



Agenda

Ordinary Meeting

Notice is hereby given that a Ordinary Meeting of Council will be held at Council Chambers, 1 Belgrave Street, Manly, on:

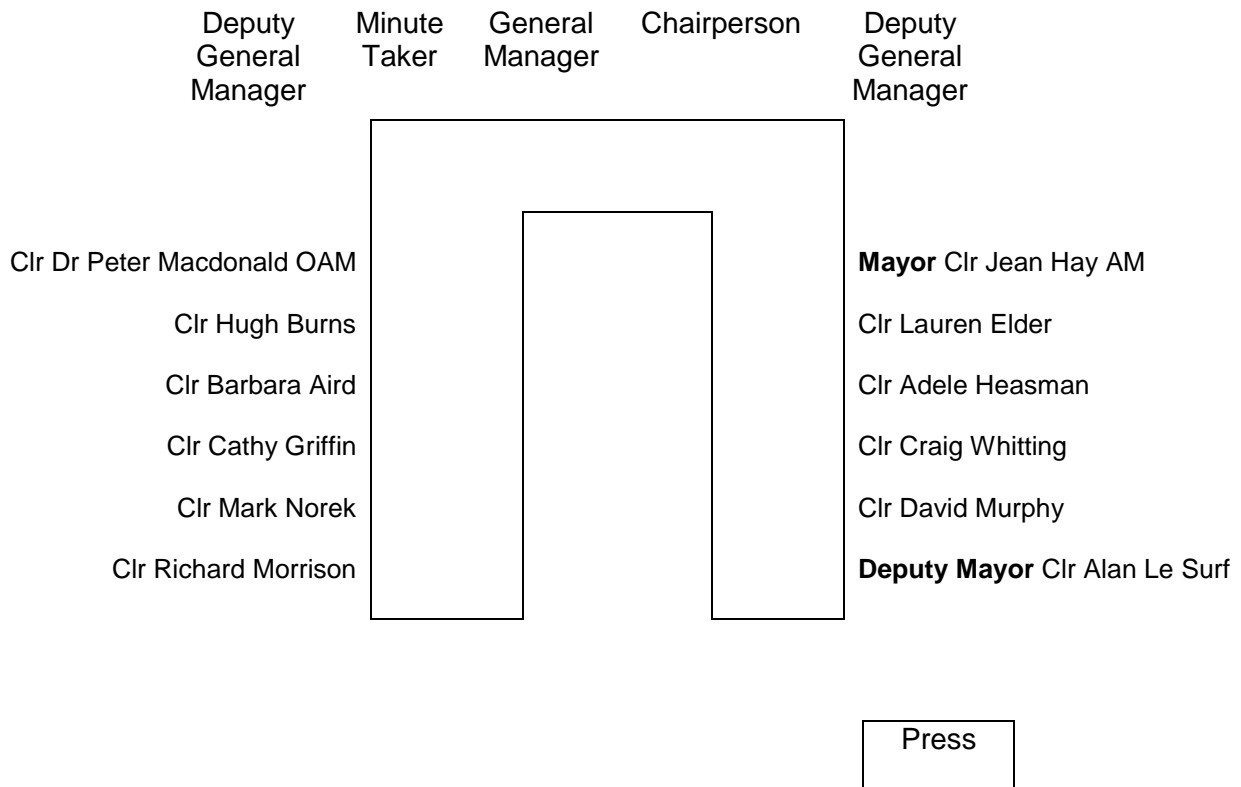
Monday 12 December 2011

Commencing at 7:30 PM for the purpose of considering items included on the Agenda.

Persons in the gallery are advised that the proceedings of the meeting are being taped for the purpose of ensuring the accuracy of the Minutes. However, under the Local Government Act 1993, no other tape recording is permitted without the authority of the Council or Committee. Tape recording includes a video camera and any electronic device capable of recording speech.

*Copies of business papers are available at the Customer Services Counter at Manly Council, Manly Library and Seaforth Library and are available on Council's website:
www.manly.nsw.gov.au*

Seating Arrangements for Meetings



Public
Addresses

Public Gallery

Chairperson: The Mayor, Clr Jean Hay AM
Deputy Chairperson: Deputy Mayor Clr Alan Le Surf

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QUESTIONS WITHOUT NOTICE**MATTERS OF URGENCY**

(In accordance with Clause 241 of the Local Government (General) Regulations, 2005)

CLOSED SESSION**CONFIDENTIAL COMMITTEE OF THE WHOLE****Civic and Urban Services Division Report No. 11**

Tender for Supply and Delivery of Minor Works (SHOROC TENDER)

It is recommended that the Council resolve into closed session with the press and public excluded to allow consideration of this item, as provided for under Section 10A(2) (d) of the Local Government Act, 1993, on the grounds that the report contains commercial information of a confidential nature that would, if disclosed (i) prejudice the commercial position of the person who supplied it; or (ii) confer a commercial advantage on a competitor of the council; or (iii) reveal a trade secret.

Civic and Urban Services Division Report No. 12

Tender for Provision of Road Construction Services and Materials (SHOROC TENDER)

It is recommended that the Council resolve into closed session with the press and public excluded to allow consideration of this item, as provided for under Section 10A(2) (d) of the Local Government Act, 1993, on the grounds that the report contains commercial information of a confidential nature that would, if disclosed (i) prejudice the commercial position of the person who supplied it; or (ii) confer a commercial advantage on a competitor of the council; or (iii) reveal a trade secret.

***** END OF AGENDA *****

TO: Ordinary Meeting - 12 December 2011
REPORT: Notice of Motion Report No. 33
SUBJECT: Fulfilling the Vision: A New Community Park at Little Manly Beach
FILE NO:

Councillor Barbara Aird will move:

That Manly Council commits to establishing a new park and community resource at nos. 34 and 36 Stuart St. Manly, and progresses this matter forthwith by undertaking at least the following:

1. General Manager to present a program and budget for consultation and concept design at next Planning and Strategy Meeting (Feb. 2012)
2. Commission a report to be presented at Planning and Strategy Meeting of Feb. 2012 examining the heritage issues, initial and ongoing costs associated with the removal or adaption for community use in a park setting of the heritage listed cottage on no. 34 Stuart St. This report to identify potential users and their capacity to fund recurring costs.
3. Budget and commence a consultation and planning process for the new parkland with a view to construction during winter, 2012.
4. That, at a minimum, the rear boundary fence at no. 36 Stuart St. be removed/relocated to give additional access to open grassed area over this summer.

Note: it is almost 4 years since this Council resolved to "seek vacant possession of no. 36 Stuart St. and proceed to demolish the dwelling".

RECOMMENDATION

That the Notice of Motion be submitted for consideration.

ATTACHMENTS

There are no attachments for this report.

OM121211NM_1

***** End of Notice of Motion Report No. 33 *****

TO: Ordinary Meeting - 12 December 2011
REPORT: Notice of Motion Report No. 34
SUBJECT: MANLY2015
FILE NO:

Councillor Richard Morrison will move:

That the Manly2015 proposal be abandoned.

Background

Manly Council's adopted Long Term Financial Plan identifies a shortfall of \$2.8 Million per annum in funds required to maintain and renew existing infrastructure.

The MANLY2015 Financial Projections Report indicates that the proposal would commit us to a total expenditure of \$83.75 Million, which is 118% percent of our expenditure budget for the current year.

The New South Wales State Government is committed to a total expenditure of \$1.03 Billion of public funds on the Barangaroo project. This is only 1.7% of the State's expenditure budget for the current year.

The MANLY2015 Financial Projections Report indicates that we would need to borrow a total of \$68.75 Million for the proposed works. This would add \$4.8 Million to our annual interest bill.

A major feature of the Barangaroo project is the construction of three commercial towers that will provide almost 300,000 square meters of new office space in Sydney to house 24,000 workers, and 15,000 square meters of new retail space.

Each tower will have fewer than 200 car spaces, and a combined total of 1,200 bicycle spaces are proposed, as part of plans to minimise car trips and promote alternative transport.

The Whistler Street Car Park has 357 perfectly serviceable and conveniently located car spaces. Many of the property owners and businesses in the vicinity, who in past years contributed to the Manly Parking Fund, would suffer if the Whistler Street Car Park was lost to them.

The proposal for the Car Park under Manly Oval will not provide convenient parking for local businesses and shoppers, and the proposal is beset with vehicle access and traffic problems.

The purpose built Manly Library is still virtually a new building. The proposal to demolish it and replace it in the same locality at a cost of \$17.8 Million is neither financially responsible nor environmentally sustainable.

The MANLY2015 proposal is unaffordable and the concept is fundamentally flawed. It has no demonstrated business or community support, and no prospect of successful implementation.

RECOMMENDATION

That the Notice of Motion be submitted for consideration.

ATTACHMENTS

There are no attachments for this report.

OM121211NM_5

***** End of Notice of Motion Report No. 34 *****

TO: Ordinary Meeting - 12 December 2011
REPORT: Notice of Motion Report No. 35
SUBJECT: Master Plan for Manly Wharf
FILE NO:

Councillor Cathy Griffin will move:

That Council write to the Minister for Planning and Infrastructure and other appropriate Ministers requesting a Master Plan for Manly Wharf be completed within 12 months.

In addition the Ministers be informed that Manly Council has formally adopted the Manly Cove Coastal Management Plan and a copy be provided to them.

Background

Manly Wharf has been subject to piecemeal development since the lease was awarded to a private company.

Conflict between patrons of Manly Wharf commercial premises and passengers alighting from the ferries regularly occurs, often compromising safety.

The NSW Government has announced that three ferry operators will be operating from Manly Wharf in the future.

There is no area for the public to dock at Manly Wharf

There is an increase in recreational use of the wharf as the popularity of kayaking and other personal watercraft use on the harbour increases.

Increase in bicycle parking in the vicinity

Placement of outdated and noisy fun rides on the concourse during holiday periods

Environmental impacts of increasing litter in the area.

RECOMMENDATION

That the Notice of Motion be submitted for consideration.

ATTACHMENTS

There are no attachments for this report.

OM121211NM_2

***** End of Notice of Motion Report No. 35 *****

TO: Ordinary Meeting - 12 December 2011
REPORT: Notice of Motion Report No. 36
SUBJECT: Council Develop a Bicycle Management Policy
FILE NO:

Councillor Cathy Griffin will move:

That Council develop a Bicycle Management Policy.

Background

Manly Council has spent substantial funds on bicycle infrastructure in the LGA, including the placement of bicycle racks in high use areas such as Manly Wharf and the beachfront. Council will continue to install and renew bicycle racks in the future as funding becomes available and the use of bicycles in and around Manly increases. However there appears to be a large number of bicycles being left or abandoned secured in the bicycle racks at various locations throughout the LGA for long periods of time.

The purpose of this policy is to increase the availability of space for regular riders to secure their bicycles and reduce the number of abandoned bicycles in the Manly LGA. Such a policy will also provide for a sustainable method of disposal of those bicycles deemed abandoned by delivering a consistent and integrated approach to identifying, labelling, removing and disposing of abandoned bicycles.

The policy should describe and outline methods of reporting, labelling and notification, length of time of notification before a bicycle is declared abandoned, length of time a bicycle is held by Council prior to disposal, method of disposal, costs and fees to recoup costs.

The policy should also outline opportunities for owners who no longer want their bicycles and suggest where unwanted bicycles can be taken to be recycled or reused rather than abandoned.

Council should not be liable for the cost of locks, chains, other security devices, or any other items that maybe damaged or destroyed as a result of removing any bicycle. The Council should not have any responsibility or liability to replace or make compensation for such items.

RECOMMENDATION

That the Notice of Motion be submitted for consideration.

ATTACHMENTS

There are no attachments for this report.

OM121211NM_4

***** End of Notice of Motion Report No. 36 *****

TO: Ordinary Meeting - 12 December 2011
REPORT: Notice of Motion Report No. 37
SUBJECT: Manly Tramway Loop - Trial Bus Operation
FILE NO:

Councillor Hugh Burns will move:

That Manly Council commence community consultation on the Manly Tramway Loop Proposal by operating a Motor Omnibus service on the proposed Manly Tramway Loop Route on one weekend (two days) in January 2012.

The service is to be run with four vintage buses (including double-deck vehicles), to timetable, to achieve the 5 minute tram loop service frequency proposed.

Stops are to be set out on the route generally as proposed in the tramway concept plan, with allowance for variation due to buses in lieu of trams and to maximise passenger safety. Stop locations are to be shown in the promotional literature and marked with footpath sandwich boards or similar on the operation days.

The cost to Council of the bus charter of four heritage vehicles for two days has been quoted at \$2000. The operator will obtain all insurances to the satisfaction of Council's risk assessor. The operator, being a vehicle heritage preservation group, will be able to request donations from passengers but will not charge fares. The operator will provide sufficient volunteers to manage the public on both days by means of conductors on the buses and passenger information personnel at major stops.

That Council fully promote the weekend to residents and visitors and produce literature for distribution to outline the Manly Tramway proposal and seek feedback from the travelling public on the route and concept - both from residents and visitors.

The day is to be documented by way of taking passenger statistics (patronage with demographics if feasible) and traffic observations with video and photographic recordings.

RECOMMENDATION

That the Notice of Motion be submitted for consideration.

ATTACHMENTS

There are no attachments for this report.

OM121211NM_3

***** End of Notice of Motion Report No. 37 *****

TO: Ordinary Meeting - 12 December 2011
REPORT: Notice of Motion Report No. 38
SUBJECT: Lighting along Manly Lagoon Park
FILE NO:

Councillor Craig Whitting will move:

Councillor Craig Whitting will table two Manly Lagoon Park Pilot Research Surveys at Manly Council's Ordinary Meeting. These surveys clearly indicate from participants that lighting along Manly Lagoon Park would be a positive step for Manly Council to consider.

Background

These surveys interviewed forty respondents who used the area on a regular basis either for recreational reasons or that they needed to walk through the area to connect with public transport. Many of the respondents indicated that during the winter months when the area was completely in darkness they used an alternative route but were not happy that they were forced to do so due to safety/security reasons.

Respondents also indicated that they would use the area more at night if it was well lit for recreational/exercise reasons as it is considered a particularly nice area which is underutilised by the community during the winter months.

While forty respondents may not seem a large number to interview to obtain conclusive results however for these surveys the number of respondents can be considered meaningful and it would appear that further research is unnecessary as the results would not change to any great extent.

The surveys were conducted by two students at Northern Beaches College of TAFE and was supervised by a teacher who specialises in research with over 30 years' experience in industry.

RECOMMENDATION

That the Notice of Motion be submitted for consideration.

ATTACHMENTS

AT- 1 Questionnaire 4 Pages

OM121211NM_6

***** End of Notice of Motion Report No. 38 *****

ATTACHMENT 1

Notice of Motion Report No. 38 - Lighting along Manly Lagoon Park Questionnaire

Questionnaire

This questionnaire is for use by Manly Council. Your time and assistance are greatly appreciated!

Tick whichever is applicable

1. ☐ Female ☐ Male
2. Do you live in the local area?
☐ Yes ☐ No
3. How old are you?
☐ 18 to 25 ☐ 26 to 30 ☐ 31 to 35 ☐ Over 36
4. Do you use the existing lagoon track regularly?
☐ Yes ☐ No
5. How often do you use the existing lagoon track?
☐ Daily ☐ Weekly ☐ Monthly ☐ Occasionally
6. What is the main reason you visit the park?
☐ Leisure ☐ Commute ☐ Exercise ☐ Other
7. How many members of your family also use this track?
☐ None ☐ One ☐ Two ☐ More than two
8. Do you believe that the area would be improved if lighting facilities were provided along the track?
☐ Yes ☐ No ☐ Not bothered

ATTACHMENT 1

Notice of Motion Report No. 38 - Lighting along Manly Lagoon Park Questionnaire

9. What time of the day do you mostly to use the Lagoon?

☐ Morning ☐ During the day ☐ Afternoon ☐ Evening / Night

10. Would you feel safer if lighting was installed by Manly council?

☐ Yes ☐ No ☐ Makes no difference

11. Would you use this area more during the darker hours if the track were floodlit?

☐ Yes ☐ No

12. Do you use this facility to commute to and from work?

☐ Yes ☐ No

13. Do you use the lagoon track to get to the bus stop?

☐ Yes ☐ No

14. Do you use an alternative route when it is dark?

☐ Yes ☐ No ☐ Sometimes

15. Would you be more likely to use the bus if the track were lit during the darker hours?

☐ Yes ☐ No

16. Do you think is it a good idea to have lighting in the Manly lagoon area?

☐ Yes ☐ No

17. Would you be happy if Manly council pays for the new lighting using your rate payments?

☐ Yes ☐ No

Thank you!

ATTACHMENT 1

Notice of Motion Report No. 38 - Lighting along Manly Lagoon Park Questionnaire

Questionnaire

This questionnaire is to research if there is a need for Manly Council to install lighting along the pathway through Manly Lagoon between Pittwater Road and Cameron Avenue Your time and assistance are greatly appreciated

Please tick whichever is applicable

1. How often do you use the pathway :
Once a day ☐ twice a day ☐ more than once a week ☒ never ☐
2. Male ☐ Female ☒
3. How old are you: 18 to 25 ☐ 25 to 30 ☐ 30 to 35 ☐ over 35 ☒
4. Do you live in:
Manly ☒ Queenscliff ☐ Other Northern Beaches ☐
5. Do you:
rent your home ☒ Own your home ☐
6. Do you ever use the bus then walk along the lagoon pathway to get to/from home and work: sometimes ☐ always ☐ never ☒
7. Do you ever use the car park or catch the bus from Pittwater Road at the end of the Lagoon:
sometimes ☒ always ☐ never ☐
(If answered 'never' skip questions 8 and 9)
8. Do you ever walk through the lagoon park after parking your car or using the bus: sometimes ☐ always ☐ never ☒
9. Do you take an alternative route to the park if it is after dark: yes ☒ no ☐
10. Would you walk through the park after dark if it was well lit:
yes ☒ no ☐ maybe ☐
11. Do you walk/exercise your dog in the Manly Lagoon park:
sometimes ☐ always ☐ never ☒
(If answered 'never' skip questions 12 and 13)

Notice of Motion Report No. 38 - Lighting along Manly Lagoon Park Questionnaire

TO: Ordinary Meeting - 12 December 2011
REPORT: Notice of Motion Report No. 39
SUBJECT: Pedestrians and cyclists to cross Pittwater Road and Balgowlah Road
FILE NO:

Councillor Craig Whitting will move:

That as a matter of urgency council formally write to the Minister of Roads and Maritime Services to request that provisions for pedestrians and cyclists to cross Pittwater Road and Balgowlah Road close to the intersection be further investigated.

Background

Any crossing of Pittwater Road close to the Harris Farm Market needs to be approved by the Roads and Maritime Services (formally the RTA).

Manly Council's RMS representative has said that crossings at this location would not be appropriate or approved because this is a four lane road.

Council observed this site during an off peak period. From the findings, it was suggested that there was a clear need for pedestrian crossings at this location. Fifteen pedestrians were observed crossing both Pittwater Road and Balgowlah Road in a 10 minute period which is a considerable number given this was out of peak hour for traffic and a difficult place to cross the road.

The footprint of the roundabout is quite spacious with sufficient space to provide a staggered signalised crossing on both Pittwater Road and Balgowlah Road.

Council is currently gathering information from road accident records and speed/traffic data available on this intersection to see if this would further strengthen our argument for pedestrian crossings.

RECOMMENDATION

That the Notice of Motion be submitted for consideration.

ATTACHMENTS

There are no attachments for this report.

OM121211NM_7

***** End of Notice of Motion Report No. 39 *****

TO: Ordinary Meeting - 12 December 2011
REPORT: Item For Brief Mention Report No. 20
SUBJECT: Items For Brief Mention
FILE NO:

1. Complaints made to the General Manager

In the month of November the General Manager is assessing the following complaint:

Matter No.	Received	Nature of complaint	Outcome	Status
COMP2011-10-01	October	Complaint re compliance matter	No breach of Code of Conduct. No further action.	Finalised

2. Notices of Motion status report

The following Notices of Motion are currently in progress.

Res No.	Meeting Date	Subject	Resolution	Status
200/11	14 Nov	Street Lighting (Clr Burns)	That Council produce a plan to be brought back to Council within two months to improve control of all street, reserve and plaza lighting, so as to ensure lights are not being operated in daylight. Such a plan is to include investigating the current controls in use, verifying their correct operation (function and light level settings) and if necessary upgrading them to a better more modern light level based control systems or converting to a central control that is based on light level. (Note due to changing sunset and sunrise times a clock based approach is not efficient.)	Being progressed
199/11	14 Nov	Far West School (Cllr Burns)	2. That Council advertise and call a public meeting after the submissions close on 30 November 2011 and invite the Department of Planning and the developer to discuss the proposed redevelopment of the Far West site and its impact on the Manly community, particularly including the needs of Manly Village Public School.	Being progressed
196/11	14 Nov	Traffic Management Report to improve traffic flow during Manly Tourism Events (Cllr Whitting)	1. That Manly Council investigates and provides a Traffic Management Report that incorporates a review on the current Traffic Management Plan for all events that will improve the traffic flows in and around Manly's CBD during Major Manly Events i.e. Food & Wine and Jazz Festivals.	Pending
			2. That Council installs temporary bike racks during special events.	Pending

Item For Brief Mention Report No. 20 (Cont'd)**3. Tabled Documents**

Date	Author	Subject
1/11/11	Mike Baird MP	Concerning the boats in Manly Cove West and Spring Cove and being referred to Minister for Roads and Minister for the Environment.
3/12/11	NSW Government, Premier & Cabinet (DLG)	Draft Destination 2036 Action Plan
5/12/11	NSW Government, Premier & Cabinet (DLG)	Review of the Model Code of Conduct and Misbehaviour Provisions – extension of time

RECOMMENDATION

1. That the report be received and noted.
2. That the report be received and noted.
3. That the Tabled documents be received and noted.

ATTACHMENTS

There are no attachments for this report.

OM121211IBM_1

***** End of Item For Brief Mention Report No. 20 *****

TO: Ordinary Meeting - 12 December 2011
REPORT: Report Of Committees Report No. 53
SUBJECT: Minutes for adoption by Council - Special Purpose Committees - without recommendations of a substantial nature.
FILE NO:

The Following Special Purpose Committee minutes are tabled at this meeting.

- i) Sports Facilities Committee – 2 December 2011
- ii) Playground Committee – 10 November 2011
- iii) Manly Scenic Walkway Committee – 8 November 2011
- iv) Access Committee – 18 October 2011
- v) Human Services Planning and Policy Committee – 18 October 2011

RECOMMENDATION

That the minutes of the following Special Purpose committee meetings be adopted.

- i) Sports Facilities Committee – 2 December 2011
- ii) Playground Committee – 10 November 2011
- iii) Manly Scenic Walkway Committee – 8 November 2011
- iv) Access Committee – 18 October 2011
- v) Human Services Planning and Policy Committee – 18 October 2011

ATTACHMENTS

There are no attachments for this report.

OM121211RC_2

***** End of Report Of Committees Report No. 53 *****

TO: Ordinary Meeting - 12 December 2011
REPORT: Environmental Services Division Report No. 36
SUBJECT: Balgowlah Industrial Zone Master Plan
FILE NO:

SUMMARY

This report informs Council of the preparation of a draft Master Plan for the Industrial Zone and following consultations and review, now recommends Council adopt the Plan, subject to the recommended changes. The final draft Master Plan is circulated separately.

REPORT

INTRODUCTION

Council at its Ordinary Meeting of 21 June 2010 resolved to prepare a Master Plan for the Balgowlah /Manly Vale Industrial Zone. The Master Plan for the Industrial Zone was prepared by Hassell Pty Ltd with Hallam & Associates (traffic and parking) and Worley Parsons (environmental impacts) - providing a framework for Council's future land use, traffic function, pedestrian movement, public domain and development controls. Community consultations included workshops, advertisements, exhibition and a public meeting following exhibition.

PUBLIC CONSULTATIONS

Initial Focus Group Consultation: Workshops were undertaken with residential and industrial landowners on 7 and 28 September 2010 respectively. Warringah Council were also consulted at this stage. These consultations informed the draft plan which was initially presented to Councillors in December 2010 and reported to Council's Planning and Strategy Committee on 7 March 2011.

Exhibition: The exhibition was advertised on 19 March 2011 and commenced 21 March 2011 for 4 weeks. Attendees and interested parties from the workshops were also notified along with all local Precincts and Warringah Council. Submissions are reviewed and summarised in the attached matrix (Attachment 1) with staff/ consultant comments. 13 submissions were received in response to the exhibition.

Public Meeting (post Exhibition): On 10 October 2011 Council held a meeting following its exhibition, where the Consultant presented final recommendations after a review of submissions and discussed planning priorities for the precinct.

IMPLEMENTATION OF THE MASTERPLAN

Major Road and Traffic Measures: Options for an improved road network were canvassed. The connection of Quirk Street is not warranted in terms of traffic improvement, its floodway location and costing. Further consideration of this option is not recommended.

The reconfiguration of the Condamine and Hayes Street intersection may be further investigated and modelled in consultation with NSW Roads Agency. As Condamine Road is a main road under NSW Roads Agency jurisdiction, the support from this agency is required.

Other major road improvements including the widening of Roseberry Street and a roundabout at the intersection of Quirk and Balgowlah Roads are dependent on the above options for Quirk and Hayes Streets.

Streetscape and Pedestrian Improvements: An integrated pedestrian network is a key element to improve connection in and around the precinct. Public domain works are critical in the future

Environmental Services Division Report No. 36 (Cont'd)

vision of the precinct to improve street character and to be a catalyst for future improvement. Recommendations for new pedestrian crossing infrastructure and 'gateways' may be detailed and costed once the Masterplan and its' streetscape strategy are adopted.

New Planning Controls: Future Land Use Zones for the precinct are contained in the draft LEP. Recommendation for FSR include an increase from 1:1 to 1.5:1 in the western and central areas only and to increase height from 11m to 14m in the centre of the precinct and at the Condamine Street interface only. However, it is considered that the recommendations for FSR and Height should be deferred until the zones are finalised in the comprehensive Manly LEP.

Other recommendations which may be progressed in the drafting of any future DCP are recommended for consideration by the LEP/DCP Working Party as follows:

- Provide for a greater articulation of future built form.
- Reduce bulk to residential interfaces to the north and south of the precinct.
- Retain minimum street setbacks and improve setback treatment.
- Encourage pedestrian links and relationship to Manly West Park.

Conclusions

The Master Plan used its initial research and focus groups to establish 4 options for discussion and testing with particular regard to the road structure; the function of the precinct; public domain improvements and appropriate development guidelines. The options are detailed in the Master Plan.

The draft Master Plan has been prepared by Hassell Pty Ltd for Manly Council which seeks to establish planning priorities and to review long term vision for the Manly Industrial Zone. Recommended options for key road infrastructure upgrade do not include connection of Quirk and further investigation of the reconfiguration of the Condamine Street and Hayes Street intersection requires NSW Roads Agency support. A range of streetscape and pedestrian improvements are recommended which will require further consideration by the Local Traffic Committee with road widening and general streetscape improvements including footpaths and street planting incorporated into detailed design and works schedules. Recommendations pertaining to the LEP and DCP may be appropriately addressed in the statutory progression of those plans. The draft Master Plan is now recommended for adoption along with more particular recommendations with respect to the implementation of the Master Plan.

RECOMMENDATION

That the draft Master Plan for the Balgowlah Industrial Zone be adopted, subject to the following amendments:

- a) Council not give further consideration to new road works connecting Quirk Road between Balgowlah Road and Kenneth Road;
- b) the issue of new pedestrian crossing infrastructure and primary or secondary 'gateways' at Roseberry Street (north and south) and in Hayes Street as well as Roseberry Street road widening be referred to the Local Traffic Committee with a view to progressing more detailed design and costing;
- c) the recommendations regarding new floor space ratio and height controls be deferred, pending further consultation on land use zoning in the exhibition of the new LEP;
- d) other planning controls and guidelines recommended in the master plan be referred to the LEP/DCP Working Group for incorporation into the new DCP;
- e) other matters raised in submissions be referred to the Local Traffic Committee for consideration and implementation.

Environmental Services Division Report No. 36 (Cont'd)

ATTACHMENTS

AT- 1 Manly Industrial Master Plan - Submissions Matrix 11 Pages
AT- 2 Manly Industrial Zone Master Plan 42 Pages

OM121211ESD_2

***** End of Environmental Services Division Report No. 36 *****

**Environmental Services Division Report No. 36 - Balgowlah Industrial Zone Master Plan
Manly Industrial Master Plan - Submissions Matrix**

Manly Industrial Master Plan - Submissions Summary

TOPIC	SUBMISSIONS (AUTHORS)	ISSUE DETAILS	COUNCIL COMMENT
Consultation	Ivanhoe Park Precinct; van der Straaten & Boutin; Seminara; Panagakis/CAV	Extended exhibition sought. Additional public meeting sought. Further clarification of draft recommendations sought.	All late submissions are received, considered and reported. Further public meeting held 11 October 2011 provided a presentation of final recommendations following initial focus groups and review of submissions with the Consultants. A range of matters raised were explained, summarised or clarified by the planning and traffic Consultants.
Reconfiguration of Condamine St / Hayes St Intersection.	van der Straaten & Boutin; Deligny; Macconi; Warringah Council	<p>Strong support from initial public meeting is affirmed but query the Consultants' traffic analysis which says this reconfiguration would result in a poor level of service. Further investigation of options is sought to allow Hayes St to be the primary access point.</p> <p>Adequate access to and from Roseberry St is essential to alleviate impacts on local residents with adequate infrastructure. Related impact on Campbell Pde in Warringah LGA also needs review.</p> <p>Notwithstanding a poor level of service at this intersection, the reconfiguration is still considered essential to relieve 2 remaining entry/exit points at Roseberry St (north and south).</p> <p>This option shares the traffic load over 3 intersections, preferred over the 2 intersections existing.</p> <p>Concern is raised regards decisions made regards development (Woolworths) conditions for a slip lane into Hayes St at Condamine Rd.</p>	<p>The Master Plan Traffic Report Appendix A, Figure 1 is reviewed by the Consultant and Council's Traffic Team who confirm that while the intersection must provide a sufficient level of service, further analysis is appropriate. Council's Traffic Engineer advises: 'Some improvements could potentially be achieved with alternative intersection configuration with further analysis.</p> <p>The use of a more sophisticated analysis package (such as Micro-simulation) should be considered so that a more complex type of intersection can be designed that may allow Hayes St as key entry way into the Manly Industrial Area.</p> <p>A future Level of Service 'D' or less for a new intersection is not acceptable on an urban road. This is because the functional life of a new intersection would be short and the benefits of intersection improvement would soon be negated.</p> <p>The SIDRA analysis software (as adopted for the purpose of the Master Plan) does not allow for modeling coordinated traffic signals or complex linked intersections such as suggested here over the 3 intersections.</p> <p>Development decisions regards this slip lane by the JRPP and as further delegated to MIAP were regulatory in nature while the Masterplan considers strategic options broader in scope and also recognising the need for further investigations and negotiation with the RTA (who own the land) in the longer term</p>

Environmental Services Division Report No. 36 - Balgowlah Industrial Zone Master Plan
Manly Industrial Master Plan - Submissions Matrix

TOPIC	SUBMISSIONS (AUTHORS)	ISSUE DETAILS	COUNCIL COMMENT
Opening Quirk St between Kenneth Rd and Balgowlah Rd	<p>In support: Belaroma Coffee, Power Holdings; J Mangraviti</p> <p>Opposed: van der Straaten & Boutin; Deligny; Sustainable Transport Committee; Murtagh; Cresswell; Warringah Council</p>	<p>Points in support:</p> <ul style="list-style-type: none"> - Reduce volumes in Roseberry St - Improve access to Manly West Park (given limited remaining green space in the area), its playing fields (now underused and neglected) and opportunity to improve parking. - Design measures can mitigate flood constraints sustainably e.g. limit road use in flood event. <p>Points in opposition:</p> <ul style="list-style-type: none"> - creation of 'rat runs' along Balgowlah Rd & Kenneth Rd further hindering traffic flow and along Quirk St north (with limited capacity) to Campbell Pde to Condamine St traffic lights; and along Hill St (near Quirk Rd and noting the proximity of a primary school). - heavy vehicle conflicts in Roseberry St (via Balgowlah Rd) would not be addressed; - would not address the additional traffic generated by the Bunnings and Woolworths (and other future developments in Roseberry St) - The need for a bypass through Quirk Street is less as the Consultant determined the status quo of Roseberry street as two way is feasible. - loss of Parks' amenity and safety. Its viability for future sporting fields is also questioned due to the road works required. - Any reduction to regional bike path networks and existing shared pedestrian/ bike paths would be a retrograde step given Council's investment in encouraging active citizens and sustainability. 	<p>Council's Traffic Engineer considers that opening Quirk Rd is unlikely to have a significant impact on traffic along Roseberry St. This is because the majority of drivers entering Roseberry St have a destination in the street. Only a minor proportion of drivers are expected to use Roseberry St as a through route. Therefore, trips cannot be expected to be assigned to Quirk Rd from Roseberry St, should Quirk Rd be opened. For the same reason, the opening of Quirk Rd would not significantly improve the performance of the most critical intersections identified in the traffic report.</p> <p>Access to the park is currently provided from two directions. The opening of Quirk Rd is considered unlikely to increase usage of the park. Concerns raised regards future usage of Manly West Park is to consider any potential increase in vandalism and other unlawful behaviour associated with similar developments in the area.</p>

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Environmental Services Division Report No. 36 - Balgowlah Industrial Zone Master Plan Manly Industrial Master Plan - Submissions Matrix

TOPIC	SUBMISSIONS (AUTHORS)	ISSUE DETAILS	COUNCIL COMMENT
Consideration of Intersection capacities in the Precinct	Deligny; Power Holdings; Warringah Council	<p>The intersection of Kenneth Rd with Roseberry St, Condamine Rd and Quirk St require further study to ensure adequate egress from Roseberry St and avoid gridlock at Kenneth Rd, particularly with additional traffic generated by development in the Precinct. Further loss of access and amenity is unacceptable.</p> <p>Support given for reconfiguration of traffic lights at Kenneth Rd and Condamine St to provide a right turn into Condamine St is considered critical to prevent congestion in Kenneth Rd banking back to Roseberry St.</p>	<p>Council's Traffic Engineer affirm and detail matters for further study for further more detailed assessment of future traffic conditions at the intersections on the key routes to the Manly Industrial Area (Roseberry St) as follows:</p> <ul style="list-style-type: none"> - Analysis of 'origin of trip' (the trip distribution) data for major developments. - Examining the interaction between intersections on Kenneth Road and Balgowlah Rd Study during both the AM and PM peak hours (It is assumed that each of the intersections would function independently) Not taking into account the interaction between intersections could lead to the existing and future performance of these intersections being significantly overstated. - Further consideration of AM peak hour data which is usually the more significant traffic peak. Traffic Data for 2009 on Balgowlah Rd would suggest that the most significant peak hour is between 8:00am and 9:00am. This refined analysis can lead to more accurate reporting of intersection performance. - Additional indicators of traffic performance at intersections may be considered such as the degree of saturation i.e. a measure of how close each intersection approach lane is to capacity. This addition indicator may more fully describe how an intersection might perform in the future. E.g. it is possible for an intersection to have a poor level of service (i.e. generates long queues on one of its approaches) and yet have a good degree of saturation) <p>Comments on Intersection performance:</p> <p>Condamine Street/ Balgowlah Road (with the proposed revised signal design and parking restrictions). SIDRA forecasts a Level of Service of 'C' (considered acceptable) and Degree of Saturation of 0.89 (close to practical capacity) indicating a likely poor performance in the near future.</p> <p>Condamine Street / Kenneth Road. This intersection will operate close to capacity in the future. In this regard further assessment for this intersection may be provided, with and without the proposed change to the phasing.</p> <p>Balgowlah Road/ Roseberry Street. The SIDRA results indicate good performance with little delay and ample spare capacity. However, observation of this intersection (pre Bunnings works) showed queues for significant lengths of time as far back as</p>

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			Condamine Street and the zebra crossing on Balgowlah Road.
Roseberry St north - 'primary gateway'	Murtagh	While this 'gateway' is supported (discouraging use of Roseberry St south) further study is required regards estimated frequency and timing of daily deliveries for Woolworths and Bunnings; heavy vehicle deliveries via Roseberry St north; impact of queuing in Roseberry St and noise to local businesses.	Traffic Impact was assessed with DA's for both these developments and the Master Plan specifically deals with these developments at Section 3 of the Report. Regulatory Services Manager advised of the concerns regards compliance with DA conditions.
Intersection of Sydney Rd/ Condamine Rd	Cresswell	Further study sought to provide a new right turn arrow for westbound along Sydney Rd into Condamine Street to encourage traffic off Balgowlah Rd.	Council's Traffic Engineer notes studies suggesting much of the future traffic for Woolworths and Bunnings would use Balgowlah Rd. The preferred route to the proposed developments would be via Sydney Road and it is agreed that any improvements to phasing at Sydney Rd / Condamine St would encourage this. All requests regarding changes to signal phasing are approved by the RTA. This request will be forwarded to the RTA for their consideration.
Raised pedestrian island/ crossings	van der Straaten & Boutin; Cresswell Sustainable Transport Committee;	Raised shared pedestrian island/ crossings supported both north & west of the Balgowlah Rd/ Roseberry St intersection for safe pedestrian access to the neighbourhood shops at the SW corner of Roseberry St. Also considers the Roseberry St crossing was badly redesigned when the roundabout was built.	Council's Traffic Engineer supports raised pedestrian platform across Roseberry St, north of Balgowlah Rd for improved pedestrian accessibility subject to approval by the Traffic Committee prior to installation. It should be designed to connect shared cycleways as well as improved pedestrian accessibility. It will also act as a gateway into the area and as a traffic calming device. Needs of footpath repair are also noted and upgrade requirements in development conditions to be enforced.
Road Safety	Cresswell	A frequency of 'near' accidents noted at entrance of Harvey Norman store in Condamine St raised for consideration	Council's Traffic Engineer advises accidents are analysed annually and black spots identified, prioritized and programmed for future action consistent with the purposes of a Masterplan.
Bus Stops	Cresswell	An extra bus stop sought for Woolworths as existing bus stop at Condamine Rd/ Koorala St too far. Any reduction in bus stops in Balgowlah Rd not supported.	Council's Traffic Engineer is to forward this request to the STA for consideration. However, there is currently a bus stop in Condamine Rd, north of Balgowlah Rd, which is considered to be within acceptable walking distance (approximately 100m) from the proposed Woolworths site.
Pest Control Management	Belaroma	Confirmation on containment of development sites and effects on nearby sites e.g. Belaroma, with its health standards and concerns with public perception.	Regulatory Services Manager confirms appropriate standards are being maintained.

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Dilapidation reports	Belaroma	Dilapidation reports to be made available to all sites in the reports.	Regulatory Services Manager confirms reports on public record.
Contamination Review	Belaroma Coffee	Confirm any future Contamination Policy will be published.	The Adoption of this Policy would be undertaken publically, within Council's notification protocols.
Roseberry St south neighborhood centre'	Murtagh; van der Straaten & Boutin	Promotion of a 'neighborhood centre' at Roseberry St south supported incorporating existing small retail stores.	Noted and confirmed.
Extended 40 km zone sought in Balgowlah Rd	van der Straaten & Boutin; Cresswell	Extended 40km zone sought from Suwarrow St to Boyle St (east of Gold Club and Childcare Centre).	Extensions of a 40km/h zone need approval by the RTA. A request for extension of the zone will be forwarded to the RTA for assessment.
Parking Issues	Murtagh; Cresswell; van der Straaten & Boutin; Belaroma Coffee	<p>Retention of street parking along Roseberry St and Balgowlah Rd. (Particularly with widening of Roseberry St.</p> <p>Retention of parking at the south end of Roseberry St is supported. The impact of 'big business' moving into the area is noted with concern that it should not impact on small shops or local shoppers access to a variety of shops.</p> <p>Recommend kerbside parking restriction of maximum 12 hour parking to prevent the current problem of long term parking of Caravans and advertising trailers on Roseberry St.</p> <p>More detailed plan regards priorities / timing of 'no parking' areas with consideration of parking offset by Woolworths. In this regard it is expected that existing parking that is to be replaced, would not be lost until replacement spaces are operational.</p>	<p>Council's Traffic Engineer advises DA conditions of the Woolworths development (ANS40) require implementation of the following arrangements at Roseberry St and Hayes St:</p> <ul style="list-style-type: none"> - Street parking on the west side of Roseberry St shall be retained, except for the vehicular crossings and sufficient turning space therefrom. - Street parking on the east side of Roseberry St shall be removed to facilitate sufficient width of roadway for two vehicles to pass. - All on-street parking in Hayes Street except directly adjacent to the subject site shall be retained. <p>Woolworths' DA conditions also required a Parking Management Plan prior to the issue of the Occupation Certificate. Once the Parking Management Plan has been submitted to Council, these proposals will be taken to the Traffic Committee for approval. These comments will be taken into account when reviewing the Parking Management Plan.</p> <p>Proposed 12P parking along Roseberry St will be taken forward to the Traffic Committee for consideration. The proposed timing for on street parking will be coordinated with the proposed parking for the Woolworths development.</p> <p>Removal of parking may be required during stages of the construction. Any removal of parking will have to be approved by the traffic team through a work zone application. As part of this, Council requires the contractor to notify affected businesses / residents of the duration and location of proposed parking removal. Any permanent removal of parking will have to be approved by the Traffic Committee.</p>

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TOPIC	SUBMISSIONS (AUTHORS)	ISSUE DETAILS	COUNCIL COMMENT
Pedestrian and Landscape Improvements	Murtagh; Cresswell	<p>Pedestrian crossing upgrades at Hayes St and Roseberry St north and south will improve poor pedestrian links to the north (including students walking through area and to Mackellar High school or the Condamine Street bus stop.</p> <p>A new pedestrian island requested in Balgowlah Rd between Quirk Rd and Hill St.</p> <p>Landscaping will also create a more pleasant place to visit.</p> <p>Dual pedestrian paths, bike racks, toilets and water bubblers in Roseberry St are supported for cycling and walking. Footpath restoration along Balgowlah Rd (north side) is also sought</p>	<p>The pedestrian crossing upgrades presented in the Masterplan will be assessed by Council's Traffic Team in detail once the plan is adopted and presented to the Traffic Committee for endorsement.</p> <p>The pedestrian island between Quirk Rd and Hill St is outside of the Masterplan area.</p> <p>Other street facilities are to be considered in the detailed budget, design and implementation stages.</p> <p>Conditions for footpath restoration are incorporated into development conditions for Bunnings and other development generally.</p>
Roseberry St realignment	Power Holdings	<p>Proposed Roseberry Street realignment to reduce congestion is strongly supported</p> <p>Widening of 1m either side of Roseberry St is supported to allow parking either side of the street and a safe width for vehicles and trucks.</p>	<p>The recommended changes to regarding widening and parking along Roseberry St will be taken forward to the Traffic Committee for consideration.</p>
Height limitations	Deligny	<p>Recommended height limits are supported particularly for buildings opposite residential areas and to control overshadow and maintain amenity of open space.</p>	<p>Figure 5.3 of the master Plan recommends to retain existing heights to surrounding residential interfaces.</p>
Balgowlah Rd Roundabout	Cresswell	<p>Roundabout at intersection of Balgowlah and Quirk Roads not supported as the bank-up between roundabouts would make it more difficult for cyclists and pedestrians.</p>	<p>This recommendation is subject to decisions on the connection of Quirk St.</p>

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Flooding and Stormwater Issues	Warringah Council	Likelihood of flood impacts noted extending across the Manly Vale area along the Burnt Bridge Creek line. While the Manly Lagoon Flood Study (in partnership with Manly Council) has an upstream limit of Quirk Street, this study and future planning levels for new development should be taken into consideration with any new proposed buildings. Surveys of stormwater infrastructure are underway in the area.	<p>Manly Council's Natural Resources Branch are working collaboratively with Warringah Council in the development of a Flood Study for the entire Manly Lagoon catchment, including Burnt Bridge Creek. It is anticipated this Flood Study may recommend flood controls for future incorporation of DCP provisions for flood prone lands in the Catchment.</p> <p>Development of a new road on the edge of the Manly West Park will have implications on the movement and collection of flood waters in such events. However, it will have an impact on the flood levels around the area and consideration will be given to risks from flooding to the area.</p>
Enforcement Issues	Deligny; Sustainable Transport Committee	<ul style="list-style-type: none"> - Construction Team for Bunnings arriving 1.5 hours prior to their site work contrary to the DA staff parking issues associated with Stockland. - Reconsideration requests by Woolworths regards its' conditions are not supported. - Non-compliance with 3 tonne limits with heavy vehicles often using Balgowlah Rd. Limits on heavy vehicles in residential areas should continue. - Illegal Parking with residents unable to access driveways, including Lombard and Cormack Sts. - Access to Bunnings site require monitoring of parking and access ramps so they do not form unsafe impediments to the shared path by giving cars precedence across the path. Suitable signage and/or humps are vital to slow traffic. 	Regulatory Services Manager will continue to respond to these matters.
Retain Light Industrial activity	Deligny	Zoning should retain light industry as other activities particularly impact in terms of extended retail operating hours impacting more on the amenity of living in peace and quiet of nearby residents. The land is Manly's only Industrial area	Manly's Industrial area has developed over several decades with a combination of both light industrial uses and bulk good retail uses. While the future zoning of the land will be a matter to resolve in the new Manly LEP, the concerns in this submission for the protection on industrial land are valid statutory and strategic considerations under NSW plans, ministerial directions.

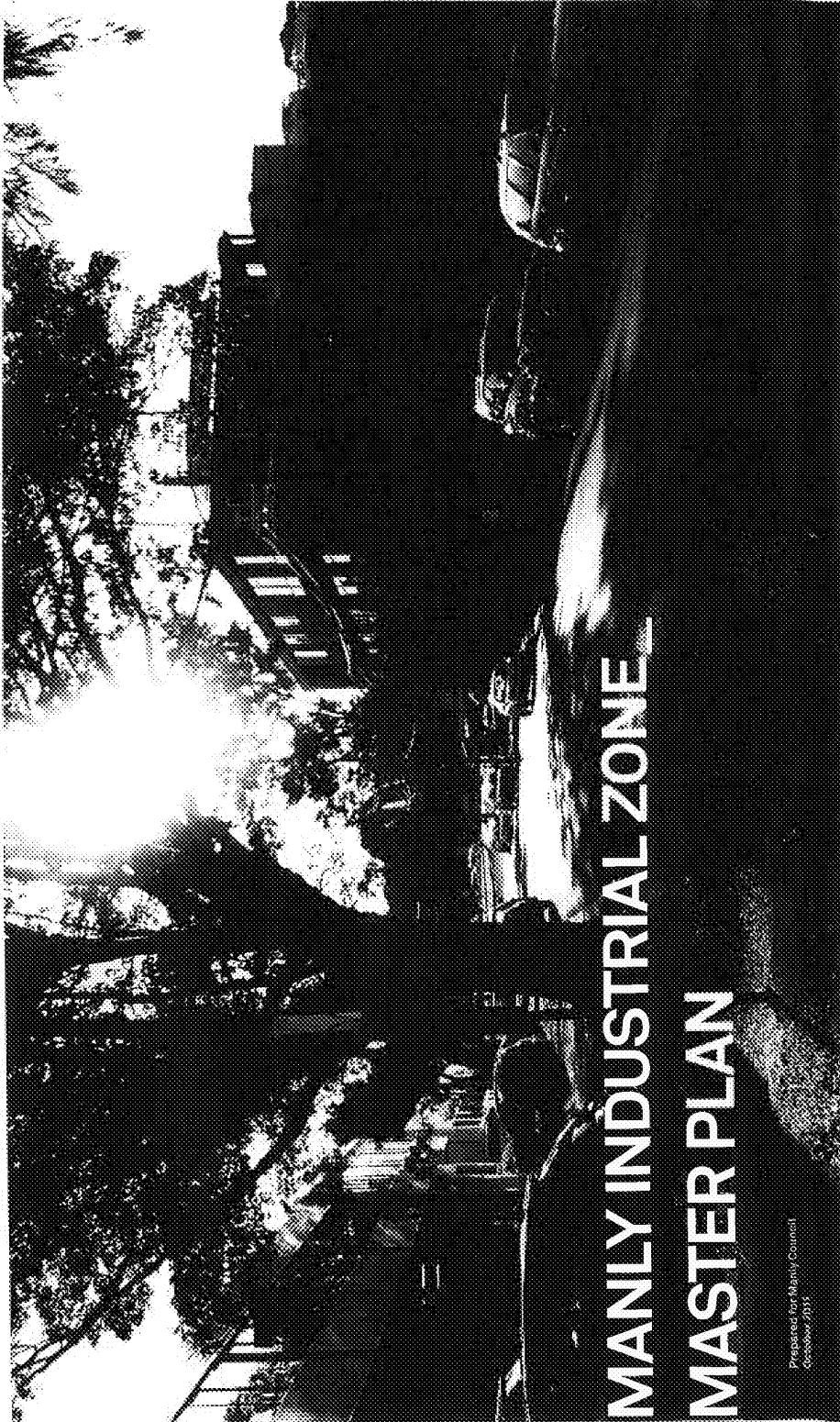
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		and Council's efforts to meet NSW job targets supported.	
Retain Bulky Good Retailing Provisions in the LEP	Power Holdings; Panagakis/CAV; Seminara; Belaroma Coffee	<ul style="list-style-type: none"> - Reference to new Light Industrial zone IN2 (not permitting Bulky Goods) is misleading and presumptuous as the draft LEP has not been exhibited with no opportunity to consult with the wider community regards the land use zones at this stage. - Bulky goods retailing should be permitted over the entire precinct (not just the western side) to provide for greater employment and renewal opportunities than industrial uses. Demand for bulky goods and a lack of other suitable land in the area for that purpose are noted. Ongoing permissibility ensures opportunities for renewal and replacement of older, dilapidated buildings with newer facilities. Other opportunities to improve the streetscape, and services aligned with community are also raised. - Any future zone prohibiting bulky goods on the eastern side of Roseberry St is opposed as this area generally comprises undesirable and vacant buildings that are unviable due to lack of interest in carrying out industrial activities in the area, having moved to more suitable or lower cost areas. Adverse effect on property values are also a concern reducing opportunity to improve or redevelop sites. 	<p>LEP drafting is informed by studies and is subject to further stages including certification (to exhibit), exhibition and submission review.</p> <p>The Master Plan expressly states that in relation to new zonings it is to be subject to and is only to take effect on the making of a new LEP.</p> <p>The Master Plan is informed by earlier studies 'Manly Industrial Zone Strategic Review' Hassell 2009. This report examined future zoning options for the area and supported the drafting of the LEP currently with the Department of Planning for their certification of a draft LEP for exhibition purposes. In addition to considerations of planning context and policy framework, the site analysis demonstrated a <i>'clear divergence in retail and industrial uses in special terms. In this regard industrial development is concentrated on the block along the eastern side of Roseberry St, and retail sales including bulky goods, car dealerships and shops along the east side of Condamine St / west side of Roseberry St.'</i></p> <p>In relation to submissions querying the implication of any future zoning 'B6 Enterprise Corridor;' as referenced as a NSW standard instrument zoning for consideration in the Manly draft LEP, future zoning should not impact on the continued operation of the business in accordance with existing approvals. An objective of this zone is to promote a range of businesses along main roads, being the western street block with main road frontage (Condamine St).</p>
Permit 'shop-top' housing	Mangraviti	Inclusion of a residential component adds desirable mix and opportunity.	While not anticipated in the NSW standard instruments zoning further consideration of the submission is appropriate at the upcoming LEP exhibition stage.

Environmental Services Division Report No. 36 - Balgowlah Industrial Zone Master Plan
Manly Industrial Zone Master Plan

Interior Design
Landscape Architecture
Planning
Urban Design
PR China
Hong Kong SAR
Singapore
Thailand



HASELL

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Project Control
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Manly Industrial Zone Master Plan

01 Summary

1.1 Project Brief

Recent developments within existing industrial land of Manly has highlighted the need for a comprehensive review of the existing industrial land and controls.

Manly Council, at its meeting of 21 June 2010, resolved to prepare a Master Plan for the Manly Industrial Zone as follows:

1. Manly Council resolve to commission a comprehensive Master Plan for the Balgowlah Industrial Zone, comprising a review of the existing industrial land and controls.
2. Manly Council resolve to commission a Master Plan for the Balgowlah Industrial Zone, comprising a review of the existing industrial land and controls.
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HASSELL has been engaged by Manly Council, (Council) to prepare a Master Plan for existing industrial land at Balgowlah within the northern metropolitan region of Sydney. The precinct contains approximately 77 allotments with a total area of 10.1 hectares.

The study precinct (the precinct) comprises the whole extent of the Manly Industrial Zone, which is located at Balgowlah within the northern metropolitan region of Sydney. The precinct contains approximately 77 allotments with a total area of 10.1 hectares.

1.2 Study Area

The study precinct (the precinct) comprises the whole extent of the Manly Industrial Zone, which is located at Balgowlah within the northern metropolitan region of Sydney. The precinct contains approximately 77 allotments with a total area of 10.1 hectares.

The precinct exists within the suburbs of Balgowlah, approximately 15 kilometres north east of the Sydney CBD and 2.5 kilometres west of the Manly beachfront. The area accommodates a range of retail, recreational and residential uses. The town centre of Manly Vale, Balgowlah and Manly are all close proximity of the industrial zone.

1.3 Consultation

Consultation has been undertaken with Council Officers, community representatives and landowners as part of the preparation of the master plan. The consultation process provided additional material to inform the preparation of the final master plan. Details of the consultation process and analysis phase are provided in Section 5 of the master plan.

The consultation process identified the following key issues within the industrial zone:

- Traffic movement and function within and around the precinct is poor, given the need for large trucks to enter and exit the precinct along residential streets and the lack of adequate internal mobility within the precinct.
- Existing streets are inadequate to the demand for heavy goods vehicles.
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1.4 Constraints and Opportunities

In addition to the information collected through consultation process, detailed review and analysis of the study area has identified a number of constraints and opportunities for future development and use of the precinct. The constraints and opportunities are discussed in more detail at Section 4.1.

The primary constraint identified is the poor traffic function within and around the precinct. The nature of existing uses within the precinct means that many of the existing land uses generate truck movements along the internal roads of the precinct as well as the perimeter roads. The master plan seeks to improve the traffic function of precinct through redirecting traffic to main access points, and attempting to reduce traffic to lower order residential streets.

Production and cycle function and safety within the precinct is also compromised due to degraded pedestrian network, lack of pedestrian crossing opportunities and conflict between pedestrians, cyclists and property vehicles.

The streetscape of the precinct is of a generally poor quality. The existing streetscape character, which derives from the overall streetscape quality. The existing streetscape presents a variety of urban road conditions, with resultant impacts on the streetscape. The streetscape is of a generally poor quality, with a variety of urban road conditions, with resultant impacts on the streetscape. The streetscape is of a generally poor quality, with a variety of urban road conditions, with resultant impacts on the streetscape.

Development surrounding Manly Vale excludes the park from the public domain and reduces opportunities for connectivity with surrounding areas. A potential view corridor and open space has been identified between Roseberry Street and Manly Vale Park. At present this land is used for business purposes. However it is considered that this land should be identified as a future open space lot. This is a long term outcome which can be considered during preparation of future development controls.

Several neighbourhood shops and service retail uses are established at Roseberry Street south. These properties represent established businesses which serve the needs of the industrial area as well as the adjacent residential properties. This small cluster of uses presents opportunity to promote a 'neighbourhood centre' to provide small scale service retail uses serving the needs of local employees and surrounding residents.

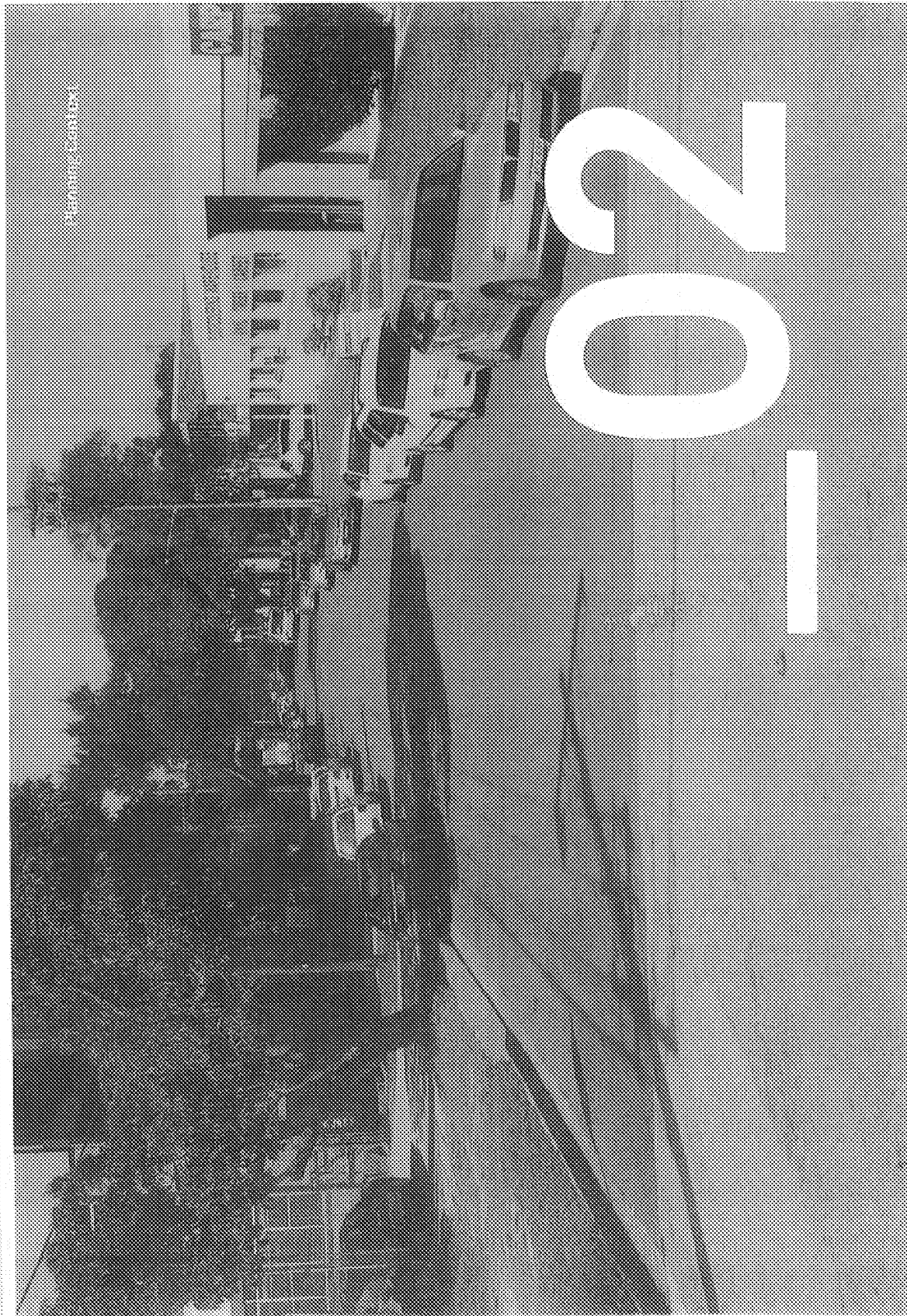
There is also an opportunity to establish linkages through the precinct along Roseberry Street to link the residential areas with existing retail services within the precinct.

The precinct contains generally older building stock which present long blank walls and poor articulation. This results in a poor streetscape appearance and building character within the precinct. Future development within the precinct should be encouraged to provide articulated building forms which contribute to provision of an activated street frontage, particularly along Roseberry Street and Condamine Street interfaces.

1.5 Master Plan

The analysis undertaken within this report has established five key principles which seek to update the vision for the Manly Industrial zone over the next 5-10 years. The previous strategic planning work undertaken by Council in 2009 also provides the basis for the master plan and sets out the proposed zoning approach for the precinct to be sought under the new Manly Local Environmental Plan.

The final master plan incorporates the five key principles in order to establish a future vision for the precinct. The master plan will serve as a document to guide growth and development of the precinct and importantly inform preparation of a new LEP.



Environmental Services Division Report No. 36 - Balgowlah Industrial Zone Master Plan

Manly Industrial Zone Master Plan

02 Planning Context and Policy Framework

2.1 Metropolitan Context

2.1.1 Sydney Metropolitan Strategy

The Metropolitan Strategy was prepared by the NSW Department of Planning in 2014 to provide for the accommodation of Sydney's expected residential and employment growth over the next 30 years. The economic and employment aims of the Metropolitan Strategy are to:

- enhance liveability by seeking to improve the quality of economic centres and jobs for residents;
- facilitate private enterprise as the main economic driver in a competitive economy;
- increase employment so it is accessible to residents, and new employment lands will be strategically located close to the labour force and linked into the transport network;
- protect Sydney's environment by capitalising on existing specialist infrastructure or developing magnet infrastructure in existing centres;
- improve governance by providing a framework to strengthen Sydney's economy and employment opportunities;
- focus development around centres

Within the context of the Sydney Metropolitan region the Manly Industrial Zone is identified as employment land. Employment land is defined as 'the traditional industrial areas for manufacturing, warehousing, construction and repairs; business and technology parks for higher order jobs; and areas containing a mix of activities associated with transforming, storing, maintaining and repairing materials and goods'.

The Metropolitan Strategy's 2031 employment capacity target for the North East Subregion is 103,500 which is a growth of 16,263 jobs from 2004, equating to approximately 4.1% of Sydney's overall job share.

2.2 Regional Context

2.2.1 Draft North East Subregional Strategy

The Draft North East Subregional Strategy ("the draft Strategy") is an extension of the Sydney Metropolitan Strategy and explores the Department of Planning's strategic vision for the Manly, Mosman and Narrabeen Lakes at a 'local' level.

The draft strategy indicates a number of key future directions are noted for employment lands:

- There is a relatively limited supply of Employment Lands within the North East Subregion with only approximately 450 hectares (the Manly Industrial Zone comprises 301 hectares of industrial zones and Business Park zoned land).
- The broad patterns of industrial zones and business parks are small in comparison to other subregions, however are of strategic value to the subregion.
- Light industry and urban support functions should remain in the area to support the subregion, maintain self-sufficiency, and contribute to the specialist knowledge and skills base which enables Sydney's national and international competitiveness.
- These may be potential for interlocation of Employment Lands in other precincts of the subregion. Such interlocation must not undermine the integrity of the specialist employment lands in a local and regional context.
- Key challenges for ensuring an interlocation and more efficient use of Employment Lands in the North East.

The draft Strategy's target for additional employment capacity in the North East Region is reviewed from the target in the Metropolitan Strategy. A jobs growth target of 19,300 additional jobs is identified for the North East subregion in the 30 year period to 2031. The Manly LGA is identified to take up 1,000 of these additional jobs, markedly less than Waverley (11,200) and Pittwater (6,000), which generally reflects the structure of existing employment lands within the subregion.

The Manly Industrial Zone is classified as category one employment lands which are those retained for industrial purposes. The key function of this industrial zone is for urban services, comprising activities such as Coastal Depots of which are crucial activities and need to be protected.

The study area is located adjacent to the Manly Vale neighbourhood centre and 700 metres from the Balgowlah Village centre. The draft Subregional Strategy indicates the Commercial Street as a potential Enterprise Corridor (Figure 2.3). Enterprise Corridors are described as:

...roads which provide low level accommodation for a range of local and regional services, including start-up offices, light industrial, showrooms, building supplies and retail, which benefit from high levels of passing traffic. They are along major arterial roads which generally accommodate over 50,000 vehicles per day and provide a valuable buffer between residential development and the road.

The following Draft Subregional Strategy actions are relevant to the study area:

- LEPs will provide sufficient zoned commercial and employment land to meet their employment capacity target (4.1.1).
- Concentrate retail activity in centres, business development zones and enterprise corridors (B4.1.1)
- The Department of Planning to prepare guidelines for the application of Business Development and Enterprise Corridor Zones (B4.1.3). Which states:
 - Business Development and Enterprise Corridors should be considered to accommodate existing or emerging regional bulky goods outlet clusters. These would only be located adjacent or linked to those identified strategic centres that would benefit from supporting activity in the zone.
 - Small retail outlets (less than 7000 m²) may also be accommodated in parts of Enterprise Corridors where these premises benefit from exposure and support the objectives of the zone to provide lower cost employment and business start-up opportunities and buffer residential land near major traffic roads. The Enterprise Corridor Zone has been established for this purpose.
 - Continue to apply 'retail currency' benefit criteria of 10 sub-offices (about 6000sqm) prior to Principal LEPs adopting Standard LEP zones (B4.1.4). Which states:
 - The net community benefit criteria and specific criteria relating to bulky goods retail outlets included in The Right Place for Business and Services will continue to apply on a merit based test for major development applications and spot rezonings (as required by Ministerial Direction 17—Integrating Land Use and Transport).
 - Recognise the role of Enterprise Corridors as locations for local employment (B7).

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Manly Industrial Zone Master Plan

Manly Industrial Master Plan

02.....Planning Context and Policy Framework

2.3_Local Context

2.3.1_Manly Local Environmental Plan 1988

Manly Local Environmental Plan 1988 (the LEP) applies to all land within the Manly LGA. The study area is wholly zoned No. 4 Industrial.

The objectives of the No.4 zone are:

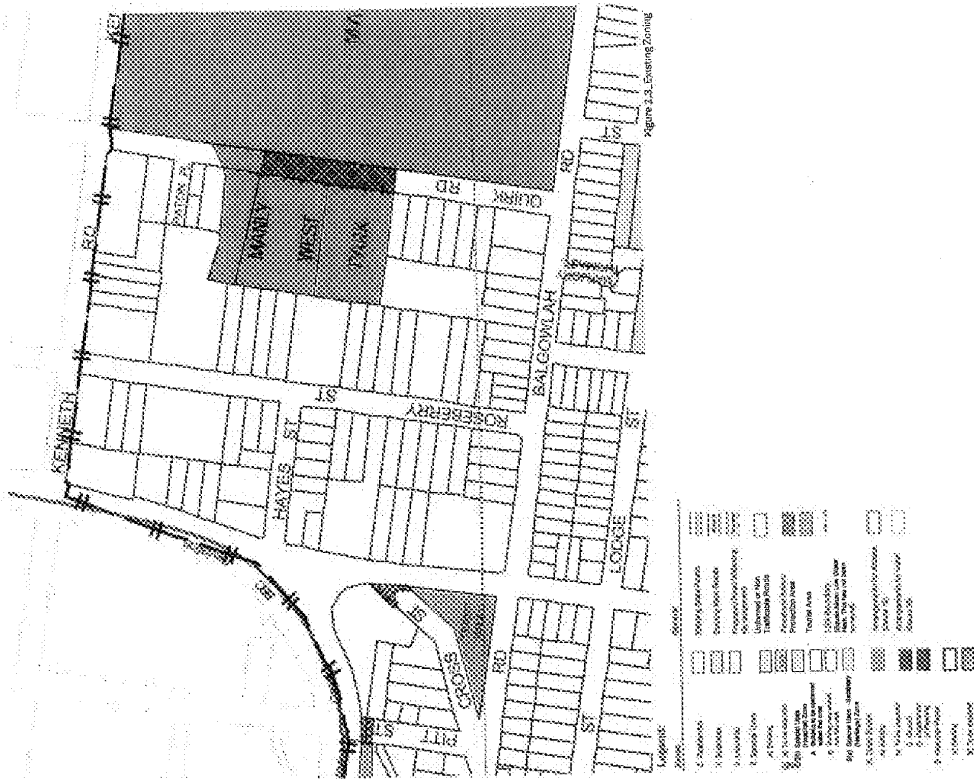
- (a) to provide for suitable industrial activities in order to increase local employment opportunities;
- (b) to minimise negative visual impact of development by limiting the size and scale of buildings and having regard to suitable landscaping; and
- (c) to encourage the provision of industrial activities by permitting specific office and secondary activities in association with the primary industrial use.

The LEP also sets out permitted uses within the zone. Table 2.1 below sets out permitted and prohibited uses within the existing Zone 4 Industrial.

The LEP also provides opportunities for rezoning of bulk goods to be undertaken within Zone No. 4 where there is a potential of appropriate context and within the surrounding business areas and the proposed rezoning will not detrimentally impact the integrity of other commercial or industrial land within Manly.

Table 2.1 Land Use Table

Schedule 2 Uses	
Bank; Chemist's shop; Delicatessen; Hairdressing salon; Milk bar; Newsagent's shop; Take-away food shop.	
Schedule 3 Uses	
Adaptation; Agricultural machinery manufacture; Adaptation; Barbed products manufacture; Bookbinding; Brick, tile, pipe and pottery manufacture; Cement manufacture; Electric machinery manufacture; Confectionery products; Food products manufacture; Glass products manufacture; Grain; Grain; Heavy engineering; Heavy machinery manufacture; Heavy metal foundry; Motor body building; Motor vehicle manufacture; Ready-mix cement manufacture; Sawmilling; Steel products manufacture; Stone cutting and crushing.	



Environmental Services Division Report No. 36 - Balgowlah Industrial Zone Master Plan

Manly Industrial Zone Master Plan

02 Planning Context and Policy Framework

2.3.2 Manly Industrial Development Control Plan 1991

The Manly Industrial Development Control Plan 1991 ("the Industrial DCP") applies to all land within zone No. 4 Industrial under the LEP. The Industrial DCP sets out built form controls for land within the No. 4 Industrial zone.

Table 2.3. Industrial DCP Controls

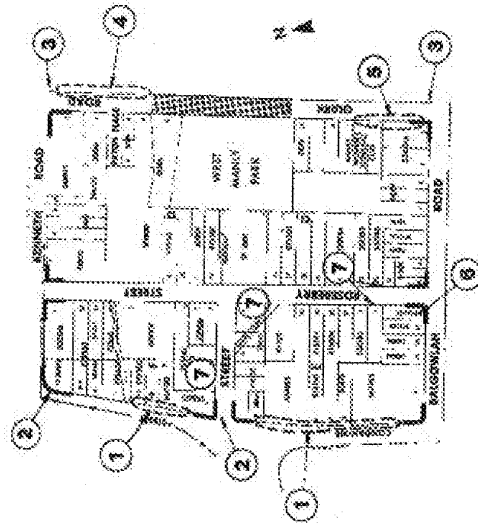
Issue	Industrial DCP Controls
Site	Industrial areas providing potential for land service functions are zoned to promote as a location for new high-technology or sophisticated office or business activities.
Size	No standards, however 1:1 is encouraged.
Height	11 metres above existing ground level.
Parking	Minimum rate of: (a) One car space per 50sqm of gross floor area for industrial use or retailing of bulky goods. (b) One car space per 100sqm of gross floor area for warehousing and storage of bulky goods.
Setbacks	4.2 metres to street frontage (front and side). This includes all buildings and ancillary elements such as car parking. Where appropriate, buildings may be built to side and rear boundaries.
Landscaping	Setback areas to be landscaped with trees set in lawn or other ground cover.
Frontages to Condamine Street and Kenneth Road	Higher standard of finish to developments required along these frontages, in terms of building and landscaping.
Townscape	The Council will seek to ensure that developments comply with the principles in the attached Townscape map.

2.3.3 Advertising Signs Development Control Plan 1993

The Advertising Signs Development Control Plan 1993 ("the Advertising DCP") sets out controls for advertising and business identification signage within all zones. The Advertising DCP provides specific controls for Zone No. 4 Industrial. The key controls relating to the industrial zone are outlined below.

Table 2.3. Advertising DCP Controls

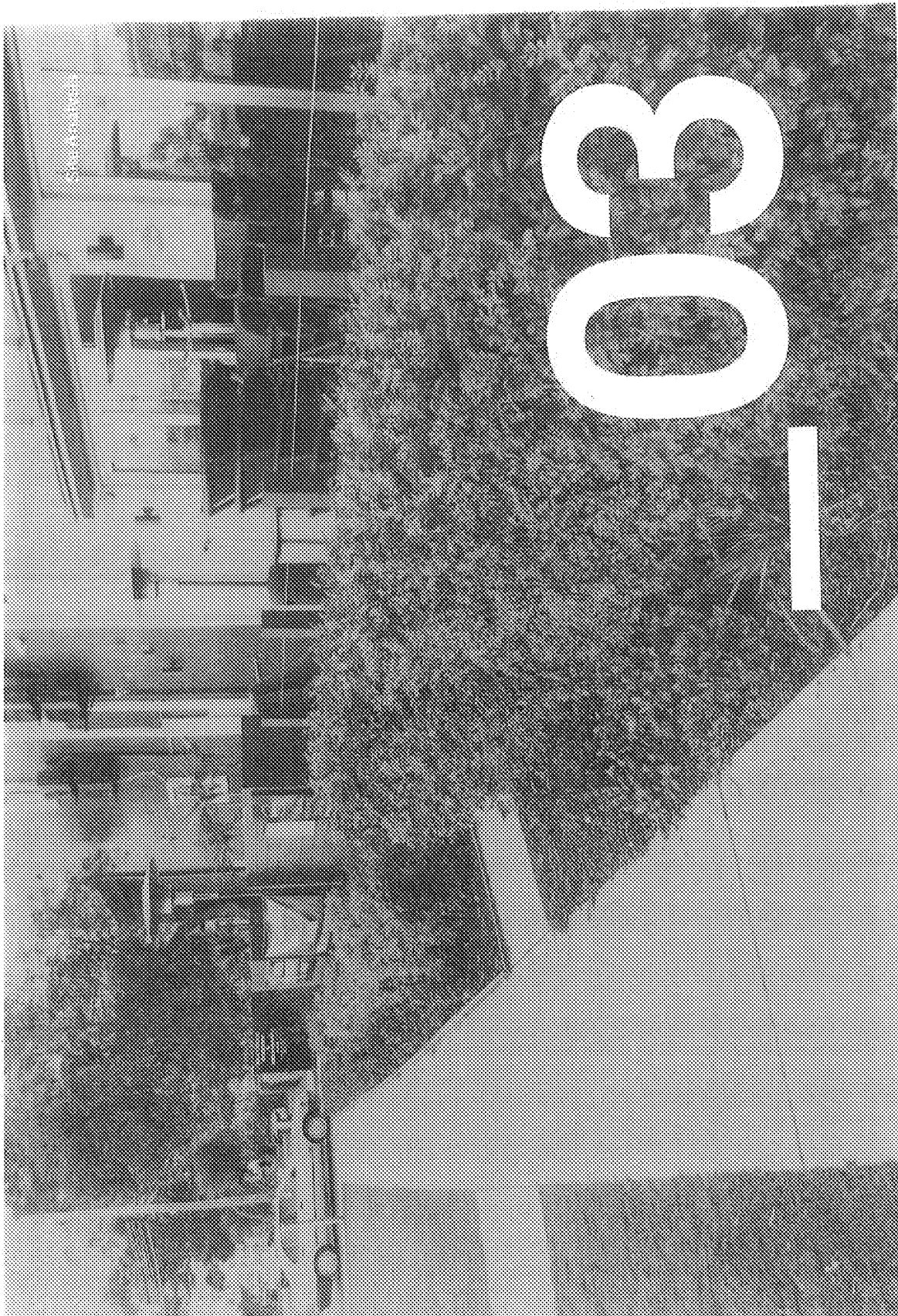
Preferred signs	Advertising DCP Controls
Roof or sky signs	Not permitted, however Council may give consideration dependent on merit, if the proposed advertising structure gives an impression of being an ancillary part of the building. Should not exceed 5 sqm in area, it must not dominate the facade on which it is attached, or the street scene, and consideration must be given to design and aesthetics, and must be in harmony with the nature of the street scene and townscape.
Flush wall and end wall advertising	Advertising content must relate to the building or premises or goods sold on the premises to which it is attached.
Content	Erected to avoid awning or projecting wall signs attached to the facade of a building above the awning is prohibited, or if there is no such awning, at a level above 3 metres measured above the footpath below.
Signs above awning height	



- Prominent corners
Ensure development is of a high visual quality.
- 1 Footpath planting to create an avenue of trees preclude footpath parking.
 - 2 Location for identity planting safe-guarded by a barricade.
 - 3 Notice to indicate available parking.
 - 4 Formalize angle parking and improve bicycle way/footpath.
 - 5 Create angle parking spaces and tree-planting.
 - 6 Improve street frontage of building. Provide a bright focus to the corner with the stopfront. Improve parking area.
 - 7 Plant trees or provide bollards to preclude footpath parking. Provide sealed footpath to all street frontages unlikely to be redeveloped.

Figure 2.4. Townscape Principles Map - Industrial DCP 1993

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Environmental Services Division Report No. 36 - Balgowlah Industrial Zone Master Plan

Manly Industrial Zone Master Plan

Source: Planning and Environment Department, 2009

03 Site Analysis

3.1 Regional Context

The Manly Industrial precinct is located at Balgowlah within the northern metropolitan region of Sydney, approximately 10 kilometres north east of the Sydney CBD. The surrounding region represents a range of retail, recreational and residential uses, with town centres of Manly Vale, Balgowlah and Manly within close proximity.

The Manly Vale neighbourhood centre is established along Condamine Street to the north beyond Kenneth Street in the Warringah LGA. This centre accommodates a variety of retail and commercial premises. Medium density residential and a Coles supermarket are established within the blocks east of Condamine Street.

Balgowlah Road forms the southern boundary of the precinct, with a mix of low and medium density residential to the south beyond Balgowlah Road.

Manly West Park, the Manly Golf Course and LM Graham Reserve are located to the immediate east of the study area. The alignment of Burnt Bridge Creek extends through the adjacent park and golf course precinct as a concrete channel. Condamine Street defines the western boundary of the industrial area and links with the Burnt Bridge Creek Deviation. Land on the opposite side of Condamine Street contains predominantly bulky goods retail, with some light industrial and residential uses. Residential uses extend further east beyond Condamine Street.

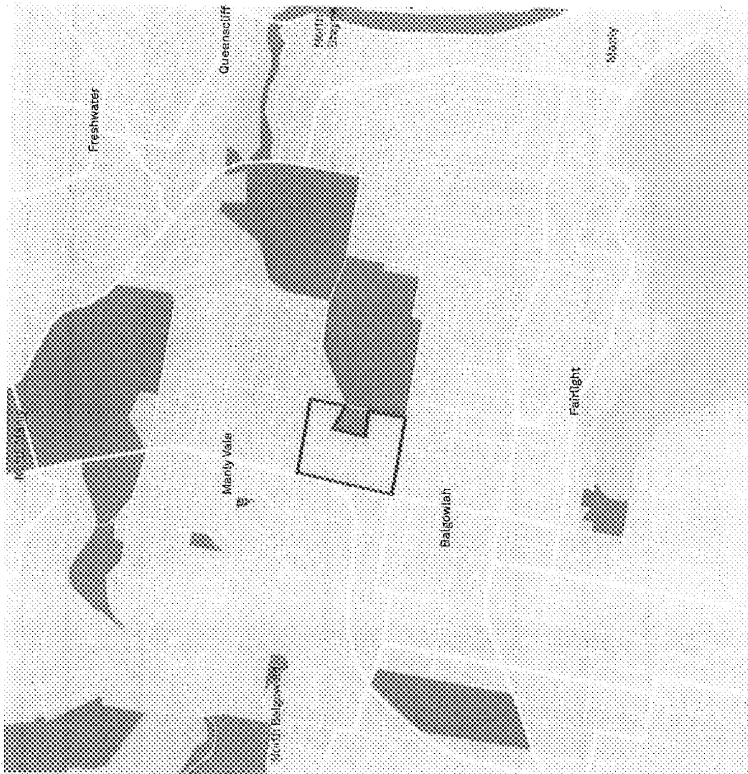


Figure 3.1 Site within a regional context

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Manly Industrial Zone Master Plan

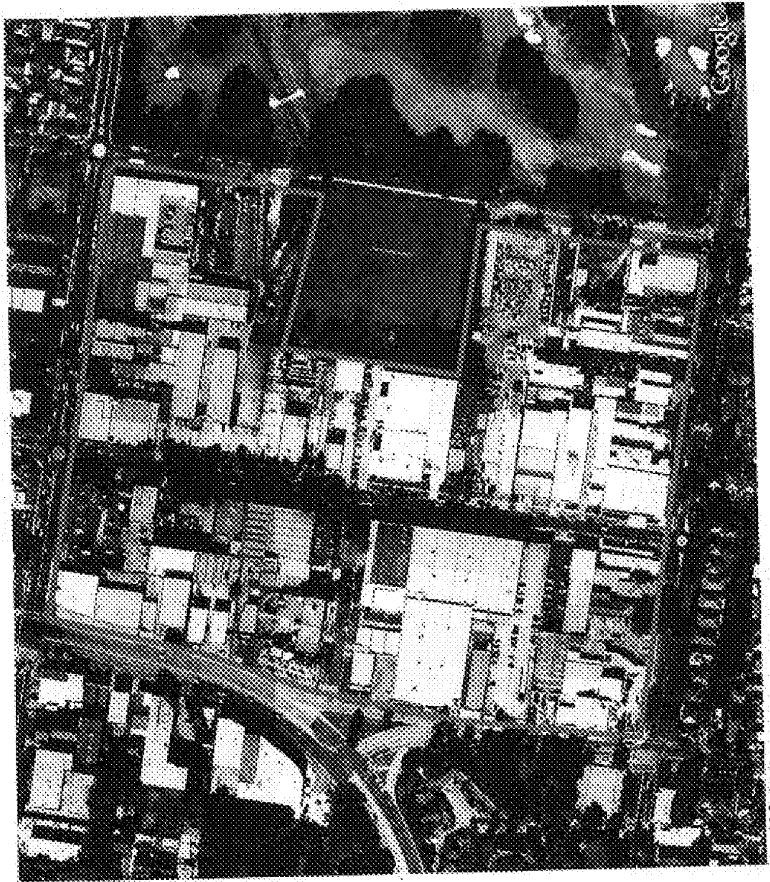


Figure 3.2 Study Area

Manly Industrial Master Plan

03 Site Analysis

3.2 Study Area

The Manly Industrial Zone is located within the northern corner of the Manly LGA and comprises a total area of 10.1 hectares. The industrial zone is bounded by the Manly LGA to the north, the Manly LGA to the south, and the Manly LGA to the west. The industrial zone is located approximately 1.5 kilometres north-west of the Manly Town Centre.

The industrial zone is located within the Manly Industrial Zone, which provides the primary link between the North East Sydney and the Sydney CBD. The industrial zone is located within the Manly Industrial Zone, which provides the primary link between the North East Sydney and the Sydney CBD. The industrial zone is located within the Manly Industrial Zone, which provides the primary link between the North East Sydney and the Sydney CBD.

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Manly Industrial Zone Master Plan

03 Site Analysis

3.2. Consultation

Consultation with community representatives, landowners and Manly Council has been undertaken as part of the master plan process. The consultation process represents an important phase of development for the master plan and provides an additional layer of information for the analysis phase.

3.3.1. Landowner Consultation

Consultation was undertaken with a number of landowner representatives during the analysis phase of the master plan.

Key issues identified from the landowner consultation process include:

Traffic

- Investigate potential opening of Quirk Road
- Investigate potential one-way traffic movement along Roseberry Street (north to south) to reduce traffic congestion and conflicts
- Investigate Hayes Street as a primary delivery access point
- Widen Roseberry Street to improve heavy vehicle movements
- Investigate introduction of a roundabout at Quirk/Balgowlah Road intersection.
- Investigate left turn slip lane from Condamine Street into Hayes Street using wide footpath area.
- Surrounding Balgowlah Road and Kenneth Road appear to be at capacity
- Retain parking along Roseberry Street
- Phasing of traffic lights at all Condamine Street intersections should be reviewed to reduce existing delays
- Existing property access points along Balgowlah Road conflict with shared bicycle/pedestrian path
- Bus stops along Balgowlah Road too frequent and interfere with traffic flow
- Proposed bus stop at Woolworths unnecessary
- Loading and delivery to industrial properties is an issue due to the frequency of deliveries and the lack of waiting/standing area
- Existing 3 tonne load limit along Balgowlah Road is prohibitive to loading needs of businesses in south of precinct

Parking

- Lack of adequate parking for employees and visitors
- Investigate provision of public parking areas within proposed Woolworths precinct
- Investigate opportunities for multi-storey parking
- Improve function of on-street parking at Quirk Street, including line-marking
- Street parking along Kenneth Road and Quirk Road causes blind spot to oncoming traffic

Land Use

- Woolworths and Bunnings proposals have changed the character of the area substantially
- Rents are too high for small light industry
- Area is attractive for bulky goods uses
- Appears that the land use is predominantly light industrial and commercial properties, particular business focus along Roseberry Street.
- There is low demand for industrial uses within the precinct, and commercial uses should be investigated
- A business focussed use could be investigated, subject to adequate parking opportunities

Built Form

- There appears to be opportunity to increase density within the central portion of the precinct subject to adequate parking
- Height limit could also be increased
- Ensuring an appropriate interface transitions to the north and south is important

Character

- Safety could be improved through implementation of pedestrian crossings within Roseberry Street
- Public access to the Woolworths car parking area should be improved to ensure pedestrian ease and benefit
- Preference for future land use would be bulky goods over industrial
- Difficulty in ensuring property maintenance by tenants
- Not enough critical mass for industrial units, as industries have moved out to bigger precincts with better transport services

3.3.2. Community Consultation

Consultation was undertaken with surrounding residents during the analysis phase of the master plan.

Key issues identified from the community consultation process include:

Traffic

- Investigate traffic calming to Balgowlah Road and Kenneth Street
- Investigate improvements to Hayes Street
- Development with existing industrial area and layout of existing street network causes traffic conflicts within the adjoining residential areas to the south and north (Manly Vale).
- Investigate opportunities to open Quirk Road through Manly West Park.
- Avoid increase in traffic (i.e. no high visitation uses such as retail)
- Assess impact upon Roseberry/Kenneth Road roundabout generated by traffic from Manly Vale Colles and retail area
- Roseberry Street and Kenneth Road intersection is currently subject to high traffic volumes
- The master plan should also consider traffic impacts and residential amenity for land to the north of the study area.
- There is poor visibility along Roseberry Street for cars entering and exiting properties along the street.
- Condamine Street accommodates faster traffic (i.e. higher speeds and users travelling between shopping destinations).
- Trucks accessing the precinct from Balgowlah Road during early morning hours will have an detrimental amenity impact upon surrounding residents.
- Large groups of cyclists travel along Balgowlah Road during AM and PM weekday peak traffic periods which conflict with traffic flow along the street and particularly at the Balgowlah/Roseberry Street roundabout.
- Trucks dominate vehicular movements in Roseberry Street. Existing street parking along Roseberry Street hinders truck access and manoeuvrability to existing properties and loading areas.
- "Rat-running" through residential streets is caused by congestion of key intersections surrounding the site (Condamine Street/Balgowlah Road and Balgowlah Road/Roseberry Street).

Parking

- Retain and improve on-street parking along Balgowlah Road

- The Manly Parking Scheme is currently under consideration by Council and will commence 18 months. This is highly dependent on the connectivity, as Roseberry Street is the main access point to the precinct.
- Weekends and/or parking on different sides of the road etc.

- Parking should be retained along Balgowlah Road for resident parking.
- Employees are parking in residential streets and according resident parking.
- On-street parking on the southern side of Kenneth Street west should be removed.
- Investigate shared pedestrian cycleway along Roseberry Street between Balgowlah and Kenneth Road.

Pedestrian

- Improve accessibility along Kenneth Road between Roseberry Street and Quirk Road.
- Opportunity for pedestrian link between Manly West Park and Roseberry Street.
- Existing pedestrian conflicts at the Balgowlah Road/Condamine Street intersection.
- A pedestrian refuge should be provided on Roseberry Street/Balgowlah Road roundabout.
- Additional pedestrian refuge should be investigated in Roseberry Street near Hayes Street.

Streetscape

- Implement streetscape improvements along Roseberry Street including footpaths and street trees
- Poor streetscape character and parking provisions along eastern side of Roseberry Street between Hayes Street and Kenneth Road.
- Electricity poles along Roseberry Street are sagging and low and consequently make a poor contribution to the streetscape.
- Existing street trees should be assessed to ensure appropriate sight lines.

Character

- Existing landscape character is poor, particularly along Roseberry Street and within Manly West Park
- Ensure improved character and appearance of future development (i.e. landscaping, colours, maintenance).
- Manly West Park is in 'derelict' condition. Graffiti is noted along the rear of industrial buildings adjacent to the park and the park itself has a poor surface.
- Investigate opportunities to improve amenity and use of Manly West Park.
- Opportunities for construction management and traffic should be investigated as part of the master plan.
- Investigate opportunity to incorporate late night uses for children/adolescents such as skate park to increase evening/night use and safety through occupation.
- Upgrade street lighting to ensure improved pedestrian visibility, safety and security.

Land Use

- Lower visitation uses encouraged with the industrial area
- Potential use as a business precinct instead of industrial/retail uses (limited success of previous commercial office/business premises within the precinct also noted)
- Eastern side of Roseberry Street should be used for local retail, light industrial, commercial or non/low-visitation uses.

Built Form

- Ensure a high quality design and built character.
- Investigate opportunities for minimum lot sizes

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ATTACHMENT 2

Environmental Services Division Report No. 36 - Balgowlah Industrial Zone Master Plan Manly Industrial Zone Master Plan

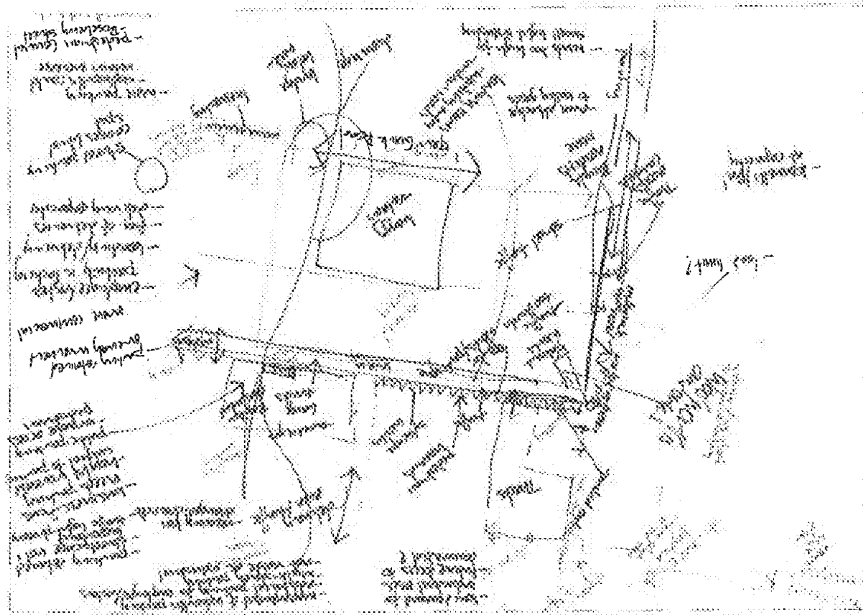


Figure 3.4. Landowner Consultation Summary Sheet

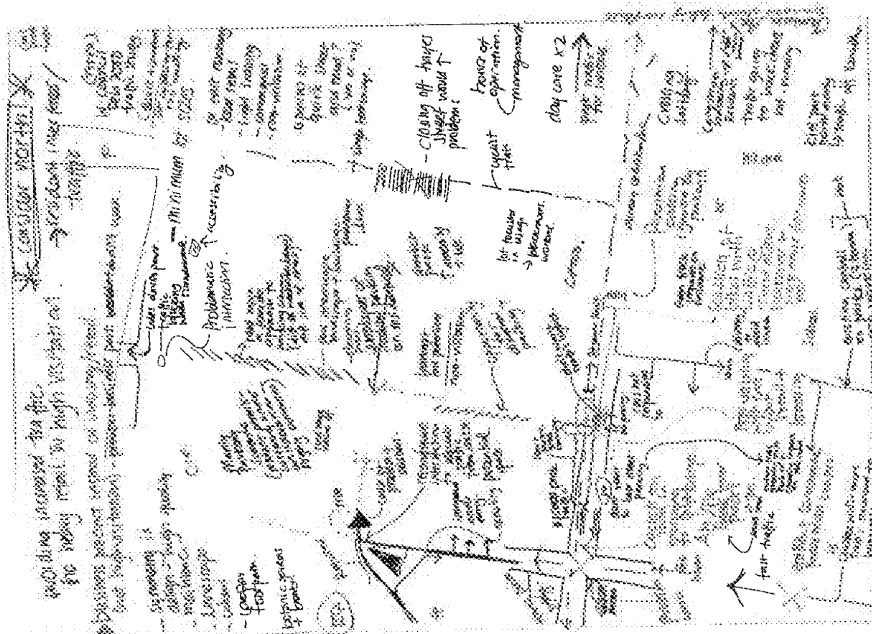


Figure 3.3. Resident Consultation Summary Sheet

03 Site Analysis

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Manly Industrial Zone Master Plan

03 Site Analysis

3.4 Urban Structure and Function

3.4.2 Lot Pattern and Ownership

The existing precinct is characterised predominantly by long narrow allotments, with some larger blocks. The structure of the precinct is defined by the generally grid-like road layout surrounding the precinct.

The precinct is predominantly privately owned. Many of the large blocks within the precinct include a number of allotments, such as Marymount, the former Bunnings and Woolworths developments and the Manly Council depot. Consequently, many of the allotments in the precinct have been consolidated by larger scale developments, including Council also owns a number of other properties within the precinct, including the Manly Council depot.

The precinct is the present form comprises a range of land uses with varying floor plates. Whilst some floor plates are large and cover whole blocks, there is also a number of smaller blocks and some smaller lots. The precinct also includes some industrial areas and some smaller lots. The precinct also includes some industrial areas and some smaller lots. The precinct also includes some industrial areas and some smaller lots.



Figure 3.3: Land ownership and structure

Industrial and Commercial
Residential
Open Space
Other

3.4.1 Land Use

Based on a land use audit undertaken in 2008, the precinct accommodates around 100 businesses. An assessment of existing land uses has determined a clear separation between industrial and commercial uses. Industrial development is generally concentrated in the eastern side of the precinct, with retail uses, including bulky goods and other commercial uses, concentrated along the western side of the precinct. Some larger commercial properties are established along the western side of the precinct.

Two large retail developments, a 9,085sqm Woolworths supermarket, ancillary offices and retail tenancies at 17-31 Roseberry Street, and an 8,000sqm Bunnings hardware and trade centre at 184 Condamine Street have recently been approved within the precinct. These developments represent new large scale redevelopment within the precinct and a change in the land use character of the precinct.

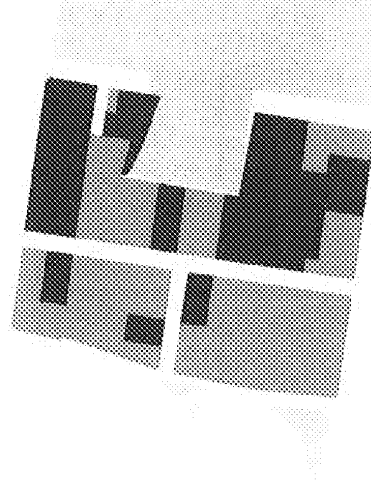


Figure 3.4: Existing land use structure

Industrial and Commercial
Residential
Open Space
Other

3.5 Built Form & Urban Character

3.5.1 Character

The precinct comprises a variety of industrial and bulky goods uses generally within warehouse and light industrial buildings. The precinct is characterised by a mix of large floor plate bulky goods, small scale retail uses, light industrial units and a number of commercial offices. The existing light industrial zoning allows ancillary development, such as commercial offices, to be established within the zone. Likewise, small scale retail uses have been able to develop as uses which service the daily needs of workers within the precinct.

3.5.2 Site Coverage

Building form within the precinct is generally larger than surrounding areas, with larger building footprints. The figure ground map below demonstrates building footprints in the precinct as predominantly larger floor plates than development within the area surrounding the precinct.

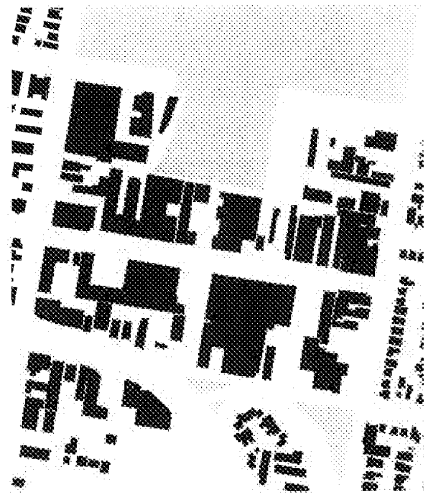


Figure 3.5: Site coverage

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Manly Industrial Zone Master Plan

Manly Industrial Master Plan

03 Site Analysis

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3.5.3. Building Lines

The Industrial DCP 1991 lists setback controls for development within the Industrial zone. A minimum front setback of 4.5 metres applies across the precinct with discretion for buildings to extend to the rear and side boundaries where appropriate.

Most buildings have only one setback to the precinct regarding the different street frontages. A generally front-facing building line exists along Roseberry Street south and north, Roseberry Street north and east, Condamine Street south and north, Roseberry Street south and east, and Condamine Street north and east. Subsequent setbacks are shown along Condamine Street, Condamine Street north, Roseberry Street south east and north west, Balgowlah Road and Quirk Road south.

The existing building setback line map demonstrates that existing development largely complies with the existing 4.5 metre setback requirement. In some cases, development is setback in excess of this requirement.

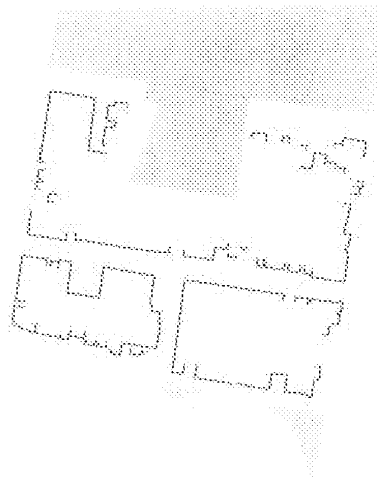


Figure 3.5: Existing building setback lines
 Dashed line: Front Setback
 Solid line: Side Setback
 Dotted line: Rear Setback

3.5.4. Height

The Industrial DCP 1991 also sets out height controls for development within the Industrial zone. A maximum height limit of 11 metres is specified, which equates to approximately 3 storeys.

Existing building heights vary across the precinct, ranging from smaller single-storey buildings to larger two and three-storey high industrial developments. A number of industrial units are single-storey units with height up to 11 metres.

Buildings within the precinct are predominantly one or two storeys high, with several larger buildings, primarily within the northern portion of the precinct. The precinct therefore also provides substantial variation in building height, resulting in a generally horizontal/level transition to smaller scale residential areas to the south.

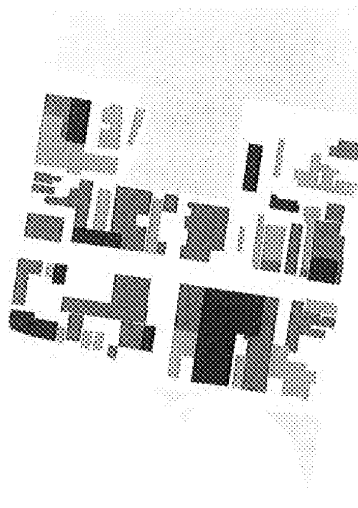


Figure 3.6: Existing building heights
 Light grey: 1 storey
 Medium grey: 2 storey
 Dark grey: 3 storey

3.6. Natural Systems

3.6.1. Landscape and Topography

The precinct is generally level with a gentle slope north towards Roseberry Road, with the topography rising further north beyond the industrial zone. The north-east portion of the precinct is generally flat, however the topography of the precinct rises to the south and east of the precinct, with the ground level rising within the precinct. The proposed changes in topography occur along the extent of Roseberry Road to the east and west of the precinct.

3.6.2. Drainage

Stormwater drains from the precinct to existing stormwater infrastructure to the north-east. Stormwater drainage is provided along streets within the precinct, with the stormwater flowing north-east.

The precinct is located within the Manly Lagoon floodplain. Burnt Bridge Creek rises in North Balgowlah, and continues under and bisects the northern portion of the industrial area. The creek runs below Condamine Street and the precinct within a concrete-lined channel. The creek is open between the east of 23-24 Roseberry Street and Quirk Road, and continues west through the Manly Golf Course into Manly Lagoon.

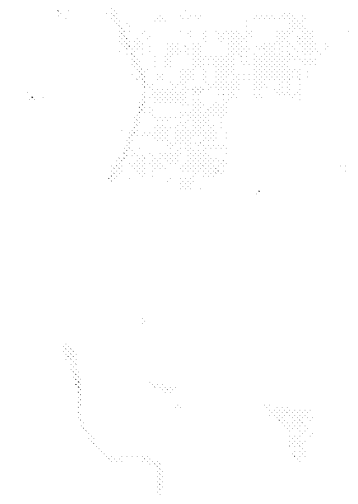


Figure 3.10: Landscape character

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Manly Industrial Zone Master Plan

03 Site Analysis

3.6.3 Vegetation

Scattered trees and shrubs are established along Roseberry Street, particularly to the north towards Hayes Street. More substantial street trees exist along either side of Balgowlah Road as the southern extent of the precinct adjoining the residential zone. The open spaces to the east of the precinct within Manly West Park and Manly Golf Course. Limited vegetation surrounds the Burnt Bridge Creek, situated within the eastern portion of the precinct.

There is existing vegetation within surrounding areas, particularly west of the precinct along the Burnt Bridge Creek alignment and within the reserve area north-west of the Burnt Bridge Creek alignment. Inside reserve vegetation is established along the Burnt Bridge Creek alignment to the east and west of the precinct. Limited concentrations of street trees are also situated at Balgowlah Road, connecting Street south and Quirk Road.



Figure 3.11 Existing vegetation

3.6.5 Contamination

No contaminated land is known to exist within the precinct, however previous studies have noted the potential for the near surface alluvial soils to contain significant proportions of pyrite which when exposed to the atmosphere can generate sulphuric acid. In turn, the sulphuric acid can mobilise trace heavy metals which may be toxic to aquatic biota.

Council has an adopted Contamination Policy which is currently under review. An assessment of land in terms of potential contamination needs to be undertaken on a site by site basis.

3.6.4 Hydrogeological Conditions

The site is underlain by Quaternary alluvial sediments within a narrow alluvial valley along Manly Creek. Hawkesbury Sandstone is found either side of the valley, as a medium to coarse grained sandstone with a relatively thin weathering profile.

Groundwater can be expected to be intersected in excavations as shallow as 1.5 m. In the north west area of the precinct, groundwater has been encountered at depths varying between 1.5 and 4.1 metres below ground level within the unconsolidated sedimentary materials. In the south west, groundwater has been encountered below 4.5 to 6 metres (uniformly 6.1 to 6.4 m AHD). There is some indication that the aquifer may be weakly confined, however it appears to be contiguous through the Quaternary sediments and the underlying weathered sandstone.

The variability of depth to water is a function of a fall in the topography to the north east and different times of the year. Seasonal fluctuation of groundwater levels may be up to 2 metres based on similar hydrogeological environments.

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Manly Industrial Zone Master Plan

Manly Industrial Master Plan

3.3 Site Analysis

3.7 Traffic and Access

3.7.1 Access

The primary access corridor is Burnt Bridge Creek. Development and Condemned Street is located adjacent to the study area to the west. The main corridor into the north eastern metropolitan region of Sydney is the M20 Sydney Orb. Access to the site is primarily from Condemned Street, Kenneth Road, and Balgowlah Road. Roadways and Hayes Streets link with these roads and provide access to development within the precinct.

Land within the precinct on the north east and south east is also accessible via Quirk Road which extends from Balgowlah and Kenneth Roads, although its confined portion through Manly West must be closed to traffic. Helen Place is a street cul-de-sac, used driving with the north eastern section of Quirk Road.

Burnt Bridge Creek provides the primary spine through the precinct. Between Balgowlah Road in the south and Kenneth Road in the north, Burnt Bridge Creek is a major corridor for transport. Hayes Street and Balgowlah Road provide access to the precinct. However, these roads do not provide direct access to the Burnt Bridge Creek Corridor.

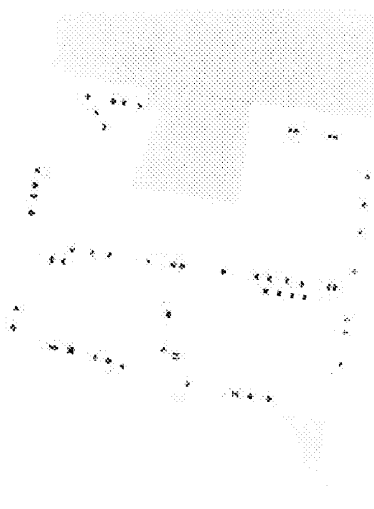


Figure 3.12: Driveways

Property Driveways

3.7.2 Car Parking

Car parking is provided throughout the study area within high-speed locations for access to the precinct. The parking is predominantly in the form of on-street parking or off-street parking, however, some parking opportunities are provided along Condemned Street and Balgowlah Road east.

In order for parking to be provided throughout the industrial precinct, a number of access points along both sides of Balgowlah Road and Hayes Street, as well as along Kenneth Road, Balgowlah Road and Quirk Road.

3.7.3 Public Transport

The precinct is serviced by a number of bus routes to the Sydney CBD, Manly, Burnt Bridge Creek, and the Balgowlah town centre. The Burnt Bridge Creek Corridor is a major bus corridor, which encompasses a high proportion of bus routes. Several additional bus services run along Condemned Street, Balgowlah Road and Kenneth Road.

Access to bus services is provided along the perimeter of the precinct with bus stops at Balgowlah Road, Condemned Street, Burnt Bridge Creek, Condemned and Kenneth Road.

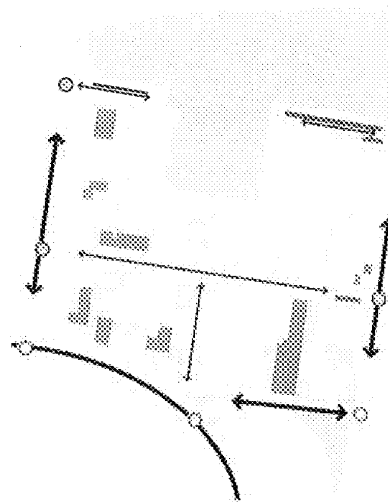


Figure 3.13: Traffic and parking

Roundabout
Bus Stop
Traffic Lights
Havenment
Defined Street parking bay

3.7.4 Pedestrian and Cycle Paths

Pedestrian and Cycle paths are provided within and around the industrial precinct. Shared pedestrian and cycle routes are provided along Balgowlah Road and along Burnt Bridge Creek. These routes are to be provided along the west and east respectively.

Pedestrian paths are provided throughout the industrial precinct, primarily along the main roads with perimeter roads. Balgowlah Road and Kenneth Road and Burnt Bridge Creek. There are gaps in the pedestrian path link, particularly along Kenneth Road and Quirk Road, as well as along pedestrian facilities along Hayes Street.

No existing pedestrian crossing exists along Balgowlah Road, midway along the precinct. However, there are no pedestrian crossings within the precinct.

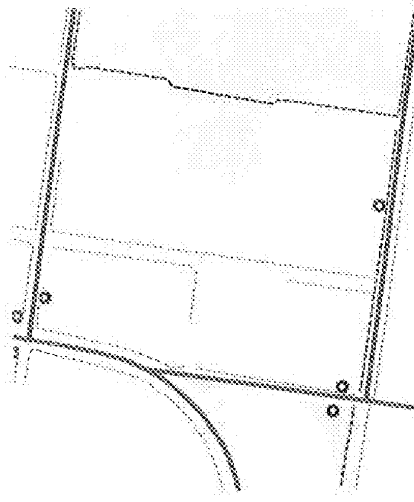


Figure 3.14: Public transport and pedestrian movement

Bus Route
Pedestrian Path
Shared Cycle/Pedestrian path
Bus Stop

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03 Site Analysis

3.8 Heritage

There are no heritage items or conservation areas within the industrial precinct. Street trees along Balgowlah Road, between Quarry Road and Havelock Road are identified as heritage trees. The street trees planted along the growth line in the area represent important streetscape elements and define the character of the street and surrounding context.

3.9 Views

Views within the site are minimal given the generally flat topography of the site and established industrial character. Strong view corridors are established along the growth line between Quarry Road and Havelock Road. A network of sightlines within the precinct to view across the precinct and surrounding open space elements.

Views exist across the precinct from lands to the north east, which represent the highest point of the immediate area. Residential properties to the north east along Henrich Road and Quirk Road have views over the precinct and to Manly West Park and Manly Golf Course.

The location of Manly West Park adjacent to the industrial area provides opportunity to exploit an underutilised visual link to Manly West Park and Manly Golf Course beyond. The alignment of this corridor with Hayes Street represents a significant opportunity to improve views to open space from within the precinct.

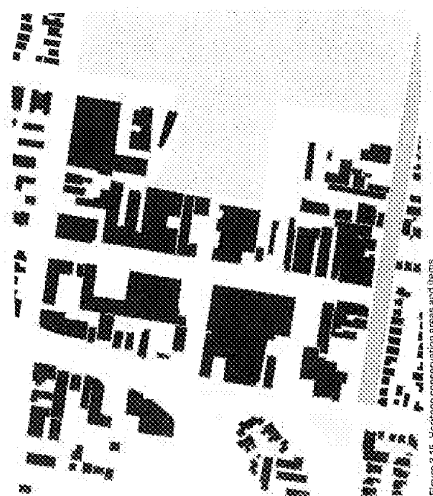


Figure 3.15 Heritage conservation areas and items

Legend: Heritage Streetscape Trees

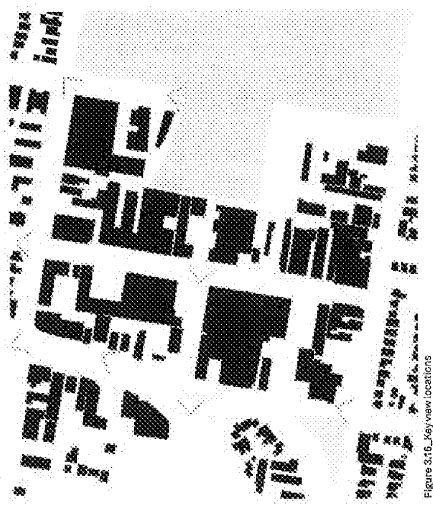


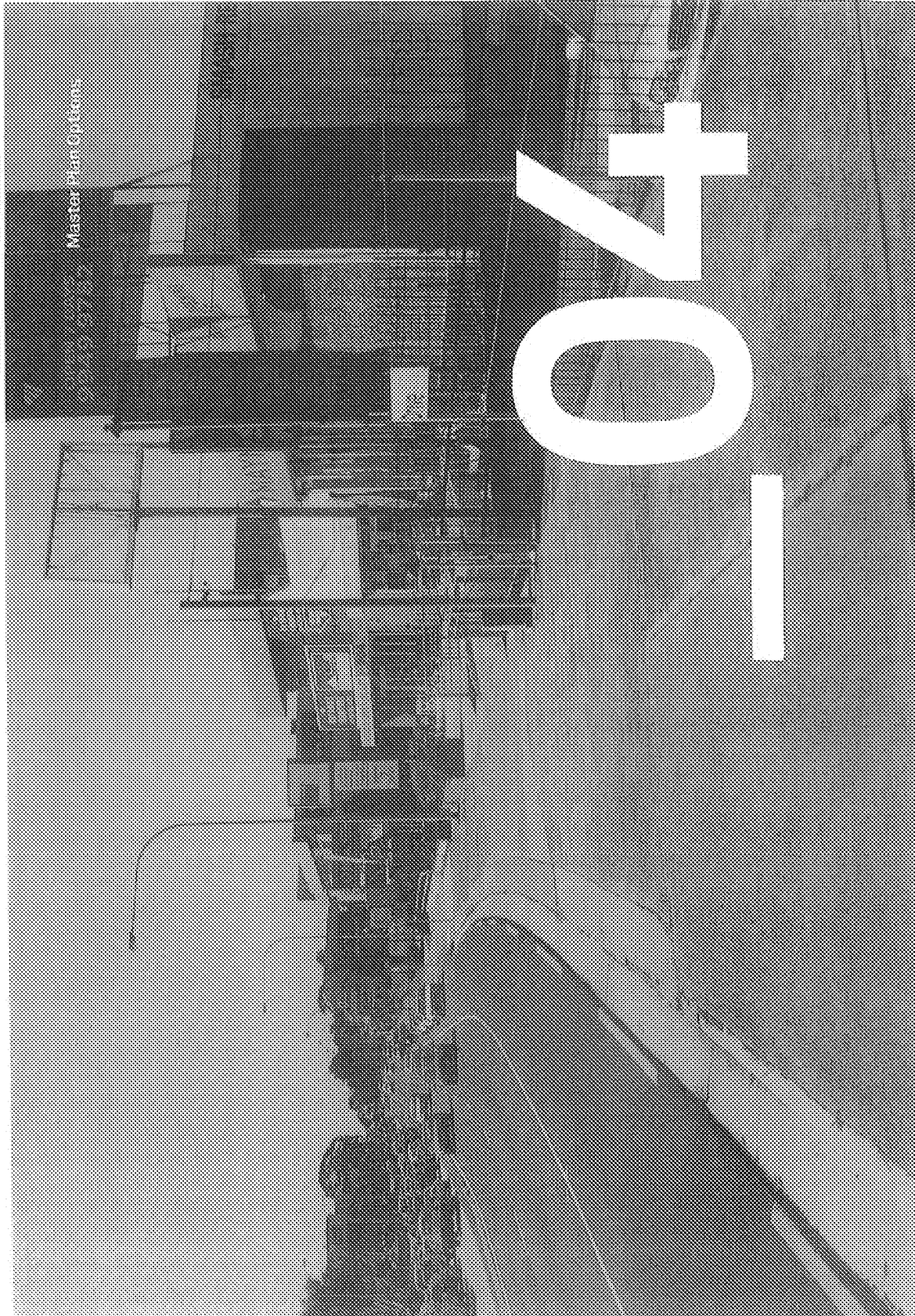
Figure 3.16 Key view locations

Legend: View direction

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04. Master Plan Options

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4.1. Constraints and Opportunities Analysis

Analysis of the study area reveals a number of constraints and opportunities for future development and use of the precinct. A number of key outcomes have been identified for consideration in the master plan.

The primary issues identified for future development include:

Re-configuration of the Condamine Street / Hayes Street Intersection

The re-configuration of the Condamine Street / Hayes Street intersection provides a substantial opportunity to improve traffic flow in and out of the precinct, and reduce vehicle emissions at the intersection of Balgowlah Road / Roseberry Street and Hayman Road / Roseberry Street. This would also allow more efficient access for heavy vehicles.

The re-configuration could also assist with traffic flow through the site along a loop between the Hayes Street, Roseberry Street and Hayman Road. This allows vehicles, particularly for heavy vehicles to flow through the site in a one-way movement.

Gateway entry at Hayes Street

The location of Hayes Street at the centre of the precinct and its connection to the precinct's main thoroughfare, provides an opportunity to establish a gateway entry to the precinct, which can improve the precinct's image and provide a visual link to the precinct. The existing entry of the Hayes Street corridor creates the potential to establish a gateway entry along both sides of the street and an opportunity to soften the building walls and add visual interest. Refer to Figure 4.1.

Quirk Road

Quirk Road is located in the northern section of the precinct, with only a shared pedestrian and cycle path provided along the eastern section of the road. This shared movement corridor should be reimagined to provide a more integrated vision for the precinct, with this linkage retained and enhanced in the future.

In addition, traffic analysis has revealed that opening of Quirk Road to two-way traffic movement would assist in improving traffic flow and function within the precinct and surrounding area (see discussion within Appendix A). Consequently, there is an opportunity to open Quirk Road for two-way traffic through the precinct.

Streetscape and Public Domain

The streetscape quality within the precinct is generally poor, with a lack of quality, well-maintained, well-articulated and lack of activity on the street level (see Figure 4.2). In addition, many industrial activities are exposed to the street, which further detracts from the visual integrity of the streetscape. This poor streetscape quality has a significant impact upon the visibility and visibility of the precinct, not helped by a number of vacant properties and older buildings within the precinct.

The public domain represents an important framework for the precinct. In particular, the precinct's public domain would assist in creating an improved streetscape character, and enhance visibility and improve the quality of the industrial precinct through the removal of existing land.

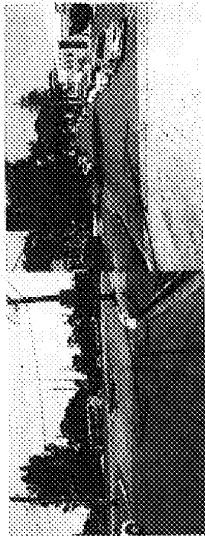


Figure 4.1.
Condamine Street Intersection

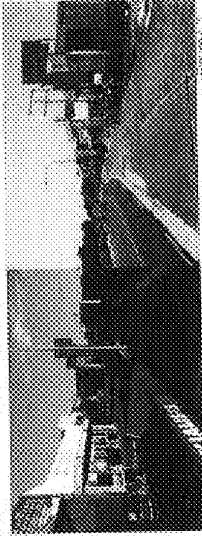


Figure 4.2.
Lack of pedestrian paths

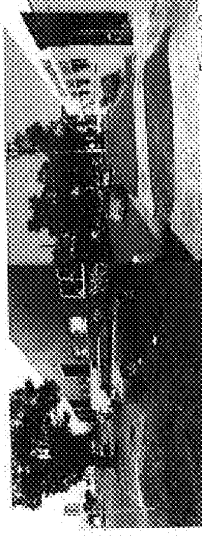


Figure 4.3.
Older building stock

A significant issue identified is the lack of pedestrian paths and cycle paths. This is a key outcome of the study, as it is a key factor in the precinct's poor streetscape quality. This is a key outcome of the study, as it is a key factor in the precinct's poor streetscape quality.

Access control to properties along Condamine Street and Balgowlah Road

A significant number of properties are identified along Condamine Street and Balgowlah Road which are in a poor state of repair. These properties are in a poor state of repair, and this is a key factor in the precinct's poor streetscape quality. This is a key outcome of the study, as it is a key factor in the precinct's poor streetscape quality.

Neighbourhood Centre at Roseberry Street south

Several neighbourhood centres and services are located along Roseberry Street, south of the precinct. These services are in a poor state of repair, and this is a key factor in the precinct's poor streetscape quality. This is a key outcome of the study, as it is a key factor in the precinct's poor streetscape quality.

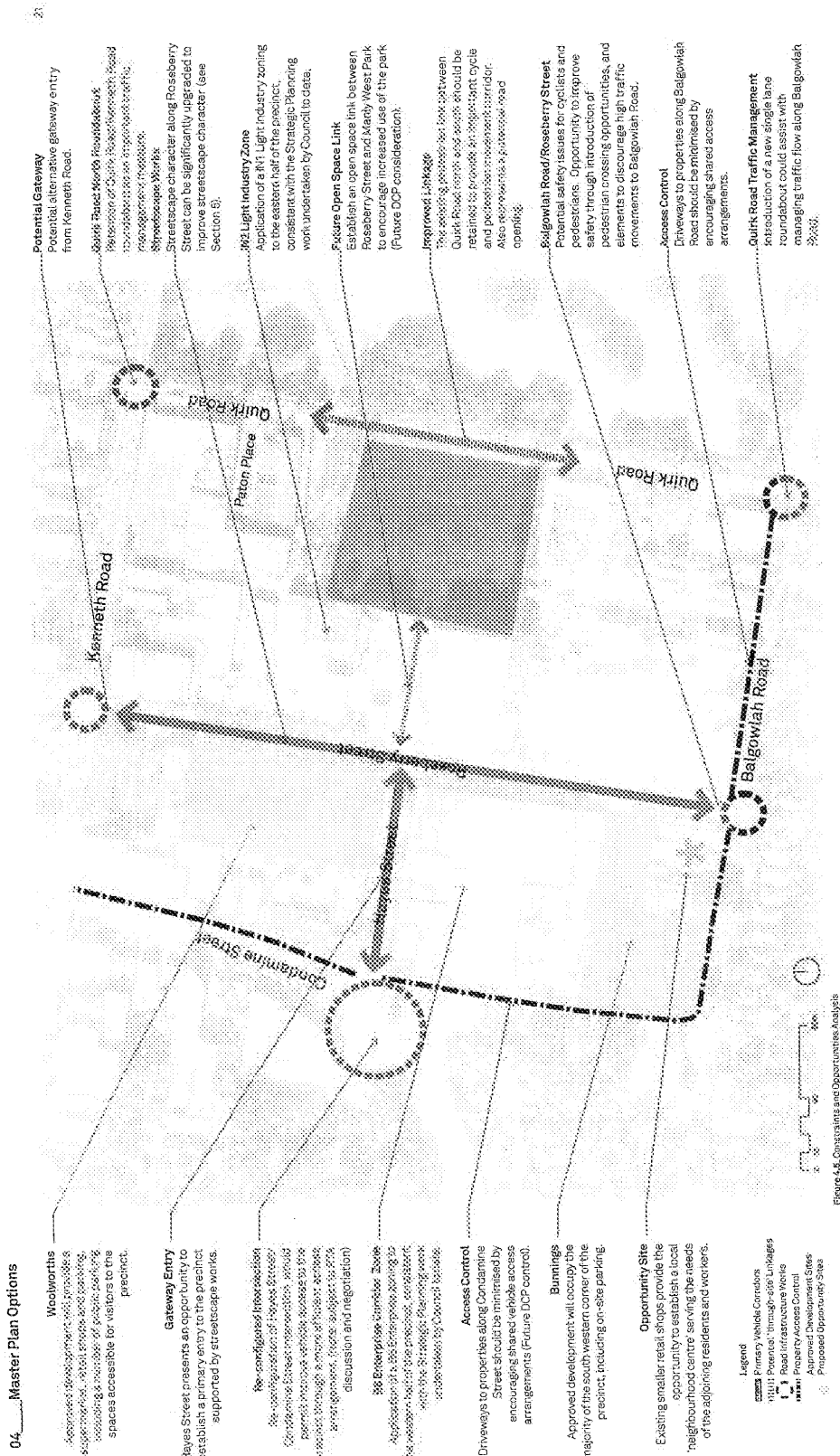
Improved pedestrian linkages

As evident, the pedestrian network throughout the precinct is fragmented and in poor condition (see Figure 4.3). This results in a poor streetscape quality, and this is a key factor in the precinct's poor streetscape quality. This is a key outcome of the study, as it is a key factor in the precinct's poor streetscape quality.

Improved Built Form

The precinct contains older building stock which presents poorly articulated long blank walls to the street (see Figure 4.4). This results in a poor streetscape. Future development within the precinct should be encouraged to provide articulated building forms which contribute to an activated street frontage, particularly along Roseberry Street and Condamine Street interfaces.

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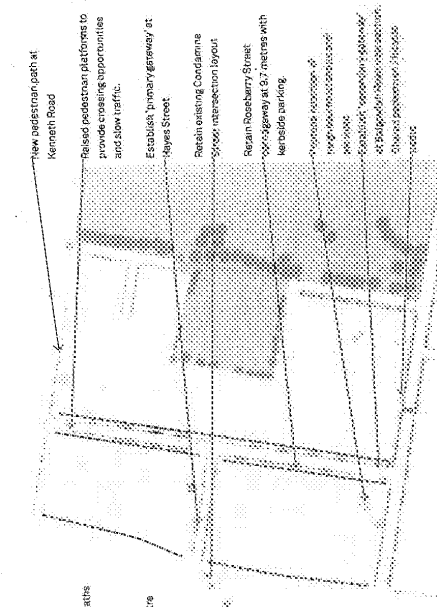
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04 Master Plan Options

4.2 Preliminary Master Plan Options

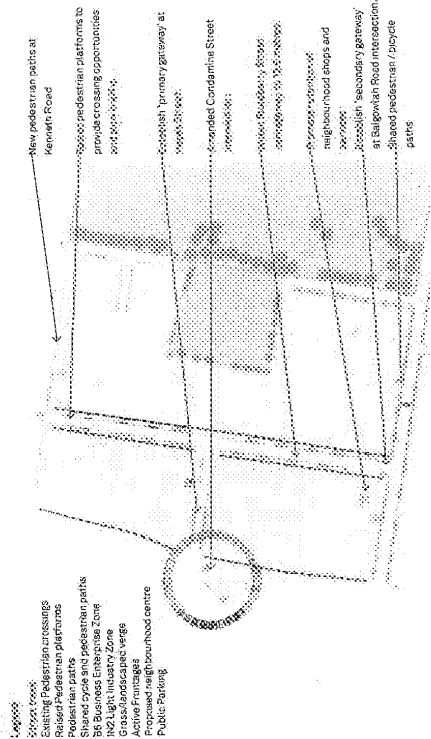
- Legend
- Existing pedestrian crossings
- Raised pedestrian platforms
- Shared cycle and pedestrian paths
- B6 Business Enterprise Zone
- 102 Light Industry Zone
- Grass/landscaped verge
- Proposed neighbourhood centre
- Public parking



Option 1 - Base Option

Option 1 represents the 'retention' of base conditions, with the existing structure of the precinct to remain in terms of its function and movement retained in its present form. The rights, flow and movement to be unchanged throughout the precinct, with gateway proposed at the primary vehicle access points to delineate the primary access points to the precinct. The land use zoning for the precinct is based on the previous strategic planning work undertaken by Council and proposes a B6 Enterprise Corridor zone to the western portion, and an 102 Light Industry zone to the east.

- Features**
- Re-configure road network configuration within and surrounding the precinct.
- Re-align gateway at Roseberry Street north and Hayes Street, including landscaping.
- Create primary gateway entry at Hayes Street and Roseberry Street north including landscaping, pedestrian footpaths and raised pedestrian platform.
- Widen Roseberry Street south to 12.5 metres to improve traffic function.
- Promote a 'neighbourhood centre' at Roseberry Street south incorporating existing service retail uses.
- Under take streetscape and public domain works including landscaping, upgrading of electricity services, upgraded pedestrian and cycle paths, on-street parking areas and street trees.
- Under take existing pedestrian crossing at Balgowlah Road and 102 Light Industry Zone, including at Roseberry Street.
- Propose new raised pedestrian platform at Hayes Street, Roseberry Street north and Roseberry Street south, to serve as traffic calming devices and pedestrian crossing opportunities.
- Retain on-street parking along Roseberry Street, including 90° angle parking at Roseberry Street south.
- Implement a B6 Enterprise Corridor to the western portion, and an 102 Light Industry zone to the east.



Option 2 - Re-configured Condamine Street intersection

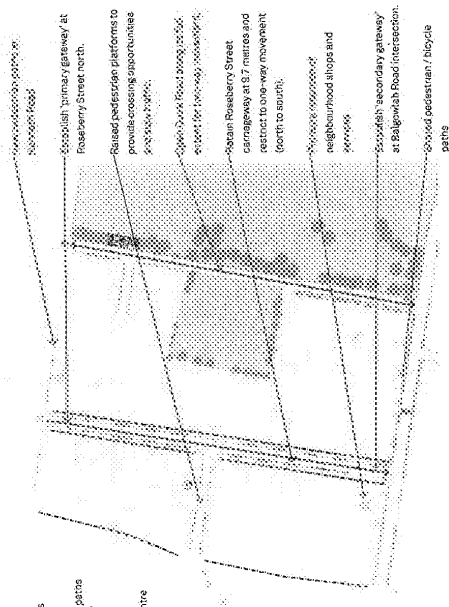
Option 2 represents an amended road structure, with a reconfiguration of the Condamine/Hayes Street intersection. Traffic is encouraged to enter and exit the precinct along Hayes Street and Roseberry Street north, with movements to Roseberry Street south discouraged. Primary precinct gateways are proposed at Hayes Street and Roseberry Street north to delineate the primary access points with a secondary gateway proposed at Roseberry Street south.

- Features**
- Re-configure intersection at Condamine Street to allow north and south-bound traffic to access the precinct to Burri Bridge Creek Deviation via Hayes Street and to permit north and south bound access from the site to Burri Bridge Creek Deviation.
- Create primary gateway entry at Hayes Street and Roseberry Street north including landscaping, pedestrian footpaths and raised pedestrian platform.
- Widen Roseberry Street south to 12.5 metres to improve traffic function.
- Promote a 'neighbourhood centre' at Roseberry Street south incorporating existing service retail uses.
- Under take streetscape and public domain works including landscaping, upgrading of electricity services, upgraded pedestrian and cycle paths, on-street parking areas and street trees.
- Under take existing pedestrian crossing at Balgowlah Road and 102 Light Industry Zone, including at Roseberry Street.
- Propose new raised pedestrian platform at Hayes Street, Roseberry Street north and Roseberry Street south, to serve as traffic calming devices and pedestrian crossing opportunities.
- Retain on-street parking along Roseberry Street, including 90° angle parking at Roseberry Street south.
- Implement a B6 Enterprise Corridor to the western portion, and an 102 Light Industry zone to the east.

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04. Master Plan Options

- Legend
- Existing pedestrian crossings
 - Proposed pedestrian crossings
 - Shared cycle and pedestrian paths
 - B6 Business Enterprise Zone
 - INZ Light Industry Zone
 - Grass landscaped verge
 - Proposed neighbourhood centre
 - Traffic Flow
 - Public Parking

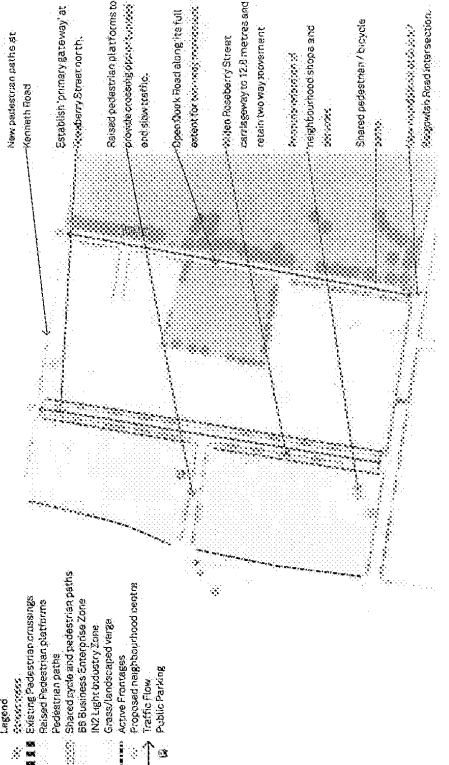


Option 3 - Roseberry Street one-way

Option 3 proposes to open Quirk Road between Balgowlah and Roseberry Street with two-way movement and retain Roseberry Street as a 12.5 metre carriageway with one-way movement (north to south). The existing Roseberry Street intersection would be retained in its current configuration. The intention of this option is to reduce the traffic flow along Balgowlah, Roseberry and Roseberry Street by retaining the existing configuration and limit movement in a one way direction.

Features

- Open Quirk Road as two way road between Balgowlah and Roseberry Street
- Establish primary gateway entry at Hayes Street and Roseberry Street north including landscaping, pedestrian footpaths and raised pedestrian platforms
- Widen Roseberry Street south to a 12.5 metre carriageway with one way traffic movement
- Promote a neighbourhood centre at Roseberry Street south incorporating existing service retail uses
- Order take streetcane and public domain works including under-grounding of electricity services, upgraded pedestrian and cycle paths, on-street parking areas and street trees
- Retain existing pedestrian crossing at Balgowlah Road and add new pedestrian crossing at Roseberry Street
- Add new raised pedestrian platforms at Hayes Street, Roseberry Street north and Roseberry Street south, with the intention to serve as traffic calming devices and pedestrian crossing opportunities
- Retain on-street parking along Roseberry Street, including 90° angle parking at Roseberry Street south
- Implement a B6 Enterprise Corridor to the western portion, and an INZ Light Industry zone to the east
- Introduce a new roundabout at Quirk/Balgowlah Road intersection



Option 4 - Roseberry Street and Quirk Road two way

Option 4 builds on the road structure of Option 3, by proposing the widening of Roseberry Street and retaining two way traffic movement. This option also seeks to reduce the traffic flow along Balgowlah, Kenneth and Roseberry through the opening Quirk Road. Widening Roseberry Street south allows two way traffic movement to function without conflict with on-street parking. The existing Condamine Street intersection would be retained in its existing configuration.

Features

- Open Quirk Road as two way road between Kenneth Road and Balgowlah Road
- Construct new road bridge over Burnt Bridge Creek at Quirk Road north
- Widen Roseberry Street south to 12.5 metres to improve traffic function
- Introduce a new roundabout at Quirk/Balgowlah Road
- Establish primary gateway entry at Hayes Street and Roseberry Street north including landscaping, pedestrian footpaths and raised pedestrian platforms
- Promote a neighbourhood centre at Roseberry Street south incorporating existing service retail uses
- Order take streetcane and public domain works including under-grounding of electricity services, upgraded pedestrian and cycle paths, on-street parking areas and street trees
- Retain existing pedestrian crossing at Balgowlah Road and new pedestrian crossing at Roseberry Street
- Add new raised pedestrian platforms at Balgowlah Road and Roseberry Street north and Roseberry Street south, with the intention to serve as traffic calming devices and pedestrian crossing opportunities
- Retain on-street parking provisions along full extent Roseberry Street, including 90° angle parking at Roseberry Street south
- Implement a B6 Enterprise Corridor to the western portion, and an INZ Light Industry zone to the east

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04. Master Plan Options

4.3. Proposed Land Use Zoning

The master plan options propose to rezone part of a 198 transitional corridor zone (198 zone) to a 192 light industrial zone (192 zone) to become the precinct. This land use structure has been informed by the Manly 2016 & Industrial Strategic Review (the Strategic Review) prepared in 2009.

The Strategic Review determined a preferred future zoning structure which sought to ensure appropriate future development opportunities within the precinct whilst ensuring the Manly LGA met the required employment targets under the Metropolitan Strategy 1997. The zoning proposed by the master plan is based on the recommendations of the Strategic Review.

Council are now preparing a new comprehensive Local Environmental Plan (LEP) which will update the land use zoning across the Manly LGA.

Table 4.3 provides a proposed land use zoning table for part of the 198 Enterprise Corridor zone and the 192 light industrial zone, which are proposed for the precinct under the master plan. The table outlines the proposed objectives and those uses which are either permissible with consent or prohibited in each zone. Permissible land use zones in each zone are proposed based on preferred future land uses within each zone, as well as within the study precinct.

The details within the table below are under consideration by Manly Council in preparing the new Manly Local Environmental Plan 2017. However, provide a preferred basis of land use controls under Council's future planning framework.

Table 4.1 Proposed Land Use Table

Zone	Proposed Land Use	Permitted Land Use	Prohibited Land Use
192 Light Industrial Zone	<p>To promote businesses along main roads and to encourage a mix of commercial uses.</p> <p>To provide a range of employment opportunities including business, office, retail and light industrial uses and residential uses (but only as part of a mixed use development).</p> <p>To maintain the economic strength of centres by finding retailing activity.</p>	<p>Amusement centres, Bulky goods premises, Business premises, Community facilities, Driveway, Entertainment facilities, Environmental protection works, Food preparation, Food processing, Home occupations, Hotel or motel accommodation, Industrial retail outlets, Kiosks, Landscaping and garden supplies, Light industries, Nurseries, Motorbikes, Neighbourhood shops, Office premises, Passenger transport facilities, Public administration building, Recreation, Retail premises, Roadside, Signage, Service stations, Sex services premises, Shops, Take away food & drink premises, Timber and building supplies, Vehicle sales or hire premises, Warehouse or distribution centres, Water recycling facilities, Water supply systems, Wholesale supplies.</p>	<p>Sewage treatment plants, Water treatment facilities, Any development not specified as permitted.</p>
198 Enterprise Zone	<p>To provide a range of light industrial, commercial and retail uses.</p> <p>To encourage independent business and to support the viability of business.</p> <p>To encourage a mix of business and residential uses.</p> <p>To encourage the provision of services and facilities for the community and to support the viability of business.</p> <p>To encourage the provision of services and facilities for the community and to support the viability of business.</p> <p>To encourage the provision of services and facilities for the community and to support the viability of business.</p>	<p>Amusement centres, Bulky goods premises, Business premises, Community facilities, Driveway, Entertainment facilities, Environmental protection works, Food preparation, Food processing, Home occupations, Hotel or motel accommodation, Industrial retail outlets, Kiosks, Landscaping and garden supplies, Light industries, Nurseries, Motorbikes, Neighbourhood shops, Office premises, Passenger transport facilities, Public administration building, Recreation, Retail premises, Roadside, Signage, Service stations, Sex services premises, Shops, Take away food & drink premises, Timber and building supplies, Vehicle sales or hire premises, Warehouse or distribution centres, Water recycling facilities, Water supply systems, Wholesale supplies.</p>	<p>Sewage treatment plants, Water treatment facilities, Any development not specified as permitted.</p>

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04 Master Plan Options

4.6 Option Assessment

4.6.1 Assessment Matrix

In order to fully assess the viability and effectiveness of each option, an assessment matrix was established to measure the performance of each option against a series of key criteria. The purpose of the matrix is to rate the four options to determine the viability of the concepts proposed under each option.

The key criteria used represent the primary issues identified in the study area and through the consultation and strategic processes. The criteria selected form the primary considerations in achieving an improved vehicular function within and surrounding the industrial area, improved safety, development of the precinct and sound land use structure.

The matrix ranks each option against the criteria, scoring higher for better outcomes or lower for unacceptable or poor outcomes.

Traffic									
Improves traffic function within the precinct	5	3	3	3	1	3			
Assists in improving traffic function of the surrounding network	5	3	3	3	4	4			
Does not exceed capacity of the road network	5	3	3	1	3	4			
Allows improved function for heavy vehicle movements	5	3	3	4	3	3			
Reduces existing traffic conflicts within internal road network	5	3	3	4	4	4			
Encourages reduced traffic along Roseberry Street	5	3	3	4	3	4			
Improves on-street parking function	5	3	3	3	3	3			
Provides potential to absorb traffic resulting from anticipated future growth	5	3	3	4	4	4			
Traffic & Parking Subtotal	40	24	27	27	31	31			
Public Domain									
Streetscape appearance is improved	5	4	4	4	3	4			
Pedestrian safety and amenity is improved	5	3	3	4	3	4			
Surrounding residential amenity is not compromised	5	3	3	4	3	3			
Encourages easier pedestrian movements	5	5	5	5	5	5			
Public Domain Subtotal	20	15	17	17	13	18			
Timing & Works									
Total development costs are minimised	5	4	4	4	3	3			
Able to be developed in the next 3-5 years	5	3	3	3	4	3			
Business interruption, relocation and temporary accommodation costs are minimal	5	4	4	4	3	4			
Timing & Works Subtotal	15	12	13	13	10	7			

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04 Master Plan Options

4.4.2 Discussion

The final master plan is based on the principles of the site and consideration of effective urban structure and function. The master plan is based on five key themes:

- enhanced road structure;
- improved land use structure;
- integrated pedestrian network;
- improved public domain; and
- built form.

Option 1

Options that take these themes and are considered to perform poorly in terms of overall traffic management, function, and safety. Introduction of measures to improve pedestrian function and safety assist in improving pedestrian amenity, and streetscape works will also improve visual integrity of the precinct.

Option 2

Provides an amended intersection layout which encourages improved internal and external traffic function surrounding the industrial precinct. This allows all traffic to enter and exit the precinct through a new major three-way gateway. However, the green-road intersection results in a significantly higher traffic capacity along the Street and Concordance Street. This is likely to result in an unacceptable traffic capacity over and above the capacity of the road network. The option is adequate in terms of cost for Council, however would require substantial negotiation and discussion with the EPA to be implemented which may prevent funding of new traffic arrangements.

Option 3

While this option reduces potential for internal truck and vehicle conflicts, overall it results in the lowest score for improvements to internal traffic function given that the high capacity along Roseberry Street would result in higher traffic conflicts at Concordance Street, particularly at Balgowlah Road, and reduces the flow of traffic along the primary internal spine of the precinct.

Option 4

Provides highest in terms of traffic and parking function given that Concordance Road two-way would reduce vehicle conflicts at Roseberry Street, as well as the Roseberry Street / Balgowlah Road intersection and Concordance Street / Balgowlah Road intersection. However, the option also has lower in terms of parking and public domain. The substantial capital cost of works required to open and upgrade Concordance Road and the difficulty in achieving this in the short term.

4.4.3 Summary

In summary, Options 2 and 4 rank highest, while Option 3 ranks fourth, which is a lower score than the 'base case' scenario (Option 1).

Option 2 ranks consistently high under all three criteria. However, Option 4 scores much lower than the other three in terms of parking and public domain. The lower score as a result of higher works and costs involved with opening Concordance Road and does not necessarily reflect the context of having the widest option to implement.

Option 3 requires substantial investigation and discussions with the EPA and would subsequently result in large scale intersection works, with the cost to be borne by the EPA. Option 4 would require large scale roadworks to Concordance Street, including bridge works, to be borne by Council. Implementation of the major road infrastructure upgrades under Option 2 or 4 would most likely take several years.

The base case scenario demonstrates that the existing street network configuration is unsuitable. It can be determined from the assessment that the combination of the opening of Concordance as a two-way street and extending Roseberry Street as a pedestrian precinct, allows future opportunities to reduce capacity along Balgowlah Road and key intersections with Roseberry Street and Concordance Street.

However, opening of Concordance presents potential security and safety impacts to future use of Manly West High. This would result in the park being separated between some industrial buildings and a high traffic road. This would reduce the effectiveness of the park linkage and reduce the use and function of the park. Manly West Park also functions as a concentration for the precinct's flood events. Introduction of a new road on the edge of the park will have implications on the movement and collection of flood waters in such events.

Detailed traffic modelling based on the future traffic generated by new fully grade developments demonstrates that an amended Concordance Street and Roseberry Street intersection layout would result in reduction of the intersection leading to an unacceptable capacity within the existing network. Normalising the intersection of an amended intersection are considered to be worthy of additional future investigation.

Under all four options, provision of a consolidated pedestrian network and raised plant forms would result in a safer and more functional pedestrian network. The addition of new street tree plantings and general streetscape works would also improve streetscape appearance and public domain, and are achievable in the short term.

The timing and cost aspect represent the greatest challenge for implementation, and this is reflected in the assessment matrix. Options 2 and 4 which rank highest on traffic and public domain criteria rank the lowest on timing and works criteria. Despite the lower scores, these options are not necessarily weakest in terms of implementation.

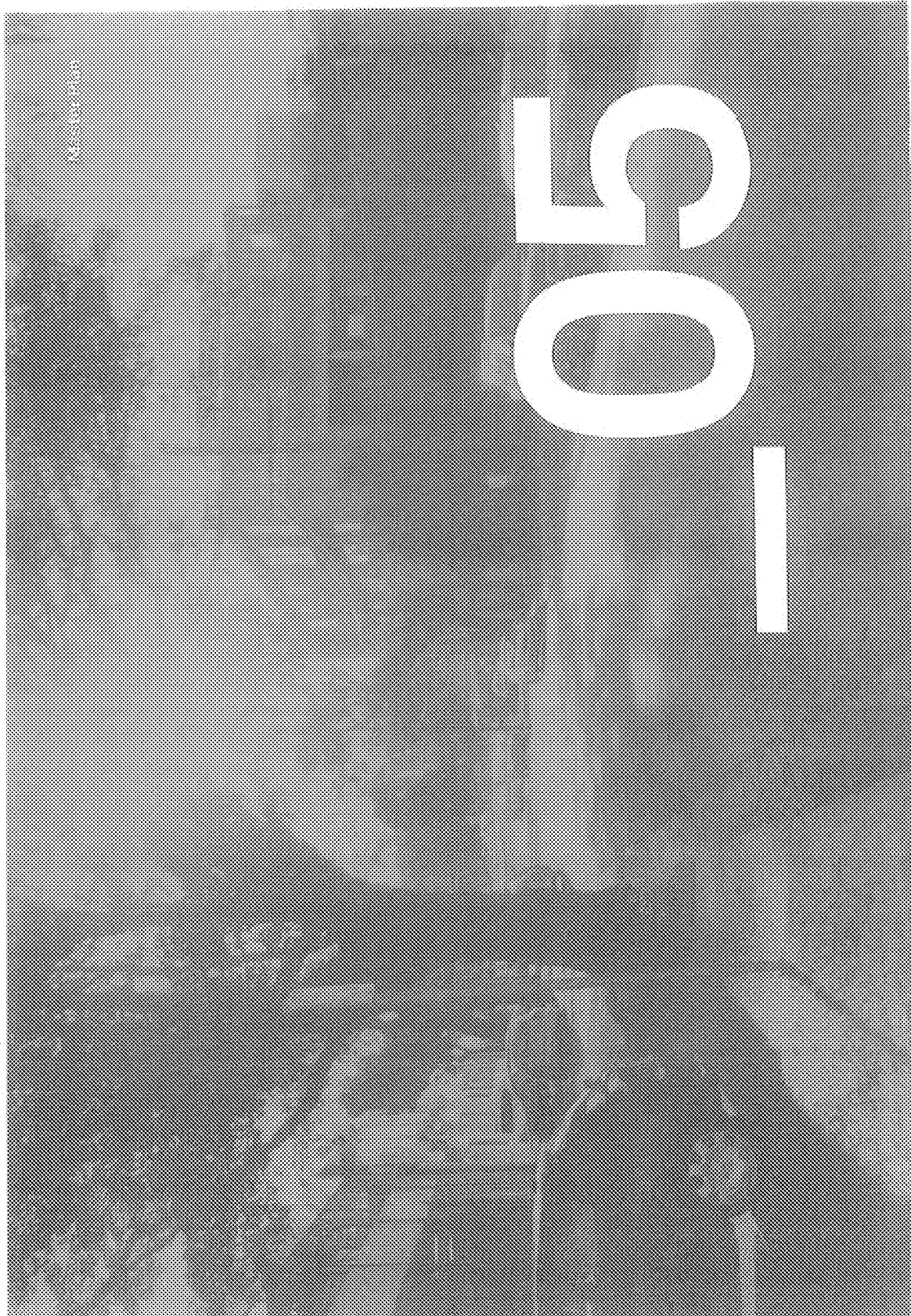
4.4.4 Preferred Option

Based on the assessment undertaken of all four options, it is considered that Options 2 and 4 represent the strongest future options for the precinct. These represent the strongest option overall, and importantly, rank highest against key traffic and parking criteria.

Option 2 is preferred with a single option. It is considered that the master plan should be based on consideration of the most effective elements identified through preparation of the four options.

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05 Master Plan

- Legend**
- Proposed pedestrian platforms
 - Proposed pedestrian paths
 - Shared cycle and pedestrian paths
 - RTA light industrial zone
 - RTA light industrial zone
 - Grass/landscape verge
 - Active Frontages
 - Proposed neighbourhood centre
 - Public Parking

5.1 Master Plan

The master plan is based on five key principles: enhanced movement network, improved land use structure, integrated pedestrian network, upgraded public domain and improved built form. These principles are considered to best represent the intended future vision of the industrial precinct.

The options considered in Section 4 have identified measures to achieve an effective future structure and function for the precinct. An assessment of the options against a list of key criteria determined that two options perform highest against the criteria overall. However, each of these options include elements which vary against particular criterion. As such, the master plan has been developed based on the most effective elements of the two highest ranking master plan options.

A number of development applications have recently been approved within the industrial precinct. These new developments have implications on how the precinct will operate and function in the future, and also present some opportunities for improvements to the precinct.

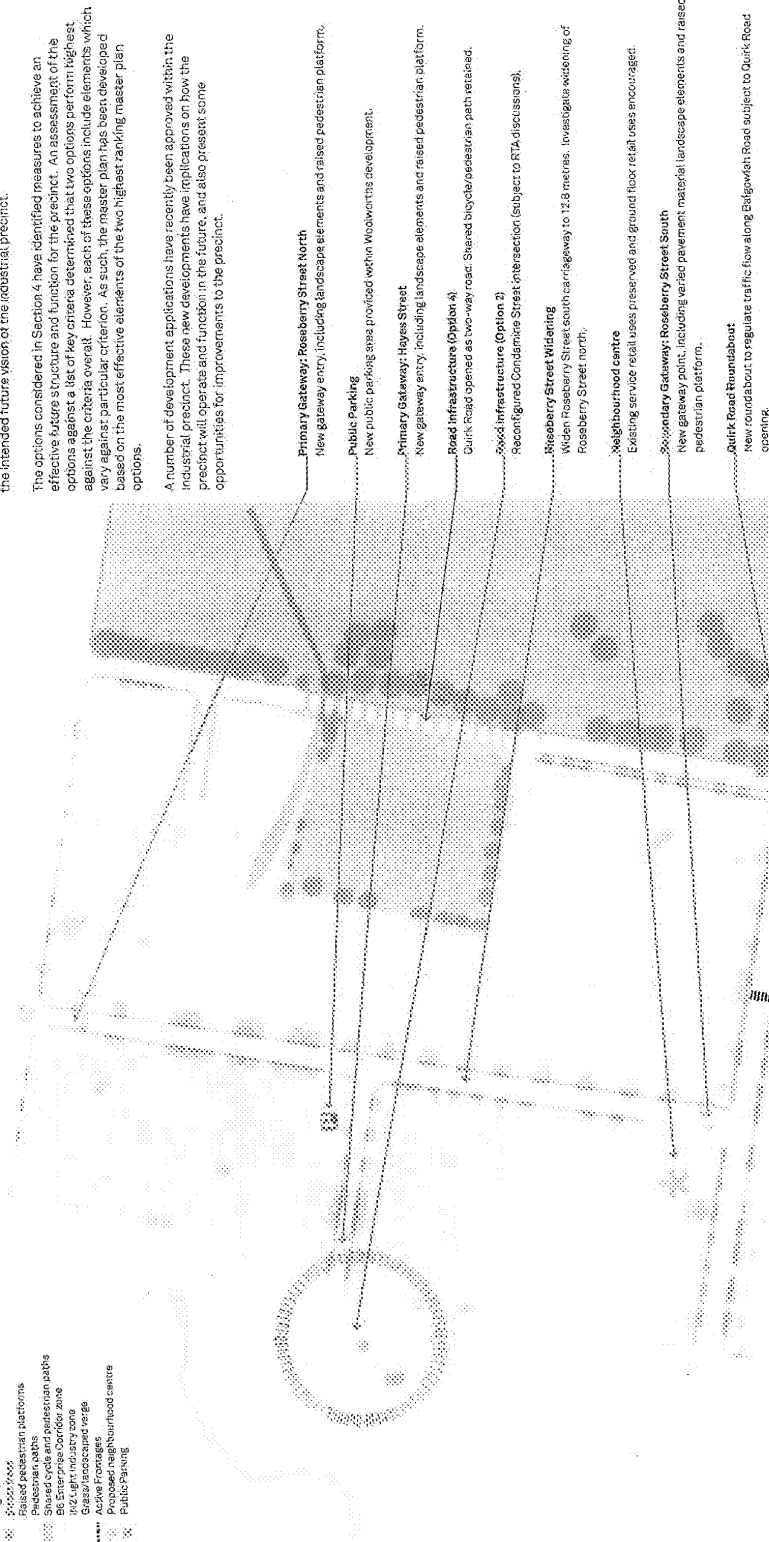


Figure 5.1 Master Plan

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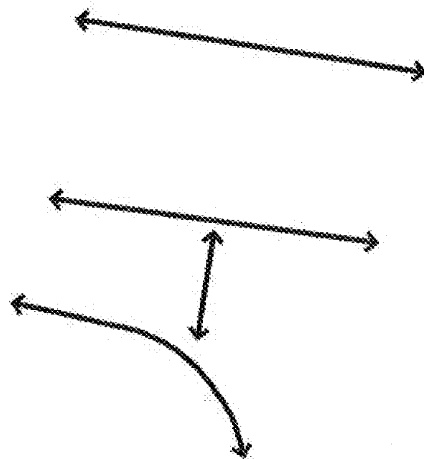
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05 Master Plan

5.2 Master Plan Principles

The final master plan is informed by five key principles which have been identified as part of the analysis and consultation phase and through the formation of master plan options. These key principles assist in establishing the vision for the precinct over the next 10-15 years and underpin the development of the final master plan vision.



01 Enhanced Road Network

An improved road network underpins the master plan, and serves to encourage greater efficiency of infrastructure along arterial and perimeter roads. Two key road infrastructure upgrades are identified for detailed future investigation, a new configuration of the Hayes Street and Concordia Street intersection and widening of Park Road as a two-way street between Macdonald Road and Balgowlah Road. These two options are likely to improve traffic flow and function within and around the precinct.

Traffic function entering the precinct will be improved by a new left turn lane from Concordia Street into Hayes Street. This is required as a condition of consent for the recently approved warehouse development. A new roundabout is also proposed at the intersection of Balgowlah Road and Park Road to improve traffic function and safety.

Vehicle movements within the precinct will be improved through widening of the Concordia Street permeability to 12.5 metres, which allows parking opportunities along both sides of Concordia Street to be required to support the development of Hayes Street.

02 Improved Land Use Structure

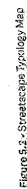
Land use is proposed to evolve consistently with the Industrial Local Strategy. Review completed in 2016, and meet the design set out by the Sydney Metropolitan Strategy. This results in a 200 metre wide zone to the western portion of the precinct, and a 100 metre wide zone to the eastern portion. This zoning is recommended and would be achieved through the preparation of the new comprehensive Manly Local Environmental Plan.

03 Pedestrian Movement

An integrated pedestrian network is a key element of the master plan vision, and improved connectivity within the precinct and linkages with the surrounding area. The pedestrian path network is supported by new pedestrian crossing infrastructure at Roseberry Street north and south, Hayes Street and Macdonald Road. These are proposed initially as raised crossings, however will be investigated further for designation as marked crossings.

**Environmental Services Division Report No. 36 - Balgowlah Industrial Zone Master Plan
Manly Industrial Zone Master Plan**

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Manly Industrial Zone Master Plan

05 Master Plan

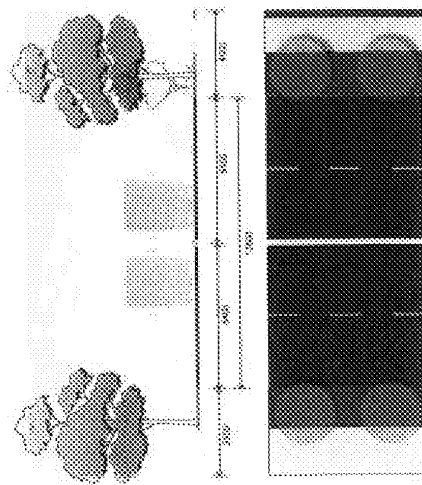
5.3.2 Streetscape Typologies

Perimeter Roads

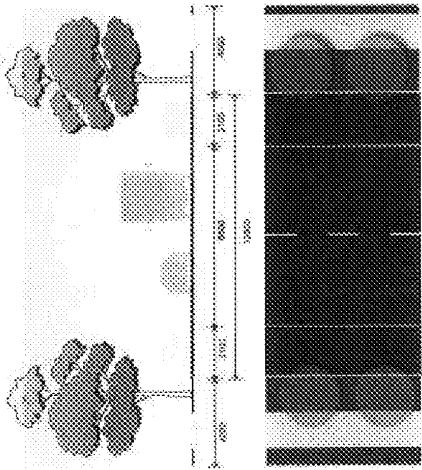
Three roads align along the perimeter of the precinct in the south (Balgowlah Road, north (Condamine Street) and west (Condamine Street). Balgowlah Road and Condamine Street align east-west and serve predominantly as links between Pittwater Road to the east and Burnt Bridge Creek (Deviation) to the west. These two roads also serve primary access to a number of residential localities.

Condamine Street represents an arterial road which extends from Pittwater Road at Brookvale to Balgowlah Heights. Both the Manly Vale and Balgowlah town centres exist along the extent of Condamine Street, with the South Bridge Creek Deviation branching from the Condamine Street alignment adjacent to the existing Manly Industrial area.

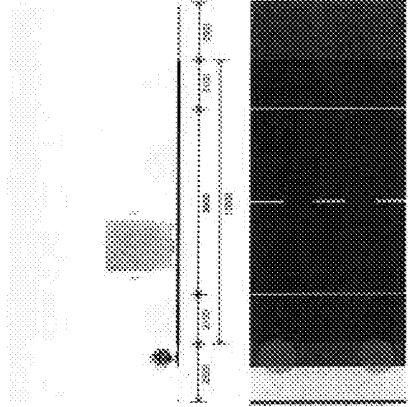
As such, the perimeter roads provide a variety of functions, with varying levels of vehicle movements and associated traffic modes. The concept streetscapes below seek to establish a future typology of these perimeter roads adjacent to the precinct.



Streetscape A
Condamine Street south



Streetscape C
Balgowlah Road East



Streetscape E
Kenneth Road

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Environmental Services Division Report No. 36 - Balgowlah Industrial Zone Master Plan
Manly Industrial Zone Master Plan

Manly Industrial Master Plan

08 Master Plan

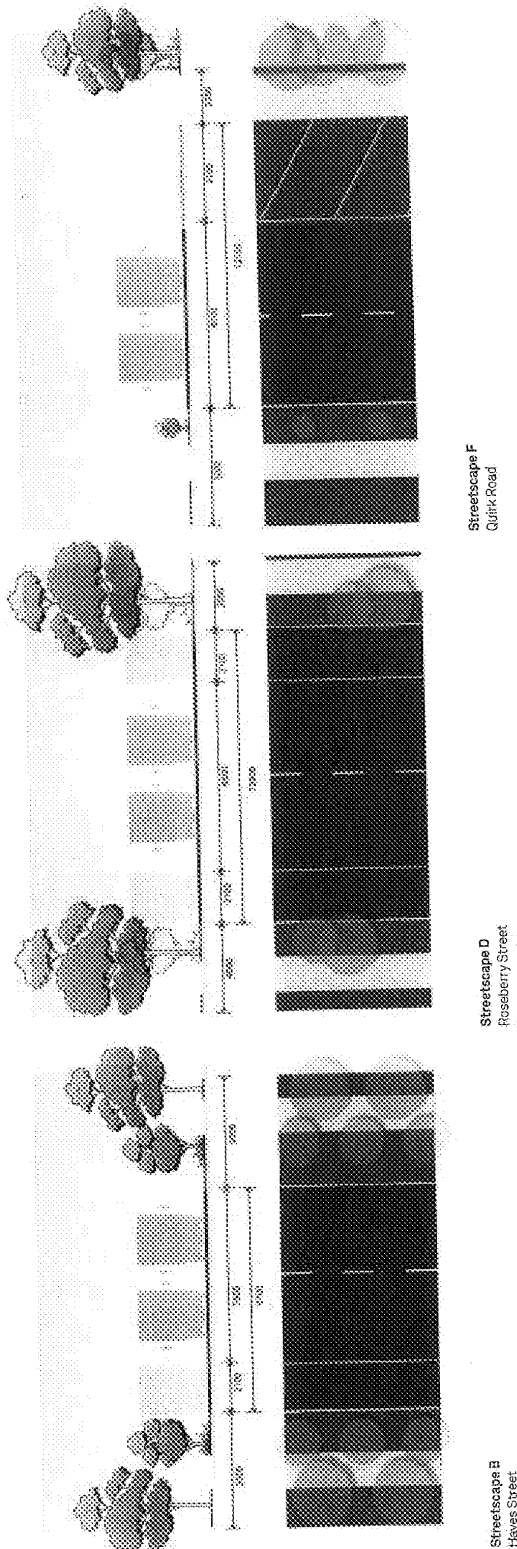
5.3.2 Streetscape Typologies

Internal Roads

The existing precinct includes four internal roads, Roseberry Street, Hayes Street, Quirk Road and Paton Place.

Roseberry Street is primarily an internal road and provides north-south access between Kenneth Place and Balgowlah Road. Hayes Street serves as a connection between Carlingford Street and Roseberry Street, and addresses a number of industrial properties. Quirk Road serves as a north-south road, however is closed in its central portion. Adjacent to Manly West Park, Paton Place separates from Quirk Road north and serves as an access road to a number of industrial properties.

The precinct needs to provide improved industrial access, however also serve important local needs, including residential, local to the north and south, with opportunities for improved pedestrian and vehicle flow through the site. The precinct also has the potential to establish a future typology of internal roads with an emphasis on improving traffic flow, reducing on-street parking, and appropriate and improving pedestrian linkages.



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Manly Industrial Zone Master Plan

05 Master Plan

5.3.3 Land Use Zoning

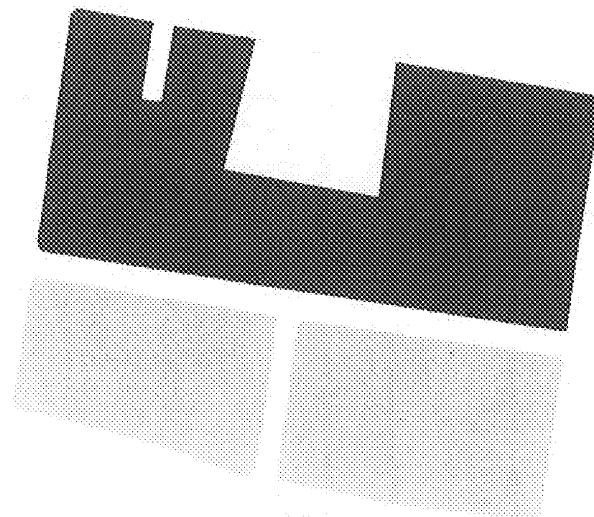
Manly Council has recently entered into a process to address the environmental planning and controls applicable to the Manly L24. It is noted that the standard template Local Environmental Plan (LEP) prepared by the NSW Department of Planning. The standard template of a local environmental plan, including the existing industrial zone.

The Manly Industrial Zone Strategic Review (the Strategic Review) was prepared in 2009 to inform preliminary investigations into the need for a new zoning scheme. The Strategic Review identified a number of issues which sought to ensure appropriate future development and land use within the zone. The Strategic Review also identified the need for a new zoning scheme to ensure the zone is able to accommodate the future development of the zone. The Strategic Review also identified the need for a new zoning scheme to ensure the zone is able to accommodate the future development of the zone.

5.3.4 Floor Space Ratio

Floor space ratios are proposed to reflect the preferred land use and built form opportunities within the precinct. Total gross floor space across the precinct is not proposed to be substantially increased under future development, with a potential future increase in GFA of only 24.697m identified by previous strategic assessment of the precinct. As a consequence, a floor space ratio of between 1:1 and up to 1.5:1 is applied across the precinct.

Higher floor space ratios are provided to the western portion of the precinct which will accommodate future commercial development, with frontage to the major transit route of Burnt Bridge Creek. A lower floor space ratio is proposed for the industrial portion of the precinct, which is consistent with existing controls.



Legend
Light Industrial
Medium Density Residential
High Density Residential

Figure 5.3 - Proposed Land Use Zoning



Legend
1:1
1.5:1

Figure 5.4 - Proposed Floor Space Ratio

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Manly Industrial Zone Master Plan

Manly Industrial Master Plan

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5.3.5 Building Height

The precinct currently has a maximum building height of 11 metres. The master plan proposes changes to the maximum building height, with a maximum of 16 metres for part of the precinct. This has been proposed with regard to ensuring appropriate future built form which increases high quality building design within the precinct, and appropriate transition to the residential area surrounding.

While maintaining 11 metre height limit appears to be appropriate for the precinct, the introduction of a business zoning to the precinct provides an opportunity to increase building heights. The proposed height of 16 metres is proposed across the central portion of the precinct between Condamine Street and Manly Road. The increased height limit, in association with appropriate form, encourages new development to implement greater building articulation.

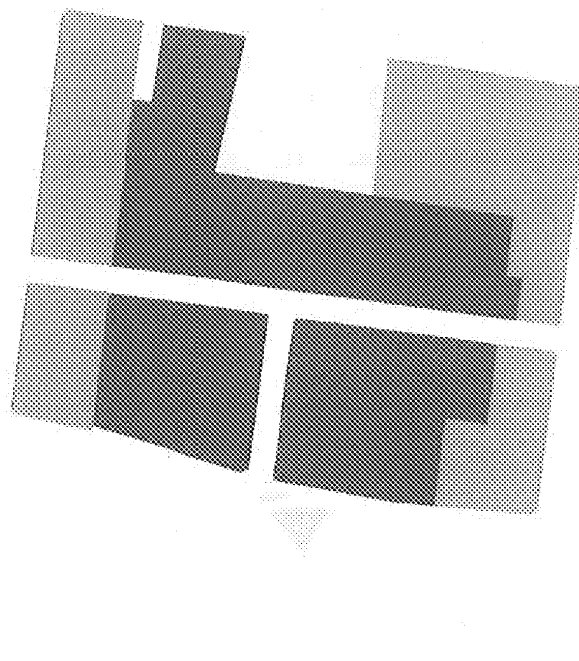


Figure 5.5 - Proposed Building Heights

5.3.6 Car Parking Strategy

Efficient movement and function within the precinct is a vital element of the master plan. Car parking is also important to ensure efficient movement and function, and to ensure appropriate conditions. Reasonable provision of car parking developments within the precinct will likely have an impact on demand for parking and traffic movements.

On-street parking will be required along most arterial roads. On-street parking along the northern side of Hayes Street and western side of Roseberry Street north is proposed to be restricted in order to improve traffic movement along these streets and reduce conflict between two-way traffic movement. Restricted street north is proposed to be widened, with parking to both sides required. The proposed development also includes a new public parking area at the Hayes/Roseberry Street intersection, which will provide a designated parking area to serve all land within the precinct.

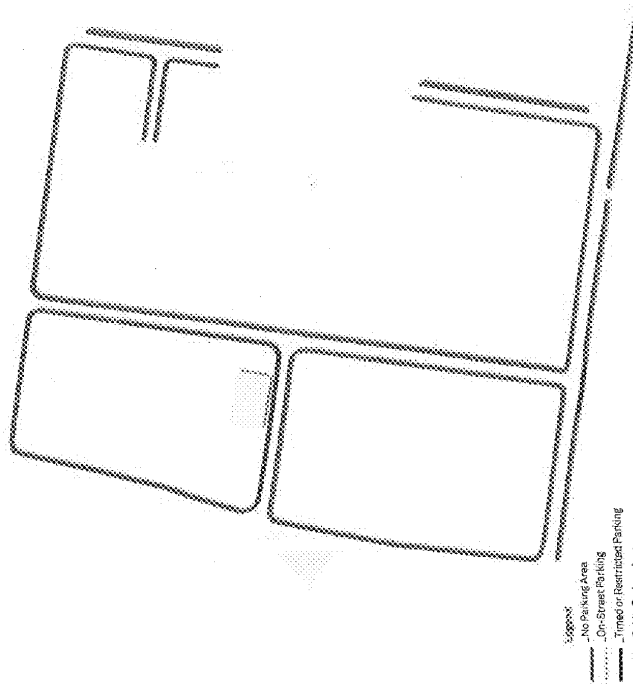


Figure 5.6 - Proposed Car Parking Strategy

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Manly Industrial Zone Master Plan

05 Master Plan

5.3.7 Street Setbacks

Street setbacks within the existing industrial OCP 1991 require a minimum 4.5 metre setback across the entire precinct, including boundary setbacks. Site and lot setbacks for the precinct are currently subject to interpretation of gas boundary proposals. However allow buildings to be built to the boundary.

The master plan provisions retain the existing setback controls within the precinct, however increase front setbacks along proposed streets and boundaries where the potential increased setbacks will be permissible along the frontage. Some of the setbacks are proposed to be determined under provisions of future development control plan applying to the precinct.

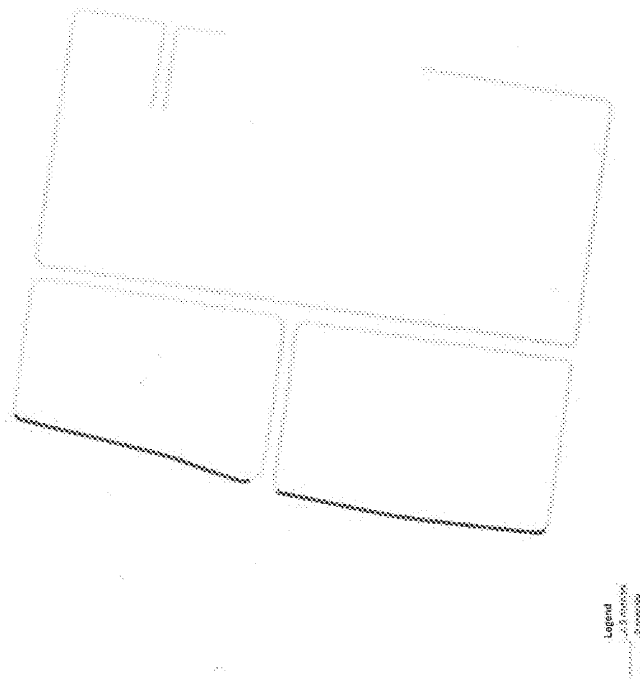


Figure 5.7: Proposed Building Setbacks

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5.3.8 Public Domain and Movement

The public domain represents an important element of the master plan seeks to establish a system of movement through the site which improves existing internal linkages, increases efficiency of pedestrian movements through the site and enhances the use of existing open space elements. The master plan recognises the need to encourage greater pedestrian movement through the site, and to important open space and recreation locations, such as Manly West Park.

The master plan seeks to encourage through movement of vehicles and pedestrians along Roseberry Street and Quirk Road. This allows greater linkages to the site from the surrounding area, and also links the residential lands to the south with service retail uses within the precinct and further north in Manly Vale. Likewise, linkages between lands to the north and services within the precinct are to be improved. The master plan also preserves future opportunities to encourage a visual and physical open space link between Roseberry Street and Manly West Park.



Figure 5.8: Proposed Public Domain Strategy

ATTACHMENT 2

Environmental Services Division Report No. 36 - Balgowlah Industrial Zone Master Plan Manly Industrial Zone Master Plan

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TO: Ordinary Meeting - 12 December 2011
REPORT: Environmental Services Division Report No. 37
SUBJECT: Identification of Coastal Erosion & Inundation Risk Areas within Manly LGA for public exhibition
FILE NO:

SUMMARY

Council, at its P&S meeting dated 6 September 2010, resolved to support initiatives to identify 'Coastal Risk Areas' following NSW Government's Sea Level Rise Policy Statement and the Guideline. Meantime, Council has also received, on 24 August 2010, a grant offer of \$81,500 from the Office of Environment & Heritage (then DECCW) under its Coastal Management Program 2010-11 to establish coastal hazard lines to predicted sea level rise in Manly LGA.

The Water Research Laboratory (WRL) of the University of New South Wales has carried out the study for Manly Council and identified coastal erosion and inundation risk areas in a final draft report.

The WRL- UNSW made a presentation to the Harbour Foreshores and Coastline Management Committee, at its meeting on 11 October 2011. The Committee recommends that the draft report and maps identifying coastal erosion and inundation risk areas are placed on public exhibition for public feedback.

Copies of the Final Draft Report and maps are circulated separately.

REPORT

The Water Research Laboratory (WRL) of the University of New South Wales has carried out a study for Manly Council to identify coastal erosion and inundation risk areas. This study was undertaken following a Council resolution and receipt of a grant from the Office of Environment & Heritage (OEH).

The WRL has submitted the Final Draft report. The WRL has made a presentation of the results and mapping to the Harbour Foreshores and Coastline Management Committee, at its meeting on 11 October 2011.

Key Tasks

The Water Research Laboratory of the University of New South Wales carried out the following tasks:

- Field survey of existing coastal protection works;
- Definition of coastal erosion hazard lines for present day conditions, 2050 and 2100 planning periods;
- Definition of coastal inundation levels for the 1, 50 and 100 year average recurrence interval storm events, for present day, 2050 and 2100 planning periods;
- Vulnerability assessment of existing assets to erosion and inundation;
- Recommendations for coastal risk management options.

In this report, summary of findings are presented.

Summary of Findings

Field Survey

The site inspection focused on the visual assessment and engineering characterisation of coastal protection works (seawalls). The survey output was used for the subsequent analysis of erosion and inundation hazards. No detailed stability assessment was undertaken. Considering the early

Environmental Services Division Report No. 37 (Cont'd)

1900s construction for most of the seawalls, they were found to be in reasonable condition. The atmospheric and ocean weathering evidenced was as expected. However, these seawalls will come under increasing pressure as sea level rises and will need to be regularly monitored to ensure their stability during storm events.

Beach Erosion and Recession

The majority of the sandy beaches along the Manly coastline are backed by seawalls. Therefore, the landward limit of the coastal erosion and recession hazard line is limited to the seawall face. Should the seawalls fail, modelling showed that erosion will progress inland and potentially impact a large number of private and public properties and infrastructure.

Coastal Inundation

The inundation study was based on the current shoreline location including allowance for the NSW Government sea level rise benchmarks. Inundation due to elevated water levels (including storm surge and wave setup) will potentially affect areas located away from the foreshore as well as beachfront properties. Inundation by wave overtopping will potentially affect beachfront dwellings, pedestrians and vehicles.

Vulnerability Assessment of Private/Public Assets (Attachment 1)

With the seawalls in place, the areas most impacted by the erosion and recession hazard for the 2100 planning horizon are Clontarf and Forty Baskets (**Table 1**). In the case of seawall failure, Manly Ocean Beach, Manly Cove East and Clontarf will be the most impacted by 2100.

Within the harbour beaches, properties in Clontarf and Manly Cove East are most likely to be affected by inundation (**Table 2**). On Manly Ocean Beaches and Fairy Bower Beach, wave overtopping during storm events is likely to represent hazard to property and public safety.

Management Options

Future sea level rise is likely to challenge the public expectation that the line separating the beach and the land will remain at that alignment. The mapping of erosion and inundation indicates the importance of seawalls in preserving existing development and assets at their present locations. In many locations these seawalls will require substantial upgrading or replacement. Other management measures may also be preferred.

These maps will become part of the standard LEP.

Harbour Foreshores & Coastline Management Committee Recommendation (11 October 2011)

1. The Harbour Foreshore & Coastline Management Committee endorses the maps of the coastal erosion and inundation risk areas.
2. The Harbour Foreshore & Coastline Management Committee recommends to the General Manager and Council that the draft report and maps are presented to the P&S Committee for consideration for public exhibition.

RECOMMENDATION

That the draft report 'Identification of Coastal Hazard Risk Areas to Projected Sea Level Rise for the Manly LGA' and maps of identified coastal erosion and inundation risk areas are placed on public exhibition for a period of six weeks.

ATTACHMENTS

AT-1	Assets Identified as Located on Coastal Erosion and Inundation Risk Areas.	4 Pages	
AT-2	Identification of Coastal Hazard Risk Areas to Projected Sea Level Rise for the Manly LGA - WNSW Water Research	149 Pages	Circulated Separately

Environmental Services Division Report No. 37 (Cont'd)

Laboratory

OM121211ESD_1

***** End of Environmental Services Division Report No. 37 *****

Environmental Services Division Report No. 37 - Identification of Coastal Erosion & Inundation Risk Areas within Manly LGA for public exhibition
Assets Identified as Located on Coastal Erosion and Inundation Risk Areas.

ASSETS IDENTIFIED AS LOCATED ON COASTAL EROSION AND INUNDATION RISK AREAS.

Risk Areas for Coastal Erosion and Recession Hazards

The erosion and recession hazard lines were estimated. Predicted hazard lines are shown in for each area for a 100 year ARI (1% AEP) erosion event with present day conditions and also for the 2050 and 2100 planning horizons. Both the scenarios with seawall in place and seawall failure were considered. Detailed assessment for individual properties may generate slightly different hazard line locations.

An estimate of the number of houses affected by the erosion and recession hazard lines is shown in Table 1. This is an approximate estimate only, and does not consider the building type or any specific protection works. These buildings would only be lost if adaptation was not undertaken, emergency action was not taken and if the sea level rise and coastal change projections in this report eventuate.

Roads and other infrastructure such as swimming pools, sewer and stormwater lines, water mains and pumping stations were also considered in the assessment.

Table 1 Indicative Assets Potentially Impacted by Erosion and Recession

Area	Asset	Scenario with maintained seawall			Scenario with seawall failure		
		Present	2050	2100	Present	2050	2100
Clontarf	Houses/Buildings	0	0	3	18	18	20
	Pumping Station	0	0	0	0	0	0
	Sewer Mains	Yes	Yes	Yes	Yes	Yes	Yes
	Water Mains	No	No	No	No	No	No
	Stormwater lines	Yes	Yes	Yes	Yes	Yes	Yes
	Pools/Encl.	Yes	Yes	Yes	Yes	Yes	Yes
	Roads	Yes	Yes	Yes	Yes	Yes	Yes
Forty Baskets	Houses/Buildings	0	0	3	0	0	3
	Pumping Station	0	0	0	0	0	0
	Sewer Mains	No	No	Yes	No	No	Yes
	Water Mains	No	No	No	No	No	No
	Stormwater lines	Yes	Yes	Yes	Yes	Yes	Yes
	Pools/Encl.	Yes	Yes	Yes	Yes	Yes	Yes
	Roads	No	No	No	No	No	No
North Harbour Res.	Houses/Buildings	0	0	0	0	na	na
	Pumping Station	0	0	0	0	0	0
	Sewer Mains	No	No	No	No	No	No
	Water Mains	No	No	No	No	No	No
	Stormwater lines	No	No	No	na	na	na
	Pools/Encl.	No	No	No	No	No	No
	Roads	No	No	No	na	na	na
*Fairlight	Houses/Buildings	0	0	0	3	3	3
	Pumping Station	0	0	0	0	0	0
	Sewer Mains	No	No	No	Yes	Yes	Yes
	Water Mains	No	No	No	No	No	No
	Stormwater lines	No	No	No	Yes	Yes	Yes
	Pools/Encl.	No	No	No	No	No	No
	Roads	No	No	No	No	No	No
Manly	Houses/Buildings	0	0	0	1	1	1

ATTACHMENT 1

Environmental Services Division Report No. 37 - Identification of Coastal Erosion & Inundation Risk Areas within Manly LGA for public exhibition

Assets Identified as Located on Coastal Erosion and Inundation Risk Areas.

Area	Asset	Scenario with maintained seawall			Scenario with seawall failure		
Cove West	Pumping Station	0	0	0	0	0	0
	Sewer Mains	Yes	Yes	Yes	Yes	Yes	Yes
	Water Mains	No	No	No	No	No	Yes
	Stormwater lines	Yes	Yes	Yes	Yes	Yes	Yes
	Pools/Encl.	Yes	Yes	Yes	Yes	Yes	Yes
	Roads	No	No	No	No	No	Yes
Manly Cove East	Houses/Buildings	0	0	0	0	0	11
	Pumping Station	0	0	0	0	0	0
	Sewer Mains	No	No	No	Yes	Yes	Yes
	Water Mains	No	No	No	No	Yes	Yes
	Stormwater lines	No	No	No	Yes	Yes	Yes
	Pools/Encl.	No	No	No	No	No	No
Little Manly	Roads	No	No	No	No	Yes	Yes
	Houses/Buildings	0	0	0	1	3	5
	Pumping Station	0	0	0	0	0	0
	Sewer Mains	No	No	No	Yes	Yes	Yes
	Water Mains	No	No	No	No	No	No
	Stormwater lines	Yes	Yes	Yes	Yes	Yes	Yes
Quarantine	Pools/Encl.	Yes	Yes	Yes	Yes	Yes	Yes
	Roads	No	No	No	Yes	Yes	Yes
	Houses/Buildings	0	1	2	1	2	3
	Pumping Station	0	0	0	0	0	0
	Sewer Mains	na	na	na	na	na	na
	Water Mains	na	na	na	na	na	na
Shelly	Stormwater lines	na	na	na	na	na	na
	Pools/Encl.	No	No	No	No	No	No
	Roads	No	No	No	No	Yes	Yes
	Houses/Buildings	na	na	na	0	1	1
	Pumping Station	na	na	na	0	0	0
	Sewer Mains	na	na	na	Yes	Yes	Yes
*Fairy Bower	Water Mains	na	na	na	No	No	No
	Stormwater lines	na	na	na	Yes	Yes	Yes
	Pools/Encl.	na	na	na	No	No	No
	Roads	na	na	na	No	No	No
	Houses/Buildings	0	0	0	na	na	na
	Pumping Station	0	0	0	na	na	na
Manly LSC to Raglan St	Sewer Mains	Yes	Yes	Yes	na	na	na
	Water Mains	No	No	No	na	na	na
	Stormwater lines	Yes	Yes	Yes	na	na	na
	Pools/Encl.	Yes	Yes	Yes	na	na	na
	Roads	No	No	No	na	na	na
	Houses/Buildings	0	0	0	3	13-15	26
Manly Raglan St to Pine st	Pumping Station	0	0	0	0	0	0
	Sewer Mains	No	No	No	Yes	Yes	Yes
	Water Mains	No	No	No	No	Yes	Yes
	Stormwater lines	Yes	Yes	Yes	Yes	Yes	Yes
	Pools/Encl.	No	No	No	No	No	No
	Roads	No	No	No	Yes	Yes	Yes
Manly LSC to Raglan St	Houses/Buildings	1	1	1	1	5	22
	Pumping Station	0	0	0	0	0	0
	Sewer Mains	No	No	No	Yes	Yes	Yes
	Water Mains	No	No	No	No	Yes	Yes
	Stormwater lines	Yes	Yes	Yes	Yes	Yes	Yes
	Pools/Encl.	No	No	No	No	No	No
Manly Raglan St to Pine st	Roads	No	No	No	Yes	Yes	Yes

Environmental Services Division Report No. 37 - Identification of Coastal Erosion & Inundation Risk Areas within Manly LGA for public exhibition
Assets Identified as Located on Coastal Erosion and Inundation Risk Areas.

Area	Asset	Scenario with maintained seawall			Scenario with seawall failure		
Manly Pine St to Queenscliff st boatshed	Houses/Buildings	0	0	0	1	5	25
	Pumping Station	0	0	0	0	0	0
	Sewer Mains	No	No	No	No	No	Yes
	Water Mains	No	No	No	No	Yes	Yes
	Stormwater lines	Yes	Yes	Yes	Yes	Yes	Yes
	Pools/Encl.	No	No	No	No	No	No
	Roads	No	No	No	Yes	Yes	Yes
Total	Houses/Buildings	1	2	9	29	38	120

Notes: * likely presence of rock may preclude/protect properties from erosion and recession, however, this has not been quantified. Such properties may also be vulnerable to wave impacts. Rock level needs to be mapped. Higher values cannot be excluded until this is undertaken.

Risk Areas for Coastal Inundation

The ground areas subject to inundation under 100 year ARI (1% AEP) conditions are estimated with present day conditions and for the 2050 and 2100 planning horizons. Consideration of individual house floor levels is beyond the scope of this study. The inundation level does not include direct wave impacts, which may occur for the first row of beachfront houses. Furthermore, inundation from the ocean side may be prevented if a continuous dune/seawall of sufficient height and sand volume protects the land behind it. The inundation areas presented would eventuate if the dunes/seawall are breached/overtopped. The inundation areas are mapped based on ground elevation (the "bare earth" LIDAR layer) and do not consider flow paths and velocities.

The potential for inundation does not necessarily preclude new development, but such inundation potential must be considered in the design of buildings and infrastructure, and in emergency planning. The peak of inundation events would persist for approximately 2 hours with the peak of the tide.

However, subject to topography, substantial ponding may remain in some areas well after the peak.

Indicative numbers of houses at risk due to inundation are shown in Table 2. It is acknowledged that other infrastructure is also at risk, however, most of this infrastructure services the houses which are also inundated. Subject to the floor level and construction type, the occurrence of inundation of the ground surrounding a house may not result in any damage to the house.

In regards to the Manly Lagoon area, inundation levels were derived from ocean inundation levels excluding any coincident flooding and/or hydrodynamic modelling within the lagoon.

ATTACHMENT 1

Environmental Services Division Report No. 37 - Identification of Coastal Erosion & Inundation Risk Areas within Manly LGA for public exhibition Assets Identified as Located on Coastal Erosion and Inundation Risk Areas.

Table 2 Indicative Assets Potentially Impacted by Inundation

Area	Asset	100yr ARI (1% AEP)			50yr ARI (2% AEP)			1yr ARI (63% AEP)		
		Present	2050	2100	Present	2050	2100	Present	2050	2100
⁽⁴⁾ Seaforth	Properties	3	5	5	3	5	5	0	1	1
Clontarf	Properties	2	16	40	2	16	40	0	8	33
⁽¹⁾ Forty Baskets	Properties	0	0	2	0	0	2	0	0	0
North Harbour Reserve	Properties	0	2	5	0	2	5	0	0	2
Fairlight	Properties	0	0	0	0	0	0	0	0	0
Manly Cove West	Properties	0	0	0	0	0	0	0	0	0
Manly Cove East	Properties	1	8	13	1	8	13	1	3	12
Little Manly	Properties	0	0	0	0	0	0	0	0	0
Quarantine	Properties	0	0	1	0	0	1	0	0	0
Shelly	Properties	0	0	0	0	0	0	0	0	0
⁽¹⁾ Fairy Bower	Properties	0	0	0	0	0	0	0	0	0
Manly Ocean Beach	Properties	0	0	0	0	0	0	0	0	0
⁽³⁾ Total	Properties	6	31	66	6	31	66	1	12	48
⁽²⁾ Manly Lagoon	Properties	138	175	223	138	175	223	5	50	150

Notes: (1) assessment does not include direct wave impacts which may occur for the first row of houses

(2) analysis excludes any flooding/hydrodynamic consideration

(3) excluding properties within the Manly Lagoon area

(4) several private boatsheds

TO: Ordinary Meeting - 12 December 2011
REPORT: Environmental Services Division Report No. 38
SUBJECT: LEP Amendment 82 to Manly LEP 1988
FILE NO:

SUMMARY

Submissions reviewed following public exhibition of Planning Proposal: Rezoning Lots 29, 30, 31 and 32 of DP 939916 Zone (15-17 Suwarrow Street, Fairlight) from No 6 Open Space Zone to No. 2 Residential – ‘LEP Amendment 82 to Manly LEP 1988’

REPORT

INTRODUCTION

A proposal for the above land, owned by Manly Golf club, to be rezoned from No 6 Open Space Zone to No. 2 Residential (in the Manly LEP 1988) was reported to Council in September, 2011. On the 19 September 2011, Council submitted the Draft Manly LEP Amendment 82 to the Department of Planning and Infrastructure under the gateway process, detailed in attachment 1. The Department determined the outcome of the proposal on 25 October 2011 for Council to proceed to exhibit for 14 days, in compliance with *A Guide to Preparing LEPs (Department of Planning 2009)*.

In accordance resolution 153/11, Council notified neighbours by letter and exhibited the LEP amendment proposal between 4 November and 2 December, 2011 on Council's website and at the Roundhouse Centre, Town Hall and Manly Library. The outcome of the public exhibition is detailed in this report. It is recommended that Council proceed to submit the finalised proposal under the gateway process to request the Minister to make Amendment No 82 to the Manly LEP 1988.

BACKGROUND

Council at it's Ordinary meeting of 12 September, 2011 resolved the following:-

“153/11 **RESOLVED:** *(Hay / LeSurf)*

That:

1. Council resolve to initiate an amendment to Manly Local Environmental Plan 1988, being Amendment 82, pursuant to sections 54-55 of the Environmental Planning & Assessment Act, 1979, in respect of:
 - a. The re zoning of lots 29 - 31 and 32 in Sec 5 of DP 939916, known as 15-17 Suwarrow Street Fairlight from No. 6 Open Space Zone to No. 2 Residential Zone.
2. Council resolve to amend the Manly Development Control Plan for the Residential Zone 2007 – Amendment 1 to include 15-17 Suwarrow Street Fairlight and 28-34 Balgowlah Road Fairlight within Density Sub-zone 3 on the Residential Density and Height Subzone Map.
3. Council resolve that should vehicular access for future development be through L M Graham Reserve, a right of way will be required at the eastern most part of the site being. A 1 metre right of way will be required for lots 29 and 30 in Sec 5 DP 939916. The right of way should nominate Council or any person nominated by Council as the beneficiary as well as Lot 1 in DP1022202, the other lots of the site, lots 29, 30, 31 and 32 in Section 5 of DP 939916.

Environmental Services Division Report No. 38 (Cont'd)

4. *The proposal be exhibited for 28 days on an area wide basis and to also include the parents of children attending the Roundhouse and that a report be brought back to Council.*
5. *To elevate any concerns regarding the intensity of any future development by the Manly Golf Club, that Council only support the amendment that only two dwellings be constructed on the subject site.*

For the Resolution: Councillors Heasman, Murphy, Le Surf, Morrison, Norek and Hay

Against the Resolution: Councillors Whitting, Burns, Aird and Griffin

Council exhibited the Draft LEP following this resolution and the conditions set by the Department.

Through the community consultation process, 31 submissions have been received and the relevant strategic land use planning matters considered. Of the submissions received 29 were in support the rezoning and 2 were against the rezoning. The concerns raised are addressed as follows:-

Objections	Council consideration
The golf clubs claim that the 're-zoning was correction of an anomaly in the current zoning'; the golf club purchased the properties in the knowledge of open space zoning.	The land use zoning has always historically been open space, however the use has previously been residential containing no more than 2 dwellings when acquired by Manly Gold Club in 1969 (No. 15 Suwarrow) and 1999 (No. 17 Suwarrow). Existing use rights do not apply because the dwellings have since been demolished.
The proposal benefits only the club and any new residents; loss of open space; setting a precedent for all golf clubs to rezone their land.	Justification for rezoning is that this part of the private golf club land is surplus to requirement. It is currently under-used; therefore its public benefit is already limited. Maximising land uses is an important part of the strategic planning process. Alternative existing permissible uses are either inappropriate in this location (e.g. kiosk) or would result in a more significant impacts (e.g. childcare).
The claims that the proposal will contribute to the affordable housing questions. Affordable housing unlikely to be an outcome.	Although the proposal will contribute to more local housing stock, it is accepted that due to land values, any future development in this location is very unlikely to be 'affordable' as defined in the Act as follows: <i>Housing for very low income households, low income households or moderate income households, being such households as prescribed by the regulations or as are provided for in an environmental planning instrument .</i>
Increased traffic flow near parking impacts close to child care; No vehicular access to Balgowlah Road due to road safety at potential intersection.	Council has resolved: <i>Council resolve that should vehicular access for future development be through L M Graham Reserve, a right of way will be required at the eastern most part of the site being. A 1 metre right of way will be required for lots 29 and 30 in Sec 5 DP 939916. The right of way should nominate Council or any person nominated by Council as the beneficiary as well as Lot 1 in DP1022202, the other lots of the site, lots 29, 30, 31 and 32 in Section 5 of DP 939916.</i>
The impact on increased density on the land; Number of dwellings that can be constructed and any development controls for Floor Space, open space ratios, set back requirements, building heights and maintaining consistency with surrounding area. Quiet enjoyment of existing views- Residents requests to be directly consulted under Residential DCP Section 4.3 Maintenance of View Objectives.	Council has resolved : <i>To elevate any concerns regarding the intensity of any future development by the Manly Golf Club, that Council only support the amendment that only two dwellings be constructed on the subject site.</i> All matters remaining can be addressed through the development assessment process under the residential development control plan, as required by the previous resolution.

Environmental Services Division Report No. 38 (Cont'd)**RECOMMENDATION**

Based on the above considerations, it is recommended that Council:

Submit the finalised proposal without variation to the Department of Planning and Infrastructure for Parliamentary Counsel to prepare a Draft Local Environmental Plan — the legal instrument. With the Minister's approval the plan will then become a legal instrument.

ATTACHMENTS

AT- 1 Steps in the NSW 'Gateway' Plan Making Process 1 Page

OM121211ESD_3

***** End of Environmental Services Division Report No. 38 *****

LEP Amendment 82 to Manly LEP 1988

Steps in the NSW 'gateway' plan making process.

The gateway process has the following steps:

- **Planning proposal** — the relevant planning authority is responsible for the preparation of a planning proposal, which explains the effect of and justification for the plan. If initiated by the Minister (rather than the local council which is mostly the case) the Minister can appoint the Director-General of the Department of Planning or a joint regional planning panel to be the relevant planning authority.
- **Gateway** — The Minister (or delegate) determines whether the planning proposal is to proceed. This gateway acts as a checkpoint to ensure that the proposal is justified before further studies are done and resources are allocated to the preparation of a plan. A community consultation process is also determined at this time. Consultations occur with relevant public authorities and, if necessary, the proposal is varied.
- **Community consultation** — the proposal is publicly exhibited (generally low impact proposals for 14 days, others for 28 days). A person making a submission may also request a public hearing be held.
- **Assessment** — The relevant planning authority considers public submissions and the proposal is varied as necessary. Parliamentary Counsel then prepares a draft local environmental plan — the legal instrument.
- **Decision** — With the Minister's (or delegate's) approval the plan becomes law and is published on the NSW legislation website.

TO: Ordinary Meeting - 12 December 2011
REPORT: Corporate Services Division Report No. 46
SUBJECT: Report on Council Investment October 2011
FILE NO:

SUMMARY

In accordance with clause 212 of the Local Government (General) Regulation 2005, a report setting out the details of money invested must be presented to Council on a monthly basis.

The report must also include certification as to whether or not the Investments have been made in accordance with the Act, the Regulations and Council's Investment Policy.

REPORT

Council is required to report on a monthly basis, all invested funds which have been made in accordance with the Local Government Act 1993, The Local Government (General) Regulation 2005, and Council's Investment Policy.

Attached is the report of the bank balances and investment performance for October 2011.

Legislative & Policy Implications

Manly Council Investment Policy
Section 625 Local Government Act 1993
Clause 212 Local Government (General) Regulation 2005
DLG Circular 11-01 – Ministerial Investment Order dated 12 January 2011
DLG Circular 10-11 – Investment Policy Guidelines

Certification – Responsible Accounting Officer

I hereby certify that the investments listed in the attached report have been made in accordance with Section 625 of the Local Government Act 1993, clause 212 of the Local Government (General) Regulation 2005 and Council's Investment Policy.

The following securities held are currently rated less than the minimum required under the Ministerial Investment Order. Council is permitted to hold securities under the grandfathering clause in the Ministerial Investment Order dated 31 July 2008.

- Flinders CDO currently rated BB
- Parkes CDO currently rated CCC-
- Scarborough CDO currently rated CCC-
- Torquay CDO currently rated CC
- Coolangatta CDO – B+ (unwinding)
- Global Bank Note - B- (unwinding)

Investment Performance

The Investment Report shows that Council has total Investments of \$15,548,881, comprising a combined Bank Balance of \$2,307,810; and Investment Holdings of \$10,691,071 directly managed and \$2,550,000 externally managed.

Corporate Services Division Report No. 46 (Cont'd)

Investments overall performed above the 90 day average Bank Bill Swap Rate (BBSW) for the month providing a return of 5.18% (*Council Benchmark = 4.73% - benchmark is 90 day average BBSW*)

The reduced interest returns for October are a result of several investments not paying interest coupons and initiating capital guarantee mechanisms to protect the investment. These include Emu Note (Dresdner Bank), ANZ Climate Change Trust, and Lehman Bros Zircon (Coolangatta) and Beryl (Global Bank Note).

The average rate of return for investments paying interest is 6.17%

Lehman Brothers Australia (Grange) Portfolio Performance

Return on Lehman Brothers Australia Limited (Grange) Managed Funds since inception was 2.57%, less than the benchmark UBSWA Index of 5.47% (for the month of October 2011 the monthly return was 0.31% above the benchmark UBSWA Index). Whilst the current market value of these investments (included in the report for information) shows a reduction in the value and the returns reported by Lehman Brothers Australia (Grange) indicate a return below benchmark, it is important to note that the Investments are recorded by Council at their original principal face value, and there would be no erosion of Council's initial capital investment if the investment continues to be held at the present time to maturity.

Movements in Investments for the Month of October 2011**Investments Made**

<u>Issuer</u>	<u>Particulars</u>	<u>Face Value</u>
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Nil		
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Investments Matured

<u>Issuer</u>	<u>Particulars</u>	<u>Face Value</u>	<u>Redeemed Value</u>
B & E Ltd	Term Deposit	\$500,000.00	\$500,000.00
Police & Nurses Credit Union	Term Deposit	\$500,000.00	\$500,000.00
People's Choice Credit Union	Term Deposit	\$500,000.00	\$500,000.00
Citigroup Pty Ltd	Term Deposit	\$500,000.00	\$500,000.00

RECOMMENDATION

That: the statement of Bank Balances and Investment Holdings as at 31 October 2011 be received and noted.

ATTACHMENTS

AT- 1 Investment Report 4 Pages

OM121211CSD_2

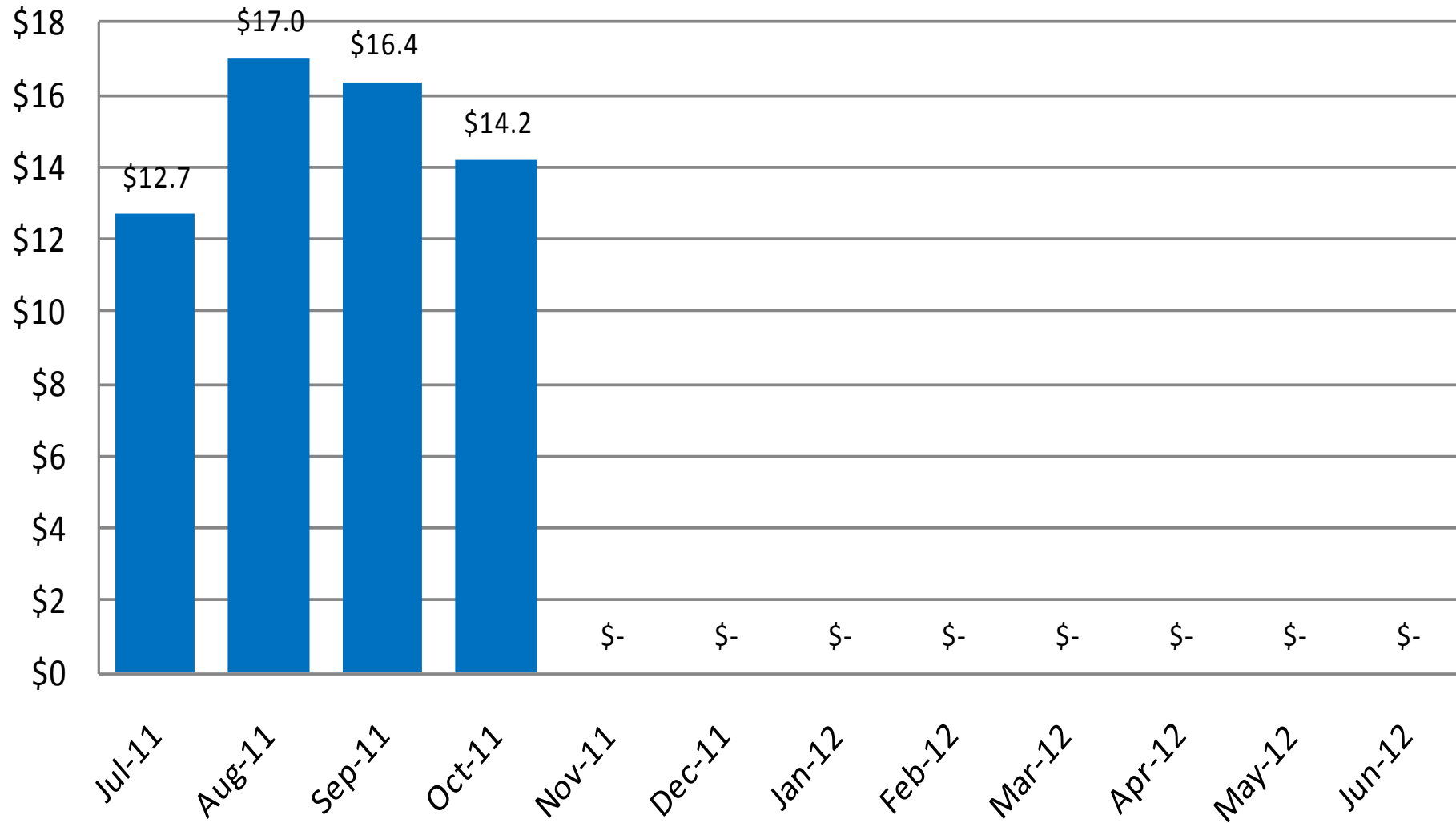
***** End of Corporate Services Division Report No. 46 *****

ATTACHMENT 1

Corporate Services Division Report No. 46 - Report on Council Investment October 2011 Investment Report

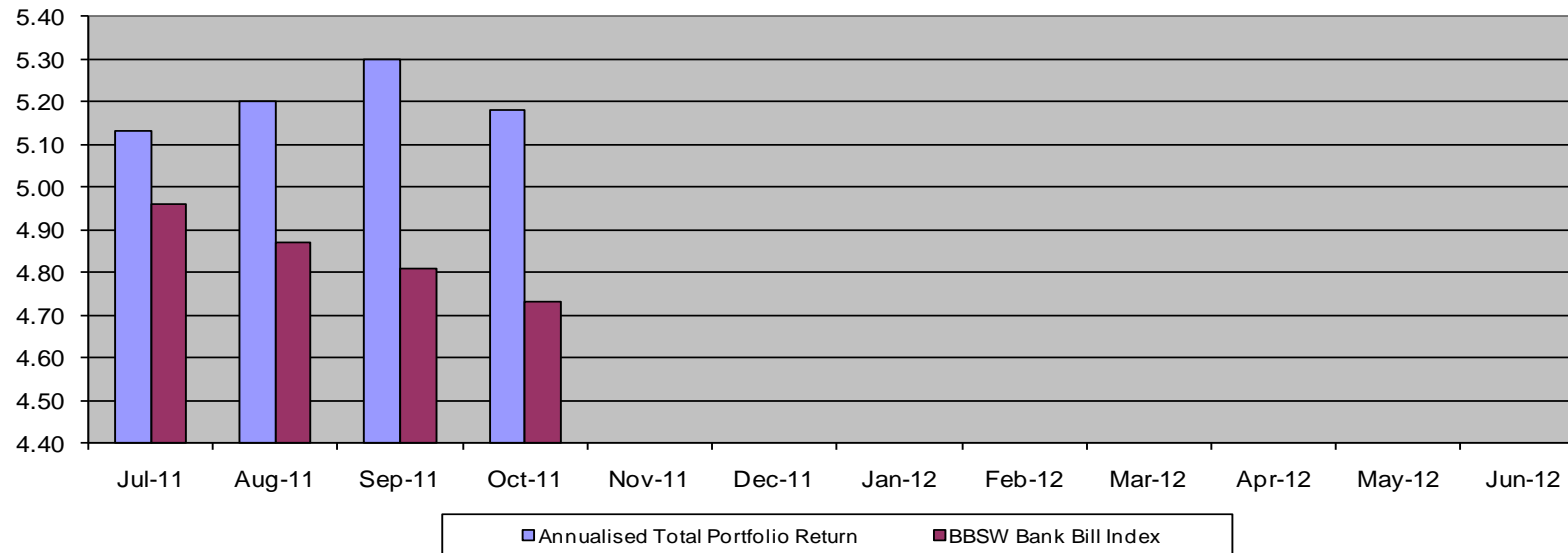
MANLY COUNCIL INVESTMENT PORTFOLIO as at 31 October 2011									
	Form of Investment	Investment in AUS\$	Market Val	Percentage of Portfolio	S & P Rating	Date Invested	Call/Maturity Date	Investment Returns Interest Rate	Interest Accrual YTD Oct 2011
Directly Managed Funds									
Trading Account									
CBA Trading Account	Cash	2,307,810	2,307,810	14.84%	AA-	.	.	3% ⁽³⁾	\$ 12,679 \$ 2,527
Others									
Emu Note - Dresdner Bank	Structured Note	500,000	418,550 ⁽⁶⁾	3.22%	AAA	25/10/2005	13/12/2012	0.00%	\$ - \$ -
ANZ Climate Change Trust	Structured Note	500,000	454,586 ⁽⁵⁾	3.22%	AA	21/12/2007	21/12/2013	0.00%	\$ - \$ -
Railways Credit Union	Term Deposit	500,000	500,000	3.22%	Cr Union	4/07/2011	1/11/2011	6.25%	\$ 10,188 \$ 2,654
Suncorp-Metway Ltd	Term Deposit	1,000,000	1,000,000	6.43%	A+	5/07/2011	3/01/2012	6.24%	\$ 20,173 \$ 5,300
Bank of Queensland	Term Deposit	500,000	500,000	3.22%	BBB+	5/07/2011	5/01/2012	6.21%	\$ 10,038 \$ 2,637
Members Equity Bank Pty Ltd	Term Deposit	500,000	500,000	3.22%	BBB	5/07/2011	4/07/2012	6.36%	\$ 10,281 \$ 2,701
RaboDirect Australia Limited	Term Deposit	719,877	719,877	4.63%	AAA	11/07/2011	29/06/2012	6.40%	\$ 14,137 \$ 3,913
Bank of Queensland	Term Deposit	1,000,000	1,000,000	6.43%	BBB+	8/08/2011	7/11/2011	6.01%	\$ 13,831 \$ 5,104
People's Choice Credit Union	Term Deposit	500,000	500,000	3.22%	Cr Union	9/09/2011	8/11/2011	5.76%	\$ 4,103 \$ 2,446
Members Equity Bank Pty Ltd	Term Deposit	500,000	500,000	3.22%	BBB	12/09/2011	12/12/2011	5.87%	\$ 3,940 \$ 2,493
People's Choice Credit Union	Term Deposit	500,000	500,000	3.22%	Cr Union	12/09/2011	12/12/2011	5.94%	\$ 3,987 \$ 2,522
Macquarie Cash Management Account	@ Call	224	224	0.00%	AAA	At call	At call	4.75%	\$ 4 \$ 1
AMP Limited	@ Call	3,223,122	3,223,122	20.73%	A	At call	At call	5.75%	\$ 90,775 \$ 13,473
Commonwealth Bank	@ Call	747,848	747,848	4.81%	AA-	At call	At call	4.00%	\$ 46,590 \$ 11,344
Total		10,691,071	10,564,207	68.76%					
Total Directly Managed Funds		12,998,881	12,872,017						
Lehman Brothers Australia (Grange) Managed Funds (All in AUS\$)									
Interest Bearing Securities (Non Bank)									
Magnolia (Flinders)	Floating Rate CDO	300,000	290,094	1.93%	BB	20/03/2007	20/03/2012	6.49%	\$ 6,577 \$ 1,654
MAS6-7 (Parkes IIA)	Floating Rate CDO	500,000	12,355	3.22%	CCC-	20/03/2007	20/06/2015	8.29%	\$ 6,800 \$ 1,845
Heli0308 (Scarborough)	Floating Rate CDO	250,000	3,600	1.61%	CCC-	21/06/2007	23/06/2014	6.83%	\$ 3,594 \$ 933
Corsair (Torquay)	Floating Rate CDO	500,000	6,845	3.22%	CC	20/03/2007	20/06/2013	6.64%	\$ 5,360 \$ 1,456
Zirccon (Coolangatta)	Floating Rate CDO	500,000	475,000	3.22%	B+	20/03/2007	20/09/2014	0.00%	\$ - \$ -
Beryl (Global Bank Note)	Floating Rate Note	500,000	540,000	3.22%	B-	3/04/2007	20/09/2014	0.00%	\$ - \$ -
Total Grange Managed Funds		2,550,000	1,327,894	16.40%					
Retired Investments									\$ 8,017 \$ 1,340
TOTAL PORTFOLIO		15,548,881	14,199,911	100.00%				5.18%	\$ 271,075 \$ 64,344
BENCHMARK								4.73%	
Notes:									
1 Benchmark is 90 day Average BBSW									
2 CDO - Collateralised Debt Obligation									
3 Balances less than \$250,000 earn 3%, \$250,000 to \$499,999 earn 3.25%, \$500,000 to \$750,000 earn 3.5% & greater \$750,000 earn 3.75%									
4 CBA Trading & At Call account not included in the monthly portfolio return calculation									
5 Valuation as at 31 October 2011									
6 Valuation as at 30 September 2011									
In 2008 Council's Portfolio was written down from Face Value to its Market Value by \$2.2million. Since then there has been partial recovery of some write downs with the overall written down value as at 30/06/2011 standing at \$1.4 million.									

Investment Value by Month - 2011/2012 (\$Million)



Corporate Services Division Report No. 46 - Report on Council Investment October 2011
Investment Report

Total Portfolio Performance V's BBSW Rate



Summary by Credit Rating		No.
A+	6.43%	1
AAA	7.85%	3
AA	3.22%	1
A	20.73%	1
AA-	19.65%	2
BBB+	9.65%	2
B+	3.22%	1
BBB	6.43%	2
BB	1.93%	1
B-	3.22%	1
CC	3.22%	1
CCC-	4.82%	2
Building Society	0.00%	0
Credit Union	9.65%	3
	100.00%	21

3.22% 0.00% 0.00% 0.00% @ Call
8.04%
6.43% < 1 Year
6.43% 1 < 2 Years
40.38% 2 < 3 Years
35.50% 3 < 4 Years
4 < 5 Years
5 < 6 Years
6 < 7 Years
> 7 Years

Corporate Services Division Report No. 46 - Report on Council Investment October 2011
Investment Report

Interest Income and
Interest Rate - 2011/12
(budget vs actual)

