
Community and Stakeholder Engagement Report (Stage 1 of 1)

Delivery Program 2023-2027 and Operational Plan and Budget 2023/24

(Including Fees and Charges 2023/24 and LTFP 2033-2033)

Contents




1.	Summary	2
1.1.	Key outcomes	2
1.2.	How we engaged	2
1.3.	Who responded.....	3
2.	Background.....	4
3.	Engagement objectives	4
4.	Engagement approach	4
5.	Findings	5
	Appendix 1 Submission issues and Council responses.....	7
	Appendix 2 Verbatim submissions – online sources	38
	Appendix 3 Verbatim submissions – emails and written sources	57

1. Summary

This report outlines the outcomes of community and stakeholder engagement as part of the exhibition of the Delivery Program 2023-2027, Operational Plan and Budget 2023/24 and Long-Term Financial Plan 2023-2033 from Friday 21 April to Sunday 21 May 2023.

The report content reflects the insights of 104 participating community members and stakeholders.





1.1. Key outcomes

 <p>Total unique responses</p>	104	
 <p>How responses were received</p>	<p>Submission form</p> <p>Written responses (email/letter)</p>	<p>Completions: 66</p> <p>Number received: 38</p>
 <p>Feedback themes</p>	<p>Themes with more than ten issues raised:</p> <ul style="list-style-type: none"> • Transport and Civil Infrastructure • Parks and Recreation • Sustainability • Fees and Charges • Finance 	

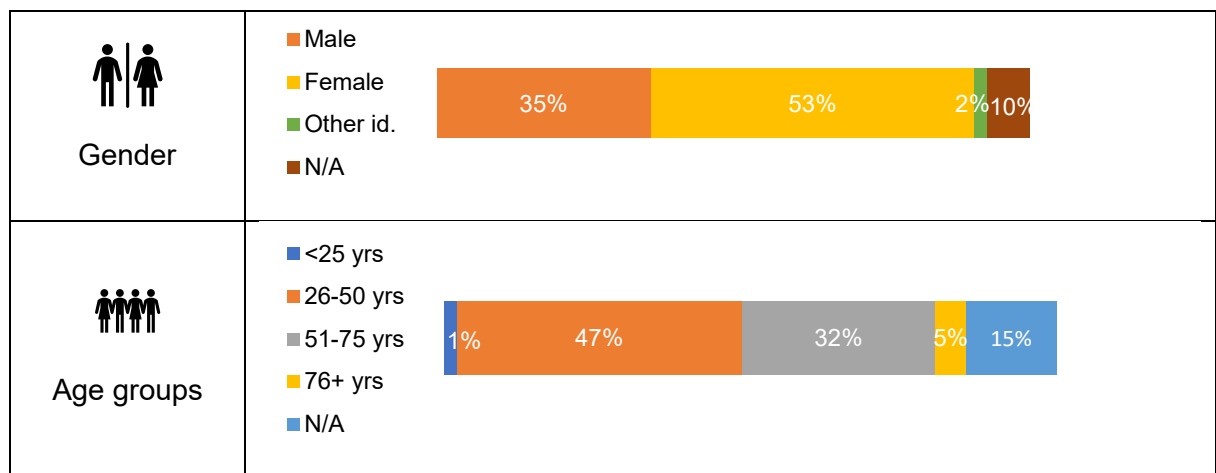
1.2. How we engaged¹

 <p>Have Your Say: visitation stats</p>	Visitors: 9,992	Visits: 11,745	Average time onsite: 0 mins 40 secs
 <p>Social media</p>	<p>Facebook ads = 12</p> <p>Organic ad = 1</p>		<p>Impressions: 329,604</p> <p>Reach: 13,258</p> <p>Clicks: 11,885</p>
 <p>Videos</p>	<p>Explanatory Videos: 2</p> <p>Delivery Program – Budget</p> <p>Delivery Program – Capital Works</p>		<p>Total Views: 315</p> <p>Views: 141</p> <p>Views: 174</p>

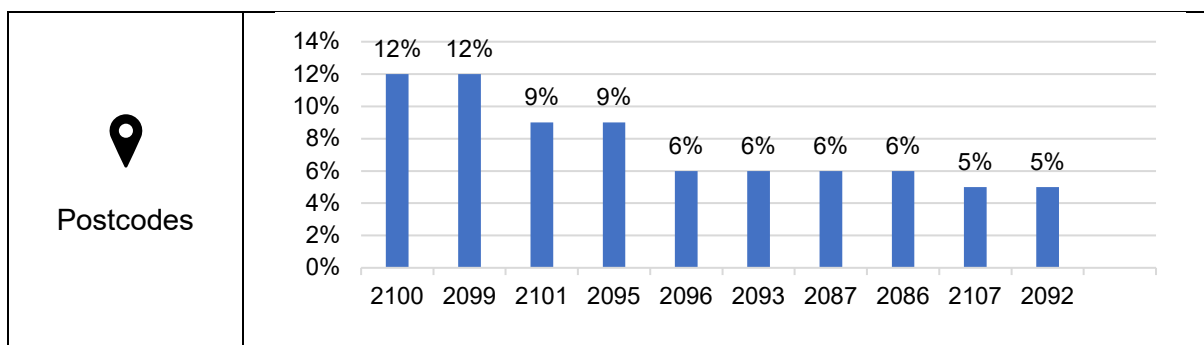
¹ The overarching engagement tactics and opportunities utilised throughout the exhibition period were the same across each concurrent program.

 Media coverage	Council: 1 editorial Inside Local Government: 1 editorial Manly Observer: 1 editorial Northside Living: 1 editorial Peninsula Living: 1 editorial Pittwater Life: 1 editorial	Distribution: 2,000 Distribution: 17,610 Distribution: 37,000 Distribution: 134,000 Distribution: 97,000 Distribution: 80,000
 Electronic direct mail (EDM)	Community Engagement (fortnightly) newsletter: 2 editions Council (weekly) e-News: 3 editions	Distribution: 24,000 subscribers Distribution: 66,000 subscribers
 Face-to-face sessions	Information session: 1 (online) Pop up / Drop in: 6 <ul style="list-style-type: none"> Organic Markets, North Narrabeen Reserve – 28 April Kitchener Park – 29 April Lionel Watts Reserve – 6 May Manly Markets – 7 May John Fisher Park – 13 May Cromer Park – 15 May 	Attendance: 4 Attendance: 248 Attendance: 95 Attendance: 144 Attendance: 130 Attendance: 330 Attendance: 18
 Key stakeholder engagement	Manly Ward Executive - 2 April Pittwater Community Alliance – 3 April	Attendance: 7 Attendance: 12

1.3. Who responded²



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



Note: the above graph represents postcodes with a response rate of 5% or above (accordingly the total does not amount to 100%)

2. Background

This report outlines the community and stakeholder engagement conducted during public exhibition of:

- Draft Delivery Program 2023-2027, Operational Plan and Budget 2023/24, that contains the day-to-day activities and projects that Council will do over the next four years to contribute towards achievement of the Northern Beaches vision and outcomes in the Community Strategic Plan
- Draft Fees and Charges that are proposed to apply to our services in 2023/24
- Draft Long-Term Financial Plan 2023-2033.

In accordance with essential elements 3.10, 4.10 and 4.25 of the Integrated Planning and Reporting Guidelines for Local Government in NSW 2021 the draft Integrated Planning & Reporting (IP&R) documents were exhibited for 31 days (statutory minimum 28 days).

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

3. Engagement objectives

Community and stakeholder engagement aimed to:

- build community and stakeholder awareness of participation activities
- provide accessible information so community and stakeholders could participate in a meaningful way
- communicate to community and stakeholders how their input was incorporated into the planning and decision-making process
- identify community and stakeholder concerns, local knowledge and values.

4. Engagement approach

Community and stakeholder engagement for the draft Delivery Program 2023-2027, Operational Plan and Budget 2023/24 and Long-Term Financial Plan 2023-2033 was conducted between 21 April to 21 May 2023 and consisted of a series of activities that provided opportunities for community and stakeholders to contribute.

The engagement was planned, implemented and reported in accordance with Council's [Community Engagement Strategy](#) (2022).

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

- video presentations on the draft budget and proposed capital works program
- twelve locality-based fact sheets providing details on projects proposed to be delivered in those suburbs
- fact sheets on the road resheeting/footpath program, environmental program, recreation program and 'how your dollar is spent'
- an interactive map of the Northern Beaches showing the location of proposed capital works.

This year six in-field pop ups were introduced enabling Council staff to engage directly with the community, distributing a total of 965 information cards containing a QR code linked to the Have Your Say web page.

An online information session was held for community members and two resident association meetings were held.

The project was primarily promoted through our regular email newsletter (EDM) channels, social media posts and face to face pop-up sessions.

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

Email and written comments were also accepted.

5. Findings

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

Across the local government area there were requests for infrastructure improvements at individual locations. This included 20 relating to footpath requests, 13 requests related to bike and shared paths and 10 requesting road repairs. These requests for improvements will be investigated and where appropriate added into future works programs.

Of the 13 submissions commenting on fees and charges, six were opposed to increases in fees for Children's Services, four submissions were opposed to Community Centre fee increases and one submission opposed any fee and charge increase in general.

Submissions relating to the Long-Term Financial Plan included submissions opposing the Scenario 2 (SRV) and underlying assumptions, one requested more information on the Church Point carpark loan and one request was received for an Executive Summary to be added to the document.

Themes and issues raised in submissions made during public exhibition are below.

Themes	Number of issues raised
Transport and civil infrastructure	65
Parks and Recreation	40
Sustainability	14
Fees and charges	13
Finance	11
Environment	10
Property	8
Community and Belonging	6
Strategic Planning and Economic Development	5
Draft Delivery Program	5
Environmental Compliance	4
Community and Engagement	2
Library	1

Issues

The submissions raised 184 issues during the exhibition. The issues receiving the most attention (5 or more) are below.

Issues	Number of submissions on each issue
Active Travel - Total Footpath comments/requests	20
Active Travel - Bike and shared paths - Various comments/requests	13
Requests for Road Repairs	9
Freshwater High School sportsground lighting - comments opposing	7
Childcare (including Family Day Care) Fee increase - oppose	6
Manly Town Centre Special Rate - Oppose Allocation of Spend	5
Tree management - comments regarding planting and protection	5

Appendix 1 Submission Issues and Council Responses

Long Term Financial Plan

LTFP Theme/ issues	No.	Council response
Long Term Financial Plan		
Request for Executive Summary	1	Thank you for the suggestion. We will include this in the Final Document.
Disagree with budgeting principles	1	<p>The LTFP is part of our 10 year Resourcing Strategy and is required to present at least two scenarios. The first scenario is the primary model and assumes rates will only increase by the IPART's rate peg each year. Scenario 2 explores an increase in rates from 2025/26 (year 2) that addresses the gap between our actual asset renewal and maintenance and the preferred level identified in the Asset Management Plan. The Asset Management Plan is available on our website (https://files.northernbeaches.nsw.gov.au/sites/default/files/Infrastructure_Asset_Management_Plan_2022_v2.1_-_Final_adopted.PDF). Should the need arise, we would engage the community in further developing Scenario 2. Since the Northern Beaches Council was formed the focus has been on efficiency savings and reinvesting those into our community. The annual recurrent benefits generated by the formation of Northern Beaches Council was estimated at \$29.5 million in 2019/20. The savings have been reinvested back into the community through improved service levels, priority infrastructure and lower Domestic Waste Management Charges for ratepayers. We are continuing to work across the organisation to provide efficiency improvements and reduced operating costs, and the budget for 2023/24 includes further efficiency savings which have assisted us in balancing our budget with a rate increase of only 3.7% while inflation is currently almost double this.</p> <p>p33 of the LTFP does include "reducing rates" as an option for Council to consider when savings are achieved. Council undertakes service reviews each year to ensure we are continuously improving and delivering the services our community expects. Council supports the rollout of electric vehicle charging infrastructure through providing space for a fee at appropriate locations to providers of this equipment (Council does not provide the infrastructure).</p> <p>Depreciation represents the use of our assets and grows as new assets come online and revaluations are</p>

LTFP Theme/ issues	No.	Council response
		undertaken to ensure it keeps pace with inflation. Depreciation represents our asset replacement needs and must be re-invested into renewing our assets to ensure they don't fall into poor condition.
Loan - Church Point Car Park - More information requested	1	LTFP - The Council currently has 12 active loans and these loan schedules inform our LTFP, along with a number of other liability worksheets for items such as landfill remediation and contract liabilities. The loan for Bungan Lane, Mona Vale car park was fully repaid in 2022/23. The loan for Church Point car park will be repaid by the end of the 2025/26 financial year.

Fees and Charges

Fees & Charges Theme/ issues	No.	Council response
Fees and charges		
Childcare fee increase - oppose	4	Council's child care fees are set at a level that supports the ongoing quality of the services delivered, which is currently high quality as evidenced by our National Quality Standard rating. The fee increases will be utilised to continue a cost neutral model of child care provision to reduce the reliance on Council funding and to ensure a level playing field with the private sector. The proposed fee increases are lower than the current Consumer Price Index (CPI) for Sydney and are an essential part of maintaining a cost neutral position without diminishing the quality of care provided to families. To further support families with their out of pocket child care expenses the Federal Government is changing Child Care Subsidy (CCS) entitlements, which will result in most families receiving higher CCS from 10 July 2023

Family Day Care fee increase - oppose	2	The Family Day Care (FDC) Administration Levy is set at a level that sustains the ongoing quality of the support provided to the FDC educators and families as evidenced by our National Quality Standard ratings. This fee increase will be utilised to continue a cost neutral model of child care provision to reduce the reliance on Council funding; to ensure a level playing field with the private sector; and provide adequate support to support provided to FDC educators. The proposed increase from \$2.00/hour to \$2.05/ hour represents an increase of 2.5% which is below current Consumer Price Index (CPI) for Sydney. To further support families with their out of pocket child care expenses the Federal Government is changing Child Care Subsidy (CCS) entitlements, which will result in most families receiving higher CCS from 10 July 2023.
Childcare fees - support for pre-schoolers with start strong funding	1	Thank you
Community centre fees - oppose increase	3	The Community Centre fees are not commercial rates, with benchmarking identifying that they are lower than fees charged for other venues, as Council aims to keep fees as affordable as possible. All hire fees contribute to the operational costs of managing the centres and are increased slightly each year to keep up with these rising costs.
Community centre fees - request discount for Seaforth Community Hall	1	Thank you for reporting the operational issues impacting on your hire. These continue to be reported to the relevant areas of Council and acted upon. The Community Centre fees are not commercial rates, with benchmarking identifying that they are lower than fees charged for other venues, as Council aims to keep them as affordable as possible. All hire fees contribute to the operational costs of managing the centres and are increased slightly each year to keep up with these rising costs. Storage fees are not designed to gain income but to have equity across the service for all hirers, as storage space is one of the biggest issues we have in hirers needs. The minimum one and a half hours for bookings is essential to ensure all hirers can fairly access their hired space during their booked times. Council appreciates the reporting of all maintenance and operational issues, as we rely on hirers to report the issues so that action can be taken to rectify. Your long standing hire is valued, and we hope that continues.
Community centre fees - query Nelson Heather Centre	1	The proposed rates are as follows: Nelson Heather Centre Angophora/Banksia Room: Current Concession rate this FY 22/23 \$11.30 per hour. Next FY 23/24 \$11.90 per hour Cromer Community Centre Main Hall: Current FY \$11.30, Next FY 23/24 \$11.90 per hour Ted Blackwood Community Centre Hall: 22/23 FY \$13.00 per hour. Next FY 23/24 \$13.70 per hour.

Fees and charges - oppose increases	1	Fees and Charges relate mainly to the recovery of service delivery costs and are prepared in accordance with the principles of the Council's Pricing Policy. Price increases reflect the increased costs to provide these services.
--	---	---

Delivery Program

Delivery Program Theme/ issues	No.	Council response
Finance		
Rates - oppose increase	1	The draft 2023/24 budget proposes an increase to rates of 3.7% which equates to an average increase of \$58 per year for residents. Inflation is currently almost double this increase. The increase in rates supports Council in meeting increases in costs due to inflation like higher prices for construction materials to ensure we maintain services at current levels and continue to invest in the renewal of community infrastructure assets. Council's Rates and Annual Charges Hardship Policy enables Council to provide assistance to ratepayers suffering genuine financial hardship due to a variety of different circumstances.
Rates - too high for service levels in rural areas (Ingleside and Duffy's Forest)	2	The Council's budget is prepared to support our existing service levels, renew assets based on our asset management plans which includes prioritising assets in a poor condition and delivery of new assets set out in Council's various plans and strategies across the Northern Beaches. The council's rating structure is based upon property valuations but with minimum rates applying where appropriate. Currently, NSW councils are required to use the unimproved land value (UV - the value of the land without improvements) of a property to calculate rates. This is the value of the property without any buildings, houses or other capital investments.
Manly CBD Special Rate - Oppose size and allocation of spend, lack of consultation and/or transparency	5	This Special Rate was doubled in 2005 by the former Manly Council through an application to the Office of Local Government (OLG) for a permanent ongoing increase, to fund upgrades to the Manly Corso and Ocean Beachfront, along with various services and maintenance. The program is developed in consultation with the Business Chamber, and published each year in the draft Delivery Program for community feedback. Funds are held in an externally restricted reserve, are spent in line with the OLG approval, undergo detailed independent auditing, and reporting the Annual Report. We have also commenced an additional 6 monthly reporting cycle for the Business Chamber, and are committed to working closely with them throughout the year as we develop the annual budget. As a Special Rate we are required to spend the funds in accordance with the stated purpose of the application approved by the OLG, and only for use in the stated area. For example 20% of the Special

Delivery Program Theme/ issues	No.	Council response
		Rate is used to fund Manly CBD maintenance and cleansing services as they are considerably higher there than other town centres. Funds are also used to sustain tourism and business support, and a range of improvement works within the Manly CBD only e.g. \$84,000/year supports one-third of the running costs for the Manly Visitor Information Centre. There is a limited amount of town centre improvement works identified in the draft Delivery Program for 2023/24, as we await the Manly Place Plan to be finalised and provide future priorities. This Plan will then help determine what further works can be added, either through a budget review during 2023/24 or the next annual budget process.
Draft Delivery Program - general		
Supports Delivery Program	1	Noted
Community engagement - responding to submissions	1	Council has adopted a Community Engagement Policy and Strategy to deliver effective and robust community and stakeholder engagement on Council led projects. This highlights why it is important to reach and engage with our whole community. The Policy also acknowledges that community engagement does not necessarily mean achieving consensus as the decision needs to take into account factors such as social, economic, technological, legislative and environmental constraints. Based on the Strategy a Community Engagement Plan has been developed for this project. Each issue raised in submissions is individually assessed by Council staff. This results in either a recommended change to the Plan or a response on the issue. This along with the verbatim submission is included in the report to Council. The submissions are considered by Council in adopting the Plan. Members of the community can register to speak on their issue at the Council meeting.
Community engagement materials - error in factsheet	1	The comments related to the proposed lighting and irrigation upgrades at Freshwater High School oval. The local factsheet for Curl Curl, Freshwater, North Curl Curl and Queenscliff displayed on the Have Your Say website as part of the community engagement, initially didn't include the reference to the 'Oval'. The online factsheet was corrected during the exhibition. In addition, the Capital Works map was also updated during the exhibition to include this project - though this project would not normally be included on the map, as it is on NSW Department of Education land and funded from the operational budget (not capital budget).

Delivery Program Theme/ issues	No.	Council response
Community engagement materials	1	The comments relate to the local factsheet displayed on the Have Your Say website for Manly and Fairlight as part of the community engagement. Page three of the factsheet highlighted the breadth of projects across the Northern Beaches proposed to delivered within the \$93 million capital works program including the wharves at Mackerel and Currawong Beach. It also included on the right side of this page projects in the suburb of Manly and Fairlight. A response has been provided to the writer.
Regular audit of Council functions for saving efficiencies	1	All local councils are required to conduct an annual program of service reviews. A comprehensive Stage One review was conducted of all Northern Beaches Council services in 2021-22, resulting in many improvement actions. More detailed Stage Two service reviews are underway, with three this financial year 2022/23, and another six in the coming years. Council's culture and staff training in continuous improvement also drives many ongoing efficiency improvements across the organisation.
Community and Belonging		
Arts and Culture - Comment regarding operation of Manly Art Gallery & Museum	1	As the oldest metropolitan purpose-built regional gallery in NSW, Manly Art Gallery & Museum (MAG&M) is a treasured cultural icon that has been a vital part of Sydney's cultural life on the Northern Beaches for 100 years. MAG&M is both a gallery and a museum, a gateway and destination, and a place for people and ideas. It shares, illuminates, and preserves stories with its diverse audiences, connecting people to Australian culture, place, and each other. Unlike commercial galleries we have a permanent collection which has a local focus. Our collection holds local stories, histories and culture. We hold this collection in trust for the public, telling the communities stories. Similar to most Australian public galleries and museums, it receives local government support (Australian Public Galleries Snapshot 2020). MAG&M also receives income from Design Shop Sales, ticket sales and government grants. In-person visitation to the gallery currently average of 728 per week, not including significant online engagement. Entry to MAG&M is free, and unlike private galleries, provides a range of free and ticketed public programs and cultural engagement opportunities for artists and audiences from diverse backgrounds.
Youth Engagement - support funding free activities	1	Your comments are noted. Council supports young people in a variety of ways, at the Libraries, Coastal Environment Centre, our Aquatic centres and through supporting programs and activities of the youth sector. Council provides a diverse range of free activities for young people across 69 individual touchpoints recently mapped in developing the Youth Voice Action Plan 2028 – Shaping the Beaches Future. Many of these activities are coordinated by Library Services including the annual Zine Festival, HSC lock ins, young and writers competitions. Many of Council's Community Development programs target young people including Council's Youth

Delivery Program Theme/ issues	No.	Council response
		<p>Advisory Group (YAG), annual Youth Week activities, and various skills development and educational programs. All of these programs, events and activities are developed in collaboration with young people and youth service providers and promoted through Council's What's On page, digital newsletters, and social media platforms, as well as Council's youth social media channels called KALOF (Keep A Look Out For), which promotes both Council and community run activities for young people.</p> <p>Council conducted extensive engagement with young people over the past 12 months to develop the Youth Voice Action Plan 2028 -Shaping the Beaches Future. Adopted at the April 2023 Ordinary Council meeting, the action plan provides targeted actions for the next 5 years across four strategic directions identified by young people 'connection & resilience', 'community & belonging', 'skills & knowledge' and 'for youth, by youth'. One of these actions will be a once off Youth Voice Grants Program for 2024 to resource and equip local groups and services to provide a diverse range of free activities for young people in collaboration with Northern Beaches PCYC.</p>
Youth engagement - request more activities after school	1	<p>Your comments are noted. Council supports young people in a variety of ways, at the Libraries, Coastal Environment Centre, our Aquatic centres and through supporting programs and activities of the youth sector.</p> <p>Council provides a diverse range of free activities for young people across 69 individual touchpoints recently mapped in developing the Youth Voice Action Plan 2028 – Shaping the Beaches Future. Many of these activities are coordinated by Library Services including the annual Zine Festival, HSC lock ins, young and writers competitions.</p> <p>Many of Council's Community Development programs target young people including Council's Youth Advisory Group (YAG), annual Youth Week activities, and various skills development and educational programs. All of these programs, events and activities are developed in collaboration with young people and youth service providers and promoted through Council's What's On page, digital newsletters, and social media platforms, as well as Council's youth social media channels called KALOF (Keep A Look Out For), which promotes both Council and community run activities for young people.</p> <p>Council conducted extensive engagement with young people over the past 12 months to develop the Youth Voice Action Plan 2028 -Shaping the Beaches Future. Adopted at the April 2023 Ordinary Council meeting, the action plan provides targeted actions for the next 5 years across four strategic directions identified by young people 'connection & resilience', 'community & belonging', 'skills & knowledge' and 'for youth, by youth'. One of these actions will be a once off Youth Voice Grants Program for 2024 to resource and equip local groups and services to provide a diverse range of free activities for young people in collaboration with Northern Beaches PCYC.</p>

Delivery Program Theme/ issues	No.	Council response
Homelessness issues	1	Council continues to work closely with Police and homeless outreach services to engage people who are homeless and to identify long term housing solutions, and which requires the consent of the individual to progress. It is important that community members immediately report any illegal conduct to Police to assist their response. Many people have progressed into housing as a result of NSW Together Home funding.
Amenities condition - Forestville Seniors Centre	1	Council is actively working with its cleaning contractor to improve outcomes for our hirers. Your feedback is appreciated and helps us to actively resolve any issues in a timely manner.
Amenities condition - Avalon Recreation Centre	1	Booking numbers across all of the centres have not fully recovered since the pandemic, not just at Avalon Recreation Centre. Council is actively working with its cleaning contractor to improve outcomes for our hirers. Your feedback is appreciated and helps us to actively resolve any issues in a timely manner. The grounds maintenance contract is unable to be changed to meet hirers requests in such a busy community space.
Library		
Library - more funding towards digitisation and storage space	1	Library Services provides an allocation towards the preservation and digitisation of cultural and heritage material of the Northern Beaches. The Library Collection is managed through Collection Development Guidelines which drive the curation, acquisition and ongoing management of the Library Collections in line with community needs.
Community and Engagement		
Events management - why is Council running events	1	Council adopted the Northern Beaches Events Strategy 2018-2023, which recognises the important role that events play in promoting social cohesion and economic prosperity for our region. The establishment of the Northern Beaches Council in 2016 created an opportunity to review the annual program of events being delivered across the area, and to talk to the community about the role events play in our town centres, villages and public spaces. This Events Strategy has been developed based on community feedback and with input from a range of stakeholders including community, event organisers, local business and community representatives.
Bus Shelter advertising of Council events - cost and effectiveness	1	The bus shelter advertising is a free service for Council events. New communication channels are reviewed and evaluated to determine the effectiveness for future marketing programs.

Delivery Program Theme/ issues	No.	Council response
Environment		
Stormwater harvesting - urges for more locations	1	Stormwater harvesting is considered as part of stormwater capital works projects where there is an established demand for use in proximity to the projects, such as where stormwater works are in the vicinity of sportsfields and water may be stored for irrigation purposes. Any proposed systems would be subject to consideration against a variety of criteria, such as environmental benefit, construction costs, and so on, to determine if they are viable. We do not have any new specific 'water extraction projects' on the program currently.
Stormwater request - Cromer	1	A catchment analysis will be undertaken to identify the extent of the issues faced in the area of NorthCott Road, Cromer Heights. This will commence in June 2023 and is anticipated to be complete in the first quarter of the 2023/24 Financial Year. This work will be undertaken as part of the Planned Stormwater Renewal Program. An element of this program involves funding for LGA wide planning and design for stormwater renewal works. As it is applied across the LGA, locations are not specifically mapped as part of the public exhibition of the draft Delivery Program. The catchment analysis will be followed by concept designs for solutions in this location, at which point costings can be developed for the preferred design and construction built into forward programs, subject to existing priorities for stormwater renewals or upgrades. Residents in the area will be consulted and updated throughout this process.
Stormwater request - Kundibah Park	1	Council is aware of this issue and is currently investigating options to remediate the area. It is a component of the Reactive Renewals Program.
Stormwater request - Carcoola bridge	1	Council has recently undertaken some sediment and debris clearance from the Carcoola Rd culverts during March 2023. Further work for clearing out of the culverts is programmed for early in the new financial year. This is part of regular maintenance undertaken to remove weeds and debris at Carcoola Road and Willandra Road. The area is regularly monitored with removal of material programmed as required.
Stormwater request - Freshwater beach	1	Support is noted for water sensitive urban design at Freshwater Beach. Stormwater design works for Freshwater Beach are part of the Stormwater Capital Works Program and this will incorporate water quality improvement works or devices.

Delivery Program Theme/ issues	No.	Council response
Waterways and catchments - preventative measures	1	Council undertakes a variety of projects including bush regeneration and weed control in riparian areas, creek and wetland rehabilitation, water quality monitoring, zone mapping and catchment prioritisation studies. Council also has requirements on developments in regards to water management, erosion and sediment control. Council's comprehensive approach is set out in the Waterways and Catchments Action Plan which was finalised in 2021 and is available on the website.
Bushland and biodiversity - urges solutions for encroachments, planning controls and land purchases	1	Noted. Council agrees with future challenges associated with urban development. Councils adopted local Strategic Planning Statement includes a range of prioritised actions to help Protecting natural areas. The priority actions have been established to help protect our natural environment as part of the new LEP. Councils updated planning controls will also help Protect our Bushland and Biodiversity into the future. Council is currently working in partnership with the NSW Department of Planning and Environment in the drafting of Councils new LEP. Councils Bushland & Biodiversity Policy includes principles to facilitate the investigation for offsetting and redirection of appropriate funding options for the protection of bushland. Performance measures in both the Community Strategic Plan and Delivery Program address: Area of bushland, threatened species, water quality, and estuarine health.
Bushland and biodiversity - David Thomas Reserve	1	Works over the last 2 years at David Thomas Reserve have helped to progressively suppress exotic vegetation and promote regeneration close to 44 Campbell Pde heading west. Largely this has been suppressing <i>Ipomea</i> , however more works are required to keep this up. Revegetating is an option in the most degraded sections of the site closer to the edges of 46 Campbell Pde where the resilience is low. Bush regeneration works are continuing. Much of the bushland adjacent the Mermaid Pool and below Bate Ave is owned by the NSW Department of Lands and is not Council's responsibility and as such we do not undertake bush regeneration on land that is not under our care control and management. Bush regeneration around Mermaid Pool is undertaken by Bushcare volunteers managed by Council's Greener Communities team.
Bushland and biodiversity - general programs and advocacy	1	Council undertakes a variety of environmental and conservation projects including coastal management, bush regeneration and weed control in riparian areas, creek and wetland rehabilitation, water quality monitoring, bushland mapping and catchment prioritisation studies. Council's comprehensive approach is set out in the Bushland Policy, the Bushland & Biodiversity Action Plan, and the Environment & Climate Change Strategy (ECC Strategy). Councils Environmental team did make comments on the relocation of Forest High School through its Planning department. Council has been addressing climate emergency in a number of strategies including the development of the ECC Strategy, LSPS, Resilience Strategy and has been taking action to address this. Since the adoption of the ECC strategy and its targets, Council has reduced its emissions by around 80%.

Delivery Program Theme/ issues	No.	Council response
Bushland and biodiversity - Duffy's Forest/ Terrey Hills	1	Under the Biosecurity Act, landholders are obligated to manage biosecurity risks. In circumstances when landholders refuse or are unable to control plant pests and disease, the Department of Primary Industries takes action to control the biosecurity risk. Council's Invasive Species team is currently working in partnership with NPWS to address the weed plumes in Duffy's Forest and Terry Hills. Council's weed officers have recently approached NSW Gun Club and will also contact the Peninsular Firearm Academy and St Ives Pistol Club.
Sustainability		
Waste bins - red bins too small	1	Council's bin based system, including bin sizes, has been designed to maximise recycling and minimise waste. Council continues to review bin configuration and whether new or different bins may be required for different waste types. This issue will be canvassed in the waste and circular economy strategy which will be open for consultation later this year. Residents may also purchase an additional red bin in accordance with Council's fees and charges
Waste bins - request for public bin in Wareham Reserve	1	Wareham Reserve is provided with an on-demand Cleansing Services (as opposed to a scheduled service). Service requests of this nature are rare. There have been 2 requests in the past 3 years - these were to remove dumped rubbish from the reserve. This does not include occasions where Cleansing Services have attended the reserve due to observation that services were required - these occasions have not been documented. Our Area Cleansing Coordinator has scheduled an inspection of the site to assess that the current level of service provision continues to meet the requirements of the site.
Waste bins request - Grandview Drive Newport	2	Council understands the frustration and difficulties in maintaining large number of wheelie bins on the residential side of the street. However, we cannot construct structures such as bin enclosures on public land for private use. More specifically, the cost of construction and ongoing maintenance cannot be funded through Council's domestic waste charge. We are happy to have further discussion with the resident to see whether other alternatives are available.
Food waste - support collection service	2	The NSW Government has mandated that food waste be separately collected by 2030 (by policy). Council has been conducting extensive feasibility studies for what system will work best for the Northern Beaches, as it will be a significant change for our community. Council will be consulting on this as part of the waste and circular economy strategy which will be open for consultation later this year
Soft plastics waste - support collection service	1	support is noted and the program will continue

Delivery Program Theme/ issues	No.	Council response
Litter request - Moorilla Street Dee Why	1	Moorilla steps are inspected approximately once a week by Cleansing Services, with additional services provided on-demand.
Scotland Island water and wastewater - commitment and funding	1	Council has requested that the State Government and/or Sydney Water identify and allocate funding for the water and wastewater services to be implemented. We have written to the Hon. Rob Stokes MP and Dr Sophie Scamps MP to request their assistance with progressing this matter further with Sydney Water and the NSW Government. Council does not have the funds or resources to undertake these works and as we are not a water authority we are not permitted under the Local Government Act to raise the funds.
Scotland Island water and waste - vegetation collection	1	Council is currently investigating the feasibility and costs of introducing a bin based vegetation collection on Scotland Island. Any changes will need to be consulted with contractor(s) to ensure it can be effectively implemented. We will liaise with community groups on any proposal. In relation to disposal of weeds, residents can dispose of weeds in the scheduled vegetation collections. Weeds can be stored in bags until the collection dates, or alternatively residents could organize to take them to Kimbriki independently. We would be happy to discuss options further with residents if they would like further information.
Circular economy approach - supports	2	Support is noted. Council's approach to building a circular economy with our community and local businesses is being developed in a draft strategy
Solar charging stations - request for more	1	Council supports a transition to low and zero emissions vehicles and other forms of active travel. We do this through a range of programs and initiatives such as our annual footpath improvement works, providing secure bike parking facilities, providing and supporting an expanded EV charging network etc. In addition we also have a comprehensive program supporting the community to install roof top solar. We do have bike parking requirements in our DCP and these are under review as part of our new LEP/DCP.
Street sweeping - querying efficiency in Fairlight due to parked cars	1	Comments noted and we continue to consider efficiency of street sweeping service to ensure we provide the best service possible with least environmental impact, and will closely review this issue on Fairlight Hill to review whether improvements needed.
Strategic Planning		

Delivery Program Theme/ issues	No.	Council response
Social and Affordable Housing - Question	1	Targets for the delivery of social and affordable housing are contained within the Northern Beaches Local Housing Strategy (LHS), endorsed by the NSW Department of Planning and Environment in April 2022. The LHS adopts a target of 1,884 social and affordable (SAH) housing dwellings to 2036 for the Northern Beaches Local Government Area. Further work will be undertaken as part of a comprehensive Affordable Housing Action Plan to consider additional measures to help achieve the SAH target and potentially where SAH dwellings could be located. Consistent with the LHS, work is also being undertaken to consider additional housing opportunities within close proximity to existing centres as part of preparation of the new draft Northern Beaches Local Environmental Plan (LEP) and structure/place plans for centres (such as Mona Vale and Brookvale). In addition to this, Council's Affordable Housing Contributions Scheme will be delivering affordable housing as part of redevelopments within the Frenchs Forest Planned Precinct, and at other appropriate sites. This Scheme will apply to other areas within the LGA that are rezoned or subject to residential density increases, subject to separate feasibility analysis.
Land use controls – Environmental protection	1	Council is currently preparing a single local environmental plan (LEP) for the Northern Beaches that will include land use zones and development standards to protect non-urban land, bushland areas and waterways from urban encroachment. A major component of the LEP project is the Conservation Zones Review which seeks to apply a consistent approach to the use of conservation zones across the LGA based on environmental and hazards criteria. A proposed methodology for this was exhibited late last year, with over 900 submissions received and currently under review. It is anticipated that the draft Northern Beaches LEP will be reported to Council in late 2023 / early 2024, with public consultation to follow.
Land use controls – Public education	1	School Infrastructure NSW (SINSW), as part of NSW Department of Education, is the relevant authority in relation to planning for school infrastructure and demand for educational facilities. Council continues to consult with SINSW in its strategic planning to ensure that changes in student population are appropriately forecasted & monitored and schools are provided to support the community needs.
Development Assessment		
Development for Over 55's near schools - Opposed	1	The legislation that permits Seniors housing is a State Policy, which overrides Council's planning controls. Council is required to assess these applications against the State Environmental Planning Policy (Housing) 2021 which sets criteria for location, form and density. The assessment of these controls is guided by caselaw from the NSW Land and Environment Court.
Environmental Compliance		

Delivery Program Theme/ issues	No.	Council response
Off-leash dog areas - resource more enforcement	1	The Rangers team provide services across the entire Northern Beaches, and resourcing is allocated on a needs basis, including for management of dogs off-leash. The team provide a visible presence in public spaces, reserves and beaches. Responsible pet ownership education will be provided through information sessions in June and September 2023, and through ad hoc sessions at off leash areas in Curl Curl and Rowlands Reserve.
Noise Complaint (music) - Freshwater High School Field, holiday program	1	Environmental Health did receive some online Customer Requests, however these were referred to the asset owner, as this was not an organised event by Council.
Enforcement Action - protection of bushland verges	1	Investigations regarding the loss of bushland verges continue to be investigated by Council as a priority, however there are some delays due to the current volume of live investigations. A service review has been scheduled for the Environmental Compliance business unit, which will include a review of resourcing.
Service Levels - Rangers at "The Office", Manly	1	A Ranger night patrol is provided in Manly, currently every evening with a focus on regulating the on alcohol restrictions within East Esplanade Reserve, Shelley Beach, and attending to general safety and regulation of high-traffic areas. People consuming alcohol in these reserves after 8pm are requested to tip out open containers and to move on. The safety of Rangers is effectively managed by staff working in pairs and with the introduction of 'body worn cameras'. The Parks and Recreation team manage the application process for the use of council reserves for commercial use including personal trainers.
Economic Development		
Place Planning and Economic Development - Manly	1	The draft Manly Place Plan: My Place Manly is looking at options to make The Corso more vibrant and welcoming , including seating and shading . Staff are also developing a "Welcome Kit for Businesses", for new businesses, highlighting the existing business mix and economic conditions and outlining council processes and support for opening a business. Through the LEP and DCP we are looking to retain controls to support the business mix and size in Manly town centre, including limitation on retail floorspace and requirements for Gross Floor Area of sites in Manly town centre for commercial premises.

Delivery Program Theme/ issues	No.	Council response
Parks and Recreation		
Sports and Sportsgrounds		
Sports basketball/ netball - request more at Melwood/Killarney Ovals	4	Switchable posts at Melwood Ave are planned to be installed in 23/24 to provide for both netball and basketball on three courts at Melwood Oval (Margaret Cliff Courts). At Killarney Heights Oval, Council's initial analysis indicates that there is only room for a half basketball court there, without impacting other sports and uses. This will be reviewed further through the design and community engagement phase of the project to commence in 23/24, planned for construction in 24/25.
Sports basketball/ netball - query the location of Clontarf works	1	The proposed works are the second stage of the Clontarf Beach Masterplan Implementation which was adopted by Council in 2019, and will be in Clontarf Beach Reserve. Sandy Bay Reserve is far too small and close to residents for such developments.
Sports basketball/ netball - request more at Flying Fox Park	1	Council is proposing to undertake the design and community engagement for a basketball court to be installed at Flying Fox Park (Wineremmy Bay Reserve), Mona Vale in 2023/24 and undertake construction in 2024/25.
Sports softball - damage to neighbour fence	1	Council has requested sport users not to use the dividing fence for training activities
Sportsground upgrade - upgrade program	1	Council is committed to increasing the capacity of its sports field through a variety of means including unlocking latent capacity of existing fields through installation of lights, improving natural fields and in some case converting fields to all-weather. Council proposes to start the design for the next all-weather field on Council land in 2026/27. We are also currently working with other landowners, such as the Department of Education, to gain access for the community to all weather surfaces on their land in the near future.
Sportsground upgrade - Millers Reserve	1	Council completed the design of the proposed Miller Reserve upgrades, but due to funding constraints the project has not been listed in the draft Delivery Plan

Delivery Program Theme/ issues	No.	Council response
Sportsground lighting - objects to Freshwater High Oval lighting proposal due to impacts/ permissibility	7	<p>Community engagement on the proposed lights will take place in the second half of 2023 which will help inform the decision on whether a Development Application is lodged.</p> <p>In respect to the permissibility of the Freshwater High sporting field, SEPP (Transport and Infrastructure) 2021, Clause 3.39 allows certain development within the boundaries of an existing or approved school to be exempt development within prescribed zones. The R2 Low Density Residential zone is listed as a prescribed one. The exempt development includes sporting fields and hardcourts etc as detailed in clause 3.39 (g) and in 3.39 (i) the use of existing facilities or building for the physical, social, cultural or intellectual development or welfare of the community, whether or not it's 'a commercial use of the establishment.</p> <p>In October 2021 Council entered into an agreement with the NSW Department of Education for joint use of the Northern Beaches Secondary Schools Freshwater Campus sports field and carpark. The agreement allows Council to provide community sports groups access to this field after school hours and after school use. Council manages how these sports groups use this field.</p>
Sportsground use - Oppose use of the sports fields behind freshwater senior campus after 4pm	1	<p>The Sportsfields Strategy adopted in 2017 identifies that Council's current fleet of sportsfields cannot sustainably cater for the demand placed on them. The Strategy identifies a number of different ways to increase capacity including entering into joint use agreements to use school grounds and to also unlock latent capacity through the installation of lights. The installation of lights at Freshwater High will provide much needed capacity in this area that will provide social, health and recreational benefits to a wide range of the community.</p> <p>It is expected that the introduction of lights at this location will not generate excessive traffic at night for the cul de sacs that back onto the Mike Pawley and Frank Grey Fields as there is a car park immediately next to the Freshwater High field, accessed from Harbord Rd, and that will be far more convenient than walking across the unlit Frank Gray and Mike Pawley fields.</p> <p>In relation to the traffic issues experienced on the weekend in the cul de sacs that back onto Frank Grey and Mike Pawley, Council will investigate potential parking restrictions or other measures that could help to alleviate the situation, noting that any restrictions will also apply to residents.</p>
Sportsground lighting - supports Freshwater High Oval lighting	1	Support noted

Delivery Program Theme/ issues	No.	Council response
Recreation centre - Warringah Recreation Centre impacts	1	Council and its design team are working to minimise the impact of the proposed Recreation Centre on Brookvale Creek and riparian zone. The location is ideally suited to complement the significant recreation facilities in this vicinity and has strong public and active transport connectivity to Brookvale and Manly.
Playgrounds		
Playground upgrade request - Jimada Reserve	1	Jimada Reserve is not identified on Council's Open Space and Recreation Strategy to be upgraded beyond its current status as a local playground. Council will maintain the existing equipment and replace it at the end of its useful life. A piece of equipment to replace the one recently removed, due to its poor condition, is scheduled to be installed in the 23/24 financial year.
Playground upgrade request - Ashley Pde, Fairlight	1	The Playground at Ashley Parade, Fairlight was scheduled to be delivered in 2022/2023. However construction has been delayed following a request by Sydney Water to potentially use the site to undertake critical infrastructure repairs. Council will add Ashley Parade back to the program once Sydney Water confirm their requirements.
Playground upgrade request - Ethie Road, Beacon Hill	1	Council has not identified any improvements to the playground at this location in the Open Space and Recreation Strategy adopted in 2022 and therefore this request cannot be prioritised above upgrades identified in the Strategy. This request will be considered when the Strategy is next reviewed in approximately 5 years time.
Recreational trails		
Recreational trails - condition of Bridle Trail	1	Council has resolved to prepare an Action Plan to renew and restore the Bridle Trail. Staff are currently working to develop this Action plan and will undertake priority actions as funding becomes available.

Delivery Program Theme/ issues	No.	Council response
Recreational trails - environmental impact of plans at Manly Dam	1	The Manly Dam Boardwalk is entirely funded by Grants which cannot be spent on other projects. The Boardwalk is an environmentally responsible way to achieve the Plan of Management action to provide a safe pedestrian link between picnic areas 2 and 3. Council has investigated alternative options such as a bush track or a road side footpath. Both of these options have a far greater impact on the natural environment through the removal of more trees and vegetation than a boardwalk and will have irreparable damage to the hydrology of the slope, which is prevented through use of a boardwalk. Council also investigated turning the access road into a shared zone, but the road is too steep and long to be a compliant shared zone and would in all likelihood increase road safety risk. Council has committed to improving existing pedestrian and mountain bike trails and will continue to renew and upgrade them through the Recreational Trails Renewal Program and in 2023/2024 through the Manly Dam Mountain Bike Trail Upgrade project..
Other open space		
Kayak storage - request for more at Little Manly and information on the fee	1	Kayak storage at Little Manly is due to be installed by the end of winter 2023. The proposed annual storage fee for residents in 2023/24 is \$345
Oppose Bike park Seaforth - due to the expense for a small number of users	3	Comments noted. The Open Space and Recreation Strategy adopted in 2022 identified a significant gap in off-road bike facilities provided on the Northern Beaches compared to the demand, and sets out a plan to improve facilities for outdoor bike riding and other activities . A bike park adjacent to Seaforth Oval has been identified as a priority action, to provide a bike park for intermediate to advanced riders in the southern part of the LGA. This will be smaller in size and scale compared to the regional bike park at Bare Creek, and will complement the junior facility at Baringa Reserve. Regarding costs of similar facilities, Council maintains Bare Creek Bike Park but did not contribute to the \$2,000,000 cost to build this facility - this was funded by a recreation levy charged to users of the landfill over the life of its operation, and the funds were not permitted for use for any other location or purpose.

Delivery Program Theme/ issues	No.	Council response
Dog exercise areas - timing for new beach sites	1	Council has not made a decision as to whether or not to proceed with the proposal to trial dog off-leash areas on Palm Beach (north) and Mona Vale Beach (south). A range of matters and investigations are to be completed before a decision is made including investigating requirements to be addressed before a trial may proceed, such as under the Local Government Act 1993 and Crown Land Management Act 2016, the Companion Animals Act 1998 and Environmental Planning and Assessment Act 1979. These tasks are well underway and when complete this year the findings will be reported to Council.
Youth space - request	2	Council's Open Space and Outdoor Recreation Strategy 2022 recognises the importance of play including 'risky' play and supports providing youth facilities in our parks such as outdoor courts, climbing walls, bike play and parkour equipment. These types of facilities will be considered for future projects at suitable locations - for example a new intermediate to advanced bike park is to be considered in an area adjacent to Seaforth Oval. It is also considered a high priority to install youth orientated facilities in Beverly Job Park, Narraweena, to provide more constructive outlets for the area's young people. While there has been substantial support for a basketball court there, Council will consult with local young people and residents for the final facility mix at Narraweena.
Mowing verge at Warringah Rd - request for more	1	The road verge on Warringah Road in the Brookvale-Narraweena section identified has been added to our mowing and will be mown 10 times per annum
Mowing reserves on Scotland Island - query on planned frequency	1	Scotland island Reserves are mowed monthly, this schedule is reliant on suitable weather for transport of mowing equipment to the island.
Landscaping/ streetscape		
Tree management - Tree pruning request - Balgowlah Road, North Manly	1	Trees in Balgowlah Road will be reassessed to ensure they meet Australian Standards in roadside clearance

Delivery Program Theme/ issues	No.	Council response
Tree management - request for more urban trees and plants	2	Council has made a commitment to increase the tree canopy on Council-managed lands by planting 5,000 trees per year, especially in areas that are identified as having high heat or low canopy, including road reserves. This annual ongoing program has resulted in 36,396 trees planted from 2018-2023, and is proposed in the draft Tree Canopy Plan to be continued for the next 20 years. This draft plan is on public exhibition during June.
Tree management - request to beautify Condamine Street, Balgowlah	1	Council successfully installed trees along Condamine Street where possible in 2022. As they mature, these trees will improve the beauty and shade along the street. Council approvals also ensure that new developments improve the visual impact of buildings, to be more sympathetic with the local streetscape.
More natural landscaping at Little Manly and North Head	1	The section of seawall at Little Manly where the sandstone steps are located had fallen into disrepair and required replacement. Following community engagement through the adopted Little Manly Masterplan rather than simply putting a concrete wall back it was decided to provide additional amenity to the community by providing bleachers. Sandstone was chosen as the material as it is far more sympathetic to the natural environment than concrete. Council intends on providing additional open space at this site through the demolition of the house at Number 40 Stuart Street which will increase the size of the park. Council is not the land manager of North Head but notes the comments.
Commercial centre streetscape - improve landscaping at North Narrabeen Shops instead of Warriewood valley	1	Infrastructure in Warriewood Valley is funded through the Warriewood Valley Development Contributions Plan. Funding is collected from developers developing new dwellings in Warriewood Valley to provide infrastructure to meet the needs of the incoming population. Income from rates from other areas of Council is not used to provide infrastructure in Warriewood Valley for this purpose. The renewal of the shops at North Narrabeen has been postponed until the 2025/2026 financial year due to the significant reduction in renewal budgets caused by Council's response to Covid and price escalation of construction costs.
Avalon Beach shared zone	1	The Avalon Place Plan identifies and prioritises a number of actions to improve the public domain within the Avalon town centre and surrounding open space. The actions proposed for funding in the next two financial years are all short-term actions identified in the Plan adopted by Council in 2022 and can be accomplished with the funding available. These actions are: Action 13 - Create off road bike facility. Action 17 - Provide Ambient Lighting in Dunbar Park. Action 26 - Provide outdoor Seating in Dunbar Park.

Delivery Program Theme/ issues	No.	Council response
		<p>Action 18 - repaving footpaths on old Barrenjoey Rd from Dunbar Park to intersection of Avalon Pde only.</p> <p>The Avalon Preservation Association refers to the totality Action 18 which reads: Action 18: Improve the pedestrian experience by renewing and constructing new footpaths, creating wide pavements that link activity areas, transport and beach, as recognised by the Avalon Pedestrian Accessibility and Mobility Plan (PAMP) and Walk Northern Beaches.</p> <p>It is noted there are a number of other actions in the Place Plan that are contingent on action 18 being completed first.</p> <p>Read in conjunction with concept plan for Avalon Place Plan this action requires the realignment of kerb and gutter. Based on the last Cost Estimate prepared for the project in 2019 the estimate for this work, prepared by MDA Australia (2019/640827) is approximately \$6 million. However this does include any provision for the relocation of services that will likely be necessary if the kerb and gutter is realigned which could increase this expense by 50%, does not include contingency for latent conditions or design or investigation costs and does not factor in the significant rise in construction costs seen over the past four years. With these additional costs the project to implement action 18 can conservatively be estimated to be in the region of \$10,000,000 - \$12,000,000.</p> <p>Another factor to be considered is the difficulty of staging these proposed works over a number of years. One side of each street would have to be done at once to ensure services align and to minimise rework and impacts on business and the community. Council's current cashflow does not allow it to commence projects of this magnitude at this point in time.</p> <p>In regard to what is proposed Council intends on working with the APA and the rest of the Avalon Place Plan advisory committee to finalise a material palette, guided by the adopted Urban Design Guideline, to ensure consistency in delivery of the Place Plan into the future. The section of Old Barrenjoey Road has been selected in this first stage as it is a relatively discreet section of the town centre and will make permanent the Streets for Shared Spaces Trial if it proves successful.</p>
Property		
Council building utilisation - Audit request	1	Noted. The Property Management Framework was put in place to review Council's property holding and how to ensure that they are delivery to the community. The Property Steering Committee has been set up to implement this framework and is currently reviewing Council's property holdings.

Delivery Program Theme/ issues	No.	Council response
Oppose Manly Town Hall being converted to Performance Space	1	The decision to do a feasibility study was a resolution from Council and the outcome will be reported to Council in 2024 and this report will address the financial impacts and potential risks associated with the proposal.
Council building - repair request	1	Thank you for your email. Council's buildings and property team will review the information provided and do a further assessment on the building and, if necessary, include in a future renewal program
David Thomas Clubhouse - Project status	1	At this stage there are buildings that have been determined to have higher or more urgent renewal needs. The refurbishment / renewal / expansion of this building is provisionally included in the 10 year Buildings Capital Works Program.
Golf driving range upgrade - oppose	1	The Golf Driving Range and mini golf centre is a highly utilised facility that requires regular renewal to ensure it continues to meet the expectation of users with the intent to increase utilisation which will then improve the financial returns to the community from the driving range.
Amenities condition - Seaforth Community Hall	1	In regard to the bathroom issues from the childcare centre if you could please let us know so we can address that immediately when it happens. Is this every day or occasionally? The roof and leaking issues have been addressed and are a combination of excessive rain last year, vegetation build up with all the trees surrounding and an ageing building. Hopefully these have been addressed now and can only apologise and hope it doesn't happen again. Our team does appreciate you reporting such issues. As you know the centres are unstaffed and we rely on hirers such as yourself to report the issues in a timely fashion – thank you. Your long standing hire is valued, and we hope that continues.
Amenities condition - Avalon Community Centre and Forestville Seniors Centre	2	Council is aware of the problem with the cleaning contract and has been actively working on this with improvements already noticed. Your feedback is appreciated and helps us to actively resolve any issues in a timely manner.
Transport and Civil Infrastructure		
Active Travel - Bike and shared path program		

Delivery Program Theme/ issues	No.	Council response
Connecting Communities funding question	1	The cycleway/shared path program is currently dependant on funding through the Get NSW Active program by Transport for NSW
More information on safe cycling network	1	The cycleway/shared path program is currently dependant on funding through the Get NSW Active program by Transport for NSW. Maintenance funding is provided through the various maintenance programs as required.
increase maintenance - Balgowlah to Seaforth	1	Maintenance funding comes from the footpath renewal budget for these locations.
prioritise safe cycling network, without poles in the centre of paths	1	The cycleway/shared path program is currently dependant on funding through the Get NSW Active program by Transport for NSW. The location of existing infrastructure along these routes are considered during the design, however the existing width of the road reserve often limits the available space to provide these paths and the cost of acquiring additional land would result in the infrastructure not being provided.
Roseberry Street, Balgowlah status update request	1	A concept design was prepared and funding was applied for from TfNSW and we were unsuccessful. This project is therefore currently unfunded.
Bike connectivity to Chatswood	1	Comments noted
poor condition of Crown of the Hill to Roseville Bridge	1	Council will list this section of path for assessment of condition. Note that from Valley Road to the Bridge is controlled access freeway and under the control of TfNSW
Coast Walk - Newport to Avalon - Oppose	1	Design and investigations for the Newport to Avalon Pedestrian and Cycle link are ongoing. Further consultation with the community is planned for mid 2023.

Delivery Program Theme/ issues	No.	Council response
Active travel corridor - Design with bikes having right of way	1	Comments noted
Active Travel Corridor - Oppose	1	Comments noted. In accordance with Part 5 of the EP&A Act, Council is funding an independent Review of Environmental Factors (REF) for each section of the corridor progressively. Each REF will assess impacts on all aspects of the environment, in line with the legislation.
Active Travel Corridor - Further information requested	1	The project has a dedicated project page on the website https://yoursay.northernbeaches.nsw.gov.au/pipeline-project
Request for bike only paths	1	Council looks at the available options in each location and has to balance the varying needs of the community to provide the appropriate infrastructure. The separated cycleways are the preferred option, however this does not suit all locations.
Request for cycleway - Booralie Road	1	Booralie Road is considered in the adopted bike plan as both a safe cycling connection and road cycling route.
Active Travel – Footpath program		
oppose new footpaths in Warriewood	1	The infrastructure in the Warriewood area is funded through a contributions scheme to provided additional items to support the local uplift in residential development in the area.
Request new - Oxford Falls Road, Beacon Hill	1	The construction of a footpath in Oxford Falls Road, Oxford Falls has not been included in the Walking Plan. Northern Beaches Council Traffic team are currently reviewing the school precinct safety and working with Transport NSW on active and public transport, the highest priority for Council is improving the safety in the Dreadnought and Oxford Falls Road area

Delivery Program Theme/ issues	No.	Council response
Repairs - Bungan Street, Mona Vale between Mona Vale Road and Waratah Street	1	The current highest priority for Council is improving the safety in the Dreadnought and Oxford Falls Road area. Northern Beaches Council Traffic team are currently reviewing the school precinct safety and working with Transport NSW on active and public transport.
Request new - intersection of Sorlie Road and Kens Road through Athol Street to Blackbutts Road, Frenchs Forest	1	This section of new footpath has been listed as part of the adopted walking plan, but is not in the current 5 year program
Request new - Anzac Ave, Collaroy	1	This section of new footpath has been listed as part of the adopted walking plan, but is not in the current 5 year program
Request new - Prescott Avenue up to Larmer Place in Narrabeena	1	This section of new footpath has been listed as part of the adopted walking plan, but is not in the current 5 year delivery program. Council has undertaken construction of new footpaths in Prescott Avenue and Wign, Bix and Lynwood Roads in the recent program and is looking to extend this walking network as funding becomes available.
Request new - Larmer Place Narrabeena all through Victor Road, Palya Place and Prescott Avenue Dee Why	1	This section of new footpath has been listed as part of the adopted walking plan, but is not in the current 5 year delivery program. Council has undertaken construction of new footpaths in Prescott Avenue and Wign, Bix and Lynwood Roads in the recent program and is looking to extend this walking network as funding becomes available.

Delivery Program Theme/ issues	No.	Council response
Repairs - Herbert Street and Birkley Road, Manly	1	Noted and added to the future works program for consideration.
Request new - Ethie Road, Owen Stanley Avenue, Larissa Road, Anzio Avenue, Darmour Avenue, Beacon Hill	1	This section of new footpath has been listed as part of the adopted walking plan, but is not in the current 5 year program
A Request new - through park on Nareen Parade, North Narrabeen	1	Under consideration for the 2023/24 should funding be provided.
Request new Wabash Reserve from Caroola Road Cromer	1	This section of new shared user path has been listed as part of the adopted bike plan, but is not in the current 5 year program
Repairs - Moorilla Street, Dee Why	1	This section of new footpath has been listed as part of the adopted walking plan, but is not in the current 5 year program
Repairs - Moorilla Street and Victor Road, De Why as well as speed limits	1	This section of new footpath has been listed as part of the adopted walking plan, but is not in the current 5 year delivery program. Council is working in partnership with TfNSW to review and implement appropriate speed limits in local roads across the Northern Beaches.
safety assessment Nareen Parade, North Narrabeen	1	Provision of a footpath is under consideration for the 2023/24 should funding be provided.

Delivery Program Theme/ issues	No.	Council response
more information Epacris Avenue, Forestville footpath upgrades	1	There is a small section of footpath in Epacris Avenue that has been scheduled for renewal, however the construction of a new footpath along the full length of the street is not currently in the 5 year plan.
Request new - Barrenjoey Road Palm Beach	1	This section of new footpath has been listed as part of the adopted walking plan, but is not in the current 5 year program
Request new Winbourne Road, Brookvale	1	This section of new shared user path has been listed as part of the adopted bike plan, but is not in the current 5 year program
Request new - Bardo Road, Newport	1	Under consideration for the 2023/24 should funding be provided.
Request new - Seaforth area	1	This section of new shared user path has been listed as part of the adopted bike plan, but is not in the current 5 year program
Request new - Bennett Street, Freshwater	1	This section of new shared user path has been listed as part of the adopted bike plan, but is not in the current 5 year program
Roads, traffic and related		
road resheeting request McLean Ingleside	1	McLean Street is currently identified and listed in Council's future Road Resurfacing Program. It will be prioritised and considered for funding approval with similar other projects. Council repaired and resurfaced a number of sections of Ingleside Road recently. The current condition of remaining section of Ingleside Road will be assessed to determine the priority for renewal in Council's future roadworks program.
Reopen the pedestrian crossing on ground level on Pittwater road Brookvale	1	Unfortunately this is a TfNSW issue on Pittwater Rd - State Rd and was closed off by TfNSW and a pedestrian bridge provided to improve B-Line on time running and reduce traffic congestion caused by pedestrians using the at grade crossing.

Delivery Program Theme/ issues	No.	Council response
preventative measures to weather proof roads from floods/climatic weather	1	The effects of climate change are considered in developing our capital works programs.
Replace diesel buses with electric buses (167 route)	1	Unfortunately this is a TfNSW as they control all Public Bus services
traffic flow study to improve safety and limit parking to one side of the street	1	The reduction of parking spaces in the Northern Beaches is not considered appropriate or what the community wants. The parking of vehicles on both sides of the road has a natural traffic calming element that once removed can increase the speeds travelled.
Supports Darley Street, Mona Vale pedestrian crossing	1	Comments noted
information on Darley Street, Mona Vale pedestrian crossing	1	The crossing is proposed for the location is adjacent to the public pathway leading from Darley Street to Harkeith Street. There is also another pathway running along the western side of the bus depot linking Darley St to Perak St. The crossing links these two north south pedestrian access routes as well as providing a safe crossing point for pedestrians wishing to cross Darley Street to access nearby business premises.
neglected roads upgrades Elanora Heights	1	Under consideration for the 2023/24 should funding be provided. Traffic management to be reviewed in 24/25.
request for repairs to Pavilion Street, Queenscliff	1	The "upper" end of Pavilion St was last resurfaced in late 2015 given it is a bus route, there is a greater need to maintain the pavement due to heavy vehicle traffic. Council staff will review the current condition of Pavilion Street and determine the priority for renewal in our future works program.

Delivery Program Theme/ issues	No.	Council response
traffic safety devices in Manly and Dee Why	1	Noted, reported to local traffic committee
repairs needed Terrey Hills and Duffy's Forest	1	Council's road resurfacing program is developed utilising various condition parameters, technical and financial criteria to determine the optimal treatment to ensure the long term performance of the road pavement. Council staff will review the current condition of roads in Terrey Hills and Duffys Forest and determine the priority for renewal with other similar projects in our future works program.
Request repairs to laneway providing access to 44-60 Grandview Drive Newport	4	Although the land is public road reserve, this is a shared driveway and is considered the responsibility of property owners that use it for vehicle access to maintain it.
Grandview Drive Newport safety issues created by a new speed hump near the laneway providing access to properties 44-60	2	Location is being reviewed
Wakehurst Parkway elevated road	1	This is a State Government - TfNSW issue
Cliff St and sections of Darley Road	1	Whilst Cliff Road was included in the 22/23 Road Resheeting Program, works by utilities and budgetary constraints prevented Council completing this work. As part of delivery of this works program, priorities of works within this program are under review and the priority of works may result in the work in Cliff Street and Darley Street being included in the program.
Transport - other		

Delivery Program Theme/ issues	No.	Council response
Car park upgrade - Allington Reserve	1	<p>Car Park at 49A Kalang Road was not in former Pittwater Council's asset register. It was flagged as a private car park so we will update this status. Appears to provide parking for various adjacent community centres and preschool.</p> <p>This car park is in a reasonable condition with some localised defects such as minor depression and patches . We will continue to monitor its condition to determine the optimal time to include it in a future works program. improvement to drainage, linemarking and signposting will be considered as part of this work.</p>
EV charging stations - Request for more	1	<p>We are in the process of reviewing opportunities to increase EV charging across the Northern Beaches and this will be guided though our Electric Vehicle Charging Infrastructure Plan. This may be through EV charging located on private land or may be through working with providers to install EV charging on-street and in carparks.</p> <p>We will continue to consult with the community on proposed locations, so please keep a look out on Councils 'Your Say' page (https://yoursay.northernbeaches.nsw.gov.au/projects) or our online newsletter, as we continue to grow the EV charging infrastructure across the Northern Beaches.</p>
Expand local on-demand transport	1	Noted, in line with Council's transport strategy
Hop Skip Jump bus - oppose the service	1	Council resolved to continue this service at its meeting on 23 May
Hop Skip Jump bus - support the service	2	Noted
Public Transport - increase express bus services	1	Noted in line with Council's transport strategy
Parking management - New Lynne Czinner Car Park - oppose	1	The infrastructure in the Warriewood area is funded through a contributions scheme to provided additional items to support the local uplift in residential development in the area.

Delivery Program Theme/ issues	No.	Council response
Parking management - Request signage to show parking availability in Mona Vale	1	This is a longer term action for Council's smart parking program.
Parking management - Freshwater High School	1	Parking issues noted
Palmgrove Road, Avalon Beach - Request proposed kerb and gutter works protect existing trees and heritage stonework	2	Comments noted
Public transport - Request more information on plans	1	Public Transport provision and funding is provided by the State Government, with Council working with TfNSW to identify need and options for service uplift timed in line with the development.

Appendix 2 Verbatim submissions – online sources *

Draft Long-Term Financial Plan 2023 - 2033
<p>Draft Long Term Financial Plan: good details on the principles, assumptions and scenarios. But there is a lot of information, so perhaps consider an Executive Summary, especially to show the high level comparison of Scenarios 1 and 2</p>
<p>Bilgola Beach Residents Association:</p> <p>Council's draft Long-Term Financial Plan draws attention to a potential shortfall in funding over the next ten years totalling \$151,000,000, covering the cost of potential replacement and upgrading of Council-owned assets. Council is proposing as one method of resolution of this issue, the raising of an application to IPART for a Special Rate Increase of 6% over and above the IPART cap of 3.7%.</p> <p>Contrary to the implication in the Draft Long-Term Financial Plan, what is proposed is a Section s508(2) permanent increase of 6% which is retained within the rates base permanently and increases from \$11.56million in 2024/25 to \$14.33million per annum in 2032/33. In other words, Council is considering an application for a permanent increase in rates of 6% pa by stealth. No explanation is provided in the Draft LTFP for the specific items which go to make up the estimated funding shortfall, nor the necessity for them, other than a broad statement that \$48m is "required" for renewal of existing infrastructure, \$84m for new infrastructure and \$19m for maintenance and operational expenses.</p> <p>There are two fundamental problems with Council's method of budgeting:</p> <ol style="list-style-type: none"> 1. It appears that Council's approach is to accept all existing items of expenditure and to inflate them each year by the forecasted level of CPI increases and/or wage increases. Council should adopt a "zero-based" method of budgeting, where each and every item of expenditure is analysed firstly for the necessity for the item, and secondly, if it is deemed to be essential, for the most efficient and least-cost method of achieving it; 2. On page 33 of the Draft LTFP, the principle is expressed that any operating efficiencies achieved should be applied to the ability to increase expenditure in other areas, rather than a reduction in rates. This is madness. <p>Additionally, on page 34 the opinion is expressed that increases in expenditure due to inflation are outside the control of Council. Again, this is an implied acceptance of the status quo, rather than an opportunity to explore ways by which council can reduce or eliminate unnecessary services. As an example, Council should not be indulging in the provision of services which can and should be supplied by the market, such as electric vehicle charging stations.</p> <p>The narrative in the draft LTFP does not make it clear that a significant component of the forecasted reduction in Council's income arises from a forecasted significant reduction in grant income. Nor does it make clear that a significant component in the increase in Council's costs is a forecasted large increase in depreciation and amortisation, which are non-cash costs, and therefore do not need to be recovered from rate-payers.</p> <p>Finally, a low level of confidence in the draft LTFP arises from the fact that the historical figures shown in the spreadsheets (eg pp44 and 52) do not reconcile. If Council cannot get the historical figures to match, then little confidence can be applied to the forecasted figures.</p> <p>The BBRA therefore rejects the Draft Long-Term Financial Plan as drafted. Council needs to have a long-term financial plan, however, and should go back to square one and put forward one that can be supported by rate payers.</p>

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

Draft Long-Term Financial Plan 2023 - 2033

The quick link doesn't bring to this document or summary of it. Accessing it through the link, there is no details as to the status of the loans for car parking, would be suitable to provide transparency on this issue.

Also, there is no discussion on the level of commitment, in kind, as funding or both, NBC will be ready to commit to support Sydney Water's installation of water and sewerage. Remember the ball is in Council's court, Sydney Water cannot advise the Minister for Water until Council clearly define its input, it needs here as well to be communicated and made transparent. NBC needs to pursue this issue and progress the matter to support the island community, resolve health issues (don't you have records of your own workers being affected by septic effluents) and improve environmental impacts and contamination. This is an important project that requires to be tabled.

Draft Fees and Charges 2023/24

With the rising costs of living at an all time high and the increases in interest rates to continue with no end in sight, an increase into daycare and preschool fees is unethical.

These increases in interest rates have subsequent consequences on the cost of living and now I find myself having to work more but as a result, requiring more childcare. With an increase in fees, we would not be able to access childcare. By earning more for our household, Centrelink punish us by reducing our childcare subsidy (even though we are trying to earn more in line with the increase of the cost of living). Please consider not increasing the fees as many would struggle to afford to send their children to childcare and it might affect their ability to live in the area.

No further increases

The proposed increases to day care fees are more than the inflation rate. This adds yet more pressure to families struggle to pay the bills as is. For families who have multiple kids in attendance over multiple days the increases will have a significant impact.

Please don't raise vacation care services - child care is already so expensive especially when you have more than one child. \$90 will be too expensive for our family with the raising cost of living, rents, fuel etc.

I think the proposed \$2-per-hour raising of the fees for family day care is a kick in the guts for families already wrestling with the rising cost of living crisis. This will increase my rates for childcare by almost \$70 a fortnight. That may not sound like much for some, but for us that is a lot — for context it is almost half my weekly food budget. Family Day Care already costs a lot more than private day cares we currently access.

I am advocating for a freeze on fee and price rises until interest rates lower as does inflation. There is no need to crank up the pressure on parents like us who are already doing it tough financially.

We are in support of the draft fees and charges for preschoolers with start strong funding

Draft Fees and Charges 2023/24

We have always relied on the competitive rates of the Council vacation care. Our children have been to the preschools so continuity of care is important for children feeling safe in familiar surroundings. We trust the care and excellence of the staff and want to continue spending our money / putting our money back into the council programmes but the increase fees make this a less affordable option. Please keep childcare fees the same (or lower!) so that we can continue to work and the financial burden doesn't lead to more stress and burnt out parents. Thank you

Family Day Care- I truly don't understand why there is a constant every year family levy charge ? making it harder for me to get families in service because of my fee and councils fee.

Draft Delivery Program

Thank you for assigning some money towards "Beverly Job Reserve, Narraweena youth space". But the amount allocated towards this project is barely worthy of a highlighted mention under the "\$7.4m improving reserves and parks at Balgowlah, Dee Why, Frenchs Forest, Manly, Narraweena, Seaforth and Warriewood"

Beverly Job Reserve is a very popular community hub. Can you please consider allocating additional funding prior to 2027 to implement a Masterplan?

As a nearby resident and noting the comparatively smaller amount allocated, the proposed "youth space" makes me worried this may not end up being a positive addition to Beverly Job Park. This is a very popular location for young families so it would be best if this project could aim to create an open and vibrant meeting spot like Curl Curl netball courts for all ages (regularly used by young children on scooters/etc, through to youths and adults).

Pitching this as a "youth space" makes me worried about crime, drugs and rubbish. So I hope there is a chance to put more thought into this space to benefit the overall community and how it would fit in with an overall masterplan?

Apart from a few long overdue footpaths, yet again Manly Vale gets short changed by council and as normal the coastal areas get the lions share of the funding.

What's happened to the upgrade of Millers Reserve?

What's happened to the Roseberry Street cycle path?

What's happened to the beautification of Condamine Street?

What's happened to the expansion of the David Thomas clubhouse?

All projects planned and designed by council but that have disappeared into the ether as council continues its extravagant and expensive rebuilding of surf clubs. Why does Manly Vale constantly get ignored by council?

We are desperate for footpaths from Prescott ave up to larmer place in narraweena so our children don't have to walk on the roads to school.

It is unacceptable that funds are being used to redo already existing footpaths, when children, elderly people or parents with prams can't walk safely around the area without having to walk on the road and be dodged by cars

Draft Delivery Program

Narraweena footpaths:

It is absolutely unacceptable that there are no footpaths from Larmer Place Narraweena (our home) all through Victor Road, Palya Place and Prescott Ave (Dee Why) leaving our family unable to leave the house without a vehicle. These roads are not safe to push a pram or have young children walking without footpaths. The money we spend to be in this area and we don't even have a footpath to show for it. Poor.

Regular green waste collection is a necessity for Scotland Island, with the bi-annual collection completely insufficient. Without a more regular green waste collection, as occurs in every other suburb of Sydney, residents are unable to manage the prolific invasive species on the island as there is no way to stop them re-propagating while awaiting collection and many people are hesitant to remove them at all with nowhere to put them. Residents of Scotland Island have far more bio-mass to manage than the average suburban block and should be afforded at least the same facilities as every other suburb in the Northern Beaches council.

As a small part of the plan which would make a big difference I would like council to reinstate the council garbage bin in Wareham Reserve

The reserve gets a lot of pedestrian traffic as well as families using the play equipment

A council bid would significantly reduce the amount of litter, refuse vermin feeding on food scraps and make the reserve a cleaner place for a minimal cost

There is NO investment in dealing with and managing the homeless issues on the Northern Beaches. Whilst we need improved roads, foot paths, ... recreational centres should take a back seat to homelessness. There are numerous TENT CITIES emerging on our beaches, with a number in the Dee Why Reserve areas on the lagoon and dune areas, nothing is being done to deal with that and re-locate these tent city dwellers into social housing. Am over the argy-bargy between local, state and federal governments, NOT ONE authority is taking on both accountability and responsibility to address the homeless issue on the northern beaches. As a rate payer, am over the drug related activities that these homeless get involved in on our streets, in front of my home, am over the human defecation that occurs in our bin rooms, have raised this with council, NSW Police, Community Services and NOTHING is being done to deal with the issue.

Regarding the cycling corridor between Beacon Hill and Davidson.

Please consider the usability for people commuting to Chatswood and beyond on a bicycle or ebike. In particular, riders should not need to stop and restart (give way) at every side road - imagine if you had to do this in your car - it would escalate the travel time enormously.

We lack ebike connectivity with Chatswood and the railway line. I commute on an ebike from Dee Why to Lindfield, so would be a beneficiary of this new facility - unless it remains quicker to ride on the road. The path from Crown on the Hill down to the Roseville bridge is particularly poor.

Draft Delivery Program

Just want to add comments on what I would like to see in the coming few years. We are based in Mona vale. Long term renters with 3 small children. Happy to see pedestrian crossing going ahead on Darley street. Very needed.

Also basketball court at flying fox is great for older children. My main concern however is and always has been the lack of activity or community led activities from council for children in high school. High school finishes around 2.30-3pm and most children in high school have working parents - meaning for those 3-4 hours post school a lot of high school children have not a lot to do if not enrolled in paid sport (which is not affordable for a lot of families. I believe this time in the afternoons is being spent more and more on social media- increasing chances of bullying and exclusion and lack of direction. And overall I think contributing to the massive increase in teenage mental health issues. I feel this afternoon time could be supported by council to provide free sport or even a social club which is not church affiliated. A space where they can gather and be social offline.

I also support the idea of playgrounds for children over the age of 10. High school children still want to play and be active however playgrounds here cater for smaller children. I'd love to see a playground ONLY for kids over 10 with higher risk equipment/climbing walls, high slides etc. my children are currently 6, 4 and 1 and I want to be an active voice in ensuring there is appropriate space for them in the community by the time they start high school. I believe we are not doing enough to support our teenagers. We are not giving them enough. Sorry if this is not the forum in which to add comment on. However I am available for comment whenever and if ever you need.

I would love to help provide a brighter future for our teens. I also hate to see the constant buying up of family homes which are then being renovated into apartments etc for over 55s.... Especially so close to our primary school which has 1000 pupils and who would also benefit from a short walkable commute to school. Yet family homes within 500m recently have been demolished. And long term renters like ourselves find the dream of having a family home close to school impossible. I do not understand why so many of these projects were given the go ahead.

Stop the Active Transport Corridor until full REF and drainage studies have taken place, especially for Section 8.

Sec8 is steep and hard surfaces will create significant run off in weather events. There is significant native wildlife in the corridor and potential endangered species of flora and fauna. Local residents will be subjected to high levels of noise and traffic that does not currently exist. No one from Council has letter boxed those who live by the pipeline (me) or surveyed our property and its environment. This is NOT how to run a project. Stop it now. Come and talk to me.
[Contact details provided]

Kerb and gutter works are proposed for Palmgrove Road, Avalon Beach. In general: for any pathway construction, kerbing or guttering please do not cause any impact on the trees - allow space for their trunks and do not impact their root zone. We are losing too many canopy trees and need a street tree program that delivers habitat and supports the struggling natural ecosystem. Specifically for Palmgrove Rd: parts of Palmgrove Road (and Coolawin Road) have very old sandstone kerbs, gutters and a sandstone lined inlet pit near Coolawin Street. It was suggested that these had come from the old Customs House at Barrenjoey. Please contact the heritage section before further destruction of our heritage is lost.

When is the Off leash dog beach program starting..this winter would be a good time. We have waited patiently, and see no progress

Draft Delivery Program

Footpath should be built between the intersection of Sorlie Rd and Kens Rd through Athol St to Blackbutts Road. This is the way that majority people and children to catch up the buses on Glen Street and Blackbutts Road. In the morning, this pathway is a busy road as it's way to Mimosa Public School and Davidson High.

Regarding Storm water management - please prioritise the dredging of sediment upstream and downstream of Carcoola bridge, Cromer, to prevent further flooding.

Upgrading footpath and shared paths - can we please get a shared path along Wabash reserve from Carcoola road to link up with the shared path on Fisher road north, by the Shell Cromer. This would provide a safe and dry travel corridor for the community, especially school kids to junior and high school.

Will council be introducing a food waste collection service?

Why would you only put in one half court for basketball at Killarney Oval?
The demand for Basketball is immense in the area with only one court available amongst the plethora of netball courts at Melwood Oval.
Surely one full court that can be used as two half's or multiple courts is what the area needs.

I am opposed to yet another bike park/ jump facility being built in the Seaforth/ North balgowlah area. Council has spent over \$5,000,000 on Bare Creek Park in addition to the expenditure on Lionel Watts bike Park -not to mention \$160,000 on The Grove-which has been trashed by local users. Enough! Perhaps use that funding for recreational activities that can be used by a wider cross section of the community.

Also The Grove area has not been regenerated as promised from years of abuse by jump bike riders. It's time council stops building bike parks in areas of sensitive areas ie beside National Parks, in National Parks (Manly Dam) and areas know to be habitat for local flora and fauna.

Very pleased to see that a basketball half court is going in at Killarney Oval - thank you!
It would possible be more beneficial though if the netball posts at Melwood Oval could be replaced by switchable basketball/netball posts like I believe are planned at Lionel Watts Oval.

On weekends at Melwood, there are multiple people vying for the 2 basketball courts at Melwood, while the 10 netball courts sit empty. Just last weekend my son and I headed to Melwood to play and had to turn around due to the large number of people playing on or waiting to use the basketball courts.

If we could have at least some of these netball posts made into switchable posts it would allow the growing number of youth who love basketball to come together and enjoy themselves.

Draft Delivery Program

It is disappointing to see the lack of capital works and upgrades in Elanora Heights. This area has long been neglected from an infrastructure perspective.

Most local roads do not have pavements, and often have steep or rugged areas at the side, meaning that pedestrians are forced to use the road to walk. This is of special concern on streets with heavy local traffic and parking on both sides (such as Cooleena Road) and on roads close to the Primary school.

Local reserves, used by families and school children, are poorly maintained and in some cases have deteriorated to the point where capital works are required. For example, Kundibah Park has experienced major subsidence along the route that joins Morandoo road with Georgina Ave. This route is used by school children attending Elanora Heights Public School (NB: These roads and the boundaries of the park are marked incorrectly on the Draft Capital Works Program map). Remediation work and proper drainage is required.

Local council carparks, such as the carpark adjoining Alington Reserve, are poorly maintained. They would benefit from resurfacing, better drainage, clear marking of spaces and updated signage.

Our local councillors have done a good job in advocating for the revamp of a handful of local parks. However we need more to help Elanora Heights become safer and more walkable for pedestrians.

I would like to request footpaths around Ethie Road, Owen Stanley Ave, Larissa Road, Anzio Ave, Darmour Ave, to connect to the new footpath installed at Inglebar Ave. These streets are windy, hilly and narrow and cars have parked on either side. It is a hazard for many people to walk with strollers and prams. Also the elderly within the community can find it challenging to walk on the nature strip as they can be uneven. On coming traffic can find it difficult to see people walking with the bends and hills.

The park on Ethie Road, Beacon Hill needs a shade cloth, otherwise it is unusable during summer. A little scooter/ bike track around the park could children a place to safely ride. Good luck with the project and I look forward to it taking place.

Please reopen the pedestrian crossing on ground level on Pittwater road Brookvale out the front of the Warringah Mall and give us back a decent sized red bin

There is only mention of Catherine Park for capex. In opex, it would be nice to understand the how often parks on Scotland Island are expected to be maintained.

I was hoping to see something around making available charging stations for EVs. I live in Fairlight and in this area and Manly, there are many properties without driveways. I therefore can't work out how I might replace my aging cars with EVs, without putting in a driveway that I am very reluctant to do. I have installed solar and would like to leverage this for charging an EV, but I can't see how this is achievable for properties with street parking only. It would be wonderful to see council providing solar charging stations in streets that don't have offstreet parking.

Draft Delivery Program

Please look at bush regeneration and improving the land around David Thomas Reserve and Mermaid pools, including area below Bate Ave where there used to be access
[Contact details provided]

We pay \$4000 in rates annually already. We have no footpath on our road, no curb and guttering and no connection to sewerage. Children walking to bus stops or riding their bike to school have no footpath. No rangers are allocated to this area. Building works on our street are not having their conditions enforced. Some stretches of our road have been resurfaced in the last 5 years but not the stretch in front of our home. McLean Street which should be our natural connection to heading north is a goat track that is not scheduled for resurfacing. Pot holes wash out under every heavy fall of rain.

Dogs off-leash all over the Northern Beaches -impacting on the inclusiveness and accessibility of amenities in the area and the protection of the environment - are not monitored and regulations are not enforced. More rangers need to be engaged in these activities.

I would like to share the following two points of view.

Firstly as the program is in the spirit of connection the upgrades proposed look promising. In Manly specificity I like to highlight that the social connection related to retail and hospitality has plummeted to new lows due to the extreme commercial rental prices resulting in a surplus of empty venues. A lack of small restaurants or intimate wine bars. Only sterile mega venues like wharf bar and steyne can survive. The social souls of Manly has died. Is there any conservation to make it more feasible for small businesses to have a go? To encourage alfresco dining down the corso to bring a family and European style of connection to Manly's heart?

Secondly on preserving the natural beauty. Keeping Manly in good condition is tablestakes. But excessive urbanisation with bright primary coloured road markings, signage make it feel more like the Gold Coast. Replacing natural feeling grassland with huge concrete auditorium like steps at little manly is a heart breaking double hitter. Not only is it worse but it's expensive and cost us using the money for something valuable. No one wants to look at that or sit in hard stone when they could have laid on a picnic rug on the grass in a circle with friends. Similarly do not replace sections of wonderful natural landscape at north head with man made gardens and structures. We go there to escape that!

In summary - please encourage more sociable family friendly hospitality and small business. And push back in urbanisation and preserve Manly's natural look and feel. Thank you.

Stormwater from Harbord School northern boundary urgently needs retention on site at the school, and a larger street intake. Causes flash flooding down Waratah st and Brighton Road. Brighton Road system needs upgrade to improve intake to the underground system, to prevent excessive overland flow in surrounding streets.

So excited and supportive of the half court basketball court on Killarney Heights Oval, Killarney Heights. Thank you for including this much needed sporting infrastructure in your plans. An inclusion of additional multipurpose basketball and netball style hoops/baskets on Melwood Netball Courts in Forestville would be of benefit too and an easy fix for adding additional basketball options at that location.

Draft Delivery Program

I'd like to see more budget spent on the following:

- planting more trees and plants in urban areas, plants on road verges, median strips, tops of bus stops, sides of buildings, roof tops, parks etc to increase the green canopy, reduce bare concrete paths and roads, encourage more wildlife and improve residents wellbeing
- improve parking at the beaches and urban centres like Mona Vale with those signs that say how many spaces are available like the signs at Manly
- more free activities for teenagers like the ones you undertake at the libraries to improve their wellbeing

I would like to see a pathway and lighting put through the long park on Nareen Pde, North Narrabeen. This street has many walkers and runners, but no safe footpath, and is extremely dangerous, especially at night

Reading the budget, I'm amazed at what is clearly an overspend of capital budget in Warriewood 2102 compared to surrounding suburbs. The expenditure in Warriewood is well-beyond it's capita and income, and isn't warranted as a local centre given the already developed Warriewood Square and facilities further afield in Mona Vale and Narrabeen.

There are new pathways proposed that are largely unnecessary (shared path between B-Line and Boondah Road). The renovation of the driving range is unwarranted - I have been there on numerous occasions and it's perfectly fine. The new car park at Lynne Cziner Park serves very few people. This is just to name a few instances.

The budget feels hugely overweight to a specific suburb that doesn't benefit the whole community. We should be looking at paving roads that have been neglected and improving shop fronts where the whole community would benefit. There is a proposal postponed from 2021 on the North Narrabeen Shops to improve landscaping that is desperately needed - it's currently a gateway to the northern end of the Northern Beaches that most people need to drive past or stop at. However this has been neglected in favour of minor projects that benefit a very small minority of council rates payers.

This budget cannot be justified for the benefit of a small minority where capital works are minor improvements that benefit the immediate local population. This is acceptable at a budget per capita cost, but not when it disadvantages other rates payers.

In the Capital Delivery program for 2023/24 there are two items shown for the Newport to Avalon section of the Coast Walk:

The first is in the Urban Infrastructure section and is shown as an expenditure of "Part of a \$600,000 program of works" commencing in August 2023 for a section of the coast walk 1.5km long from Newport to Avalon.

The second is in the Sports and Recreation section and is shown as an expenditure of \$4,800,000 for a shared path 1.5km long, also commencing in August 2023.

As Council is well aware, there is considerable local opposition to a shared path in this area, both on feasibility and safety grounds. In addition, Council recently advised that there were geological safety issues in the area that would need to be addressed if any further consideration were to be given to the shared path proposal, involving redesign and recosting.

Draft Delivery Program

The feasibility issues revolve around the fact that if a shared path were to be built from the northern end of the Newport car park to the southern Bilgola headland, there is nowhere for any cyclists or other wheeled vehicles to go, other than to return to Newport. The Grand Old Duke of York comes to mind!

The safety issues revolve around the impracticality of mixing pedestrians with cyclists on a steep, narrow section of suspended path, with nowhere for pedestrians or cyclists to escape in the event of an imminent collision. Indeed, the proposal is in breach of Government recommendations on shared pathways. This item should be removed from the Budget.

The first item could be retained if it is intended that it be used to upgrade the existing scenic walkway from Newport to Bilgola, over the headland, although it's not clear from the documents how much of the \$600,000 is available for this project – numerous other projects appear to be potentially accessing the same funds. Further clarity is required.

Further community consultation is necessary before final decisions are made.

Yours faithfully, *[name provided]*

President, Bilgola Beach Residents' Association Inc

Please, please consider a footpath along Oxford Falls Road in Beacon Hill - pedestrians who struggle with uneven surfaces are either forced to contend with undulating grass verges or, like those with strollers, have to walk along the road which, given that this has now become a rat run, is quite dangerous at times. Traffic calming measures do not work.

Also, there is inadequate street lighting along both Oxford Falls Road and Tristram Road where the lights are on one side and the footpath, which is still uneven in places in spite of recent work, is on the opposite side and in the dark.

Park in Dixon Ave Frenchs Forest needs upgrading - equipment is old and when it breaks gets taken down not replaced. Park is down to one set of swings only now. We should have equipment that the local children can play on too

Its unbelievable that there are no footpath repairs shown for mona vale. Urgently needed mere \$2500 per tree roots, dangerous condition Bungan St between MV Rd & Waratah St and whole footpath.

Draft Delivery Program

I am writing to request your assistance in supporting a formal risk assessment of the foot traffic along Nareen Parade North Narrabeen with the hopeful outcome of the risk assessment being a footpath from Pittwater Road along Nareen Parade to meet the existing footpath at the corner of Nareen Parade and Rickard Road North Narrabeen.

This is a high traffic pedestrian route and is extremely dangerous for pedestrians as they walk/exercise on the road due to there not being a sufficient place to walk along Nareen Parade. On the northern side there is no "nature strip" due to the properties being on sloping blocks, and on the southern side the curb is filled with parked cars. Additionally, on the southern side there is no drainage, so the ground is often "sodden or muddy" which pedestrians will go out of their way to avoid forcing them back onto the road.

I know cost is a significant factor for requests of this nature, however I believe this is a public safety issue and requires the attention of the council. It's also my understanding that you are currently in the community consultation phase of the Draft Operational Plan and Budget 2023/24, I feel this should be a priority for North Narrabeen following the outcome of a formal risk assessment.

For disclosure purposes, I am a resident of Nareen Parade [address provided]. I see the danger here regularly and have had a few close calls personally as well as witnessing quite a lot due to excessive speed of vehicles travelling down Nareen Parade both during the day and night, but most recently a mother with a baby in a pram had a near miss.

If you wish to discuss further, please contact me via return email or call me on [phone number provided].

An excellent overview has been provided by Council - thank you!

With regards to the roads and infrastructure remedial work associated with heavy rain/flood events, how is council ensuring that the repairs are more "wet weather" resilient - given the current weather and climate trends?

My thoughts relate to other countries who have historically experienced flooding/climatic weather storms eg Singapore where water extraction has always been considered.

Here in Australia and in particular on the NB - we would benefit from improved water extraction systems.

Can you advise if any improved water extraction designs are being considered - with the exception of Wakehurst Parkway - where a scheme is already/has already been developed!

Manly CBD Special Levy: I object to the special levy section of the draft fees and charges for the following reasons:

1. On-going lack of transparency and separate accounting figures as required in the original intent
2. Tourism spend is crossing the LGA, not focusing on Manly only
3. Levy should be halved as it was never meant to be a permanent agreement
4. The Levy has not been reviewed and agreed by all contributors, it is not transparent to commercial ratepayers and is not being used for its original intent.

I look forward to hearing that these and other queries are addressed.

Thank you for the opportunity to make a submission to the Delivery Plan 2023-2027.

The plan should include a stronger focus on safety of residents both from the perspective of road safety and crime prevention.

I'm a resident on Moorilla Street and try to choose public transport, cycling or walking as

Draft Delivery Program

alternative if I can, to avoid contributing to and being affected by congestion, at the same time doing my bit for the environment through my choices. I have a young child and use the pram to get around. Not only is there a problem of lacking footpaths on my street, but every day the commute is like an obstacle course not dissimilar to a high intensity training session having to carry the pram along the stairs at the end of Moorilla Street steps or push it on a 45° hill whilst warding off speeding cars and getting wheels of the pram stuck on the drain grill right at the access point to Moorilla Street. After daylight walking on the steps can often feel dangerous as there are crowds gathering at a known spot and trashing the place.

I would like to suggest that several upgrades are carried out as part of the Delivery Program to improve road safety and prevent crime.

First, the footpath on the side of Warringah Road (approaching Pittwater road) is very badly maintained with grass not being cut on the sides and branches on the pathway. From there the access to Moorilla Street via a path that facilitates prams is nearly non-existent. There is a small hill connecting the two streets but there's no marked pathway and the entry is obstructed with a drain where prams get stuck, and the end of a w-beam guard rail. Other than choosing to drive, the alternative for access would be to keep walking up the hill, crossing the road at Victor Road by Narraweena shops and walking back, having to cross twice more. It would add about 30 minutes to the commute.

Second, there's a strong need for a safety upgrade in the form of a footpath all along the Moorilla Street and Victor Road to ensure pedestrians, prams and children aren't forced to walk on the road. Alternatively the council could enforce a 30km speed limit and provide strips of footpath for the blind spots and areas where drivers tend to speed up.

And third, there is a real risk of the steps connecting Moorilla Street and Pittwater Road becoming a spot for criminal area. There's an enclave under a rock where people gather in the darkness, there are often discarded wallets and handbags, empty alcohol bottles and rubbish that local residents are having to clean up. I once collected over 50 discarded vape pipes, clearly these had been stolen, used and then chucked on the side where toxic waste would seep into the ground. What more, there are bush turkeys nesting in the area and there are signs of their nest having been disturbed and the animals attacked. As a minimum the area needs additional street lights to deter gathering, more frequent clean-up so it is not all up on neighbours to keep clean, and the road upgrade at the bottom of the steps, which currently is a soft muddy patch. A perception of a clean area would in itself deter criminals. In future I'd like to see a safe access path for cyclists and prams in addition to the steps to provide a safe access.

Please don't hesitate to contact me if you need clarification in the problems I have described or suggestions for solutions.

The budget for the Manly CBD Special Levy only includes \$47,000 for infrastructure improvements in a total budget of \$1.4m. This levy was originally intended for infrastructure improvements in the Manly CBD and Oceanfront. The current budget includes \$500k for lawn mowing and general cleaning and another \$600k + for tourism and events- such expenditure was included in the Ministers approval in 2005. This is a "special" levy for improvements in the Manly CBD not for general operating expenses. It should have been halved in 2015 as per the agreement between Manly Council and Manly Chamber. This levy is being totally misused by NB Council and should be abolished or totally reviewed to reestablish the purpose as infrastructure improvements not maintenance and tourism.

Draft Delivery Program

Please consider providing additional reversible basketball hoops on the netball courts at Melwood Oval, Killarney Heights. The one (of 6 total courts) is always busy. This is a low cost spend with great community utility. I would make sure the hoops put in are easy to reverse so they can still be utilised by the netball community (which honestly don't use the courts much).

Objection to proposed spend of the Special Levy collected from Manly Property Owners, in the current Fees & Charges on announcement

As property owners, who are contributing to the Special Levy, which is over and above Council's Commercial Rates charged to Manly businesses, we note that the draft spend of the Manly CBD Special Levy is not being used for its intended use. Of particular concern, is the additional expenditure on items such as maintenance and cleansing, and also Tourism. and lack of expenditure on town centre improvements.

We would like to see a breakdown on how over \$500k can be spent in cleansing and maintenance, over and above the regular cleansing, and exactly what areas are receiving additional cleansing. Why is this cleansing not covered by Council's commercial rates, which are also higher than any other business district in the LGA?

Regarding the Tourism spend, why are Manly businesses contributing additional funding, when it is not isolated to Manly? The Manly commercial rate payers should not be funding spends for other areas of the LGA.

Finally, it must be noted that only \$47,000 has been allocated to town centre improvements. Given that the Special Levy was created to fund such improvements, how can less than 4% of the total Special Levy spend be attributed to Town Improvements? It completely goes against the original intention of this levy.

We look forward to a response in due course.

[Company name] Pty Ltd

Think works look reasonable.

Why is there no money allocated to improve pedestrian footpaths on Barrenjoey Road around the bends or anywhere else in Palm Beach? This is a priority . There is no footpath access to the bus stops. It is very dangerous. Our rates go up but there is no provision to improve our local environment.

Draft Delivery Program

I submit my feedback regarding the Northern Beaches Council (NBC) "Delivery Program 2023-2027 Operational Plan and Budget 2023/24 and Long-Term Financial Plan" regarding two areas of concern: Road Safety and Rubbish Safety.




I understand my submission will be made publicly available in the Community Engagement Report, with personal identifying information redacted.

Road Safety

I understand that the NBC is "Investing in service delivery improvements [and] urgent repairs to the road network impacted by wet weather in 2022 (\$6m)" Draft Operational Plan and Budget 2023/24 Clareville, Bilgola Beach, Bilgola Plateau and Newport, p 2.

I have written to the NBC on several occasions as to the issues faced by residents in Grandview Drive Newport, as noted below (in reverse chronological order):

- 7/3/23 NBC ref 2022/366573 review of restricting trucks on Grandview Drive due to the unnecessary installation of speed humps and concrete islands.
- 3/12/22 Letter from Rory Amon regarding "Survey Results - Grandview Dr & Seaview Ave traffic changes [from] 206 individual and 23 pages of comments... I will now provide your feedback to Council staff and ask that they consider the community feedback and provide a formal response to Councillors regarding how they propose to address the concerns raised". No response from the NBC has been provided, yet.
- 21/11/22 NBC ref TrP2022/01167 email reply from [staff name], NBC Traffic Engineering Coordinator advising "...Council may however consider changes to the completed works following a post construction 6 month review". This review has not been advised, nor were there any "...speed related crash history issue[sic] on Grandview Drive" during my residency.
- 28/10/22 NBC ref TrP2022/01167 email to NBC regarding Sydney Water truck unable to drive over speed humps at [address numbers] Grandview Drive, requiring police and traffic management by local residents, photos and video supplied below.

	 <p>20221027_154500.mp4</p> <p>4</p>	
<p>Sydney Water trucks caught on speed humps</p>	<p>Video of traffic on wrong side of road to get around trucks</p>	<p>Sydney Water trucks caught on speed humps with traffic on wrong side of road</p>

Draft Delivery Program

There is also an ongoing issue on the public road to residential homes at [address numbers] Grandview Drive Newport. These roads have potholes, uneven surfaces and debris that has caused both pedestrian and vehicle access issues. We request urgent attention to rectification of this road before significant injury and claims are made against the NBC.

Rubbish Safety

I understand that the NBC is completing "... a long-term waste and circular economy strategy to reduce the environmental impacts of production and consumption of goods and materials by the community and Council" Draft Operational Plan and Budget 2023/24 Clareville, Bilgola Beach, Bilgola Plateau and Newport, p 2. Also, that "Our community wants to reduce and recycle more waste and the impact it has on the environment" Draft Operational Plan and Budget 2023/24 Clareville, Bilgola Beach, Bilgola Plateau and Newport, p 3.

With the \$50 increase in service cost fees we would expect appropriate and safe measures be taken to collect our rubbish. To-date we have experienced illegal dumping of rubbish, often by non-residents, the influx of rats and general mis-management of our waste removal.

We implore you to review the placement of these rubbish bins to a suitably secure and safe location in areas available to the waste removal trucks. This location could be in the council-managed nature strip away from the houses or, if the residential access road were repaired (see Road Safety notes above) bins could be collected from actual residences.

I have spoken with and written to the NBC on several occasions as to the issues faced by residents in Grandview Drive Newport, as noted below:

13/1/23 NBC ref DWA2023/0183 my report of illegal rubbish dumping, photos supplied below.



The delivery plan lays out very comprehensive costings for "infrastructure" but what about protecting, repairing and restoring our very fragile environment ? I would like to see specific detail on, for example:- bushland restoration, land acquisitions for conservation outcomes and endangered species recovery plans. Council's recent submission to the Forest High relocation didn't even mention the environment-despite hundreds of trees and rare bushland being earmarked for "removal". Also Northern Beaches Council several years ago declared a "climate emergency". I'm not seeing this important issue factored in to many practical strategies.

Draft Delivery Program

I support the great work council is doing in the active transport space. I think this really is one for the future! Some points / questions on this:

1. Active transport for Winbourne Rd, Brookvale. I have seen this marked up on proposed future works but can't find it in the proposed delivery program. Is it there? In my view this is a critical east/west link that needs work. It links schools either side, a large park (Curl Curl), the beach (Curl Curl), a major center (Brookvale), proposed Beacon Hill to Davidson link and other active transport links. I believe Council should prioritise this.

2. Can you share further information on the proposed Beacon Hill to Davidson link?

Could council complete the footpath in Bardo Rd Newport that runs in front of the Bardo Road Kindergarten. There is a missing section of footpath that stretches from around [address number] Bardo Rd to around [address number] Bardo Rd. This is an area of heavy pedestrian traffic as parents drop and pick up their preschool children and as it is currently dirt with lots of protruding rocks it is a dangerous trip hazard. I have personally seen people trip over on this section of unpaved footpath and believe Council have a responsibility to make it safer.

The Field lights proposed on the Northern Beaches Campus in Curl Curl are completely inappropriate and will provide a dangerous precedent for lighting in locations that have insufficient carparking, as per this location.

Council have failed to take into account the concerns of local residents and have forged ahead by including the lights in the budget. This community engagement process is simply a matter of "patting local residents on the head" and then forging ahead regardless of planning issues, danger to the community and impact on the local residents that live in this location. A total disregard for people's amenity and wellbeing, the local Fauna and Flora and an inability of council to plan for playing fields into the future has caused this insane outcome.

We will provide further information to this submission to ensure that this does not proceed.

My Wife and I have been residents of [address number] Grandview Drive Newport since [Year].

The access roadway to houses [address numbers] is we believe to be well past the urgent need of repair & upgrade. The council has not spent \$1 of the rates we pay on this requirement in 30 yrs. The road is difficult at best to transit and it is a constant danger to elderly residents, with no lighting, and many, many nasty potholes to fall into. This is a risk of life situation. It could be doubtful that emergency vehicles can access the road if required. The road is in such bad shape that our postal service is down graded to a shared resident installed letterbox when other rate payers have the ability to have their mail delivered to their own private letterboxes. For this reason we have had the need to pay for a post office box at the Newport Beach Post Office for nearly [no.] years for more mail security, which has run up an unnecessary bill over the years.

On Grandview Dr, adjacent to the access to numbers [address numbers] deliberate speed humps on the road were recently installed which we have found to be dangerous while trying to access and leave our properties and with other drivers varying their approach and speed around us in their attempts to "miss" the humps. Particularly in the wet.

Our somewhat "communal" garbage collection area currently adjacent No. [address number] Grandview Drive is unsafe and a rat-infested health hazard with the space being required to be shared with limited public parking. A suggestion is the "island" opposite No. [address number] Grandview could readily be cleared of overgrown vegetation and developed with a simple concrete slab in order to store our bins out of the way of possibly illegally (directional) parked cars and local residences. We have seen non-resident private and commercial vehicles pull up and dump all sorts of waste to overflow our bins. Maybe the bin area could be developed with a cyclone mesh surround and a coded lock for applicable residents installed such as found in

Draft Delivery Program

apartments to keep the area more secure and healthy. An area for collection trucks to utilise could be marked out for no parking to assist them.

We have paid rates for 30 years - we do not believe any of the above issues are unfair to request to be resolved urgently and surely should be included in the draft delivery program.

I am extremely disappointed Northern Beaches Council believes the best thing it could spend money on in the Seaforth area is a half million dollar bike track at Seaforth Oval. I understand the Council made a commitment to bikers for yet another free facility, but this is coming at the expense of everything, and everyone else in our area.

We do not have footpaths. Our children, parents with strollers and elderly cannot access the school, community centre, shops or bus stops without walking on the Baringa Ave roadway (the Community Centre car park has roughly a 45 cm strip behind the car park which is blocked as soon as any car parks in a space).

The Council spent more than \$100 000 "fixing" The Grove bike track at the insistence of these same bikers and it is now totally trashed and unusable. The bushland surrounding it has been destroyed. And our houses are at risk because these youths start fires in the barren wasteland that has been left.

To add to the insult, Council is now looking at discontinuing the Hop Skip and Jump bus in the Manly Ward. For many elderly and disadvantaged, this is the only way out of their homes. North Seaforth, Balgowlah and Manly houses most of the Department of Housing tenants in our LGA (Narraweena also has a large population). Children from these homes use this service daily to get to school - their parents are not wealthy enough to drop them off by car. If Council wishes to help disadvantaged youth in Seaforth, keep the bus service for them, their parents and grandparents.

If The Grove had been treated with respect by those for whom it was built, it would be hard to argue against Council's obligation to build another track. But visit the site. Those who want another track should be paying for the privilege - like everyone else in the LGA. All children playing sport pay a fee towards grounds upkeep, insurance etc. Why not this group? And this is particularly relevant when something which benefits our entire community is scrapped in favour of something to benefit a few.

[Company name] Pty Limited is a major commercial landlord of premises along The Corso and is a founding member of the Chamber of Commerce Corso Owners Group (COG). In this regard we formally need to express our objection to the draft budget for the 2023- 2024 Special Rate for the Manly Business Centre.

As you are aware NBC met with the Manly Business Chamber and entered into a mutually signed MOU dated 21 September 2005. This MOU clearly defines how the monies collected from the new Special Rate to be included in the 2005/2006 Council rates will be spent. In the main it was agreed the spend would be allocated to improvement and replacement of public area infrastructure and amenities within the Manly CBD and setting up a Centre Manager to implement an agreed business plan for the professional promotion and management of the Manly CBD Business Centre.

In this regard the Council recently undertook an Audit of the Manly Special Levy and it was identified that the funds collected by the Special Levy from 2005 were not separated from the other funds collected by the Council. As such Council could not identify or itemize what monies were spent by the Special Levy through the years.

Draft Delivery Program

In order to rectify the situation members of the Manly Business Chamber & COG attended regular meetings throughout the year with Council to negotiate how the Manly Special Rate was to be spent for the upcoming 23/24 financial year. It was a priority at these meetings that the money needed to be directed back to the original intent of the Special Levy i.e. the monies to be spent in the main on infrastructure projects along The Corso.

With the above in mind, it is unconscionable to think that from a projected budget income of \$1,232,000.00 from the 2023 - 2024 Manly Special Levy, NBC has only budgeted \$47,000 towards

Town Centre Improvements, being 3.8% of the total budget. This decision can only be considered as a slap in the face by Council towards its biggest rate payers.

We have used the Northern Beaches Council rates calculator to determine [*Business name*] to pay the 2023-2024 Manly Special Levy and note we are due to pay a quantum of money to NBC which is greater than the Council has committed to the Town Centre Improvements along The Corso in the 23/24 budget. So, one Landlord's contribution towards the 23/24 Manly Special Levy will surpass the monies being spent on improvements in the Manly CBD on behalf of ALL the Landlords who pay this charge.

Further NBC has committed \$552,000 of the 23/24 Manly Special Levy as detailed in the Maintenance & Cleansing charges to be spent on cleaning and gardening within the Manly CBD which also includes raking and cleaning of the beach?. These items were not included in the MOU and should not be funded by the Special Levy. We consider these items to be totally inappropriate and in contravention of the MOU and its intent.

The budget details a spend of \$333,000 towards Tourism and Business Support which we consider excessive. The only agreed expense with the Chamber and Council in the MOU was the establishment and operation of a Mainstreet Centre Manager. The Manly Information Centre and Tourism is not isolated to the Manly Town Centre and therefore should not be funded by the Manly Special Levy.

In conclusion the Manly Special Levy must be re-drafted with the reallocation of the budgeted funds as detailed above to be redirected towards the items clearly identified in the MOU.

We strongly OBJECT to the "Lighting and irrigation upgrades at Freshwater High School oval".

Residents in the immediate vicinity of these fields have repeatedly objected to further sports lighting which clearly benefit large sporting clubs to the detriment of the local community. This land is zoned "R2 Low Density Residential". Community sporting activities are only permitted with DA consent which has not been obtained. Council has already operated competitive community sporting activities on this land without DA approval. This is illegal.

Furthermore, there are valid reasons for staunch local community objections to this lighting. These include, but are not limited to, the following:

- Loss of amenity
- Increased traffic congestion and further parking difficulties
- Noise pollution
- Light pollution
- Detrimental environmental impacts

We urgently request Council to engage with the local community on these matters, to cease all illegal use of the land in question and to improve its transparency with respect to notifications of

Draft Delivery Program

potential capital works. These forums are not widely communicated and therefore not transparent. Even the principal of Freshwater Senior Campus was unaware of Council's intention to install lighting on the Department of Education's land.

Build bike only paths for bikes and e-bikes to connect the northern beaches. Not dangerous shared paths that will become more dangerous as more people get e-bikes. Make bike travel safe and fast.

Give apartment blocks subsidies for putting in bike parking that has solar charging for e-bikes. Consider a future where people can travel by bike and use e-cargo bikes to get around. If this were the legacy you left a council when you retired, it would be something to be extremely proud of.

With parking on both sides of suburb streets, more cars boats etc parked on streets and traffic redirection I encourage money be put aside to do a study so on certain streets cars etc can only park on one side to allow traffic to pass each other creating greater safety. Take Inverness Ave FF as an example. Its stop wait to get along the street. Not all drivers take care, depending where car trucks park access into street can be limited.. Accidents will happen so lets do something now not after a death That council said is a state issue and State says a council issue is not an acceptable answer. The streets were not design for parking on both sides and two way traffic and cars etc have got much bigger Thanks for considering

If rates go up I'll vote out the current members.

Appendix 3 Verbatim submissions – emails and written sources

Draft Fees and Charges 2023/24

I have been teaching out of the Avalon community Centre on a weekly basis for [no.] years - in all of it's various permutations.

I have to say that I have never seen the Centre so under-utilised and lack-lustre in my 30 years of both hiring and attending activities at the centre. We were once jostling for the opportunity to hire the rooms and [staff name] (the centre manager) had us on a waitlist to contact us when a space became available - which could take years!

This under-utilisation is not due to Covid. It has been a downhill slide since the Northern Beaches Council took over and we lost our dedicated centre manager who kept it clean, thriving and well attended.

Today, for example, the bathroom was dirty and looking tired with the tiles stained (as usual), there was no soap, the hand sanitiser does not work; there is a very strong artificial perfumed air freshener that permeates activity room 4 causing my sensitive students to sneeze and wheeze; the hand sanitisers in the hallways are never filled; the kitchenette absolutely stunk when I opened the door to get water; the floors are often dusty and have been scratched by other hirers; and the whole centre just feels stale. It's lost it's mojo!

The other very unfortunate event that seems to happen on a Wednesday morning is that the extremely noisy garden maintenance men come to mow and blow the park outside our window.

I have had to abandon my class on two occassion because it was so incredibly noisy that I couldn't be heard while teaching yoga and meditation.

There are so many other mornings when the centre is not in use that maintenance could be co-ordinated. I raised this once with the office but it was shrugged off as seemingly impossible to re-arrange.

I'm sure that If [staff name] was still in her full time position there she would have worked it out. She knew and respected every hirers needs.

I'm really disappointed with the demise of the Avalon Recreation Centre and I view any increase in hirers fees as a further deterrent to encouraging hirers to use the centre.

It's no longer the community hub that it used to be.

Community Centres:

Will there be any improvement in the cleaning contract? This whole year I have been paying a significant amount monthly for using a venue that is not in optimal conditions, having to clean up myself in several opportunities. Would be good to know if this has been given any attention.

Also, is there any option for those like me that rent the venue on a regular basis to get a discounted rate? In current conditions is being difficult to make any profit and with price increases I might have to look for an alternative venue for 2024. I am currently renting the Seniors Citizen Centre.

Many thanks.

Draft Fees and Charges 2023/24

Community Centre Draft Fees and Charges for 2023/2024- Narrabeen Senior Citizens Club:

Wading through the massive attachment would be a Herculean task.

Could you please advise the hire rates for the Narrabeen Senior Citizens Club for 2023/2024.

- Nelson Heather Centre - (Present Concessional Rate \$11.30 per hour)
- Cromer Community Centre Hall -(when we move)
(Present Concessional Rate \$11.30 per hour)
- Ted Blackwood Centre - (when the Indoor Bowls move)
Present Concessional Rate \$13.00 per hour - your email 28/3/23)

Many thanks,

[name provided]

Treasurer

The Narrabeen Senior Citizens Club

Community Centres:

I would like to make a comment please.

I'm a regular good customer and have been hiring the manly senior citizens centre for over *[no.]* years now. Every year I struggle with the fees going up. Every year I sign your forms and feel my local voice is never heard.

I would love to see some loyalty and support for regular hires and keep the cost down for hall hire please. So I can keep my local yoga business going to help support our locals. After all this is what community is about.

Many Thanks

Rent realignment or reduction for Seaforth Community Hall:

Thank you for your letter regarding the rent increase-in reply I am asking that you seriously consider applying a rent realignment and hopefully a reduction for *[provider name]*. I am requesting this for the following reasons:

1. *[Provider name]* has been loyal to the Council renting the same space for *[no.]* years. I personally have been there for some 15 years plus. We rent 3 mornings a week which has been a reliable income stream for the NB Council. Currently, I am renting for 1.5 hours as per the policy but I am hoping that based on the reasons below, you will see that it isn't fair to charge me the extra time. I can only earn income for 1 hour and I spend an inordinate amount of time (that I am paying for) reporting issues to the Council and fixing problems. So please consider a reduction for the following reasons:

- The before school care often leaves the bathrooms in a less than perfect state and I need to clean them before my customers arrive.
- when the roof leaks- I spend set-up time sweeping water out the door, mopping up and setting out a safety barrier and this also reduces floor size to exercise on and it's a Health and Safety Hazard.
- The rubbish is a problem- I arrive and the bush turkeys have ripped open the black bags and there is rubbish everywhere. You can appreciate this is an unpleasant job to pick this up.
- The toilets/hall are in a worse state than when I started renting so I find it difficult to justify the annual rent increases.

Draft Fees and Charges 2023/24

- I spend a lot of time on the phone, taking photos, cleaning up, mopping etc and all this sets me back in setting up my class and I think you would agree that (from the numerous reports on your records) it doesn't seem fair to be charging me to help you maintain your hall in an acceptable order.

2. The rent fee is very high especially since I have to rent for 1.5 hours and also rent the storage space. I appreciate that all businesses were impacted by COVID but my class size was definitely affected by firstly online classes and then COVID size restrictions (and thereby reducing the fee I could charge) I am currently below my pre covid numbers and trying to build them up again- I am definitely struggling to break even.

3. The majority of my clients are aged 45-80 year old. They are all in excellent health and have a positive outlook and I believe this is largely due to coming to [provider name] 3 times a week. Many live alone and say that Jazzercise gives them structure to their daily routine and a wonderful friendly community to be part of plus all the physical and mental health benefits that exercise offers. I do believe that my class with these ladies results in happier citizens of the Northern Beaches and they therefore don't place a burden on council's resources.

I really want to keep my classes going for my ladies and I hope that we can reach a fair compromise.

I am happy to come into the customer service desk in Manly to discuss this further or have a telephone discussion with the appropriate Council Staff member.

Wishing you a pleasant day, [Provider name]

Draft Delivery Program

ENVIRONMENT and SUSTAINABILITY

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

PRIORITY AREAS:

Challenges and Opportunities

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

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

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

Opportunities (suggestions):

1. Advocacy to protect natural areas and ensure non-urban land is protected. This includes buffer areas to reduce / avoid edge effects and degradation of bushland reserves.
2. Strategic Planning: Appropriate planning controls to protect bushland and non-urban land.
3. Reserve fund: An annual levy or allocation (e.g. \$2m) would contribute to a cumulative fund to acquire natural areas and potential biodiversity offsets.

Performance Measures should include:

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

WASTE

I strongly support the following initiatives:

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

In 2022, waste diverted from landfill in the mixed waste section onsite from all sources was 5.1%, which is very low. Council initiatives to increase this percentage is timely and will save resources.

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

STRATEGIC PLANNING

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

Increased residential development will increase the demand for education facilities. A high priority should be given to the retention of land reserved for public education, as there is an existing shortage of education land. The Frenchs Forest High School land including the playing field provides in situ scope for education and community services. The site has the advantage that it is on a major public transport route and therefore easily accessible, particularly for students.

TRANSPORT

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

LIBRARY SERVICE

Provide funding for:

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

MANLY DAM: PROPOSED BOARDWALK

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

DISTRICT PARK: WARRINGAH RECREATION CENTRE

The Works Program allocates an est. \$3m for Warringah Recreation Centre in District Park. Any new building should be located outside the riparian corridor (zone and buffer) of Brookvale Creek; and outside Medium and High Risk Flood Planning Precincts.

Building a new Centre in this flood prone location is not a sensible option given the increasing incidence of major storm and flooding events.

FRESHWATER BEACH

I support water sensitive urban design to improve water quality to Freshwater Beach.

I also support restoration of natural or open drainage lines where this is feasible, such as the southern end of Freshwater Beach.

MANLY DAM CATCHMENT / Manly Warringah War Memorial STATE PARK

The Draft Capital Works Program allocates funding to recreation projects including the Boardwalk and Mountain bike trails. These two recreation projects will affect bushland areas and biodiversity in the Park. The Capital Works Program does not include any environmental project relating to the conservation and rehabilitation of native flora and fauna or waterways.

MOUNTAIN BIKE TRAILS

Funding is required to restore vegetation and tracks. Examples follow.

Eva's Track

Unauthorised mountain bike use has resulted in environmental damage, including erosion, deep ruts and muddy sections along the circuit, particularly the southern and eastern sections. Recently, fresh bike tracks were observed, indicating that some cyclists are continuing to disregard signs intended to deter mountain bike use along the Eva's Track circuit

Quarry Track

During 2022 Council made a decision to formalise the use of this track for mountain biking. Previously, the track had been blocked off with dead branches to protect the bushland area. The track traverses dense vegetation and soils with a high level of rock outcropping.

Observed impacts on vegetation and soils:

Damage is occurring on the sandy sections between rock outcrops, particularly on curved sections. Progressive widening is occurring with the loss of diverse native vegetation adjoining the track. In some locations, multiple tracks have created islands of vegetation with a loss of connectivity.

Preventative action is required to avoid further degradation and to restore vegetation. Otherwise cumulative impacts on soils and vegetation will continue.

Practical measures are required to avoid the further loss of vegetation and to discourage informal mountain bike trails branching off into undisturbed bushland. Funding is required to restore vegetation and degraded areas.

BOARDWALK (\$1.8m)

The boardwalk will result in an irreplaceable loss of intact bushland and habitat in the riparian zone of Manly Dam (reservoir). Mitigation measures will not compensate for the significant loss of biodiversity in this strategic location.

Suggestion: Review the proposal and address relevant issues, such as:

- Flooding along sections of the boardwalk
- Width: exceeds that of existing boardwalks in the Park.
- Impacts associated with loss of vegetation, habitat and soil disturbance in riparian zone.

Suggestion: Funding be allocated for restoration or boardwalks on sections of existing walking tracks that have been damaged. This applies to incursions due to track diversions, muddy sections or where erosion has occurred due to flooding or intensive use.

Thank you for the opportunity to comment.

Thank you for your email with the newsletter and the usual interesting information. It is very impressive.

I am visiting family in NZ at present but have heard via a friend in England that there is a move ahead to stop the Hop skip buses. You see that you have international coverage.

I would like to add my name to the list of people who are begging you to continue this remarkable service. It is wonderful in every way and a great service to the local community. One that is greatly appreciated by all who use it. Please continue with it.

I would like to lodge an objection to the proposed lighting on the fields at Freshwater High School, which have been vaguely and inconsistently mentioned in Councils Draft Delivery documentation, on the following grounds:

Safety - The area, particularly around Bennet St, is dark and narrow with cars parking on both sides of the road. This is already a blind corner which is exacerbated when cars are parked there and has no safe footpaths for access. Increased activity by training in the evenings will only add to the problem and at night, will be more dangerous.

Increased traffic - See above, it is already unmanageable in the area, and getting worse.

Parking - See above. We already have the high school during weekdays and sport, bowling club on weekends. Tuesday night garbage collection will be further complicated.

Noise - There is already excessive noise in area as the various user groups, particularly the AFL, expand their footprint and hours of play and training. Sirens, hooters, whistles, cheering, crowd noise, cars, coaching, loud speakers beginning at 6.55am on weekends and shouting/cheering from players is now overwhelming and is getting worse. Recently, schools are using the fields more intensively during the week, which extends the noise into the weekdays as well, making it 7 days a week. Weeknights are our only respite. To increase this activity into the night time is burdening the residents unfairly.

Loss of amenity - See points above. The area is overused and being utilised too intensively, without consideration for the local residents. There is no longer extended periods of quiet enjoyment available on any given day.

Process - No community consultation has been held with the residents by council before approval for the lease to council of the fields by the high school, nor by the Department of Education with residents, as expressly stated in their policy processes.

Plan of Management - The land is owned by the Education Department and is not governed by the Plan of Management. The plans on the Northern Beaches Council website clearly shows this.

Please feel free to contact me further if required

The Baringa Bush Residents' Group is a registered residents' group in the Seaforth/North Balgowlah area. Its charter is 'to protect and improve the standard of living, amenities and environment in our local area and the greater Northern Beaches LGA through collaborative engagement with residents and other Resident/Community Groups to ensure the views of members of our Resident Group are

taken into account in the decisions made by the Northern Beaches Council and the State Government.'

This submission relates to plans for an additional bike park in Seaforth and the allocation of \$30K in 2023/24 and \$500K in 2024/25 for construction of this facility.

The Baringa Bush Residents Group, Seaforth strongly objects to the allocation of any further public funding for this purpose given the abject failure to date of the biking strategy for Seaforth and the considerable damage to the environment and property caused a persistent group of vandals within the local biking community, and the fire risk posed by illegal fires and explosions caused by the same group.

Context:

The proposed additional bike park in Seaforth is part of a wider program adopted by Council in 2020 following consultation with residents of the area, following extensive damage to local bushland adjacent to the existing Grove bike park due to the construction of illegal bike trails.

From 5 June 2020 to 31 July 2020 Council sought feedback about unauthorised bike trails from stakeholders including local residents, local groups and riders. During the engagement period 85 submissions (from three groups and 77 individuals) and one petition were received. The majority of respondents:

- Do not support retaining the unauthorised bike trails.
- Support the authorised Grove bike park.
- Support rehabilitation of the bushland

At the Council meeting of October 28, 2020 [*link provided for agenda and minutes*], Council voted 285/20 RESOLVED Cr Grattan / Cr Daley

That Council:

1. Remove the unauthorised bike trails in the Baringa Avenue (subject to concurrence with DPIE) and Koobilya Street Reserves, Seaforth and the area be mulched and fenced.
2. Implement restoration works on the site as outlined in this report and that supporting funding be sought as part of the December Quarterly Budget Review.
3. Upgrade the Grove Bike Park in 2020/2021 in consultation with riders and residents.
4. Seek suitable sites for a new bike park in the local area in consultation with riders and a report be provided to Council to be included in the 2021/22 budget.

Since 2020, Council has spent over \$140K upgrading The Grove and restoring the damaged bushland. Since then, the area has been subjected to persistent vandalism and damage, the removal of all new plantings and the destruction of further bush by sections of the biking community rendering the area unsuitable for use and unsafe for children. The Grove bike park in Seaforth is now a wasteland. Residents ask that no new public funds be spent on biking until the area is restored, as per the Council resolution of 2020.

Given the Council's good relationship with the wider biking community there is an valuable opportunity to inform local bikers that no further progress can be made towards an additional biking facility while vandalism continues at The Grove. The Council should also invite the mountain biking community to take part in the restoration of the bushland and the cleaning up of the Grove.

While biking is undoubtedly popular there seems to be no other sport that is entirely publicly funded – and completely unregulated and unaccountable -- in this Council area. All other sports require participants to registrar, to contribute to usage fees for public facilities, to comply with codes of conduct and to adhere to policies of inclusiveness.

It seems extremely inequitable that the only additional money allocated to the Seaforth area in this document is for another bike park – while the Grove remains in disrepair and the promised bush restoration has not been achieved.

Given the costly and miserable experience at The Grove, it also seems risky to allocated large amounts of money to a new facility. The new site at Seaforth is adjacent to national park; putting more of this sensitive environment at risk of incursions, the accumulation of rubbish and, as we have found, illegal fire lighting.

Photos of The Grove: Please scroll through below to see the damage incurred. Please note that not a single new plant now remains:







I am a resident in Frenchs Forest and I am keen to understand what NBC believes is the public transport solution for the northern beaches for the next 10-50 years. Are more buses the only solution or are other public transport options being considered. I understand that Stages 2 & 3 of the Frenchs Forest Precinct plan that was approved by NBC in 2017 is dependent on additional transport solutions. Can you please advise what these solutions are and how and when they will be delivered and funded?

In relation to the delivery program I cannot find what the targets are for the delivery of more social and affordable housing in NBC (and the specific wards of Council) and where this additional housing will be located. If additional housing is subject to an improved transport solution then what is this solution and what is NBC doing to progress this solution.

I note there is a bike plan adopted in 2020 which incorporates a number of key directions including:

- Expand, improve and maintain the Safe Cycling Network
- Improve and maintain the Road Cycling Network

I note that the budget allocates \$4.8m in 2023/24 to connecting communities – cycleways program and zero \$ for the following three years.

How and where is the \$4.8m going to be spent in 2023/24 and how will the above mentioned directions be met if no funding is provided from 2024 to 2027?

It would be useful if there was some specific information on what money is being spent by NBC to expand, improve & maintain the safe cycling network and how the NBC will improve and maintain the road cycling network.

I have previously written to NBC about the need to spend money on the proper maintenance of bike paths like the one from Balgowlah to Seaforth which is in a poor state of repair but no action appears to be taken.

Can money be directed to ensure that the key safe cycling network routes identified are completed in the next 3- 5 years and NBC works to ensure that these routes do not have power poles, road signage and electricity devices in the middle of them as has been the case with the newly constructed shared path from Morgan Road to Mona Vale Road.

Previously there was a push by NBC to build all purpose sporting fields (such as Lionel Watts, Melwood etc) but it appears there is no money allocated for this purpose except \$200,000 in 2026/27. Given the benefits that these facilities provide can money be invested to continue with the roll out of this program in the next 3 years.

Lighting would be great as I will then use less electricity to light my garden and house. Freshie High does this already.

B U T

it is the people who use the area. Freshie High has a great Car Park. B U T the kids prefer to park in our street Manuela Place. As the Head Master tells me their parents are in total agreement using this street as they pay their road tax for their cars to be parked legally where they can. Kids are usually very okay.

B U T

Will the after school 4.00pm be as careful and not abuse this situation. They see it as an area they can do what they like. The softballers used to smash my fence with their interval games. You as a council have done absolutely nothing in protecting use from this type of people.

MY OPION DOES NOT MATTER TO YOU AS LONG AS YOU GET YOUR MONIES,

The School Holiday Program come down on the field here. It is great for the kids. B U T the leaders play music at 8.00 am in the field and though I have rung up about this nothing is done. It is like nightclub music. I have talked with them and they say you have never ever said anything to them. AS I SAY AS LONG AS YOU ARE GETTING YOUR MONIES WE DO NOT MATTER.

Your answer will be if you do not like it then move. I KNOW I AM CORRECT.

This is a submission for the Delivery Program 2023-2027 Operational Plan and Budget 2023/24 and Long-Term Financial Plan.

Proposal

The council building on the corner of Pittwater Rd, and Raglan St, Manly is showing signs of disrepair. The brickwork is starting to flake away.

Bricks used in the construction are early extruded bricks with holes rather than dry pressed bricks with a frog. The bricks do not appear to be suitable for use in a marine environment as the extent of visible deterioration is excessive with many bricks having lost their face due to exfoliation from salt contamination. Cracking is evident on the southern elevation. There also appears to be considerable rising damp.

Some initial desktop recommendations:

- Brick replacement: It might be necessary to replace the whole external skin of brickwork. The extent of brick replacement depends on the ability to desalinate extruded bricks. The number of holes in the brick prevent salt transfer which means replacement is likely to be the only option.
- Cavity ties: Ties will be rusted out against the external cavity wall.
- Crack stitching: Stitch or rebuild, depends on other methods used.
- Concrete slabs may need to be tested for corroding steel.
- Rising damp: A chemical damp proof course could be utilised.
- Desalination: Poulticing or brick removal.

The above items are presuming the internal skin of brickwork is unaffected by salt contamination. I suggest some remedial brick replacement be undertaken at this prominent site

This is a submission for the Delivery Program 2023-2027 Operational Plan and Budget 2023/24 and Long-Term Financial Plan.

Proposal

I believe the intersection at the corner of Herbert St & Birkley Rd, Manly requires an upgrade under the pram ramps grant program. The nearby corner of Francis St and Herbert St, has recently had upgrades. The corner of Herbert St & Birkley Rd, Manly is even busier.

Site Context

The corner of Herbert St & Birkley Rd, Manly is a very busy intersection amongst pedestrians and motorists. The intersection receives high traffic volumes, despite its R1 General Residential zone. Herbert St is a narrow road but a very busy thoroughfare amongst a quiet residential environment. Birkley Rd is steeply sloping with footpaths on both sides.

The footpath is a very important piece of pedestrian infrastructure for the following reasons:

- A B1 Neighbourhood Centre exists on the corner of Augusta Rd and Birkley Rd, Fairlight. A busy café operates at this site, generating large volumes of foot traffic including kids, their parents, prams and elderly people, walking up and down the hill.
- The footpath links the R1 General Residential zone with Council's Andrew Boy Charlton Pool, key commercial centres such as Balgowlah shops, Warringah Mall, Harris Farm markets (regional/suburban scale) and State and National treasures such as the commercial area of Manly Corso to the east and the Manly beachfront. It also is a back way home from the pub on Saturday night. The current arrangement is dangerous.
- A no stopping zone exists at the street corner, along Herbert St, out the front of the street frontage of 1 Herbert St. Safety and accessibility is paramount. This is a high-risk area due to

the volume of traffic and the amount of pedestrians using the pathway to access the local coffee store and undertake local business and activities.

- The gradient of the kerb crossover on Birkley Rd is currently too steep. It increases the likelihood of accidents and reduces safety, thereby disrupting the exiting walking regime. Kids often ride skateboards, scooters and bikes are at increased risk of turning traffic.
 - The kerbs are currently not compliant as they result in blind sight lines. People are stranded when they get to the corner. I once saw a kid on his scooter get to the corner and not know how to cross the road, as there was no pram ramp on Birkley Rd.
 - I often see minor accidents and as I am often first to witness accidents, I often have to take on my good Samaritan obligations to take people to hospital for injuries (such as wrists, and abrasions). These accidents and near misses go unreported due to how busy I am in general and lack of statutory obligation in this regard given I don't work for Council.
- There is also a tendency for motorists to speed around the corner, cutting over the existing kerb traffic island (which is quite low to the street and has limited plantings).
- The corner is also a place of confusion, with people doing U-turns and deciding to turn back, due to going the wrong way. This is exacerbated by the narrow carriageway. Some vehicles get halfway down the street, to find they need to reverse back, due to an oncoming truck (which has an exemption to be there if undertaking construction work). To make matters worse, occasionally a boat trailer might be (legally) parked opposite which reduces the available width of carriage way.
 - Extensive case law highlights how dangerous poorly designed kerbs are. Many matters are dealt with by the State Insurance Regulatory Authority, others go to court and others are dealt with by the coroner. In *AMX v IAG Australia Insurance* [2020] NSWIRADR 135 (4 July 2020), an elderly man was riding his bike, on the footpath, carrying his groceries, crossing over a driveway when hit by a vehicle. Such matters can cause significant injuries, and trigger a whole range of laws, including the Motor Accidents Compensations Act 1999, Motor Accidents Injuries Act 2017, Civil Liability Act 2002 and Law Reform (Miscellaneous Provisions Act) 1944 (this deals with apportionment between two tort visas). Council can be liable to contributory negligence if council agreed/required to a kerb crossover when it's not necessary.
 - Council has a duty of care under the Civil Liability Act 2002 to make sure this scenario doesn't eventuate. Simple kerbside treatments can make such a difference. This an issue which needs to be rectified for the broader community interest.
 - Commercial trade vehicles are getting wider and traffic on this street is getting higher but the width of this street isn't. For this reason, trucks over 3T are prohibited from using the thoroughfare.

Suggested Solution

The intersection has a need for three (3) new pram ramps. The pram ramps grant program provides an opportunity to review the whole configuration which has not been reviewed for many decades. I suggest Council consider leveling out the pram ramps at a more suitable gradient (one pathway leads to a step), extending the existing garden bed and creating a long kerbside landscape garden traffic island, or green verge. Two options are provided to reduce the square area and instead to a narrow 'finger' type green verge, at the southern side of this intersection.

Consistency with Local and State Policies

Councils' policies encourage future development to maintain existing footpaths for connectivity. A green verge with street plantings are also consistent with Council policies and State government strategies.

- The Northern Beaches Council Road Safety Plan 2019 – 2024 seeks places provide a safe travel environment for all users, encouraging a safer road, safer speeds, safe vehicles and safe people.
- The Northern Beaches Local Strategic Planning Statement (LSPS) advocates for greener urban environments (priority 5, priority 15), which improve infrastructure, increase green cover, offset tree canopy loss and contribute to the local green grid. The LSPS says wide street

verges are required in built-up areas to offset greenhouse gas emissions. The LSPS identifies the Queenscliff/Manly area as being deficient in green spaces. The LSPS says measures will be encouraged to address urban heat, including green verges [p63].

- The Northern Beaches Walking Plan 2019 highlights the importance of setting out desired characteristics for a world class pedestrian network for pedestrian connectivity around hilly landscapes. The key ideals are integrating the network, connecting the network, delivering the network, reducing conflicts between pedestrians and other transport modes and improving safety for pedestrians in high risk-zones.
- The Northern Beaches Walking Plan 2019 encourages uninterrupted footpath access. The kerbside area from Herbert St to Arthur St currently has no driveways/kerb crossovers and provides very good walking options for mothers with prams, kids, elderly people and the broader community. Walkable neighbourhoods enable people to enjoy increased social inclusion, enjoy the health benefits of allowing residents to get to know their local area and neighbours. Being able to safely move from one place to another can influence whether people chose to walk, cycle, take public transport, drive or venture out at all.

Final Comments

I would be happy for such a proposal to either be referred to the Local Traffic Committee for comment or simply proceed to the design and consultation phase before being delivered by Councils appointed contractor on the list of Council's current and future capital works program.

The implications associated with not doing anything at this intersection, in light of the existing parking regime, the provisions of the Motor Accidents Act 1988, the Motor Accidents Compensation Act 1999 and Motor Accidents Injuries 2017 are not worth the benefits of addressing the issue in a community minded and road safety way. In the past I have had to go through extended legal matters for road accidents which could have been avoided. This is why I am being proactive and strategic by informing council now.

I can be contacted on *[contact provided]* should you wish to discuss this matter further.

Regarding the Delivery Program – Request for an exact location of raised pedestrian crossing in Darley Road, Mona Vale proposed in capex 2023/24 plans

On behalf of the Manly Business Chamber, we wish to express our concerns and objections, as on official submission to the 2023/24 Fees & Charges. We appreciate this has been a challenging time for all, although the disparity from our year-long negotiation with CEO Ray Brownlee on the Special Levy spend is disappointing.

These discussions took place via monthly meetings, over the course of the year. We did not manage to finalise an agreed outcome, with Council communicating some key line items were 'not for negotiation'.

Our main objections, were specifically towards the excessive, contribution to:

- 1) Maintenance & Cleansing
- 2) Tourism & Business Support

In addition, the allocated total spend of \$47,000, as shown in the proposed Fees & Charges, for 'Town Centre Improvements', from a \$1.3M budget, is completely inappropriate.

Our discussions showed a minimum of \$211,000 for this item. This is of most relevance, considering the levy was specifically designed for infrastructure and Town Centre Improvements.

It is our concern that the Special Levy is not being spent on its intended use, consultation at times was inflexible, and that ongoing reporting of the expenditure, as required, is not taking place.

Therefore, we object to the proposed spend on the above items, and request that before the 2023/24 Fees & Charges are finalised, Council makes relevant adjustments to the budget, for the Chamber's review.

I welcome the opportunity to discuss this with you and thank you in advance for your consideration.

RE: Draft Capital Works Program - Proposed Floodlighting at Freshwater High School Oval

I **strongly object** to the current proposal to install Floodlighting at Freshwater High School Oval.

Firstly, it is my understanding that the current use of this oval for Recreational purposes is **illegal**, because it is zoned R2 Low Density Residential which requires a DA, which has not been obtained. The DA requires, not only the consent of the school, but also the approval from the local community, to justify that the use of this oval will not have a negative affect on the local residents.

The proposed upgrading of Freshwater High Campus Oval to install Floodlights is of great concern to the local neighbourhood, because of the following, namely -

- Floodlights would increase the current use into late at night, and this would generate more night time noise, traffic, parking issues and generally disturb all the nearby families.

- This proposal will necessitate car parking in Manuela Place, Holloway Place and the western end of Bennett St., and definitely create night time traffic noise, and pedestrian safety issues in our neighbourhood.

- The installation of Floodlights will create night time sporting activity that will adversely impact families that have young children that will not be able to study and/or go to bed early.

With this proposed application to install Floodlighting directly adjacent to a residential area, we will insist on an independent Traffic Report and Acoustic Report.

We now hope that Council will understand all the negative impacts that this proposal creates and, in turn, not go ahead with the installation of Floodlighting at this location.

In the Capital Delivery program for 2023/24 there are two items shown for the Newport to Avalon section of the Coast Walk:

The first is in the Urban Infrastructure section and is shown as an expenditure of "Part of a \$600,000 program of works" commencing in August 2023 for a section of the coast walk 1.5km long from Newport to Avalon.

The second is in the Sports and Recreation section and is shown as an expenditure of \$4,800,000 for a shared path 1.5km long, also commencing in August 2023.

As Council is well aware, there is considerable local opposition to a shared path in this area, both on feasibility and safety grounds. In addition, Council recently advised that there were geological safety issues in the area that would need to be addressed if any further consideration were to be given to the shared path proposal, involving redesign and recosting. The feasibility issues revolve around the fact that if a shared path were to be built from the northern end of the Newport car park to the southern Bilgola headland, there is nowhere for any cyclists or other wheeled vehicles to go, other than to return to Newport. The Grand Old Duke of York comes to mind! The safety issues revolve around the impracticality of mixing pedestrians with cyclists on a steep, narrow section of suspended path, with nowhere for pedestrians or cyclists to escape in the event of an imminent collision. Indeed, the proposal is in breach of Government recommendations on shared pathways. This item should be removed from the Budget.

The first item could be retained if it is intended that it be used to upgrade the existing scenic walkway from Newport to Bilgola, over the headland, although it's not clear from the documents how much of the \$600,000 is available for this project – numerous other projects appear to be potentially accessing the same funds. Further clarity is required.

Further community consultation is necessary before final decisions are made.

Yours faithfully,
[name supplied], President
Bilgola Beach Residents' Association Inc

We are the owners and occupiers of one of the houses in Cromer [location provided] that was severely affected by the life threatening flood on 21 February 2023. This was caused by inadequate stormwater drains on the street outside our dwellings.



Since this we have had a meeting with [staff name] and [staff name] from his team. They advised us that the Council is aware of the inadequacies of the drains at our location and would be investigating and then actioning works to remediate this.

It is therefore surprising and extremely concerning to not see any mention of this issue and funds to rectify the significant problem in the (linked) Delivery Program for 2023 – 27 [link provided]. I note there is a section for priority stormwater management works, including for Oxford Falls and Wheeler Heights but not for Cromer.

We have been residents of Cromer for close to 20 years and pay our rates so that the Council can provide the infrastructure we need in the Northern Beaches and apply the principles linked, and corresponding planning controls, to deliver effective integrated management of stormwater, rainwater, groundwater and wastewater:

<https://www.northernbeaches.nsw.gov.au/council/publications/policies/water-management-policy>

A key principle of this policy is to minimise the risk to public health and safety.

Please could you urgently advise on this matter and specifically how this dangerous issue will be included in your Council plans. the flood which was caused by the drains has left our house unliveable in at this time, and we still have no idea when remedial works will be able to be completed. We need a guarantee the work will be done and a timeline so that we can be safe returning to our property please.

Kind regards
<p>I was wondering if you're able to provide more information on the Epacris Avenue footpath upgrades. Are Council planning for a footpath to be installed along the whole of Epacris Avenue? If so, do you know what side of Epacris Ave it is being proposed?</p> <p>Many thanks.</p>
<p>I cannot see any capping for the Ashley Parade pocket park and was enquiring as to when this was proceeding.</p> <p>Warm regards</p>
<p>I have been a resident of [address] Grandview Drive , Newport for [no.] years. Access to my garage is via a gravel laneway off Grandview Drive . This Laneway provides access for the residents from No. [address] to No. [address] (8 properties).</p> <p>During this time we have filled pot holes , added road base to keep this laneway operational . During storms and rain, the stormwater run off from the homes above this laneway have eroded the laneway and in a recent storm No. [address] Grandview's home was undermined and could not be lived in . This Laneway is again in a state of disrepair. This Laneway is also used by emergency services and Postal services. I'm asking you to consider fixing this laneway with funds from the Delivery Program.</p>
<p>Good day, I have checked a delivery program 2021-2025 and I couldn't find any mention of footpath extension/rebuilding on Anzac Ave, Collaroy.</p> <p>Me and my wife are Collaroy residents living at [address] Anzac Ave, Collaroy NSW 2097. Recently we have got an addition to our family as a cute baby boy.</p> <p>Anzac avenue is a relatively busy road, which is also quite narrow but still allowing 50 km per hour for cars. I see many people walking along the road heading to the beach from nearby streets and Collaroy Plateau. The footpath is built only from the beach until Melody Ln and after that there is no footpath for pedestrians. It poses danger for pedestrians including myself when I go out for a walk with the pram. The amount of people walking on Anzac Ave is really high and I don't understand why a footpath hasn't been developed yet.</p>
<p>Dear Council, I have been unable to make your submission form button on the website work so am resorting to email.</p> <p>I am writing as a former house owner who ran a functioning compost heap for many years. I am now in a unit and cannot do the same. There are many unit dwellers in the council area who, along with those incapacitated by age or other disability plus those who simply can't find the time or the wish to home compost.</p> <p>It is troubling to see how much food waste goes into communal unit block bins, wrapped in plastic and destined for landfill and anaerobic breakdown producing methane. This is not good for preservation of local landfill capacity, our emissions management or our recycling goals.</p> <p>The council should adopt a food waste collection program for recycling into compost in the same manner as if operating in other council area in the state and around Australia. London Councils have been running such a scheme successfully for around 30 years.</p>

<p>Please implement a food waste collection scheme at the earliest opportunity.</p> <p>I also endorse, congratulate and urge continued action on council's investigations into restarting a soft plastic collection and recycling service. Please keep up this good work.</p> <p>Thank you for reading this submission.</p>
<p>I live on Sandy Bay Rd and was interested in one budget item you have for Sandy Bay Road – "Carpark, landscape and pathway improvements and half court at Sandy Bay Road, Clontarf". Can you let me know where the half court (basketball) is going to be put. I hope it is not in Sandy Bay Reserve close to resident properties. We already have enough problem with excessive barking of some dogs in that offleash area.</p>
<p>I have just read the areas highlighted for works over the next period. Given that protection of our beautiful environment is key, I am disappointed that there is no urgency in replacing the old diesel buses that frequently run 167 route.</p> <p>The noise pollution is extreme to say the least. If these buses must be used, why not put them on busy road (eg Pittwater or Manly to North Sydney routes?).</p> <p>It would also be great to see the introduction of electric buses sooner rather than 10-15 years!!</p>
<p>I have perused your draft plans/budget and nowhere do I see any mention of road repairs/resurfacing to the upper end of Pavilion St Queenscliff which has always been neglected in the past while the other end has been tarred on more than one occasion.</p> <p>The upper end requires urgent attention!!!!</p>
<p>I may have missed something here but, as a resident of Manly, I fail to see how the improvement to the wharfs at Mackerel and Currawong beaches comes under the Manly/Fairlight works budget. Please advise me.</p>
<p>"Lighting and irrigation upgrades at Freshwater High School" is noted on Page 3 of the "Draft Operational Plan and Budget 2023/24 Curl Curl, Freshwater, North Curl Curl, Queenscliff" yet Council has failed to include this item on its "Draft Capital Works Program 2023-2024" map. Why? Please ensure this map is updated to reflect this "Local Project".</p>
<p>Budget Submission:</p> <p>It is an observation from having lived all my life on the Northern Beaches that the more things change, the more they stay the same. During that time, Warringah Council ceased being a shire, Pittwater Council was created and dissolved, Manly Council was dissolved and Northern Beaches Council has been created.</p> <p>As a supporter of the amalgamation of the three councils, because I believed that residents of the Northern Beaches considered themselves primarily as such and not based upon which LGA they were located, it made sense that with a larger population providing the income and the economies of scale, that significant savings would be achieved. That has not been the case. The staffing level of the merged council is still the same as that of the three councils and overall expenditure continues to rise unabated. But what of the areas of expenditure that originated in pre-merger councils and continue today?</p> <p><u>Manly Art Gallery and Museum</u></p> <p>If ever an institution was misnamed, then this is number one. There is nothing of historical interest in the building. If it was a museum, there is nothing to show for it and no indication of what would be the theme of any exhibition, should there be a collection buried somewhere in Council storage. There</p>

once were some surfboards stuck up on the rafters of the building, but they have since been removed. As for the art collection! Well, all that can be said for it is that it is uninspiring and the number of people who visit the art gallery bear testament to that fact. A volunteer once stated that they were lucky to get 100 visitors per week. So at a cost of more than half a million dollars per annum, approximately 5,000 people will visit the gallery and be underwhelmed by the display.

When you consider that within a short ferry ride of Manly there are two of the best art galleries in Australia it begs the question as to why we persist in maintaining a second-grade gallery which has such low patronage. 'True Local' identified one hundred and sixty-nine art galleries on the northern beaches which are predominantly privately owned and appear to generally be operating at a profit.

It is therefore for the councillors to consider whether operating an art gallery is part of the functions of a 21st century local government body. The world has moved on and what was previously a well-regarded part of local government has been taken over by private enterprise and in a lot more efficient and profitable manner.

Street Sweepers

Every month a street sweeper drives down both sides of Sheridan Place sweeping up a bit of dust and a few leaves that lie in the gutter. There are no trees in our street and only a handful in the neighbouring properties. The street sweeper does the entire Fairlight hill driving down the middle of the road and occasionally ducking into the gutter between the numerous parked cars. It is well known that there are many cars parked on the street throughout the Manly ward because residents are subject to a parking permit scheme. No longer able to access the gutter, except in occasional circumstances, a street sweeper does little more than add to global warming. Maybe more gross pollutant traps are needed and be a better option than the street sweeper.

Footpaths

It never ceases to amaze how council officers are able to select the most undeserving streets to have new or repaired footpaths. Take Carlton St Manly, on the western side of Pittwater Rd and Francis St Fairlight, just off Balgowlah Rd, both have recently had sections repaired but when you see the condition of the unrepaired sections you question why these footpaths were given priority over other roads that have no footpaths, like Bennett St Freshwater. Bennett St Freshwater is used by hundreds of teenagers attending Freshwater High, by people attending Harbord Bowling Club and by netballers and their families accessing John Fisher Park. Freshwater High and the bowling club were established in the 1950's, over sixty years ago and still there is no footpath along Bennett St. In contrast look at Griffin Rd Curl Curl which has footpaths on both sides of the road and has very little foot traffic on the western side.

Of course, one reason maybe that those that complain the loudest, no matter how underserving their claim, receive priority over more deserving cases. A couple of years ago a resident of Queenscliff headland started a Facebook page demanding that a ramp be created to improve access for people with prams and in wheelchairs. It is noted that expenditure for this proposal is in this year's budget at \$600,000. This expenditure cannot be justified when you consider the arguments against it:

- The proposed ramp only serves one-third of the hill;
- The other two-thirds of the hill are too steep to have a ramp installed;
- Buses are available for people with prams and in wheelchairs to take them to the 3 stops from the bottom to the top of the hill;
- The construction area, 150m of Greycliffe St from the bridge, will require at least one side of the road to be closed for the safety of workers;
- What will happen to the 166 and 167 buses during the construction phase?; and
- What will happen to residents adjoining the construction site to enable them to get vehicle access to their properties during the construction phase?
- The cost is hellishly expensive.

Or another example of questionable footpath expenditure can be found with the proposal to build a plastic walkway in Manly Dam which is to cost a whopping, \$1.8M. This proposal was born out of the fertile mind of a state or council employee who decided they needed to put a human stamp on the ability of people to view nature in all its pristine glory. No consultation was undertaken with the Save Manly Dam Conservation Committee (SMDCC), or with the general public, before the idea was trumpeted out of Council and the office of the then Minister for Conservation, Rob Stokes. Subsequently, a survey was cobbled together with a distinct bias to have the public endorse the idea. Unsurprisingly, at the last state election, both Rob Stokes and James Griffin advised members of SMDCC that they had no idea that the proposal was not approved by the committee and could not support it for that reason.

How many high demand footpaths could be constructed for \$2.4M? It would seem that for \$3M the answer is in fact 138.28 kms, (from budget presentation papers).

Hop Skip Jump Bus

This expenditure of \$1.6M should not proceed. It is an affront to all the other ratepayers who do not live in the Manly Ward. How can the other nine councillors look their local residents in the eye and justify this expenditure? Where is the equity in giving a handful of residents the benefit of free transport that is not available to other residents of the Northern Beaches? It should never have happened once Stockland stopped funding the service after construction in Balgowlah came to an end. The bus is often empty or with only a few passengers and during the morning peak hour many passengers get off the bus at Manly Wharf. The bus was meant for shoppers but now it is running all day long, seven days a week.

Council Buildings

After the merger it was suggested to a councillor that an audit of council buildings should be undertaken to identify all of the merged council's real estate holdings and which of those properties were surplus to council needs and could be sold, were in need of repair, or could be better utilised.

In Manly there is wood rot in the sight screen support at the southern end of Manly Oval and the building in Raglan St, across the road from the oval, desperately needs its window frames painted. A million dollars was spent on the building's fit out, yet they failed to paint the outside window frames. Then there is the tiny building on the corner of Raglan St and Pittwater Rd which would appear to have very little utility value.

A comprehensive initial report for the establishment of a surf museum prepared about three years ago identified several buildings in Manly suitable for such a museum. Councillors at the time were each sent a copy of the proposal for which feedback from the then mayor was that "museums never work". That's an interesting point of view from someone who supports the Manly Art Gallery and Museum, which runs at a half million dollar loss each year.

A surf museum proposal would be a far better use of the art gallery building and given the way museums are set up and run these days, is highly likely to generate a surplus. The surf museum at Torquay, in provincial Victoria, gets over 30,000 visitors per annum, consider how many people would visit a surf museum in Manly with interactive displays and AI technology.

That's not even taking into consideration the fact that for decades the art gallery has been unable to attract visitors and will continue in that vein regardless of how much open space is created with the demolition of the aquarium. People will continue to get off the ferry and walk up the Corso to the beachfront, eat fish and chips and then return to the ferry and go home, without so much as a glance towards the open space and art gallery on the West Esplanade. A destination drawcard would change that.

Manly Town Hall

So Council has authorised expenditure for a feasibility study for the proposal to convert the town hall into a performance space and exhibition centre. The reasons against such a proposal are obvious: we have Glen Street Theatre, we have Star of the Sea Theatre, we have auditoriums at Mackellar Girls High, Balgowlah Boys High, Freshwater High and several other nearby schools, we have an empty picture theatre opposite the wharf and an underutilised picture theatre complex at Warringah Mall, we have the Manly Art Gallery.

Why do we need another under-utilised asset that will drain Council finances? You only need to look at what has happened at Pt Macquarie Council with their Glasshouse and at other councils, to see where this proposal will go and how it will ruin Council finances. Why not do a feasibility study on the potential to convert the town hall into offices and receive an enormous amount of rent from the leases. You would have real estate agents jumping at the opportunity to develop such a proposal.

Economic Development, Events and Engagement

With a budget of \$11.2M and staff numbering 51.6(FTE) this department is screaming out for a comprehensive review. The budget is to increase this year by \$793,000 or 7.6% and staffing is to rise by 11.2%.

The obvious question here, given the number of events that Council either promotes directly or in conjunction with a third party, is what this has to do with running a council? Yes, immediately after covid it was a good idea to support local businesses, but we are now well beyond the shutdown period under covid. So why does Council continue to maintain a department devoted to staging events? For instance, why does Council run (pun is intended) the Fun Run? There are already two well established fun runs operated over many years by Rotary, so why does Council get involved with a third and since when is this a function of local government?

The provision of economic development services is questioned on the basis of similar services being delivered by the other levels of government, by chambers of commerce and by industry associations. There can be little doubt that there is a duplication of services given the number of entities providing such services throughout the LGA and online. This may possibly be borne out by the low number of people who sought business support advice annually, >300. It would be informative to find out the number of people who attended each of the council's webinars and functions that were staged to support the business community. Given that there are 32,361 local businesses you would want an activation of at least 300 or 1% for each event. At some of these events you would be lucky to see 0.1% of the business community in attendance.

The Performance Measures appear to have an inherent bias. Take the satisfaction with Council's community and business events which is projected to rate at 80%. This measure is absolutely meaningless if the number of people attending these functions are negligible, compared to the total number of residents or businesses on the Northern Beaches.

Traffic Committee Expenditure

Over the last few years there has been a number of supposed traffic safety improvements made throughout the LGA:

- Coloured road markings at the corner of Sydney Rd and Whistler St Manly;
- Piano style crossing at the corner of South Steyne and Wentworth St Manly;
- Bright orange 30 kph painted on the road at several locations along North and South Steyne Manly;
- Raised concrete road dividers at several locations along North and South Steyne Manly
- Orange markings painted on several streets in Dee Why.

What need was identified for these installations? Were there reports of traffic incidents occurring in these locations and if so, what were they and how many? Has there been a study done to

demonstrate the effectiveness of such installations? Has there been a report done that proves the effectiveness, or otherwise, of these installations?

It appears not, because when the speed limit was set at 30kph on North and South Steyne, all that the Main Roads Department could advise was that it originated at the request of the then Manly Council and was based upon a similar speed limit introduced in Liverpool, (that speed limit in Liverpool was recently removed). Manly Council had been defunct for some five years by this time. Main Roads also could not, or would not, give traffic accident statistics to support the need for these installations. If you drive along North and South Steyne you are lucky if you can go at 30kph.

Some closer oversight is needed of this committee which initially was dubbed "The No Stopping Committee" because at that time it seemed that their solution to every problem was to erect a "No Stopping" sign. Now it seems to be to paint bright colours on the road.

Kayak and Dinghy Storage

Some residents have had their name down to store kayaks at Little Manly for more than seven years. About twelve months ago a survey of people who were storing kayaks and dinghies, or on the waiting list was undertaken to see if they still wanted storage.

It is note that the number of spaces available at some locations is to be expanded. It begs the question, how many people will remain on the waiting list after the expansion? Does Council charge a fee for this service, which would no doubt be very profitable?

Ranger Activities

During winter two rangers were said to be employed after hours on a Friday night to patrol 'The Office' in Manly. Given the reduced patronage of The Office in winter, was it really necessary and why is it necessary for Council to have rangers patrol the area at all, summer or winter? Isn't crowd behaviour the responsibility of police? Even if in attendance, rangers would have very limited powers to do anything about bad behaviour. Let's not forget that a few years ago a ranger had his jaw broken by some illegal campers, so imagine the risk to rangers of taking any action where alcohol is involved. Do rangers ever check to see if personal trainers using Council parks and gardens are registered with Council?

Audit

As stated at the start of this report, "the more things change, the more they stay the same" and given that so much that has been identified or questioned in this submission are about activities that go on from one year to the next, is it not appropriate and timely for the next CEO to conduct an audit of the functions of Council and the process by which they are undertaken? Savings are there to be realised and income is there to be generated.

RE: Sports Lighting on Freshwater Senior High School's Sports Field

I must object to this proposed initiative in the strongest possible terms My property is adjacent to Freshwater High School

I am amazed to find out that Northern Beaches Council and the NSW Department of Education entered into a licenced agreement in October 2021 for the use of Freshwater Senior High School's sports field after 4pm without either body having the courtesy to consult the local community.

The reasons for my objection are as follows

- The parcel of land in questions adjoins a wildlife corridor. Lighting beyond daylight hours will have a detrimental impact on the delicate balance required for the wildlife to flourish.
- By Increasing the lighting on the sports field the neighbours in the vicinity will have extra unwelcomed light pouring into their homes. Many of these homes have young children and the extended lighting will easily upset the young children's sleep cycle.
- With sport comes extra noise, the coaches shouting out, whistles being blown with the piercing sound being intensified at night and being carried further and the natural cheering of

support for the team members. This is further disturbance for the local community especially the younger children and also for those who retire early at night because they have an early start to their working day

- At present some sporting teams are using the sports field. Often the language used is most inappropriate by society's standards. Neighbouring properties are already being subjected to this most unsuitable noise. There is definitely no room for further noise of this nature.
- It cannot be assumed that the participants will be parking in the parking lot that has its entrance on Harbord Road. There sporting field in question can be accessed through Manuela Place, (a cal de sac) a narrow road. Manuela Place is accessed by Bennett Street another narrow road with poor lighting. There would be an increase in traffic to access the sports field. Not only is this a safety issue for residents but also increase in noise with car doors continually closing.
- Increased sport activity which would come from having sport field lighting will have a detrimental effect on property resale values. No one will want to buy a property which has continual noise at its back door into the night.

It for the above reasons that I lodge my objection to the installation of sport lighting on the Freshwater Senior High sports field

I have been made aware that there is a proposal to add sports lighting outside Freshwater Senior Campus.

I would like to object to this, my concerns are:

- Safety concerns from increased traffic
- Loss of amenity to local community
- Increased traffic congestion and making parking increasingly difficult in the neighbourhood
- Noise pollution
- Light pollution
- Being detrimental to wildlife in this area

We objected to this before and thought this issue had been closed only to find out it has now tried to be snuck past us. Very disappointed in council for this.

I do not want sports lighting on the Freshwater campus sports field as this will inevitably pave the way for an expansion onto neighbouring fields where we already have unsafe traffic for local children due to school children on week days and visiting sports on weekends .

This creates excessive noise.

More unsafe traffic and illegal parking which impacts local residents.

I do not want any more out of hours use of this space it will add to the existing problems that exist today.

Duffys Forest Residents Association:

Thank you for the opportunity to comment on the Draft Delivery Program (DDP). We acknowledge that the finite budget and such a large and disparate area present a considerable challenge and need for prioritisation.

Nevertheless, Duffys Forest Residents Association (DFRA) notes the following anomalies in regards to our locality.

1. Duffys Forest/Terrey Hills RU4 zone is not mentioned specifically in the program. DFRA has worked with Council community liaison representatives to help raise awareness of projects

we have identified, however without these projects being part of the ongoing budgeted program, the unsatisfactory ad hoc approach the RU4 Zone has endured for decades will continue.

2. The Community Bridle Trail continues to be overlooked by Council despite this asset being unique to the Northern Beaches and the rural character of the RU4 zone. Council has failed for decades to budget for ongoing maintenance and repairs. As a result the current state of the bridle trail is unsafe to the many riders in the area.

At its February 2023 meeting, Council resolved to repair and reinstate the Community Bridle Trail which extends from Anembo Reserve to JJ Melbourne Hills Memorial Reserve (approximately 8km). This should be budgeted and appear in the DDP.

3. The DDP needs to recognise the need to increase the budget to support improving Council's record of environmental compliance. This locality is suffering significant loss of bushland verges with little or no action by Council.

4. Council appears to be prioritising cycleways across the Northern Beaches, however despite Booralie Road being a frequently used road for recreational cyclists, Council has completely overlooked any provision for a safe cycleway. Booralie Road is the main thoroughfare through Terrey Hills and Duffys Forest with a very high volume of recreational bike riders using the 10km return course from Terrey Hills shops. Conditions are quite unsafe with bike riders, pedestrians, horse riders, private vehicles and trucks sharing this route; it is inevitable that there will be a fatal accident. A dedicated cycleway should be part of the DPP.

5. There are numerous areas in Duffys Forest/Terrey Hills with extensive weed plumes arising from public and private properties that are encroaching on Ku-ring-gai Chase and Garigal National Parks. Two examples of many such areas are the east side of JJ Melbourne Hills Memorial Reserve and the west side of the Peninsular Firearm Academy and St Ives Pistol Club on Mona Vale Rd. There should be a systematic program for dealing with all such plumes to protect public lands and the surrounding national parks.

6. In general, roads in Terrey Hills and Duffys Forest are in a poor state of repair, with numerous potholes. These are patched as reported, and frequently recur with the next heavy rain. A number of roads need to be resurfaced rather than being subject to the current inefficient and ineffective approach. Three examples of many are Larool, Aumuna and Tooronga Rds.

7. Most properties in Duffys Forest are 2 hectares and with the current approach subject to very high Council rates, yet receive the same services as smaller blocks with much lower rates. This disadvantage should be addressed by taking into account the number of occupants and the level of services, rather than the size or perceived value of the property.

We urge Council to address these anomalies in the Delivery Plan.

Yours sincerely,
name provided
Secretary, DFRA
Duffys Forest Residents Association Inc

I unfortunately missed the deadline for submission of comments on the Delivery Program due to a short hospital stay, however I would like to add a submission regarding the 2023-24 Roads Resheeting program:

Cliff Street in Manly has been included on the council's Re-Sheeting Program for several prior years but has not been completed due to other works required first (e.g. new pedestrian crossing at corner of Cliff Stand Darley Rd.)

I note in the 2023-24 re-sheeting program that Cliff Street has now been removed from the program despite it desperately needing repairs. The road has been patched up dozens of times over the last year due to potholes. Cliff Street is the primary emergency access route to Shelley Beach and the Eastern Hill and should be maintained to provide safe access for emergency vehicles. Similarly, Darley Rd is a disgrace due to multiple utilities digging up sections of the road over the last 12 months. Darley Road between Addison Road and Victoria Parade should also be resurfaced.

Please reinstate Cliff St and sections of Darley Road to the 2023-24 re-sheeting program

Avalon Preservation Trust:

We are concerned that the total expenditure proposed in the Draft Delivery Program Plan for the Avalon Beach Shared Zone is very inadequate for a project of this size and significance. However we thank you for the responses to questions from Pittwater Community Alliance for implementing the Plan. We understand these are as follows---

2023/24 \$550k - Repaving Old Barrenjoey Rd footpath on west side opposite Woolworths, some ambient lighting in Dunbar Park and Consultation and design of an off-road bike park

2024/25 \$800k - Streetscape upgrade on Old Barrenjoey Rd near Woolworths

2025/26 \$1million - Commercial Centre Upgrade Program

2026/27 \$1million - Commercial Centre Upgrade Program

Our concerns about this plan are based on the following---

APA consistently argued for the footpath repaving of the village to be given first priority followed by ambient lighting throughout the village and this was supported by the CEO Ray Brownlee.

We note that the first proposed expenditure does indeed include a very small area of repaving (and a small area of ambient lighting) but these would be too insignificant to be recognised as parts of the Place Plan and the pavers would need to be the material, colour and size selected after careful research for the whole of the village.

Any immediately urgent paving repairs should be done with the existing pavers and as a maintenance expense.

We need something that will make a statement and not be frittered away on piecemeal "select short term actions" as above. Something that will make people say "do you remember all that talk about having an Avalon Place Plan --- something is actually being done" !!

We also believe that all the Council staff and community members who worked for years to complete the Place Plan deserve to have something that will have popular support.

The answer is to redirect the \$550k and the \$800k (we don't need \$800k spent on the streetscape near Woolworths) entirely toward repaving the village. This was the most sought-after improvement and will have a real impact.

This can be followed later with a portion of the \$2million Commercial Centre Upgrade Program to undertake the Ambient Lighting project for the whole village and with further funding that will be needed to complete the remainder of the whole approved project.

We urge Council to look seriously at this request as we believe the benefits can be substantial for all involved.

Management Committee
AVALON PRESERVATION TRUST

I am aware that I have missed the submissions date by a couple of days but I ask that our concerns be taken into consideration please.

We are very concerned about the use of the sports fields behind freshwater senior campus after 4pm. This will add to the already busy parking & traffic conditions that we have to endure as local residents due to varying use of the sports fields throughout the year as well as student traffic and parking during term time.

The evenings are currently the only time we have respite from this unacceptable level of traffic, and when the children are playing in the street at weekends it's very hazardous with people trying to find parking spots for sports and driving erratically in an unfamiliar place. We are trying to preserve our little safe and caring community, we work hard to support each other and maintain neighbourly connections in an increasingly physically distanced world. We would appreciate councils support in this.

Thank you for taking the time to read and consider this submission.

Manly Warringah Football Association:

I am writing to offer the support of the Manly Warringah Football Association for the instillation of lights at Freshwater High School.

The Manly Warringah Football Association is the biggest grassroots football association in Australia with 19,023 players in 2023, including more than 6,400 female participants.

That number has increased by 1000 people over the last two years and has added to the challenges our community faces in terms of finding adequate space for our Community Sporting teams to train and play.

This number is expected to grow in coming years with Australia hosting the Women's World Cup in 2023 with female participation expected to grow even further.

The MWFA works closely with Northern Beaches Council to continue to implement the 2017 Northern Beaches Council Sports Field strategy, which identified a drastic shortfall in available sports grounds.

The gap between what we have and what is required has grown even further apart since the Sportsfield Strategy was published. Such is the seriousness of the need to impliment these lighting projects.

Lighting upgrades is a major part of implementing that strategy and the intended upgrade of lights at Freshwater High School will be a significant step in increasing capacity for local community exercise and organized sport.

The lighting at Freshwater High School will have enormous benefits for Curl Curl Football Cliub, which has 1,251 players in 2023. We fully support the endeavours of the Northern Beaches Council to ensure the lighting meet the following standards:

- The Australian Standard for football, training (50lux) and match practice use (100lux).
- Obtrusive lighting Australian Standard.
- The Federal Government guidelines for the protection of wildlife.

Importantly, we also support the plan to incorporate technology including LED to maximise energy efficiency and overflow of lighting into surrounding areas.

A lighting project of this magnitude will allow a huge increase in training capacity at the field with training available for an extra 20 hours a week. As well as the obvious benefits of more capacity, it

also allows training load to be spread around, which reduces wear and tear and maintenance at adjoining fields.

MWFA would like to reiterate its unwavering support of the lighting upgrade at Freshwater High School.

I am available at any stage to discuss the MWFA's support.

Kind Regards

name provided]

Manly Warringah Football Association

Document administration	
Version	1.0
Date	14 June 2023
Approval	<p>Program content provided and approved by Corporate Strategy Team. Responsible Manager: Michael McDermid</p> <p>Engagement content provided and approved by Community Engagement Team. Responsible Manager: Trish Chaney</p>
Status	Final
Related Projects	
Notes	Community and stakeholder views contained in this report do not necessarily reflect the views of the Northern Beaches Council or indicate a commitment to a particular course of action.