Accessibility		
Footbridge over Pittwater Road	1) Why is there no indication of a potential footbridge over Pittwater Road?	1) This is has not been proposed as part of Dee Why Town Centre Upgrades
Pedestrian Safety	1) Would like to see safe pedestrian foot path between St Kevin's Church and the car park entrance (Oaks Ave). 2) When the sale of Oaks Avenue and Howard Ave carpark is complete, will the footpaths on that side of the road be safer for pedestrian use? 3) The cafes along Triangle park are sitting about a meter above the grass. The railing is set very high. This is NOT safe for kids and toddlers. 4) Accessibility for disabled people please	1) The development of 'New Link' Road is dependent on the future sale and development of the Oaks and Howard Avenue Car park. 2) Any future designs for this location will incorporate safe pedestrian access. The future designs will be consistent with the overall Dee Why Town Centre Streetscape Upgrades. 3) These are private developments. Design of Triangle Parks North and South for future consultation and designs 4) Disabled access has been considered in the development and design of the streetscape plans and the DYTC Masterplan
Pedestrian connectivity	1) More pedestrian connectivity through Dee Why Town Centre	1) We are widening the footpaths and providing pedestrian crossings to improve accessibility and connectivity

Tabled Comments – Phase 1: Streetscape Upgrades

through Dee Why	2) Pedestrian access between Oaks Ave and Pacific Parade 3) Request for connection from Oaks Ave to Delmar Parade	Removal of obstructions -providing clearer paths of travel The Meriton development will provide a new path and connection between Howard and Oaks. 2) This location is not part of Phase 1: Streetscape upgrades and will be subject to future development applications 3) This location is not within the scope of the Dee Why Town Centre Upgrades project.
Trees and Plants		
Tree Types	1) More shaded/ Canopy trees on Pittwater Road 2) More tropical trees on Howard and Oaks Ave to give the area more of a 'tropical' feel heading down to the beach 3) Provide trees other than '*Tuckeroo's'.* 4) Plant trees that will last	1) Existing shop awnings prevent further plantings on Pittwater Road 2) The proposed trees and plants were selected based on their suitability, location, maintenance management, shade and lifespan. 3) Palm trees will be planted as a Gateway to DYTC at the entrances to Oaks and Howard Avenue. 4) All new trees will be at least 4 metres high at planting.
Additional Trees	1) More trees on Pittwater Road 2) More trees on Pacific Road outside of Dee Why Grand to provide more shade outside of the centre	1) Additional trees will be planted along Pittwater Rd as part of Stage 1 works on the western side of Pittwater Road along Sturdee Parade and Pacific Parade. 2) This will be considered as part of Phase 2 design.
Tree Removal	1) Please don't remove the group of Trees In Triangle Park North in Howard Avenue 2) It would be great to see the removed tress recycled or re-homed.	1) These trees are part phase 2 design which includes North/South Triangle Park. Stage 1 shows an additional 4 trees on Howard Avenue. 2) Reuse of any removed trees to be considered as part

Tabled Comments – Phase 1: Streetscape Upgrades

	3) Any removed trees should be replaced. Trees should also be 'Trees' not just 'plants'.	of construction works. 3) We are proposing to plant 33 more mature trees than at present.
Furniture and Materials		
Seating	1) Please provide more seating benches throughout Dee Why Town Centre for people watching and relaxing.	1) Seating benches will be provided on Oaks Avenue Seating is also provided in Walter Gors and the new Meriton Public Space Plaza which provides connectivity from Pittwater Road to Howard Avenue Council will review the option for additional seating along Howard Avenue as part of detailed design process.
Lighting	1) Please consider adding lighting to Walter Gors to ensure community safety	1) Lighting at Walter Gors has been designed to comply with Australian Standards for pedestrian lighting. This lighting has now been installed as part of the ongoing works for Walter Gors Park. The street frontage will also be lit with installation of two additional streetlights to ensure lighting levels are compliant.
More visually vibrant area	1) More colour and plants included in the furniture and materials throughout Dee Why Town Centre	1) The footpath pavers have slight speckles throughout and provide a slightly softer look to the footpaths. The overall upgrades to the town centre incorporate varied selection of plants in shades of green and texture, some also flower. There are also plans to incorporate Public art throughout Dee Why Town Centre as part of streetscape upgrade works.
Triangle Park		

Tabled Comments – Phase 1: Streetscape Upgrades

Triangle Parks ***Triangle Parks***	1) Community would like to see Triangle Park it re-grassed until the next phase of works so it could be used. 2) More trees and shading for Triangle park to accommodate for the elderly who don't Want to sit in the children's playground 3) Triangle Park (South) not shown clearly scaled on the plans 4) Would like to see the trees at Triangle Park Howard Avenue side maintained 5) Minimise the risk of building a 'concrete jungle' –Triangle Park should remain an open green space for the area. Maybe synthetic turf if grass costs too much to maintain? 6) Triangle park could facilitate a shared path	1) Now that drainage works have finished on Oaks Avenue, we plan to re-turf Triangle Park south. 2) Triangle Park is currently scheduled for upgrade as part of Phase 2 Streetscape works: 2020-2025. 3) This was an unintentional drafting error. The preliminary design plans in relation to this section of the map were not correctly scaled. 4) Triangle Park is scheduled for Phase 2: 2020-2025 5) The design of Triangle Park North and South will be considered in future Phase 2 Streetscape works. 6) Comment has been noted and will be taken back to the design team for consideration.
New Link Road		
	1) Why are we proposing 'New Link' Road? 2) Is the Oaks/ Howard Avenue carpark redevelopment on hold and does this include the 'New Link Road between Oaks and Howard Avenue? 3) How will pedestrians access New Link Road safely?	1) New Link Road will improve traffic flow and circulation in the town centre and improve pedestrian accessibility and safety as it provides refuge to pedestrians between Point A and Point B. New Link Road and development of the Howard/Oaks Ave carpark was identified in the DYTC MasterPlan. 2) Yes, New Link Road is part of the redevelopment of Council's Oaks and Howard Avenue Car Park which is currently on hold. 3) Footpaths will be provided along both sides of the New Link Road. The design of the intersections at both Howard and Oaks Ave will provide for pedestrian access and connectivity and allow for vehicle and bus movements

Tabled Comments – Phase 1: Streetscape Upgrades

Cycle Paths		
Allow for segregated cycle paths	1) Provide segregated bike paths from Pittwater Road, down Oaks and Howard to the beach. 2) Provide on road segregated bike paths on Pittwater Road like they do in the city 3) Incorporate cycle paths into the traffic upgrade plans.	1) The provision of on road cycle paths has been considered in streetscape designs. Road widths, footpaths, parking and street trees restrict provision of on road paths in DYTC. 2) Previous consultation outlined to retain on street parking rather than to provide for segregated on road cycle paths. 3) This was identified in the Dee Why Town Centre Masterplan 2013 and the Warringah Bike Plan 2010. Oaks and Howard Avenue are too narrow to accommodate segregated bike paths without losing parking on one side of the street or loss of street trees Dee Why Town Centre as a 'destination' currently provides alternate paths around Dee Why identified in Warringah Bike Plan. *Howard Avenue Bike Path for future consultation and design.
Safe paths	1) I would like to get through Dee Why Town Centre on my bike safely. Please provide bike lanes or infrastructure. 2) Would like to ride safely from Dee Why Town Centre to the Beach 3) Council to have a further in depth discussion with the community around cycle way options for Dee Why town Centre and future planning across the Northern Beaches	1) Dee Why Town Centre is the 'destination' and the priority identified in Council's masterplan and bike plan was for on street parking over dedicated bike paths 2) We are providing bike racks to be installed throughout the town centre as well as reduction of speed limits through the Town Centre. 3) This request has been discussed with Council's

Tabled Comments – Phase 1: Streetscape Upgrades

		relevant teams.
Other	1) Please provide water bubbler and water refill stations throughout Dee Why Town Centre 2) Off lead dog parks in Dee Why 3) Provide an outdoor gym in Dee Why Town Centre 4) Provide games area 5) Misleading streetscape sections indicate that Oaks Avenue will accommodate for shared paths for cyclers.	1) Will review preliminary plans to incorporate this into the detailed design. 2) Unfortunately there is not enough open space within Dee Why Town Centre to provide off lead dog parks. 3) Walter Gors Park provides an outdoor gym facility within the park area. 4) Walter Gors will be providing temporary table tennis facilities for public use. The PCYC will also provide the community with indoor sporting facilities. 5) To avoid confusion, the shaded bicycle rider image should not have been shown on the artist impression. This location is identified as a footpath and not a shared path

AREA 3
Kalinya Street
Newport Mirage
AREA 2
Queens Parade West
AREA 1
Queens Parade car park
Queens Parade
Trafalgar Park car park
Newport Public School
The Newport
AREA 4
Beaconsfield Street
NEWPORT PARKING DEMAND MANAGEMENT STRATEGY
Study Area
NORTHERN
BEACHES
COUNCIL

NORTHERN BEACHES
COUNCIL

northernbeaches.nsw.gov.au

Summary of Community Engagement to date

Background

In early 2016, following a preliminary parking study and community feedback on the high demand for parking in some of the streets in Newport, we made changes to parking conditions and put in place a number of 30 (P30) minute and 2 hour (2P) parking restrictions in the Queens Parade West Car Park.

These changes have provided short term and high turnover parking spaces to support local businesses.

The current parking demand study is a continuation of this earlier work with a broader study area including:

- Queens Parade West Car Park
- Trafalgar Park Car Park
- Beaconsfield Street (up to Newport Primary School)
- Kalinya Street
- Queens Parade West (up to Newport Primary School)

These studies have assisted in developing Newport Parking Demand Management Strategy (NPDMS) in 2017.

Introduction

Over the past six months Northern Beaches Council has carried out a number of engagement activities with our community in relation to parking demands and challenges in Newport. During the engagement period we heard from over 250 residents and local businesses through the survey and listening posts.

The feedback gathered from our community, coupled with information from traffic consultants Parking & Traffic, engaged to undertake a parking occupancy and turnover analysis, has provided a better understanding of parking in the area.

This information will inform and guide the development and changes to parking conditions for the next stage of community engagement in 2017.

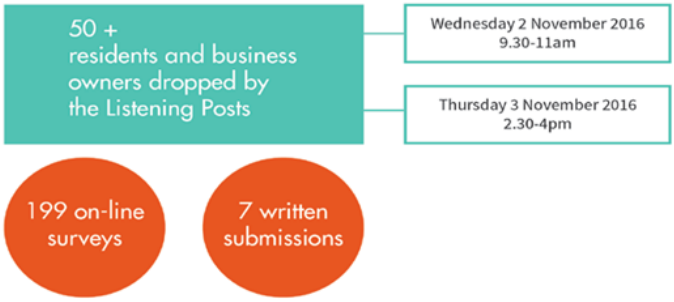
Study Area

Community Engagement

To ensure we reached the relevant and directly affected members of the community in relation to the Newport Parking Demand Management Study, we applied a wide range of engagement techniques and methods to understand their needs and hear their views.

Engagement activity:

- Two Listening Posts:
  Wednesday 2 November and Thursday 3 November 2016
- An online survey
- Communication with the Newport Residents Association
- Providing written communication via letterbox drop to households in Beaconsfield Street, Kalinya Street, Queens Parade and Gladstone Street Newport.
- Conducting on-site visits from Council's project team with local businesses in the area
- Public Notices published in the Manly Daily on Saturdays:
  22 October; 29 October and 5 November 2016.
- Editorial on the NPDMS appeared in the November edition of Pittwater Life magazine,
- Project information sent electronically to The Newport, Metro Mirage Newport Hotel and Newport Primary School
- Providing information on the study for inclusion in the Newport Public School newsletter.



Newport Parking Demand Management Survey
General summary

A total of 199 responses were received between 19 October 2016 and 17 November 2016. The survey was conducted online and advertised through a letter box drop, Council's Have Your Say website, Manly Daily Council News Page and social media.

Feedback from the survey has been used to develop the final strategies detailed in the draft Newport Parking Demand Management Strategy.

A comprehensive summary of feedback obtained through the below listed engagement activity has been included on the following pages for reference.

Next steps – Stage Two

Parking in the study area is a limited resource which Northern Beaches Council aims to manage in a balanced, fair and transparent way in order to meet the parking needs for the many and varied stakeholders who rely on its availability.

Feedback obtained through the community engagement process and parking occupancy surveys will be used to form the Draft Newport Parking Demand Management Strategy scheduled to go to Council in February 2017.

Once endorsed by Council the Draft Newport Parking Demand Management Strategy will be placed on public exhibition seeking the community's views and feedback – as the second engagement stage on this strategy.

On-line community survey feedback can be viewed on the following pages.

ONLINE SURVEY FEEDBACK

Theme	Community Comments	Council Response
Boat and Trailer Parking	• Trailers, boats and caravans are occupying valuable parking, thus robbing us of car spaces. • Also restrictions on long term parking of boats and trailers.	• Northern Beaches Council (former Pittwater LGA only) has entered into a trial with Office of Local Government to monitor boat and trailer parking. Information can be found at: http://www.olg.nsw.gov.au/boattrailers • Any future parking restrictions in this area will prevent long term trailers and boats from parking here.
Time Restrictions in area	• Less non-restricted parking but instead, include one or more two hour parking to cater for medical visits. • 2 hours parking would be enough to get to Dr appointment or have a meal. • Friday and Saturday nights potentially need parking limits introduced! • There should not be all day parking. • Limit the parking time in the area to 15mins, 1 hour and 2 hour slots. • Ask The Newport to increase their parking onsite significantly or they should be encouraging out of area visitors to take public transport - there are buses outside the door. • Put up some time limit signs. • Shorter time permits around Hotel/Shops /Units etc. • Timed parking should be implemented along Queens Parade West so that the 24/7 parking of caravans, boats, trailers, motorbikes and motorhomes is stopped. Perhaps the wide grass verge can be turned into additional parking places to accommodate the overflow of recreational vehicles!	• These comments will be considered during the second stage of Community engagement on parking restrictions in the area early in 2017.

Theme	Community Comments	Council Response
	• A lot of people using this area are visiting shops or medical/pharmacy premises and would not need longer than 1 hour generally. Problem is finding a space. • Timed parking should be implemented along Queens Parade West so that the 24/7 parking of caravans, boats, trailers, motorbikes and motorhomes is stopped. Perhaps the wide grass verge can be turned into additional parking places to accommodate the overflow of recreational vehicles. • 15 minute parking bays that are managed would be good. • Parking spots dedicated to the local shops/Dr's surgery which is off limits to patrons of The Newport. • Make three hour parking. • Parking should be limited to 1hr max which would enable customers to use the facilities and keep the customer turnaround running smoothly. • There is definitely a need for increased parking restrictions however I am concerned that tighter restrictions will push people parking for The Newport into streets beyond the study area, e.g. Crescent Road and further east along Beaconsfield Street. Study area need to be increased and/or consideration to the flow over effect of all day Arms parkers spilling out of the restricted parking area and into non restricted areas. Consideration must be given to this spill over effect by increasing the restricted parking areas and putting no parking signs on Crescent Road. • Need more timed parking to cater for patients and services in the area during 8.30am-5.00pm. • Changing parking/ adding more parking restrictions in this area will mean people will park in nearby streets causing issues for local residents with limited to no parking. I have onsite parking for myself yet my guests are finding it increasingly hard to find parking near my home namely because of restricted parking times in the study area. A lot of residents are already put out by the current parking times. • Shorter time limits on the short stretch of Beaconsfield Street in front of the shops would also be an advantage. We spend over 50 hours a week here and can see the parking availability getting worse and worse particularly between 11am and 3pm Monday-Friday and after 11am on Saturdays.	

Theme	Community Comments	Council Response
	• Timed parking in nearby streets. • Reduce long-term parking by signage on centre of car park. • Needs to be much more short-term bays near the shops. This is the main problem; we cannot get parking near our shops. • Parking restrictions should support the local shops. • Due to increased parking pressure Kalinya street proper 3to 4 hr. • The parking in the Queens Parade car park near the shops needs to have more short stay spaces. • Minimum of 12 x 15 minute parking spots adjacent to Kalinya St shops. • Never going to be enough parking to satisfy everyone but more short-term parking Monday to Friday, if possible would be good. Restrictions should be put in place. • More 15min, 1 and 2 hour spots. The section of the bay that is currently unrestricted should be changed to 1-2hr spots. • More parking spaces required for the Kalinya Street shops.	
The Newport	• Some type of parking station needs to be built to accommodate all the extra people who attend The Newport. • More time restrictions to stop off-site pub parking. • Parking needs to be increased on site at The Newport. • Staff at The Newport park in and near this area, making it difficult for customers of that hotel and other shops and restaurants. Perhaps their staff could park on premises or well outside the area with shuttle provided by the hotel's shuttle bus. • The Newport should provide more car parking facilities for its patrons. Inevitably cars are parked almost to Barrenjoey Road, to the Reserve in Crescent Road and along Kalinya Street. • The Newport has caused parking problems. The Newport will also cause major boating problems if allowed to build the proposed 14 berth marina in the only and major channel to Pittwater from the residents south of The Newport. This proposed marina is immediately opposite the popular sand spit that boating traffic must navigate around. Very little free water would be left available for boats to safely pass at low tide and in a westerly wind - the prevailing wind in that area.	• Council will work with The Newport on strategies to address parking demand in the area.

Theme	Community Comments	Council Response
	• Ultimately, The Newport should provide more car parking on its own property and not be granted approval for the proposed marina which will also impact on the natural flora on the waterfront in front of The Newport- for so many other reasons, the proposed marina should be refused. • More parking is needed now the hotel is operating. • Frequently hotel patrons over stay the time limits and park in disabled • The pub should provide their customers with sufficient parking. • The Newport has clearly created the parking problem. Staff are parking in back streets, outside of study area also, and it's a flow on effect. Princes Street Marina is now installing a boom gate to stop people parking on weekends. This Marina has been here for years without one so clearly the parking issue is actually further afield than just the study area. • At peak times, the popularity of "The Newport" makes it impossible for our visitors to find parking anywhere near here. • Encourage The Newport to incentivise their customers to use their underground car park. • The Merivale establishment is lovely but to say it is poorly planned is an understatement - I feel sorry for the residents and businesses in the area as it is absolute chaos. There has been more than one occasion that I have tried to use a service in this area, including attending events at the pub itself, and just given up and gone elsewhere. Once we looked for a park for over 30 minutes and witnessed three separate road rage attacks as people fought over spaces. • Hotel does not provide sufficient parking for number of diners (1000 seated) and will only get worse with upstairs dining area opening early next year. Council should have insisted and enforced more onsite parking for size of venue. Owner shows no concern or interest in local resident's problems....god help us all this summer. • The Newport hotel should cater for its own parking as it has always done over many years. • If The Newport had more parking it would alleviate the issues with the public parking area for the local shops. • The hotel does not need to take up long-term parking in the immediate vicinity of these essential services.	

Theme	Community Comments	Council Response
	• The Newport (Arms) causes most problems in the area ....they should have more spaces. • Parking for hotel should be provided elsewhere, not everyone is a patron of the hotel. • The hotel needs to be more responsible and supply more parking spaces for their customers. We as residents need to be able to park our cars and go home. I have had to park on the nature strip. I cannot afford a fine but I am not able to walk kilometres to get home.	
Small business impacts	• We liked to eat out at Crocodile Smile but no longer do so because of parking issues. • Main concern is the newsagent the chemist the doctor • The cafe and lawn mower shop plus hairdresser who all look after the long term residents in the area. This is an important question and hopefully it will be solved once and for all. All the people who I mentioned need to be looked after it is a community and they are important. • Loss of trade relating to no parking availability.	• Further parking restrictions being considered in this area will support local businesses in this area and will potentially remove the existing all day parking in some areas. • Council will engage with the community early 2017 on a draft strategy to manage parking in the area.
Newport Village (Barrenjoey Road)	• This is NOT the major problem in Newport. The main shopping centre is now a huge problem. • This is a SMALL area of Newport. The main problem is in central Newport. Streets are crowded because of the new flats. Most flats have 2-3 single people. You CANNOT get down the streets. The area you are looking at is a small part of Newport, created because of the new Newport pub. It's ALWAYS crazy on Spring/Summer.	• Council acknowledges and notes the comments raised regarding the Newport Village. • The parking study being currently being conducted does not cover the Newport Village.
Enforcement	• Monitor increased parking demand due to 'The Newport' and changing demographic of apartment residents - and police illegal parking. • Parking signs are seriously not adhered to. Much more monitoring by rangers is needed.	• Council conducts regular Enforcement Patrols of this area.

Theme	Community Comments	Council Response
	• The area requires more vigilant parking time checks - we notice some cars stay in 2 hour zones all day. This is fine at quiet times, but as parking gets busier with the summer visitors to the hotel, it is going to be an ongoing problem. • Include Traffic Warden Surveillance area. • Cars parked in the parking area do not seem to move from their position in the required time limit. • We now have many cars parked illegally on weekends thanks to The Newport Hotel and its patrons. • More rangers policing the car park. • Restrictions need to be enforced. • Ensure that the rangers continually patrol the area. • Hi vis paint the tar outside Beaconsfield "local shops" so people maybe think twice about parking there for extended periods, e.g. going to the cafe, medical centre or hairdresser. These visitors should park in the car park back at Queens Parade or further up the street.	• Comments regarding non-adherence to the timed parking restrictions is noted and we will work to increase patrols in the area.
Speed Limits	• Speed zones enforced as buses are very dangerous.	• Comments have been noted.
Commuters	• Do away with one side parking on Beaconsfield St which restricts people parking there all day and catching buses into City. • Parking area should be used by people who are leaving their car there all day to catch a bus. • Bilgola residents park here to get the bus to the city - they should be directed to Newport Beach Park & Ride. • People park there all day to commute to work.	• Further parking restrictions being considered in this area will potentially remove existing all day parking in some areas.
Public Bus and Shuttle Buses	• New B-Line more parking spaces will be required. • Instead of providing parking, provide shuttle buses around the suburbs to decentralise parking. • Perhaps more public transport is needed to ferry people in and out of the area to	• Council is not considering shuttle bus option at this stage. • Transport for NSW bus

Theme	Community Comments	Council Response
	reduce the congestion of parked cars. • A bus service to Bilgola Plateau and Clareville would help ...as would a reliable taxi !	services L90 and other express buses run regularly through this area. • Information on the B-Line project is available at: www.b-line.transport.nsw.gov.au/
Residential Parking Permits	• If you provide restricted parking there should be no restrictions on the residents parking. • Give residents full time parking permits. • We firmly believe that "timed" parking for non-residents or some other method to keep the dangerous congestion from our streets. • Local resident vehicles should have unrestricted parking. I frequently have to park outside your 'area of study' and walk back to my place but cannot carry my groceries that far, so they stay in the car and I bring them home bit by bit over the following few days. My family and friends don't visit much anymore as they can never get a street park daytime or evening, except Monday mornings when there are a few spaces. • Resident permits would help. • Parking stickers for residents in this area. • Residents permits or allow residents and visitors to park off-road on owners' /rate payers driveways in peak usage times eg weekends.	• As the Study area does not meet the criteria set by Roads and Maritime Services, we are unable to consider an approved residential parking scheme in the area. Reference: http://www.rms.nsw.gov.au/business-industry/partners-suppliers/documents/technical-manuals/permit-parking.pdf Page 23/ 8.4Resident Parking Permit • All properties have off street parking available to them, or can provide off street parking within their property.
Driveway access	• Please mark lines on the road perpendicular to the gutter on either side of our driveways to give some hope that people don't park over our driveway - it's so dangerous trying to exit the driveways as it is with cars parked everywhere. • Visitors have blocked driveways off to units/townhouse.	• Noted for investigation and consideration.
Cyclist safety	• Parking on both sides of road make it unsafe to ride in the area. • Build a bike path.	• Noted. For consideration during Bike Plan review.

Theme	Community Comments	Council Response
New Car Park	• Multi level car parking is clearly called for. • There really needs to be a new carpark built near the Newport Hotel so visitors can access the facilities.	• There is no current proposal to construct a car park in this area.
Condition of Road	• The street was recently resurfaced but the parking area in Kalinya Street wasn't. There are pot holes in the parking bays and the surface is in poor condition. There are no markings for the bays and the gutters are never cleaned. It really looks poorly maintained by the Council and an eyesore.	• Only traffic lanes are resurfaced under the roads resurfacing program. • We note the comments for improvements to the car parking area and will investigate adding re-surfacing and line marking to our works program.
Outside of Study Area	• The area under study is the focus however the impact of this traffic mess on residents as well extends to Irrubel Road in the north Barrenjoey Road in the east and The Avenue to the south. Gladstone and Beaconsfield Streets are a nightmare for residents for safety/parking in driveways and failure to stop illegal parking that affect people's lives and livelihood. • The issue is not limited to the area you have highlighted, since the opening of The Newport, demand is far higher. On weekends people park up on Queens Parade (further east) as far as (and including) Stuart Street.	• Comments noted regarding illegal parking outside the study area. Council will request that parking enforcement patrols extend beyond the study area.
Newport Public School	• The school drop off and pick up creates a lot of traffic and it's because there's only one school bus that only services a small area. When I went to school there was a bus for where every student lived. Now that we have two parents working it seems crazy that school buses are not utilised to keep cars from the area - makes it dangerous for kids to walk to school and also makes them reliant on cars rather than walking or independently making their way to school on a bus • Move the Queens Parade School crossing so it is above the kiss and drop parking zone or have the lollipop people better manage the pedestrian flow.	• Council will work with Newport Primary on active travel initiatives, such as the Bicycle Network Ride to school Program. Reference: https://www.bicyclenetwork.com.au/general/programs/179/

Theme	Community Comments	Council Response
		• There is no proposal to relocate pedestrian crossing at this time.
Disabled Spaces	• There are 2 disabled car spaces opposite the Newport Arms but too far away from where I live.	• Additional disabled spaces could be achieved through line marking parking areas. • Disabled spaces need to meet Australian and New Zealand Standards. Reference: AS/NZS 2890.6:2009
General Comments	• The changes that have been made are a great improvement to parking. Weekends are much more of a problem due to the frequency of visitors to The Newport hotel, especially on a good weather day! • Council has to make its mind up, either it understands and supports the needs of the local residents or it doesn't care.	• Comments on improvements to date are noted. • Council will be working closely with The Newport to devise and implement strategies to alleviate the parking demand especially on weekends and in fine weather.

Newport Parking Demand Management Strategy
Community Engagement Listening Posts Summary

- **Wednesday 2 November 9.30-11am**
- **Thursday 3 November 2.30-4pm**
  Total attendees – 50+

Hour parking suggestions/support for the local businesses

- 1 hour parking for the priority of the medical centre patients for an appointment/check-up (Doctor's office opens Monday – Friday 8:30am – 6:00pm).
- Also have a pathology lab, chiropractor. In total 30 minute restrictions might not be enough for doctors to see patients. Up to 5 doctors meaning 5 patients being served at a time (needs to be enough space).
- Transform the 30 minute spots into 15 minute spot. Optimum time for quick stop into the post office or Chemist. Get higher turnover too.
- Another supporter for Queens Parade car park to be time limited with a mix of 15min - 4 hour.
- A couple of other locals also mentioned that they frequent the post office on weekends.
- Another local who regularly has trouble finding a park in order to visit the chemist. Supportive of 15 minute spaces for higher turnover enabling people to quickly pop into the chemist.
- Support for current unrestricted kerb parking on Kalinya St to be transformed into 4 hour, to get more turn over.
- One local, quite adamant in getting more turnover in the area, supports all spaces to be 1 hour maximum. She visits the shops for short durations; 30mins was a suitable time for her.
- More turn-over could even support the kindergarten in the mornings.
- One resident mentioned the Marina wine business having 40 employees, noting they would fill up unrestricted car spaces. Expressed that the businesses should properly accommodate for their large employee's parking demand.
- One lady walks her dog in the Dearin Reserve, unrestricted so difficult to find a nearby space for her to conveniently use the park. Also usually visits The Newport for lunch, for her, 4 hour seems to suit her and others needs while ensuring turnover.

The Newport's parking

- Signage and greater awareness of the amount of parking spaces. Have P the blue signs with number of spaces (~100) to direct patrons to The Newport's own parking.
- Greater awareness on their website. False presumption with the new valet parking that the carpark access might be charged. In fact parking is free (should encourage the convenience of the onsite parking rather than searching the streets for a space).
- Resident suggesting the Newport should accommodate for staff parking onsite, so that they don't park all day in the streets.

Managing parking for bigger events in The Newport

- Porter Reserve and other parking places to house additional cars. Run bus service from reserve to The Newport.

Bus and bus stop related

- Fewer bus stops, move bus stop outside The Newport (where taxi zone is proposed).

Lack of parking/circling around

- Some patients for doctor's office have to circle area several times to find a parking spot. Similarly for those wanting to visit the post office quickly, can't find a space.

  Observed several people pulling into the bus zone (and blocking access for the buses) to access the post office shop.
- One gentleman said he had to wheel his lawnmower to the shop and back because he couldn't find parking directly near/in front of the lawn mower shop. Supportive for a 15/30min spot outside the mower shop.

Enforcement, safety and driveways

- Commuters and renters without a Northern Beaches Beach Parking Permit can't park at beach car parks so they come (from outside of this study area) to this car park to catch public transport to the city.
- Commuters park in the unrestricted areas and catch the nearby bus in front of chemist to the city.
- Another lady who requested stricter enforcement on weekends/popular times as she thinks even in the 2 hour spots people regularly park longer.
- Princes Street, new double white line implemented across the corner to Gladstone Street. Lots of cars ignore or not aware of the 3 meter parking rule. Request for no parking or no stopping signs.
  This corner is also dangerous since natural blind spot and narrow road as a result of cars parking all along the corner.
- Princes Street, boat trailer problem. Trailers pushed off end of the north side of Kalinya Street and into Princes Street.
- Kalinya Street-Beaconsfield Street bend and dangerous corner.

Residents

- No turnover on kerb side parking. As a result, apartments with no visitor parking make it difficult for when friends come over.
- Heavy demand for kerbside parking, as a result cars parked near the driveways making it hard for residents to navigate out.
- Numerous residents wanting a residents parking permit scheme.

Miscellaneous notes

- No stopping at Intersections yellow lines at intersections to reinforce the 10m road rule.
- Area is busy all the time Peak 9am-2pm.
- Increase disabled spaces.
- Difficulty in finding a space during the day in Queens Parade Carpark.
- More support for 3 hour parking restrictions.
- The Newport bus, illegal parking and turning around.
- 2 hour parking does not meet local business needs.
- Naked Wines - large number of staff (call centre downstairs).

- More signs for Newport parking. Entrances back to the way it was, familiar and easy to access. Tell customers about parking spaces, that it's free.
- Many commented that parking has been severe since the Newport opened.

BACKGROUND

October 2014

A request was sent to Council Officers from a local business operator from the Kalinya Street, Newport Shops, to highlight that the local community wished for a greater number of time limited spaces within the Council managed Queens Parade Newport car park.

The request was sent with a signed petition, suggesting that "Pittwater Council will be delivering considerable value to the community in providing more time restricted parking at the Kalinya Street / Queens Parade car park".

Council Officers conducted site investigations and a vehicle occupancy and turnover survey over two weeks in July 2015 to investigate the car parking patterns within and around the local shops, including the Queens Parade Carpark, Kalinya Street, Queens Parade West, and Beaconsfield Street. This period included one week of school term and one week of the school holidays. It must be noted that The Newport was closed for renovations, with the exception of the sports bar which was operating at this time.

An engagement process with the community commenced through an on-line questionnaire to seek feedback on parking behaviors and challengers in the area, and to seek support for Council to implement changes to parking restrictions. In total, 220 completed questionnaires were retuned with the majority supporting changes to parking conditions.

February 2015

A report was prepared for the Traffic Committee held on 9 February 2015 where recommendations to changes to parking conditions in the Queens Parade car park were supported. These changes were:

1. Provision on nine (9) '1 hour' (1P) signed parking immediately adjacent to the shops, replacing the existing nine (9) '2 hour' (2P) signed parking
2. Provision of eighteen (18) '2 hour' (2P) signed parking opposite the recommended '1 hour' (1P) signed parking, replacing the eighteen (18) unrestricted parking spaces.

April 2016

The Newport underwent extensive refurbishment and re-opened Friday 25 March 2016 (Easter Friday), resulting in increased demand for parking in the area. For some months after opening, the private car park (approx. 105 spaces) located under the venue was not operational due to construction work.

The local community and businesses, through contact with Council staff, made representation to the Administrator. A number of emails (approx. 40), have demonstrated a desire that the parking arrangements within the Kalinya Street / Queens Parade car park should be investigated again for the inclusion of time restrictions over and above what was implemented in February 2016.

July 2016

A report was prepared for the Traffic Committee held on 14 July 2016 where further changes to parking conditions were supported. These changes were:

1. Amend the existing nine (9) '1 hour' signed parking immediately adjacent to the local shops, to 30 minute parking to allow for a higher turnover of cars.

2. That funding is sought for a more detailed traffic study to be undertaken and reported back to Traffic Committee with recommendations.

September 2016

Funding was confirmed to undertake a detailed parking occupancy and turn over study. Council engaged Parking & Traffic Consultants who carried out the study over a seven day period from Tuesday 6 September 2016 to Monday 12 September 2016 at hourly intervals between 7am and 9pm.

IDENTIFIED ISSUES

The draft Newport Parking Demand Management Strategy Report details occupancy levels for weekdays and weekends within the study area consisting of:

- Kalinya Street
- Beaconsfield Street
- Queens Parade
- Queens Parade car park
- The Newport car park (part of study period)
- Trafalgar Park.

The following issues were identified from the analysis undertaken by Parking & Traffic Consultants:

1. Prioritisation of all day parkers
2. Lack of parking supply
3. Large percentage of overnight parkers
4. Potential shortfall in off-street private parking spaces for some households
5. Residents with available off-street parking spaces parking on-street
6. Inadequate signage identifying off-street car parks
7. Demand generated by the redevelopment of The Newport (staff and patrons) and other large business operators in the area, such as Naked Wines and Newport Metro Mirage Hotel, exceeding supply
8. Car dependency

SUMMARY OF ENGAGEMENT

To ensure we reached the relevant and directly affected members of the community in relation to the Newport Parking Demand Management Study, we applied a wide range of engagement techniques and methods to understand their needs and to hear their views.

The engagement utilised the following methods:

- Two Listening Posts:
  Wednesday 2 November and Thursday 3 November 2016
- An online survey
- Communication with the Newport Residents Association
- Providing written communication via letterbox drop to households in Beaconsfield Street, Kalinya Street, Queens Parade and Gladstone Street Newport.
- Conducting on-site visits from Council's project team with local businesses in the area
- Public Notices published in the Manly Daily on Saturdays:
  22 October; 29 October and 5 November 2016.
- Editorial on the NPDMS appeared in the November edition of Pittwater Life magazine,
- Project information sent electronically to The Newport, Metro Mirage Newport Hotel and Newport Primary School
- Providing information on the study for inclusion in the Newport Public School newsletter.

SUMMARY OF DRAFT NEWPORT PARKING DEMAND MANAGEMENT STRATEGIES

Strategy One – On street user allocation and review time restrictions

1.1 Consider the needs and priorities of the various user groups to create a safe environment, improve kerbside road efficiency and support amenity in residential areas whilst fostering a vibrant environment in the retail and commercial hubs and ensure that the aged and disabled members of the community are not disadvantaged.

1.2 The closer the parking supply to the retail/commercial hub, the shorter the time restrictions.

1.3 Where occupancy levels exceed 85% on a consistent basis, implement a change in time restrictions to manage demand.

Area 1: Queens Parade car park (57 spaces + 2 disabled)

Existing Parking Conditions	Proposed Changes to Parking Conditions
Row 1: **11 parking spaces** • Two x disabled parking spaces • Nine x P30 (30 minute) - 8.30am - 8pm Monday to Friday - 8.30am – 12.30pm Saturday and Sunday	• Nine x P15 (15 minute) - 8.30am - 8pm Monday to Sunday

Row 2:
 	
18 parking spaces
 	
• 2P (two hour)
  – 8.30am - 6pm Monday to Friday
  – 2P 8.30am – 12.30pm Saturday and Sunday
	18 parking spaces
	
	• 1P (one hour parking)
	  – 8.30am - 8pm Monday to Saturday
	• 4P (4 hour)
	  – 8.30am - 8pm Sunday and

	Public Holidays

Row 3
 	
24 parking spaces
 	
• Unrestricted parking
	24 parking spaces
	
	• 2P (two hour parking)
	  – 8.30am-8pm Monday to Saturday
	• 4P (4 hour parking)
	  – 8.30am – 8pm Sunday and Public Holidays

Row 4 (parallel parking)
 	
Six (6) parking spaces
 	
• Unrestricted parking
	Six (6) parking spaces
	
	• 2P (two hour parking)
	  – 8.30am-8pm Monday to Saturday
	• 4P (4 hour parking)
	  – 8.30am-8pm Sunday and Public Holidays

Area 2: Queens Parade - between Kalinya Street and ferry wharf (41 spaces)

Existing Parking Conditions	Proposed Changes to Parking Conditions

2.a **15 x 90° parking spaces south side (outside The Newport)** • Unrestricted parking	**2.a – 15 x 90° parking spaces south side (outside The Newport)** • Unrestricted parking Monday to Friday • 4P (4 hour parking) 8.30am – 6pm Saturday, Sunday and Public Holidays
2.b **8 x parallel parking south side** • Unrestricted parking	**2.b** **8 x parallel parking south side** • Unrestricted parking Monday to Friday • 4P (4 hour parking) 8.30am – 6pm Saturday, Sunday and Public Holidays
2.c **8 x parallel parking north side (outside Newport Mirage)** • Unrestricted parking	**2.c** **8 x parallel parking north side (outside Mirage)** • Unrestricted parking Monday to Friday • 4P (4 hour parking) 8.30am – 6pm Saturday, Sunday and Public Holidays
2.d **10 Ten (10) x 90° parking spaces (north side outside Newport Mirage)** • Unrestricted parking	**2.d** **10 (Ten) x 90° parking spaces (north side outside The Mirage)** • Unrestricted parking Monday to Friday • 4P (4 hour parking) 8.30am – 6pm Saturday, Sunday and Public Holidays

Area 3: Kalinya Street (36 spaces)

Existing Parking Conditions	Proposed Changes to Parking Conditions
3.a **6 x parallel parking spaces (outside The Newport)** • Unrestricted parking • Bus Zone 7pm-7am Friday, Saturday and Sunday Note: The Newport have a Traffic Committee approved Taxi Zone which will operate Friday, Saturday and Sunday between 7pm – 7am. Conditions of approval state that The Newport is to upgrade the pedestrian crossing with a kerb blister to provide for 26m of parking area for Taxi zone.	**3.a** **3 x parallel parking spaces (outside The Newport)** • 1P (one hour parking) Everyday 8.30am – 6pm • No Parking Everyday 6pm to 12am (midnight) Note: No Stopping to be extended west side of Kalinya Street on north approach as per RMS requirements for 20m on approach to a pedestrian crossing (until kerb blister works). Loss of three (3) car parking spaces) Taxi Zone hours of operation to be reviewed with local businesses.
3.b **15 x parallel parking spaces west side between Queens Parade and Gladstone Street** • Three (3) x 1P (one hour) 8.30am – 6pm everyday	**3.b** **15 x parallel parking spaces west side between Queens Parade and Gladstone Street** • 2P (two hour parking) Monday to Friday 8.30am-6pm • 4P (four hour parking) Saturday,

• Remainder unrestricted parking	Sunday and Public Holidays 8.30am – 6pm
3.c **5 x parallel and 13 x 90° parking spaces east side between Queens Parade and Gladstone Street** • Unrestricted parking	**3.c** **5 x parallel and 13 x 90° parking spaces east side between Queens Parade and Gladstone Street** • 2P (two hour parking) Monday to Friday 8.30am-6pm • 4P (four hour parking) Saturday, Sunday and Public Holidays 8.30am – 6pm

Area 4: Beaconsfield Street

Existing Parking Conditions	Proposed Changes to Parking Conditions
4.a **Seven (7) x parallel parking spaces (outside shops)** • 2P (two hour parking) – 8.30am – 6pm everyday	**Seven (7) x parallel parking spaces (outside shops)** • 1P (one hour parking) 8.30am – 6pm everyday

STRATEGY TWO

Signage and wayfinding initiatives

2.1 Council to investigate opportunities to improve the awareness of available car parking areas by providing a parking signage and wayfinder plan for public and private car parks in the area:

a. Queens Parade car park

b. The Newport car park

c. Trafalgar Park

2.2 Council to work in partnership with the larger business operators to develop initiatives to raise awareness of private and public car parking availability to customers, in particular at peak periods.

2.3 Council and business operators to promote car parking in the area through a variety of methods, such as social media, Northern Beaches Council website and print media.

STRATEGY THREE

Enforcement

3.1 Adopt more efficient methods to ensure that time restrictions are complied with to maximise turnover of spaces. The selected methodologies and policies are to be applied consistently across all streets and car parks.

3.2 Continue to work with Rangers and Parking Officers to monitor parking and enforcement complaints and issues in the area.

3.3 Monitor parking time restrictions in the area to determine effectiveness.

3.4 Replace and upgrade faded and damaged regulatory signs within the study area.

STRATEGY FOUR

Encourage more active and sustainable trips

4.1 Reduce car dependency particularly for local trips by providing incentives to use alternative modes of transport.

4.2 Council to work in partnership with the larger business operators in the area to develop initiatives to raise awareness of alternative modes of transport, such as private buses, public buses, Taxi and Uber services.

4.4 Increase supply of bicycle parking.

4.5 Encourage larger employers, including Newport Public School, Naked Wines, The Newport, and Newport Metro Mirage Hotel, to promote public transport, car-pooling, walking and cycling to employees.

4.6 Promote walking and cycling network to employee's, local residents, customers and visitors through a variety of methods, such as such as social media, Northern Beaches Council website, local business operator websites and print media.

4.7 Council to promote the courtesy bus provided by The Newport through social media and Northern Beaches Council website.

STRATEGY FIVE

Increase supply

5.1 Develop an overflow parking plan for main events and peak periods to better manage parking demand.

5.2 Engage with owners of privately owned parking areas which may be available to meet peak demand.

5.3 Possible reinstatement of six (6) parking spaces to the area, five (5) in Kalinya Street and one (1) in Queens Parade car park through the construction of apartments at 7 Kalinya Street (DA N0486/16).

5.4 Upgrade and formalise 90° parking outside The Newport with new surface and line marking to gain an additional three (3) parking spaces.

5.5 Investigate areas to provide motorcycle parking (note that this will result in the loss of car parking spaces).

STRATEGY SIX

Technology policy

Implement technology solutions to improve the efficiency of parking management (subject to cost/benefit analysis)

6.1 Undergo review of technology options available to better manage and enforce the identified issues.

STRATEGY SEVEN

Maintain pedestrian, cyclist and traffic safety for road users at all times.

7.1 Liaise with The Newport regarding construction of the kerb blister and operational requirements relating to Traffic Committee approved Taxi Zone.

7.2 Ensure a safe and accessible environment for pedestrians and cyclists.

7.3 Implement No Stopping yellow line marking on the North West corner of Queens Parade west and Kalinya Street.

7.4 Work with Roads and Maritime Services (RMS) to implement a 40km High Pedestrian Activity Area on Kalinya Street.

7.5 Continued enforcement of local streets in the area to maintain safety by enforcing road rules.

7.6 Ensure a safe and accessible environment for pedestrians and cyclists.

TIMING

Once the draft Newport Parking Demand Management Strategy is endorsed by Council, a community engagement process will commence for 28 days. During this time, the community will be invited to provide submissions on the draft strategy.

After the completion of the 28 day engagement process, Council will review submissions and a final Newport Parking Demand Management Strategy will be placed on the agenda of a Council Meeting for endorsement. Following this, a report will be prepared for the Traffic Committee to for a technical review and approval of the endorsed changes to parking conditions.

NEWPORT PARKING DEMAND MANAGEMENT STRATEGY
Proposed changes to parking restrictions
NORTHERN
BEACHES
COUNCIL

Table 1: Comments received from State agencies

Public agency	Comments	Response
Sydney Water	We are generally supportive of the proposal to change the zoning of the site and have no objections. The site is however traversed by a 1050mm wastewater main. Where proposed works are in close proximity to a Sydney Water asset, the developer may be required to carry out additional works to facilitate their development and protect the wastewater main. Servicing options may involve adjustment/deviation and or compliance with the Guidelines for building over/adjacent to Sydney Water assets.	Noted. Sydney Water confirm that no form of development will be permitted over this easement; while both sets of concept plans show the location of a driveway, loading dock and car parking areas above this easement, no buildings are proposed in this location on either set of plans. It is understood that these elements would be permitted, with physical buildings being precluded due to the access constraints which would result. The applicant will be advised of Sydney Water commentary to facilitate any design changes needed prior to the lodgement of a Development Application for future development.
Roads and Maritime Services	Roads and Maritime raises no objection to the draft Planning Proposal and it is noted that the Warriewood Valley Roads Masterplan and associated Section 94 Contributions Plan are in place to identify the cost of traffic and transport works as a result of cumulative rezonings in the Warriewood Valley industrial/employment area. Furthermore, it is noted that redevelopment of the site will trigger development contributions for intersection and footpath improvements as identified in Council's Section 94 Plan.	Noted. The Warriewood Valley Section 94 Contributions Plan lists the upgrade of the Jubilee Avenue/Ponderosa Parade intersection as future works.
NSW Department of Planning and Environment	No response received.	If the Planning Proposal is agreed to, it will be forwarded to the Department with a request to proceed to Gateway Determination, at which time DPE commentary will be known.
Ausgrid	No response received.	-

Table 2: Advice received from Council Business Units

Business Unit	Comments	Response
Catchment Management & Climate Change: Water Cycle Management and Flooding	The proposal has a very large development footprint with 3 basement levels. A trunk drainage system and floodway are located along the eastern boundary (a lateral system to Narrabeen Creek) that will need to form part of any development proposal. It is uncertain if the submitted concept informing this Planning Proposal application has accounted for this infrastructure. Whether there are additional impacts by this rezoning proposal over current zoning requirements, any rezoning change/impact will, from a water management perspective, be related to the impervious fraction used in the water modelling. The application has not confirmed that the calculation of the % impervious area also includes the basement footprint to meet the 25% pervious area requirement for the entire site. There will also be additional impact to groundwater. Obviously, if the site coverage remains the same, then water management should be achievable under the current WVWM Specification requirements. If there is a major shift to the site coverage allowance, then a detailed impact assessment will need to be undertaken to verify whether the current WVWM Specification requirements are achievable. No objections to the proposal from a flood perspective. The flood issues associated with the property (minor – overland flow path on the western portion of the lot) can be dealt with at the Development Application stage as the flood affectation on the property is minor.	The applicant does not seek the amendment of LEP clause 7.3 Flood Planning. Both the 1:1 concept plans and the 1.5:1 concept plans indicate a pervious area of approximately 21%. Additional pervious area would be required in either case in order to achieve the minimum 25% impervious area required for the water cycle management requirements. Whilst the concept plans do not detail compliance, it is acknowledged that these are preliminary only, and intended to give an idea of potential future development. It is evident that design amendments and the inclusion of additional infrastructure (such as an OSD tank) could be made to ensure compliance in this regard.

Place Management Unit: Landscape Architect	The Planning Proposal request for an increase in the maximum height from 11 metres to 15 metres can be supported should the deep soil width within the front building setback increase accordingly. The Planning Proposal provides a front setback of approximately 10 metres (no measurements provided), of which approximately 6.5 m / 7.0 m appears as deep soil and 3.5m / 3.0 m appears as pavement. A landscape setback of 6.5 metres wide deep soil is required by the current DCP, D16.6 Front Building Lines. This however is a control for a building with a maximum height of 11 metres. To achieve the landscape requirements of other DCP controls, and in particular D16.1 Character as viewed from a Public Place, an increased deep soil front setback of 8.5 metres must be adopted for a building with a maximum height of 15 metres. This front setback shall consist of only deep soil and planting. No below or above ground structures shall be permitted, including basements, ground level parking, footpaths and ramps, and other pavements. Any design proposal for pavements or footpaths fronting the building shall be contained in the remaining area of the 10 metre building setback. An 8.5 metre wide deep soil front setback will provide sufficient soil volume to allow the establishment of suitably sized large trees (over 16 metres in height) within the front setback, to reduce the bulk and scale of a 15 metre high building, where the landscape is integrated with the building design to screen and soften the visual impact of the built form. D16.1 Character as viewed from a Public Place, requires that the "height and scale of the landscaping in the setback area to the public place must be proportionate to the height and scale of the building" The Planning Proposal, exhibiting a landscape front setback approximately 6.5 m / 7.0 m wide for a 15.0 metre building height, can't support trees of a suitable height to achieve the landscape controls mentioned above. A 6.5 m / 7.0 m wide setback is insufficient to provide adequate deep soil and Tree Preservation Order protection.	Noted. Whilst it may be possible for the future building to be designed to include an increased front setback, this would be difficult to enforce at development application stage given that the front setback control is located within the Pittwater 21 DCP, which is inherently open to flexible application, and is not subject to change as part of this process. Further, an increased front setback would result in a need to reduce side and rear setbacks and to maximise the extent of the upper floor in order to achieve the proposed floor space ratio. Rather than the part-storey shown in the 1.5:1 concept drawings, the upper level is more likely to be a full level, resulting in additional bulk and harming the character of the area. With no changes to setback or the upper level as shown, and increasing the front setback by 2 metres as suggested, the 1.5:1 concept development would lose: • Approx. 430m^2 of GFA • Approx. 78 car spaces within basement levels • The front part of the roof terrace (removing opportunities for screening/softening). It is not considered appropriate to permit an increase in floor space ratio to 1.5:1 when it is clear that there would be difficulties in achieving this, when balancing the various constraints of the site.

Place Management Unit: Urban Designer	The proposed increase in height will increase bulk. Council's Urban Designer and Landscape Architect concur that landscaping is a crucial component within the setback (to address bulk). Façade modulation is also important to work in conjunction with landscaping to improve built form appearance from the street. Using entry statement as an architectural feature to add interest can also put an emphasis on addressing pedestrians and improving built form relationship to the street. It is noted that the proposal shows a smaller platform on the top and a rooftop garden as additional amenities, these features should be kept in the subsequent detailed application. Option A (the 1:1 concept plans) shows a better proportion from the street (with more open terrace in line with the lower natural ground line and above vehicular entry). A setback from eastern boundary to the top floor to accommodate a smaller outdoor terrace (to take advantage of morning sun) can be suggested to improve Option A. Looking at the plan, it appears that the café component would only serving staff and students (not open for public). A separate direct entry to café can give an opportunity for this café to be open for public (similar to the café at Stockland office). There are many workers in this area and not many local lunch options. Increase in FSR should be combined with restriction in the extent of building footprints and site coverage to maintain the proportion of the building and to allow for landscaping and amenities within the campus. Bike and motorcycle parking or bike related infrastructure (shower, storage etc) can be suggested in line with future vision of Active Transport. Lastly, the front setback area MUST stay as a landscaped area, not to be converted as off-street parking and/or pavement areas.	Design of building to form detailed design for future development application. The need to restrict building footprint for water management, landscaping, Sydney Water infrastructure and to meet DCP built form setback controls, means that the building mass will be forced upward to achieve the proposed floor space ratio. This is likely to result in a building of excessive bulk and scale which is obtrusive as seen from the surrounding area.

Transport and Urban	The report analyses the Ponderosa Parade/Jubilee Avenue intersection, based on a traffic survey undertaken on 30 June 2016 for the existing situation, and an assessment is provided on the projected impact of the proposed development following rezoning. Any traffic assessment must be based on future traffic volumes for the intersection when the Warriewood Valley is fully developed. The Traffic Assessment, which was prepared by AECOM and informed the Warriewood Valley Strategic Review, should be used as the base model. Furthermore, an analysis of the Foley St/Jubilee Ave/Warriewood Rd/Vineyard St intersection needs to be undertaken in addition to the Ponderosa Pde/Jubilee Ave intersection, to provide an overall assessment of the traffic implications. Final comments on the traffic impacts cannot be provided until this additional information and analysis is provided. With respect to parking, the proposal shows a 3 level basement car park. No dimensional details for car park spaces, circulation aisles, and ramps are provided. The final detailed design for the car park must be designed in accordance with Australian Standards. The number of spaces indicated must also meet the Pittwater DCP off-street parking requirements, however it is envisaged that the required spaces can be achieved based on the indicative layout. The proposal must also provide infrastructure to a collector road cross section fronting the development, in accordance with the Warriewood Valley Roads MasterPlan. This may include provisions for any shared paths and indented parking bays as required.	Noted. It is not possible to fully appreciate the impacts of the proposed built form intensification from the traffic information provided, and therefore not appropriate to permit a 50% intensification in floorspace without understanding the likely flow-on impacts. The change in land use zone alone is not considered likely to result in a significant adverse impact on traffic within the surrounding area, above what could already be proposed within the current land use zone. The applicant's Traffic Report has modelled the existing Ponderosa Parade/Jubilee Avenue intersection using SIDRA modelling, and concludes that during AM peak hour the intersection performs at Level A (good operation) and during PM peak hour the intersection performs at Level B (good with acceptable delays and spare capacity). Given that spare capacity is noted, it follows that an appropriate development using the current floorspace controls could be accommodated within the site. The comments relating to final car parking layout and the detailed design of the connection to the road are typically advice for a Development Application rather than a Planning Proposal; these can be provided to the applicant to inform the future development application.

Environmental Compliance:	Contamination – Reports provided outline history and possible contamination, reports identify low risk mostly during development process at which point, any contamination could be controlled through good sediment control and dust suppression to prevent any contamination leaving the site. From a noise impact – main concern would be the air condition unit for the building and if a café is installed the noise from the exhaust system for that unit. The applicant would have to ensure the location of these units do not cause noise issues to property's surrounding the property – particular to the west of the site towards Warriewood Road where residential properties are located. It is unlikely that car noises would be of great concern considering as the driveway and parking is location on the east side of the lot away from residential areas.	Noted. Each of these issues would form matters for consideration in the assessment of a future development application on the site. They do not represent a fundamental unsuitability of the site for the proposed changes to the LEP.
Section 94 Officer	The provision of public infrastructure and services is a fundamental component of the land release process. In the case of Warriewood Valley, a strategy and plan to provide appropriate services has been integral to the land release since its commencement in the early 1990s. The S94 Plan provides a funding mechanism for infrastructure and services for new residents and occupants in the release area, where these facilities cannot be directly and equitably provided through the development process. 15 Jubilee Avenue (the subject site) is identified in PLEP as Sector 105 and falls within land to which the *Warriewood Valley Section 94 Contributions Plan* applies. In relation to infrastructure provision, the Planning Proposal advises "*The subject site is well serviced by existing public infrastructure and is within a built up area. As such there is considered to be adequate public infrastructure to support the planning proposal.*" A preliminary assessment of additional infrastructure required to meet the needs of the proposed development has been undertaken. In relation to the proposed zoning change from IN2 Light Industrial to B7 Business Park, it is not anticipated that this will result in a significant increase in demand for local infrastructure above what is to be provided under the Warriewood Valley S94 Plan.	The infrastructure and services planned for the Warriewood Valley Release Area are based on the anticipated development which will occur in Warriewood Valley including the subject property. If a development, via the Development Application process, has been identified to require infrastructure additional to what is planned and identified under the Warriewood Valley Section 94 Contributions Plan, the additional infrastructure (being a pre-requisite for that specific development) is to be directly provided by the development. Direct provision of infrastructure can be imposed by a condition of the development consent.

	As identified above, the S94 Plan equitably levies contributions for public infrastructure demanded by the future residents and occupants of Warriewood Valley. Contributions for light industrial and commercial development in Warriewood Valley are equitably apportioned and levied for traffic and transport improvements, multifunctional creekline corridors, pedestrian and cycle network, and plan administration. These contributions are calculated on an equivalent dwelling per square metre rate based on the site area of remaining undeveloped light industrial and commercial land. This rate has been modelled to levy development in these areas based on the current permissible FSR of 1:1. Any increase to the permissible FSR for this individual site cannot be levied appropriately by the S94 Plan and will result in an inequitable allocation of contributions. For this reason the proposed increase in FSR is not supported. Additionally, forward funding of drainage infrastructure within the Ponderosa Parade precinct facilitated the development of the Stage 1 release. The need to provide the trunk drainage system in the Ponderosa Parade precinct is directly generated by the development of the sectors within this precinct. It is therefore appropriate that all development in this precinct be subject to the full cost of providing this infrastructure. The subject site is within the Ponderosa Parade precinct. All sectors within this precinct have a permissible FSR of 1:1. The burden of this infrastructure was equitably split between all sectors within the precinct based on site area. Any increase in the FSR of the subject site will also result in the inequitable distribution of contributions for the Ponderosa Parade precinct trunk drainage infrastructure. It is noted that Council's Traffic Engineer has identified that the Applicant's traffic modelling must be updated to utilise appropriate future traffic volumes and assess the impacts on a greater number of intersections. Analysis of the updated modelling may reveal additional traffic and transport infrastructure requirements above what is planned to be provided by the S94 Plan.	

Table 3: Submissions from the Community

Ten (10) submissions were received as a result of the notification of this Planning Proposal. The issues raised are summarised and discussed below:

Submission issue	Response
Traffic congestion	
No higher volumes of traffic should be permitted until road widening is undertaken.	The site is currently vacant and any development would therefore result in an increase in traffic to some degree, which is not unreasonable. It is not anticipated that the change in land use alone would result in a significant intensification of adverse traffic impacts, However, Council's Traffic Engineers have noted deficiencies within the submitted traffic report, which mean that a full understanding of the likely impacts of the augmented built form proposal is not possible. An intensification of built form controls is not therefore supported until such time as it has been demonstrated that the surrounding road network could accommodate the associated increase in traffic. The change in land use zone alone is not anticipated to result in a significant intensification in traffic.
The roads within the surrounding area are already significantly congested and cannot support an increase in traffic.	
The increase in traffic would result in inconvenience and delays to those within the local area.	
Appearance and character of the area	
Any height increase will be out of character with the surrounding area.	Agreed; the proposed increase in the Height of Buildings control is not supported.
The height limit should remain at 11 metres	
The floor space ratio should remain at 1:1	Agreed; the proposed increase in the Floor Space Ratio control is not supported.
To have one building four metres higher than adjacent buildings would be an overdevelopment.	Agreed; it is apparent that a building of the height and floor space proposed would appear as obtrusive from the surrounding area.

Loss of residential amenity	
A building of this height would obliterate views of the valley enjoyed by surrounding residential properties.	The sites and their immediate surrounds are relatively flat and are located at a considerably lower elevation that the residential suburbs located to the north, east and south. The sharing of views would be a matter for consideration in the assessment of a future development application.
A brightly lit office tower will result in excessive light spill to surrounding residential properties.	The operations and security measures of the future building are matters for consideration within a future development application rather than a due consideration of this Planning Proposal application.
The 24 hour operations of the new building would result in disturbance to surrounding residential properties.	Limited information on the future business operations has been provided at the stage (and is not required at this stage), however full details of this will be required and assessed as part of a future development application. Operations of a future land use already permitted in a land use zone would be the subject of a merit consideration for a future development application and not a Planning Proposal application. Conversely, it is recognised that this site is already zoned IN2.
24 hour truck movements at the new premises will result in adverse amenity impacts to surrounding residential properties.	
Natural Environment	
The development would harm the site's fragile ecosystem.	The sites are not identified on the Biodiversity Map within the Pittwater LEP 2014, nor are the sites subject to any other affectation concerning the natural environment. Council's Landscape Architect has noted no particular natural features of the site which are of exceptional significance. The future development of the site is not likely to result in significant adverse effects upon the natural environment.
Other	
The proposal will benefit one business only and not the community as a whole.	The application will retain employment land that, when developed, results in the provision of additional jobs and positive benefits for the community as a whole.
Blackmores are able to expand their existing operations by maintaining the existing height and floorspace controls.	Agreed; the submitted documentation states that '*the proposed development at 15 Jubilee Avenue at a FSR of 1:1 would cater for the current expansion needs of the company*'.

The amendment would set a precedent for the spot rezoning of other sites and for 24 hour operations.	Any future applications (Planning Proposals or Development Applications) lodged with Council will be assessed on their own merits, taking into account the opportunities and constraints of that particular site. The progression of one Planning Proposal does not automatically authorise another.
The application does not include sufficient information regarding what will happen to the existing Blackmores operations when a new building is built. There should be a Master Plan for the whole of the operations.	The Applicant's documentation states that the existing Blackmores operations are to be expanded to include 15 Jubilee Avenue and does not note significant changes to the existing development at 20 Jubilee Avenue. The details of a future building on the site and any changes to the existing Blackmores site to the north, would undergo a separate detailed assessment as part of a future development application. The assessment of this Planning Proposal relates to the subject site (15 Jubilee Avenue), whether it is suitable for a change in zone, and whether an increased height and floor space ratio are appropriate in relation to 15 Jubilee Avenue, as proposed by the Applicant.
Previous compliance issues relating to the existing Blackmores operations have not been resolved satisfactorily.	This matter is not an issue that can be considered in the assessment of a Planning Application. Nonetheless, complaints received regarding Blackmores operations on 20 Jubilee Avenue have been investigated and acted upon.

Table 4: Applicant response to public submissions

The following table was provided to Council by Mecone Planning on 2 February 2016 in response to the public submissions received:

Key issue	Items of Objection	Response
Traffic	Object to further development until Mona Vale road widening project is complete.	With the site currently vacant, any reasonable development will increase traffic demands. The planning proposal has been supported by a Traffic Study which found that the rezoning of the site and the potential use as an office building under 1:1 or 1.5:1 FSR scenarios: • Would not trigger the need for upgrades to Ponderosa Parade / Jubilee Avenue; • Would facilitate the implementation of 'Collector Street' characteristics for Jubilee Avenue; and • Has a vehicle generation rate per hour which is similar to or lower than many currently permitted uses under the IN2 Zoning.
	Existing traffic is already at capacity	
Out of character development	Existing area contains 11m height control. Anything higher will be totally out of character with the design intent of the area	The addition of a single storey alongside a moderate increase in FSR does not represent a significant expansion upon the currently permitted built form. Therefore, claims that this planning proposal facilitates development 'totally out of character' with the surrounding area and an 'overdevelopment of the site' are overstated. The proposed building is not bulky and would not dominate the streetscape. The top level of the proposed 1.5:1 FSR design is stepped back from the west to allow an open terrace area, which reduces the perceived bulk and much of the visual impacts of an additional level. Further, no structures will be built over a significant portion of the site's western boundary due to the presence of an easement. When compared to the larger warehouse buildings constructed in the area, the proposed development will include a modulated façade with higher quality building materials and finishes.
	Buildings in the area have been successfully designed to be lower than surrounding trees to minimise visual impact. A 15m will not enable this and tower over surrounding factories	
	Overdevelopment of the site	

Impacts of future operation	Light spill from future office use.	The majority of the issues raised in this category are manageable with appropriate design solutions and/or conditions of consent under a future development application. The proposed development is intended for office purposes, which would not result in significant heavy vehicle movements for deliveries or the like and are less than that of a traditional factory or warehouse. As these issues are hypothetical they should not be given substantial weight in the progression of this planning proposal, and can satisfactorily be dealt with during the development application stage.
	Ruining of views	
	24hr deliveries likely to significantly impact the local amenity and should never be considered.	
	Loss of residential amenity	
	Setting of precedent	Council should consider each proposal on the individual merits of the case. The fear of setting a precedent can be managed accordingly with proper assessment of future proposals and the relevant provisions of both the Environmental Planning and Assessment Act 1979 and local planning controls.
Current Operation	Existing Blackmores operation poorly designed and managed, with complaints to Council	Any concerns with the operation of the existing Campus at 20 Jubilee Avenue are not of relevance to this planning proposal and are to be dealt with by Council separately. Notwithstanding, the Blackmores campus has been the subject of a number of design awards and the proposed development will continue the trend of providing a high quality building.
Rezoning of the Warriewood Valley	Residents were assured originally throughout the rezoning of the Warriewood Valley that there would be no loss of residential amenity.	The Warriewood Valley is a significant local employment area in the LGA. The Blackmores Campus currently employs 441 employees, of which 78% live on the Northern Beaches. A need has been identified for additional space to allow the Campus to expand and increase the number of employees. This clearly demonstrates the demand for increased employment within the area for the local community.
	Many properties originally zoned industrial have been rezoned back to residential.	
	Community would prefer to live in the area than work in the area.	

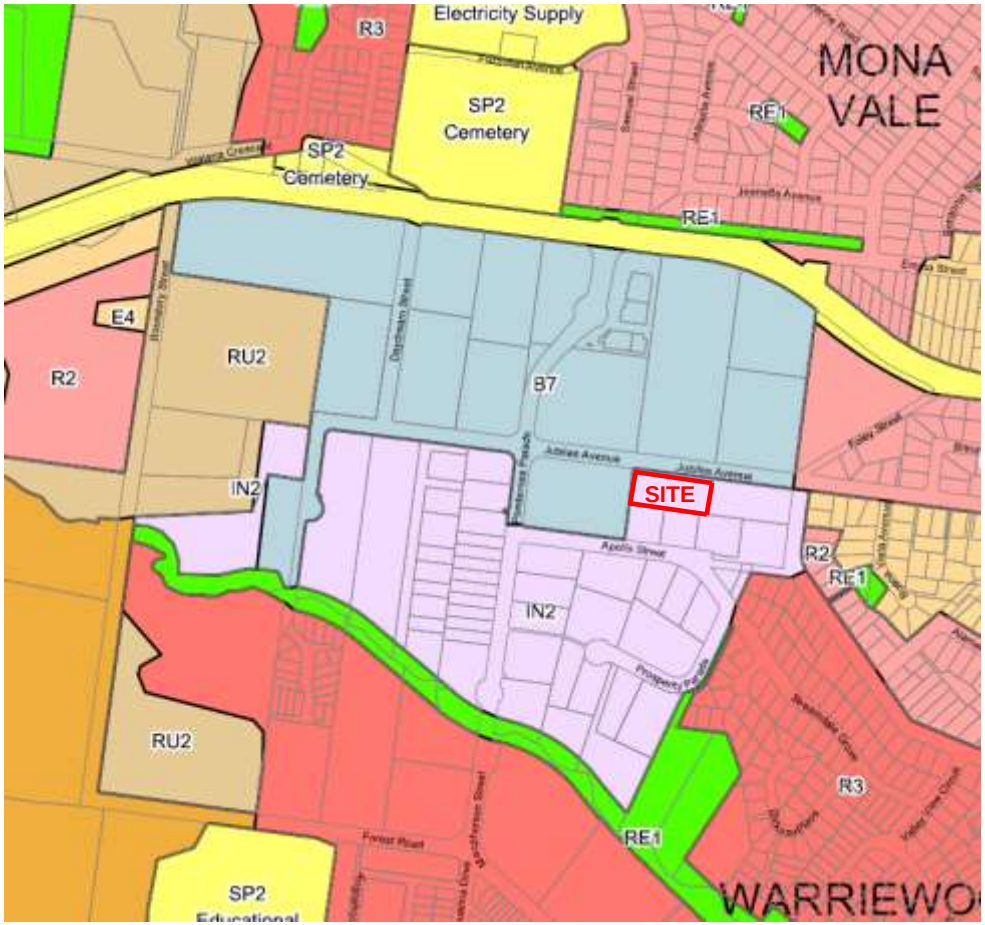


Figure 1: Existing Land Use Zoning map

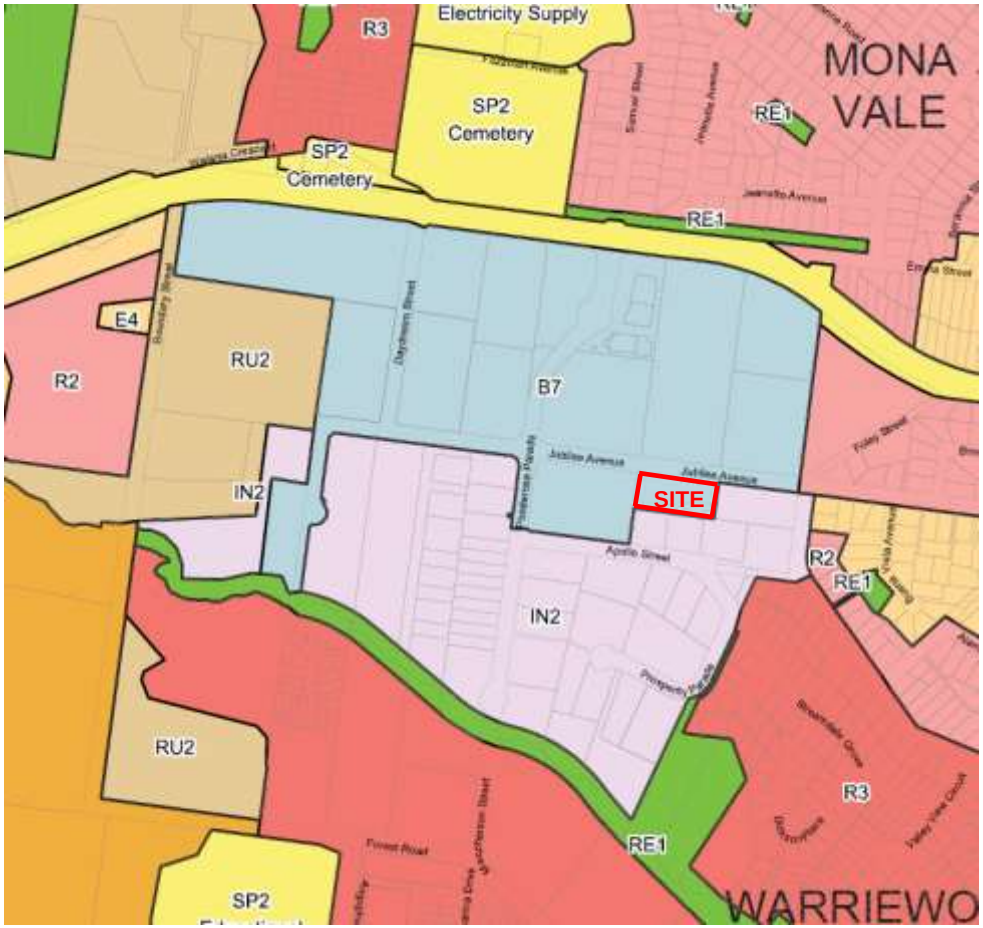


Figure 2: Proposed Land Use Zoning map

New South Wales Police Force
NORTHERN BEACHES
LOCAL AREA COMMAND
Licensing Unit

NSW Police Force
www.police.nsw.gov.au

Mr. David KERR
Northern Beaches Council
Planning and Community
Deputy General Manager
Civic Centre, 725 Pittwater Road
Dee Why NSW 2099

RECEIVED
WARRINGAH COUNCIL
20 JAN 2017
MAIL ROOM

WARRINGAH COUNCIL
SCANNED
20 JAN 2017
20___/

Northern Beaches Police have been requested by the Northern Beaches Council to make comment on the re-establishment of Alcohol Free Zones and Alcohol Prohibited Areas (hereafter described as declared areas) located in the former Warringah Council geographical area.
NSW Police has a vital interest in ensuring the safety of members of the community and their property. By using recommendations contained within this document, any person who does so acknowledges that:

- It is not possible to make areas evaluated by NSW Police absolutely safe for the Community and their property.
- Recommendations are based upon information provided to, and observations made by NSW Police at the time the document was prepared.
- The contents of the evaluation are not to be copied or circulated otherwise than for the purposes of Northern Beaches Council.

NSW Police hope that by using the recommendations contained within this document, criminal activity will be reduced and the safety of the members of the community and their property will be increased. However, it does not guarantee that all risks have been identified or that the area evaluated will be free from criminal activity if its recommendations are followed.

Northern Beaches Police have assessed the previous declared areas of the former Warringah Council and request that the following comments are taken into consideration.

There has been a significant change in police staff since the inception of the original zoning. This means there is limited knowledge of factors contributing to the decisions to establish declared areas.

After assessing each of the areas designated as declared areas, police proclaim success in all. Whilst some successes have been moderate there are areas no long deemed necessary to be classified as declared areas. Other locations have been assessed where police believe the footprint of the declared areas may be reduced should the Northern Beaches Council agree.

The following is a list of declared areas deemed unsuitable by police who recommend the declared area restrictions be lifted. Any agreement by Northern Beaches Council to lift these restrictions will not alter the Northern Beaches police approach to these areas. General patrols will be maintained at current levels.

These areas are;

- Governor Phillip Lookout, Beacon Hill
- Sorlie Place, Frenchs Forest
- Forest Way Bus Stop, Frenchs Forest
- Sorlie Place, Allambie

The following is a list of areas that have been subject to declared area restrictions, in particular Alcohol Free Zones. Police have assessed these areas and believe the footprint of the area could be reduced. These areas are;

- Dee Why CBD – An updated area would be bounded by Pacific Parade to the south; Richmond Avenue to the north, Avon Road to the west. In addition, the newly created park located between Howard Avenue and Dee Why Parade, Dee Why should be an Alcohol Free Zone. Pittwater Road between May Road to the south and Lismore Avenue to the north to remain Alcohol Free Zone. (Annexure 1)
- Narrabeen Lakes – An updated area would be an Alcohol Free Zone along Pittwater Road between Ocean Street to the south and the bridge over Narrabeen Lake to the north. It is suggested the foreshore of Narrabeen lake to become an Alcohol Prohibited Area from 8:00pm until 12:00pm daily.(Annexure 2)
- Belrose – An updated area would be bounded by Blackbutts Road to the south, Glen Street and the newly constructed shopping precinct to the north, Glen Street to the west and Pringle Avenue to the east. (Annexure 3)
- Forestville Shopping Precinct would remain unchanged. (Annexure 4)
- Collaroy CBD – An updated area would be an Alcohol Free Zone along Pittwater Road between Brissenden Avenue to the south and Jenkins Street to the north. (Annexure 5)
- Cromer Community Centre would remain unchanged
- Warringah Mall Bus Stops would remain unchanged.
- Police support the ongoing Alcohol Free Zone on Dee Why beach on Australia Day, 26th of January.

A major change has been experienced by Northern Beaches police relating to adults drinking in public places. This change is a result of policing tactics and general public perceptions. Legislative changes have empowered police with the ability to deal with the consumption of alcohol in public places. Whilst declared areas prohibiting the presence or consumption of alcohol are useful as a deterrent for anti-social behaviour, police now have greater powers to deal with alcohol related issues.

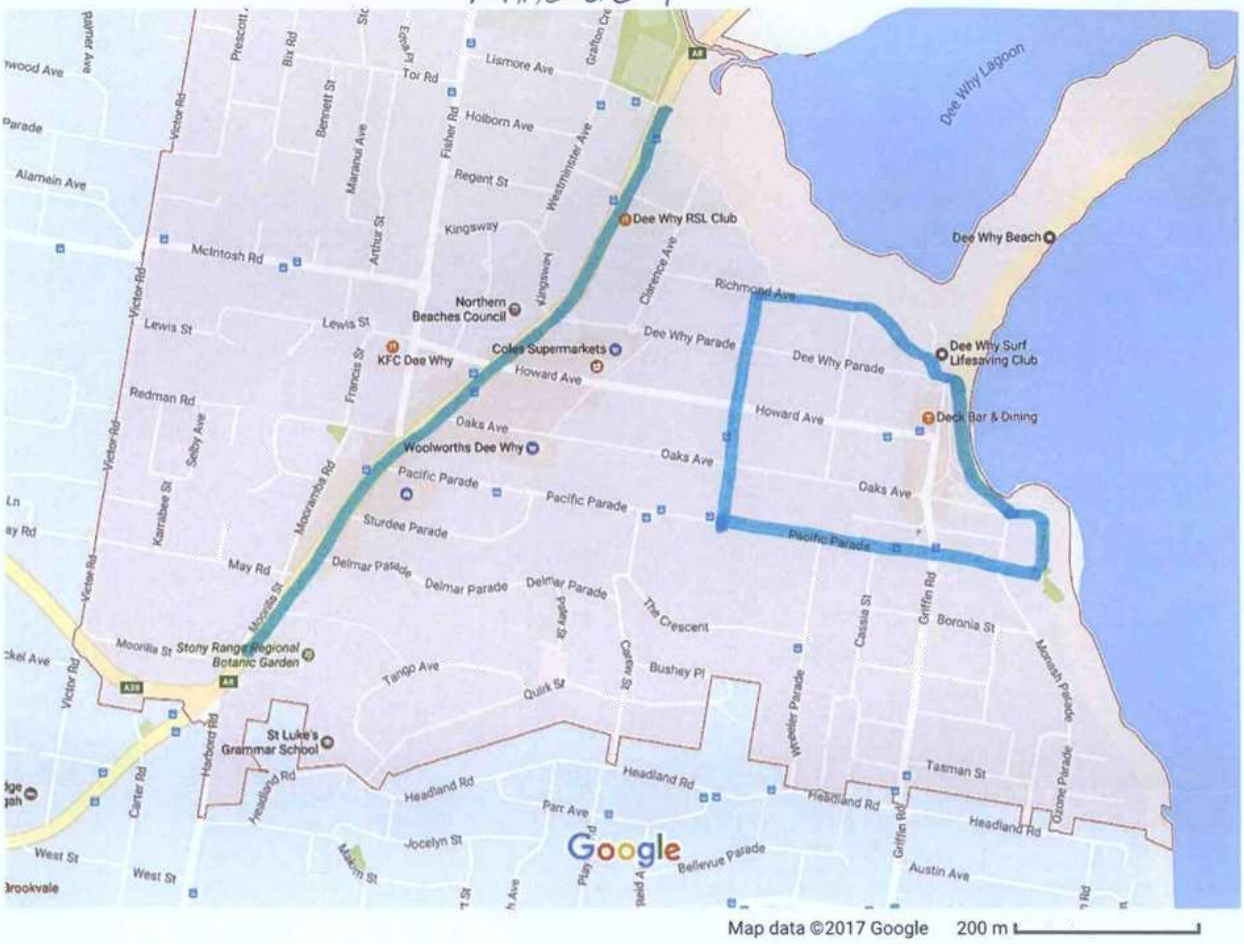
Should any further information relating to the re-establishment of Alcohol Free Zones/Alcohol Prohibited Areas be required, please contact Northern Beaches Crime Co-ordinator, Sgt Damon FLAKELAR or Licensing Sergeant, Sgt Robbie BEAZLEY.

Regards
Robbie Beazley
Sergeant
Northern Beaches LAC
Licensing Unit
PH: 9976 8019

1/5/2017 Dee Why - Google Maps

Google Maps Dee Why

Annexure 1



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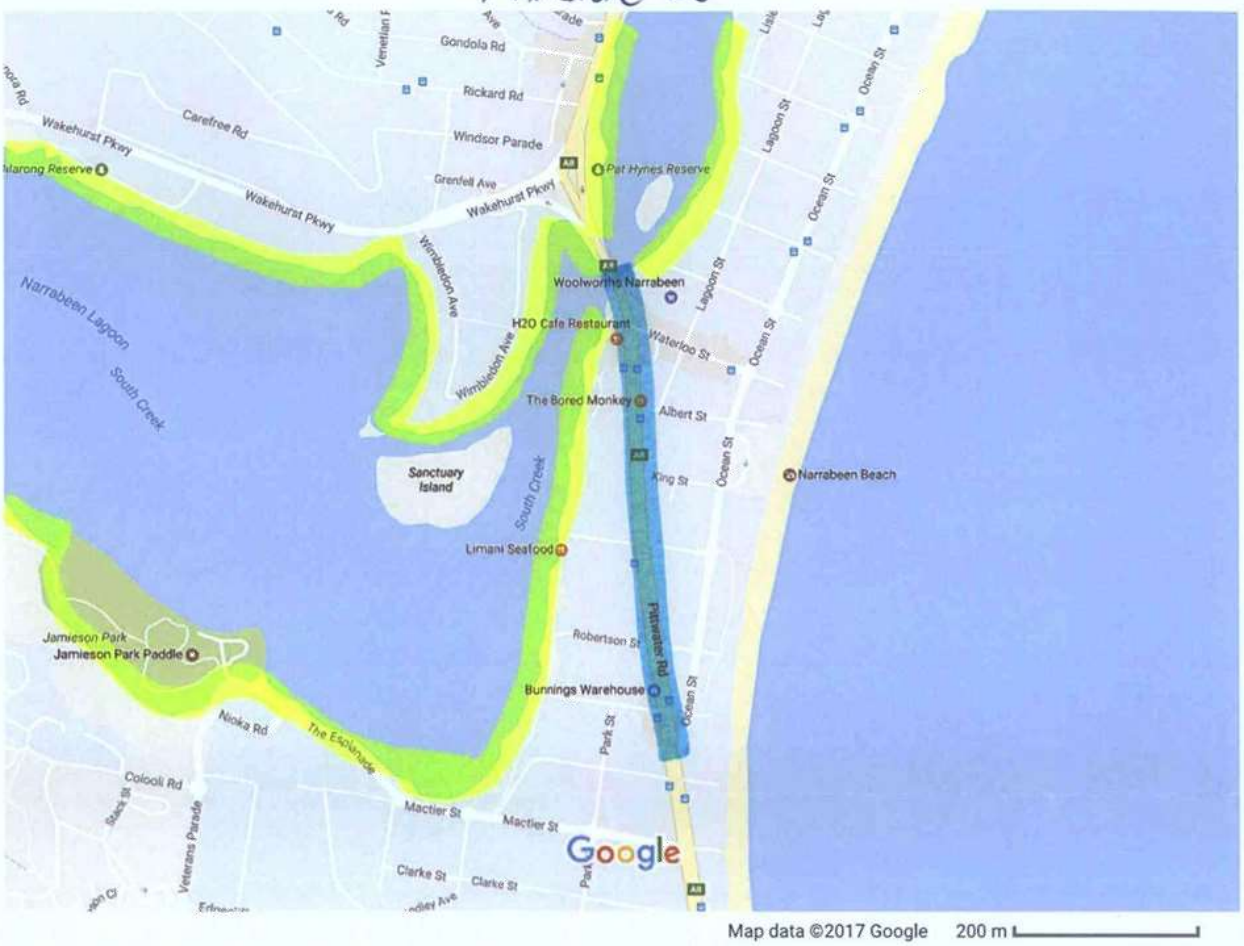
1/5/2017 Dee Why - Google Maps

Google Maps Dee Why

Annexure 2



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1/5/2017 Dee Why - Google Maps

Google Maps Dee Why

Annexure 3

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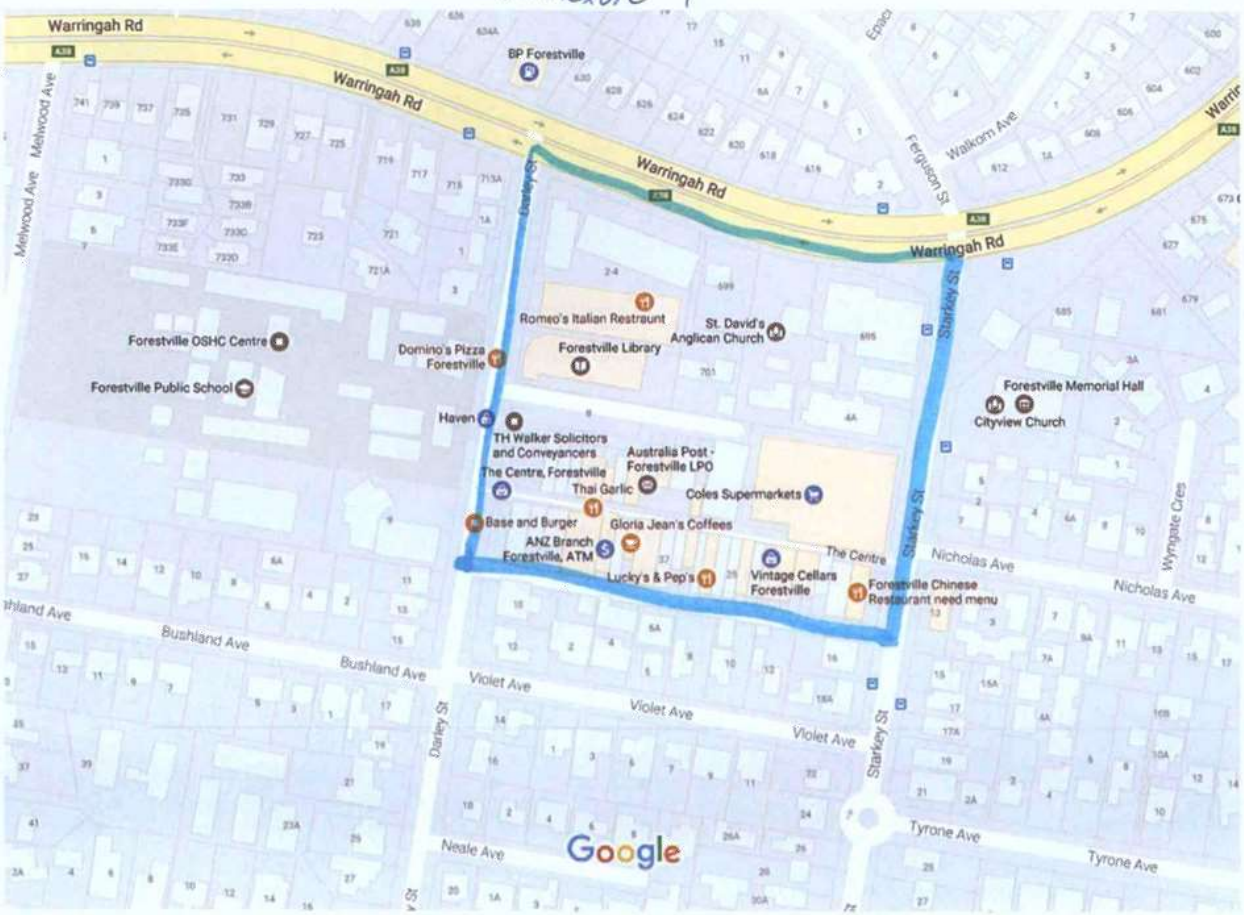
1/5/2017 Dee Why - Google Maps

Google Maps Dee Why

Annexure 4



Map data ©2017 Google 50 m

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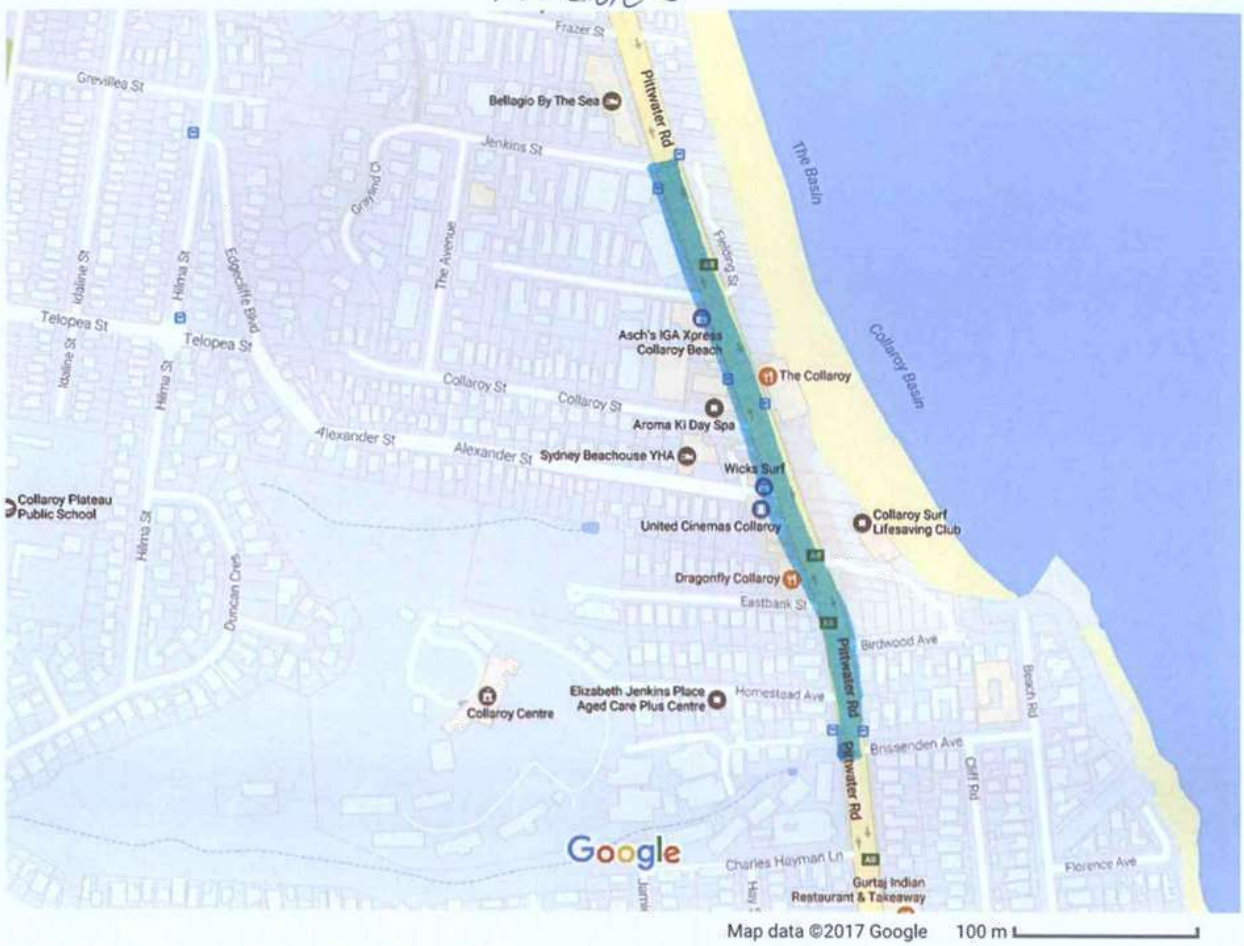
1/5/2017 Dee Why - Google Maps

Google Maps Dee Why

Annexure 5



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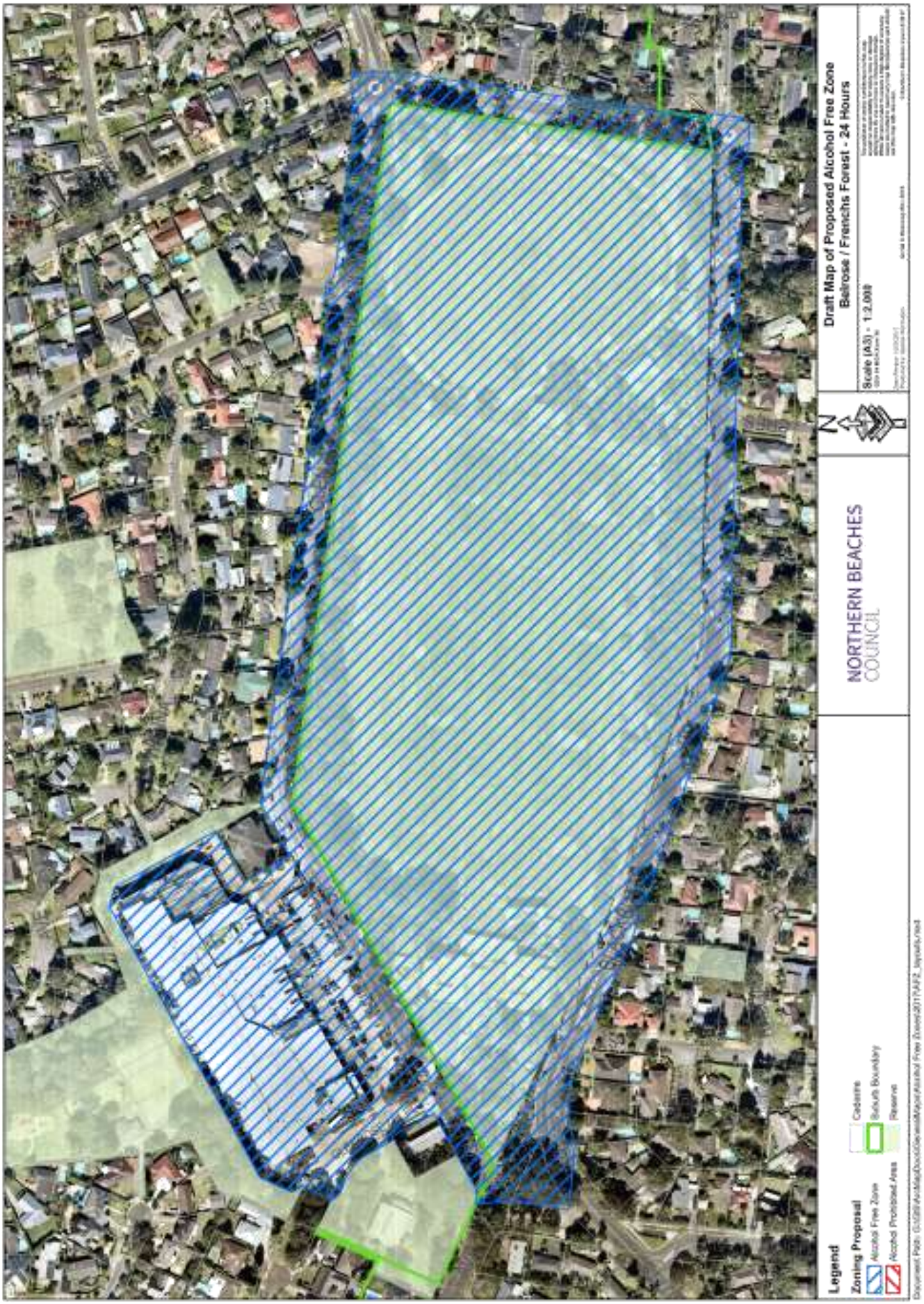
Draft Map of Proposed Alcohol Free Zone
Dee Why - 24 Hours
Scale (A3) - 1:2,500
NORTHERN BEACHES
COUNCIL
Legend
Zoning Proposal
Alcohol Free Zone
Alcohol Prohibited Area
Cadastre
Suburb Boundary
Reserve

Legend
Zoning Proposal
Alcohol Free Zone
Alcohol Prohibited Area
Cadastre
Suburb Boundary
Reserve
NORTHERN BEACHES
COUNCIL
Draft Map of Proposed Alcohol Free Zone
Pittwater Road, Dee Why - 24 Hours
Scale (A3) - 1:4,000

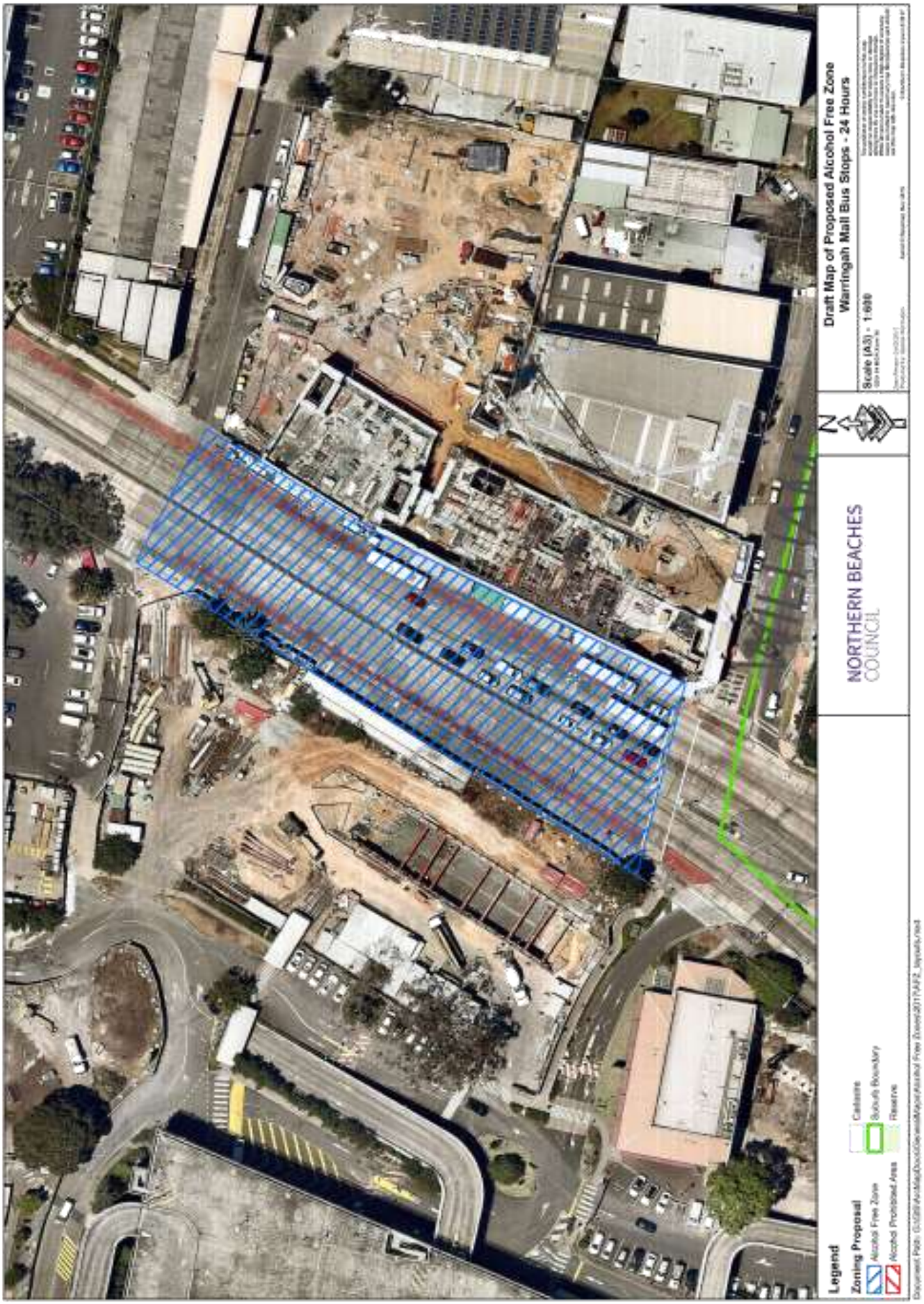
Draft Map of Proposed Alcohol Free Zone
Pittwater Road, Narrabeen - 24 Hours
Scale (A3) - 1:5,000
NORTHERN BEACHES
COUNCIL
Legend
Zoning Proposal
Alcohol Free Zone
Alcohol Prohibited Area
Cadastre
Suburb Boundary
Reserve


Draft Map of Proposed Alcohol Free Zone
Belrose / Frenchs Forest - 24 Hours
Scale (A3) - 1:2,000
NORTHERN BEACHES
COUNCIL
Legend
Zoning Proposal
Alcohol Free Zone
Alcohol Prohibited Area
Cadastre
Suburb Boundary
Reserve

Draft Map of Proposed Alcohol Free Zone
Forestville Shopping Precinct - 24 Hours
Scale (A3) - 1:1,250
NORTHERN BEACHES
COUNCIL
Legend
Zoning Proposal
Alcohol Free Zone
Alcohol Prohibited Area
Cadastre
Suburb Boundary
Reserve
MARBINDAH
WYNDYE CRES
NICHOLAS
ST
STARKEY
DARLEY
AVE
RD

Draft Map of Proposed Alcohol Free Zone
Pittwater Road, Collaroy - 24 Hours
Scale (A3) - 1:2,500
NORTHERN BEACHES
COUNCIL
Legend
Zoning Proposal
Alcohol Free Zone
Alcohol Prohibited Area
Cadastre
Suburb Boundary
Reserve

Draft Map of Proposed Alcohol Free Zone
Cromer Community Centre - 24 Hours
Scale (A3) - 1:1,250
NORTHERN BEACHES
COUNCIL
N
NORTH
NORTH
TENNYSON
RD
Legend
Zoning Proposal
Alcohol Free Zone
Alcohol Prohibited Area
Cadastre
Suburb Boundary
Reserve


Draft Map of Proposed Alcohol Free Zone
Warringah Mall Bus Stops - 24 Hours
Scale (A3) - 1:600
NORTHERN BEACHES
COUNCIL
Legend
Zoning Proposal
Alcohol Free Zone
Alcohol Prohibited Area
Cadastre
Suburb Boundary
Reserve

Draft Map of Proposed Alcohol Prohibited Area
Walter Gors Park, Dee Why - 24 Hours
Scale (A3) - 1:800
NORTHERN BEACHES
COUNCIL
N
Legend
Zoning Proposal
Alcohol Free Zone
Alcohol Prohibited Area
Cadastre
Suburb Boundary
Reserve
DEE WHY
PDE
HOWARD
AVE

Draft Map of Proposed Alcohol Prohibited Area
Narrabeen Lagoon Foreshore Reserves - 8PM - 12PM
Scale (A3) - 1:14,000
NORTHERN BEACHES
COUNCIL
N
Legend
Zoning Proposal
Alcohol Free Zone
Alcohol Prohibited Area
Cadastre
Suburb Boundary
Reserve

NORTHERN BEACHES COUNCIL

REPORT TO ORDINARY COUNCIL MEETING

ITEM NO. 8.1 - 13 DECEMBER 2016

8.0 ENVIRONMENT & INFRASTRUCTURE DIVISION REPORTS

ITEM 8.1	**NORTHERN BEACHES COASTAL EROSION POLICY AND AMENDED COASTAL ZONE MANAGEMENT PLAN**
REPORTING MANAGER	**DEPUTY GENERAL MANAGER ENVIRONMENT & INFRASTRUCTURE**
TRIM FILE REF	**2016/393626**
ATTACHMENTS	**1 ⇨Northern Beaches Coastal Erosion Policy (Included In Attachments Booklet)** **2 ⇨CZMP for Collaroy-Narrabeen Beach and Fishermans Beach 2016 (Included In Attachments Booklet)** **3 ⇨Northern Beaches Coastal Erosion Policy and CZMP Amendments Consultation Summary (Included In Attachments Booklet)** **4 ⇨Collaroy-Narrabeen Beach Coastal Protection Works Design Specifications (Included In Attachments Booklet)** **5 ⇨Collaroy-Narrabeen Beach Coastal Protection Assessment (Included In Attachments Booklet)** **6 ⇨Collaroy-Narrabeen Beach Coastal Protection Works - Benefit Distribution Analysis (Included In Attachments Booklet)**

EXECUTIVE SUMMARY

PURPOSE

To recommend adoption of the Northern Beaches Coastal Erosion Policy and amendments to the certified *Coastal Zone Management Plan for Collaroy-Narrabeen and Fishermans Beach*.

SUMMARY

Following the June 2016 storm and in order to provide additional detail to the certified *Coastal Zone Management Plan (CZMP) for Collaroy-Narrabeen and Fishermans Beach* staff prepared the draft Northern Beaches Coastal Erosion Policy (the Policy). The Policy guides Council's approach to the protection of public and private property from coastal hazards.

At the Council Meeting of 7 July 2016 it was resolved that staff place the draft Policy and proposed amendments to the certified CZMP *for Collaroy-Narrabeen and Fishermans Beach* on public exhibition and undertake community consultation.

The Policy and CZMP amendments were placed on public exhibition from 13 July 2016 to 17 August 2016 (36 days) with Council accepting submissions up to 26 August 2016. The Policy and CZMP have been amended as a result of this consultation.

The amendments made do not change the intent or direction of the Policy or the CZMP. Rather they clarify Council's position on issues related to beach amenity, protection of private property and public assets in the coastal zone, location of protection works, construction and management of existing protection works and the level of public and private funding. The amendments also streamline the processes of assessing and approving coastal protection works.

As well as placing the Policy and CZMP amendments on public exhibition, Council has worked to provide assistance to residents wanting to install coastal protection works and assure the Northern Beaches community that the function and amenity of Collaroy-Narrabeen beach will not be negatively impacted by the proposed coastal protection works.

This has included engaging coastal engineers to develop a preferred concept design and concept alignment, as well as specifying minimum design criteria for coastal protection works. The preferred design and alignment was subsequently independently reviewed and found to have little or no impact on the amenity of the beach or coastal processes.

This information assures the Northern Beaches residents that the proposed protection works will not have an adverse impact on the beach and also assists residents in protection of their properties.

In addition to the alignment and concept design, Council and NSW Office of Environment and Heritage engaged financial analysts to undertake a benefit distribution analysis to help determine the benefit provided to public assets by the proposed protection works. This analysis is important in informing decisions on the level of financial assistance for private protection works.

This documentation has helped inform the policy and CZMP amendments, and financial support offered by Council and in the case of the Benefit Distribution Analysis requested by the NSW Government.

RECOMMENDATION OF DEPUTY GENERAL MANAGER ENVIRONMENT & INFRASTRUCTURE

That Council:

A. Adopt and implement the Northern Beaches Coastal Erosion Policy.

B. Adopt the *Coastal Zone Management Plan for Collaroy-Narrabeen Beach and Fishermans Beach (2016)* and rescind the 2014 version of this Plan.

C. Forward the adopted *Coastal Zone Management Plan for Collaroy-Narrabeen Beach and Fishermans Beach (2016)* to the NSW Minister for Planning for certification.

D. Rescind *The Coastline Management Plan for Collaroy-Narrabeen Beach (1991)* and replace it with the Coastal Zone Management Plan for Collaroy-Narrabeen Beach and Fishermans Beach (2016).

E. Amend Section E9 *Coastline Hazard of Warringah Development Control Plan 2011* to give effect to the adopted *Northern Beaches Coastal Erosion Policy*.

F. Apply the *Collaroy-Narrabeen Protection Works Design Specifications* in the assessment of all Development Applications for coastal protection works in this area.

G. Continue to engage with the Department of Primary Industries (Lands) on an efficient and suitable process to enable the application for and granting of Landowners Consent for coastal protection works on Crown Land.

H. Make an application on behalf of Council and residents to the NSW Office of Environment and Heritage Coastal Management Program for financial assistance to implement coastal protection works at Collaroy-Narrabeen Beach.

REPORT

BACKGROUND

The certified *Coastal Zone Management Plan for Collaroy-Narrabeen Beach and Fishermans Beach* (CZMP) (Attachment 2) provides direction for management of the Collaroy-Narrabeen embayment. A priority action in the Plan was to develop guidelines to help property owners work through the difficult process of protecting their properties.
Following the June 2016 storm the draft Northern Beaches Coastal Erosion Policy (the Policy) (Attachment 1) and proposed amendments to the certified CZMP *for Collaroy-Narrabeen and Fishermans Beach* were prepared to provide that guidance. The Policy and CZMP amendments will guide Council's approach to the protection of public and private property from coastal hazards.

At the Council Meeting of 7 July 2016 it was resolved that staff place the draft Policy and amendments to the certified CZMP *for Collaroy-Narrabeen and Fishermans Beach* on public exhibition and undertake community consultation.

Following feedback from the community and State agencies, and to assist with delivery of the Policy and CZMP, supporting documentation has been developed. This documentation provides essential support to property owners and assurance to the community of the Northern Beaches that Collaroy-Narrabeen Beach will be maintained and enjoyed for future generations.

At present the Policy will only apply to Collaroy-Narrabeen and Fishermans Beach as these are the only beaches within the Northern Beaches Local Government Area with a certified CZMP. As other beaches in the area are certified, this policy will be augmented to give effect to their recommendations.

Issues addressed in the *Northern Beaches Coastal Erosion Policy*

Issues addressed by the Policy include:

Issue	Summary
Designing and siting protection works	New works are recommended to be contained on private property. Protection works on public land will only be permitted where it can be demonstrated that placement on private land is not appropriate due to specific site constraints preventing their placement wholly on private land, adverse impacts on adjoining private and public properties, or adverse impact on the long-term amenity of the beach and surf zone.
Alignment of protection works	All protection works shall be designed and constructed consistently with the minimum criteria outlined in the *Collaroy-Narrabeen Protection Works Design Specifications.*
Approval process for protection works	Applications for new protection works or reconstruction of existing protection works (on any land) shall address the requirements of all relevant legislation, guidelines and policies. Applications for new works or reconstruction of existing protection works shall be accompanied by a technical report addressing the *Collaroy-Narrabeen Protection Works Design Specifications*. Works on Crown Land will require Landowners Consent. Northern Beaches Council has been working with the NSW Department of Primary Industries (Land) on the process and requirements for such consent to be granted.
Impact assessment for protection	The impacts of coastal protection on coastal processes, public access and beach amenity are to be assessed in the

Issue	Summary
works	preparation of any development application for coastal protection works. Impacts are to be assessed against the existing circumstances and level of informal protection present at the time of the development application.
Funding	Protection works that benefit a private property shall be designed, constructed and maintained at the expense of the property owner. Any contribution by Council or other levels of Government will be guided by relevant policies, but will be at their absolute discretion and shall not be relied upon by a private property owner in determining what action to take to protect their own property.
Emergency Response	Council will generally respond to coastal erosion emergencies at Collaroy-Narrabeen Beach in the manner set out in its *Coastal Erosion Emergency Action Sub-Plan for Warringah's Beaches* (2015).
Maintenance of beach amenity and access	Generally, following a storm event, the beach will recover naturally and will require little to no intervention. Following a significant erosion event that has the potential to have a short-medium term impact on public use of the beach, Council may undertake beach scraping to encourage faster beach recovery. In response to mitigating the impacts of climate change (specifically Sea Level Rise) Northern Beaches Council has been advocating that all three spheres of government work in coordination to utilise offshore sand deposits for beach nourishment in response as an adaptation response to sea level rise.
Maintenance of protection works	It is the responsibility of the Principal Asset Owner to ensure the coastal protection works are maintained in a manner that ensures the ongoing level of design performance

To assist Council with implementing the Policy and assessing the impact of coastal protection as well as streamline the application and approval process for coastal protection works the following studies were commissioned:

***Collaroy-Narrabeen Beach Coastal Protection works concept design and concept alignment* (Royal Haskoning HVS, 2016) (Attachment 4)**

A concept design and concept alignment for the proposed coastal protection was developed to identify the footprint of the existing works and most feasible options to renew or upgrade protection works on both public and private land. Minimum criteria to ensure ongoing performance and monitoring of these works have been provided.

This information is presented in the *Collaroy-Narrabeen Protection Works Design Specifications* and fulfills a key action identified in the CZMP to develop guidelines that address issues including design standards, alignments and required setbacks.

As part of this work Council is continuing to investigate opportunities to reduce the extent and footprint of the proposed coastal protection works at key sites including at the end of Wetherill Street. These investigations are focused on assessing the feasibility of reducing the possible seaward extent of any works in order to improve public access along the beach at all times.

Future works will be required to demonstrate consistency with *Collaroy-Narrabeen Protection Works Design Specifications.* Reference to these specifications are included in the Policy and proposed amendments to *Section E9 Coastline Hazard of Warringah Development Control Plan 2011*, detailed below, to give effect to the minimum criteria for coastal protection works that they prescribe.

***Collaroy-Narrabeen Beach Coastal Protection Assessment* (Manly Hydraulics Laboratory and UNSW Water Research Laboratory, 2016) (Attachment 5)**

To assist in assessing the range of impacts that may result from coastal protection at Collaroy-Narrabeen, the Manly Hydraulics Laboratory in association with the UNSW Water Research Laboratory were commissioned to review the concept design and concept alignment of the proposed coastal protection works.

The review includes an analytical assessment of the relative impacts on coastal processes within the Collaroy-Narrabeen Beach embayment. The assessment found that works contained within the footprint of the existing rock works (assessed against the alignment of the existing rock works prior to the June 2016 storm) or extending no more than 2 metres further seaward would not have a significant impact on coastal processes access or amenity.

This impact assessment combined with the concept design and alignment provides both Council and residents with the assurance that coastal protection works can be installed at Collaroy-Narrabeen beach without negatively impacting the beach.

The impact assessment can be utilised and referenced by residents when preparing and submitting development applications for coastal protection works and provides an essential piece of information to assist the application for and approval of coastal protection works.

***Collaroy-Narrabeen Beach Coastal Protection Works Distribution Analysis* (Marsden Jacobs Associates (2016) (Attachment 6)**

To assess who benefits from any coastal protection works, a benefit distribution analysis was prepared. The analysis found that the primary beneficiaries of coastal protection (when considering the whole 1.1km of affected coast) were private property owners, as approximately 94% of the benefit resulting from coastal protection works can be apportioned to private property owners. Approximately 6% of the benefit can be apportioned to government across the whole works. However when looking at an individual private property, the public benefit of protection works is insignificant relative to the private benefit.

The analysis also determined that there are a number of unquantifiable public benefits that may result from the implementation of coastal protection works. These included improved public access and vastly improved serviceability and public safety with the proposed alignment established to maximise the public beach amenity as far as practicable in comparison to the existing ad-hoc works. This finding is consistent with the *Collaroy-Narrabeen Beach Coastal Protection Assessment*.

The outcomes of the distributional analysis has informed Council's approach to funding and may also be considered by the NSW Government in relation to any decision regarding the contribution of public funds towards coastal protection.

Coastal Zone Management Plan (Attachment 2)

The *CZMP for Collaroy-Narrabeen Beach and Fishermans* Beach was prepared and adopted by Council in 2014 and sets out how Council and residents can manage both the beach and the erosion issues in the long-term. In October 2015, the Plan was certified by the Minister for Planning as having being prepared in accordance with the relevant State Government legislation.

The proposed amendments to the CZMP allow for coastal protection works that extend onto public land to be considered. The Department of Primary Industries (Lands) has provided feedback on the proposed approach and given in principle support to this approach.

Landowner's Consent from the Department of Primary Industries (Lands) will be required for any private protection works that extend onto Crown Land. The Department of Primary Industries (Lands) has indicated that private protection works on public land will only be permitted where:

i. Crown land is being retained and managed in the public interest;

ii. Detailed designs for any planned structures have been provided and assessed as being compatible with the designated Crown reserve purpose;

iii. Works result in a better outcome in terms of public safety, environmental outcomes, beach access and recreational amenity;

iv. Satisfactory arrangements are in place for maintenance over the life of any constructed assets;

v. Evidence can be provided that all other reasonable opportunities to contain protection works on private land have been explored and exhausted; and

vi. Landowner consent has been obtained.

Consultation with the Department of Primary Industries (Lands) is a pre-requisite to the lodgement of any development application which proposes the construction of private protection works on Crown Land. Council may reject any development application which proposes the erection of private protection works on Crown Land unless the development application is supported by:

i. Written confirmation from the Department of Primary Industries (Lands) that it has reviewed the development application and is satisfied that the proposed development is consistent with points (i) to (v) above; and

ii. Landowner consent to the lodgement of the development application from the Department of Primary Industries (Lands) as set out in point (vi) above.

Proposed amendments to Warringah Development Control Plan 2011

Amendments to section E9 Coastline Hazard are required to reflect adoption of the Policy and revised CZMP for Collaroy-Narrabeen Beach and Fishermans Beach as well as finalisation of the Collaroy-Narrabeen Protection Works Design Specifications.

It is proposed that Section E9 be amended to require applicants for coastal protection to demonstrate compliance with the Northern Beaches Coastal Erosion Policy, CZMP for Collaroy-Narrabeen Beach and Fishermans Beach and Collaroy-Narrabeen Protection Works Design Specifications and this amendment be placed on public exhibition.

CONSULTATION

Consultation for the Policy and CZMP amendments has been undertaken. Consultation activities included meetings, workshops, presentations and information stalls. A detailed description of the activities undertaken and feedback received can be found in the attached Community Consultation report (Attachment 3).

Based on the feedback received during public exhibition amendments have been made to the policy. This is consistent with the Community Engagement Matrix and reflects Council's commitment to incorporate the views of key stakeholders. Issues raised during public exhibition and how they have been addressed in the final Policy are outlined in Table 1.

The amendments made do not change the intent or direction of the Policy. In most cases they clarify Council's position on issues related to beach amenity, protection of private property and public assets in the coastal zone, location of protection works, construction and management of existing protection works and the level of public and private funding.

Table 1: Issues raised during public exhibition of draft Coastal Erosion Policy and amendments.

Topic	Community response	Amendment to final POLICY
General	The response to the policy and proposed CZMP amendments varied considerably between property owners and broader community. Following public exhibition of the draft Policy, 97 written submissions were received representing 253 beach front property owners, organisations representing beach users as well as community members from within and outside the Northern Beaches Local Government Area. Generally, all respondents supported the policies intent to maintain beach amenity and coastal process. Support for coastal protection varied between property owners and submissions from Northern Beaches Residents The most significant criticism of the policy related to a desire from residents that the application of the policy in relation to sand offsets, access and financial support be clarified.	The policy has been amended to clarify when and how provisions relating to sand offsets, access arrangements and financial support will be applied. More detail is provided below.
1. Purpose of the Policy	Overall, there was broad support for the policy providing additional guidance on the approach to protecting public and private property from coastal hazards. Some respondents noted a desire for property purchase or planned retreat to be considered as alternatives to coastal protection.	No change has been made to the policy in relation to implementing the management options of planned retreat and property purchase. The *CZMP for Collaroy-Narrabeen Beach and Fishermans Beach* established that coastal protection was the preferred option at Collaroy-Narrabeen beach for properties south of Devitt Street. Widespread consultation on this approach was undertaken when the *CZMP for Collaroy-Narrabeen Beach and Fishermans Beach* was being prepared between 2012 and 2014.
2. Principles	The intent and hierarchy of the principles were endorsed by the majority of respondents. Some property owners noted a desire for protection of property to be weighted equally with beach amenity and surf quality.	No change to the principles, and their priority remains unchanged.
3. Management Framework	Broadly supported without significant amendments requested.	Text amendment: Section 3c (iii) amended to: *New or renewed protection works shall avoid adverse impacts on adjacent properties* Justification: Clarification that any

Topic	Community response	Amendment to final POLICY
		adverse impacts are to be avoided.
4. Design and siting of protection works	Broadly supported by the majority of respondents. Advice was provided by the Department of Primary Industries on the requirements for coastal protection works to be placed on Crown Land Submissions from residents consistently requested clarification on requirements for public access to be factored into the design or sitting of new works.	Northern Beaches has prepared the *Collaroy-Narrabeen Protection Works Design Specifications* this document outlines Council's preferred design and alignment for coastal protection works and specifies minimum design criteria. Text amendment: New 4a inserted Private protection works are new works which are recommended to be wholly contained on private property unless it is demonstrated that this is not appropriate due to site constraints, adverse impact on adjoining private and public properties or adverse impact on the long-term amenity of the beach and surf zone.. Private protection works on Crown public land will only be permitted where: i. Crown land is being retained and managed in the public interest; ii. Detailed designs for any planned structures have been provided and assessed as being compatible with the designated Crown reserve purpose; iii. Works result in a better outcome in terms of public safety, environmental outcomes, beach access and recreational amenity; iv. Satisfactory arrangements are in place for maintenance over the life of any constructed assets; v. Evidence can be provided that all other reasonable opportunities to contain protection works on private land have been explored and exhausted; and vi. Landowner consent from the Department of Primary Industries (Land) has been obtained. Justification: Amendment made to reflect requirements of Department of Primary Industries (Land) for land owners consent. Section 4b removed.

Topic	Community response	Amendment to final POLICY
		Justification: Matters relating to Landowners consent are clarified in 4a Section 4c (vi) amended to: *To ensure public access is not adversely impacted by any new protection works* Justification: Clarification that impacts to existing public access arrangements must be considered in the design of any works and demonstrate that public access is not adversely affected. The *Collaroy-Narrabeen Protection Works Design Specifications* outline the required access arrangements for construction and maintenance of coastal protection works.
5. Alignment of protection works	Broadly supported by majority of respondents. Greater guidance requested in relation to Northern Beaches Council preferred design and alignment for works at Collaroy-Narrabeen Beach. A number of Northern Beaches residents registered their opposition to any public land being used for coastal protection for private property.	Preferred design and alignment provided in the *Collaroy-Narrabeen Protection Works Design Specifications* prepared by Council. Table 1 in the policy amended to refer to the preferred design and alignment within these specifications. Justification: Design and alignment detail is associated with the policy. The existing footprint of the informal works will be utilised for any upgraded works. This includes sites where the works extend onto public land.
6. Approval process for protection works	Approval process and development application requirements broadly supported. Clarification on the timing and processes for obtaining Landowners Consent was requested by some property owners. Some land owners questioned the requirement for agreement to ensure the works or any maintenance are completed efficiently.	Text Amendment: New section 6b inserted Consultation with the Department of Primary Industries (Lands) is a pre-requisite to the lodgement of any development application which proposes the erection of private protection works on Crown Land. Council may reject any development application which proposes the erection of private protection works on Crown Land unless the development application is supported by: i) Written confirmation from the Department of Primary Industries (Lands) that it has reviewed the development application; and a) Landowner consent from the Department of Primary Industries (Lands). Justification: This confirms the on the timing and processes for obtaining Landowners Consent

Topic	Community response	Amendment to final POLICY
		In relation to the approval process there is no change to the policy, Council has been working on the process for submitting and assessing applications for coastal protection works to ensure they are both streamlined and transparent. Justification: These requirements are critical to ensure the appropriate approval pathway are followed and any works do not damage the beach of adjoining land.
7. Sand Offsets	Responses from land owners consistently requested: • Clarification for offset requirements • Clarification that impact assessments required for Development Applications would consider the existing level of informal protection present • Council continue to be responsible for actions to maintain beach amenity • Assistance from Council in undertaking a holistic impact assessment for entire area protection works are proposed Submissions from Northern Beaches residents supported requirements for impacts to coastal processes, public access and beach amenity, including sand offsets, to be identified and addressed	The *Collaroy-Narrabeen Beach Coastal Protection Assessment was commissioned by Council and* found that works contained within the footprint of the existing rock works or extending no more than 2 meters further seaward would not have a significant impact coastal processes access or amenity. Title of section amended to Impact assessment Section 7 a and 7b in draft policy replaced with provisions below Section 7a: *The impacts of coastal protection on coastal processes, public access and beach amenity are to be assessed in the preparation of any development application for coastal protection works. Impacts are to be assessed against the existing circumstances at the time of the development application.* Section 7b: *Where protection works are assessed to result in a significant impact to coastal processes, public access and beach amenity actions that mitigate these impacts are to be identified and implemented by the applicant. This is to be achieved in accordance with the relevant legislation, policy and guidelines for the assessing the impact of coastal protection works on coastal processes, public access and beach amenity.* Justification: Section 7 has been significantly amended to require that all impacts of protection works be considered and addressed in a manner that is consistent with the relevant coastal management legislation policy and guidelines. Provision for all impacts to be offset as required by the relevant coastal

Topic	Community response	Amendment to final POLICY
		management legislation remain and are to be assessed against the existing circumstances when an application for works is submitted.
8. Funding	A significant number of submissions received believed that those who benefit from the works should be responsible for funding their implementation. Submissions from land owners generally requested greater public funding for new works Submissions from Northern Beaches residents opposed public funding being used for coastal protection works in front of private property. A number of submissions from residents requested that the benefits to public assets from the works be assessed and this information be used to guide any contribution of public funds to the works. Land owners consistently opposed an additional charge on activities related to beach scraping and nourishment that council currently undertakes	To assess who benefits from any coastal protection works a benefit distribution analysis was prepared. The analysis found that the primary beneficiaries of coastal protection were private property owners. In fact in the order of 94% of the benefit resulting from the 1.1km of coastal protection works can be apportioned to private property owners. Only 6% of the benefit is considered to be a public benefit. The analysis also determined that there are a number of unquantifiable public benefits that may result from the implementation of coastal protection works. Council remains committed to providing financial support to property owners where a public benefit can be demonstrated. Council's contribution will be capped at a maximum of 10% of Council's estimate of the cost of the works contingent upon receiving a minimum of a matching contribution from the State and/or Federal Government. Justification: Councils commitment to continuing these activities is stated in sect 10b and 10c
9. Emergency response	Supported, no amendment requested.	No change, emergency response to be guided by Emergency Action Subplan for Warringah's Beaches
10. Maintenance of beach amenity and access	Supported, no amendment requested.	No change to provision relating to ongoing beach amenity and access. In response to sea level rise Council has been advocating that all three spheres of government work in coordination to utilise offshore sand deposits for beach nourishment in response as an adaptation response to sea level rise.
11. Maintenance of protection works	A number of submissions requested clarification around ongoing requirements and cost for maintenance of protection works.	No changes to provisions provision relating to maintenance of protection works. Justification: The responsibility for

Topic	Community response	Amendment to final POLICY
	A significant number of submission requested that any ongoing costs for maintenance be apportioned on those who benefit from the works. Some property owners suggested that public authorities take responsibility for maintenance of protective works.	maintenance of protection works will remain the responsibility of the asset owner. Requirements for maintenance will be established via conditions of consent for approved development applications and may be a requirement from the Department of Primary Industries (Lands) before granting Landowners Consent. An annual service charge for maintenance of works will not be conditioned as part of an approval for coastal protection works. Application of the Coastal Protection Service Charge will be triggered if maintenance works are not undertaken by owners when required.
Changes to the CZMP to make it permissible for protection works to be built on public land	Overall broad support, however some respondents opposed amendments to the CZMP that allowed protection to extend onto public land. Consultation with the Department of Primary Industries (Lands) indicated that Landowner's Consent from the Department of Primary Industries (Lands) will be required for any private protection works that extend onto Crown Land. The Department of Primary Industries (Lands) has indicated that private protection works on public land will only be permitted where: i. Crown land is being retained and managed in the public interest ii. Detailed designs for any planned structures have been provided and assessed as being compatible with the designated Crown reserve purpose iii. Works result in a better outcome in terms of public safety, environmental outcomes, beach access and recreational amenity iv. Satisfactory arrangements are in place for maintenance over the life of any structure v. Evidence can be provided that all other reasonable opportunities to contain protection works on private land have been explored and exhausted vi. Landowner consent has been	Text amendments: Page 56 (last paragraph) amended to include: *Private protection works on public land will only be permitted where:* *i. Crown land is being retained and managed in the public interest* *ii. Detailed designs for any planned structures have been provided and assessed as being compatible with the designated Crown reserve purpose* *iii. Works result in a better outcome in terms of public safety, environmental outcomes, beach access and recreational amenity* *iv. Satisfactory arrangements are in place for maintenance over the life of any structure* *v. Evidence can be provided that all other reasonable opportunities to contain protection works on private land have been explored and exhausted* *vi. Landowner consent has been obtained.* Page 71 Table 3 Issues raised during public exhibition of CZMP amended to reflect consultation undertaken on proposed amendments. Justification: Proposed amendments modified to reflect requirements for land owners consent to be granted subject to the criteria provided by the NSW Department of Primary Industries

Topic	Community response	Amendment to final POLICY
	obtained.	(Lands) being achieved.

Additional minor amendments were made to both the Policy and CZMP to change the title of Council from Warringah to Northern Beaches as well as ensue consistency in terminology of both documents. These amendments did not change the intent or direction of either document.

ADDITIONAL MATTERS

A number of concerns were raised during consultation on the policy and proposed CZMP amendments that did not directly relate to the policy or CZMP amendments. These issues and responses are addressed in Table 2.

Table 2: Issues raised during public exhibition of draft Coastal Erosion Policy and proposed amendments outside the scope of the policy or CZMP amendments.

Issue	Response
Opposition to any coastal protection at Collaroy-Narrabeen	The *CZMP for Collaroy-Narrabeen Beach and Fishermans Beach (2014)* established that coastal protection was the preferred option at Collaroy-Narrabeen beach for properties south of Devitt Street. Widespread consultation on this approach was undertaken when the *CZMP for Collaroy-Narrabeen Beach and Fishermans* Beach was being prepared between 2012 and 2014.
Support for alternative options to protection, specifically property purchase	Alternative options to coastal protection were considered in the preparation of the *CZMP for Collaroy-Narrabeen Beach and Fishermans Beach (2014).* The option of property purchase was not considered feasible.
A simplified development application approach	All development applications for coastal protection will need to comply with the criteria outlined in all relevant legislation, guidelines and policies. Northern Beaches Council is unable to reduce or simplify the information required for an application or the assessment process to be consistent with the relevant legislation and any consent to be valid.
Provision of financial support to residents unable to fund private protection	Private property owners will be responsible for funding works that protect private property. Northern Beaches Council is unable to provide financial assistance in the form of a loan to assist property owners fund coastal protection works. It will work with owners on a case by case basis to assess what if any support is appropriate.
Greater involvement of State and Federal Governments	A number of submissions raised an expectation that both the NSW and Australian Governments would play a greater role in implementing solutions at Collaroy-Narrabeen and providing financial assistance for coastal protection works. The level of State Government funding will be guided by the Benefit Distribution Analysis. Financial assistance for the works

Issue	Response
	and ongoing management of the beach will continue to be sought from the State and/or Federal Governments (including in relation to the potential for offshore sand nourishment).
Request for commercial products to be considered	A number of commercial companies provided submissions request the use of their products be considered. Northern Beaches Council is following the advice of the coastal engineers it has engaged in relation to both the coastal protection works and beach restoration activities required. The procurement of the most appropriate services will be undertaken in the normal manner following finalisation of the policy, CZMP amendments and technical specifications.

TIMING

The Northern Beaches Coastal Erosion Policy will be implemented following its adoption with the proposed amendments to Section E9 Coastline Hazard of *Warringah Development Control Plan 2011* to commence in 2017.

FINANCIAL IMPACT

Costs involved in implementing the Policy will need to be budgeted for in future budgets. The initial estimates for 1.1km of works from Devitt Street to 1096 Pittwater Road have been estimated at approximately $22 million. While Council will work with the State Government to meet the cost of directly protecting public assets in this area (approximately $5.5 million), State Government will be asked to join Council in providing up to 10% each towards the cost of private protection as a contribution due to the benefit for public assets. This contribution has been estimated at approximately $3.3 million ($1.65 million from State and $1.65 million from Council) and is in recognition of the public asset protection that is provided by these private properties.

Owners whose properties adjoining Collaroy-Narrabeen Beach will be able to apply for financial assistance for the completion of coastal protection works if the works were completed after public exhibition of the *CZMP for Collaroy-Narrabeen and Fishermans Beach* in July 2014. No funding support will be provided for the maintenance of coastal protection works that protect private property. Any contribution from the State Government will be subject to the requirements of the NSW Coastal Management Program.

SOCIAL IMPACT

The Collaroy-Narrabeen Beach and the Fisherman's Beach embayment is one of Australia's most beautiful and famous stretches of coast. It is a frequently visited recreation destination and includes North Narrabeen's world famous surf break which was named a National Surfing Reserve in October 2019.

Protecting and maintaining the amenity of this beach is a high priority for Northern Beaches Council and will be achieved through the application of the Policy and CZMP.

ENVIRONMENTAL IMPACT

To maintain coastal processes for public beach amenity and surf quality is Council's highest priority for Collaroy-Narrabeen Beach. The Coastal Protection Assessment demonstrates the Concept Design and Concept Alignment won't adversely impact on coastal processes of the embayment. Council will be implementing rigourous design standards through the *Collaroy-Narrabeen Protection Works Design Specifications*.

8.0 ENVIRONMENT & INFRASTRUCTURE DIVISION REPORTS

8.1 NORTHERN BEACHES COASTAL EROSION POLICY AND AMENDED COASTAL ZONE MANAGEMENT PLAN

NOTE: John Barnes and Brendan Donohoe addressed Council on the Item.

177/16 **RESOLVED**

D Persson

That Council:

A. Adopt and implement the Northern Beaches Coastal Erosion Policy.

B. Adopt the *Coastal Zone Management Plan for Collaroy-Narrabeen Beach and Fishermans Beach (2016)* and rescind the 2014 version of this Plan.

C. Forward the adopted *Coastal Zone Management Plan for Collaroy-Narrabeen Beach and Fishermans Beach (2016)* to the NSW Minister for Planning for certification.

D. Rescind *The Coastline Management Plan for Collaroy-Narrabeen Beach (1991)* and replace it with the Coastal Zone Management Plan for Collaroy-Narrabeen Beach and Fishermans Beach (2016).

E. Amend Section E9 *Coastline Hazard of Warringah Development Control Plan 2011* to give effect to the adopted *Northern Beaches Coastal Erosion Policy*.

F. Apply the *Collaroy-Narrabeen Protection Works Design Specifications* in the assessment of all Development Applications for coastal protection works in this area.

G. Continue to engage with the Department of Primary Industries (Lands) on an efficient and suitable process to enable the application for and granting of Landowners Consent for coastal protection works on Crown Land.

H. Make an application on behalf of Council and residents to the NSW Office of Environment and Heritage Coastal Management Program for financial assistance to implement coastal protection works at Collaroy-Narrabeen Beach.

8.2 REALLOCATION OF MANLY ENVIRONMENT LEVY FUNDS

NOTE: Cathy Griffin addressed Council on the Item.

The Administrator advised that staff would provide a response for Ms Griffin on this item.

178/16 **RESOLVED**

D Persson

That Council:

A. Not proceed with the planned $200,000 in bushland and track restoration works in 2016/17.

B. Approve the reallocation of funds as set out in the table below.

Current Clause

Warringah Development Control Plan

Part E The Natural Environment

E9 Coastline Hazard

Applies to Land

This control applies to land identified on the Warringah LEP Coastline Hazard Map.

Objectives

• To minimise the risk of damage from coastal processes and coastline hazards for proposed buildings and works along Collaroy Beach, Narrabeen Beach and Fisherman's Beach.
• To ensure that development does not have an adverse impact on the scenic quality of Collaroy, Narrabeen and Fisherman's Beaches.
• To ensure that development does not adversely impact on the coastal processes affecting adjacent land.
• To retain the area's regional role for public recreation and amenity.

Requirements

1. The risk of damage from coastal processes is to be reduced through having appropriate setbacks and foundations, as detailed in Criteria for the Siting and Design of Foundations for Residential Development (see Policy volume).
2. The applicant must demonstrate compliance with the Collaroy Narrabeen Coastline Management Plan.

Note

Council will take the following principles into account when it assesses development:
i. When applications for development are lodged with Council both the Area of Wave Impact and Slope Adjustment and the Area of Reduced Foundation Capacity are to be marked on the plans submitted to Council;
ii. In the Area of Reduced Foundation Capacity, account is made of the reduced bearing capacity of the sand adjacent to the escarpment of a potentially fully eroded Area of Wave Impact and Slope Adjustment. Structures within the Area of Reduced Foundation Capacity should be designed such that loads are transmitted to soil foundations outside it. This would generally be achieved by piling structures within the Area of Reduced Foundation Capacity into the Stable Foundation Area below it as per Criteria for the Siting and Design of Foundations for Residential Development;
iii. For development within the Area of Reduced Foundation Capacity, geotechnical/ structural design of foundations (including specialist coastal engineering advice) may be required for the whole structure;
iv. A suitably qualified engineer must undertake the geotechnical/structural design of the foundations in accordance with coastal engineering considerations and the Criteria for the Siting and Design of Foundations for Residential Development, and the provisions of this part; and
v. Development must be constructed with a suitable floor level or in a manner that minimises the risk of coastal inundation for severe coastal storms occurring over the next 50 years

Proposed Clause

Warringah Development Control Plan

Part E The Natural Environment

E9 Coastline Hazard

Applies to Land

This control applies to land identified on the Warringah LEP Coastline Hazard Map.

Objectives

• To minimise the risk of damage from coastal processes and coastline hazards for proposed buildings and works along Collaroy Beach, Narrabeen Beach and Fishermans Beach.
• To ensure that development does not have an adverse impact on the scenic quality of Collaroy, Narrabeen and Fishermans Beaches.
• To ensure that development does not adversely impact on the coastal processes affecting adjacent land.
• To retain the area's regional role for public recreation and amenity.

Requirements

1. The risk of damage from coastal processes is to be reduced through having appropriate setbacks and foundations, as detailed in Criteria for the Siting and Design of Foundations for Residential Development (see Policy volume).
2. For development in the area affected by the certified Coastal Zone Management Plan for Collaroy-Narrabeen Beach and Fishermans Beach (Coastal Zone Management Plan), the applicant must demonstrate compliance with the Northern Beaches Coastal Erosion Policy, the Coastal Zone Management Plan and the Collaroy-Narrabeen Protection Works Design Specifications (as amended from time to time).

Note

Council will take the following principles into account when it assesses development:
i. When applications for development are lodged with Council both the Area of Wave Impact and Slope Adjustment and the Area of Reduced Foundation Capacity are to be marked on the plans submitted to Council;
ii. In the Area of Reduced Foundation Capacity, account is made of the reduced bearing capacity of the sand adjacent to the escarpment of a potentially fully eroded Area of Wave Impact and Slope Adjustment. Structures within the Area of Reduced Foundation Capacity should be designed such that loads are transmitted to soil foundations outside it. This would generally be achieved by piling structures within the Area of Reduced Foundation Capacity into the Stable Foundation Area below it as per Criteria for the Siting and Design of Foundations for Residential Development;
iii. For development within the Area of Reduced Foundation Capacity, geotechnical/ structural design of foundations (including specialist coastal engineering advice) may be required for the whole structure;
iv. A suitably qualified engineer must undertake the geotechnical/structural design of the foundations in accordance with coastal engineering considerations and the Criteria for the Siting and Design of Foundations for Residential Development, and the provisions of this part; and
v. Development must be constructed with a suitable floor level or in a manner that minimises the risk of coastal inundation for severe coastal storms occurring over the next 50 years

NORTHERN BEACHES COUNCIL

Northern Beaches Council Policy

Policy No. NBC006

Community Engagement

Purpose of Policy

To outline the approach to community engagement conducted by Northern Beaches Council as part of Council's decision making processes.

Policy Statement

This policy recognises that community engagement and participation processes are a vital part of local democracy. It aims to strengthen the trust between Council and the community and build confidence in Council's ability to plan and make decisions that will respond to the present and future needs of the community.

Community engagement is about involving the community in decisions which affect them. It is critical in the successful development and implementation of acceptable policies and decisions and for improving services by being responsive to the needs of the community. It involves seeking broad informed agreement and the best possible solution for Council and the community, however it does not necessarily mean achieving consensus.

This policy emphasises that the community should be kept informed throughout the consultation process and receive feedback that demonstrates how their input has influenced the decision.

This policy should be read in conjunction with the Community Engagement Matrix.

Objectives

- To confirm Council's commitment to conducting quality consultation and its willingness to actively engage the community in its decision making processes.
- To clarify the role that Council will take to engage our community in decision making.
- To develop a framework that ensures a consistent approach is undertaken by Council staff in relation to projects requiring community consultation.
- To create an organisational culture and build staff capacity that ensures community engagement processes are seen in a context of adding value, being best practice and good governance.
- To ensure that our community is well informed about issues, strategies, projects or plans that may directly or indirectly affect them and have the opportunity for genuine involvement in decision-making and policy development.
- To seek the views of a wide cross-section of the community, selecting engagement methods that are flexible, inclusive and appropriate to those being engaged.
- To meet Council's legislative requirements regarding community consultation in all areas of its service delivery(excluding Development Applications which are covered under separate legislation).

Scope

- This policy applies to all facets of Council's operations including corporate, strategic land use, financial planning and Council's day to day business activities.
- Along with the Matrix, it defines the principles underpinning Council's engagement activities, the role of councillors and staff in engaging with the community and the methods which Council will use to engage with the community.
- Community engagement guidelines for private development are outlined in the relevant planning documents and Environmental Planning and Assessment Act 1979. The DA process is not within the scope of this policy.
- Community engagement is multifaceted and requires a standard of consultation that appropriately responds to the nature, complexity and impact of the issue/s involved. The range of methods and techniques used may vary depending on the resources that are available.
- Both 'consultation' and 'community engagement' are terms used by practitioners and in literature. However in this model of community engagement, consultation is one of the levels of engagement (as per the IAP2 spectrum below).
- Council's approach to community engagement is based on the spectrum of engagement activities as advocated by the International Association for Public Participation (IAP2). The five levels of ~~engagement~~ public participation are shown on the table below:

INFORM	CONSULT	INVOLVE	COLLABORATE	EMPOWER
Public Participation Goal:	Public Participation Goal:	Public Participation Goal:	Public Participation Goal:	Public Participation Goal:
To provide the public with balanced and objective information to assist them in understanding the problems, alternatives, opportunities and/or solutions.	To obtain public feedback on analysis, alternatives and/or decisions.	To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.	To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.	To place final decision-making in the hands of the public.

It should be noted that the 'empower' level on the spectrum has limited application in Local Government as the elected Council is the decision- making body. However there may be occasions where non-financial empowerment may occur.

Key Considerations

- The Community Engagement Framework consists of this Community Engagement Policy and the supporting documents: Community Engagement Matrix and the Community Engagement Toolkit.
- Council's Committee and Community Group Framework forms a key part of the overall engagement framework and is an important engagement approach.
- Community committee members will be recruited and selected according to the relevant policy guidelines
- Council will endeavour to ensure that its engagement processes are appropriate, accessible, well-planned and adequately resourced.

- The level of community engagement undertaken relates directly to the level of community involvement required, and should always be appropriate to the nature, complexity and impact of the issue, plan, project or strategy.
- All community engagement activity is to be undertaken in accordance with the principles of engagement (detailed in Community Engagement Matrix).
- Statutory requirements are a minimum and this policy encourages Council to engage the community in addition to statutory requirements providing that any legal timeframes are met.
- Staff will advise elected local representatives of community engagement activities in advance.
- The recommended period for community feedback is 28 days. However this may vary depending on statutory requirements.
- The timing of community engagement activities ~~should~~ will take into account key dates, notably the Christmas and New Year period, school holidays and special events. (Refer to the Matrix for more detail).
- For high impact projects or issues that affect the whole of Northern Beaches (eg Local Environment Plan, Community Strategic Plan, Housing Strategy etc) engagement activities are recommended at sites across the Local Government Area (LGA).
- In circumstances where the level of involvement requires members of the public to make submissions to Council, content received may be regarded as public and available for general access.
- Prior to any decision Council will ensure that it is well informed of the advantages and disadvantages of alternative decisions on matters before them, including accurate reporting of community comments and recommendations that reflect all sides of the debate.
- Council will provide feedback to all participants involved in a project by closing the loop.

Development on Council Land - Special Consultation Requirements

Council acknowledges that when undertaking high impact development on Council owned and managed land, a community engagement process consistent with the engagement framework will be undertaken in addition to the statutory requirements. This includes early input at the concept design stage. (Refer to Attachment 1 of the Community Engagement Matrix for more information).

Authorisation

This Policy was adopted by Council on [insert date].

It is effective from [insert date].

It is due for review on [insert date].

Who is responsible for implementing this Policy?

Executive Managers, Project Managers and all Council appointed consultants

Document owner

General Manager

Related Council Documents

Community Engagement Matrix

Community Engagement Toolkit (under review)

Legislation and references

Local Government Act 1993 to ensure that community input is a part of the decision making process

International Association for Public Participation (IAP2)

Definitions

Key Term / Acronym	Definition
Community Engagement	"Any process that involves the community in problem solving or decision making and uses community input to make better decisions" -International Association of Public Participation (IAP2).
Consultation	A process of community engagement that seeks to inform the community or draw out the views and preferences of the community. These views are used to inform decision makers and should provide a guide to decision making.
Community	Community is a broad term used to define a groups of people including people who live, work, study, own property, conduct private or government business, visit or use the services, facilities and public spaces and places of the Northern Beaches area. The community can be referred to as stakeholders or be comprised of stakeholders.
Communication	Generally refers to the exchange of information from Council to the community, and can also include the exchange of information or views from the community to Council.
IAP2	International Association of Public Participation (www.iap2.org.au)
Submission	A formal response to a public document (ie policy, plan, strategy) made during the public exhibition period. Submissions may be considered public and available for general access.
Comment	A response received during early engagement or consultation that is not part of a formal Public Exhibition endorsed by Council.
Committee Framework	The Committee Framework includes Strategic Reference Groups and other committees run by Council.
Level of Impact	The degree to which a community is determined to be affected by a decision.
Level of Public Participation	The degree to which a community is involved in decision making.

COMMUNITY ENGAGEMENT MATRIX

JANUARY 2017

NORTHERN BEACHES
COUNCIL

northernbeaches.nsw.gov.au

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Revised Final Policy January 2017

Introduction

Community Engagement – Definition

Community engagement is a developing field of practice within local government but one that now has prominence in terms of contributing to good governance and the delivery of good practice outcomes for Council.

The International Association of Public Participation (IAP2), a leader in the field, defines community engagement as: "Any process that involves the community in problem solving or decision making and uses community input to make better decisions."

Well planned and inclusive engagement processes are vital to the success of Council. This framework aims to assist Council staff in the design and delivery of community engagement across the Northern Beaches and should be read in conjunction with the Community Engagement Policy.

The Community Engagement Framework

The Community Engagement Framework reflects Northern Beaches Council's ongoing commitment to appropriately engaging its community and includes:

- The community engagement policy providesing a policy direction for engagement.
- This community engagement matrix provides staff with direction on engagement planning and guidance on when and how they should engage with the community for different situations.
- The engagement toolkit provides specific information and advice on 'how to' undertake different types of engagement with the community.

This matrix is an implementation tool of the Community Engagement Framework.

Benefits of Community Engagement

Some of the benefits of effective community engagement include:

- Better outcomes for the community and council;
- increased community awareness about Council's services, planning and program delivery;
- increased awareness of community views and issues that should be considered as part of the decision-making process;
- increased awareness of the needs and diversity of the local community;
- Development of solutions and outcomes that are broadly supported by the community;
- Increased satisfaction with council and strengthening of trust between Council and community;
- Increased understanding, community ownership and acceptance of decisions;
- Enhanced relationships with Council and the community working together to address local issues;
- Improved decision making and community outcomes;
- Potential for time, resource and cost savings.
- Increased transparency and accountability with regard to council decision making.

Principles Underpinning Council's Approach to Community Engagement

The following principles underpin Council's approach to all community engagement activities.
Our principles are consistent with the social justice principles of equity, access, participation and rights as prescribed by the *Local Government Act 1993*.

1. **Committed**

   Community engagement will be conducted in a way that demonstrates a genuine commitment to quality consultation with the community and a desire to listen and considerhear community views and aspirations.

2. **Planned**

   Community engagement will be well planned and directed to getting a better understanding of community views on issues that are important to them.

   Engagement planning is a critical process to deliver successful outcomes. Community engagement plans will be prepared for all high impact projects.

3. **Inclusive**

   Community engagement will be designed to involve the wider community, especially those hardest to reach. Specific strategies will assist in Council's specialised engagement approach with these groups.

   Engagement activities will provide opportunities for meaningful dialogue and input from key stakeholders.

4. **Respect**

   Our approach treats all participants in the engagement process with respect and dignity.

   Our approach is impartial and free from bias toward any stakeholder involved in the process.

   We are accountable, accessible and ethical in all dealings with the community.

5. **Timely**

   Community engagement should will seek to engage the community and stakeholders at the earliest stage possible and continue to keep them informed and involved throughout the process.

6. **Transparent**

   The objectives and scope of the engagement process should will be well defined from the outset including the decision making process.

   Information provided to the community will be comprehensive and provide objective, balanced content about the issues/s involved with a particular project.

7. **Engaging**

   Different, tailored and innovative methodologies will be implemented where possible to encourage and enhance participation and engagement of the wider community.

8. **Consideration**

   We demonstrate that we have considered input and relevant data prior to making decisions.

   We will provide participants with feedback about the progress of the project and detail how community input influenced the decision making process.

Community Engagement Planning

Council's approach to community engagement will be informed by the internationally recognised "Public Participation Spectrum" developed by the International Association for Public Participation (IAP2) which outlines five levels of public participation. It is recognised that in most circumstances community engagement will move beyond information sharing (Inform) and move towards strategies that actively engage the community.

The IAP2 spectrum is summarised on the table below and more information is provided on page 11.

iap2
International Association for Public Participation Australasia

IAP2 Public Participation Spectrum
Developed by the International Association for Public Participation

INCREASING LEVEL OF PUBLIC IMPACT

INFORM	CONSULT	INVOLVE	COLLABORATE	EMPOWER
Public Participation Goal:	Public Participation Goal:	Public Participation Goal:	Public Participation Goal:	Public Participation Goal:
To provide the public with balanced and objective information to assist them in understanding the problems, alternatives, opportunities and/or solutions.	To obtain public feedback on analysis, alternatives and/or decisions.	To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.	To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.	To place final decision-making in the hands of the public.

The spectrumIt describes the desired level of public participation and highlights that the community's role in decision making is a critical element affecting the design of any community engagement strategy.

When planning for community engagement, Council staff will need to determine the most appropriate level of participation depending on the nature and complexity of the project/issue. The Community Engagement Framework supports the development of flexible, tailored approaches determined based on the potential impact of a situation, the appropriate level of community participation and the needs of the community.

The 'empower' level on the spectrum has limited application in Local Government as the elected Council are the decision making body. It is likely that most community engagement will occur on the levels of Inform to Collaborate.

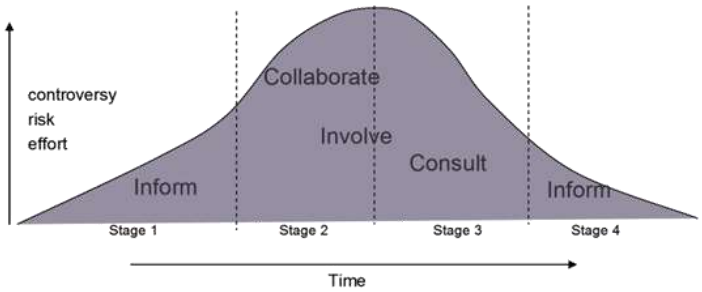
The diagram below details the Community engagement planning process

5

Community engagement planning steps:

A Community Engagement Plan must be developed for all high impact projects (refer to page 10 for more information about defining high impact) and is recommended for all projects. The plan should be developed as a critical element of the project plan and revised throughout the project as required.

NOTE: Community engagement activities occur throughout a project and the engagement plan should reflect these activities at key stages. The diagram below outlines an example of different engagement levels at different stages of the project over time:



Legislative Requirements

Council policy also dictates that community engagement must be undertaken according to statutory requirements identified in relevant legislation such as the *Local Government Act 1993 (NSW)* and the *Environmental Planning and Assessment Act 1979*. Staff should ensure they are familiar with any statutory obligations concerning consultation that relates to their particular policy/program area within their business unit.

The Community Engagement Framework does not apply to exempt statutory processes or development applications on private land.

Effective Planning For Community Engagement

Define Issues What are ~~you~~ we asking the community to decide on?	Staff ~~You~~ will need to plan carefully to ensure that the scope of the community's input and decision making is made clear and incorporated into the plan for the community engagement process. Any potentially controversial or important issues should be identified at the earliest stage possible. Identifying stakeholders is another important step in the planning and may help define the issues.
Gather information (Stage 1) Issues and Opportunities identified to be addressed.	A range of methods such as community drop in session, stakeholder meetings, focus groups, surveys etc. may be used to gather information about the key issues and opportunities early in the project. This will be used as part of developing a plan or proposal to be further discussed with the community.
Consider options (Stage 2) Provision of balanced information/ alternatives that seek to address community issues and concerns	Once the draft direction, conceptual plan or policy have been developed, the community engagement plan must be carried out in a manner that maximises community involvement. A draft document/plan or proposal will seek community feedback. This would include online comments or submissions along with other forms of community forums. Drop in sessions, community meetings, stakeholder meetings, open house forums etc. may be held to discuss plans and obtain direct community feedback. This approach is more interactive and intended to identify community satisfaction, further issues and possible solutions.
Evaluate options Clear comparison of alternatives	It should be made clear to the community how their input will be assessed and by whom and whether there will be further phases of consultation or the opportunity for community input before final decisions are reached. This is also an opportunity to review and evaluate the consultation process to ensure that you have met the consultation objectives. You may need to schedule further consultation mechanisms to achieve your desired results.
Make decision How will you inform community about decision and how they contributed to the outcome.	Once the community have been involved in any community engagement process they are entitled to be informed about final outcomes such as the tabling of a report to a Council meeting to seek adoption of the plan or proposal. The community should be kept updated via email and Council's website.

Developing Community Engagement Plans

A community engagement plan must be completed for all high impact projects.

Step 1 **Know and understand your project**	• Detail the background to the project or issue • Purpose and scope of the engagement • Set clear engagement objectives • Identify any key issues • Consider any legal or statutory requirements
Step 2 **Determine the level of impact**	• Assess the likely 'level of impact' of the project, issue, service or action, using the assessment criteria on **page 10.**
Step 3 **Level of Community Participation**	• Determine the level of community participation from the IAP2 Public Participation Spectrum suitable for the project • This will be influenced by the degree of impact and the desired outcomes. Use the guidelines on **page 11** to make this decision, • Consider legislation or other Council Policy requirements.
Step 4 **Who should be involved**	• Identify all key stakeholders and community members who will be affected or have an interest in the project. • Identify target groups and ensure fair and equal opportunity to provide input • Complete stakeholder analysis • Identify and involve internal stakeholders
Step 5 **Determine approach and plan engagement activities.**	• Use the Matrix on **page 14** to determine the type of engagement that should occur in relation to the level of impact and the desired community participation. • Review methods and approach to develop a communications plan including web, emails, letter box drops, media, signs etc.
Step 6 **Timeframes and resources**	• Develop a timeline of the key engagement activities during the project • Develop an estimated budget required to complete engagement plan • Determine what skills are required and what resources are available
Step 7 **Feedback, reporting and evaluation**	• Detail how and when each stakeholder group (participants, community, council and staff) will receive feedback during the project and the outcomes • Define the outcomes that are expected from the approach and how the final outcomes will be documented and circulated. • Complete an evaluation summary including – summary of process and key outcomes, and provide to participants and publish on website

Step 1 – Know and Understand Your Project

The first step of any engagement plan is to clearly identify the objectives of the engagement. This should also include a summary of the background to the project or issues and what has happened to date.

Questions that need to be answered include:

- What is the purpose of the community engagement?
- What questions do ~~would you like~~ the engagement activities need to answer?
- What do you want the engagement to achieve?
- Identify key issues along with any statutory requirements?
- What is the scope of the engagement (negotiables and non-negotiables) – see diagram below?

Extract from IAP2 module 1 training manual 2006

Step 2 – Level of Impact

Identifying the level of impact on the community that any project will have is critical to choosing the most appropriate approaches for the engagement process.

It is important to note that the levels of impact do not indicate that a particular issue is necessarily of less significance to a community. More importantly the levels of impact are intended to guide the development of the most appropriate approach for that issue within a particular section or whole community.

It will be necessary to determine the community group/s and stakeholders that are affected by the project, issue, service or action. A range of Council staff should be involved early in this process.

At any time during a project, issue or action, it may be necessary to reassess the Level of Impact and vary the engagement approach accordingly, due to a change in the situation or recognition of implications.

Level of Impact	Criteria (one or more of the following)	Examples
Level 1 **High Impact – Whole or large part of LGA**	• High level of real or perceived impact, interest or risk across **whole or large part of LGA**. • Significant impact on attributes that are considered to be of high value to the whole of **whole or large part of LGA**, such as the natural environment or heritage. • Significant impact on the health and safety of the **whole or large part of LGA** community. • Potential high degree of controversy or conflict. • Potential high impact on State or regional strategies or directions.	• Council's Community Strategic Plan • Local Environmental Plan • Plans of Management (district or regional) • A change to land categorisation, ie. community to operational land • Strategic Plan eg. Youth, Disability • Removal or major change of a facility or service across **whole or large part of LGA**, eg library services, waste management, beach services • Provision of a district or regional facility, eg. skate park, indoor sports centre • Changes to or impact on natural bush land or waterway (where the natural values could be affected)
Level 2 **High Impact– Local**	• High level of real or perceived impact or risk on a local area, small community or user group/s of a specific facility or service. • The loss of or significant change to any facility or service to a local community. • Potential high degree of controversy or conflict at the local level.	• Local Environmental Plan (localised change) • Removal or relocation of a local playground • Change to or loss of valued activity or program, e.g. local youth activity • Re-development of a sports ground • Proposed removal or development of small pocket park • Local street road closure • Increase or removal of car parking
Level 3 **Lower Impact – whole or large part of LGA**	• Lower, although still some real or perceived impact or risk across **whole or large part of LGA**. • Potential for some controversy or conflict. • Potential for some although not significant impact on State or regional strategies or directions.	• Improvements to a **whole or large part of LGA** wide service, eg. Emergency Services • Minor change to a district or regional facility, eg. Aquatic Centres, Theatre • Minor changes to Customer Service processes, eg. payment of rates • Most changes to fees and charges (unless contentious) • Provision of a community wide event • Study or Review of community needs, eg. Annual Survey, recreation needs assessment
Level 4 **Lower Impact – Local**	• Lower level of real or perceived impact or risk on a local area, small community or user group/s of a specific facility or service. • Only a small change or improvement to a facility or service at the local level. • Low or no risk of controversy or conflict at the local level.	• Upgrade of a local playground • Local street or streetscape upgrade • Changes to a local activity program, eg. timing or venue/ location

Step 3 – Level of Community Participation

Having determined the level of impact it is important to assess the level of public participation that is ~~required~~appropriate. Refer to the International Public Participation (IAP2) Spectrum to determine the most appropriate level of community participation in the engagement process.

An important part of this process is to understand the scope of the community's input and the role those consulted will have in relation to the decision making process. It is likely that most engagement processes will be conducted within the Inform to Collaborate levels of participation on the IAP2 spectrum.

Level of Participation	Definition	Promise to the Community	Examples
Inform	To provide the public with balanced and objective information to assist them in understanding the problems, alternatives, opportunities and/or solutions.	We will keep you informed.	• Advising the community of a situation or proposal. • Informing on a decision or direction. • Providing advice on an issue. • No response is required
Consult	To obtain feedback public on analysis, alternatives and/or decisions.	We will keep you informed, listen to and acknowledge concerns and provide feedback on how public input influenced the decision.	• Undertaking market research to identify needs or issues. • Seeking comment on a proposal, action or issue. • Seeking feedback on a service or facility.
Involve	To work directly with the community throughout the process to ensure that public concerns and aspirations are consistently understood and considered.	We will work with you to ensure that your concerns and aspirations are directly reflected in the alternatives developed and provide feedback on how the public influenced the decision.	• Involving the community in discussion and debate. • Adopting a more personal and innovative approach through personal contact and meetings/ sessions that encourage participation. • Involving at different times in the planning process, ~~ie~~i.e. keeping informed and enabling further comment.
Collaborate	To partner with the community in each aspect of the decision including the development of alternatives and the identification of the preferred solution.	We will look to you for direct advice and innovation in formulating solutions and incorporate your advice and recommendations into the decisions to the maximum extent possible.	• Establishing a structure for involvement in decision making, eg, working party or advisory group. • Enabling ongoing involvement in all stages. • Allocating responsibility for achieving outcomes.
Empower	To place final decision making in the hands of the community.	We will implement what you decide.	• Deliberative processes to understand community attitudes and issues to a broad scale issue or project and may consider trade off scenarios eg Citizen juries

Note: It should be noted that the 'empower' level on the spectrum has limited application in Local Government as the elected Council are the decision making body. However there may be occasions where non-financial empowerment may occur.

Step 4 – Stakeholders

Learning from the community and stakeholders is a critical part of the process.

We need to understand how people perceive the issues surrounding the problem / opportunity to be addressed and decision to be made.

Develop a comprehensive list of stakeholders.

Once an initial list of stakeholders is identified it is important to gain an initial understanding of how they may view the decision. This can be conducted by key contact interviews of a range of stakeholders who represent a range of likely views.

A stakeholder is defined as those with an interest in or who may be affected by the outcome. There are many ways to identify stakeholders including:

- Draw on in-house knowledge
  - Ask other people / teams who may have run similar projects
  - Brainstorm with cross section of staff
  - Contact the Community Engagement team in relation to any known lists of interested community members and the Engagement Register
  - Other lists of people ie Community Directory (LINCS), other relevant databases, people involved in similar projects, made submissions etc.
- Ask the community
  - Call for expressions of interest – public announcements to promote call for interest
  - Ask key members of the community / groups who they think would be interested
- Identify any hard to reach groups

Groups could include:

Government departments	Service providers	Businesses	Utilities
Residents	Property owners	Visitors	Not for profit groups
Disabled	Youth	Aged	Culturally diverse
Committees	Community groups	Schools and education	Experts
Sporting groups	Environmental groups		

Other things to consider:

- Are there any barriers to involvement or support of the project eg bad experiences, lack of experience, timing?
- How will these barriers be addressed?
- Are there any cultural considerations?

Internal Stakeholders

In addition it is useful to consider internal stakeholders, who needs to be involved and the level of internal commitment. This will include identifying:

- Who are the decision makers and what is the decision making process
- Clarification of the scope of decision and negotiables
- Other projects that may be related or be impacted

Encouraging participation

There are many reasons why people do not get involved in engagement activities. We need to ensure that suitable approaches are made to ensure inclusive participation.

Some of the reasons for non-participation include:

- Lack of clarity around the problem / issue to be solved
- Poor communication and lack of awareness
- Bad experiences
- Perception that it will not make a difference
- Lack of interest, not enough time
- Accessibility – venue, time, holidays etc.

The development of engagement plans should consider the timing and impact of other Council Projects to ensure that the community interest is not diminished due to conflicting time demands.

A communication plan is required to reach out to these groups and stakeholders. Each stakeholder group may have different communication needs. A single advertisement in the local newspaper is unlikely to attract all the potentially affected people.

Matching Stakeholders and Issues

Using the stakeholder analysis template (included in the Engagement Plan), complete a stakeholder analysis including:

- Identifying any key issues,
- Identifying key stakeholder groups,
- their likely level of concern,
- their area of interest
- any known key contacts or groups

Step 5 – MATRIX for Selecting Engagement Approaches

This step ensures that appropriate methods and tools are used to engage the community. Use the Matrix below to decide the specific types of engagement that are appropriate for the chosen 'Impact Level' and for the desired level of community participation.

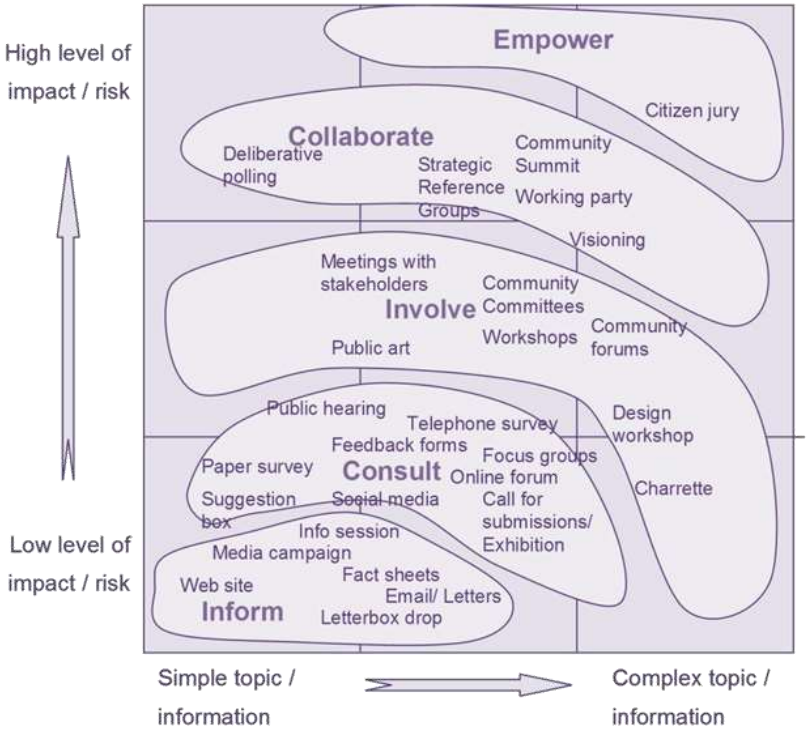
	Method	Level 1 High Impact LGA	Level 2 High Impact Local	Level 3 Lower Impact LGA	Level 4 Lower Impact Local
INFORM	Written Correspondence, mail out or letter box drop	Desirable	Essential	Optional	Optional
	Notice/ Advert in Local Paper	Essential	Essential	Desirable	Optional
	Displays (Customer Service, libraries)	Essential	Desirable	Desirable	n/a
	Social Media	Essential	Essential	Desirable	Optional
	Email - Community Register	Essential	Essential	Essential	Desirable
	Email update – feedback, close loop	Essential	Essential	Essential	Essential
	Web Site (Your Say Page and updates)	Essential	Essential	Essential	Desirable
	On Site Sign / Display	Desirable	Essential	n/a	Desirable
	Banners / Posters	Desirable	Desirable	Desirable	Desirable
	Fact sheet, brochure, flyer	Desirable	Desirable	Optional	n/a
	Media Release	Desirable	Desirable	Optional	n/a
	Personal Telephone Contact	Desirable	Desirable	Optional	Optional
	In Person Meetings	Desirable	Desirable	Optional	Optional
CONSULT	Online and written feedback / submissions	Essential	Essential	Essential	Essential
	On site information session	Essential	Essential	n/a	Desirable
	Information sessions / briefings	Essential	Optional	Optional	Optional
	Paper Survey / feedback form	Essential	Essential	Desirable	Desirable
	Hotline/ Phone-in	Optional	Optional	Optional	n/a
	Telephone Survey	Optional	Optional	Optional	Optional
INVOLVE	Meetings with key stakeholders / users	Essential	Desirable	Desirable	Desirable
	Meeting with target community groups eg resident groups, youth, businesses, CALD	Essential	Desirable	Desirable	Desirable
	Focus Group Session	Desirable	Desirable	Optional	Optional
	Community workshop / forum / World Cafe	Desirable	Desirable	Optional	n/a
	Community Meeting, Public hearing	Desirable	Desirable	Optional	Optional
	Online Discussion Forum (Your Say)	Desirable	Desirable	Optional	n/a
	Site Tour	Optional	Desirable	Optional	Optional
COLLABORATE	Strategic Reference Groups	Desirable	Optional	Optional	n/a
	Working Party or Advisory Group	Optional	Optional	n/a	n/a
	Deliberative Polling	Optional	Optional	n/a	n/a
	Community Summit (TOTT)	Optional	n/a	n/a	n/a
	Citizen Jury / Panels / Summits	Optional	n/a	n/a	n/a

Essential, Desirable Optional

This list includes the main tools and techniques that Council uses for community engagement. There are many other tools and techniques that can also be considered.

Examples - Types of Engagement

The diagram below demonstrates graphically where different methods and tools may sit on the spectrum taking into account the level of impact/ risk and the complexity of the topic or issue.



Source: Adapted from Les Robinson 2002

Step 6 Timeframes and Resources

Consider the following questions and stages in determining the time frames and resources.

Develop a timeline of the key engagement activities during the project.
 	
Consider the following points
	• Early engagement is recommended for high impact projects.
	• At least 2 stages are required for high impact projects:
	  ○ Stage 1 – initial ideas, opportunities, issues,
	  ○ Stage 2 – proposed solutions, draft plans.
	• The recommended period for community feedback is 28 days. However this may vary depending on statutory requirements.
	• Consider key dates of other activities and events that may affect the ability of everyone to participate eg. School Holidays, special occasions and clashes with other major events.
	  ○ Consider extending consultation period by the length of school holiday period (excluding January Holidays).
	  ○ Aim to complete consultation activities prior to the Dec holiday period or consider waiting until Mid – late January.
	• Include any legislative timeframes that may affect the time frame proposed.
	• Allow sufficient time to promote engagement and encourage participation:
	  ○ Aim to allow two2 weeks prior to community meetings to promote and notify potential attendees.

Include other factors in project and engagement plan	• Detail the budget required to complete engagement activities. This may include communications, adverts, staffing, flyers etc.
	• Determine what skills are required and what resources are available.
	  ○ Consider skills of staff and if necessary use external consultants to provide or support the process.
	  ○ If the project is high impact and likely to be controversial, consider the use of an independent facilitator/consultant to ensure a balanced and neutral approach.

Step 7 – Feedback, Reporting and Evaluation

Feedback and Closing the Loop	• Detail how and when each stakeholder group (participants, community, council and staff) will receive feedback during the project and after completion. • Offer to capture the contact details of all stakeholders and community members that would like to be involved or who participate in the process and maintain this information. • Ensure that these contacts are kept up to date with progress at key stages and send details of the Council report and date to all those who participated. This will provide feedback and encourage attendance at Council meetings if required. • Feedback and monitoring should be encouraged throughout the entirety of the engagement process.
Consider outcomes and reporting	• Define the outcomes that are expected from the approach and how the final outcomes will be documented and circulated. • What will happen to ensure that the opinions and views of those engaged will be taken into account when the decisions are made? • Who will make the final recommendations and decisions and how will these be reported to Council? • It is recommended that for high impact projects the final draft plan (concept~~,~~ ~~strategy~~, strategy, etc) should be reported to Council for public exhibition. Submissions will be summarised and reported back to Council along with the final report. • At the end of each stage of engagement, a community engagement summary will be prepared and made available on the relevant web project page.
Evaluation	• Evaluation is an important part of continuing to develop and improve community engagement processes. • The evaluation should focus on both the outcomes and process of community engagement. • Evaluation forms are recommended for all forms of face to face engagement activity eg. community meetings, workshops etc. • An evaluation summary should be completed for all major, high impact projects..

Definitions

Key Term – Acronym	Definition
Community/ Stakeholders	Includes all the people who live, work, study, own property, conduct private or government business, visit or use the services, facilities and public spaces and places of the Northern Beaches area. The community can be referred to as stakeholders or comprise of stakeholders.
Engagement	A broader term which includes all levels of including the community in decision making. Consultation is one level of engagement.
Consultation	A process of community engagement that seeks to inform the community or draw out the views and preferences of the community. These views are used to inform decision makers and should provide a guide to decision making.
Communication	Generally refers to the exchange of information from Council to the community, and can also include the exchange of information or views from the community to Council.
Level of Impact	The degree to which a community is affected or serviced by a decision.
Community Participation	The degree to which a community is involved in planning or decision making.
Northern Beaches (Impact Level)	Where a project, issue, service or action: • Relates to all people living or working in Northern Beaches, or • Relates to a significant proportion of people, or • Has the potential to impact on other facilities or activities within Northern Beaches
Local (Impact Level)	Where a project, issue, service or action primarily relates to a local community or a group of users of a specific facility or service.
IAP2	International Association of Public Participation www.iap2.org.au
Submission	A submission is a formal response to a document made during the formal public exhibition period.
Comment	A comment or response received during early engagement or consultation that is not part of a formal public exhibition endorsed by Council.

Attachment 1 – Development on Council Land – Special Consultation Requirements

Council acknowledges that when undertaking high impact development on Council owned and managed land a community engagement process consistent with the engagement framework will be undertaken in addition to the statutory requirements. This includes early input at the concept design stage.

~~Examples include Plans of Management, Masterplans and Council resolutions.~~

A. Plans of Management

Council must take into consideration feedback from the following:

- Local engagement, undertaken to reach a broad audience.
- Stakeholder engagement undertaken with specific consideration given to consulting with target groups ~~ege~~.g. youth, older people, culturally diverse groups, people with disabilities.
- Broad community input directed at the general community and also at specific target groups affected by the proposal to encourage input and involvement.
- Public exhibitions undertaken to encourage submissions

B. Design Stage

The council project owner must take into consideration feedback from the following:

- Local engagement be undertaken to reach a broad audience.
- Stakeholder engagement be undertaken with specific consideration given to consulting with target groups eg youth, older people, culturally diverse groups, people with disabilities.
- Include input from previous engagement activities - the project owner must specifically consider the earlier Plan of Management engagement undertaken.

C. Approvals Stage e.g. Development Application, Part V Assessment

Council must undertake:

- Statutory notification – engagement activities must comply with statutory notification requirements despite the fact that notifiable persons may have been involved in previous consultations.
- The Development Application is to have the results of all previous engagement activities under this policy attached to enable the development assessment officer to form a view of the merits of the proposal.
- Where a DA is not required, Council staff are still required to engage with the community to gain input to the development. The matrix should be used to determine the most appropriate level of engagement.

Note:
It should be noted that this Matrix relates to all community engagement undertaken by Council except the Development Approval Process. Community engagement guidelines for the Development Approval Process are outlined in Council's Development Control Plans and the Environmental Planning and Assessment Act 1979. In some cases requirements may be imposed by the State Government and may override the policy and matrix

Attachment 3: Community Engagement Policy and Matrix: Summary of submissions

In total 25 submissions were received. In addition general comments were received during the community drop in sessions and these have been included below.

Number of submissions	General Level of Support	Comment/ suggestion
1	Supportive	Feedback expressed support for the policy with no suggested changes
23	Supportive but with suggested changes	Suggestions relating to one or more elements in the documents. Each suggestion was considered and the documents revised where relevant. This is covered in more detail below
	Included project related feedback	Comments on Northern Beaches Hospital Structure Plan, Manly Carpark, Manly Pool, Mona Vale Place Plan, Cobalt Dee Why Development, Mona Vale Place Plan, Sale of Site A Car park Dee Why and LM Graham Reserve. General engagement themes were included below and specific feedback was forwarded to relevant business unit
1	Opposed	Feedback expressed there is no need for community engagement or a policy and Council should get on with things

Summary of submissions and responses

Theme	Number of submissions	Comment/ suggestion	Council Response	Changes to Document
More Local Community Representation	5	Concern that there is no requirement for Council to engage outside the Strategic Reference Groups (SRGs) and adhere to the Community Engagement Policy. In particular, there is no requirement that they identify and engage with stakeholders when they are considering or advising on particular issues. In the draft Community Engagement Matrix, consultation with an SRG is listed as an appropriate means of collaborating with the community on High Impact projects, including on local ones. We do not agree that SRGs are the appropriate mechanism for community engagement on high impact local projects. Stakeholders must be involved.	SRGs are an identified stakeholder group within the Community Engagement Framework. They are only one of many engagement techniques that could be used. Engagement will also involve registered community groups and the general public. Step 4 in the development of a Community Engagement Plan (pg. 8 and 12) outlines how staff will identify who should be involved.	No document changes required
		Request for additional "Community Forums" to support	We encourage local community groups to become	No document

Theme	Number of submissions	Comment/ suggestion	Council Response	Changes to Document
		Council in addition to SRG's - This is to ensure that there is a known route for the council officers to take for the community engagement.	registered with Council via the online registration process. This will ensure that all local stakeholder groups can be invited to participate in strategic or local engagement projects. In addition all engagement projects are details on the Your Say Northern Beaches site and the general public are encouraged to register to receive email updates on all projects. Council conducts comprehensive engagement in developing the 10 year Community Strategic Plan and the 4 year Delivery Program. These documents identify the priorities and projects planned over the coming years and this is endorsed by the new council. Detailed project engagement is then planned and conducted when the project commences as per the funding and timing detailed in the Delivery Program. The community, including registered local groups, are then invited to be involved in all the engagement projects.	changes required. Already addressed on Page 2 – second bullet.
		Staff need to engage with the general public as well as large organisations.		
		The Precinct system worked, well worked in Manly, because there were issues specific for each area and issues that impacted everybody. They could be discussed with other residents at a meeting and a sensible approach presented to Council for their consideration and implementation. We may now be too big to operate with a Precinct system, but we must have good communication and transparency. The Implementation Advisory Group (IAG) the Local Rep Committees and the Strategic Reference Groups are fine except they are looking at high level and mainly strategic direction. Having community representation (residents) discussing and commenting on operational issues, hopefully before a full implementation of any change in function, or prior to a full roll-out, can be very beneficial. Council authority and responsibility is designed to provide services and control over local requirements and activities. Surely the customer is best placed to determine whether the local authority is acting in the best interest of the customer.		
		Focus the community engagement to the particular areas that are affected. Please introduce some level of segmentation of information, perhaps along the lines of the previous Council boundaries, to make the information more accessible to the community. And focus efforts to listen to the community on those parts of the area that are affected.	As we work towards a consolidated Northern Beaches Council, engagement will be tailored for each project many of which are across the whole region. It is not intended to categorise projects based upon previous Council boundaries but rather on their locality. We will consider creating project naming conventions for the Your Say Northern Beaches site to improve the ease of reference.	No document changes required

Theme	Number of submissions	Comment/ suggestion	Council Response	Changes to Document
Level of Engagement	1	The level of community engagement detailed in this plan is largely left to the council officers as the essential levels of engagement are in fact very low. There is no essential collaboration in any level of projects There is no essential Involvement in High Impact Local Projects so that there is no essential need to have meetings with community groups. At no real stage in any projects does the council aim to partner with the community in each aspect of the decision including development of alternatives and identification of preferred solution Most of the community engagement is submissions to documents prepared by the council not meetings or submissions to discuss alternatives. The model of lots of individual submissions to council and then the council filtering and responding does not seem to be working and satisfying the community at present. What is to be avoided is a huge amount of work being done and then the community not being satisfied with the result reflecting their inputs	In principle Council tailors engagement to specific projects and timeframes. This framework recommends two stages of engagement to deal with alternatives. Collaboration and partnerships exist through the SRG's, Registered Community Groups and Community Working Groups.	No document changes required
Improved Council Response to Submissions	6	Feedback is the forgotten area of community consultation, the most valuable to the commentator, and the most difficult to address. Everyone who takes the time to comment would like to know: • That the submission has been received • That the various issues addressed in the submission have been read and noted by someone • That a summary of all the submissions and comments received will be publically available, and that a reference to their submission and others is noted in the report (unless they do not wish so). This summary should present a balanced picture of the engagement process, including the number of comments received for each issue.	Council is working to implement a standard email update practice across the whole LGA. Suggestion noted and council will continue to improve feedback system. The current practice is not to release personal details on community engagement projects.	No document changes required

Theme	Number of submissions	Comment/ suggestion	Council Response	Changes to Document
		• The community 'should receive feedback that demonstrates how their input has influenced the decision', as stated in the *Policy* Statement. • The names of those who submitted comments (and wished to be acknowledged), for submissions by separate email, by letter, or by website. To be formally acknowledged will give commentators welcome assurance that their submission has been worthwhile		
		Improved use of measurement and metrics and the use of both qualitative and quantitative data research in reporting. Analysis to show the public how thousands of comments / post it notes fit into themes	Step 7 of the matrix (pg. 17) covers feedback, reporting and evaluation of community engagement; however improved feedback is a priority improvement during transition.	
		Inform the public beforehand that an item is going to council	The Community Engagement Register allows a project email to be sent to all who have registered interest in a project. Council Agendas are also available on the website.	
Community Engagement Timing	8	The biggest hurdle to a successful implementation is the two way communication. Issues raised that are not responded to in a timely way, with candour and knowledge will fester and become a major concern for the new Council.	Community Engagement Policy page 4 Point 5 Council recognises that the timing of effective community engagement is a priority for many community members. This has been identified and an improvement area that we will be looking to address as part of the transformation process. It is important to note that it is difficult to set one standard timeframe for project stages considering the diversity and complexity of Council projects. An acknowledgement of submissions will be sent and all submissions will be considered, summarised and reported. There are often many external factors that impact on the timing and priority of projects however we aim to provide ongoing communication updates on progress.	No document changes required
		Engagement must start and be reviewed before any expenditure on consultants or time is spent addressing an issue or alternatives, not when a position has been decided.		
		Despite the emphasis on engaging as early as possible, inherent in the policy is that the Council is taking to the community its preferred solution for a matter it's been dealing with, rather than a question which it believes needs consideration.		
		Any policy going forward should address the need to		

Theme	Number of submissions	Comment/ suggestion	Council Response	Changes to Document
		fully involve effected parties right for the point of conception. Putting up public notices 2 days before a project is about to be followed, is not consultation. .	The time frame for responding to general enquiries is 10 days.	
		Early engagement is critical before Council identifies a solution. It's too late then.		
		Although it is mentioned that early engagement is recommended but that is not strong enough. It should be **mandatory** on high impact projects that there is community engagement at Stage 1 Ideas, opportunities and issues. Unless community is involved at this stage then the feeling will forever be that their input was not sought.		
		Page 4 Principles Sub heading: **Timely** This entire principle is too vague. Put a framework around it so that there is some hope of accountability. Otherwise Council will continue to take months to reply to concerns from stakeholders while pressing ahead with its own agenda.		
Effective ways to engage	1	People want to be involved – Council need to develop better ways of advertising what is happening and try to reach the whole community including youth, busy families etc.	Council already has the community engagement email which notifies registered members of the public to projects open for comment.	
	2	Improved ease of online communications	All projects open for consultation have a specific online comments form through the Your Say website.	
	1	Page 4 Principles Sub heading: **Engaging** What is this sentence saying? How do you actually propose to engage people in 2017 and beyond? How about this? Gov 2.0 is happening in major cities around the world. Here is your opportunity to start implementing it. Ie how about • We will open up community polling on our website for major issues. • We will open up an online forum for debate • We will conduct an online survey • Council community engagement can be rated	Many of these engagement tools are already in use by council and tailored to specify project objectives. The Your Say Northern beaches site includes online mapping comments, discussion forums, polling options, online surveys etc. We are working on developing a new website and these suggestions will be included in the scope. New website development is underway.	No document changes required

Theme	Number of submissions	Comment/ suggestion	Council Response	Changes to Document
		online. • We will update our 90s website with modern web design that's simple to follow and clearly shows when and where community issues are being discussed and how people can get involved.		
Council need to listen	1	It's not worth engaging, nobody listens and it doesn't make a difference.	The community engagement matrix exists to enable council to listen to the public and incorporate their ideas and suggestions.	No document changes required
	1	Council staff need to listen to the community and reflect all views to Councillors in their reports.		
Transparency	2	Transparency is very important. Council need to be clearer on the reasons for many decisions. All documents should be made public and be on the website.	Transparency is the sixth principle underpinning good community engagement (pg. 4). The Community Engagement Policy sets out best practice for staff to provide clear information to the public. Existing good practice will be rolled out across the new council area –eg. the Community Engagement Register and the streaming of Council meetings to ensure two way communication on projects.	No document changes required
	4	Committee selection process – probity and transparency		
	1	Future consultation must not repeat the mistakes of the past where consultation has been skewed, decisions made behind closed doors and solutions have not served the whole community.		
	1	Web stream council meetings		
	1	Improved training for staff including business ethics.		
	1	Improved clarity on scope of community input.		
	2	Diagrams and brochures produced for community engagement need to present accurate information and images.		
Staff Buy in and Culture	2	Community engagement needs to be a part of everyday business and driven from the top. Managers need to follow policy and consistency. Information and images provided needs to be accurate and representative. Sometimes these are misleading	The policy and matrix exists to provide a clear guide to staff on the requirements of community engagement. Staff training is already in place for project staff and best practice will roll out across the new council.	
	2	Execution of the policy doesn't follow the policy There is no consistency in how the policy is applied across projects council needs to be accountable and transparent on the decisions made		
	1	No faith that the policy/framework will make a difference.		

Theme	Number of submissions	Comment/ suggestion	Council Response	Changes to Document
	2	Amend commitment to aspects of engagement by amending "should" to "will". More commitment and buy in is required to make a difference	Wording changes have been made in policy and matrix.	Changes made in track changes
Benefits	1	Page 3:Benefits Add a key benefit to this process should be: *"Increased transparency and accountability with regard to Council decision-making."*	Added additional benefit *Increased transparency and accountability with regard to Council decision-making*	Amended Matrix - refer track changes
Commitment	1	Page 4. Principles Sub heading: **Committed** Suggestion to reword to: "Community engagement will be conducted in a way that demonstrates a genuine commitment to quality consultation and a desire to *respect and follow* community views and aspirations".	Change *to listen and consider*	Amended Matrix - refer track changes
Inclusive	1	Page 4 Principles Sub heading: **Inclusive** Add: *"The selection of community members for council committees for consultation and involvement will be determined by an independent committee comprising of non-Council staff."*	Council intend to implement a Committee Appointment Policy (similar to former Warringah policy "Appointment of Community and Other Stakeholder Representatives Policy - Council Committees" **PL755)** Reference to this is noted in "key considerations" on Page 2 of the policy.	Amended Matrix - refer track changes
Community Engagement Planning	1	Page 5 Community engagement planning Paragraph 3 "*Council staff will need to determine the most appropriate level of participation depending on the nature and complexity… "* This is where you have failed in the past. Only selecting people or groups who serve council's agenda. And it is this one clause that legitimizes a process that led to decisions like the failed Manly Swimming pool and Oval carpark to continue. If you genuinely intend to involve the community in decisions that affect them, then you should allow them to select their own committee of stakeholders. Further compounding this is your caveat around the pillar 'Empower' not applying to this document. This caveat undoes the entire policy document. By stating, "Council is the decision-making body", you are making it	There are many different community priorities to consider and balance in making decisions. Council develop a Community Engagement Plan to identify stakeholders and balance input. Council intend to implement a Committee Appointment Policy (similar to former Warringah policy "Appointment of Community and Other Stakeholder Representatives Policy - Council Committees" **PL755)** to ensure balanced and representative views. Reference to this is noted in "key considerations" on Page 2 of the policy. The elected Councillors are the formal decision making body and empowered under the Local Government Act. Community engagement is critical to gaining broad community input to assist	No document changes required

Theme	Number of submissions	Comment/ suggestion	Council Response	Changes to Document
		clear that your community engagement process carries no weight, and that you will railroad decisions through as you have up until now. Page 14 Last pillar. Collaborate This pillar is very weak. And unfortunately this is the one that actually deals with any meaningful community consultation. Note that there is no 'essential' element here. So again you reveal your intention to pay lip service to community engagement while continuing to serve your own interests.	Councillors in making their decisions. These suggestions will be addressed by the implementation of the Framework as we continue to transition as the new Northern Beaches Council, supported by community engagement planning, staff training and support.	
General	1	Policy is hard to understand. The word framework and matrix are used interchangeably.	The Framework consists of all related documents including the Policy, Matrix and Toolkit. These documents are used together to develop and implement effective and relevant engagement approaches. The language in the document has been amended to be more consistent and improve understanding proving guidelines for implementation; leading to improved consistency.	Changes made in track changes

NORTHERN BEACHES
COUNCIL

NOTES

IMPLEMENTATION ADVISORY GROUP MEETING

held in the Guringai Room, Civic Centre, Dee Why on

WEDNESDAY 30 NOVEMBER 2016

northernbeaches.nsw.gov.au

Notes of the Implementation Advisory Group Meeting

held on Wednesday 30 November 2016

in the Guringai Room, Civic Centre, Dee Why

Commencing at 4:19pm

ATTENDANCE:

Members

Jean Hay AM	(Chairperson)
Michael Regan	*(Joined the meeting at 5:06pm)*
Alex McTaggart	*(Joined the meeting at 4:34pm)*
Jose Menano-Pires	
Cathy Griffin	

Council Officers

Dick Persson AM	Administrator *(Joined the meeting at 5:09pm)*
Mark Ferguson	General Manager
Beth Lawsen	Deputy General Manager Public Affairs
Helen Lever	Executive Manager, Governance and Enterprise Risk
Kate Lewis	Executive Manager, Community Engagement
Katie Kirwan	Governance (Notes)

Visitors

David Kerr	Acting Deputy General Manager *(Joined the meeting at 5:06pm)*
Andrew Pigott	Executive Manager Strategic Land Use Planning *(Joined the meeting at 5:06pm)*
Phil Jemison	Manager Urban Planning *(Joined the meeting at 5:06pm)*
Luke Perry	Senior Strategic Planner *(Joined the meeting at 5:06pm)*
Trish O'Grady	Executive Assistant and Protocol Officer

NORTHERN BEACHES COUNCIL

NOTES OF IMPLEMENTATION ADVISORY GROUP MEETING

30 NOVEMBER 2016

1.0 WELCOME AND INTRODUCTIONS

1.1 ACKNOWLEDGEMENT OF COUNTRY – JEAN HAY, AM

Jean Hay, AM gave an acknowledgement of Country.

1.2 APOLOGIES – JEAN HAY, AM

RECOMMENDATION

That an apology for non-attendance be received from Michael Regan and Kylie Ferguson.

2.0 CONFIRMATION OF NOTES OF PREVIOUS MEETINGS & REVIEW OF ACTION LOG

2.1 MINUTES OF IMPLEMENTATION ADVISORY GROUP HELD 2 NOVEMBER 2016

C Griffin / J Menano-Pires

That the Notes of the Implementation Advisory Group held 2 November 2016, copies of which were previously circulated to all Members , are hereby confirmed as a true and correct record of the proceedings of that meeting.

DISCUSSION

Jose Menano-Pires noted that he has not received a response to his query about consultancy costs. Mark Ferguson, General Manager advised that he does not have this information as yet and will provide it when available.

3.0 REVIEW OF PREVIOUS ACTIONS

3.1 REVIEW AND UPDATE OF PREVIOUS ACTIONS AND BUSINESS ARISING - BETH LAWSEN

DISCUSSION

Beth Lawsen, Deputy General Manager Public Affairs provided the following update on the previous meeting actions:

Action: Update on team mergers and relocations.

Update: The Implementation Plan is a standing item on the IAG agenda so this will not be a separate agenda item.

4.0 LRC AGENDA

4.1 NEXT IAG AND LRC MEETING - 7 DECEMBER 2016 - BETH LAWSEN

DISCUSSION

B Lawsen noted that there will be no meeting/function on 7 December 2016 as previously discussed.

The 2017 meeting dates for the Council Meeting, Strategic Reference Group (SRG), IAG and Local Representation Committee (LRC) will be circulated shortly.

ACTION: K Kirwan to circulate meeting dates for IAG, LRC, Council Meeting and SRGs.

There was general discussion around the future of the SRG meetings and J Menano-Pires noted that he believes it appropriate for them to continue beyond September 2017. M Ferguson confirmed that the SRGs will continue to June 2017 and then it will be up to the Elected Council to decide on a committee structure they wish to adopt.

NOTE: *Alex McTaggart joined the meeting at 4:34pm*

Cathy Griffin discussed the role of the LRC and asked Council Officers to consider seeking their input on some projects. She suggested a timetable of work until 30 June 2017 as this would help to make LRC members feel as though they are participating.

B Lawsen suggested that the LRCs input on draft Capex plan could be beneficial and will discuss this with the manager of that area to see if there is an appropriate opportunity for the LRC to have some input.

ACTION: B Lawsen to discuss opportunities for input from the LRC to the Capex plan with the Executive Manger Corporate Strategy & Planning.

5.0 GENERAL BUSINESS

DISCUSSION

Nil

6.0 GENERAL MANAGER'S REPORT

6.1 NORTHERN BEACHES COUNCIL IMPLEMENTATION PLAN PROGRESS – MARK FERGUSON

DISCUSSION

M Ferguson circulated an update on the integration project (*Attachment 1*) and noted the following points:

- Completed Department for Premier and Cabinet survey
- Completed staff survey

Members discussed the results of the staff survey and noted that the results are generally positive. There were 750 responses out of 1600 staff members. The results will be published and the Executive Management Team (EMT) will respond to staff within a month to address any comments.

B Lawsen noted that EMT are holding 'roundtable' discussions with staff to discuss any major concerns or topics in an informal setting.

M Ferguson gave an update on the Implementation Plan and discussed the following:

- EMT have been briefed on the 25 core services and the projects aligned to these which have been assessed by the Steering Committee.
- The project business plan will be ready by 16 December and will be used as a basis for all 75 business projects.

M Ferguson advised he will provide a confidential summary of the projects to members.

M Ferguson noted that the position of Deputy General Manager Corporate Services will be advertised next year with the aim to make and appointment by July.

NOTE: *Michael Regan, David Kerr, Andrew Pigott, Luke Perry and Phil Jemison joined the meeting at 5:06pm.*

NOTE: *Dick Persson, AM joined the meeting at 5:09pm*

ACTION: Mark Ferguson to provide members with a confidential summary of the core services projects.

7.0 ADMINISTRATOR'S REPORT

7.1 NORTHERN BEACHES HOSPITAL PRECINT STRUCTURE PLAN – DAVID KERR

DISCUSSION

Dave Kerr, Acting Deputy General Manager Planning & Community introduced himself and his team to members and presented the proposed Northern Beaches Hospital Precinct Structure Plan (the Plan) (*Attachment 2*).

Members and staff discussed the Plan and in particular, noted the following:

- Relocation of the high school to the current WAC site and the significant impact this will have on community.
- Whether finding an alternative, temporary pool facility in the same area was feasible.
- The new pool facility will be complimentary to the hospital with the inclusion of hydro therapy facilities etc.
- LEP controls will be addressed next year by the Elected Council.

Members discussed traffic implications and possible response from the community.

NORTHERN BEACHES
COUNCIL

8.0 SUMMARY OF ACTIONS

Circulate meetings schedule – IAG, LRC SRG and Council Meetings – 2017.

ITEM NO.	ACTION	RESPONSIBLE OFFICER	DUE DATE
4.1	Circulate 2017 meeting schedule for Council Meetings, IAG, LRC and SRGs.	Katie Kirwan	ASAP
6.1	Mark Ferguson to provide members with a confidential summary of the core services projects.	GM Office	1 February 2016

The meeting concluded at 6:14pm

This is the final page of the Minutes comprising 6 pages numbered 1 to 6 of the Implementation Advisory Group meeting held on Wednesday 30 November 2016 and confirmed on

NORTHERN BEACHES
COUNCIL

ITEM	**PROJECT BRIEF UPDATE**
REPORTING OFFICER	**PAUL REID - PROGRAM MANAGEMENT OFFICE**
TRIM FILE REF	**N/A**
ATTACHMENTS	

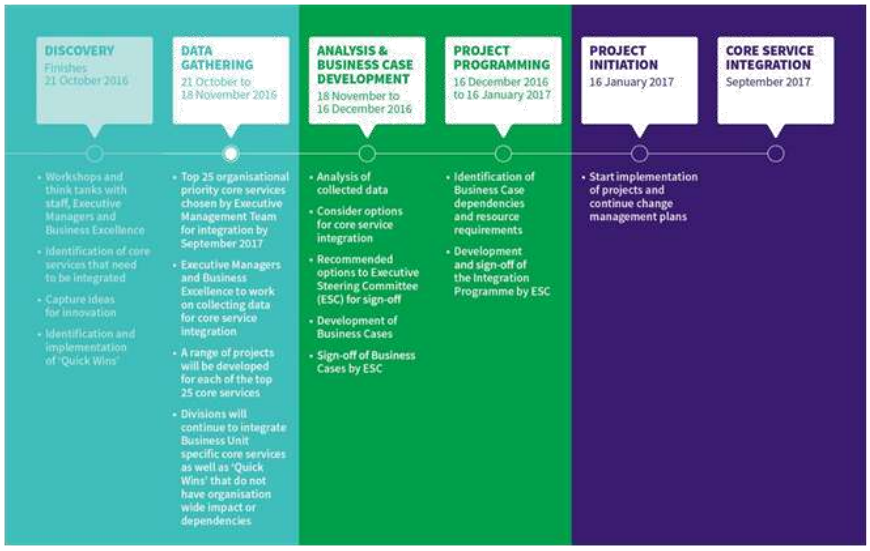
REPORT TO EXECUTIVE STEERING COMMITTEE MEETING
24 November 2016

PURPOSE

To review & provide in-principle sign off for all project briefs associated with each of the 25 Core Services as outlined within each stream.

BACKGROUND

This project brief signoff forms part of the integration process and is one of the pre-determined stage gates. Following signoff, the next stage will be *"Analysis & Business Case Development"* when project briefs will be expanded on to produce business cases before the project is ultimately signed-off for integration.



7 lenses were used by the Executive to assist in the prioritisation of the 25 core services, these lenses should be kept in mind when reviewing all project briefs, lenses included;

- Maintaining business continuity
- Improving customer experience
- Realising productivity improvements (Efficiency Dividends)
- Service is able to be substantially integrated by 1 July 2017
- Service is required to be to be integrated in light of dependencies with other priority services
- Maintaining regulatory compliance

NORTHERN BEACHES
COUNCIL

- Risk if serviced is not integrated

NCIF funding requested will be analysed using the DPC NCIF Guidelines & NBC NCIF Governanve Framework.

As agreed at Executive Steering Committee the signoff session will be done on an exception basis – only those items called will be discussed and debated.

It is envidaged that there will be aprroximately a total of 75 project briefs in total. This number includes 9 Core Systems (Systems & IT) projects that have already commenced. The Project Brief file does not have the Human Resources projects included – due to the nature of these projects it is expected that these will be included by the edn of this week. PMO will send these to all Executive Steering Committee (ESC) member early next week. It should be noted that a number of the HR projects have already been signed-off by (ESC).

IMPACT ON COUNCIL BUDGET

The impact on councils' budget with be determined by the projects that are chosen to be progressed. It should be noted that a number of projects will be funded from/within existing operational budgets. The NCIF is also available for projects where applicable.

CONSULTATION

Each project brief has been developed with all Executive Managers being involved in the project brief sign-off process. Project briefs should have also been sign-off by the relevant DGM were possible.

TIMING

Timings continue as planned and scheduled within the Integration Framework. The next stage gate is 16 December for Business Cases to start being delivered.

RISK ASSESSMENT

All project briefs once approved will undergo a full risk assessment process as part of the Business Case preparation exercise.

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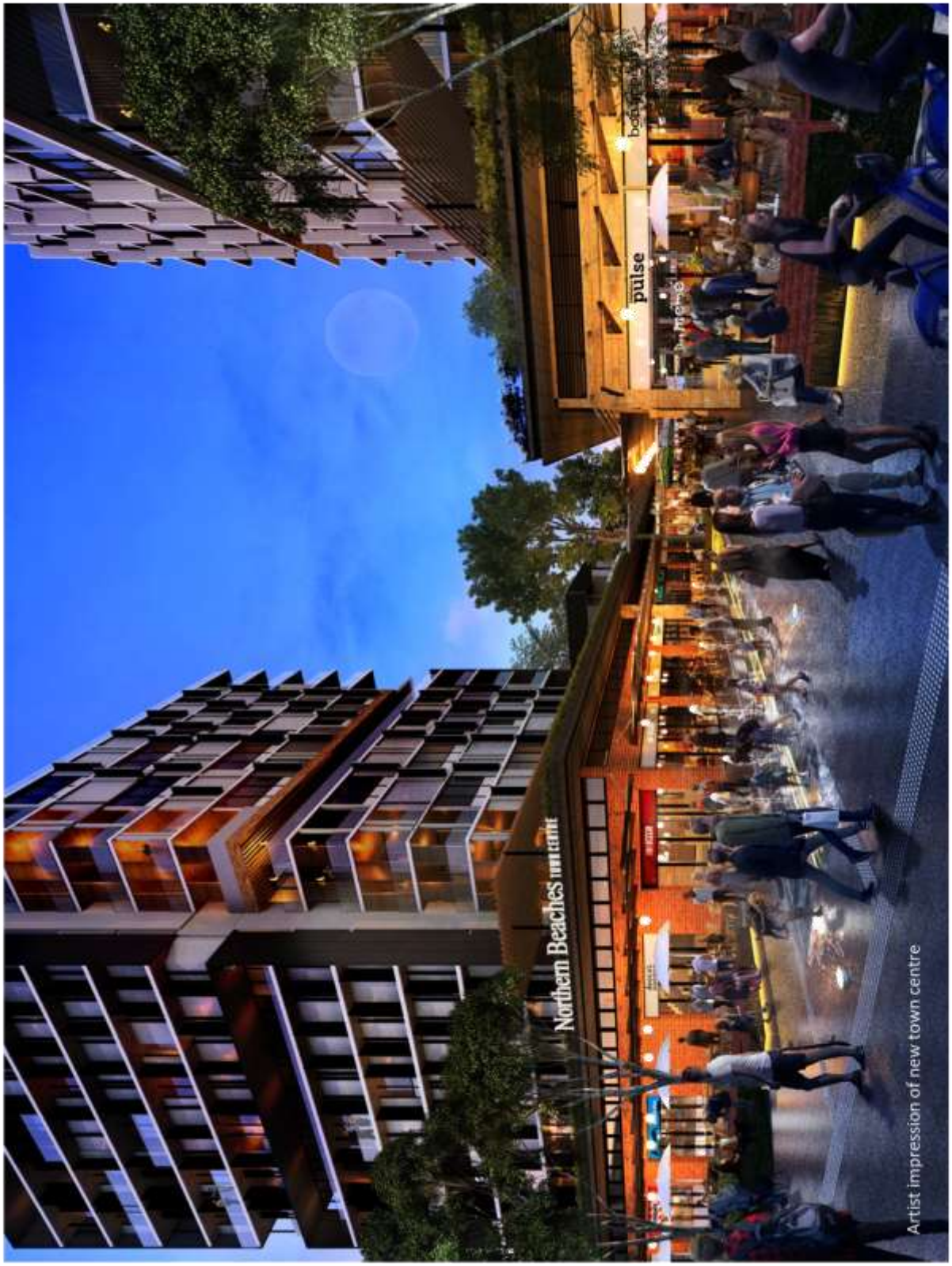
northernbeaches.nsw.gov.au
Draft Northern Beaches Hospital Structure Plan



Artist impression of new town centre

Highlights

- A new, centrally located vibrant town centre that is connected to the Northern Beaches Hospital with a high street that includes retail and commercial uses, residential development and areas of open space;
- Up to 10% of new dwellings to be provided as affordable rental housing to support key workers
- The construction of a new community 50m Aquatic facility on the town centre site
- New pedestrian and cycle infrastructure to connect the town centre
- New, state of the art, education facilities to cater for primary and secondary students with shared recreation facilities
- New housing - approximately 2,200 new dwellings
- New jobs - approximately 4,300 new jobs inclusive of the Hospital

Background

- New Hospital – due 2018 – 488 beds
- Road upgrades – due 2018 - $500 million over two stages
- Frenchs Forest identified as a Strategic Centre
- Sydney is growing at 1.5% per annum and needs 35,000 new dwellings per year
- Council with 6 State Agencies has developed a plan to guide future growth.

Planning Context

Northern Beaches Hospital Precinct - Strategic Centre

- In 2014 the State Government released 'A Plan For Growing Sydney'.
- Northern Beaches Hospital Precinct – Strategic Centre.
- A new place will be created
- Also identified as a Strategic Centre in the Draft North District Plan.
- Hierarchy of centres similar to Hornsby and Brookvale/Dee Why.
- Significant growth in housing and employment to meet population projections.
- Potential for further growth with future transport investment.

Project Scope

Three Stages

- The original scope of work for the preparation of the Structure Plan identified three key stages:
  - Stage 1: Project Definition and Visioning (October 2014);
  - Stage 2: Scenario Development and Evaluation (November 2014 to November 2016);
  - Stage 3: Preferred Scenario Exhibition (November 2016 – February 2017).
  - Stage 2 took longer than anticipated.

WHAT IS HAPPENING?

- The NSW Government is entering into a long term partnership to deliver the new Northern Beaches Hospital in 2018
- The NSW Government is proposing major road upgrades surrounding the site
- In response, Warringah Council is preparing a Hospital Precinct Structure Plan to guide future development around the new hospital.

WHAT IS A PRECINCT STRUCTURE PLAN?

A Precinct Structure Plan is a study which looks at an area (precinct) and develops a framework to guide future development. It is not a rezoning document, but a document which uses words and graphics to outline the best way for an area to grow.

WHY IS COUNCIL PREPARING THIS PLAN?

The Frenchs Forest area has been identified by the State Government as a potential specialized health precinct. It has potential for housing and employment growth to support the hospital and Council is undertaking this work so that growth is properly managed.

WHO IS PREPARING THE PRECINCT STRUCTURE PLAN?

The Plan is being coordinated by Council in conjunction with the NSW Department of Planning and Environment. To prepare the Plan, Council has appointed consultants, Hames Sharley, who has specific experience in the planning of areas around hospitals. They will be working with Council and the community to prepare this Precinct Structure Plan over the next 12 months. Given the importance of traffic and transport issues to this area, the Hames Sharley team includes specialists in traffic and transport planning.

HOW CAN I FIND OUT MORE?

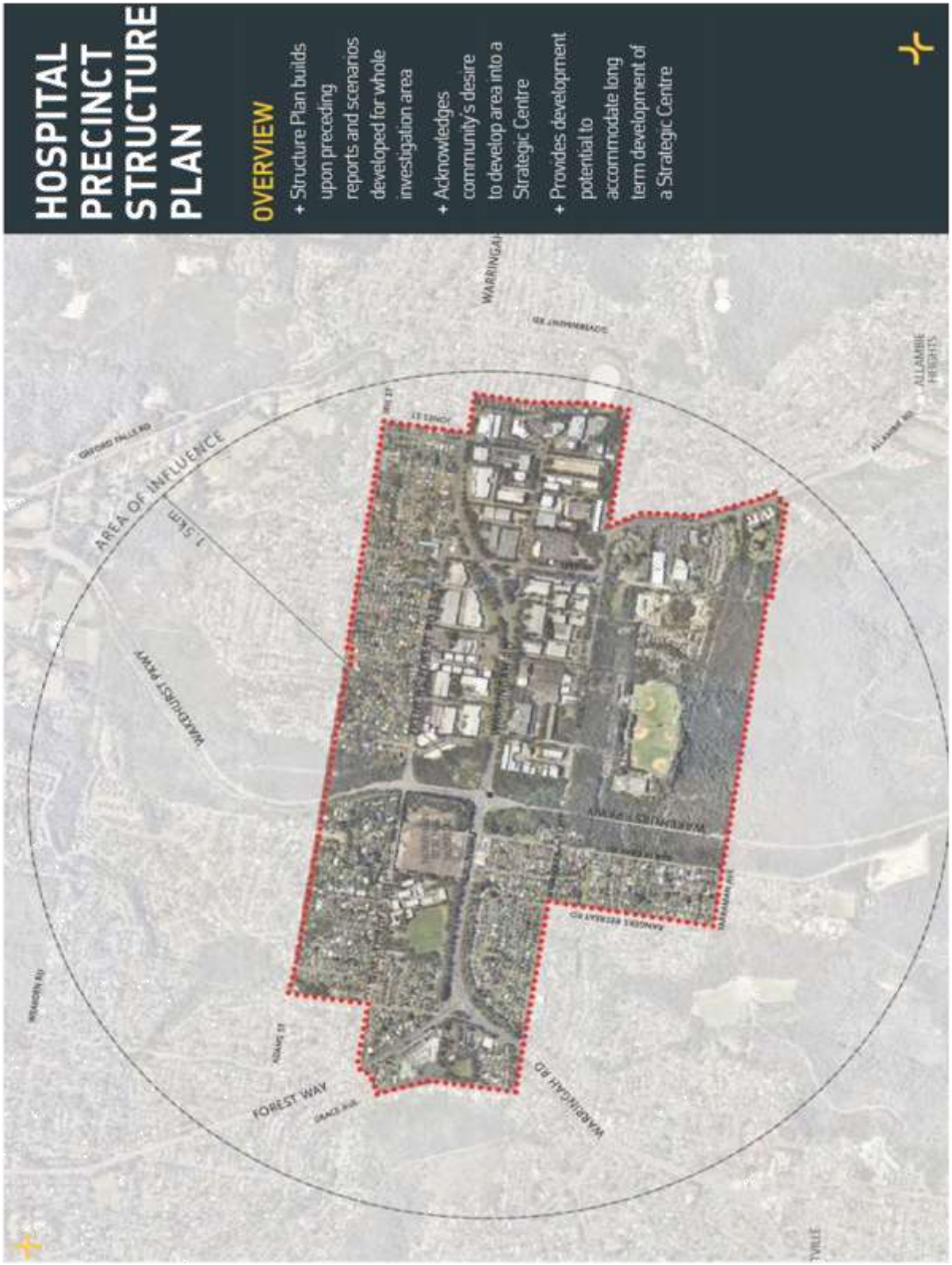
- More detailed information on this project can be found at warringah.nsw.gov.au
- Project information will be updated regularly and you can register online for email updates. You can also call Council on 9942 2675 if you want to speak to one of the project team or email strategyplanning@warringah.nsw.gov.au with any other questions.

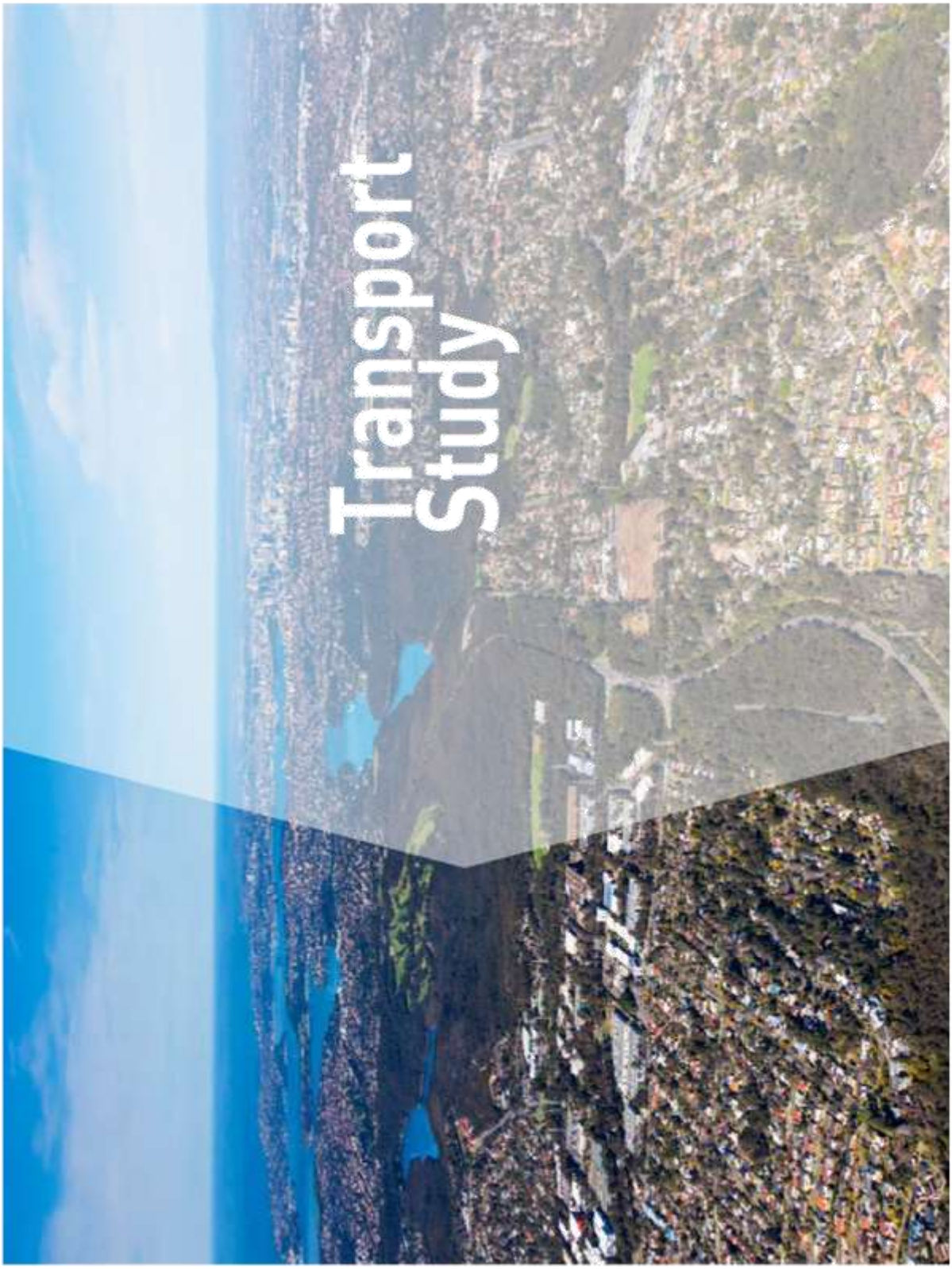
HOW CAN I GET INVOLVED?

- Keep an eye on the website for key updates
- Register online for email updates
- Visit one of our community drop in sessions:

Thu 9 Oct
6 - 8.30pm
Forestville RSL
22 Melwood Ave,
Forestville

Sat 18 Oct
2.30 - 5pm
Forestville RSL
22 Melwood Ave,
Forestville

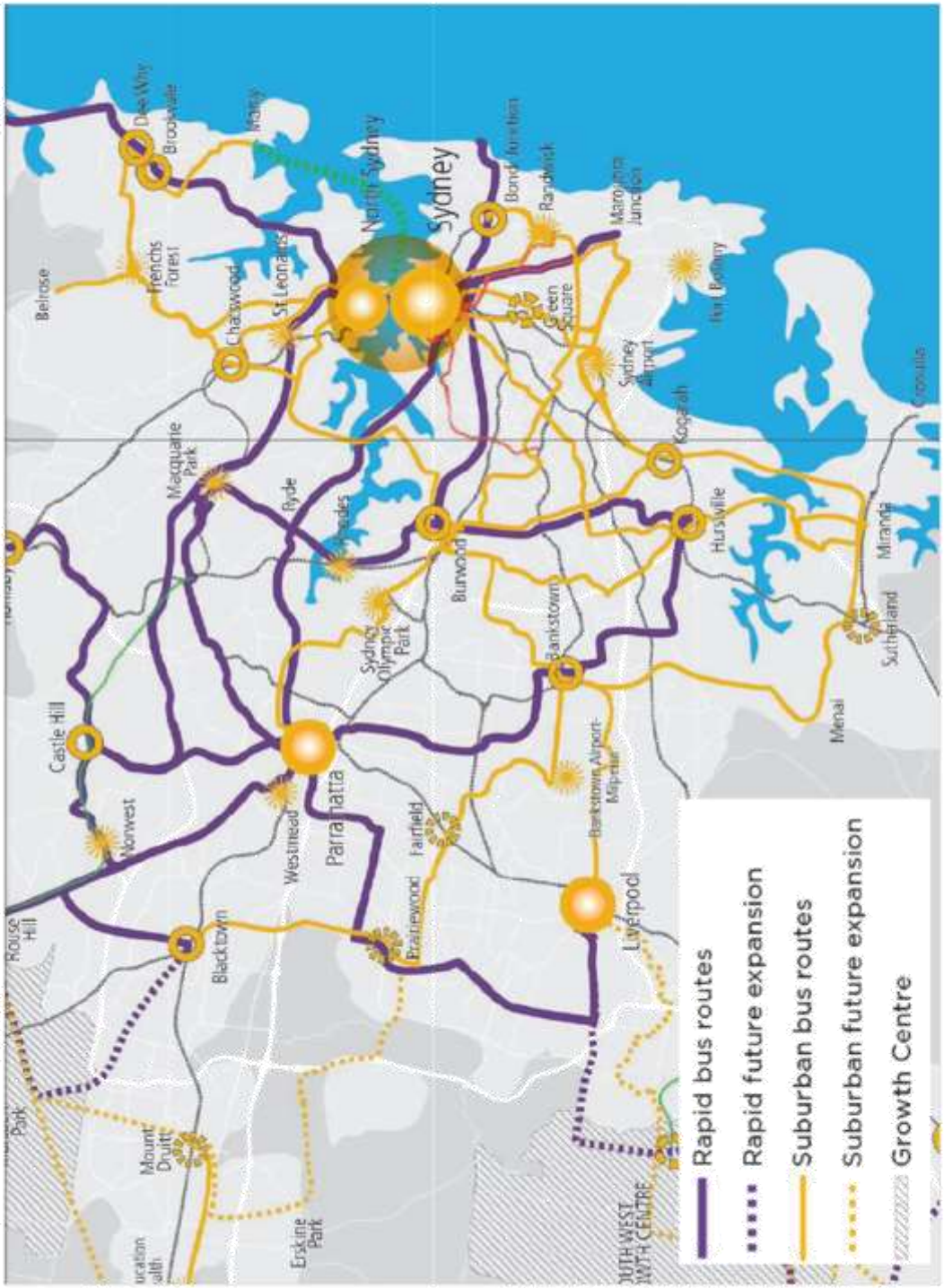

HOSPITAL PRECINCT STRUCTURE PLAN
OVERVIEW
+ Structure Plan builds upon preceding reports and scenarios developed for whole investigation area
+ Acknowledges community's desire to develop area into a Strategic Centre
+ Provides development potential to accommodate long term development of a Strategic Centre
AREA OF INFLUENCE
1.5km
WARRINGAH PARKWAY
WARRINGAH RD
FOREST WAY
WARRINGAH PARKWAY
ANDREW BERMAN RD
ALLAMBIE HEIGHTS


Transport
Study

Preferred Growth Scenario

Trip Generation Location | Magnitude

Future public transport



Rapid bus routes
Rapid future expansion
Suburban bus routes
Suburban future expansion
Growth Centre
Manly ferry
Sydney Trains
North West and South West Rail Links
Light rail existing and future
Global Sydney
Regional City
Major Centre
Specialised Centre
Potential Specialised Centre
Planned Major Centre
Potential Major Centre
(Not shown: Additional Suburban bus routes under investigation and Local bus routes)

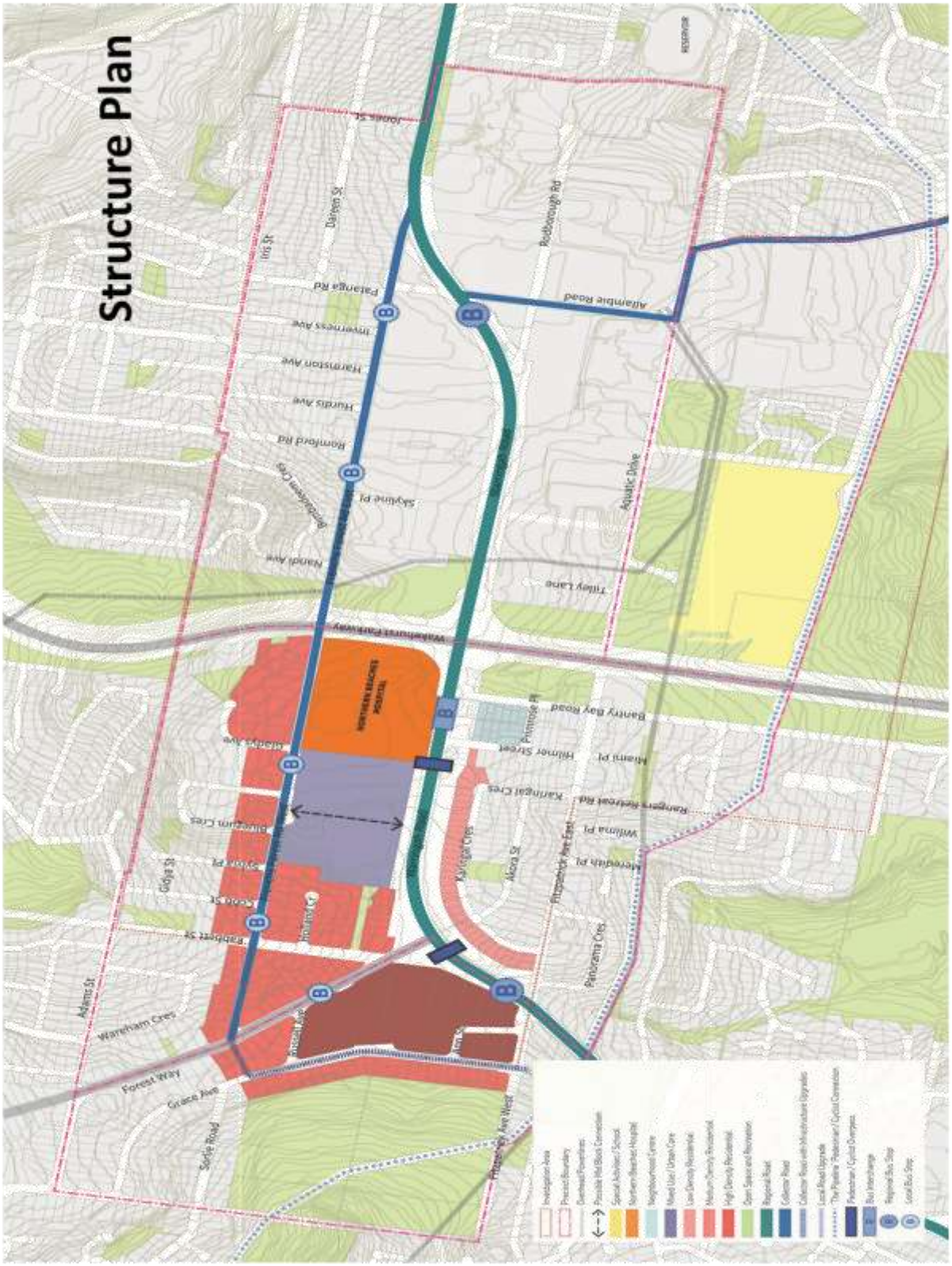
Mona Vale
Dee Why
Brookvale
Manly
North Sydney
Sydney
Belrose
Frenchs Forest
Chatswood
St Leonards

Structure
Plan

HOSPITAL PRECINCT STRUCTURE PLAN

INVESTIGATION AREA

- Investigation boundary and Area of Influence remain
- Preceding reports includes all area, which currently underpins draft Structure Plan
- Areas underpin transport modelling
- Area is as presented to community
- Illustrates long term development potential and transition into a Strategic Centre


Structure Plan
Iris St
Darren St
Joanne St
Rodborough Rd
Alambie Road
Palanga Rd
Inverness Ave
Harmston Ave
Hurdis Ave
Bomford Rd
Sagune Pl
Bundanoon Cres
Nandi Ave
Aquatic Drive
Tilley Lane
Warringah Parkway
Banfory Bay Road
Primrose St
Hillmer Street
Kiami Pl
Ramsgate Reserve Rd
Karingal Cres
Wallara Pl
Merrydith Pl
Pittwater Ave East
Alora St
Kurraba Cres
Panorama Cres
Bimburra Cres
Sylvia Pl
Gilya St
Scone St
Babbitt St
Adams St
Wareham Cres
Forest Way
Grace Ave
Sofie Road
Pittwater Ave West

Structure Plan
Investigation Area
Precinct Boundary
Overhead Powerlines
Possible Mid Block Connection
Special Activities / School
Northern Beaches Hospital
Neighbourhood Centre
Mixed Use / Urban Core
Low Density Residential
Medium Density Residential
High Density Residential
Open Space and Recreation
Regional Road
Collector Road
Collector Road with Infrastructure Upgrades
Local Road Upgrade
"The Pipeline" Pedestrian / Cyclist Connection
Pedestrian / Cyclist Overpass
Bus Interchange
Regional Bus Stop
Local Bus Stop
NORTHERN BEACHES HOSPITAL
Aquatic Drive
Skyline Pl
Bimbadeem Cres
Nandi Ave
Wakehurst Parkway
Gladys Ave
Bluegum Cres
Sylvia Pl
Cobb St
Rabbett St
Holland Cr
Russell Ave
Ann St
Sorlie Road
Fitzpatrick Ave West
Fitzpatrick Ave East
Warringah Road
Karingal Cres
Akora St
Panorama Cres
Meredith Pl
Willma Pl
Rangers Retreat Rd
Miami Pl
Hilmer Street
Primrose Pl
Bantry Bay Road

Precinct Base Heights
8.5m
11m
17.5m
21m
21-27.5m
28-34m
40m
28-34
21-27.5
40
17.5
11
21
8.5

Town Centre Site

- Retail uses
- High Street connection
- Pedestrian and Cycleway connectivity to Hospital and new development
- Aquatic Facility
- Community uses
- A connected, vibrant and new place

INDICATIVE DEVELOPMENT - PEDESTRIAN/CYCLE CONNECTIONS

Aquatic Centre Site

- Construction of a new state of the art educational facility to replace the existing Forest High School.
- New school to be constructed within the footprint of the existing aquatic centre.
- Potential to cater for 1500 students.
- Existing school to remain open until a new school is built.
- Aquatic Facility to be built on the new town centre site.
- Alternative facilities available whilst new facility is under construction.

Next Steps

INDICATIVE TIMEFRAME

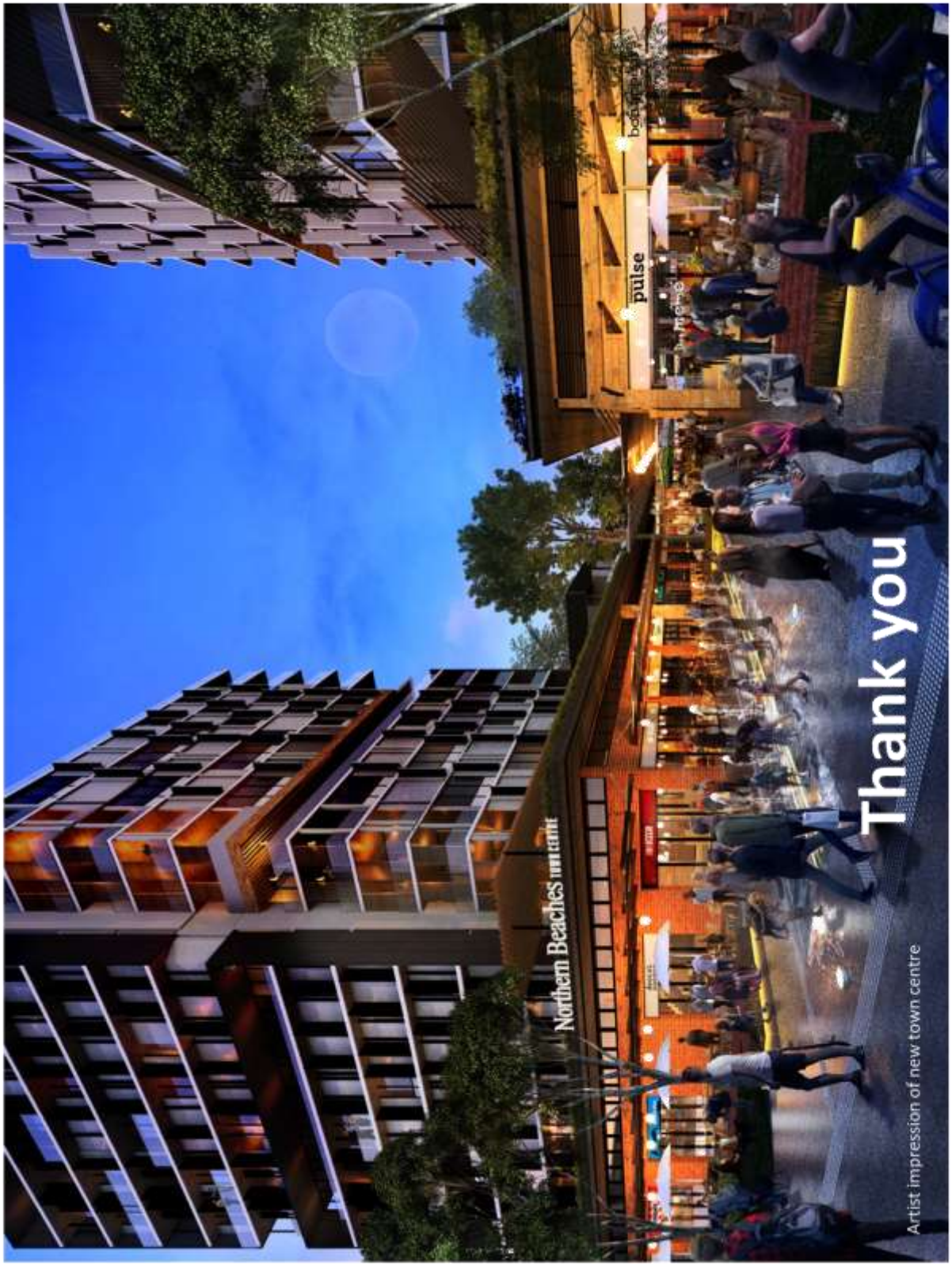
LATE 2016 - EARLY 2017
Public Exhibition of Structure Plan

EARLY 2017
Review submissions and amend Structure Plan where appropriate

EARLY - MID 2017
Submissions Report and Final Structure Plan to Council

LATE 2017
Amend / prepare planning documents

EARLY 2018
Re-zonings and amendments to Local Environment Plan or State Environment Planning Policy


Northern Beaches
pulse
Thank you
Artist impression of new town centre

NORTHERN BEACHES
COUNCIL

NOTES

IMPLEMENTATION ADVISORY GROUP MEETING

held in the Councillors Room, Manly Town Hall on

WEDNESDAY 2 NOVEMBER 2016

northernbeaches.nsw.gov.au

Minutes of the Implementation Advisory Group Meeting

held on Wednesday 2 November 2016

in the Councillors Room, Manly Town Hall

Commencing at 4:06pm

ATTENDANCE:

Members

Jean Hay AM	(Chairperson)
Michel Regan	(Deputy Chairperson)
Kylie Ferguson	(Deputy Chairperson)
Alex McTaggart	
Jose Menano-Pires	
Cathy Griffin	

Council Officers

Mark Ferguson	General Manager
Beth Lawsen	Deputy General Manager Public Affairs
Helen Lever	Executive Manager, Governance & Enterprise Risk
Kate Lewis	Executive Manager, Community Engagement
Katie Kirwan	Governance (Notes)

Visitors

Trish O'Grady	Executive Assistant and Protocol Officer

1.0 WELCOME AND INTRODUCTIONS

1.1 ACKNOWLEDGEMENT OF COUNTRY – JEAN HAY, AM

Jean Hay, AM gave an acknowledgement of Country.

1.1 ACKNOWLEDGEMENT OF COUNTRY – JEAN HAY, AM

RECOMMENDATION

That an apology for non-attendance be received and noted from Dick Persson, AM.

2.0 CONFIRMATION OF NOTES OF PREVIOUS MEETINGS & REVIEW OF ACTION LOG

2.1 NOTES OF IMPLEMENTATION ADVISORY GROUP HELD 5 OCTOBER 2016

M Regan / K Ferguson

That the Notes of the Implementation Advisory Group held 5 October 2016, copies of which were previously circulated to all Members , are hereby confirmed as a true and correct record of the proceedings of that meeting.

3.0 REVIEW OF PREVIOUS ACTIONS

3.1 REVIEW AND UPDATE OF PREVIOUS ACTIONS AND BUSINESS ARISING - BETH LAWSEN

DISCUSSION

The following updates on the previous meetings actions were provided:

Action: Review the process and any Terms of Reference provided by invitation to LRC members, and to ensure they are made aware of the terms of reference for members.

Update: Beth Lawsen advised that the letters of membership to the IAG and LRC make no reference to absence however; the former Manly Code of Meeting Practice currently applies which states that three absences without an apology can result in removal from a committee.

Action: Enquire about getting a model of Mona Vale showing the Place Plan proposals.

Update: Mark Ferguson, General Manager advised Council will not be presenting a model at this stage. He advised that the Administrator has agreed to extend the public exhibition

period.

Action: Add topic to next IAG Agenda – 'Feedback from Listening Posts'

Update: B Lawsen advised that this feedback needs to be provided to the LRC so will be an agenda item for their next meeting on 23 November 2016.

4.0 COUNCIL UPDATES

4.1 DEE WHY TOWN CENTRE: PHASE 1 STREETSCAPE UPGRADES – MARK FERGUSON

DISCUSSION

M Ferguson gave a presentation on the Dee Why Town Centre, Phase 1 Streetscape Upgrades (*Attachment 1*), and members discussed the following points:

- B-Line and PCYP
- Site A and the location for Police
- Potential traffic congestion
- RMS constraints

4.2 ADMINISTRATOR'S UPDATE - DICK PERSSON, AM

DECISION

In the absence of Dick Persson, AM , this Item was deferred until the next meeting.

4.3 GENERAL MANAGER'S UPDATE - MARK FERGUSON

DISCUSSION

M Ferguson circulated the '*Integration Update'* report which will be going to the next Council Meeting on 25 October 2016 *(see link to Business Papers – Item 6.2):*

http://www.northernbeaches.nsw.gov.au/sites/default/files/pdf/Agenda%20-%20Council%20Meeting%20-%208%20November%202016.PDF

He discussed the contents of the report and in particular the progress of the integration of the core services.

There was further discussion around the merger savings fund and M Ferguson noted that by March 2017, it is expected thatCouncil will have met the four year savings target.

M Ferguson also provided members the following updates:

Hospital Structure Plan:

A report is going to Council in November on this.

Manly Vale Public School:

The development application is going to the Joint Regional Planning Panel Going for assessment.

Warringah Golf Course Sportsfield Review:

It has been decided that this should be a decision made by the incoming elected Council. Council will continue with the project and create a discussion paper but no there will be no determination by the Administrator.

Marketing / Branding RFT:

This matter is discussed within the '*Integration Update'* report.

B-Line

Council are supportive of this but aware of the issue of Heaton Avenue, Clontarf and Council have written to the State Government to make their views known.

Kimbriki

Council are progressing with the tender process for new AWT, and Council will construct the road.

M Ferguson noted that the issue of waste is one of the main priorities for the transformation team as it is the top performing service according to the community survey.

Manly Andrew '*Boy*' Charlton Aquatic Centre

There have been numerous discussions with the swimming clubs and Council have made a concessional offer to bring the fees into alignment with other clubs. They are yet to accept the offer.

M Ferguson discussed the report in the Manly Daily that cyanide was detected in the ground at the site. He noted that there is no threat to human health and external consultants have advised the levels are within acceptable standards. It was noted that this is the site of a former gas.

5.0 LRC AGENDA

5.1 DRAFT LRC AGENDA FOR 23 NOVEMBER 2016 MEETING - BETH LAWSEN

DISCUSSION

B Lawsen discussed the proposed agenda and noted the following items to be discussed:

- Results from the community engagement listening posts
- Notes from the Strategic Reference Group (SRG) meetings

B Lawsen discussed the SRG process and noted some clarification around cross team involvement needs to be clarified to ensure smooth running of the meetings.

Members provided the following feedback from the SRG meetings that have been conducted to date:

Community Safety: Jean Hay, AM

The meeting went well and the members were very enthusiastic.

Affordable Housing: Michael Regan

They are a very enthusiastic group and are keen to progress. He advised that the group want

tangible outcomes and will be making recommendations to Council. He noted that it is important for the members to feel like they are doing something worthwhile and suggested some community workshops about affordable housing, which may also assist in addressing some of the concerns held by the Mona Vale residents over the Place Plan.

Natural Environment: Alex McTaggart

He advised that his members are very knowledgeable and he is trying to ascertain each of their strategic alignment. His members have decided they want to make NSW a plastic free state. Trying to get each member's strategic alignment.

B Lawsen discussed the issue of alternative representation when a member cannot attend. A memo (*Attachment 2*) has been prepared for members of the Local Representation Committee to clarify this issue. – discussed memo. Clarified position with observers.

6.0 WORKSHOP TOPICS

Nil

7.0 PRESENTATIONS

Nil

8.0 GENERAL BUSINESS

8.1 STRONGER COMMUNITIES GRANTS – CATHY GRIFFIN

DISCUSSION

Members discussed the Stronger Communities Grants and the issues they face with making assessments of so many worthwhile applications.

8.2 TRANSITION AND LOCATIONS OF STAFF – MICHAEL REGAN

DISCUSSION

M Regan queried if there could be anything done to get teams from offices working together. M Ferguson discussed the issues around operating systems as well as compliance issues to consider. M Ferguson noted that one email system is rolled out and we will be the first Council in the state to have done this.

M Regan requested a standing item for future IAG agendas for updates on team mergers.

Action: B Lawsen to add '*Update on Team Mergers*' as a standing item on all future IAG agendas.

9.0 NEXT MEETING

30 November 2016

NORTHERN BEACHES
COUNCIL

SUMMARY OF ATIONS

ITEM NO.	ACTION	RESPONSIBLE OFFICER	DUE DATE
8.2	Add '*Update on Team Mergers*' as a standing item on all future IAG agendas.	B Lawsen	30 November 2016

The meeting concluded at 6:09pm

This is the final page of the Minutes comprising 7 pages numbered 1 to 7 of the Implementation Advisory Group meeting held on Wednesday 2 November 2016 and confirmed on Wednesday 30 November 2016

NORTHERN BEACHES
COUNCIL

MEETING NOTES

LOCAL REPRESENTATION COMMITTEE MEETING (ECONOMIC, ENVIRONMENT & SOCIAL)

held in the Council Chambers, Civic Centre, Dee Why on

WEDNESDAY 23 NOVEMBER 2016

NORTHERN BEACHES
COUNCIL

Meeting Notes of the Local Representation Committee Meeting

(Economic, Environment & Social)

held on Wednesday 23 November 2016

in the Council Chambers, Civic Centre, Dee Why

Commencing at 6:00pm

Attendance:

Economic	Environment	Social
Alan Le Surf	Kylie Ferguson (Chair)	Alex McTaggart
Jose Menano-Pires	Barbara Aird	Bob Giltinan
Roslyn Harrison	Cathy Griffin	Duncan Kerr
Sue Heins	Hugh Burns	Kay Millar
Candy Bingham	Julie Hegarty	Steve Pickering
	Pat Daley	Vanessa Moskal

Apologies:

Michael Regan (Chair)	Ian White	Jean Hay, AM (Chair)
Selena Griffith		Wayne Gobert

Council Officers

Dick Persson AM	Administrator
Mark Ferguson	General Manager
Beth Lawsen	Deputy General Manager, Publics Affairs & Public Officer
Helen Lever	Executive Manager Governance & Enterprise Risk
Kate Lewis	Executive Manager Community Engagement
Michael McDermid	Executive Manager Corporate Strategy & Planning
Allison Kellett	Research Officer
Fiona Van Dort	Research Officer
Louise Hardy	Research Officer
Katie Kirwan	Administration Officer - Governance
Ximena Von Oven	Administration Officer – Governance
Sherryn McPherson	Administration Officer – Governance (Notes)

NORTHERN BEACHES
COUNCIL

1.0 WELCOME AND INTRODUCTIONS

1.1 ACKNOWLEDGEMENT OF COUNTRY

DISCUSSION

Beth Lawsen, Deputy General Manager Publics Affairs & Public Officer, welcomed members and gave an acknowledgement of Country.

Dick Persson, AM, Administrator, provided members with an update on the following matters:

- Mona Vale Place Plan
- Manly Oval and Whistler Street car parks
- Draft Hospital Precinct Structure Plan

1.2 APOLOGIES

DISCUSSION

That apologies from Michael Regan, Jean Hay, AM, Ian White, Wayne Gobert and Selena Griffith be noted.

2.0 REVIEW OF MEETING NOTES

2.1 NOTES OF THE MEETING HELD 19 OCTOBER 2016

DISCUSSION

That the Notes of the Local Representative Committee (LRC) meeting held on 19 October 2016, copies of which were previously circulated to all member are hereby confirmed and as a true and accurate record.

NOTE: The order of business was changed to discuss Item 4 – *General Manager's Update* as the next Item on the agenda.

4.0 GENERAL MANAGER'S UPDATE

DISCUSSION

Mark Ferguson, General Manager provided members with an update on the following matters:

- Results of the NSW Local Government Community Satisfaction Survey (Item 3.2 of the Agenda)
- Connecting Northern Beaches project

NORTHERN BEACHES
COUNCIL

3.0 GENERAL BUSINESS

3.1 UPDATE FROM COMMUNITY ENGAGEMENT LISTENING POSTS

DISCUSSION

Michael McDermid, Executive Manager, Corporate Strategy & Planning provided a presentation and update on the Community Engagement Listening Posts for the Community Strategic Plan (CSP).

NOTE: Kay Millar requested that it be recorded in the minutes that she had been informed of contributions that were made at the first SRG meeting which had not been included in the meeting notes for comment and further consideration.

NOTE: Duncan Kerr joined the meeting at 6:15pm

5.0 SEPARATE LRC SESSIONS

5.1 LOCAL REPRESENTATION COMMITTEE – ECONOMIC

DISCUSSION

Louise Hardy, Research Officer, circulated the 'Draft Vision Statements' and 'Key Aspirations' documents and asked members to review the Key Aspirations and ask which of the four vision statements best captures them.

Members agreed that statement number three is the most appropriate statement and discussed suitable amendments.

DECISION

Members unanimously agreed the following vision statement:

'*A safe, inclusive and connected community that values its natural and built* environment'.

5.2 LOCAL REPRESENTATION COMMITTEE – ENVIRONMENT

DISCUSSION

Fiona Von Dort, Research Officer, circulated the 'Draft Vision Statements' and 'Key Aspirations' documents and ask members to review the Key Aspirations and ask which of the four vision statements best captures them.

Members agreed that statement number three is the most appropriate statement and discussed suitable amendments.

DECISION

Members unanimously agreed the following vision statement:

NORTHERN BEACHES
COUNCIL

'*The Northern Beaches is a connected & sustainable community with a safe, inclusive and diverse lifestyle that reflects their values in harmony with its natural built environment'*.

5.3 LOCAL REPRESENTATION COMMITTEE – SOCIAL

DISCUSSION

Alison Kellett, Research Officer, circulated the 'Draft Vision Statements' and 'Key Aspirations' documents and ask members to review the Key Aspirations and ask which of the four vision statements best captures them.

Members agreed that statement number three is the most appropriate statement and discussed suitable amendments.

DECISION

Members unanimously agreed the following vision statement:

'A safe, inclusive and connected community that thrives in harmony with the natural and built environment'.

NOTE: The Economic, Social and Enviroment LRCs reconvened the joint session.

5.4 JOINT LOCAL REPRESENTATION COMMITTEE

DISCUSSION

Members from the three LRCs discussed each of the three draft visions statements.

M McDermid advised members that the agreed vision statement would go to Council for endorsement for consultation with the community in March/April 2017.

DECISION

Members unanimously agreed the following vision statement for endorsement by Council:

'A safe, inclusive and connected community that values its natural and built environment'.

6.0 NEXT MEETING

15 February 2017.

The meeting concluded at 8:15pm
This is the final page of the Notes comprising 5 pages
numbered 1 to 5 of the Local Representation Committee (Economic, Environment and Social)
meeting held on 23 November 2016