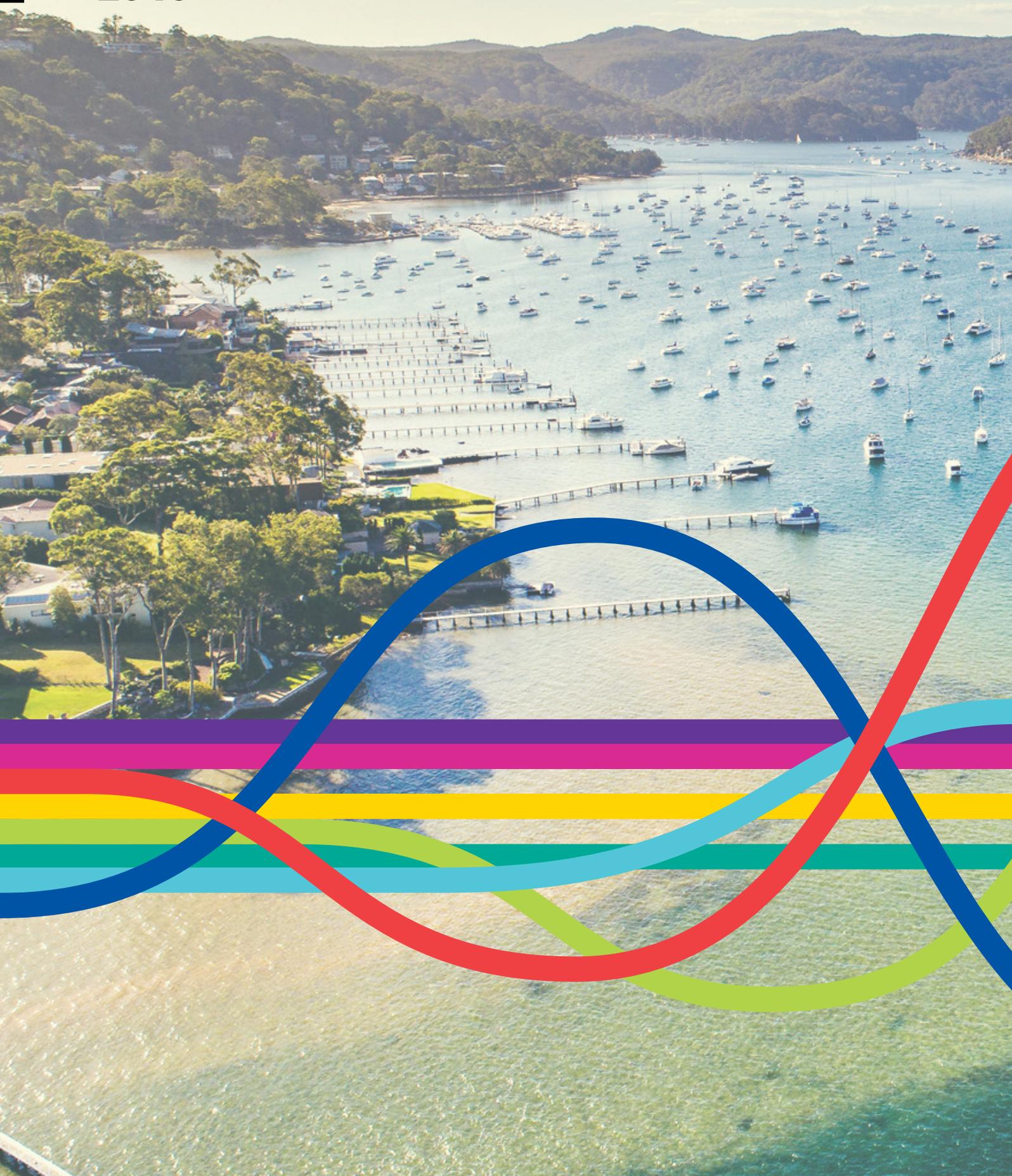


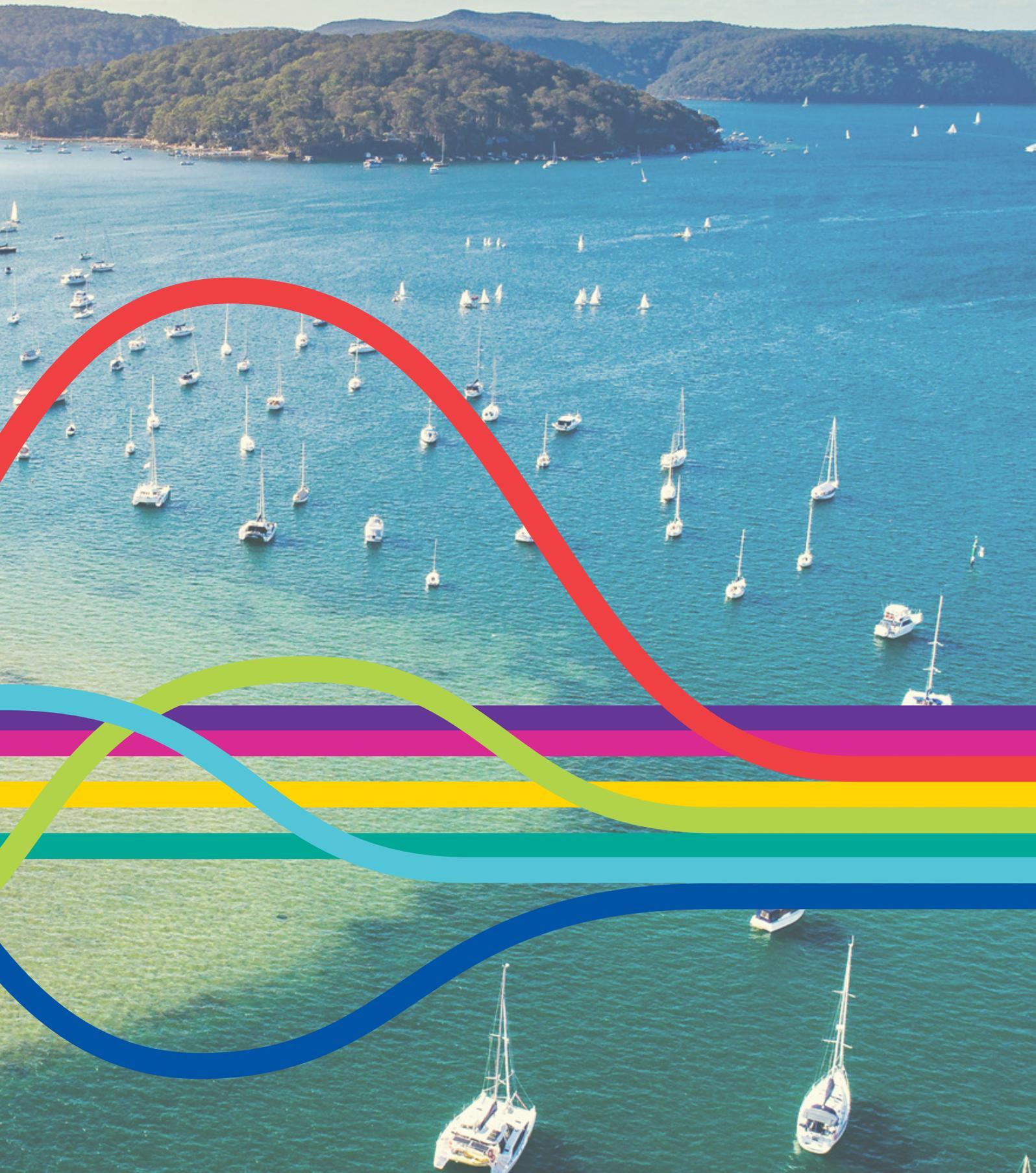
Towards 2040

Draft Local Strategic Planning Statement



Towards 2040

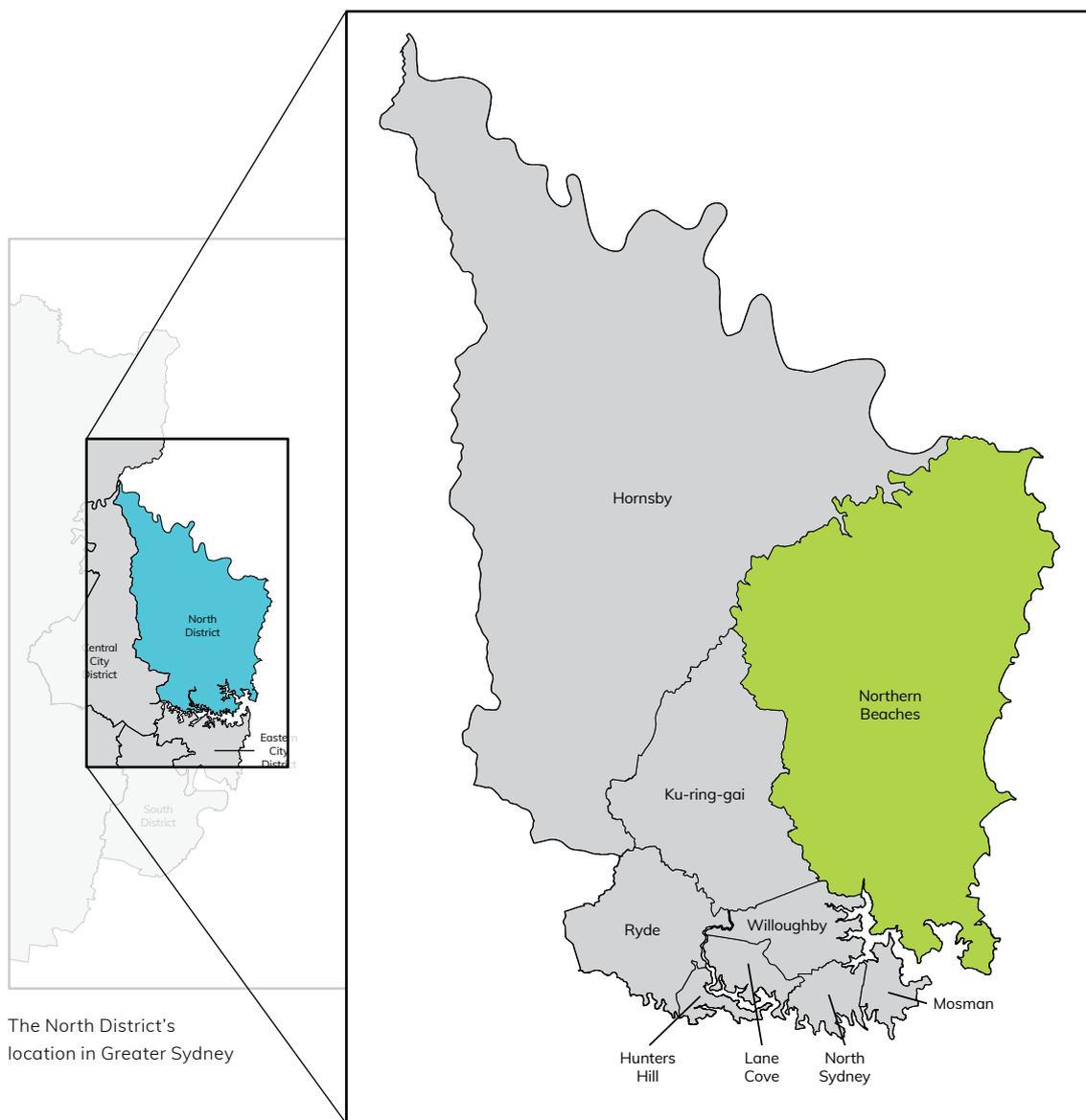




Disclaimer

While every reasonable effort has been made to ensure this document is correct at the time of printing, Northern Beaches Council disclaims any and all liability to any person in respect of anything or the consequence of anything done or omitted to be done in reliance upon the whole or any part of this document.

Figure 1
Metropolitan context of the Northern Beaches¹



The North District's
location in Greater Sydney

The Northern Beaches location in the North District

Curl Curl



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northern
beaches
council

Towards 2040

We acknowledge the traditional owners of this land and elders past and present. We recognise Aboriginal people as the original custodians of the Northern Beaches.



Mayor's Message

Like the rest of Greater Sydney, the Northern Beaches is growing. By current trends, an extra 39,000 people will call the Northern Beaches home over the next 20 years.

This draft local strategic planning statement – *Towards 2040* – is our commitment to making the Northern Beaches an even better place to live in 20 years from now.

Towards 2040 is our roadmap for sustainably managing how we evolve and grow. Change is inevitable. *Towards 2040* allows us to influence how it happens and plan for it responsibly.

It will help us manage future development that is true to our community's vision and in keeping with our lifestyle, environment, local character and community needs.

Towards 2040 underpins our promise to the community in Council's Community Strategic Plan, *Shape 2028*, to "effectively plan for future growth by balancing regional priorities with local values". We'll review this statement at least every seven years, allowing us to refine our plans and respond to our growing community along the way.

We will always keep looking ahead to address the numerous priorities we have identified in terms of housing, infrastructure, transport and connectivity, heritage, local character, community facilities and services, great places, open space, climate change and the environment.

I am grateful to the hundreds of community members who attended workshops and focus groups, completed surveys and continued the conversations we started with *Shape 2028* about the future of the Northern Beaches.

We now have a living document that will evolve as our community does. Your input has been critical and will continue to be. I look forward to sharing the journey ahead with you.

A handwritten signature in black ink that reads "Michael Regan". The signature is fluid and cursive, with a long horizontal line extending to the right from the end of the name.

Michael Regan
Mayor

About Towards 2040

Towards 2040 is Northern Beaches Council's local strategic planning statement. It guides land use planning for the Northern Beaches over the next 20 years.

Towards 2040 has been prepared in accordance with the requirements of Section 3.9 of the *Environmental Planning and Assessment Act 1979*. It will inform the development of Council's new Local Environmental Plan (LEP) and Development Control Plan (DCP), broader Council policies and strategies, and the assessment of planning proposals for changes to Council's planning controls.

Towards 2040 reflects local values and aspirations, building on the 10-year vision set out in the Community Strategic Plan, *Shape 2028*. It applies to the whole Northern Beaches Local Government Area (LGA).

Towards 2040 includes:

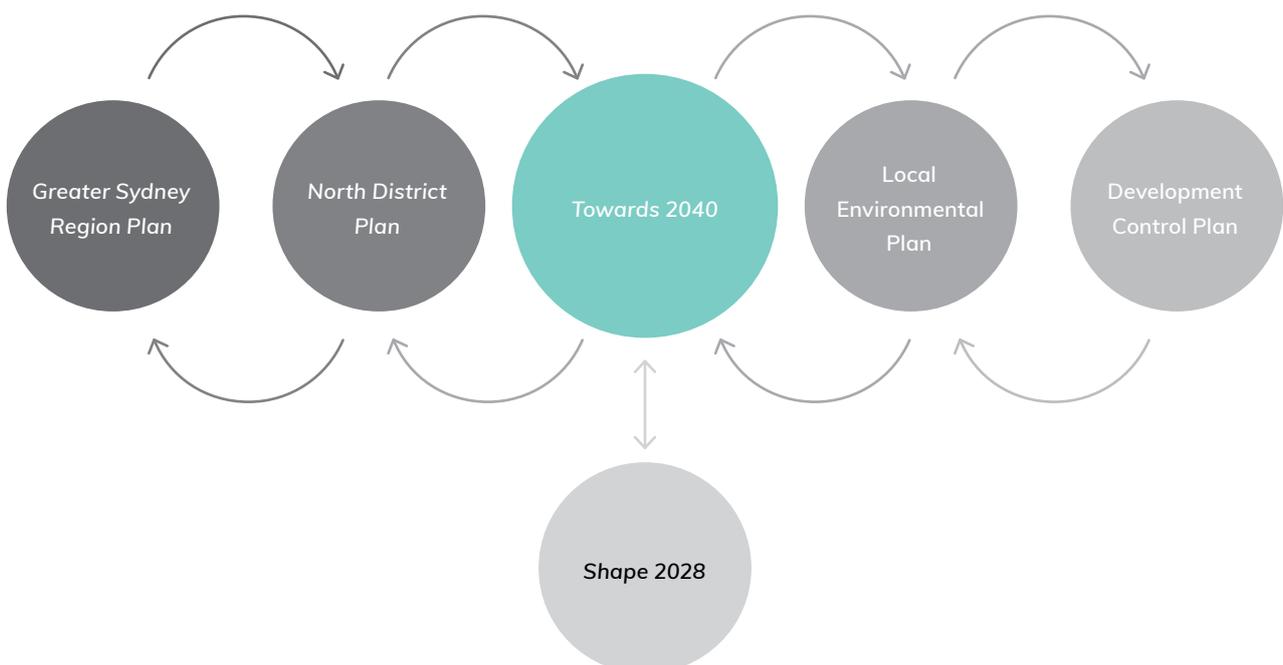
- a 20-year vision
- planning priorities that guide local land use planning

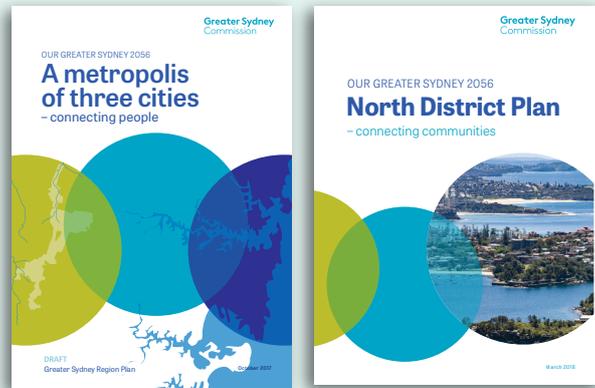
- principles that underpin planning priorities and actions
- actions we will take to help achieve the priorities
- measures of success and an implementation program to determine whether priorities have been achieved.

Towards 2040 aligns with the *North District Plan* and *Greater Sydney Region Plan* and acts as the bridge between strategic land use planning at the district level and local statutory planning. Towards 2040 will be reviewed and updated at least every seven years.

While Towards 2040 is a 20-year plan it draws on data projections from the 2016 ABS Census, which are to 2036 only.

Figure 2
Strategic planning framework





The strategic plans that guide the direction for Greater Sydney and the North District



Evidence base provided by technical studies, strategies and plans



Community engagement including surveys, strategic reference group workshops and focus groups

How to read this plan

Local context

- sets out the local strategic planning context for the Northern Beaches
-

Local vision and structure plan

- outlines our local strategic planning vision for the Northern Beaches
-

Four themes

- shape the plan based on the influences for the Northern Beaches and North District: sustainability, infrastructure and collaboration, liveability and productivity
-

Directions

- structure *Towards 2040*'s priorities, principles and actions: landscape, efficiency, resilience, infrastructure and collaboration, people, housing, great places, connectivity, jobs and skills



Planning priorities

- establish focus areas to progress the *Greater Sydney Region Plan* and *North District Plan* as they apply to the Northern Beaches LGA
 - help achieve the local and district vision
 - are not ordered in priority, as many relate to one another, requiring *Towards 2040* to be read in full
-

Principles

- are the objectives that underpin the planning priorities
-

Actions

- represent initiatives and projects that specify how we will achieve the planning priority
 - are set against timeframes and the agencies we will partner with or that are responsible for implementation
-

Measures

- indicate how we will monitor progress towards the directions and planning priorities
-

Implementation

- sets out how *Towards 2040* will be implemented, monitored, reported and integrated with other Council strategies
-

Broader planning framework

The priorities, principles and actions are in addition to those in the *Greater Sydney Region Plan* and *North District Plan*. Current legislation and NSW Government-endorsed policies will also apply to projects and initiatives.

Acronyms

Acronyms	Name	Acronyms	Timing
AHO	Aboriginal Heritage Office	I	Immediate imperative
CHP	Community Housing Provider	S	1 - 5 year
DCJ	NSW Department of Communities and Justice	M	6 - 10 year
DOE	NSW Department of Education	L	11+ year
DPIE	NSW Department of Planning, Infrastructure and Environment	O	Ongoing
GA	Government Architect NSW		
GBCA	Green Building Council of Australia		
GSC	Greater Sydney Commission		
Heritage DPC	Heritage - the Department of Premier and Cabinet		
MLALC	Metropolitan Local Aboriginal Land Council		
NSROC	Northern Sydney Regional Organisation of Councils with members: Hunter's Hill; Hornsby Shire; Ku-ring-gai; Lane Cove; Mosman; North Sydney; City of Ryde and Willoughby		
NSWALC	NSW Aboriginal Land Council		
NSWH	NSW Health		
NPWS	National Parks and Wildlife Services		
RMS	NSW Roads and Maritime Services		
SNPHN	Sydney North Primary Health Network		
TfNSW	Transport for NSW		

Strategic context

We expect that by 2036, more than 292,000 residents will call the Northern Beaches home. Demographic trends and projections influence planning for housing, jobs, infrastructure, facilities and other services.

The community

The Northern Beaches' population increase of around 39,000 people over the next 20 years represents 3% of Greater Sydney's growth. The population today is older than the Greater Sydney average and we expect this trend to continue. The LGA also has a distinctly lower proportion of young adults compared to Greater Sydney. This could change, provided we can address the outflow of young adults to other areas.

More than 65% of people are of European ancestry and 20% of Australian ancestry. Just half a per cent of the population identify as being of Aboriginal and/or Torres Strait Islander descent. The most multicultural suburbs are Dee Why-North Curl Curl, Beacon Hill-Narraweena and Forestville-Killarney Heights. Most of the LGA is relatively advantaged, with small pockets of disadvantage around Narraweena and Dee Why.

The environment

The Northern Beaches LGA encompasses 254km² and includes urban and natural environments that support an extensive diversity of plants, animals and microorganisms.

A mix of creeks, wetlands, lagoons, estuaries, groundwater and constructed waterways flow into coastal lagoons, beaches or into Sydney Harbour, the Hawkesbury River and Pittwater. The open coast spans over 80 kilometres, with 24 ocean beaches, aquatic reserves, intertidal protection areas and two national surfing reserves. Approximately 15,500 hectares of bushland is located in national parks, Council-managed reserves, NSW Government-owned land, schools, golf courses and in private ownership.

The LGA boasts one of the highest urban tree canopy coverages in Greater Sydney and a diversity of open space. It includes scenic and cultural landscapes that form part of the local identity and support the local economy.

Figure 3
Population - Northern Beaches LGA (2016)

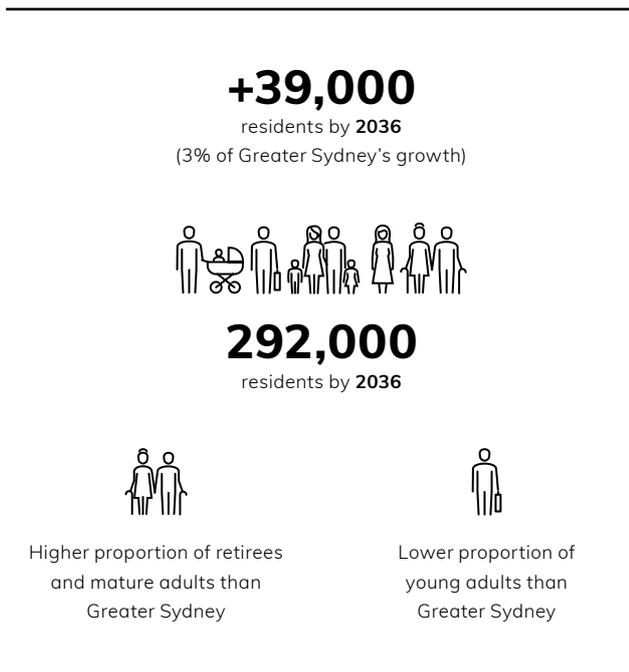
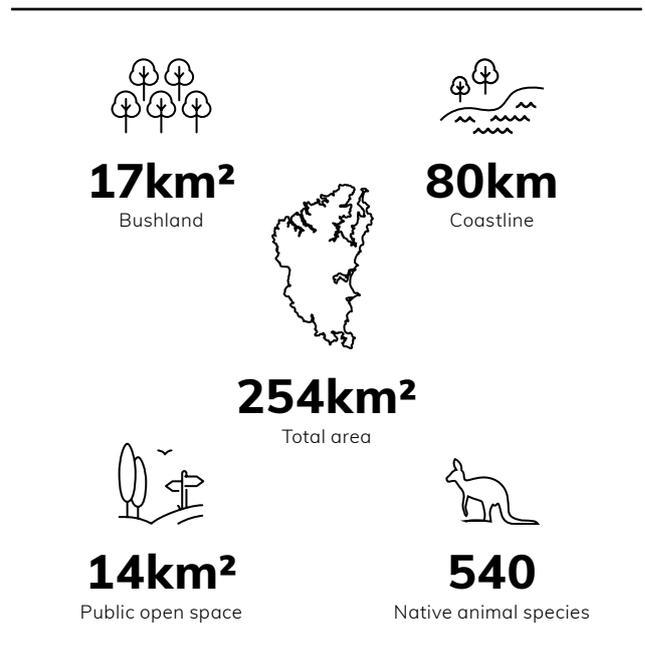


Figure 4
Environment - Northern Beaches LGA



The Metropolitan Rural Area provides a buffer to surrounding national parks, supporting environmental conservation, Aboriginal heritage and culture, rural and employment uses and critical infrastructure.

The LGA is particularly vulnerable to natural hazards including bushfire, flooding, landslip, coastal erosion and storms. As the climate changes, exposure to natural hazards such as heatwaves, heavy rainfall, severe bushfire conditions, storm surges, sea-level rise and flooding will increase. Efforts to increase resilience in the community and natural and built environments are needed along with measures to reduce carbon emissions and increase efficiencies in managing energy, water and waste.

Housing

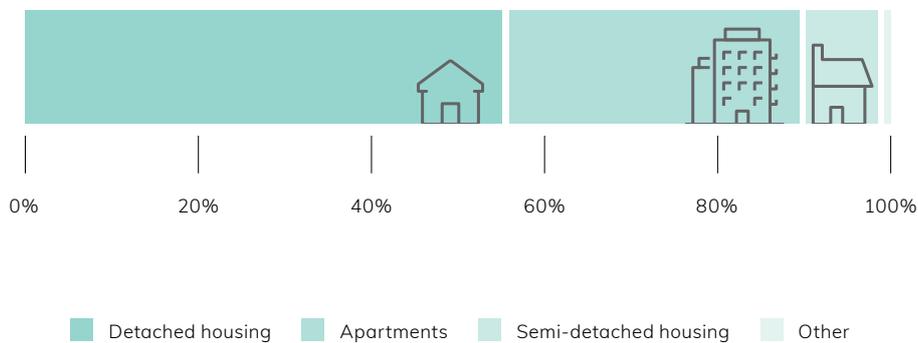
The majority of the LGA's approximately 101,500 dwellings are detached dwellings (around 56% of all dwellings). Based on projected population growth, we need to plan for an additional 11,265 dwellings over the next 20 years. This rate of growth is not extraordinary, representing a similar rate of growth to recent years.

Our five-year housing target (2016-2021) under the *North District Plan* is 3,400 new dwellings. This is likely to be achieved in existing areas, with Warriewood-Mona Vale, Dee Why-North Curl Curl and Narrabeen-Collaroy accommodating most new housing in recent years.

People mainly live along the coast, shaped by access provided by Pittwater Road and reflecting a car-dependent community with limited public transport. Higher density apartment living is more prevalent in places like Dee Why-North Curl Curl, Manly-Fairlight, Freshwater-Brookvale and Narrabeen-Collaroy. In comparison, the provision of detached dwellings is greatest around Frenchs Forest and Mona Vale with semi-detached dwellings the greatest in Warriewood-Mona Vale and Balgowlah-Clontarf-Seaforth.

Most households (38%) are couples with children. Single-person and group households are generally located in areas with apartments, good connectivity and higher migration rates.

Figure 5
Housing types - Northern Beaches LGA 2016



101,500
homes (2016)

Figure 6
Household composition
- Northern Beaches LGA 2016

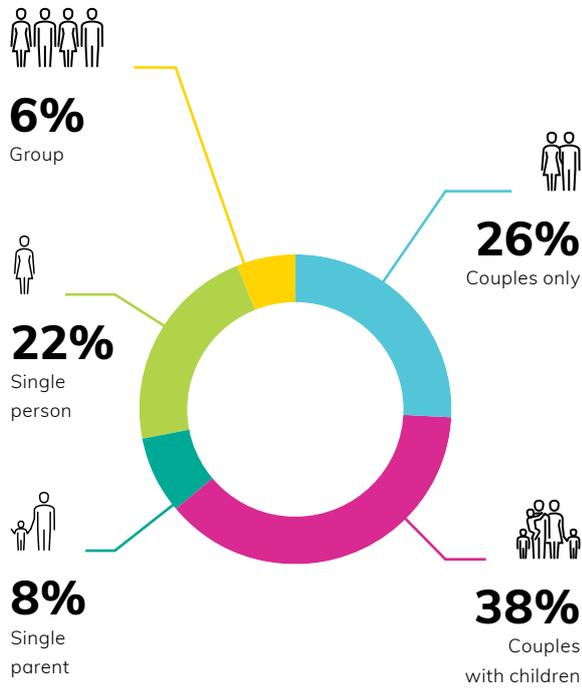
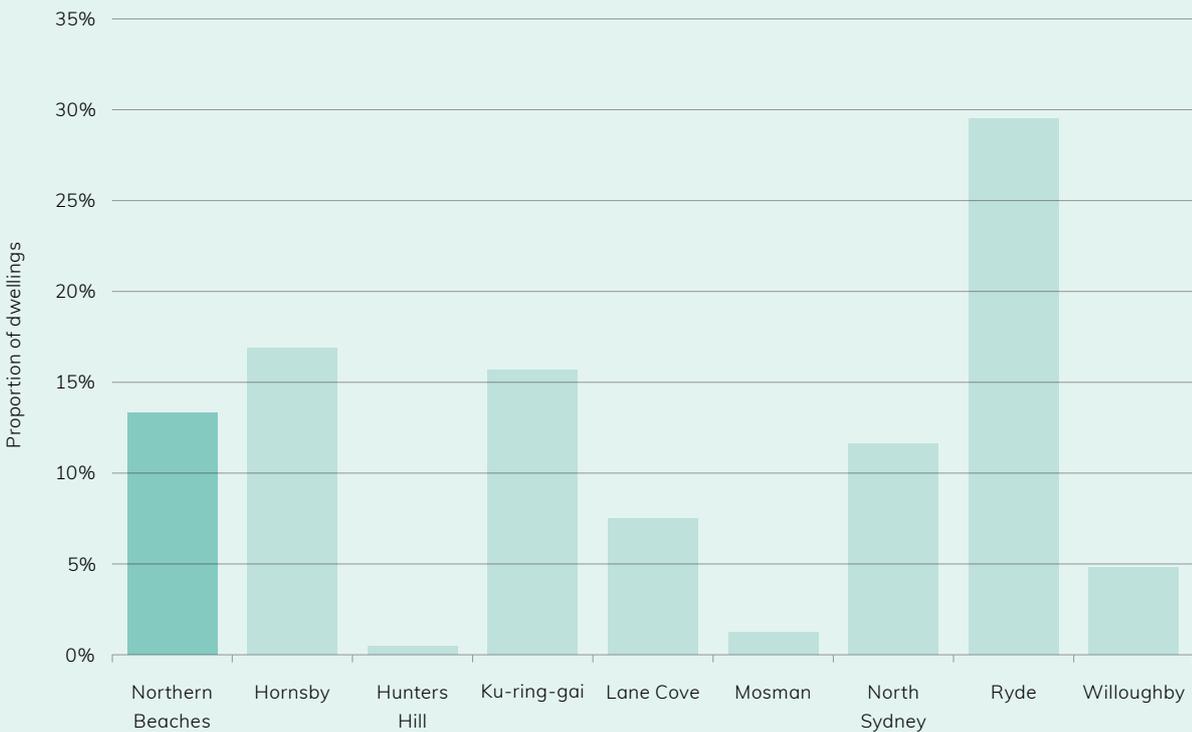


Figure 7
Housing target and estimated demand
- Northern Beaches LGA²



Figure 8
Five-year housing targets (2016-21) by LGA - proportion of North District target¹



Centres and places

Under the *North District Plan*, the LGA contains four strategic centres: Brookvale-Dee Why, Mona Vale, Manly and Frenchs Forest. Brookvale and Dee Why each has distinct characteristics and function as separate, yet complementary places. We identify them as separate centres in *Towards 2040*.

Mona Vale serves people in the northern end of the peninsula. With mainly low density development, it is well connected to the south via the B-Line, although access to and from other areas in the north and west is limited.

Manly is the most compact centre, with the highest concentration of social infrastructure, and good connections to the Sydney CBD via ferry. Access to other lower Northern Beaches suburbs is limited.

Frenchs Forest will transition to a health and education precinct as the Frenchs Forest Hospital Structure Plan is implemented.

The LGA also includes nine local centres - Avalon, Newport, Warriewood, Narrabeen, Belrose, Forestville, Manly Vale, Balgowlah and Freshwater - along with neighbourhood or smaller neighbourhood centres such as Seaforth, Narrabeena, Bilgola, Collaroy, Allambie Heights and Palm Beach.

Glen Street Theatre



Figure 9

Northern Beaches strategic centres context



Frenchs Forest

- Undergoing transformation with Northern Beaches Hospital.
- Future housing and jobs growth.
- 9,000+ jobs.
- Particularly high car use.
- Highest number of workers coming in from outside LGA.
- High proportion of knowledge-intensive workers.

Brookvale

- Employment-based centre comprising a mix of industrial, retail and business.
- Most accessible centre in the LGA (based on people who can get to it in 30 minutes by public transport).
- 20,000+ jobs (including Dee Why).
- Largest employment precinct - one third of LGA's jobs.

Dee Why

- Mixed centre comprising business, community and residential uses with a focus on civic functions.
- Largest concentration of high density living, accommodating much of the LGA's recent housing growth.

Manly

- Mixed centre comprising cultural, tourism, retail, entertainment, residential and employment uses.
- Higher density housing, more compact and least car dependent.
- Younger population base – mostly working age.
- High proportion of knowledge-intensive workers and jobs, accommodating much of the LGA's recent job growth.
- 5,000+ jobs.

Mona Vale

- Employment and service centre for people living in the north of the LGA.
- 4,000+ jobs.
- Local coastal character with village atmosphere.
- High number of people with alternative working arrangements.
- A higher proportion of older people.
- Particularly high car use.

The economy

The Northern Beaches economy has an estimated value of \$16.3 billion, representing 2.9% of Gross State Product. It is the sixth-largest regional economy in NSW³. Most of the LGA's 82,700 jobs are in the strategic centres of Manly, Brookvale-Dee Why, Frenchs Forest and Mona Vale. Brookvale-Dee Why is the largest employment hub in the LGA, with a mix of industry types.

Just over half of Northern Beaches residents work locally (self-containment) and more than three-quarters of local jobs are filled by people living in the LGA (self-sufficiency). However, a growing gap between job types and local skills may see more people travelling in and out of the LGA for work.

Most of the LGA's jobs are in the knowledge-intensive and population-serving sectors, and the most common occupations of local residents are in the professionals and managers categories. Beacon Hill-Narraweena and Dee Why-North Curl Curl have higher ratios of industrial workers whereas suburbs with major retail outlets like Warriewood-Mona Vale and Freshwater-Brookvale have higher numbers of retail workers.

Two-thirds of residents travel to work by car and only a fifth travel by public transport. Five per cent ride or walk to work.

Figure 10
Economy - Northern Beaches LGA 2016



Figure 11
Jobs by industry
- Northern Beaches LGA 2016

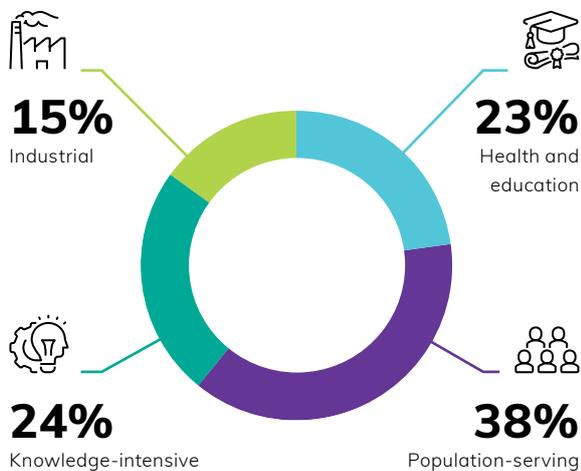


Figure 12
Journey to work by mode of transport
- Northern Beaches LGA 2016

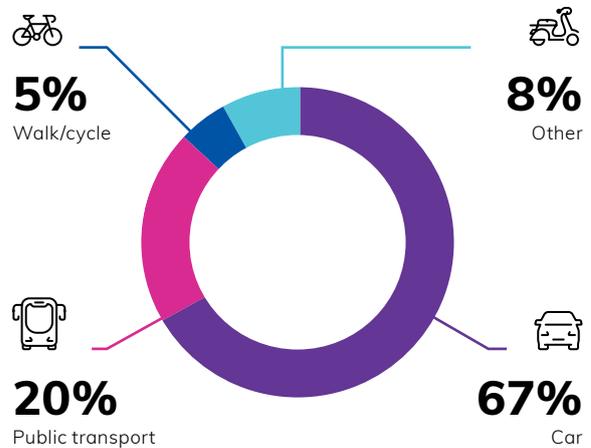


Figure 13
Skills of local workforce
- Northern Beaches LGA 2016

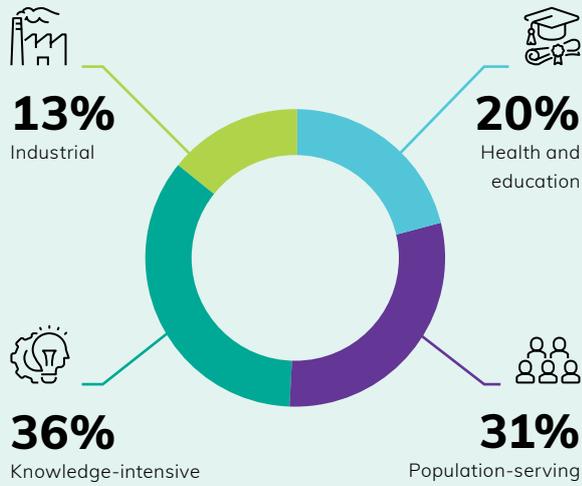


Figure 14
Employment self-containment
- Northern Beaches LGA 2016

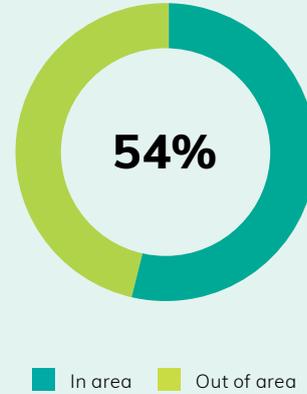


Figure 15
Employment self-containment
- Northern Beaches strategic centres 2016

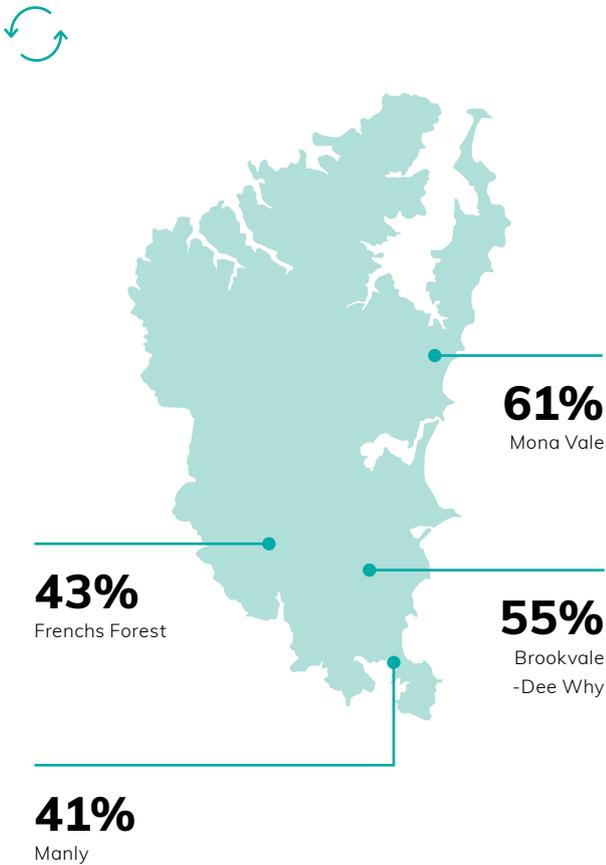


Figure 16
Snapshot - key planning
challenges for the Northern Beaches



Brookvale



Future of the Northern Beaches

Vision

In 2040, the Northern Beaches has a stunning coastal and bushland environment, an enriched and contemporary coastal character and better connections to the North District and the rest of Greater Sydney. The natural environment is healthy and protected and highly valued by residents and visitors alike. There is a range of housing to accommodate the whole community and we continue to pursue design excellence and sustainability outcomes in built forms. It offers a thriving local economy and a sustainable mix of employment and industrial lands and vibrant and enlivened centres. The healthy and active community can easily access artistic, creative, sporting and recreational opportunities and the services and facilities that support their health and wellbeing.

Frenchs Forest is a low-carbon, high-efficiency health and education precinct with a vibrant town centre, anchored by the Northern Beaches Hospital, a high school, and state-of-the-art recreation and community facilities. By the coast, Dee Why contains a vibrant mix of business, community, civic and residential uses with new streets, parks and laneways and pedestrianised areas connecting the centre to the beach. Brookvale is an employment and innovation hub and Manly remains one of Sydney's top tourist destinations with a healthy night-time economy. Mona Vale is the urban heart of the northern peninsula's natural and coastal areas with a cosmopolitan coastal local character.

Four fast, frequent public transport corridors connect Frenchs Forest, Brookvale, Dee Why, Mona Vale and Manly to the Eastern Economic Corridor and the rest of Greater Sydney. Innovative and emerging transport technology, such as electric cars

Figure 17

Illustrative concept of the
Towards 2040 vision



and autonomous vehicles, are part of the broader transport network, and with safe and convenient walking and cycling paths, more people choose to live without a car.

People live and work close to transport, making it easier for them to reach more services and opportunities within 30 minutes. New developments respond to local character, heritage and the natural environment. A diverse mix of affordable and innovative housing gives residents more choice, creating more inclusive neighbourhoods that connect people across generations.

Council champions sustainable built environments, an extensive urban tree canopy coverage, and cool green urban areas. We genuinely collaborate with Aboriginal communities and we value and celebrate the area's cultural diversity and work to ensure all people are included.

The environment and community are resilient to urban and natural hazards and climate change, in part by avoiding development in rural and remote areas or areas that present risks to life and property.

The healthy and active community can easily access artistic, creative, sporting and recreational opportunities and the services and facilities that support their health and wellbeing. Our local places are welcoming to all people, regardless of their age or ability.

People are engaged in planning and decision-making, leading to better places and spaces that are familiar and friendly, helping people to feel they belong.





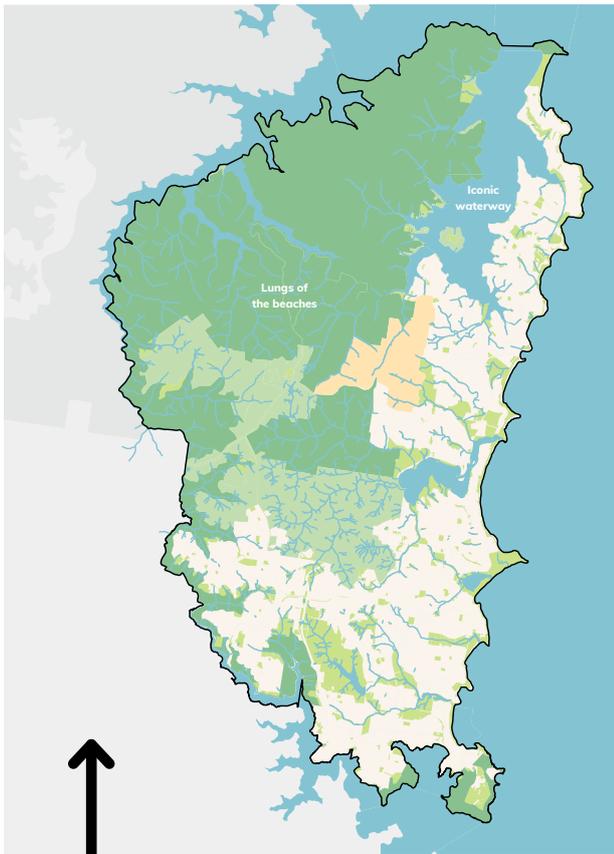
Map 1
Legend

 Urban area	 Forest village	 Employment hub
 Ingleside Growth Area	 Coast walk	 Existing housing capacity
 National park	 Bondi to Manly walk	 Identified future housing supply
 Major public parkland/ bushland	 Ferry routes	
 Metropolitan Rural Area (MRA)	 Ferry stop	Regional community facilities
 Strategic centre	 Public transport and active travel connection	 Education
 Health and education precinct	 Beaches Link Tunnel investigation area	 Sports and recreation
 Local centre	 Key transport corridor	 Art/culture/community
 Coastal village	 Future transport corridor	 Primary medical facility
		 Supporting medical facility

Frenchs Forest



Figure 18
Spatial elements of the Northern Beaches

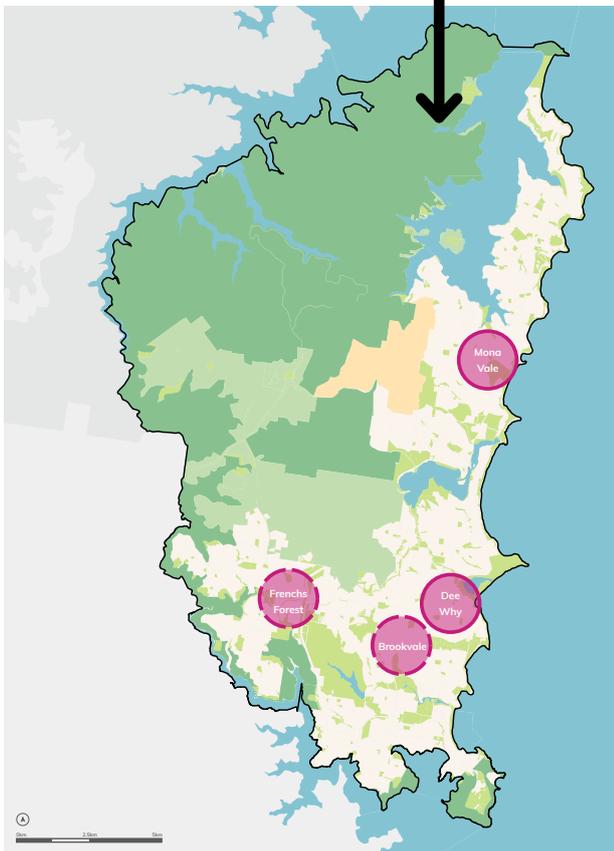


Landscape

Green urban environments and an expansive Metropolitan Rural Area connected to a network of high quality open space and healthy, protected bushland and waterways.

Legend

- Urban area
- Major public parkland/bushland
- Metropolitan Rural Area (MRA)
- National park
- Waterways



Housing

An additional 11,200 dwellings including a new strategic centre at Frenchs Forest, greater housing choice and enhanced local character in existing centres.

Legend

- Existing housing capacity
- Identified future housing supply

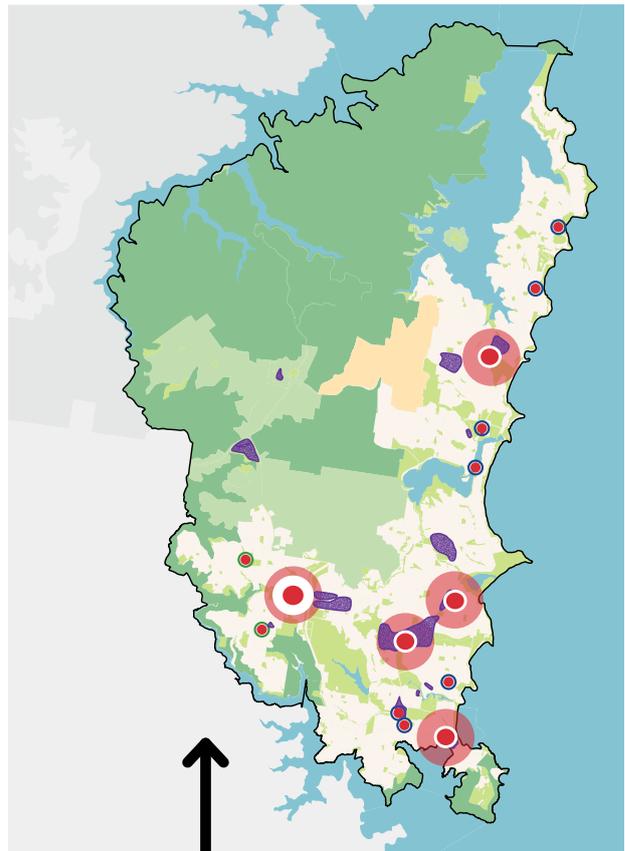


Jobs

Around 7,000-13,000 additional jobs in strategic centres, with a focus on more jobs closer to home.

Legend

- Strategic centre
- Coastal village
- Health and education precinct
- Forest village
- Local centre
- Employment hub



Connectivity

Connecting people to jobs, businesses, schools, services, open space and recreation with four fast and efficient public transport corridors connecting to Greater Sydney.

Legend

- Coast walk
- Bondi to Manly walk
- Ferry route
- Ferry stops
- Public transport and active travel connection
- Beaches Link Tunnel investigation area
- Tunnel link
- Key transport corridor
- Future transport corridor

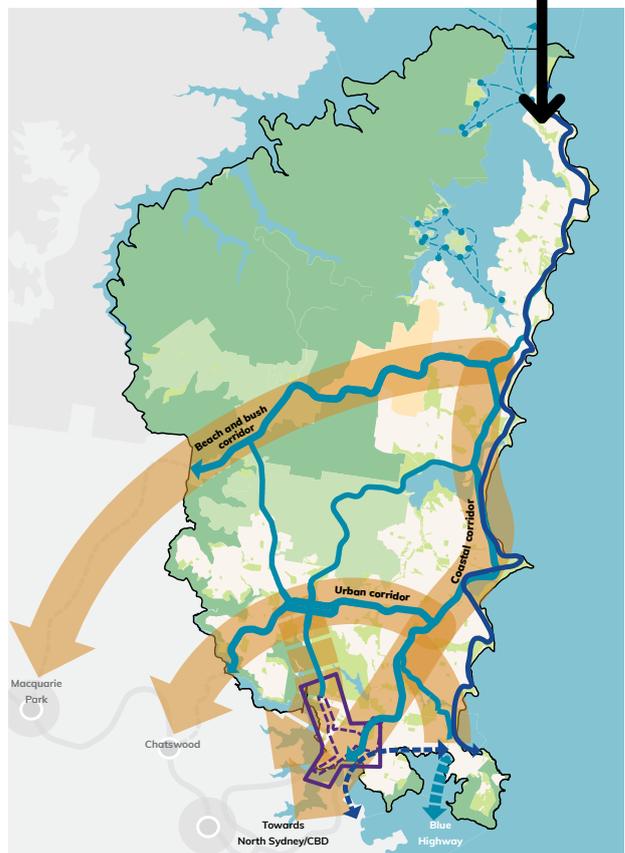


Figure 19
Plan on a page

Direction	Priorities			
 Landscape	Priority 1 Healthy and valued coast and waterways	Priority 2 Protected and enhanced bushland and biodiversity	Priority 3 Protected scenic and cultural landscapes	Priority 4 Protected Metropolitan Rural Area
 Efficiency	Priority 7 A low-carbon community, with high energy, water and waste efficiency			
 Resilience	Priority 8 Greater community resilience to natural hazards and climate change			
 Infrastructure and collaboration	Priority 9 Infrastructure delivered with employment and housing growth			
 People	Priority 10 World-class education facilities, including a university	Priority 11 Community facilities and services that meet changing community needs	Priority 12 An inclusive, healthy, safe and socially connected community	Priority 13 Strong engagement and cooperation with Aboriginal communities
 Housing	Priority 15 Housing supply, choice and affordability in the right locations	Priority 16 Access to quality social and affordable housing		
 Great places	Priority 17 Centres and neighbourhoods designed to reflect local character and lifestyle	Priority 18 Protected, conserved and celebrated heritage		
 Connectivity	Priority 19 Frequent and efficient regional public transport connections	Priority 20 Sustainable local transport networks	Priority 21 Road space and facilities to match changing community needs	
 Jobs and skills	Priority 22 Jobs that match the skills and needs of the community	Priority 23 Frenchs Forest as a sustainable health and education precinct	Priority 24 Brookvale as an employment and innovation centre	Priority 25 Dee Why as a thriving cosmopolitan centre by the sea

Themes: ● Sustainability ● Infrastructure and collaboration ● Liveability ● Productivity

Priority 5

Greener urban environments

Priority 6

High quality open space for recreation

Priority 14

An artistic, creative and innovative culture

Priority 26

Manly as Sydney's premier seaside destination

Priority 27

Mona Vale as the contemporary, urban heart of the north

Priority 28

Safeguarded employment lands

Priority 29

A thriving, sustainable tourism economy

Priority 30

A diverse night-time economy

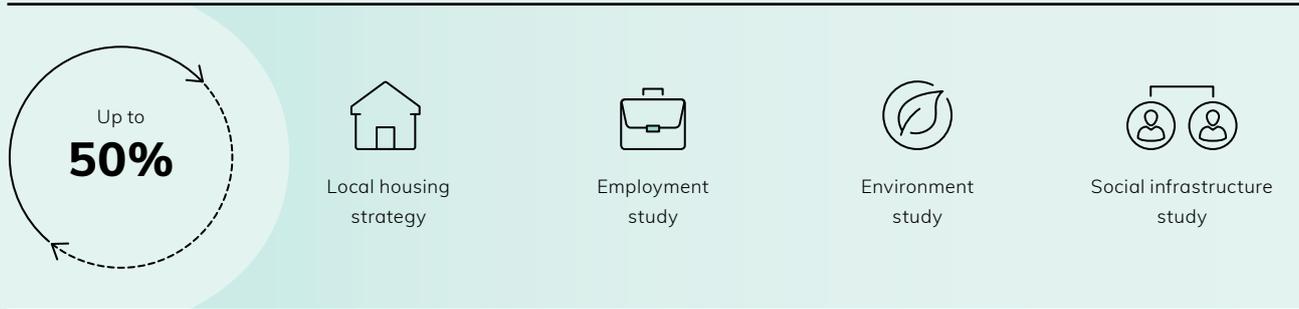
Immediate imperatives

Several actions identify immediate imperatives relating to technical studies that will inform how we plan for future housing, jobs and infrastructure needs. These studies will also directly inform our new Local Environmental Plan (LEP) and the subsequent Development Control Plan (DCP).

We will only fully understand how best to plan for future land uses when the studies are completed. Ideally, this will occur within six months of the release of Towards 2040.

Figure 20

Studies underway to provide an evidence base for the new strategic planning framework

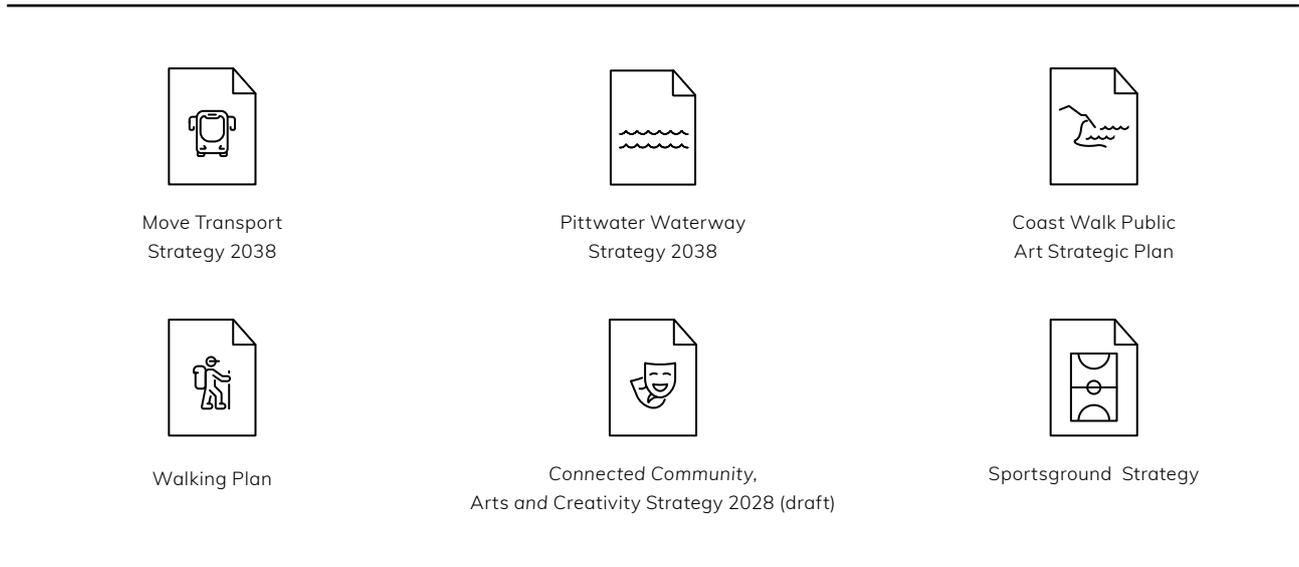


Planning for change across the Northern Beaches

Beyond the work of Towards 2040, we have developed a number of strategies that inform our business-as-usual activities, and our strategic planning. These are referred to throughout Towards 2040 and include:

Figure 21

Snapshot of Northern Beaches strategies and plan (endorsed and/or exhibited)



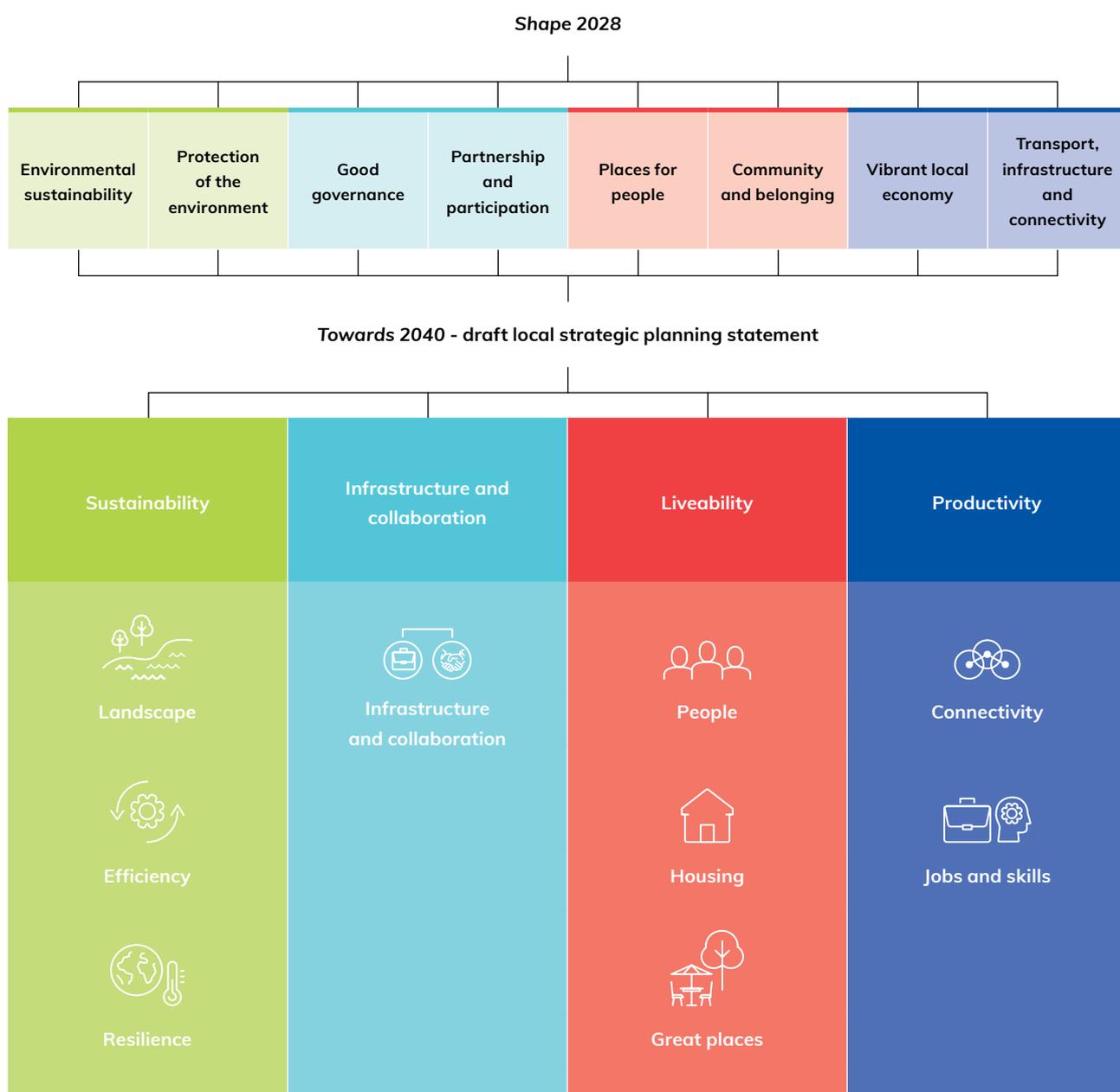
Other draft plans and strategies currently under preparation are referred to throughout Towards 2040.

Place-based planning

We actively undertake place-based planning approaches throughout the Northern Beaches and several actions reflect this work. Place-based planning involves the community in developing master plans, public domain plans, place plans, structure plans and precinct plans.

Collectively, this work leads to the implementation of new projects on-the-ground. Current work includes Avalon Place Plan, Brookvale Structure Plan and Frenchs Forest Planned Precinct. We've committed to place plans for Manly and Mona Vale in the near future.

Figure 22
Relationship between Shape 2028 and Towards 2040



Managing growth and change

No immediate change is required to current planning controls to meet housing targets.

The local housing strategy will investigate opportunities for changes to the planning controls to address housing needs, such as low levels of social housing and affordable housing, as well as provision of a diversity of housing types that cater for different demographic groups.

Planning proposals seeking changes to the planning controls for additional development capacity through spot rezoning must have strategic merit and site-specific merit. In some cases, these planning proposals may have merit and contribute to targets by unlocking previously identified capacity, particularly where they also have genuine broader public benefit, as well as achieving high-quality planning and urban design outcomes.

Planning proposals that simply seek additional residential density above the current controls will have challenges in demonstrating their strategic merit as they are not necessary to achieve the housing targets and the strategic direction set out in *Towards 2040*.

Strategic principles for managing growth and change are:

- Proposals must protect and enhance the natural blue grid and the community's environmental values and uses for the coast and waterways (P1)
- Proposals must retain native vegetation and maintain or enhance ecological functions in core areas and wildlife corridors (connection zones) (P2, P15)
- Proposals must protect public views of scenic and cultural landscapes (P3, P15)
- Proposals must not intensify urban uses in the Metropolitan Rural Area (MRA) (P4)
- Proposals must contribute to the local green grid, retain mature trees and offset tree canopy loss by planting a minimum of two trees for any one tree removed (P5, P15)
- Proposals must reduce the urban heat island effect by increasing the urban tree canopy and green cover, incorporating water sensitive urban design and improving building design (P5, P15)
- Proposals must locate development with access to open space. All new residential areas are required to be located within 400m of open space and high-density areas within 200m of open space (P6, P15)

- Proposals require a Green Star, NABERS or similar sustainability compliance rating that demonstrates improved building standards and the achievement of a low-carbon development with high efficiency in energy, water and waste (P7, P15)
- Proposals must not intensify urban development in areas where there are unacceptable risks from natural and urban hazards (P8, P15)
- Proposals must improve resilience to the impacts of climate change (P8)
- Proposals in local and strategic centres must be considered through precinct-level planning to sequence and fund growth with provision of public transport, open space and other infrastructure for the whole centre (P9, P11, P15, P19)
- Proposals must be supported by an infrastructure assessment and demonstrate that demand for the infrastructure it generates can be satisfied. This includes social and transport infrastructure (P9, P11)
- Proposals must locate development near strategic and local centres and reasonable walking distance (800m) of high-frequency public transport (P15, P19)
- Proposals must positively contribute to the built environment and result in overall better urban design outcomes than existing planning controls (P15)
- Proposals must complement local character (P15)
- Proposals must result in high amenity for occupants and not unreasonably impact on the amenity of neighbouring properties and the public domain (P15)
- Proposals must create a public benefit, such as open space, affordable rental housing and other identified infrastructure needs. A minimum 10% affordable rental housing is required for all planning proposals, with higher rates where feasible (P15, P16)
- Proposals in strategic and local centres must include an amount and type of non-residential floor space appropriate to the site's location and ensure residential development does not diminish employment or economic opportunities (P22)
- Proposals must avoid residential uses in industrial precincts and business parks (P15, P28).





Sustainability

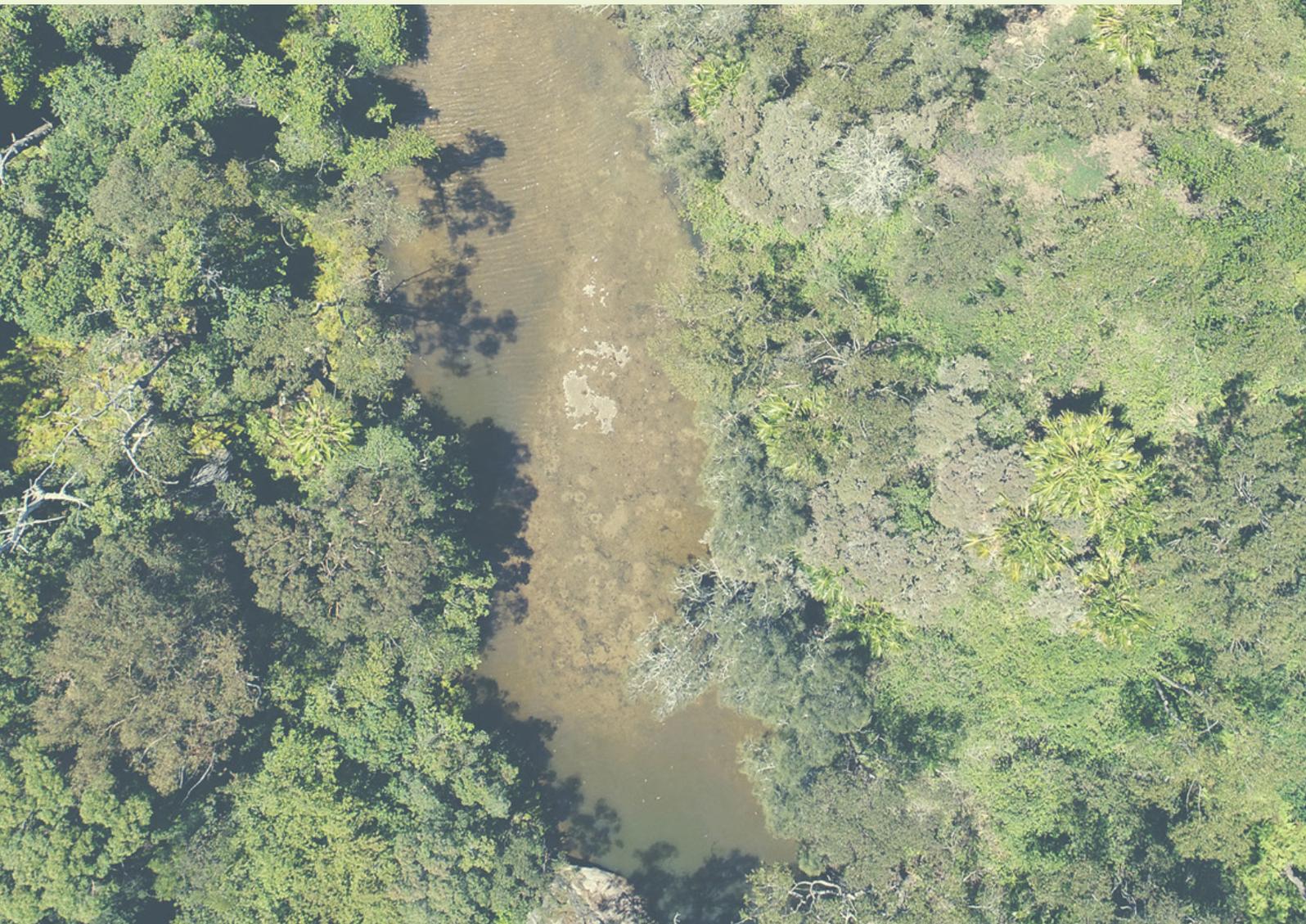


Landscape

The LGA's environmental and recreational attributes are perhaps the most critical element of the Northern Beaches lifestyle.

Planning priorities

- **Priority 1**
Healthy and valued coast and waterways
- **Priority 2**
Protected and enhanced bushland and biodiversity
- **Priority 3**
Protected scenic and cultural landscapes
- **Priority 4**
Protected Metropolitan Rural Area
- **Priority 5**
Greener urban environments
- **Priority 6**
High quality open space for recreation





Priority 1

Healthy and valued coast and waterways

The Northern Beaches' coast and waterways provide habitat for Endangered Ecological Communities, migratory birds, fish, aquatic and riparian species, and marine vegetation. They cool urban areas, attract visitors and encourage people to be active. Sydney Harbour, Hawkesbury River and Pittwater support a thriving marine industry.

Figure 23
Key facts - Northern Beaches coast and waterways

Coast



80km

Coastline



24

Ocean beaches



27

Coastal and public rock pools



36km

Coastal walkway



5

Aquatic reserves



2

National surfing reserves



5

Intertidal protected areas

Waterways



7

Major catchments



250km

Creek lines



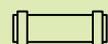
5

Coastal lagoons



3

Major estuaries



600km

Stormwater pipes

As we move to 2040, climate change is expected to impact the coastline with more damaging coastal storms and a higher sea level. The natural flow patterns of the LGA's waterways are expected to change due to extreme flooding and prolonged periods of drought.

Developed in partnership with the former Office of Environment and Heritage, the following map articulates our proposed vision for the LGA's coast and waterways, including the areas we'll target for improvement through a pilot application of a risk-based framework.

The proposed vision draws on our understanding of environmental values and uses for each waterway, and a detailed analysis that identified the LGA's 'Natural Blue Grid' - waterways and water-dependent ecosystems with high ecological value.

Risk-based framework pilot project

Northern Beaches Council is a pilot council chosen to implement the 2017 *Risk-based framework for considering waterway health outcomes in strategic land-use planning decisions*, developed by the former Office of Environment and Heritage and the NSW Environment Protection Authority. The framework is a structured approach to support decision-making for land and water management.

Figure 24

Community's environmental values and uses for waterways⁴



Protection of aquatic ecosystems (includes riparian corridors for rivers and streams)



Primary contact recreation



Aquaculture and aquatic foods



Secondary contact recreation

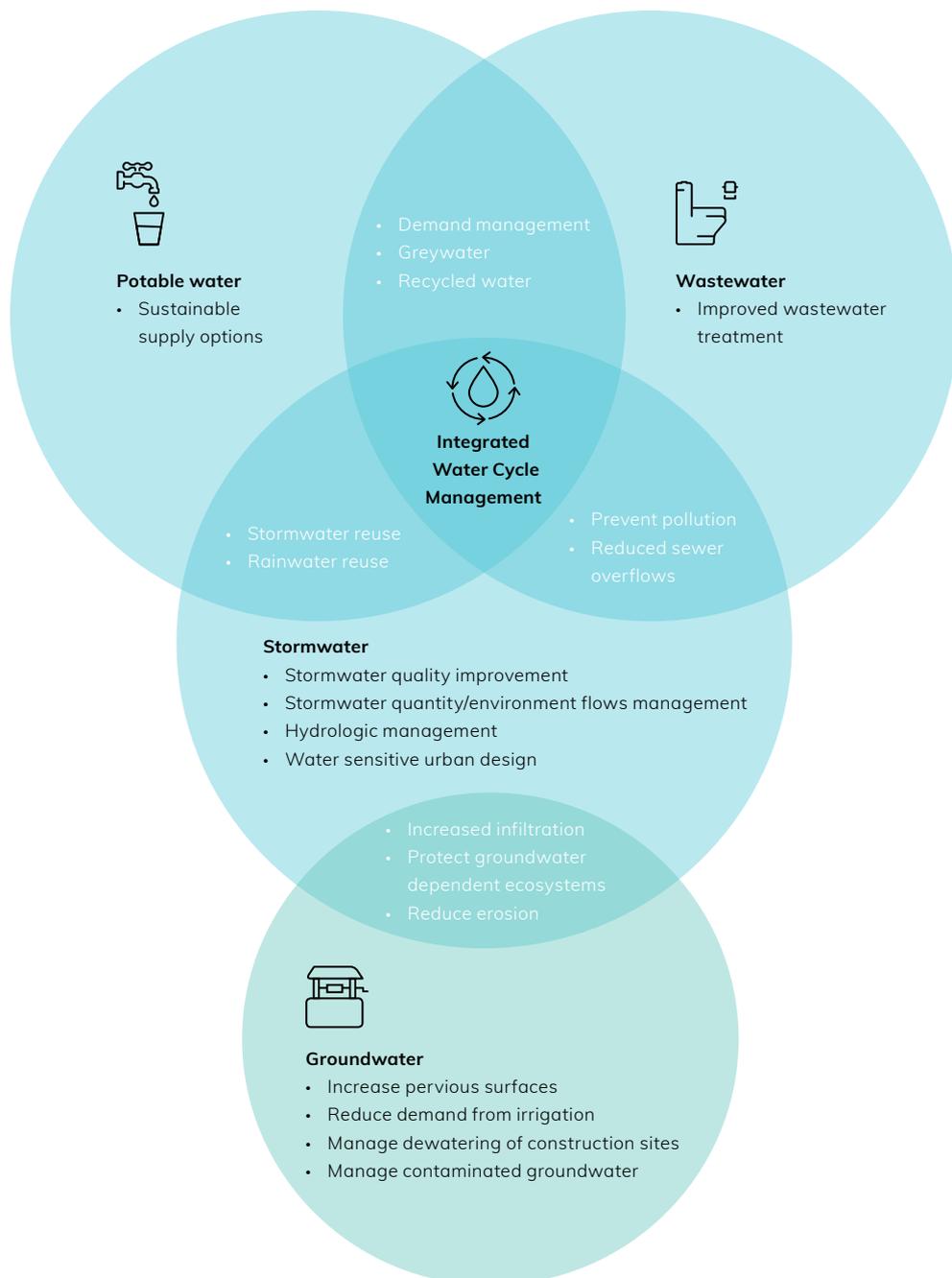


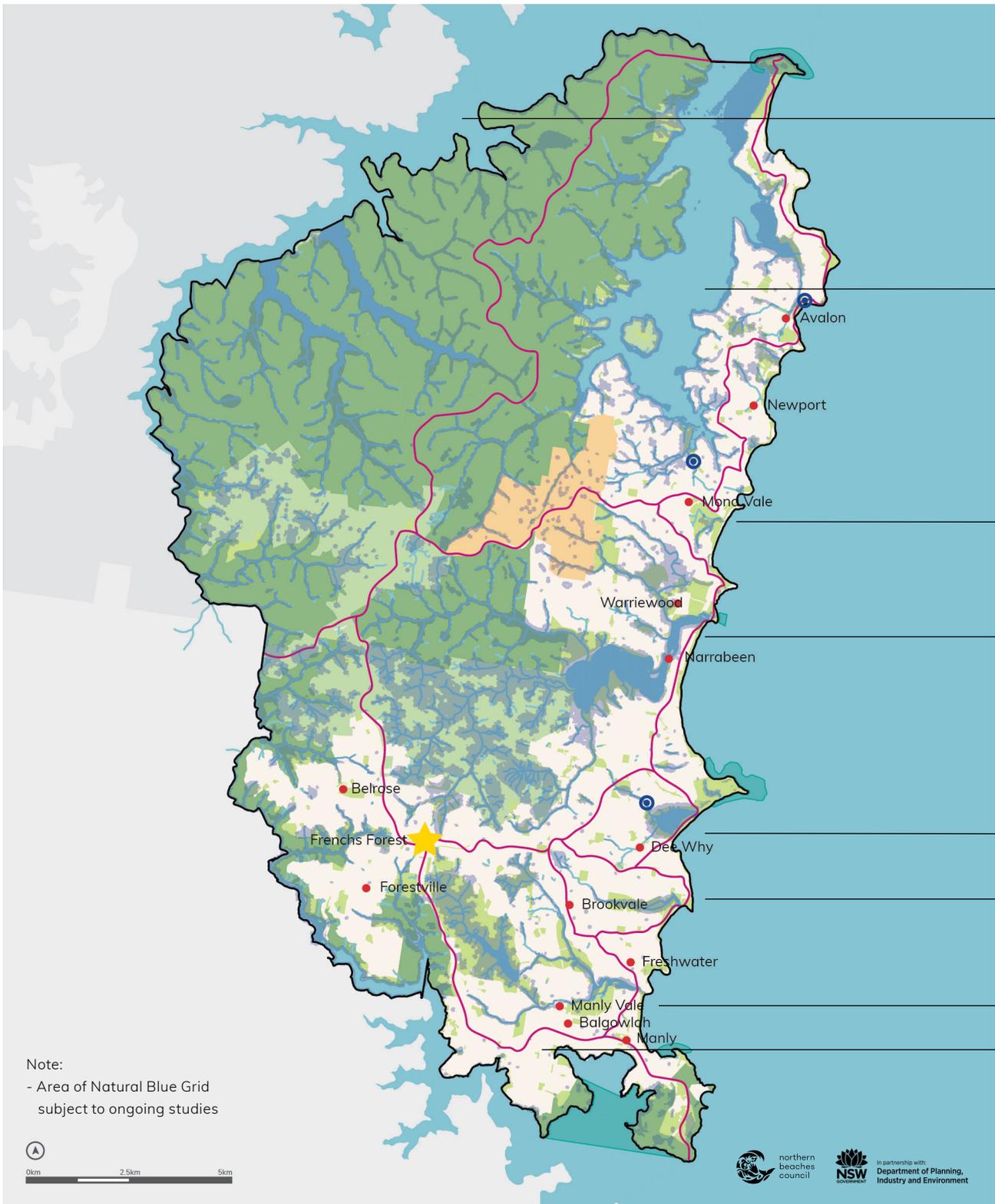
Visual amenity

Protecting the Natural Blue Grid will maintain water quality and aquatic ecosystems while making waterways safe for low impact recreation, where appropriate. It requires us to avoid clearing vegetation on public and private land, which can contribute to increased flows, reduced water quality and loss of habitat, especially in more natural catchments such as Narrabeen Lagoon. Within highly urbanised catchments such as Dee Why, stormwater must be controlled and treated to protect waterways from excess nutrient and sediment load and increased litter.

The risk-based framework pilot project, along with other technical studies, will inform new planning controls for stormwater quality, water sensitive urban design, protection of riparian areas and coastal development. This work will emphasise the need for integrated water cycle management, especially in new development areas such as Frenchs Forest to reduce stormwater runoff, sewage overflows and demand on the drinking water supply.

Figure 25
Integrated water cycle management





Legend

- | | | |
|--------------------------------------|---|-------------------------|
| Urban area (Urb) | Strategic and local centres | Aquatic reserves |
| Ingleside Growth Area (Ing) | Waterways | Water sensitive city |
| National park (NP) | Natural Blue Grid - waterways and water dependent ecosystems with high ecological value | Watercourse restoration |
| Major public parkland/bushland (Pub) | | Catchment boundary |
| Metropolitan Rural Area (MRA) | | |

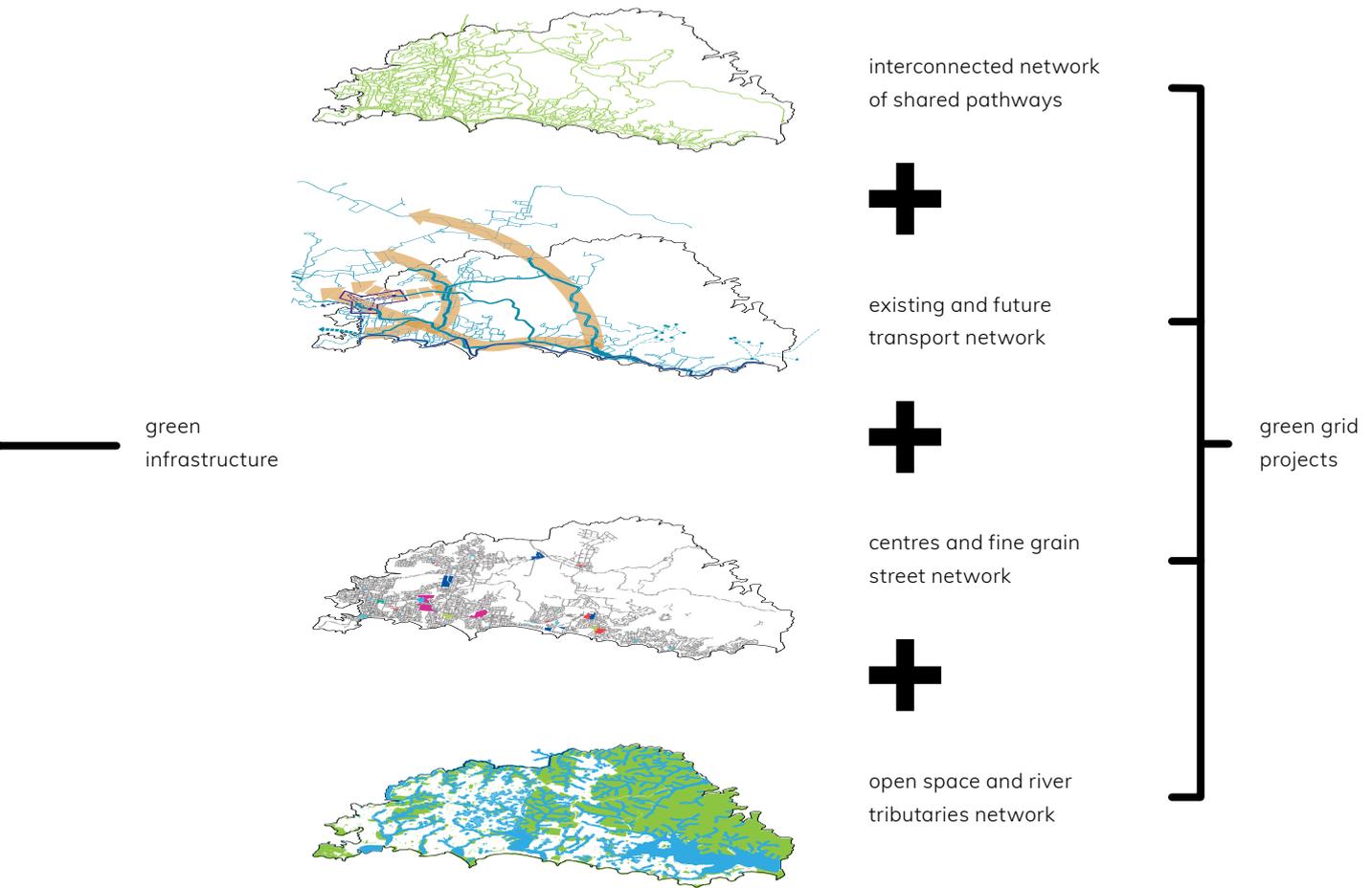
Hawkesbury River Catchment	
Estuaries-Hawkesbury River and Cowan Creek	 ✓ ✓ ✓ ✓ ✓
Waterways - Urb, MRA	
Waterways - NP, Pub	✓ ✓ ✓
Pittwater Catchment	
Estuaries - Pittwater	 ✓ ✓ ✓ ✓ ✓
Waterways - Urb, MRA, Ing	✓
Waterways - NP, Pub	✓ ✓ ✓
Coastal Catchments	
Ocean Beaches	 ✓ ✓ ✓ ✓ ✓
Waterways - Urb	✓
Waterways - NP, Pub	✓ ✓ ✓
Narrabeen Catchment	
5,240Ha 28% Modified	
Lagoon	✓ ✓ ✓ ✓ ✓
Waterways - Urb, MRA, Ing	✓
Waterways - NP, Pub	✓ ✓ ✓
Dee Why Catchment	
426 Ha 97% Modified	
Lagoon	✓ ✓
Waterways	
Curl Curl Catchment	
465 Ha 99.8% Modified	
Lagoon	
Waterways	
Manly Catchment	
1,724 Ha 74% Modified	
Lagoon	✓
Dam	✓ ✓ ✓ ✓ ✓
Waterways - Urb	✓ ✓
Waterways - NP, MRA, Pub	✓ ✓ ✓
Sydney Harbour Catchment	
Estuaries	 ✓ ✓ ✓ ✓ ✓
Waterways	✓ ✓ ✓

Community environmental values and uses

- Aquatic ecosystems
- Visual amenity
- Secondary contact recreation
- Primary contact recreation
- Aquatic foods (to be cooked before eating)
- ✓ Maintain or improve existing condition
- For achievement in 5 - 10 yrs
- For achievement in 10 yrs or more

River flow objectives

- All waterways and estuaries
- Protect pools in dry times
 - Protect natural low flows
 - Mimic natural drying in temporary waterways
 - Manage groundwater for ecosystems
- All Estuaries
- Maintain or rehabilitate estuarine processes and habitats



Principles

- Protect and enhance the ecological condition of coastal areas, catchments, waterways (wetlands, watercourses, lagoons and estuaries) and their riparian areas.
- Shape decisions for future water infrastructure around the implications of climate change.
- Improve the quality of water discharged to beaches, waterways, riparian areas and bushland.
- Integrate water sensitive urban design measures into the built form.
- Conserve watercourses or restore them to their natural state where possible.
- Encourage water efficiency, water re-use or alternative water sources to reduce potable water use.
- Protect and enhance sustainable recreation at beaches, lagoons, watercourses, wetlands and surrounding riparian or natural areas without compromising the integrity of environmentally sensitive aquatic and riparian habitats.

No.	Action	Time	Partner
1.1	Prepare a stormwater quality management plan to guide implementation of the risk-based framework, identify stormwater quality targets, and prioritise public and private stormwater infrastructure needs	I	DPIE
1.2	Prepare an environment study to inform best-practice land use responses to growth and climate change	I	
1.3	Develop LEP and DCP controls that incorporate the findings of the above studies, including stormwater quality targets; protection of riparian areas; coastal hazard management and criteria for environmentally friendly sea walls	I	
1.4	Prepare an open space and recreation strategy and map a local green grid that supports environmentally sustainable access to waterways where appropriate	I	DPIE
1.5	Develop our Environment and Climate Change Strategy Protect, Create, Live and associated action plans for coastal areas and waterways	S	
1.6	Prepare long-term coastal management programs for the open coast, Hawkesbury River and Sydney Harbour and supporting plans for headlands, dunes and emergency response	S	DPIE
1.7	Implement the Pittwater Waterway Strategy, including new LEP and DCP controls that cap mooring numbers at 3,641	S M	
1.8	Expand the W2 zone, subject to a strategic sites assessment, to permit, with consent, sustainable marina expansion. Marina expansion would only be considered subject to appropriate regard being given to all impacts including, but not limited to, environmental, social, economic, transport, traffic, visual and waterway navigation	M	
1.9	Investigate the feasibility of local green grid projects: <ol style="list-style-type: none"> a continuous foreshore path around the Pittwater waterway a new boat ramp on Pittwater to cater for medium to larger boats naturalisation of creeks at Dee Why, Mona Vale and Avalon new aquatic reserves for areas of high biodiversity value 	M	

Narrabeen Lagoon





Priority 2

Protected and enhanced bushland and biodiversity

Bushland and biodiversity – including native plants, animals and ecosystems – create appealing places and landscapes and contribute to health and wellbeing. They support the Northern Beaches lifestyle, encouraging people to be active or get involved in more social opportunities. Other benefits include revenue from ecotourism, recreational fisheries and related industries.

Bushland is a form of green infrastructure which provides for the conservation of biodiversity. It also provides ecosystem services such as the provision of clean water, and habitat for a variety of plants, animals and micro-organisms,

including threatened species such as the *Grevillia caleyi* and threatened ecological communities such as the Pittwater Spotted Gum Forest.

The LGA's bushland includes important core areas of habitat linked by connection zones (better known as wildlife corridors) as defined under the Government Architect NSW's draft Bushland and Waterways Guide. Transition areas, such as urban parks or backyards, provide a buffer that protects bushland from adjoining urban areas.

Figure 27

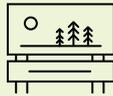
Key facts - Northern Beaches bushland and biodiversity

Bushland



15,500ha

Bushland



11,400ha

in National parks



17ha

Council management



3

Major national parks

Biodiversity



540

Native animal species



1,460

Native plant species



48

Plant community types



60

Threatened species



13

Endangered Ecological Communities



50

Wildlife protection areas

Core areas include State-managed national parks; larger Council reserves including Manly Dam and Ingleside Chase Reserve; and some private land, including one of Sydney's largest unreserved and largely privately owned areas of bushland that stretches across the Oxford Falls Valley west from Narrabeen Lagoon to Belrose and Frenchs Forest. Connection zones (or wildlife corridors) help wildlife to move between core areas and support genetic dispersal.

As we move to 2040, retaining and enhancing treasured bushland and biodiversity, including on privately owned land, will be challenged by development pressures and climate change. Biodiversity loss is already evident from the growing list of threatened plants and animals, including the local extinction of koala from the Barrenjoey

Peninsula in the 1990s. Climate change will result in more extreme weather events such as storms, heatwaves and changes in rainfall patterns that will increase drought and bushfires.

Technical work is ongoing to look at ways to protect and enhance bushland and biodiversity, including the management of bushfire risk. This work will be reflected in LEP and DCP controls and support the establishment of a local green grid.

Similar to our approach to waterways, bushland will be reconceptualised as an asset for its intrinsic values and for the services it provides, including carbon and stormwater capture and pollution management. We will also increase the availability of local biodiversity offsets and aim to offset future development locally.

Figure 28

Illustrated example of Northern Beaches bushland showing core areas, wildlife corridors and transition/buffer areas



Legend



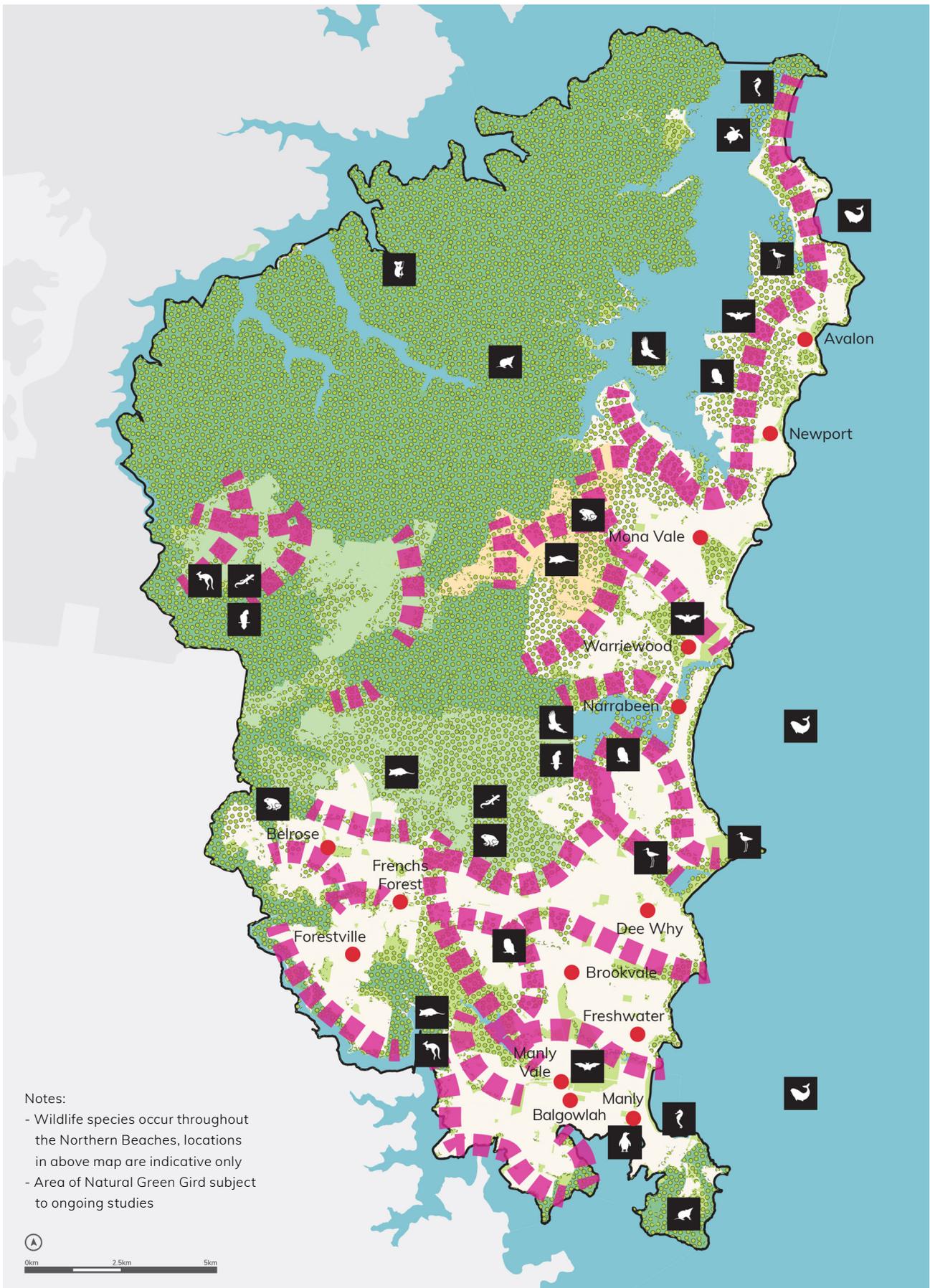
Core habitat



Wildlife corridor/connection zone



Transition/buffer area



Map 3

Legend

- Urban area
- Ingheside Growth Area
- National park
- Major public parkland/bushland
- Metropolitan Rural Area (MRA)
- Strategic and local centres
- Natural Green Grid OEH Native vegetation (2016) and Biodiversity values (2019)
- Wildlife corridors and connectivity

Threatened and iconic wildlife

- | | |
|--|---|
|  Bats |  Turtles |
|  Little penguins |  Heath monitors |
|  Wallabies |  Wading birds |
|  Giant burrowing frog |  Whales |
|  Weedy seadragons |  Bandicoots |
|  Eastern pygmy-possum |  Owls |
|  Koalas |  Glossy black cockatoo |
|  Birds of prey | |



Littoral Rainforest EEC*



Eastern Suburbs Banksia Scrub EEC



Mangroves



Pittwater Spotted Gum EEC



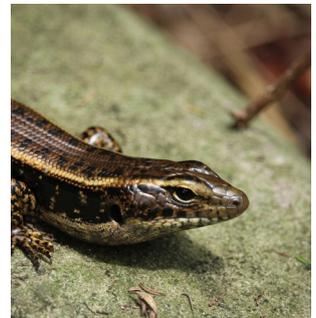
Themeda Grasslands EEC



Barking Owl



Eastern Pygmy-possum



Eastern Water Skink



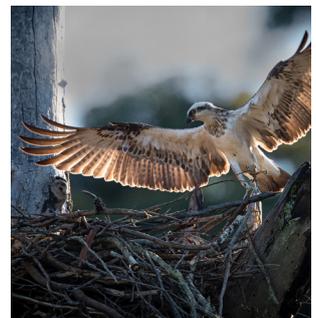
Red Crowned Toadlet



Sea Eagle



Swamp Wallaby



Osprey

* EEC - Endangered Ecological Community

Principles

- Protect core areas and areas of high environmental value from urban development.
- Conserve and restore threatened species habitat.
- Retain native vegetation and maintain or enhance ecological functions in wildlife corridors (connection zones).
- Ensure future developments avoid, then minimise, impacts on bushland before offsetting is considered.
- Increase the availability of local biodiversity offsets.
- Shape decisions for future bushland and biodiversity management around the consequences of climate change, including the need for increased bush fire risk mitigation and pest species management.
- Plant locally native species.

No.	Action	Time	Partner
2.1	Prepare a biodiversity planning analysis to identify core, transition and connection zones (wildlife corridors) and to support a strategic urban biodiversity framework	I	
2.2	Prepare LEP and DCP controls that protect bushland and biodiversity, including the findings of technical studies; use of environmental protection zones and designating environmentally sensitive areas; and exempting the application of State policies that override local provisions	I	
2.3	Investigate a local biodiversity offset framework that meets the Biodiversity Conservation Act 2016, encourages local offsets or increases obligations when offsets are provided outside the LGA, district or bioregion	S	DPIE
2.4	Investigate biodiversity investment opportunities and establish offset lands or biodiversity stewardship sites (formerly biobank sites) on Council land where appropriate	S M	
2.5	Investigate options for funding, acquisition and reservation of bushland with biodiversity, habitat, recreational and scenic values, including incentives or assistance to private property owners	M	
2.6	Embed green infrastructure into the NSW planning system and make funding available through developer contributions, rate reductions or levies	S	DPIE
2.7	Develop <i>Protect, Create, Live</i> and associated action plans for bushland and biodiversity, including programs to better connect remnants of bushland	S	

Currawong





Priority 3

Protected scenic and cultural landscapes

Scenic and cultural landscapes include views to escarpments, ridgetops, bushland, coastal headlands and beaches, waterways, and buildings or skylines. They define the character of an area.

People in the Northern Beaches enjoy coastal and bushland landscapes including Ku-ring-gai, Garigal and North Head national parks, Oxford Falls Valley and Manly Dam, Pittwater and Middle Harbour and the coastline from Manly to Palm Beach. People also enjoy views to the Sydney CBD skyline or distinct buildings like Ingleside's Bahai Temple and the International College of Management in Manly.

Landscapes provide a link for Aboriginal culture and heritage from before European settlement to the present. The coastline is a place for surfing, swimming and surf lifesaving clubs and represents Australian beach culture and that of our local community.

LGA-wide studies will identify the scenic and cultural landscapes that are valued by the community and how they can be protected, such as through urban and architectural design that creatively retains and uncovers public views.

Efforts to protect scenic and cultural landscapes will support a sustainable tourism economy (see P29) and a protected Metropolitan Rural Area will safeguard rural vistas and views to the adjoining national parks (see P4). The development of a local green grid will allow us to connect these landscapes through projects like the Coast Walk and celebrate their significance through artwork, storytelling and interpretation (see P5).

Principles

- Enhance and protect views of scenic and cultural landscapes from public areas.
- Protect areas of exceptional natural beauty and aesthetic importance.
- Make new development visually subservient to scenic and cultural landscapes.

No.	Action	Time	Partner
3.1	Prepare a scenic and cultural landscape assessment with the community to identify landscapes and their social, architectural, natural, local and regional values	I	
3.2	Develop LEP and DCP controls to protect views and scenic and cultural landscapes, such as foreshore scenic protection areas and special clauses for building heights on steeply sloping land	I	

Map 4

Scenic and cultural landscapes of the LGA, including lookouts, coastal landmarks and high-level view corridors?



Legend

-  Popular lookouts
-  View corridor
-  Locally famous surf breaks
-  National surfing reserves
-  Coast walk



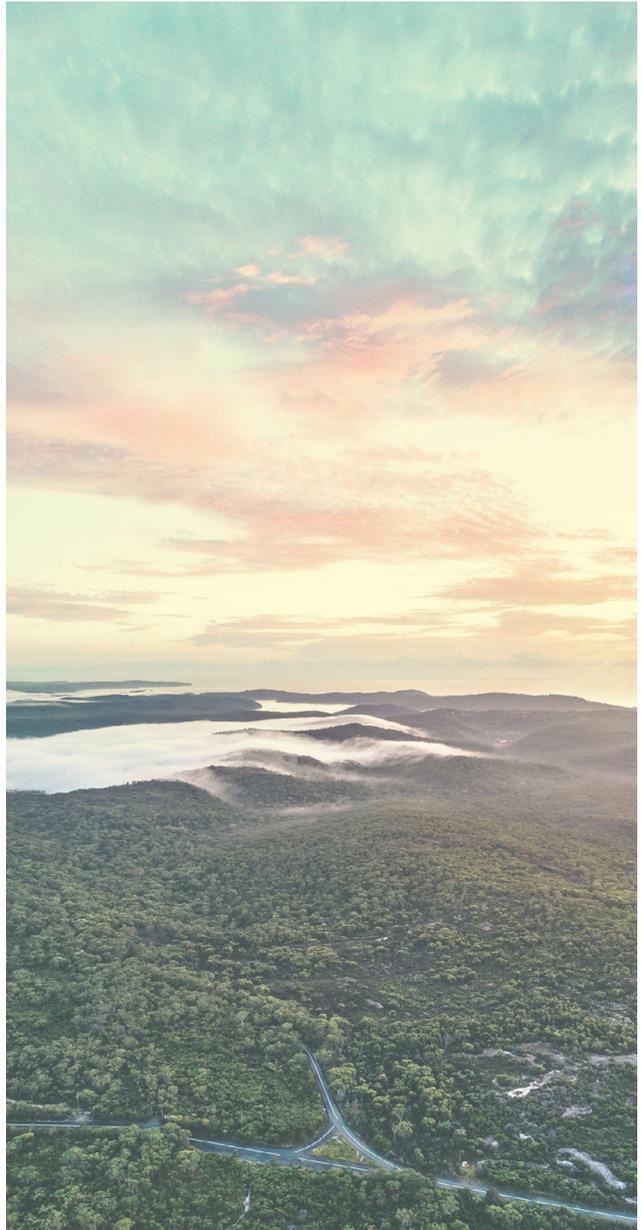
North Steyne Surf Life Saving Club, Manly



Oceanside sculpture, Fairy Bower



Sunrise over Terrey Hills



Upper Gledhill Falls



Duke Kahanamoku statue, Freshwater





Priority 4 Protected Metropolitan Rural Area

The Metropolitan Rural Area (MRA) sits on the periphery of Greater Sydney's established and planned urban area and surrounding natural areas. It is a location for environmental conservation and for people to live in a coastal or rural setting among bushland, farms and other rural industries.

The Metropolitan Rural Area is also known as the **'peri-urban'**, **'non-urban'** or **'rural'** area.

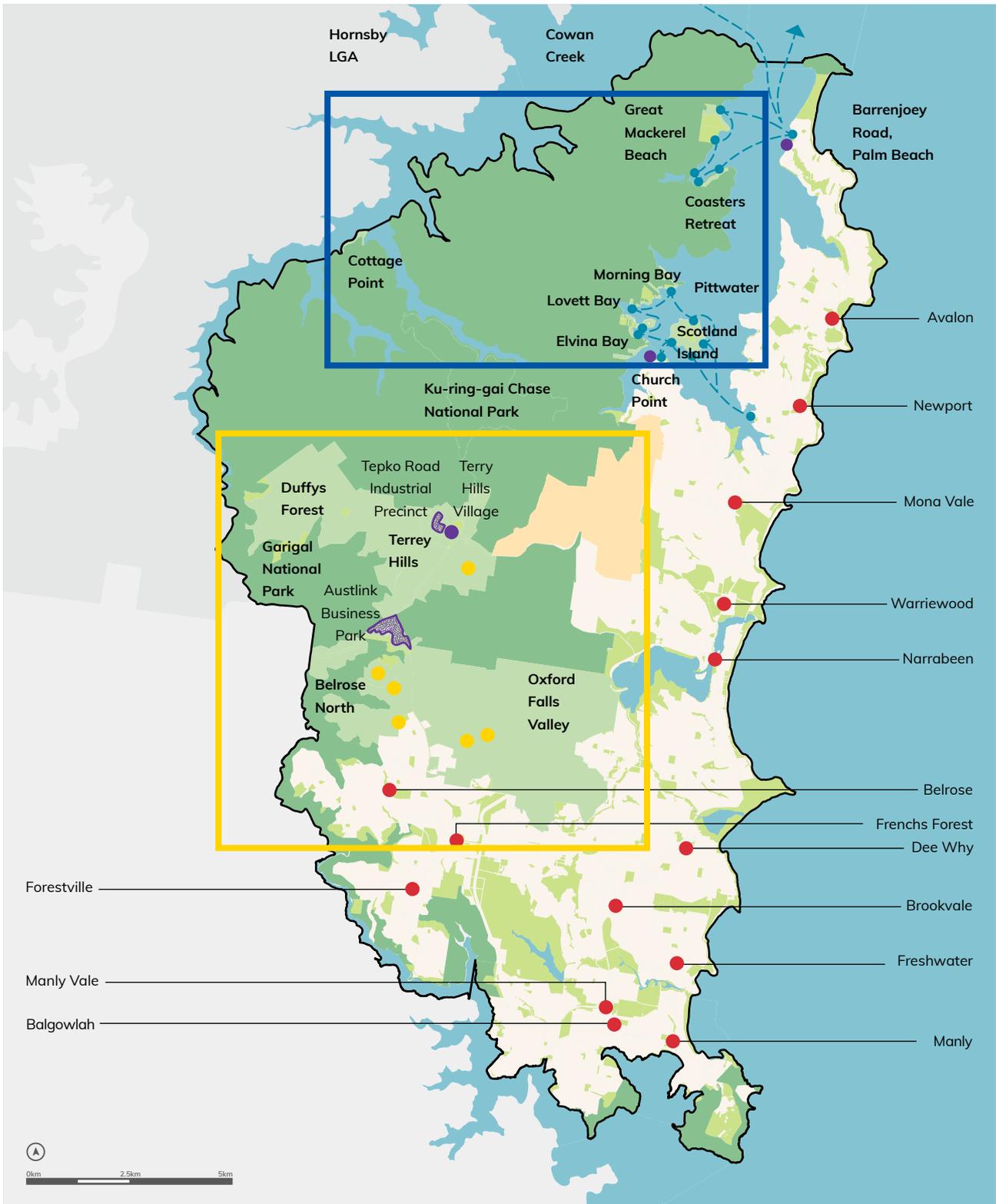
In the Northern Beaches LGA, the MRA encompasses 'Rural Uplands', around Terrey Hills, Duffys Forest, Belrose North and Oxford Falls Valley that lie adjacent to Ku-ring-gai and Garigal national parks to the north of the LGA. Also included are 'Coastal Communities', including Cottage Point and places on Pittwater that can only be reached by foot or by boat, including Scotland Island, Great Mackerel Beach, Coasters Retreat, Morning Bay and Elvina Bay.

These areas support a variety of land uses, including:

- bushland and waterways that maintain air quality, water quality and scenic amenity and biodiversity habitat including the critically endangered shrub *Grevillea caleyi* and the Duffys Forest Endangered Ecological Community
- connections to Aboriginal heritage and culture including significant Aboriginal heritage sites and potential economic opportunities on land owned by the Metropolitan Local Aboriginal Land Council (MLALC) (see P13)

- rural land that supports rural and lifestyle properties, small scale or urban agricultural enterprises, nurseries, an equine industry and urban services such as landscape supplies
- recreational and tourism uses, including bushwalking, mountain-biking, target shooting and horse-riding including the Terrey Hills Duffys Forest Bridle Trail
- employment areas including the Austlink Business Park, Terrey Hills village and Tepko Road industrial estate
- critical infrastructure, including three satellite telecommunication facilities and the Sydney East (electricity) substation
- waste management, including the Kimbriki and Belrose resource recovery centres
- infrastructure and services that support Coastal Communities including the public wharves and ferry services and the Church Point and Barrenjoey Road-Palm Beach neighbourhood centres.

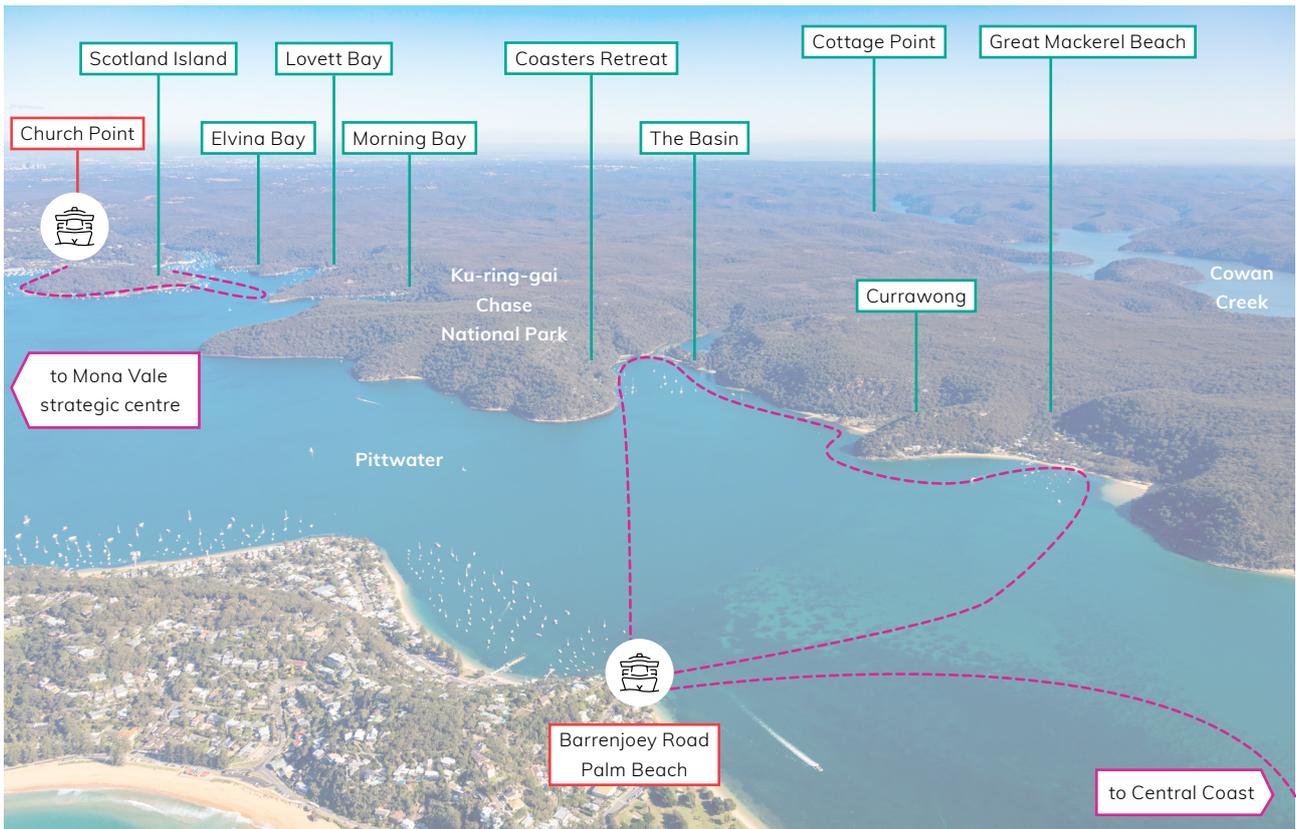
Under the *North District Plan*, further urban development is not consistent with the values of the MRA – this constitutes a clear State-level direction to avoid housing growth in these areas. Beyond the MRA identified in the *North District Plan*, we have identified Belrose North as part of the MRA; while we note it includes the Austlink Business Park, which is urbanised, it is surrounded by rural zones and national park. Ingleside may be included in the MRA depending on bushfire investigations (see P15).



Legend

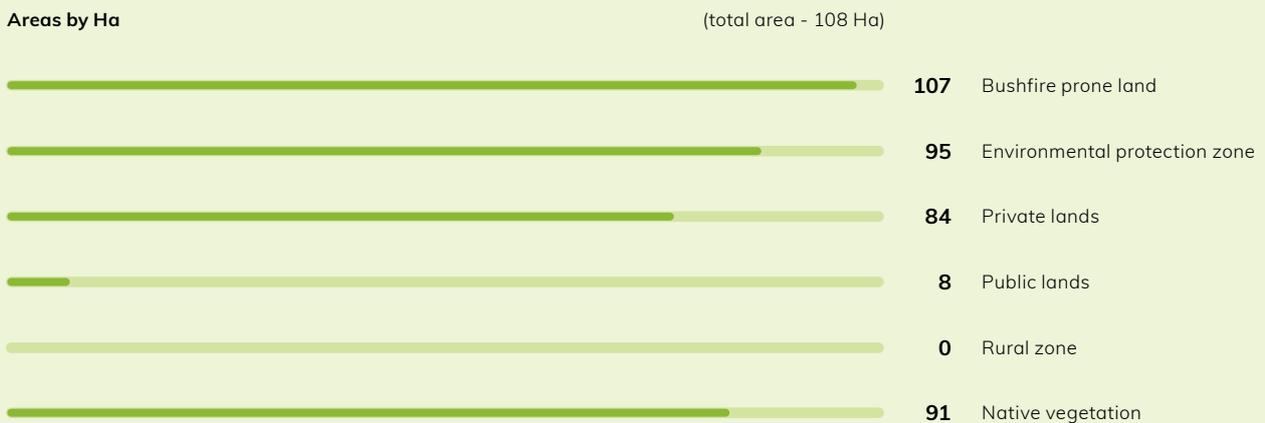
- | | | |
|--------------------------------|-----------------------------|----------------------------|
| Urban area | Rural uplands | MRA convenience centres |
| Ingleside Growth Area | Coastal communities | Employment hub (MRA) |
| National park | Strategic and local centres | Significant infrastructure |
| Major public parkland/bushland | Ferry routes | |
| Metropolitan Rural Area | Ferry stop | |

Figure 29
Illustrative map – Coastal Communities of the Northern Beaches MRA



Legend - - - Ferry route 🏠 Mainland wharf

Figure 30
Key facts - Coastal Communities of the Northern Beaches MRA⁸



People

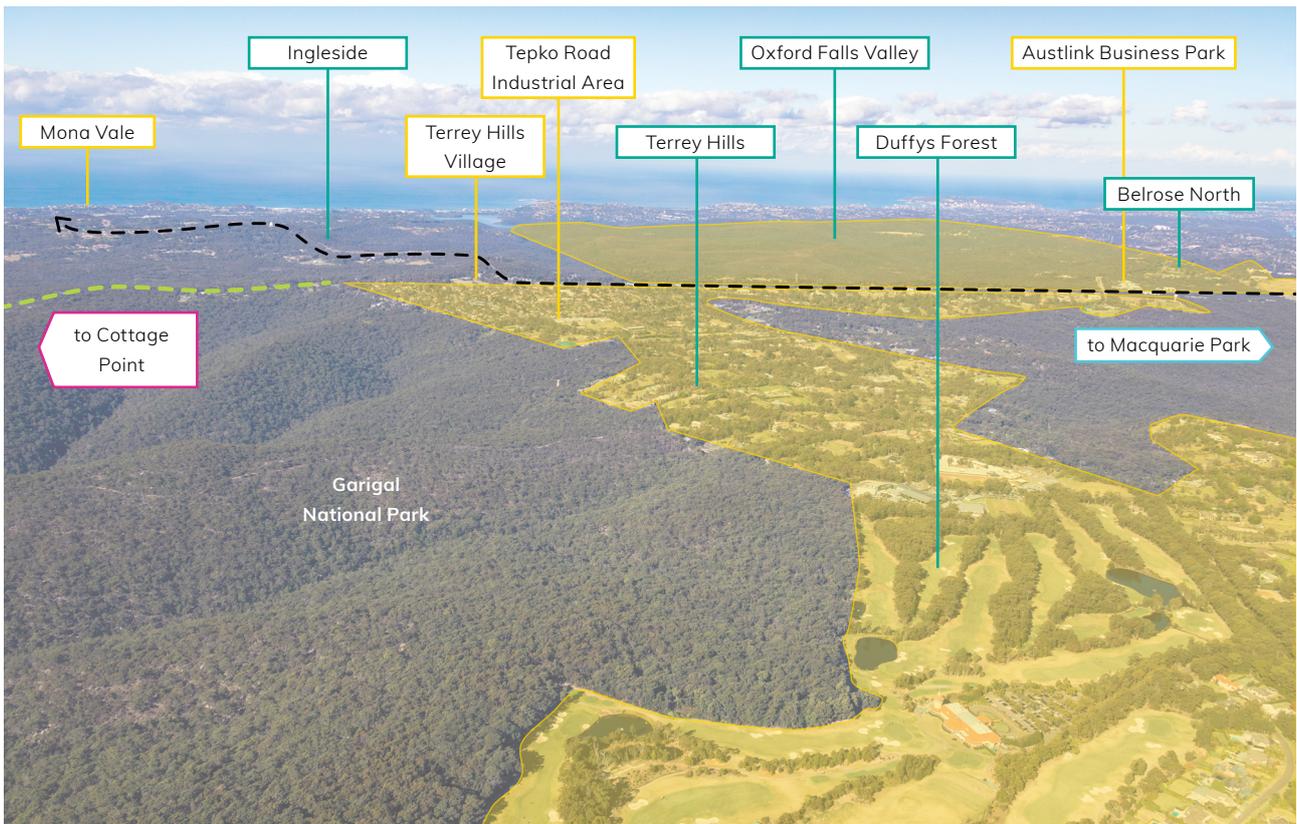
750 dwellings

56% occupied dwellings

greater proportion of mature adults

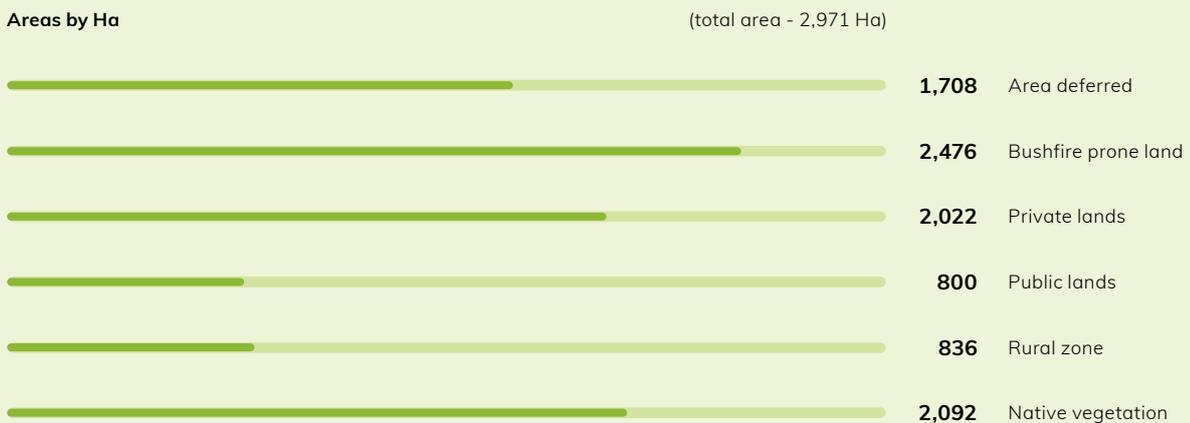
2% need assistance

Figure 31
Illustrative map – Rural Uplands of the Northern Beaches MRA



Legend Metropolitan Rural Area

Figure 32
Key facts - Rural Uplands
of the Northern Beaches MRA⁸



People



Not all properties within the MRA have access to reticulated water or sewage; improvements to septic tanks, connections to water or sewer or other alternatives are needed to manage environmental impacts. Coastal communities rely on areas outside their communities for goods, community and retail services and waste removal. While these issues are managed now, sustainable solutions are required, especially in peak seasons and as visitation increases.

Environmental attributes on public lands are mostly protected from development, yet conservation on private land remains a challenge. Opportunities to protect and enhance the MRA's environmental attributes include:

- preventing further lot fragmentation which may constrain long-term opportunities for conservation (with smaller lots creating barriers to consolidation)
- using biodiversity offsets, other funding incentives and stewardship agreements for environmental projects
- revegetating streams, planting trees and improving habitat, biodiversity and amenity
- drawing on privately initiated actions or targeted incentives such as Landcare grants, volunteering or other environmental funds
- setting appropriate land use rules and regulations to manage development.

Of the land owned by the MLALC, we will be guided by the principles established in the *Aboriginal Land Rights Act 1983* to work with the MLALC, surrounding landowners and the community to balance environmental and rural needs with economic participation and cultural use of the land by Aboriginal people (see P13).

Deferred lands

Oxford Falls Valley and Belrose North are known as 'deferred lands' as they are still subject to planning controls from the former Warringah Local Environmental Plan 2000 (WLEP 2000). The Oxford Falls Valley and Belrose North Strategic Review informed a draft planning proposal that recommended the majority of this area be zoned for environmental protection, with smaller areas dedicated to either rural or residential zones (large lot or low density housing).

Principles

- Protect biodiversity values for riparian corridors and areas that support threatened species, communities and populations and on lands identified for biodiversity connectivity.
- Support sustainable primary industry, particularly food production, and prevent incompatible land uses.
- Support biodiversity offsets and stewardship agreements.
- Limit development to a scale, form and density consistent with existing character and use.
- Avoid urban intensification and subdivision in the MRA.
- Conserve and enhance the scenic amenity, tourism and recreation values of the MRA.
- Provide adequate public open space and recreational activities to avoid unsustainable pressure on national parks.

No.	Action	Time	Partner
4.1	Use the employment study, social infrastructure and open space study, environment study, biodiversity planning analysis, stormwater quality strategy, open space and recreation strategy and destination management plan to inform place-based planning in the MRA	S	
4.2	Develop LEP and DCP controls, considering recommendations from the draft planning proposal for the deferred lands of Oxford Falls Valley and Belrose North, addressing land use conflicts that compromise the rural and environmental values, and having regard for the outcomes of the housing, employment and environment studies	I	
4.3	Investigate commercially and environmentally feasible proposals for energy, water and sewerage infrastructure improvements for unconnected areas	M	Ausgrid, Sydney Water, Landowners
4.4	Prevent the inappropriate application of State policies that allow urban intensification of the MRA, such as site compatibility certificates for seniors housing	S	DPIE
4.5	Identify opportunities for recreation as outlined in P6	S	DPIE



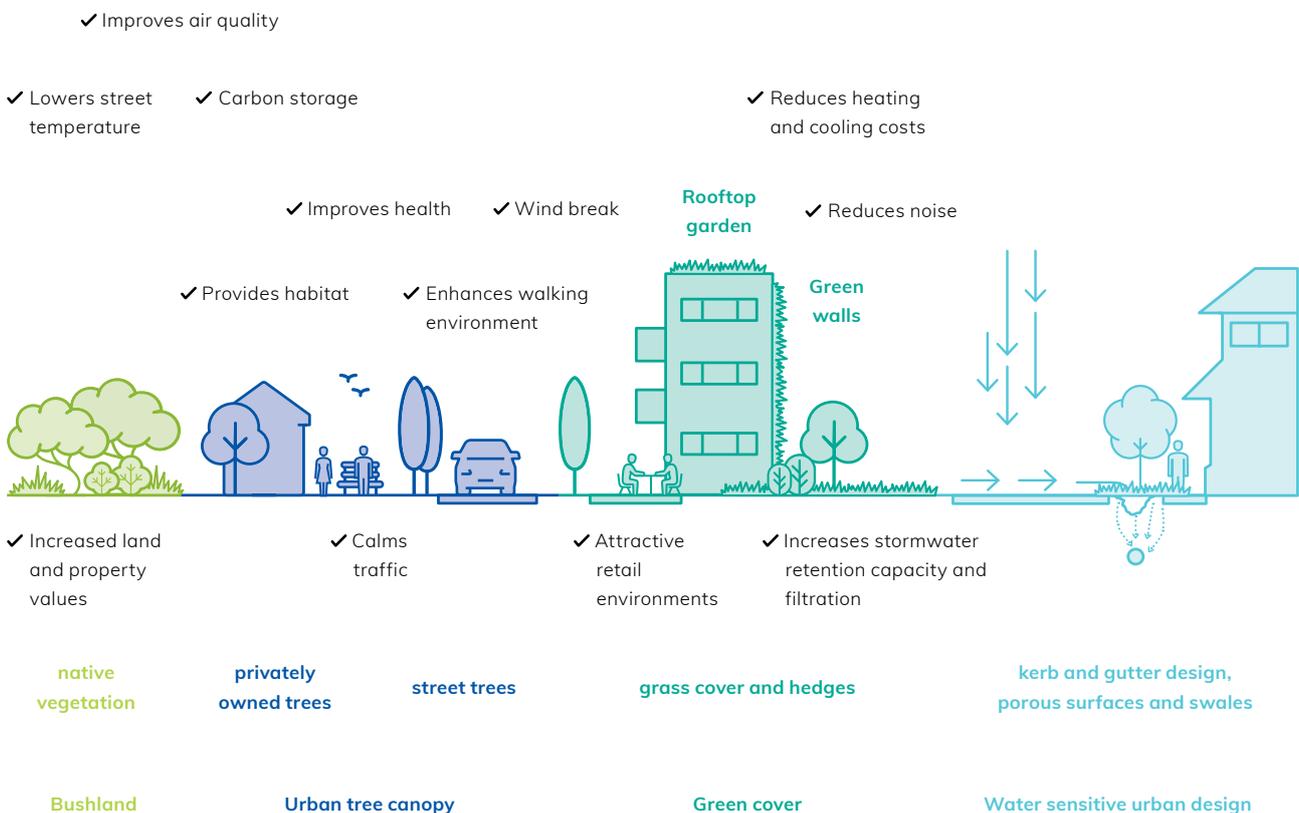
Priority 5 Greener urban environments

Tree coverage and greenery in the Northern Beaches contribute to the area's streetscape, character and standard of living. As a fundamental characteristic of the natural landscape, it will be retained to help manage gradual temperature increases, heatwaves and urban heat island (UHI) effect. As we move towards 2040, we will increase the urban tree canopy and green cover and develop a local green grid. Measures to address UHI are also addressed in P1 and P7.

Urban heat island (UHI) effect

Treeless urban areas generally have higher temperatures than the surrounding vegetated non-urban areas¹⁰, which give them an island appearance in heat maps, thus the name. A UHI is often associated with extreme heatwaves that can increase demands for energy, water and health services. Often, more vulnerable people, including the elderly, the very young, the infirm and the economically disadvantaged, suffer the most in these conditions.

Figure 33
Benefits of the urban tree canopy and measures to address the urban heat island effect⁹



Urban tree canopy and green cover

Although the Northern Beaches has one of the highest tree canopy coverage rates in Sydney, rates of loss are also high due to the aging of mature trees and a demand for larger detached dwellings, secondary dwellings and urban and infrastructure developments. State planning controls that allow clearing for bushfire protection and development with increased footprints also contribute.

The urban tree canopy includes a variety of tree types and is a key form of green infrastructure most effective at combatting the UHI effect. It is complemented by other forms of green cover including hedges, grass footpaths and garden beds, green roofs and walls. Water sensitive urban design measures also cool urban environments such as bio-retention, water quality ponds, raingardens and swales (see P1).

A number of studies, including Council's draft Urban Tree Canopy Plan, and the principles of the Greener Places Policy will guide our efforts to increase the urban tree canopy and green cover. We will develop urban tree canopy targets and focus efforts to reduce the UHI effect in urbanised areas such as strategic centres, industrial areas and Pittwater Road. We will implement our program to plant 5,000 trees per year and manage illegal tree clearing on private land through enforcement and compliance activities.

Greater Sydney and local green grid

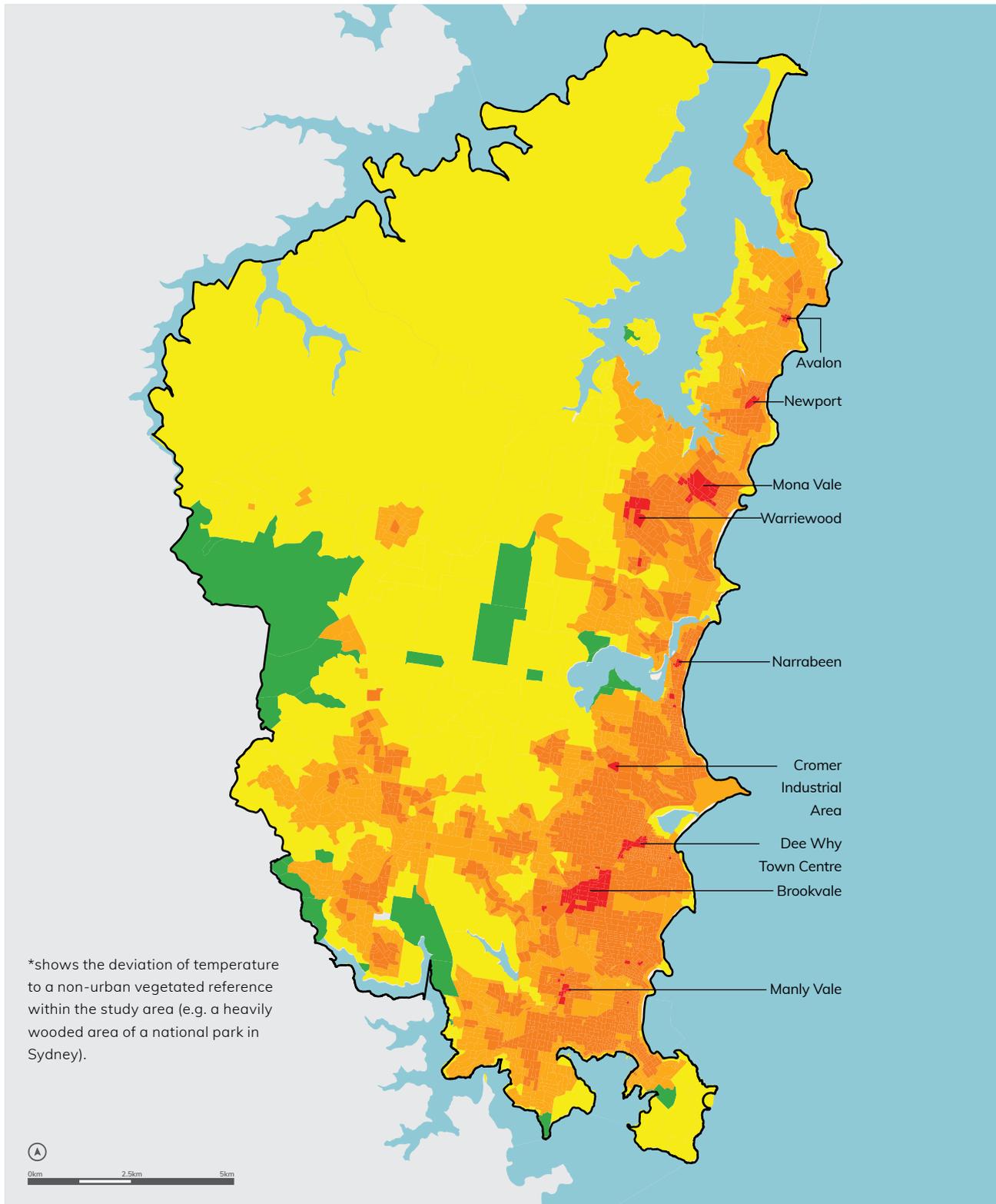
The Greater Sydney Green Grid is the NSW Government's long-term vision for a network of high quality green areas that connect town centres, public transport networks and major residential areas. It is made up of four layers of green infrastructure (or grids): the hydrological or blue grid (see P1), the ecological grid (see P1 and P2), the recreational grid (see P6) and the agricultural grid (see P4).

In the Northern Beaches, priority Greater Sydney Green Grid projects include:

- recreational access improvements to coastal lagoons
- links from the Northern Beaches Hospital Precinct to Narrabeen Lagoon
- the Coast Walk from Palm Beach to Manly
- establishing street trees and increased building setbacks along Pittwater Road.

These projects are subject to feasibility and environmental assessment. We do not support recreational access to Dee Why Lagoon, identified in the *North District Plan*, due to its status as wildlife refuge.

We will identify, create and protect a local green grid through the planning system to complement the Greater Sydney Green Grid and expand connections such as tree-lined streets, bushland corridors, waterways, parks and open spaces.



Legend

Urban Heat Island 2016

Deviation from reference*

Green Cooler than reference

Yellow 0 - 3 degrees warmer

Orange 3 - 6 degrees warmer

Dark Orange 6 - 9 degrees warmer

Red Warmer than 9 degrees

Principles

- Create a resilient, interconnected urban tree canopy across the Northern Beaches.
- Retain mature trees and use innovative measures to do so for new infrastructure and development.
- Improve tree health and diversity and use local native tree species where possible.
- Offset tree canopy loss by planting a minimum of two trees for any one tree removed from public and private land.
- Incorporate other forms of green cover where space for trees is limited.
- Reduce the urban heat island effect by increasing the urban tree canopy and green cover, incorporating water sensitive urban design and improving building design
- Ensure new development contributes and connects to the local green grid.

No.	Action	Time	Partner
5.1	Implement the Urban Tree Canopy Plan, including the protection of iconic trees and tree-lined areas	S	
5.2	Investigate area and land use-specific tree canopy and green cover targets, based on the Government Architect NSW's proposed targets, prioritising areas with low canopy cover, socio-economic disadvantage and high levels of urban heat	I	
5.3	Develop LEP and DCP controls for urban tree canopy and urban heat, including deep soil requirements, landscaped open space and increased front building setbacks in narrow road corridors	I	
5.4	Prepare design guidelines to inform LEP and DCP controls, including requirements for roof colours, wind circulation, green roofs, green walls and water sensitive urban design	I	NSROC
5.5	Investigate the feasibility of Greater Sydney Green Grid projects, identify a local green grid, and protect and enhance these grids in the new planning framework	S	GA DPIE



Priority 6

High quality open space for recreation

Sport and recreation, as a central part of the Northern Beaches lifestyle, requires easy access to open space that supports leisure for fun, relaxation or fitness. The LGA's open space is a key form of social infrastructure (see P11) that forms the recreational grid and includes:

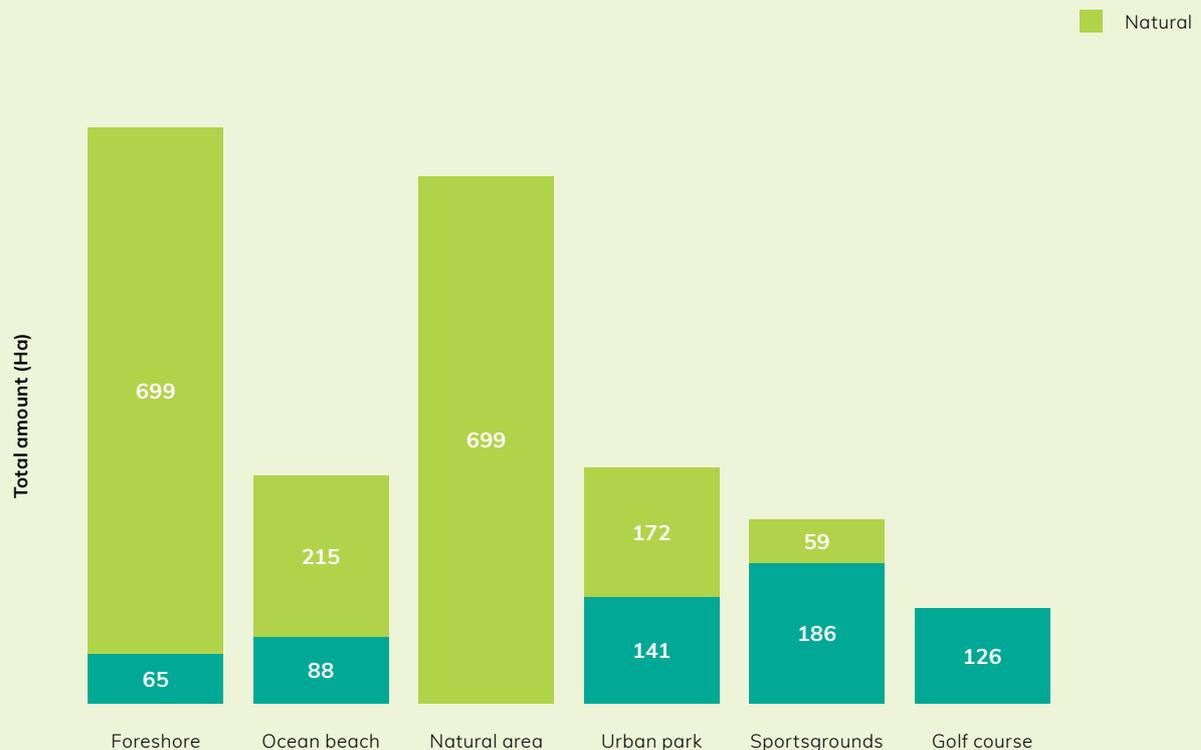
- **natural areas** that are primarily protected for conservation but also serve secondary recreational uses including walking, cycling, horse trails and picnic areas
- **ocean beaches and foreshores** either developed for recreation or with natural areas like dunes or riparian vegetation
- **urban parks** for active, outdoor and recreation activities with some containing natural areas like habitat reserves

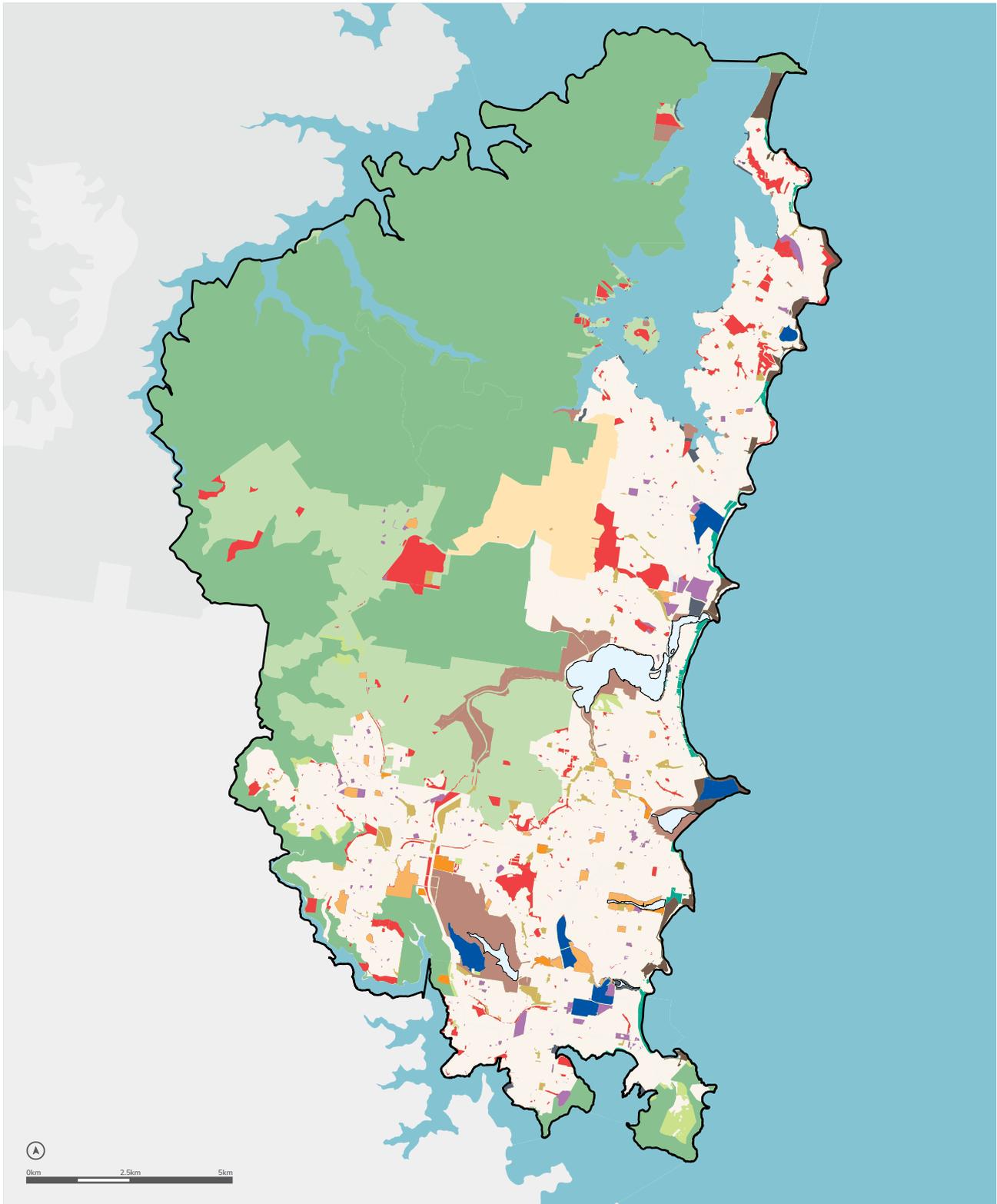
- **sportsgrounds** for organised sport including courts and greens, with some containing natural areas
- **golf courses** that are Council-owned and constitute public open space.

While the Northern Beaches' natural areas provide opportunities for recreation, forward planning must provide formalised parks and sporting areas in response to urban populations. Safe and walkable access to open space must also be considered, with benchmarks provided in the *North District Plan*.

Figure 34

Summary of open space on the Northern Beaches, excluding national parks¹²

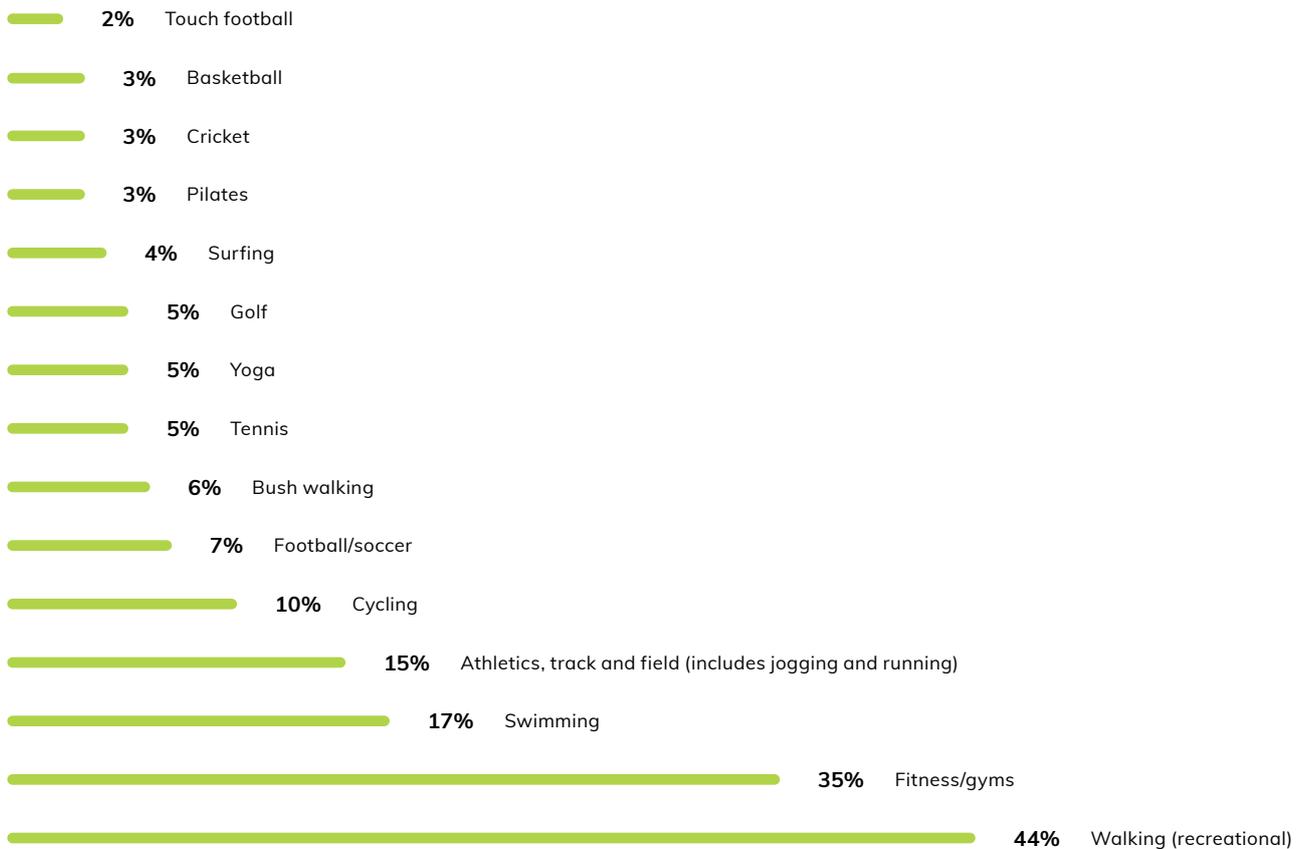




Legend

- | | | |
|--------------------------------------|-------------------------------|--------------------------------|
| Urban area | Metropolitan Rural Area (MRA) | Ocean beach with natural areas |
| Ingleside Growth Area | Foreshore | Sportsground |
| National park | Foreshore with natural area | Sportsground with natural area |
| Other major public parkland/bushland | Golf courses | Urban parks |
| | Natural | Urban park with natural area |
| | Ocean beach | Waterbodies |

Figure 35

Top 15 sport and recreation activities for residents in NSW¹²

With limited resources and land for open space, we need to seek maximum return from investment by planning for flexible open space that responds to trends such as more individual-based activity (walking, swimming, athletics or cycling) or demographic changes (for example, from part-time workers, retirees or families). Present estimates predict a 40-hectare shortfall of land for sport by 2031 and demand on regional open space, such as beaches, will increase.

In addition to implementing the Northern Beaches Sportsgrounds Strategy (2017) and planning for new open space in Frenchs Forest Planned Precinct, further LGA-wide studies will identify innovative and collaborative solutions to address competing demands. These include:

- **conversion of single-use open space:** by creating multi-functional spaces to increase sport and recreation use of golf courses, Crown land and schools, as identified in the Sportsground Strategy
- **disposal of assets:** selling underutilised assets to enable investment in new open space and facilities
- **value capture:** exchanging the uplift achieved through development for public open space
- **innovative models and partnerships:** facilitating shared use of existing public and private facilities or partnering with the private sector to build new sporting facilities
- **improving access to natural open space and the local green grid:** formalising trails and infrastructure in natural areas subject to environmental assessments
- **public and green space in built-up areas:** considering strategies such as rooftop parks and sports courts, plazas, wide street verges and the conversion of road space, especially in areas of under-supply such as Brookvale and Dee Why.

Principles

- Improve the provision, diversity and quality of open space for recreation.
- Design open space to be flexible, versatile, multifunctional and fit for purpose.
- Ensure open space responds to demand and meets diverse community needs.
- Use open space to connect people to nature.
- Ensure new open space contributes to, connects and enhances the local green grid.
- Design sustainable open space that considers lifecycle costs, management and maintenance.
- Encourage collaboration and partnerships to promote shared use.
- Support rooftop parks, increased building setbacks and conversation of road space in built-up areas.
- Design vibrant, accessible and interactive open spaces.
- Ensure access to natural open space and waterways is sustainable so that these areas are preserved for the future.
- Locate all new residential development within 400m of open space and all high density areas within 200m of open space.

No.	Action	Time	Partner
6.1	Prepare LGA-wide studies including a social infrastructure and open space study and an open space and recreation strategy	I	
6.2	Develop LEP and DCP controls that respond to the findings of the above studies and improve open space provision, connect to the local green grid, and manage conflicts including the use of environmental protection zones for natural open spaces	I	
6.3	Implement the Sportsground Strategy by reallocating grounds to maximise use; facilitating shared use of school fields; and upgrading selected sports grounds either through reconfiguration, drainage and lighting improvements and/or synthetic fields	S	DOE
6.4	Deliver new open space in Frenchs Forest Planned Precinct (see P23)	M	DPIE DOE
6.5	Investigate the provision of sports fields in new housing development areas including Warriewood Valley and potentially Ingleside	S	DPIE



Efficiency

Reducing emissions requires new approaches to managing growth and development and increased efficiencies in managing energy, water and waste.

We will improve environmental standards and compliance in new and existing developments and support the global push for net zero carbon buildings. We will explore and invest in technologies and processes such as renewable energy and waste management that deliver long-term environmental benefits.

Planning priority

- **Priority 7**
A low-carbon community, with high energy, water and waste efficiency





Priority 7

A low-carbon community, with high energy, water and waste efficiency

The Northern Beaches LGA emitted almost two million tonnes of greenhouse gas emissions from electricity (56%), transport (29%), waste (8%) and gas (7%) in 2016-17¹³. In the same year, almost half of the LGA's water supply (46%)¹³, sourced by remote dams and treated to drinking water standards, was used for non-drinking uses such as toilet flushing, laundry and irrigation.

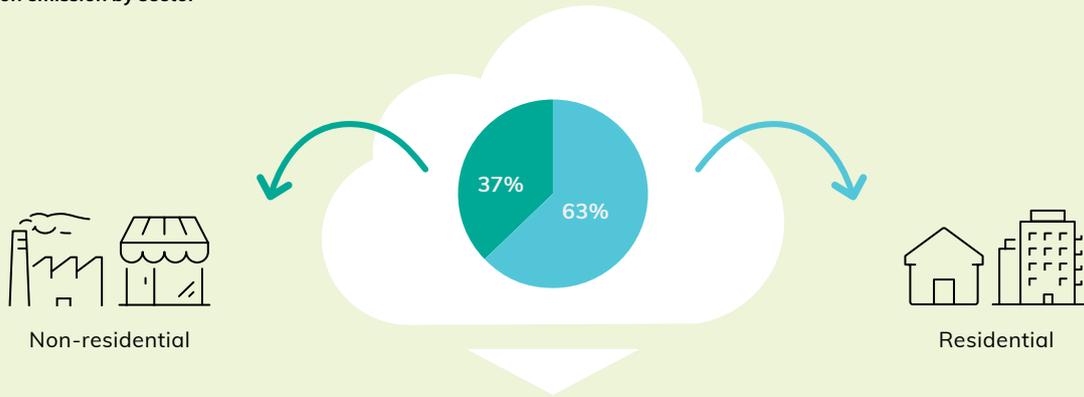
Land use and the built environment contributes to carbon emissions and water use as it influences how people live, move and use resources. Residential dwellings contribute to the majority of the LGA's carbon emissions (63%), mainly from electricity and transport. Average emissions and water-use per dwelling are lower in higher density areas in Manly, Dee Why and Narrabeen compared to areas with detached housing.

Source hydropanels, Currawong



Figure 36
Carbon emissions
- Northern Beaches LGA 2016-17¹³

Total carbon emission by sector



Total carbon emission by resource type

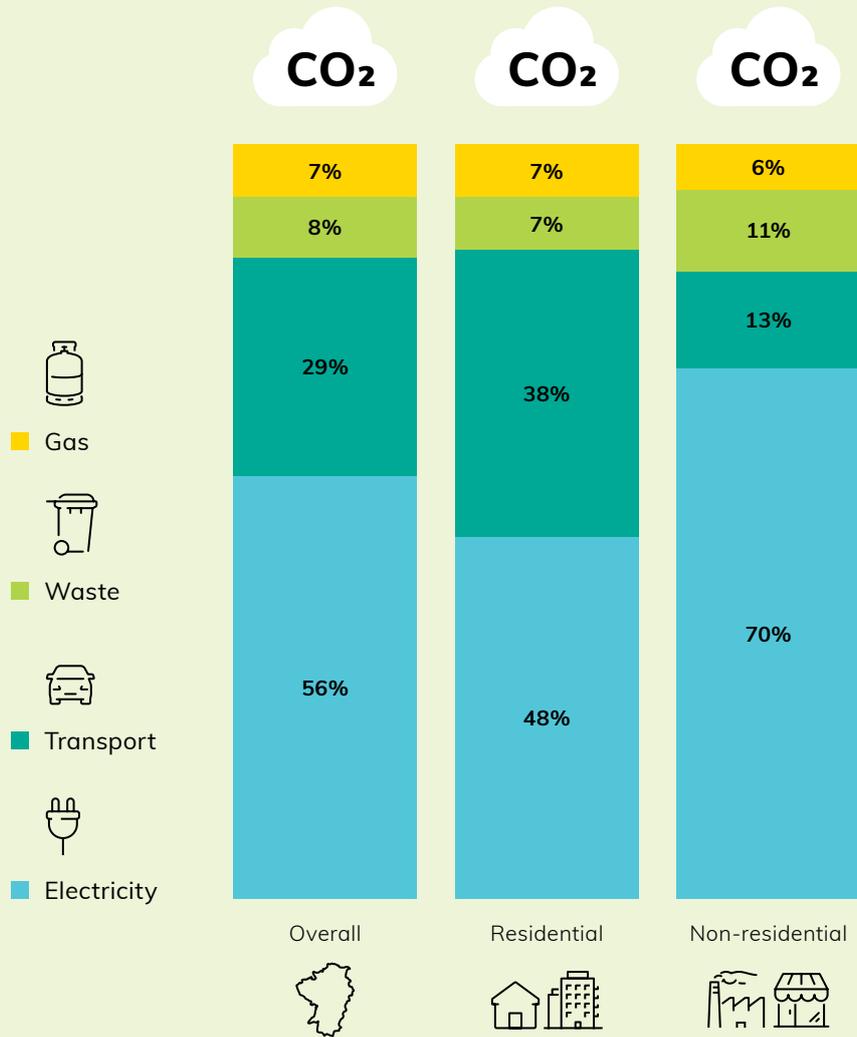
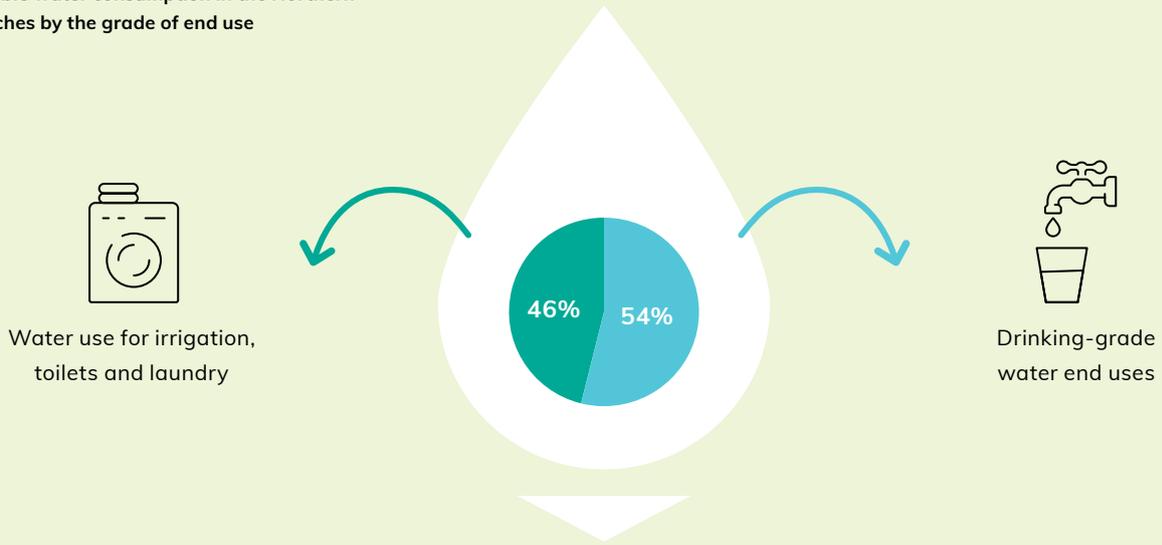


Figure 37
Potable water consumption
- Northern Beaches LGA 2016-17¹³

Potable water consumption in the Northern Beaches by the grade of end use



Potable water consumption in the Northern Beaches by sector

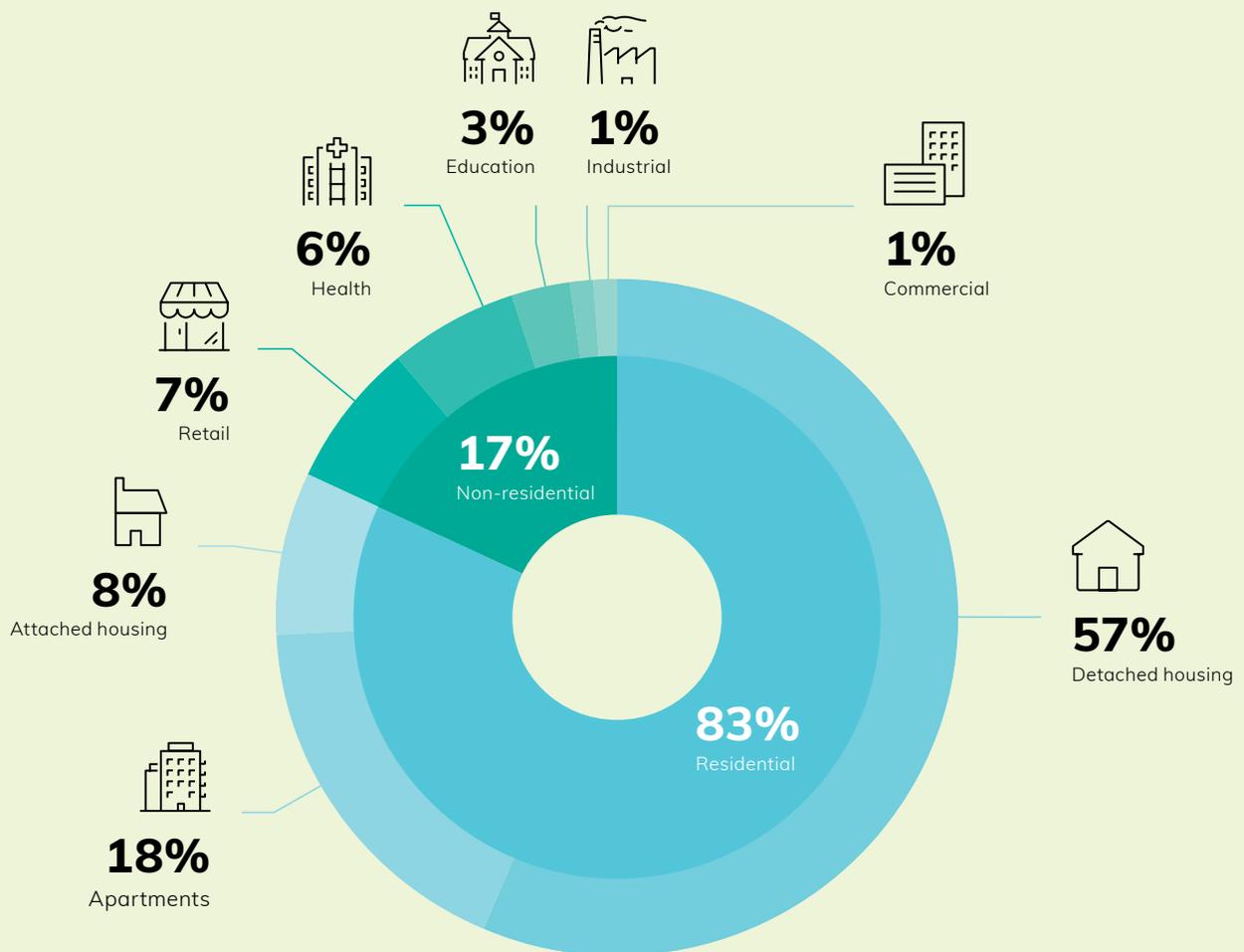
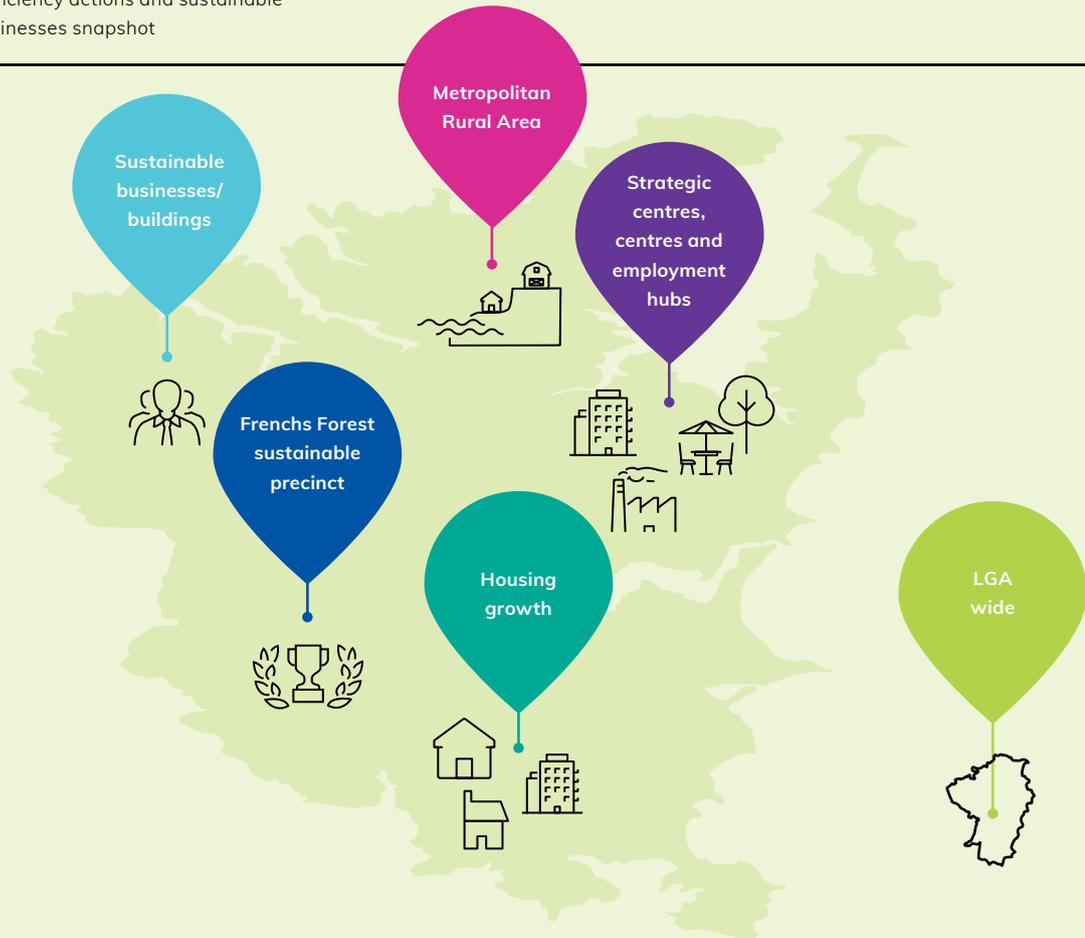


Figure 38

Towards 2040 efficiency actions and sustainable buildings and businesses snapshot



Efficiency actions



- Energy, water and sewerage infrastructure improvements (P4)

- Reduce parking rates (P21)
- Improve public transport (P19, P20)
- Improve active transport (P20)
- Encourage car share (P20, P21)
- Facilitate innovative, sustainable industries (P22)
- Promote compact settlements (P7, P15, P16)
- Sustainability certification for new buildings (P7)

- Promote compact settlements (P7, P15, P16)
- Sustainability certification for new buildings (P7)

- Low-carbon, high-efficiency precinct (P7, P23)
- Green Star Community (P7, P23)
- Water smart city (P1)

- Blackmores, Warriewood
- Col Crawford, Brookvale
- Lifestyle Building, Brookvale
- Four Pines, Newport

- Improve building standards and retrofits (P7)
- Increase uptake of renewable energy (P7)
- Support smart technology (P7)
- Promote precinct-scale efficiencies (P7)

We want to be a leader in sustainable resource use; our new LEP and DCP must encourage efficiencies, especially in the built environment. Opportunities include:

- **precinct-scale efficiencies** such as using renewable energy across multiple buildings; consolidating freight, waste collection, re-use and recycling facilities (see P21); or introducing stormwater harvesting and wastewater recycling (see P1)
- **more compact settlements** including walkable suburbs serviced by public transport to reduce reliance on private vehicles and transport emissions (see P15 and P19-21)
- **smart technology and infrastructure** to improve energy, water, waste and transport efficiencies, such as smart energy management systems, smart bins, and shared transport including car share, e-bikes or autonomous vehicles
- **improving building standards and retrofits** through passive design and infrastructure such as renewable energy and storage capacity; dual reticulation for recycled water; electric vehicle charging; carbon neutral products; adaptable car parking; and measures to address UHI including green cover and reflective materials (see P5).

We are advocating for a Green Star Communities rating for planned precincts, such as Frenchs Forest, as new developments provide the greatest opportunities for change. We will prioritise low-carbon, high-efficiency precincts in strategic centres, employment hubs, and areas subject to urban intensification in the short term, as densely populated suburbs provide the best opportunities to reduce emissions.

We will be guided by commitments in *Protect, Create, Live*, including projects and programs to educate the community and encourage retrofits. Aspirations in *Move* will guide a reduction in transport emissions. We support the global Net Zero Carbon Buildings Commitment and will work with the NSW Government to introduce improved building standards. We have measured, the community's baseline carbon emissions and water profile and will continue to monitor progress.

Northern Beaches Council as a sustainability leader

- Bronze partner of the NSW Government's Sustainability Advantage program.
- Lighting upgrades at buildings, car parks and sports fields, heating and cooling system upgrades.
- Solar power installations on Council buildings, including Cromer and Balgowlah depots.
- Low-energy LED residential streetlights that reduce carbon emissions by 3,000 tonnes a year.
- Smarter, greener, safer, cleaner waste collection service that reduces emissions by 43,200 tonnes a year.
- Cromer Park Water Harvesting Scheme, recapturing and treating water through a bio-retention system and UV filtration then using it for irrigation, capturing herbicides and fertilisers on site.
- Setting an ambitious target for half of all homes to be powered by solar by 2030.

Net Zero Carbon Buildings Commitment

The global Net Zero Carbon Buildings Commitment requires building owners, occupants, cities and states to create an energy-efficient built environment, powered by renewables, and to support decarbonisation of the grid. It recognises that technology exists to achieve net zero carbon buildings and supports the Paris Agreement, the World Green Building Council, C40 and the Climate Group, as part of the We Mean Business Coalition and the Green Building Council of Australia.

Principles

- Ensure new developments and retrofits demonstrate improved building standards and the achievement of a low-carbon development with high-efficiency in energy, water and waste.
- Reduce carbon emissions.
- Support precinct-based efficiency initiatives.
- Reduce the volume of waste and waste transport requirements.
- Support smart technology and infrastructure.
- Increase the uptake of renewable energy.

No.	Action	Time	Partner
7.1	Deliver Frenchs Forest Planned Precinct as a low-carbon, high-efficiency precinct and a Green Star Community (see P23)	S M L	DPIE DOE
7.2	Identify opportunities for precinct-scale efficiencies, compact settlements, smart technology and infrastructure and better building standards and retrofits in the environment study, employment study and local housing strategy	I	
7.3	Develop LEP and DCP controls based on the studies and require a Green Star, NABERS or similar compliance rating for new buildings in strategic centres, employment hubs and areas subject to urban intensification	I	
7.4	Improve building standards for residential and non-residential buildings and relevant infrastructure, support the push for net zero carbon buildings, and monitor progress	S	DPIE GBCA
7.5	As part of <i>Protect, Create, Live and Move</i> , develop action plans for public transport, sustainable living and green neighbourhoods	S M L	
7.6	Investigate the establishment of Australia's first Urban Night Sky Place in Palm Beach, addressing public lighting, light pollution and energy consumption	S	

Northern Beaches new waste collection service





Resilience

Resilience to natural hazards is becoming increasingly important as the climate changes.

We will continue to improve natural hazard management and mitigation activities and focus on disaster risk reduction to protect people's lives and property, the economy and the natural environment.

Planning priority

- **Priority 8**
Greater community resilience to natural hazards and climate change.





Priority 8

Greater community resilience to natural hazards and climate change

The Northern Beaches is vulnerable to natural hazards as a result of past planning decisions and its interface with the natural environment. These hazards include bushfire, flooding, landslip, coastal erosion and storms. Recent examples include the 1994 bushfires in Terrey Hills, Ingleside and Elanora Heights, and the 2016 east coast low and king tide that caused severe damage and coastal erosion at Collaroy, power outages and the evacuation of residential properties.

As the climate changes, exposure to natural hazards will increase. Heatwaves, heavy rainfall and severe bushfire conditions are already more frequent and more intense. Storm surges, sea-level rise and increased flooding will affect properties and infrastructure along the coast.

Protect, Create, Live outlines our commitment to build resilience in the community and natural and built environments. We collaborate with several partners to lead best practice incident management and awareness.

The new LEP and DCP will incorporate natural environment protections and shape the built environment to foster connected and sustainable communities that are not only resilient to natural hazards but also urban shocks and stresses, such as pollution, disease, cyber or terror attacks and social unrest.

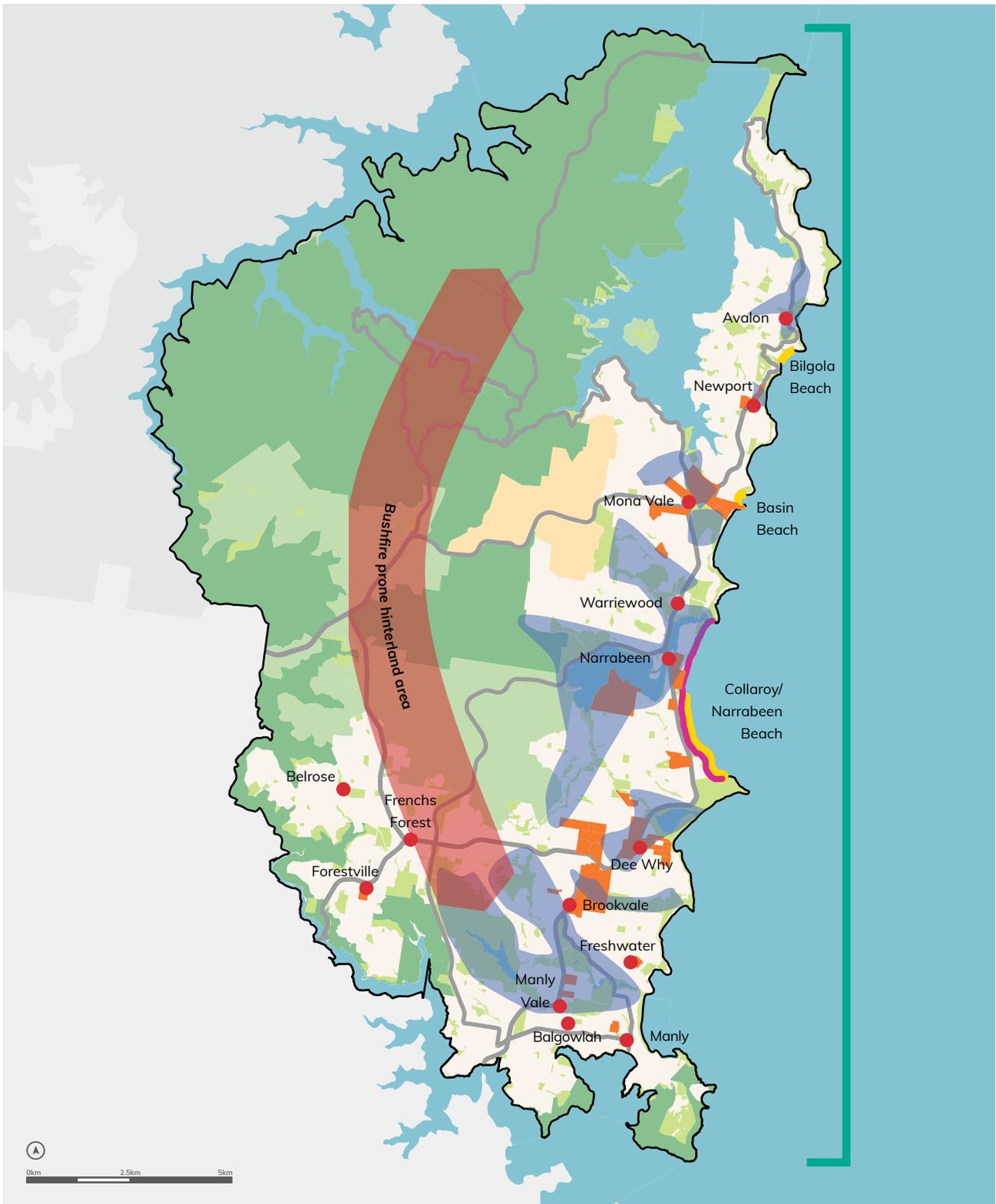
Resilience¹⁴ is the capacity of individuals, communities, businesses and systems to survive, adapt and thrive no matter what kinds of chronic stresses and acute shocks they experience.

Chronic stresses include homelessness and housing affordability, lack of access to public transport, family violence, climate change, structural inequity, and chronic food and water shortages.

Acute shocks are sudden, short-term events like major storms, floods, bushfires, heatwaves, disease outbreaks, terrorism or cyber-attacks.

Existing projects

- Applying the Australasian Inter-Service Incident Management System (AIIMS) in collaboration with emergency services and relevant agencies.
- Delivering the Australian Storm Wave Damage and Beach Erosion Early Warning System in collaboration with the University of NSW and Bureau of Meteorology.
- Educating and engaging the community through the Get Ready Northern Beaches awareness program with the Department of Planning, Infrastructure and Environment.
- Coast and waterway projects including lagoon entrance management, sand nourishment, dune restoration and the Collaroy/Narrabeen sea wall to build coastal resilience.
- Incorporating the Frenchs Forest Climate Adaptation Plan and other strategic and structure planning activities in place planning.



Legend

- | | | |
|---|---|---|
| Urban area | Strategic and local centres | Partner with research organisations to understand climate change impacts |
| Ingleside Growth Area | Populations vulnerable to urban heat ¹¹ | Promote and maintain public access and build resilience through regeneration and beach nourishment |
| National park | Flood prone area | |
| Major public parkland/bushland | Bushfire prone hinterland area | |
| Metropolitan Rural Area (MRA) | Build resilience to coastal hazard | |

Principles

- Minimise risk to public health and safety from urban and natural hazards.
- Reduce risk to life and property.
- Support initiatives that respond to climate change.
- Avoid intensification of development and incompatible land uses in areas exposed to natural and urban hazards.
- Mitigate the UHI effect and extreme heat.
- Improve resilience to climate change in both natural and built assets.
- Balance urban tree canopy programs and bushland restoration with natural hazard risk.

No.	Action	Time	Partner
8.1	Identify high-risk bushfire prone precincts in response to the National Fire Danger Rating System	S	
8.2	Identify where to limit the intensification of development in areas exposed to hazards in the environment study and local housing strategy	I	
8.3	Develop LEP and DCP controls to implement these studies, including constraints mapping, coastal hazards, and measures to restrict development in high-risk hazard areas	I	
8.4	Investigate a natural hazards and resilience framework to clarify Council's policy on sea-level rise and address long-term natural hazard and climate-related risk across the Northern Beaches	S	
8.5	Develop <i>Protect, Create, Live</i> and associated action plans for adaptation and resilience	S M L	
8.6	Prepare a climate action plan for the LGA and a climate adaptation plan for Frenchs Forest Planned Precinct	I	
8.7	Resolve the future of Ingleside so that any development is sustainable and resilient to natural hazards	I	DPIE



Infrastructure and collaboration

Infrastructure and collaboration

Providing new and upgraded infrastructure such as public transport, schools and open space is essential to a more liveable, sustainable and productive Northern Beaches.

We will partner with State agencies, councils, the community and other stakeholders to optimise existing infrastructure, deliver new and upgraded infrastructure and align growth with infrastructure planning.

Planning priority

- **Priority 9**
Infrastructure delivered with employment and housing growth





Priority 9

Infrastructure delivered with employment and housing growth

A '30-minute city' is a planning concept that supports planning for a city in which people can easily access the places they need to visit each day within 30 minutes by public transport, walking or cycling from where they live. It means people spend less time commuting and more time with friends, family, undertaking education, leisure or exercise. This can be a challenge in the Northern Beaches due to the distance between centres and limited public transport.

Analysing the time it takes to travel from one area to another, where people live, and where jobs and main services are located sets the context for how the Northern Beaches functions and informs decisions about:

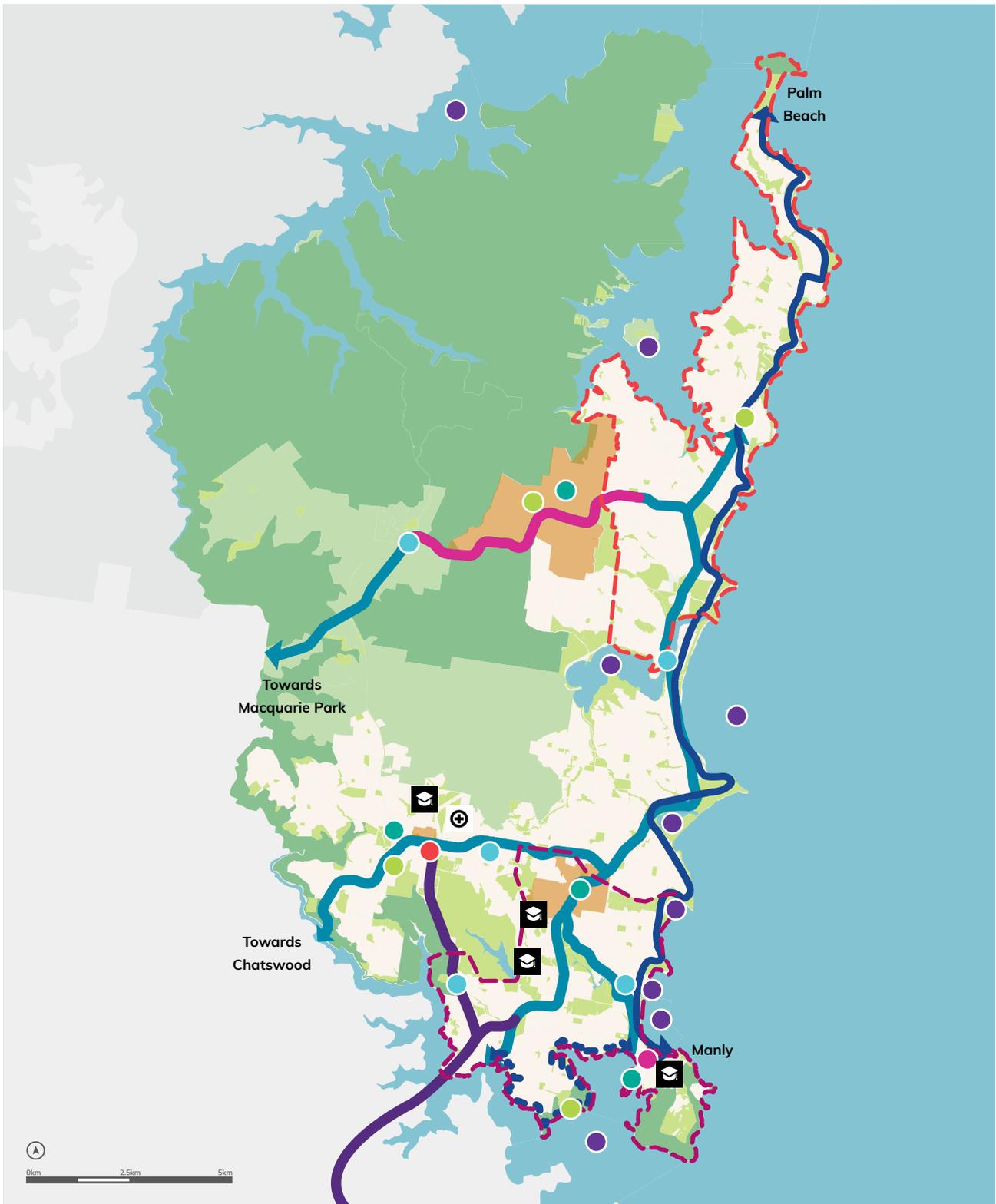
- the effectiveness of public transport
- better access to services and facilities
- where new development is needed or should be located.

With this understanding, we can sequence development, be selective about where and when it occurs so that new infrastructure is provided in the right place at the right time.

For example, Brookvale and Dee Why are the LGA's most accessible centres but the constrained road network must be addressed in conjunction with growth to realise the centre's potential. Precinct-level planning will mean new housing and jobs are planned alongside infrastructure for the whole precinct.

We will work with State agencies to develop and align planning for infrastructure and growth, from investment and integrated strategies where alignment across agencies is critical, such as the Beaches Link Tunnel, to smaller projects such as shared use of school sports fields.

Other opportunities for collaborative approaches to land use and infrastructure planning will become apparent as we complete LEP studies, starting with an LGA-wide land use and infrastructure implementation plan that will explore growth infrastructure compacts in urban renewal areas and inform reviews of the contribution plans.



Legend

- | | | |
|-------------------------------------|--|---|
| Urban area | Public healthcare and hospitals | Public transport and active travel connection |
| Ingleside Growth Area | Arts, heritage, culture and innovation | Beaches Link Tunnel |
| Public transport and infrastructure | Coast walk | Mona Vale Road upgrade |
| Coast and waterways | Bondi to Manly walk | Planning areas |
| Environment and open space | Keoride service area | Education |
| Planning | Uber pool service area | Primary medical facility |

Public transport and infrastructure

- B-Line bus service and commuter carparks
- Dee Why – Chatswood bus connection
- Mona Vale – Macquarie Park bus connection
- Brookvale – Manly bus connection
- Beaches Link Tunnel
- Mona Vale Road upgrade
- Regional cycle network
- On-demand transport trials
- Freight and mass transit investigations
- Wharf and ferry service improvements
- Electric vehicles

Partners: DPIE; TfNSW; RMS; Ku-ring-gai, Ryde, Willoughby, Mosman and North Sydney Councils

Arts, heritage, culture and innovation

- Public-private partnerships, for example, Manly community service hub

Partners: Community service providers

Planning

- Frenchs Forest Planned Precinct
- Ingleside Growth Area
- Brookvale strategic centre (precinct-level planning)
- State Environmental Planning Policies that override local controls, for example, seniors housing, affordable housing, contribution planning and the Medium Density Housing Code
- Former Manly Hospital site

Partners: DPIE; GSC; GBCA; NSW; DOE; TfNSW; RMS

Schools and education

- Establish a university
- School capacity planning
- Shared and joint use of government-owned property, including schools and sport fields

Partners: DOE; NSW; independent schools

Public healthcare and hospitals

- Northern Beaches Hospital
- Frenchs Forest health and education precinct

Partners: DPIE; NSW

Coast and waterways

- Manly and Shelly Beach Smart Beaches project
- Coastal management programs for open coast, Hawkesbury and Sydney Harbour
- Monitoring and evaluation reporting at four lagoons and Pittwater
- Scotland Island water and wastewater feasibility study

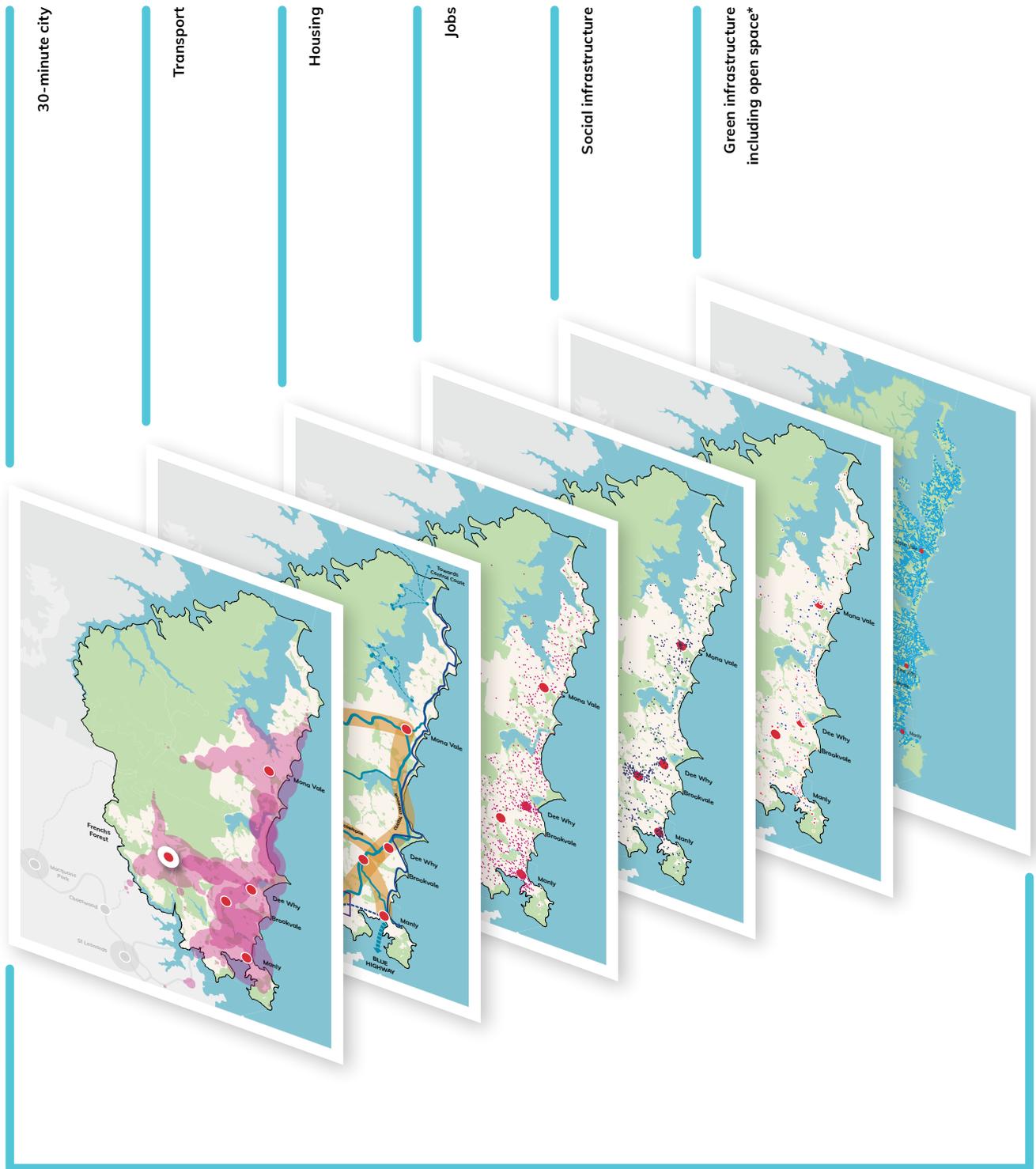
Partners: Sydney Coastal Councils; Lake Macquarie Council; University of Technology

Environment and open space

- Coast walks connecting Palm Beach to Bondi
- Greater Sydney Green Grid
- Waterway health risk-based framework
- Urban heat strategy
- Green Star Community at Frenchs Forest
- Get Ready Northern Beaches project
- Sustainability Advantage program - bronze status
- Cities Power Partnership
- Ingleside Chase Reserve - biobanking agreement

Partners: DPIE; GA; City of Sydney; Mosman, North Sydney, Waverley and Woollahra Councils; Property NSW; Sydney Harbour Federation Trust; NSROC; GBCA; Office of Emergency Management

Figure 39
Coordinated land use and infrastructure planning



Elements of coordinated land use planning

*also includes bushland, urban tree canopy cover, and natural and man-made waterways (see P1 and P5).

Principles

- Collaborate across all levels of government to integrate land use and infrastructure.
- Use precinct planning to sequence and fund growth and infrastructure in strategic centres.
- Foster public-private partnerships.
- Facilitate transparent collaboration processes and involve stakeholders and the community early.
- Ensure new and upgraded infrastructure is efficient and flexible to adapt to long-term needs.
- Ensure new development is supported by an infrastructure assessment and demonstrate that demand for the infrastructure it generates can be satisfied.

No.	Action	Time	Partner
9.1	Develop an LGA-wide land use infrastructure implementation plan informed by LEP studies to align planning and funding for housing, employment, social infrastructure, green infrastructure and transport	I	DPIE
9.2	Develop LEP and DCP controls that safeguard transport and infrastructure needs, including a review of the SP2 infrastructure zone	S	
9.3	Deliver Stage One of the Frenchs Forest Hospital Structure Plan and unlock future stages	S M	DPIE DOE NSW
9.4	Facilitate a whole-of-government precinct-level approach to planning for growth and infrastructure in urban renewal areas such as Brookvale strategic centre	S M	GSC DPIE TfNSW DOE NSW
9.5	Prepare and implement a community participation plan	S	DPIE
9.6	Advocate to increase the range of essential infrastructure applicable under Section 7.11 of the <i>Environmental Planning and Assessment Act 1979</i> (EP&A Act)	S M	DPIE
9.7	Lobby the NSW Government to permit increased developer contributions under Section 7.12 of the EP&A Act where required	S M	DPIE
9.8	Investigate new funding mechanisms such as value capture	S M	DPIE
9.9	Fund infrastructure improvements through Council's delivery program and contribution plans	S M L	



An aerial photograph of a coastal town and harbor. The town is built on a hillside overlooking a large harbor filled with numerous boats. The harbor is surrounded by lush green hills and forests. In the foreground, there is a rocky coastline with waves crashing against the shore. A large, thick red arch graphic is superimposed over the image, framing the word 'Liveability'.

Liveability



People

Everyone in the Northern Beaches community should be able to engage in activities where they interact with others, improve their health and wellbeing or get involved in education.

Our planning must respond to the community's existing needs while being mindful of projected demographic changes.

Planning priorities

- **Priority 10**
World-class education facilities, including a university
- **Priority 11**
Community facilities and services that meet the changing community needs
- **Priority 12**
An inclusive, healthy, safe and socially connected community
- **Priority 13**
Strong engagement and cooperation with Aboriginal communities
- **Priority 14**
An artistic, creative and innovative culture





Priority 10

World-class education facilities, including a university

Tertiary education and training facilities on the Northern Beaches include TAFE NSW, Northern Beaches at Brookvale, International College of Management Sydney at Manly and the University of New South Wales (UNSW) Water Research Laboratory at Manly Vale, Australia's largest and most comprehensive hydraulics laboratory.

The LGA has a great opportunity: the potential of the Frenchs Forest health and education precinct, which contains the Northern Beaches Hospital. The *North District Plan* identifies Frenchs Forest as a health and education cluster model that includes university collaboration or a campus.

There are opportunities for research in health and related fields at Frenchs Forest in partnership with industry in allied health, aged care, sport and exercise science. Co-location of a new university with Northern Beaches Hospital would create a world-class health and education precinct with potential for secondary benefits of business growth in the new town centre and adjoining business park.

The Northern Beaches has a larger population of people aged between five and 20 years compared to the North District and Greater Sydney. An extra 3,454 school students will need to be accommodated in schools in the Northern Beaches by 2036. We will work with the Department of Education and independent providers to address the expected increase in school students.

By 2036, many young people will transition from high school to tertiary education, adding to the existing 12,500 university students on the Northern Beaches. **If they can continue to study locally, we can retain more younger people on the Northern Beaches.**

The LGA has a lower than average participation in tertiary education, at only 6.7% of the 15 to 64 year old age group compared with 9% for Greater Sydney¹⁵. University students on the Northern Beaches mostly live around Dee Why, Balgowlah and Beacon Hill. They travel between one hour to two hours and 40 minutes (by bus) to access university. Without a university campus on the Northern Beaches, and with poor public transport and indirect routes to other campuses, students have few options.

Figure 40

Other industry specialisation opportunities for higher education on the Northern Beaches¹⁵



Health



Marine and environment



Climate change

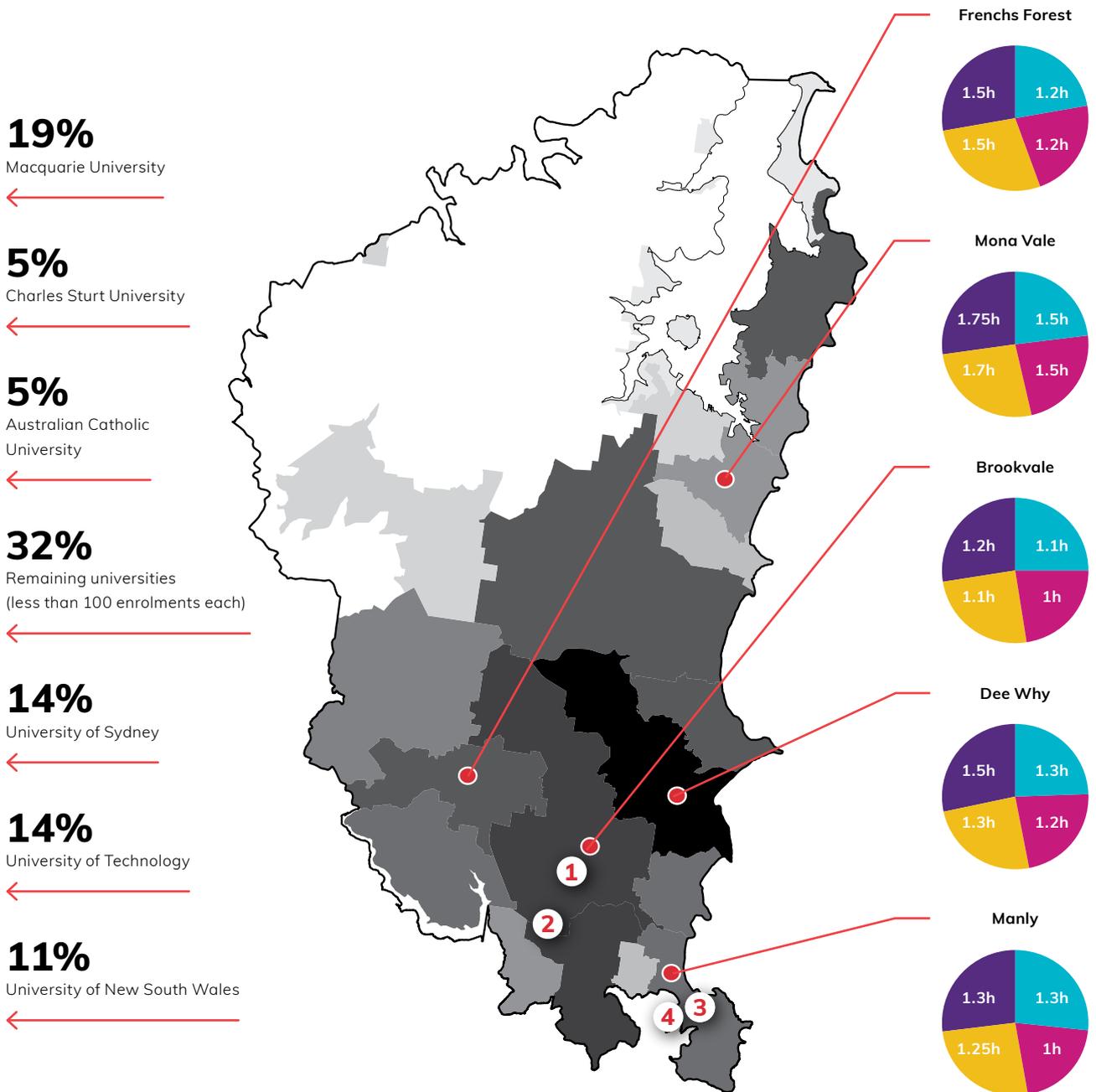


Coastal management



Water management

Figure 41
Northern Beaches education facilities, university students and where they travel to study¹⁵



Legend

Travel time by bus*

- Macquarie University
- University of Technology
- University of New South Wales
- University of Sydney

Existing facilities

- ① TAFE, Brookvale
- ② UNSW, Manly Dam
- ③ International College of Management, Sydney (ICMS)
- ④ Charles Sturt University
Australian Graduate School of Policing and Security (AGSPS)

Number of enrolments by postcode (2016)

- | | |
|--|--|
| 94 - 130 | 601 - 660 |
| 131 - 220 | 661 - 720 |
| 221 - 330 | 721 - 800 |
| 331 - 460 | 801 - 1240 |
| 461 - 600 | 1241 - 1673 |

*based on TfNSW trip planner for 9am arrival

Principles

- Increase the availability of local education opportunities.
- Establish a university in a strategic centre close to high-frequency public transport, and student housing or affordable housing.
- Ensure new educational buildings, or additions to existing buildings, exhibit design excellence and integrate into surrounding areas.
- Help schools to provide the education services required as the number of students increases.

No.	Action	Time	Partner
10.1	Investigate opportunities for a university in a strategic centre	S M	DPIE DPE NSWH
10.2	Respond to expected increase in school students in collaboration with providers and increase shared and joint use projects	S	DOE and independent schools
10.3	Develop LEP and DCP controls that facilitate opportunities for training and education within facilities and new models for communal learning spaces; review appropriate zoning for education facilities; and align with the <i>State Environmental Planning Policy (Educational Establishments and Child Care Facilities) 2017</i>	S	



Priority 11

Community facilities and services that meet changing community needs

Community facilities and services provide spaces for people to connect, create and learn. They include community centres, schools, childcare centres, libraries, health services, entertainment and leisure facilities (these are also known as social infrastructure). As the population grows, we need to make better use of the LGA's open spaces, beaches, national parks, waterways, dams and walkways and improve access to and planning for upgraded or new facilities (see P6).

Multi-use facilities like Avalon Recreation Centre, Tramshed Arts and Community Centre and Dee Why PCYC are community focal points, while smaller facilities like community halls provide for single or specialised uses, with limited space for casual social interaction. Surf life saving clubs also provide an essential role, with renewal projects underway for Mona Vale, Long Reef and Manly Surf Lifesaving Clubs.

With limited social infrastructure in Frenchs Forest, the planned precinct process includes provision of a library, community centre, childcare centre, sporting fields, multi-use outdoor courts, indoor courts, shared use opportunities and expanded aquatic facilities and programs at Warringah Aquatic Centre.

Most of the Council-owned or managed social infrastructure facilities in the LGA are along the coast around centres. Social infrastructure is more dispersed in inland areas. For example, isolated areas like Terrey Hills have limited access to facilities whereas Warriewood-Narrabeen accommodate a range of facilities. There are clusters of facilities in higher-density areas such as Dee Why, while other high density areas such as Collaroy have comparatively fewer facilities. The mix of facilities and how they meet community needs also varies. For example, while Manly has a higher concentration of facilities that matches its higher density, facilities are generally smaller, localised facilities; there is no larger multipurpose facility.

Figure 42

Key facts – Northern Beaches community facilities and services¹²



Utilisation also varies – some facilities, such as Dee Why PCYC, are so popular that capacity has been reached. Most facilities are ageing, need maintenance, or are dated and do not meet the needs of the community. Opportunities include:

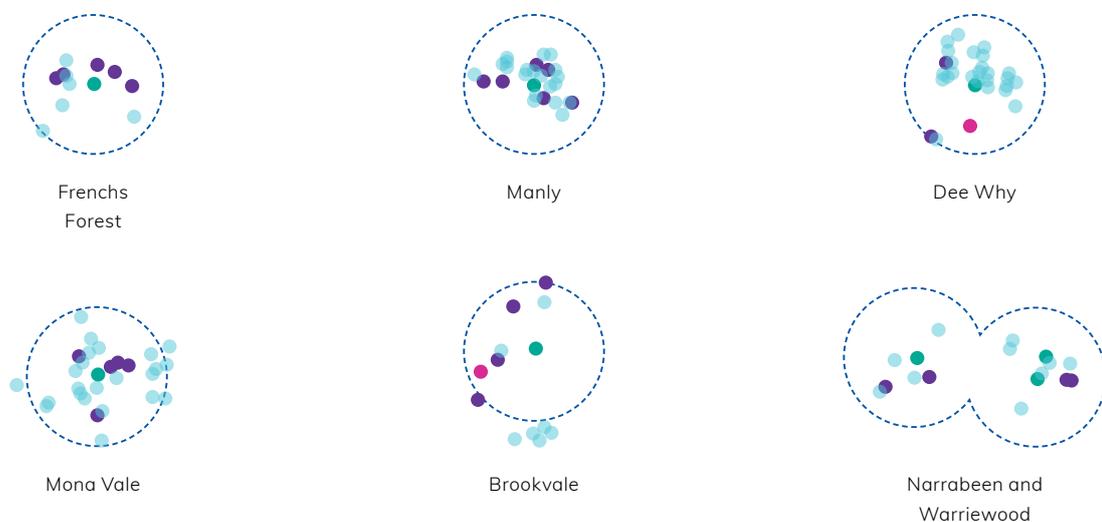
- **existing infrastructure:** reinvigorating existing facilities by adapting to universal design, installing digital technology or activating for day and evening use
- **flexible, adaptable, accessible, multi-use spaces:** increasing multi-use facilities or upgrading single-use facilities to cater for a broader range of users
- **innovative models and partnerships:** investigating co-working hubs, start-ups or creative uses; integration of indoor and outdoor spaces; transitional and pop-up uses; partnerships with providers and agencies; community learning spaces such as vertical campuses and community lounges; and shared use of school sports fields for community uses
- **community hubs in strategic centres:** clustering community facilities and services such as social services, community centres or libraries

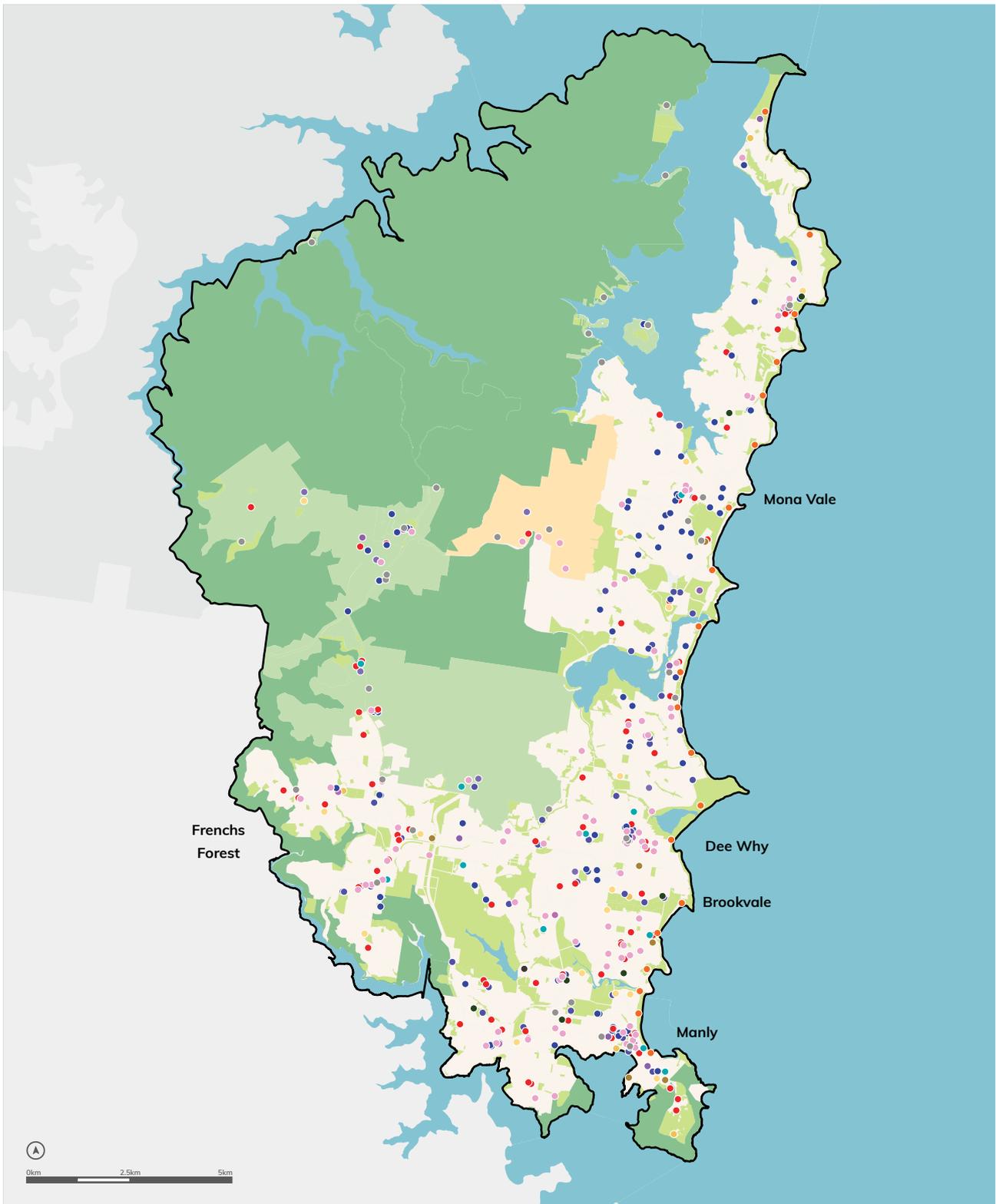
- **re-imagining other infrastructure:** exploring how infrastructure such as surf life saving clubs and RSL clubs can be used for the broader community
- **distribution, type and need:** aligning distribution and type of facilities with population density and community needs, for example, the large proportion of family households with children and ageing population.

Our social infrastructure study will examine the adequacy of existing social infrastructure to support the existing and forecast population. Location specific opportunities for investigation include:

- **Brookvale:** a multi-use community facility incorporating co-working or economic development spaces.
- **Dee Why:** enhanced connection between existing facilities to deliver an integrated multi-use community facility cluster.
- **Manly:** a networked approach to activate existing community facilities as a multi-use community facility hub. Opportunities may also include tailoring facilities to also support visitors and night-time activity.
- **Mona Vale:** a multi-use community facility and activation of the existing cluster of community facilities, together with the new arts centre, to enhance vibrancy of the centre.

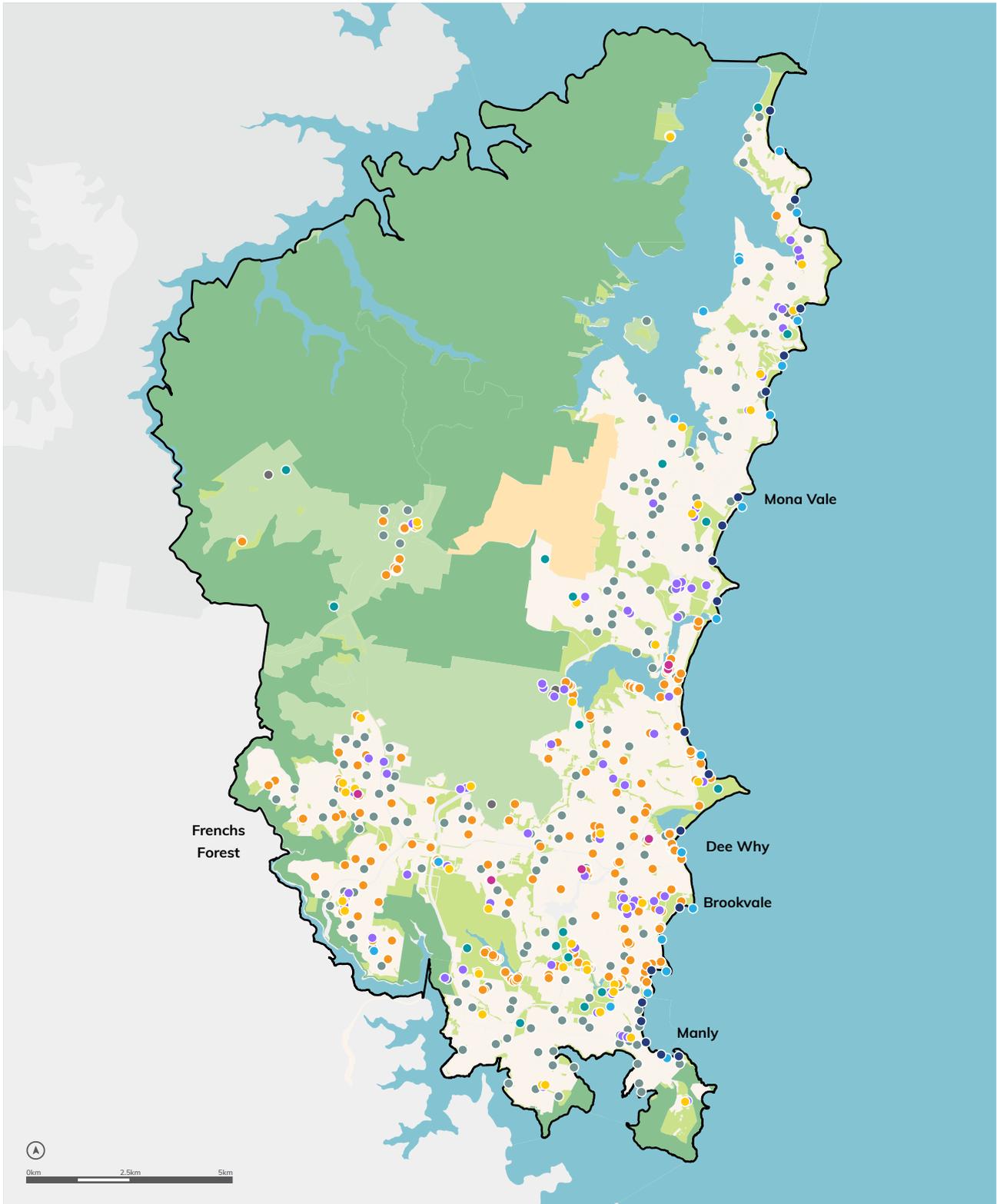
Figure 43
Concentration of social infrastructure near strategic and local centres - Northern Beaches 2019¹²





Legend

- | | | |
|------------------------------------|------------------------------|----------------------|
| ● Cultural and creative | ● University | ● Market |
| ● Local community facility | ● TAFE | ● Mens shed |
| ● Library | ● Primary - secondary school | ● Community garden |
| ● Integrated multipurpose facility | ● Primary school | ● Place of worship |
| ● Aged care | ● High school | ● Emergency services |
| ● Nursing home | ● Childcare/preschool | ● Club |
| ● Health | ● Education - other | |
| ● Hospital | ● Surf life saving club | |



Legend

- | | | |
|--------------------------------|--------------------|----------------------------|
| Urban area | Beaches | Sports court sports centre |
| Ingleside Growth Area | Golf course | Sports centre |
| National park | Sports field | Picnic areas |
| Major public parkland/bushland | Exercise equipment | Playgrounds |
| Metropolitan Rural Area (MRA) | Swimming pool | Tracks and trails |

Principles

- Plan effectively for an accessible and integrated network of places and spaces that support community wellbeing and innovation.
- Ensure new development is supported by appropriate social infrastructure.
- Support integration of co-working spaces as part of future upgrades or provision of new social infrastructure.
- Enhance the effectiveness of existing facilities.
- Provide flexible, diverse and multi-use places and spaces close to public transport and strategic and local centres.
- Involve the community in the planning and design of high-quality, innovative and inspiring places and spaces.
- Encourage partnerships for shared and joint use of government and privately owned facilities for community uses.
- Enable co-location of community services and facilities in community hubs in strategic centres.

No.	Action	Time	Partner
11.1	Complete a social infrastructure study, open space and recreation strategy, childrens services strategy, community centres strategy, social plan and specialised plans for specific demographics (young people, older people, people with a disability or people from a culturally or linguistically diverse background)	I	
11.2	Prepare and implement a property strategy to optimise Council-owned property for long-term benefit, addressing findings of social infrastructure study	S	
11.3	Incorporate the findings of these studies by planning for new and upgraded infrastructure or developing LEP and DCP controls that facilitate and incentivise joint and shared use, universal design and multi-use facilities	S	
11.4	Prepare place plans that respond to the findings of these studies	O	
11.5	Explore opportunities for joint and shared use and public-private partnerships	S M	TfNSW DOE NSW
11.6	Build community services and facilities at Frenchs Forest and Warringah Aquatic Centre, including a library and community space	S M	DPIE DOE NSW
11.7	Renew and implement a memorandum of understanding for joint use projects and establish tracking to monitor progress	S M	DOE
11.8	Investigate funding mechanisms for new social infrastructure, especially through precinct-based urban renewal in strategic centres	S	DPIE
11.9	Finalise and implement the Arts and Creativity Strategy, Community Development and Services Policy, Sportsground Strategy and Disability Action Plan 2017-21	S M	
11.10	Prepare a public transport plan to improve access to community facilities	S	TfNSW

Lionel Watts Playing Fields, Davidson





Priority 12

An inclusive, healthy, safe and socially connected community

Globalisation, emerging technologies, social media, climate change and urbanisation have implications for how people live today. Mental health hospitalisations in the Northern Beaches are above NSW averages, more people live alone, and sedentary lifestyles have increased the risk of obesity and Type 2 diabetes.

Creating opportunities for people to participate in community activities, arts, recreation and cultural activities encourages social connection, trust, understanding and neighbourliness.

For example, the ageing population presents an opportunity for places to be age-friendly to support older people's social and recreation needs and make it possible for people of all abilities to access places, buildings and transport. Creating multi-generational places will balance this work with the requirements of the LGA's young people.

About 9,280 people (3.7% of the population) in the Northern Beaches require assistance in a core activity. These people generally live in or near retirement communities and aged care facilities.

Figure 44

Population growth by age

- Northern Beaches LGA (% growth 2021-36)

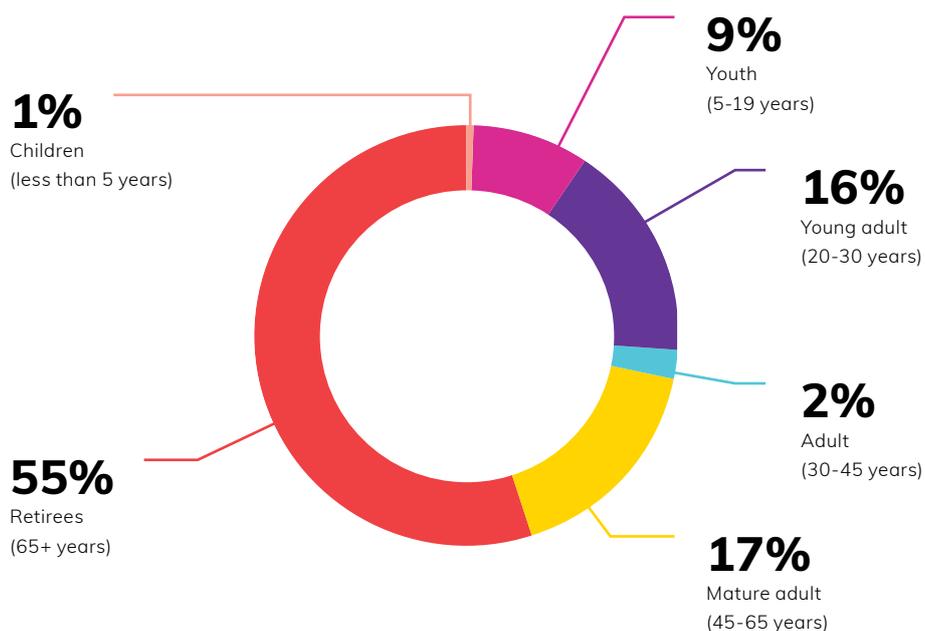


Figure 45

Health indicators - Northern Beaches LGA 2018, compared to the North District and NSW¹⁶



Mental health



Educational and community facilities, social enterprises, community initiatives, clubs and sporting organisations help foster healthy, culturally rich and networked communities. Our plans to co-locate social infrastructure and services build on this idea.

We can plan for and design streets, places and neighbourhoods that include activity elements like walkable streets, bike paths, quality open spaces and recreation opportunities, combined with public transport access and a diversity of housing, employment, education and community facilities.

While community wellbeing is typically considered to be intangible, wellbeing indicators or indices could help us to monitor how successfully we are planning for community wellbeing as we provide community facilities and services.

Principles

- Develop neighbourhoods that inspire social interaction and inclusion and support health and wellbeing.
- Prioritise community services and facilities in areas where there is evidence of greater needs.
- Locate seniors housing, social and affordable housing near centres and high-frequency public transport.
- Promote active travel and public transport to community facilities and services.
- Cater for social interaction, creative and cultural pursuits, and night-time activity in public places.
- Encourage fresh food production in urban areas, such as community gardens, private gardens, rooftop gardens and verge gardens.
- Provide accessible, welcoming and safe places for all ages, abilities and cultures.

No.	Action	Time	Partner
12.1	Engage early with State agencies in precinct and place plans to plan for healthy, safe and socially connected communities	S M	All
12.2	Deliver Frenchs Forest Planned Precinct that meets Green Star liveability criteria for healthy and active living, safety, walkability and access to fresh food; community development projects and programs; and celebrating culture, heritage and identity	S M	DPIE TfNSW DOE NSW
12.3	Prepare and implement a community participation plan to ensure representation from diverse communities	S	DPIE
12.4	Prepare a social infrastructure study, open space and recreation strategy, social plan and specialised plans for specific demographics (young people, older people, people with a disability or people from a culturally or linguistically diverse background), community centre strategy	I	
12.5	Develop LEP and DCP controls that respond to these studies and address universal design requirements; communal spaces in residential flat buildings, including rooftops; fresh food production in urban areas; design criteria for the public domain, including making it easier to walk and cycle; temporary uses; night-time economy; arts and creative industries; and public art	S	
12.6	Finalise and implement the Arts and Creativity Strategy; Disability Action Plan 2017-2021 and Community Development and Services Policy	S M	
12.7	Develop wellbeing indicators to monitor community health and community facilities and services provision	S M	
12.8	Prepare a public transport plan that identifies and improves public transport service to concentrations of vulnerable population groups	S	TfNSW
12.9	Investigate mechanisms to address homelessness	S	DPIE

Cafés in Newport





Priority 13

Strong engagement and cooperation with Aboriginal communities

Before European settlement, Northern Sydney's Aboriginal clans lived along harbour foreshores, fishing and hunting in the waters and hinterlands and harvesting food from the surrounding bush¹⁷.

There are more than 440 identified Aboriginal heritage sites on the Northern Beaches – places and objects that Aboriginal people connect to physically and spiritually. This includes shell middens, rock paintings (such as stencil art protected in rock shelters), grinding grooves and water holes, ceremonial grounds, burials, rock engravings, scarred trees, stone and ochre quarries, fish traps, stone arrangements and seed grinding patches. These sites must be protected from development, vandalism and natural erosion.

The Aboriginal Heritage Office is a joint initiative by Lane Cove, North Sydney, Willoughby, Ku-ring-gai, Strathfield and Northern Beaches Councils **to protect Aboriginal heritage in these areas.**

Our Stories, Irrawong Reserve



Nearly 1,400 people (0.5% of the population) in the Northern Beaches **identify as Aboriginal and Torres Strait Islander.**

The Aboriginal worldview is based around a kinship with the natural environment¹⁷. The connection Aboriginal and Torres Strait Islander people have with their land and heritage can also influence the economic self-determination of Aboriginal communities, especially on MLALC-owned land (see P4). MLALC-owned land is set to increase through the Crown Lands Transfer Program, an independently facilitated process that streamlines Aboriginal land claims and provides certainty to all parties in terms of Crown land. Northern Beaches LGA is part of an initial phase of this project.

Northern Beaches Council supports **reconciliation between Aboriginal peoples and the councils of the North District.**

Principles

- Promote, preserve and protect Aboriginal and Torres Strait Islander heritage and culture in partnership with local Aboriginal and Torres Strait Islander communities.
- Recognise, honour and protect Aboriginal arts, culture and heritage through the design of public spaces, public art, festivals and support for social and economic initiatives.
- Promote education, arts and cultural programs to foster the community appreciation and celebration of Aboriginal and Torres Strait Islander cultural heritage.
- Engage Aboriginal and Torres Strait Islander people in planning and decision-making.

No.	Action	Time	Partner
13.1	Develop LEP and DCP controls that protect Aboriginal heritage and areas of cultural significance including the Government Architect NSW's Ochre Grid (once finalised)	S	AHO GA DPIE
13.2	Finalise the Crown Lands Transfer program	S	DPIE MLALC
13.3	Work with MLALC to implement initiatives in their community land and business plan including tourism strategies and aspirations for a cultural centre; homelessness strategies and social housing schemes; and identification and protection of places with high cultural heritage values	S M	MLALC NSWALC
13.4	Prepare and implement a community participation plan that incorporates Aboriginal representation and collaboration with the local Aboriginal Heritage Office	S	AHO
13.5	Investigate mechanisms to better connect with Aboriginal and Torres Strait Islander people and living cultures, including: <ol style="list-style-type: none"> engaging an Aboriginal Liaison Officer to direct how we consult with local Aboriginal and Torres Strait Islander people establishing either a local reconciliation action plan or treaty between Aboriginal and Torres Strait Islander people of the northern parts of Sydney and respective councils supporting a national treaty between Aboriginal and Torres Strait Islander people and all levels of government 	S M	AHO MLALC Councils



Priority 14

An artistic, creative and innovative culture

The Northern Beaches has a growing arts and creativity community with around 8% of the workforce employed in cultural or creative occupations and many others participating as a hobby¹⁸. This includes activities across visual arts, literature, film, sculpture, new media, design, architecture, as well as festival and community events.

Recent council initiatives include developing a strategy for implementing the 36-kilometre Coast Walk featuring permanent, temporary and ephemeral interpretive public art. A Cultural Policy, Collections Management Policy, Public Art Policy, Arts and Creative Strategy and associated action plan. Mona Vale Arts Centre with a community gallery, teaching spaces and studios and Avalon Creative Studios with additional affordable artist studio spaces.

markets like the Creative Made Markets; events such as Pittwater Artists Trail and Creative Creatures Film Festival; and live music venues.

The draft Arts and Creativity Strategy highlights the importance of arts and creativity for the community and our commitment to supporting arts, creative and cultural opportunities.

We can increase the supply of creative and cultural spaces by reviewing planning controls and processes to enable opportunities for shared use of existing government-owned places. The LGA's strategic centres offer opportunities to incorporate art in urban design and planning and by identifying spaces for creative pursuits and activations.

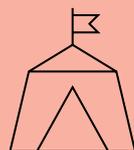
Create NSW indicates that **for culture to truly flourish it needs a home - places where it can be created, shared and enjoyed** (*Cultural Infrastructure Plan 2025*).

Arts, culture and creativity is facilitated through public cultural infrastructure to privately owned and operated businesses, including clusters of arts, creative and gallery spaces at Mona Vale, Manly, Avalon, Brookvale and Seaforth;

Figure 46

Northern Beaches programs and events

Programs and events with high participation rates include...



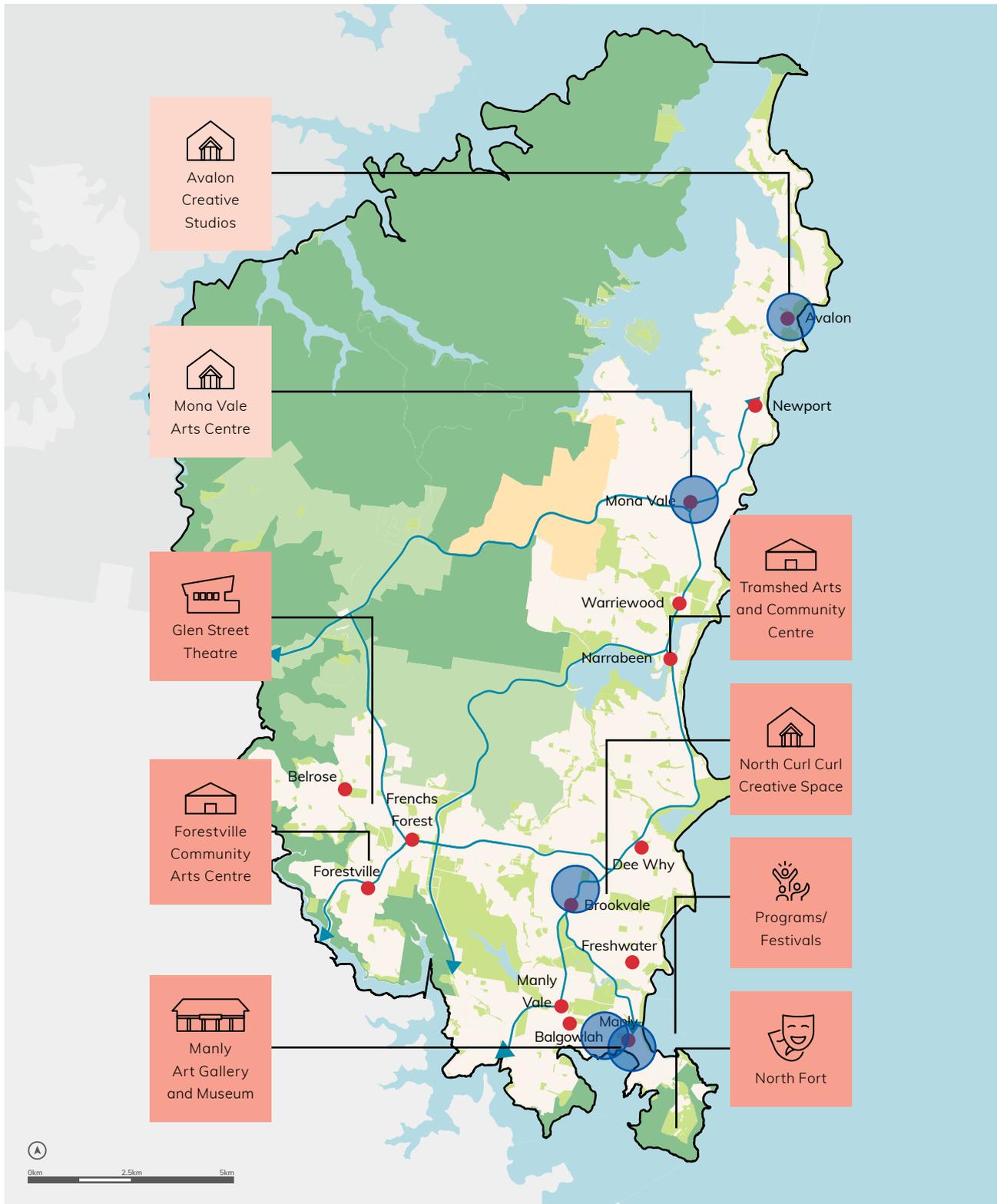
Manly Arts Festival

12,000 people



Manly Jazz Festival

118,000 people



Legend	Urban area	Clusters of arts, creative and gallery spaces	Arts and cultural facilities (existing)
	Non-urban	Public transport and active travel connection	Arts and cultural facilities (in planning)
	Ingleside Growth Area		
	Markets		

Principles

- Create a network of arts, cultural and creativity spaces that contribute to the community and economy.
- Enable arts and creative uses, including shared use of government-owned property for temporary uses such as art exhibitions, art productions, markets and events.
- Enhance and promote creative expression and public art participation, including during the evening.

No.	Action	Time	Partner
14.1	Finalise and implement the Arts and Creativity Strategy and action plan, Collection Management Policy and Public Art Policy	O	
14.2	Develop LEP and DCP controls that respond to social infrastructure and employment studies, the economic development plan and the Arts and Creative Strategy, including temporary use such as markets in community centres; and facilitate public art in public and private development and use of vacant tenancies for arts, cultural or creative industries	S	
14.3	Investigate opportunities for shared use of government-owned property such as schools, hospitals, libraries, galleries and theatres or community centres for creative uses and/or exhibition spaces	S M	NSWH DoE
14.4	Review barriers to enable the arts and creative initiatives, such as review of approval processes and planning pathways	S	
14.5	Deliver the coast walk and implement the Coast Walk Public Art Strategic Plan – including permanent public artworks, integrated design projects, heritage interpretation and artistic and cultural programs	O	
14.6	Deliver a new arts centre in Mona Vale	M	
14.7	Repurpose Avalon Golf Clubhouse for artist studios and workshops	S	
14.8	Investigate arts and creative opportunities in place plans	S	
14.9	Pursue opportunities to integrate public art outcomes into the new Frenchs Forest Town Centre	M	

Mural, Manly





Housing

Demand for housing is linked to population growth.

The population of the Northern Beaches is steadily growing. Much of the demand for new housing can be met by development in areas already zoned for growth such as Dee Why, Brookvale and Mona Vale, and by developing areas such as the Frenchs Forest Planned Precinct. We will still need to identify and plan for some growth in new areas over the medium to longer term to meet demand.

The demand for different forms of housing is also increasing, particularly medium density housing such as townhouses. With limited housing diversity, the Northern Beaches offers few affordable housing options and limited access to social housing.

The Northern Beaches requires a mix of housing types in well-planned neighbourhoods that are close to jobs, public transport, and walking and cycling options.

Planning priorities

- **Priority 15**
Housing supply, choice and affordability in the right locations
- **Priority 16**
Access to quality social housing and affordable housing





Priority 15

Housing supply, choice and affordability in the right locations

In 2016 there were 101,468 dwellings in the Northern Beaches LGA. The *North District Plan* sets a target for an additional 3,400 dwellings in the Northern Beaches between 2016 and 2021. We are well on the way to achieving this target through developments in existing centres and in areas such as Warriewood Valley. We will develop a 6-10 year housing target and a 20-year target in our local housing strategy, scheduled to be released in the first half of 2020.

The projected population growth for the Northern Beaches is expected to generate demand for an additional 11,200 new dwellings. Meeting this demand equates to an average of 620 new dwellings per year. This is consistent with historic development trends.

There is capacity for around 6,400 new dwellings to be developed in areas already zoned for growth and 4,360 dwellings are planned in the Frenchs Forest Planned Precinct. Housing increases could also result from plans for the Ingleside Growth Area, the Brookvale Structure Plan Area and through implementation of the NSW Government's Medium Density Housing Code.

The draft Land Use and Infrastructure Strategy for Ingleside proposed 3,400 low to medium density homes. However, a Bushfire Risk Assessment prepared in 2018 found new residents could be exposed to unacceptable bushfire risks. Future housing capacity at Ingleside is therefore being reviewed in collaboration with the NSW Government to determine overall dwelling capacity.

The draft Brookvale Structure Plan identifies the potential for an additional 670 dwellings. This plan will be revised once additional traffic and transport investigations are completed.

The NSW Government's Medium Density Housing Code will permit a variety of medium density development in the LGA as "complying" development on land that is not currently subject to these controls. The commencement of the Code has been deferred until 31 October 2019. Council has requested an extension to the deferral and is seeking to address the Code via our local housing strategy.

Housing types

- Nearly 40% of households are couples with children living mainly in detached dwellings. However, a third live in attached dwellings or apartments, a trend that is expected to increase.
- Most homes – 56% - are separate dwellings. Higher density dwellings (semi-detached 9% and apartments 34%) are concentrated around coastal locations like Manly and Dee Why. The rest of the LGA generally comprises lower density housing.

Coming and going

- People moving to the Northern Beaches from outside the LGA are mainly relatively local, from areas like Ku-ring-gai, North Sydney and Willoughby LGAs. They tend to be adults settling with families.
- People who leave the Northern Beaches head to more affordable areas that offer a similar lifestyle such as the Central Coast and Gold Coast; closer to the Sydney CBD; or nearby areas, such as Ku-ring-gai, Willoughby, Hornsby or Mosman LGAs. Older age groups tend to move to northern coastal locations, whereas young adults move closer to the Sydney CBD and family households move to nearby areas.

While most housing demand to 2036 can be met through existing housing capacity and developing the Frenchs Forest Planned Precinct, we must also consider:

- current low levels of social housing and affordable housing stock (see P16)
- limited public transport and existing road capacity issues
- current State housing policies including policies for seniors housing, boarding houses and proposed medium density housing controls
- the LGA's natural environment, character and amenity, which constrain development
- housing that caters for different demographic groups, especially older people and families.

There is capacity for new shop-top housing or medium density housing in mixed use areas around Brookvale, Dee Why, Mona Vale and Manly and some local centres. Our local housing strategy will consider how we can unlock land for new housing around strategic centres, as below:

- **Frenchs Forest:** This State-led Planned Precinct will accommodate around 4,360 new homes over the next 20 years, with Stage One comprising 2,000 dwellings and further stages subject to infrastructure, including a public transport link to Chatswood and Beaches Link Tunnel.
- **Brookvale:** While renewal opportunities will support Brookvale as a place for jobs, new housing will be provided subject to infrastructure such as B-Line improvements, public transport to Chatswood and an express bus to Manly.

- **Dee Why:** New homes can be built under existing planning controls, with opportunities to diversify housing types around the centre.
- **Mona Vale:** Opportunities exist for new housing near the centre that complements the village character.
- **Manly:** Any new housing must balance requirements for short-term visitor accommodation with housing options for permanent residents within heritage constraints.

Existing residential areas will be investigated for increased housing diversity ('missing middle'), focusing on areas up to 1.5km from strategic and local centres with high-frequency public transport. Villages could accommodate housing that can be adapted for people to remain in their communities as their housing needs change.

Other investigations for new housing would need to consider constraints such as natural hazards and the high conservation value of the Metropolitan Rural Area that includes Oxford Falls Valley and Belrose North (see P4).

The new LEP and DCP will include controls to encourage high quality, well designed buildings, including medium density housing controls to create healthy, liveable neighbourhoods. Our local housing strategy will explore options for how we can address the housing needs of our community into the future.

Figure 47

Housing demand and supply
- Northern Beaches LGA (2018-36)²

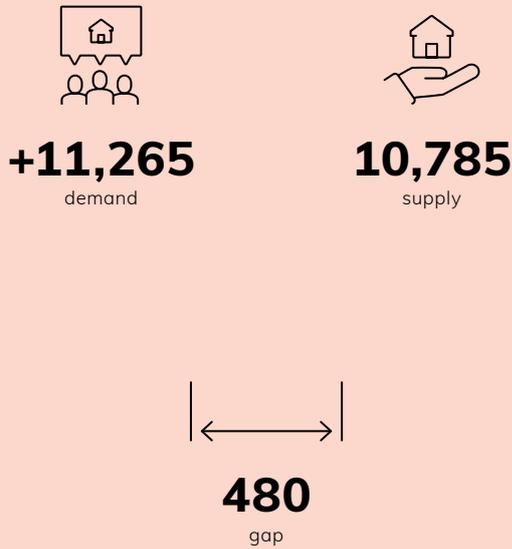
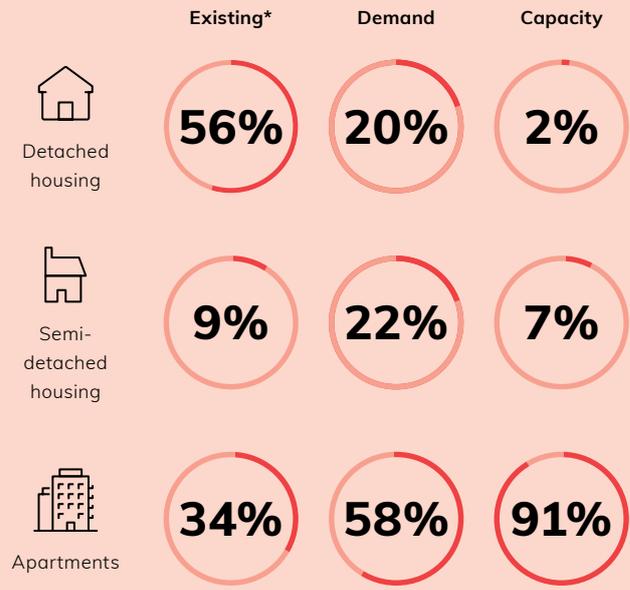


Figure 48

Current housing stock, demand and capacity
- Northern Beaches LGA²

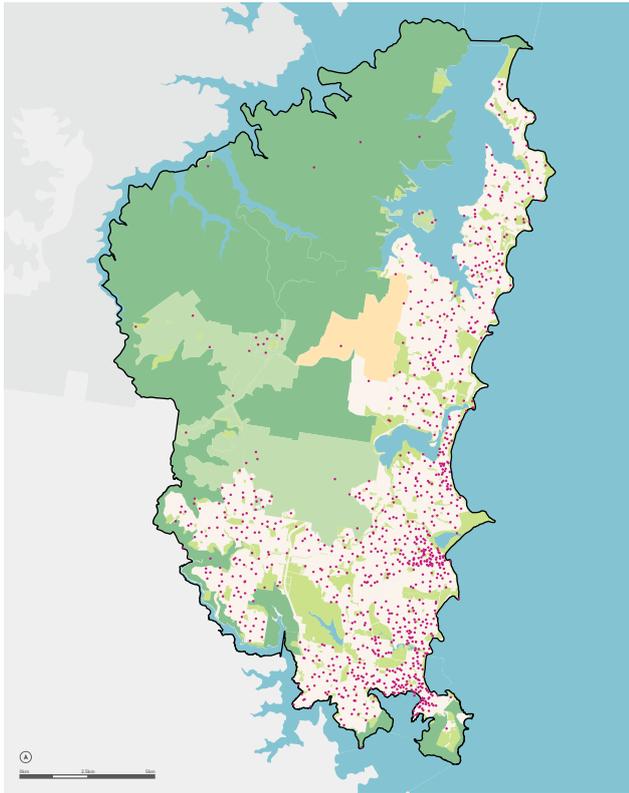


Note: other housing types equate to less than 1%

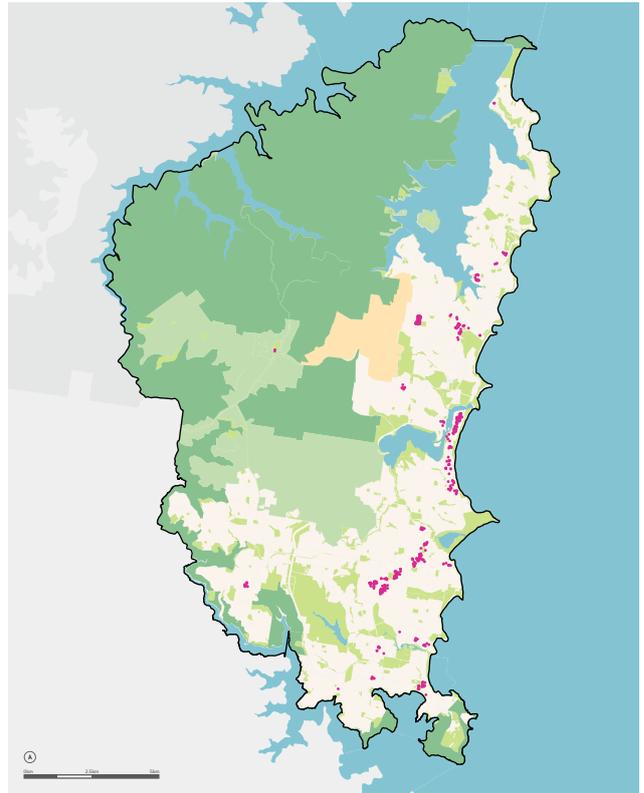
Figure 49

Housing principles





Legend 1 dot - 100 houses



Legend 1 dot - 10 houses

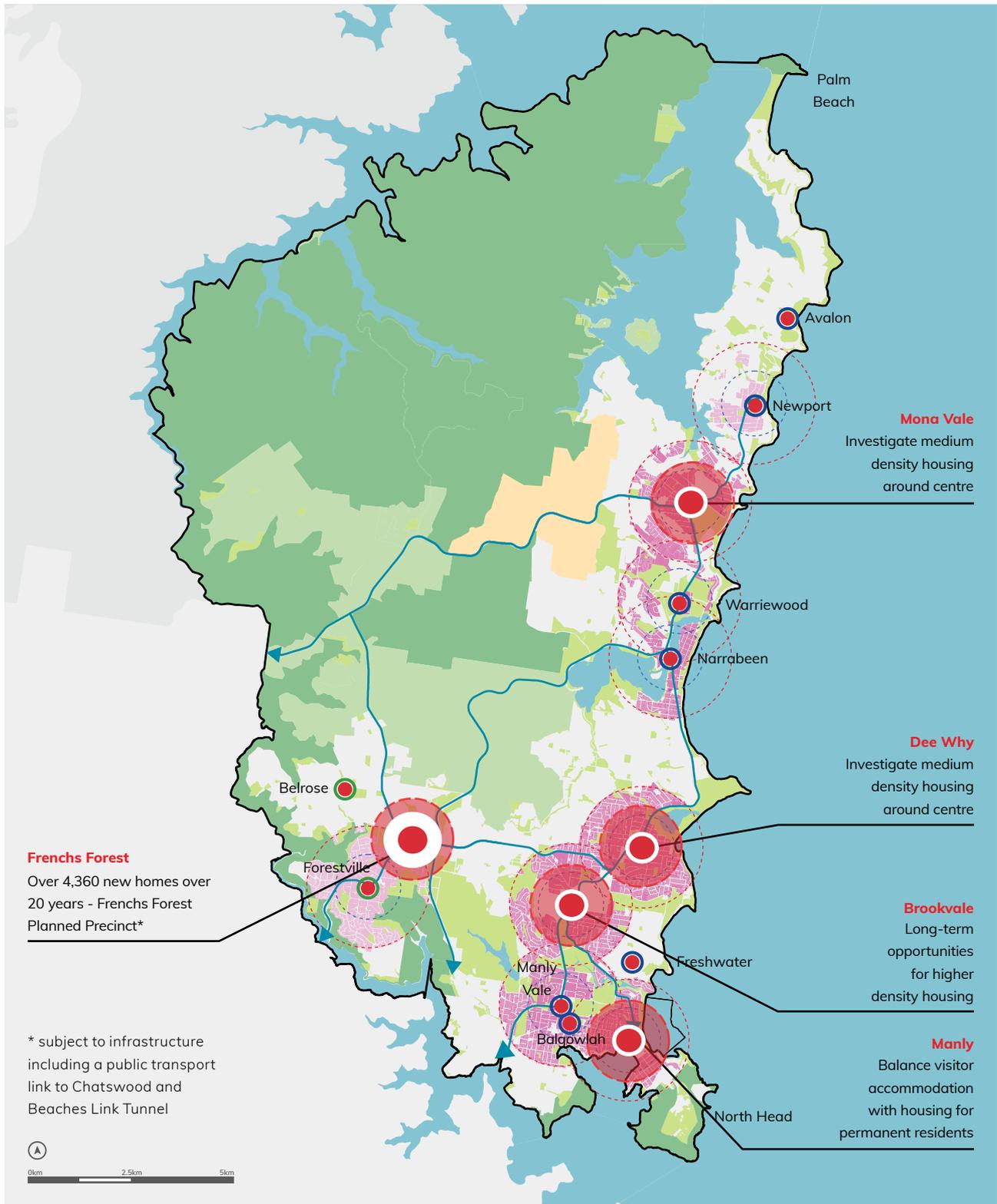
Figure 50

The missing middle²



Housing Construction, Narrabeen Lagoon





Frenchs Forest
Over 4,360 new homes over 20 years - Frenchs Forest Planned Precinct*

* subject to infrastructure including a public transport link to Chatswood and Beaches Link Tunnel

Mona Vale
Investigate medium density housing around centre

Dee Why
Investigate medium density housing around centre

Brookvale
Long-term opportunities for higher density housing

Manly
Balance visitor accommodation with housing for permanent residents

Legend

- Urban area
 - Non-urban
 - Ingleside Growth Area
 - Strategic centre
 - Health and education precinct
- Coastal village
 - Forest village
 - 1.5km radius from centre
 - 800m from centre
 - Investigate opportunities for housing diversity
- Investigate opportunities for housing diversity, subject to public transport
 - Public transport and active travel connection

No.	Action	Time	Partner
15.1	Prepare and implement a local housing strategy	I	DPIE
15.2	Develop LEP and DCP controls informed by the local housing strategy to ensure the supply and mix of housing responds to community needs, including apartment mix controls; low-rise medium density housing; adequate communal spaces in higher density development; requirements for adaptable housing and universal design; removal of floor space ratio (FSR) control for dwellings in Manly; and street activation in centres	I	DPIE
15.3	Seek exemption from State policies that override local housing provisions based on the delivery of housing that meets the demonstrated needs of the community through our local housing strategy, including: <ul style="list-style-type: none"> a. seniors housing under <i>State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004</i> b. boarding houses under <i>State Environmental Planning Policy (Affordable Rental Housing) 2009</i> c. medium density housing under <i>State Environmental Planning Policy (Exempt and Complying Development Code) 2008</i> 	I	DPIE
15.4	Investigate mechanisms for mixed use residential development in centres while also meeting requirements for minimum levels of retail and commercial floor space	M	
15.5	Establish place plans to respond to the local housing strategy and apply a whole-of-government approach to align growth and infrastructure in strategic centres	S M	All
15.6	Clarify the future of Ingleside through a detailed bushfire evacuation study and community engagement	S	DPIE



Priority 16

Access to quality social housing and affordable housing

There is a limited supply of social housing and affordable rental housing on the Northern Beaches. The NSW Government provides around 1,200 social housing dwellings in the LGA, most of which are single-person households.

The supply of affordable rental housing, which is often provided by charities or a registered Community Housing Provider, is more difficult to monitor but is also limited. Rents across the LGA are rated as severely unaffordable to extremely unaffordable for a typical rental household.

The lack of affordable housing is pronounced for households on lower incomes, driving the demand for social housing and affordable rental housing.

Housing affordability relates to the general affordability of both rental and purchase housing on the open market and is not limited to those on low to moderate incomes. A common benchmark of affordability is housing that does not absorb more than 30% of the gross income of very low, low or moderate income households.

Affordable rental housing is housing for households with very low, low or moderate incomes that are unable to access private market housing without financial stress. It is often provided by registered Community Housing Providers and involves a discount on market rentals.

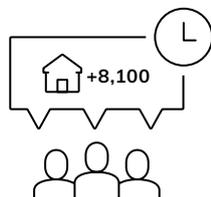
Social housing or public housing is housing directly provided by the NSW Government to financially and socially disadvantaged people through the NSW Department of Communities and Justice.

From August 2019, Bridge Housing, in partnership with the Women's Housing Company, will manage some **1,200 social housing dwellings on the Northern Beaches** on behalf of the NSW Department of Communities and Justice.

Studies have identified an unmet demand of around 8,100 social housing and affordable rental housing dwellings in the LGA (excluding households already residing in social housing). Current wait times for social housing sit at five to 10 years, or more than 10 years for four-bedroom properties. Management responsibilities for these dwellings have recently been transferred from the NSW Government to Community Housing Providers.

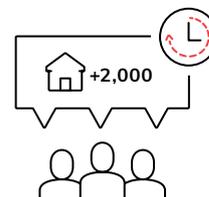
Figure 51
Demand for social and affordable housing²

now



Unmet demand for around 8,100 social and affordable housing dwellings

2036

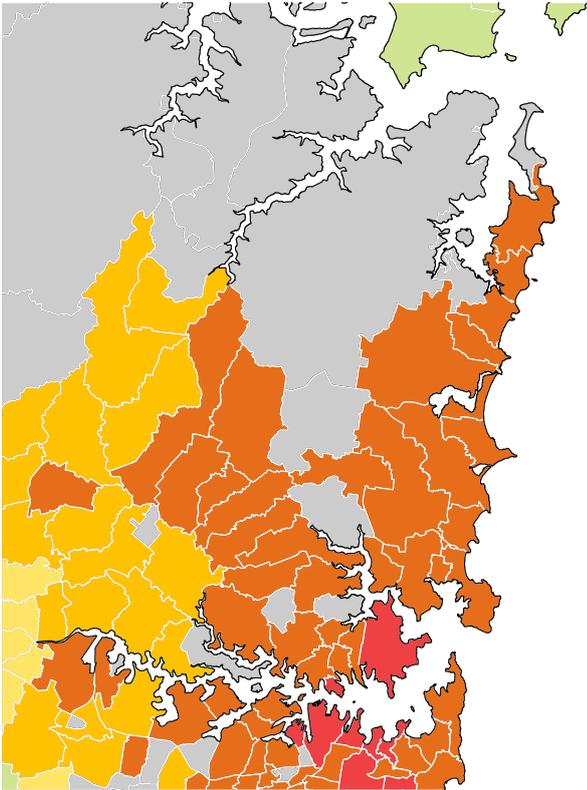


Projected demand for an additional 2,000 social and affordable housing dwellings by 2036

Demand for social and affordable housing **is projected to increase by around 2,000 dwellings by 2036**, to a total demand of around 12,000 dwellings.

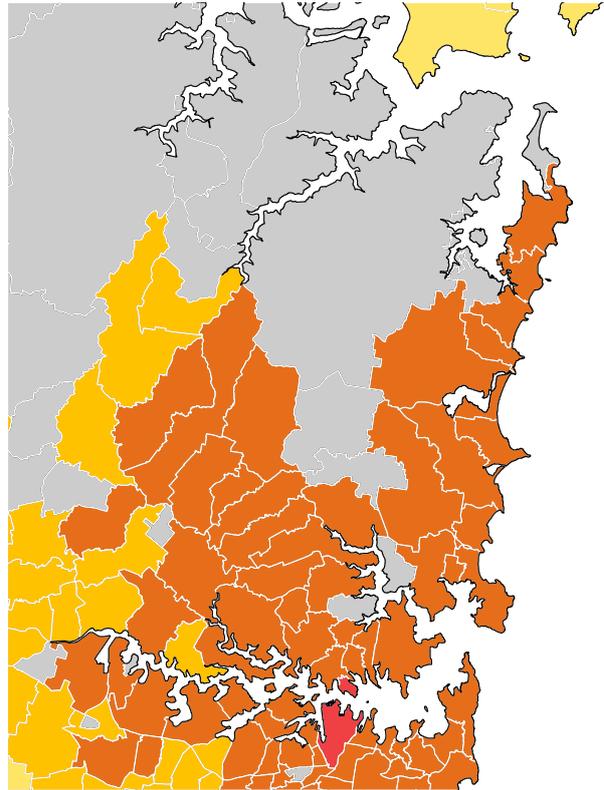
Map 16

Rental affordability index for a household income of \$100,000 per annum²



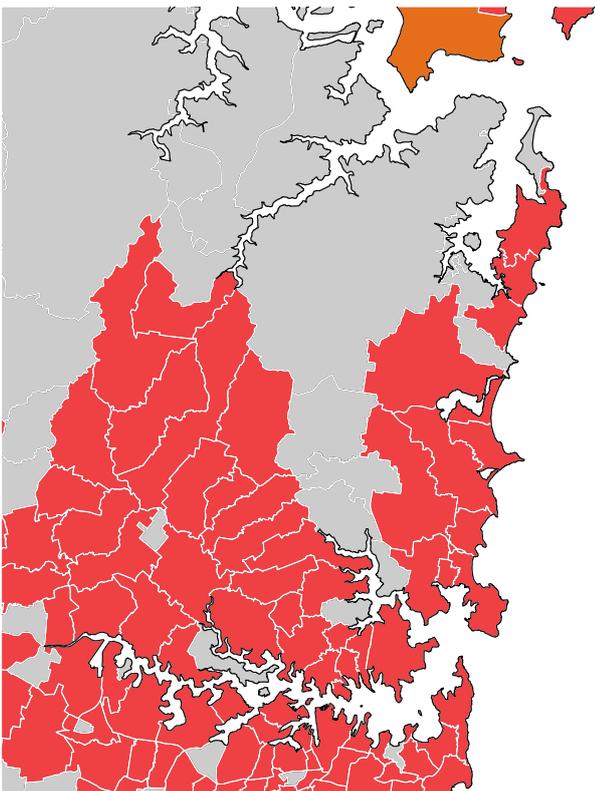
Map 17

Rental affordability index for two bedroom for minimum wage couple²



Map 18

Rental affordability index for a one bedroom for single pensioner²



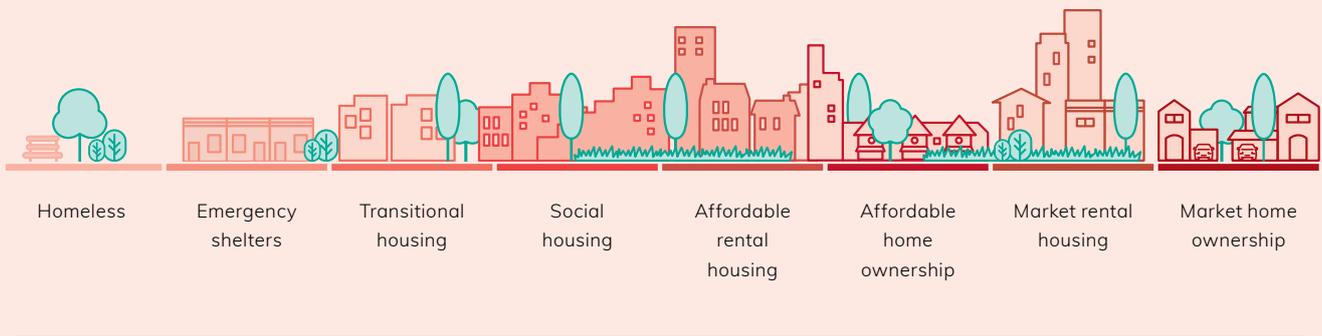
Legend

Rental Affordability Index

- Very affordable - 200 or above
- Affordable - 150 to 200
- Acceptable - 120 to 150
- Moderately unaffordable - 100 to 120
- Unaffordable - 80 to 100
- Severely unaffordable - 50 to 80
- Extremely unaffordable - 50 or less
- Data not available

The Rental Affordability Index (RAI) is the price index for housing rental markets. It represents rental affordability relative to household incomes.

Households paying 30% of income on rent have an RAI score of 100, indicating these households are at the critical threshold level for housing stress



Providing more diverse and affordable rental and social housing options will help families and key workers, such as police and health care workers, stay in the area. It will mean people of all incomes and backgrounds can participate in the community. Any new social housing and affordable rental housing must be well designed and located.

The Northern Beaches Affordable Housing Policy commits to a 10% affordable rental housing target for all planning proposals, urban renewal or greenfield development, with higher rates where financially feasible. We will implement this policy in the Frenchs Forest Planned Precinct, Ingleside Growth Area and other urban renewal areas.

Northern Beaches LGA is included in State *Environmental Planning Policy No. 70 Affordable Housing*. This allows us to require affordable rental housing in new developments in areas that are subject to 'upzoning' – that is, where new planning rules permit higher density development, subject to NSW Government approval.

We have set affordable rental housing targets of 15% in Frenchs Forest town centre and 10% for the remaining rezoned area in Frenchs Forest Precinct; about 400 to 600 new dwellings. This is insufficient to meet current unmet demand or future demand for affordable housing. The challenge is to address this unmet demand in the context of relatively low increases in overall housing demand. Put simply, significant additional housing supply is not needed to address projected population growth, but is needed to address affordability issues and to provide a greater choice of housing options to a changing and ageing community.

Principles

- Build more high-quality and diverse social housing and affordable rental housing in areas close to services and facilities and with access to high-frequency public transport.
- Protect and retain existing affordable rental housing.
- Seek a minimum 10% affordable rental housing for all planning proposals for upzoning, urban renewal or greenfield development, with higher rates where financially feasible.
- Ensure the available supply of affordable rental housing is shared equitably among vulnerable residents.

No.	Action	Time	Partner
16.1	Increase the supply of affordable rental housing through the local housing strategy and LEP and DCP controls	O	DPIE CHP
16.2	Implement the affordable housing policy and action plan, including: <ol style="list-style-type: none"> updating the voluntary planning agreement policy prioritising allocation of Council-managed affordable rental housing to key workers, people with a disability, long-term local residents, and people with a social or economic association to the Northern Beaches investigating the feasibility of providing affordable rental housing on Council-owned land prior to planning for development, redevelopment, lease or sale of that land 	S M	DPIE
16.3	Develop an affordable housing contributions scheme for Frenchs Forest Planned Precinct	S	DPIE
16.4	Investigate opportunities for joint projects with local Community Housing Providers and State agencies to deliver social housing and affordable rental housing on the Northern Beaches	S M	CHP
16.5	Lobby the NSW Government to amend State policies that override local provisions, such as <i>State Environmental Planning Policy (Affordable Rental Housing) 2009</i> to ensure social and affordable housing is well designed and located through appropriate local planning controls	S	DPIE
16.6	Establish a memorandum of understanding with the NSW Government to improve social housing provision in the LGA	L	



Great places

The Northern Beaches is a great place to live – we want to retain this by celebrating its special local characteristics and qualities.

Any new development must enhance local character – this requires planning for safe, inclusive, walkable, mixed-use areas with great design and connections to natural environment areas and an area's heritage. Places will be planned to foster interaction and healthy lifestyles, creativity, enterprise and innovation.

Planning priorities

- **Priority 17**
Centres and neighbourhoods designed to reflect local character and lifestyle
- **Priority 18**
Protected, conserved and celebrated heritage





Priority 17

Centres and neighbourhoods designed to reflect local character and lifestyle

The Northern Beaches offers a broad collection of places, each with their own diverse and special character. The LGA's five strategic centres, nine local centres and the neighbourhoods that surround them all differ, supporting a mix of higher-density living to low-scale environmentally sensitive residential areas, each within an extraordinary natural environment. Places of regional importance in the LGA include the beaches, Narrabeen Lagoon and Pittwater.

A place's character is what makes a neighbourhood distinct. Character will underpin planning for how

the LGA's places will change over time, including characteristics to be retained or enhanced. Some places will change in character over time, for example where we have identified opportunities for growth, but place-making will remain central to the creation of great new places in these circumstances.

We will elevate the community's role in informing decisions to plan, create and renew much-loved places. This place-based, design-led approach will build on the valued characteristics of existing neighbourhoods and places.

'Great places and cities don't happen by chance: they are designed, and continue to be designed as we manage the transformation of our cities' - Better Placed, Government Architect NSW

Figure 53
Local character wheel and examples of local initiatives¹⁹

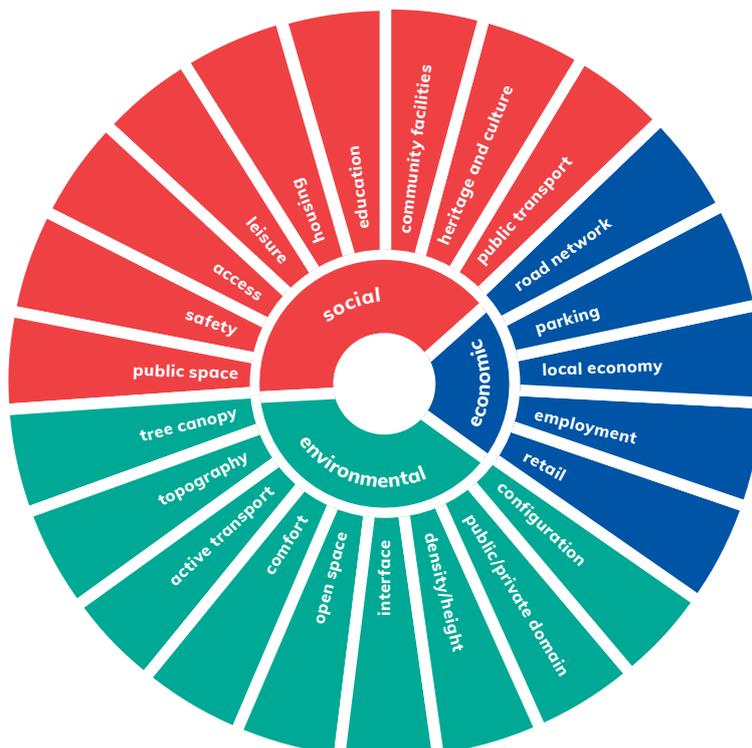


Figure 53
Local character wheel and examples of local initiatives¹⁹



Activation plans



Place plans



Public domain improvements



Community hubs and arts and cultural facilities



Tree canopy and streetscape programs



Public art programs



Events of different scale



Partnerships with businesses

Place planning is a multidisciplinary approach to the planning and management of public spaces centred on the community's connection to place. We will apply place planning in strategic and local centres, starting with Avalon. Reviews of local character planning controls will consider special area controls, local character statements, additional controls for development in character areas, and assessment of desired future character areas. This may trigger local variations or, in exceptional circumstances, local exclusions from State-wide policies.

Priorities P23-27 include precinct-specific principles for Frenchs Forest, Brookvale, Dee Why, Manly and Mona Vale and should be considered in conjunction with the following principles.

Principles

- Renew great places through innovative design while respecting and enhancing local character.
- Enhance the visual and environmental amenity of buildings and places in centres.
- Enhance local identity through place-based planning and design.
- Activate public spaces and walking, cycling and public transport opportunities.
- Enable appropriate outdoor dining, night-time activity, events and temporary and interim uses.

No.	Action	Time	Partner
17.1	Prepare LEP local character study, local housing strategy, scenic and cultural landscapes study, and public domain guidelines; develop LEP and DCP controls that respond to these studies; implement design excellence provisions; improve design criteria for the public domain; and incorporate local character statements for key areas	I S	
17.2	Implement place planning, starting with Avalon, Manly and Mona Vale, that applies a place-based approach to planning for local character and responds to the findings of the LEP studies; and develop a rolling program of place plans for areas undergoing change	S M	
17.3	Prepare and implement activation plans to establish partnerships with businesses and the community, starting with Seaforth, Newport and Forestville	O	Local businesses
17.4	Establish a design excellence review panel	S	



Priority 18

Protected, conserved and celebrated heritage

Much of the LGA's tangible European heritage reflects the area's development from isolated settlements north of Sydney Harbour and along the eastern seaboard in the early 19th century.

- **Local heritage:** 572 items, 22 conservation areas and 29 archaeological sites
- **State heritage:** 15 items
- **Middle harbour heritage items:** 10 items (local and State items).
- **Proposed State heritage listing:** Dee Why Civic Precinct

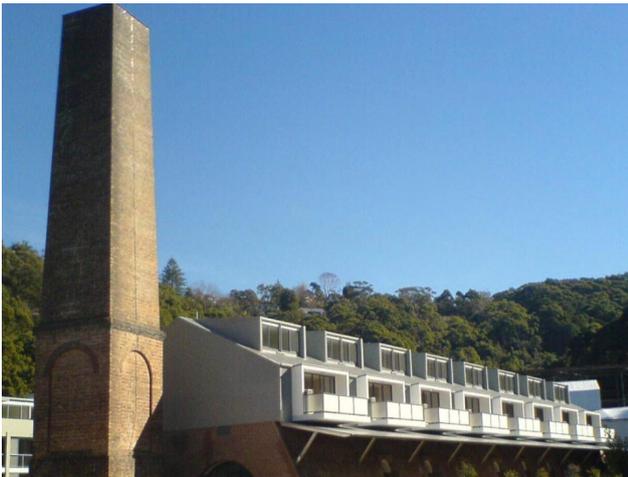
We are currently undertaking a thematic history project that will collect information on the historical development of the area and common heritage themes. It will identify what makes places unique and provide a base for future heritage management decisions as they relate to 20th century architecture, moveable heritage, intangible heritage, Aboriginal heritage, natural heritage and items of social/community significance.

While heritage items in the former Pittwater LGA were reviewed and updated in 2015, a list of late nominations needs to be assessed. Previous heritage reviews for the former Warringah and Manly LGAs were either limited in scope or not adopted and a study of modern architecture is required across the LGA.

As a result, we need to identify and list buildings and areas with potential heritage significance in the LGA. This includes items that represent multiple properties, such as whole streets in Manly, that may be better listed as groups or conservation areas, ensuring significant properties are individually listed. This process could also consider known and assessed heritage items and heritage conservation areas, and correct legal descriptions, mapping and other identified errors on listed items.

No.	Action	Time	Partners
18.1	Prepare and implement the heritage strategy; modern architecture study; thematic history project; heritage conservation areas review; harbour and ocean pools study; moveable heritage policy; and local heritage assistance grants program	S M	Heritage DPC AHO GA DPIE
18.2	Develop LEP and DCP controls that support adaptive reuse of heritage items; retain heritage items; and require sympathetic development near heritage items and conservation areas	S	
18.3	Educate the community and connect to the NSW Government's <i>Heritage Near Me</i> program	S	Heritage DPC AHO GA DPIE
18.4	Investigate how we can improve heritage through a heritage advisory service, significant tree register and memorials and monuments register; conservation management plans for Council-owned heritage items; securing grants to upgrade Council-owned heritage items; and a heritage award program.	S M	

Figure 54
Heritage principles



Encourage adaptive reuse of heritage items.



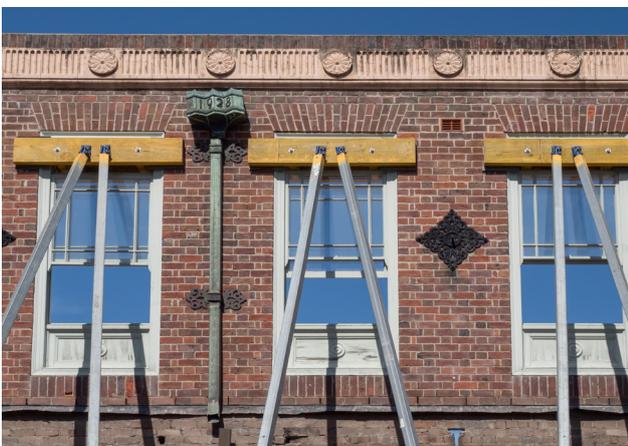
Encourage and promote public awareness, appreciation and knowledge of heritage conservation.



Facilitate best-practice approaches to heritage and celebrate the LGA's history and identity.



Identify, conserve and enhance local and state heritage.



Ensure new development responds appropriately to heritage items, conservation areas and values, significance, views, context and character.





Productivity



Connectivity

Access into and out of the Northern Beaches, particularly by public transport, is limited in most areas. This means many residents are left with little alternative but to use cars.

The coordination of land use with transport is essential. With better walking, cycling and public transport options, more people will more easily connect to and from their homes, workplaces, schools, communities, villages, town centres and beaches.

We will continue working with the NSW Government to deliver an integrated transport and land use planning approach in the Northern Beaches so that residents have the option to live without a car.

Planning priorities

- **Priority 19**
Frequent and efficient regional public transport connections
- **Priority 20**
Sustainable local transport networks
- **Priority 21**
Road space and facilities to match changing community needs





Priority 19

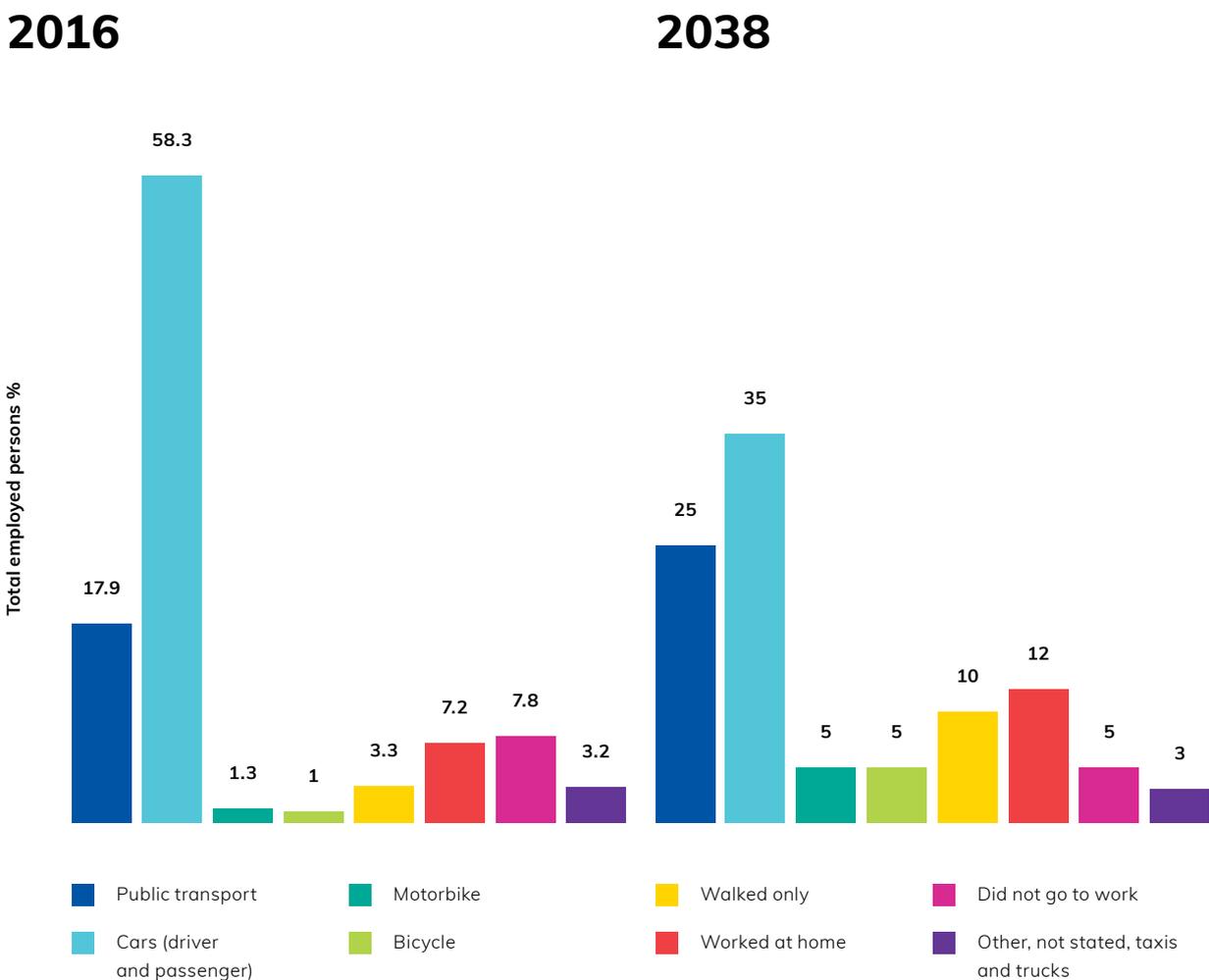
Frequent and efficient regional public transport connections

Most people in the LGA travel to work by car and private car use is higher than the Greater Sydney average. For people travelling outside of the LGA, public transport is highest to the Sydney CBD and North Sydney while car use is highest for those travelling west (Ku-ring-gai, Ryde, Parramatta and Chatswood) or north around Mona Vale. Trends are showing a shift towards increased use of public transport.

Coordinated land use and transport planning for the Northern Beaches supports an efficient multi-modal transport network that includes walking and cycling, shared transport and on-demand services.

Our focus on strategic centres will incorporate planning for high-frequency public transport links into and out of the Northern Beaches and between strategic centres to work towards the targets set out in Move.

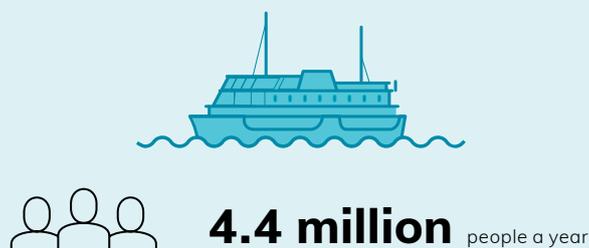
Figure 55
Northern Beaches
aspirational transport targets²⁰



The Northern Beaches B-Line is transforming the way we move



The Manly Ferry has the highest ferry patronage of all Sydney ferry services



Regional public transport priorities for the Northern Beaches include improved bus services that will transition to bus rapid transit (BRT) and opportunities for mass transit:

- Brookvale-Dee Why to Frenchs Forest and Chatswood** will provide access to jobs on the Eastern Economic Corridor, Sydney Metro Northwest and rail interchanges at Chatswood, Epping and Hornsby. This will respond to recent and planned growth in Dee Why, Brookvale and Frenchs Forest.
- Mona Vale to Macquarie Park** will open access to jobs in Macquarie Park and Macquarie University and Macquarie Park rail stations. It will respond to the limited public transport in the LGA's north.
- Brookvale-Dee Why to Manly** will improve access to ferry services to Sydney CBD, already used by 4.4 million people a year, the highest ferry patronage of all Sydney ferry services (May 2018-April 2019)²¹, and connect Manly to lower Northern Beaches suburbs. It will enable people to visit Manly without their car and support planned growth at Brookvale.
- Newport to Sydney CBD (the B-Line)** will create a 24-hour bus service on the coastal corridor. The B-Line will eventually transition to BRT.
- Beaches Link Tunnel** will connect the Northern Beaches to Sydney CBD, North Sydney and St Leonards. Express bus services will connect to Sydney Metro and the rail network, and more than five kilometres of cycleways and pedestrian paths will connect Seaforth, Balgowlah and Manly to Northern Beaches Hospital. The Beaches Link Tunnel will serve the LGA's west as the B-Line serves the east.

These transport initiatives will also improve access to beaches, coast walks, popular tourist areas, night-time activity.

Bus rapid transit (BRT) means frequent and reliable turn-up-and-go bus services between centres.

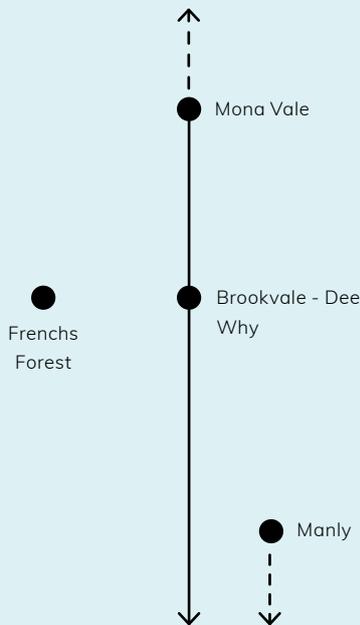
Mass transit is high-capacity public transport that quickly and efficiently moves large numbers of people, such as light rail and metro options or new ferry services.

Figure 57
Northern Beaches Tunnel time savings²¹



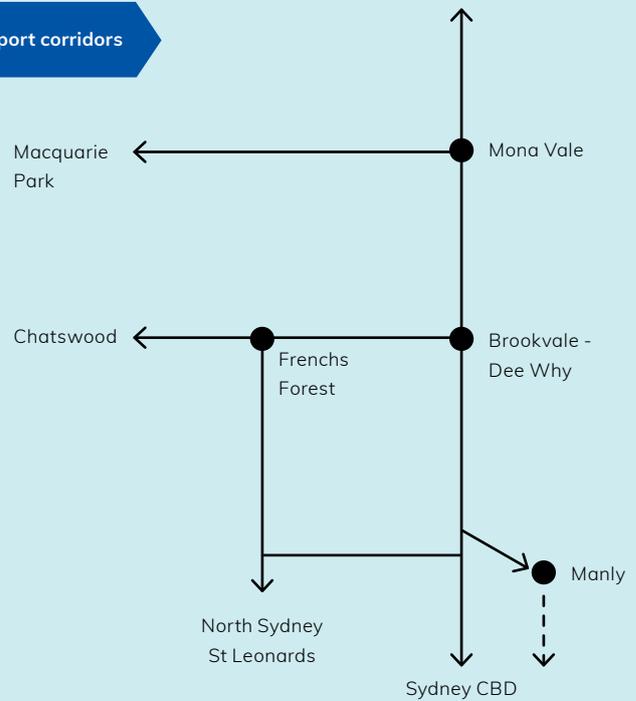
Figure 58
Northern Beaches vision for four fast and efficient transport corridors

now



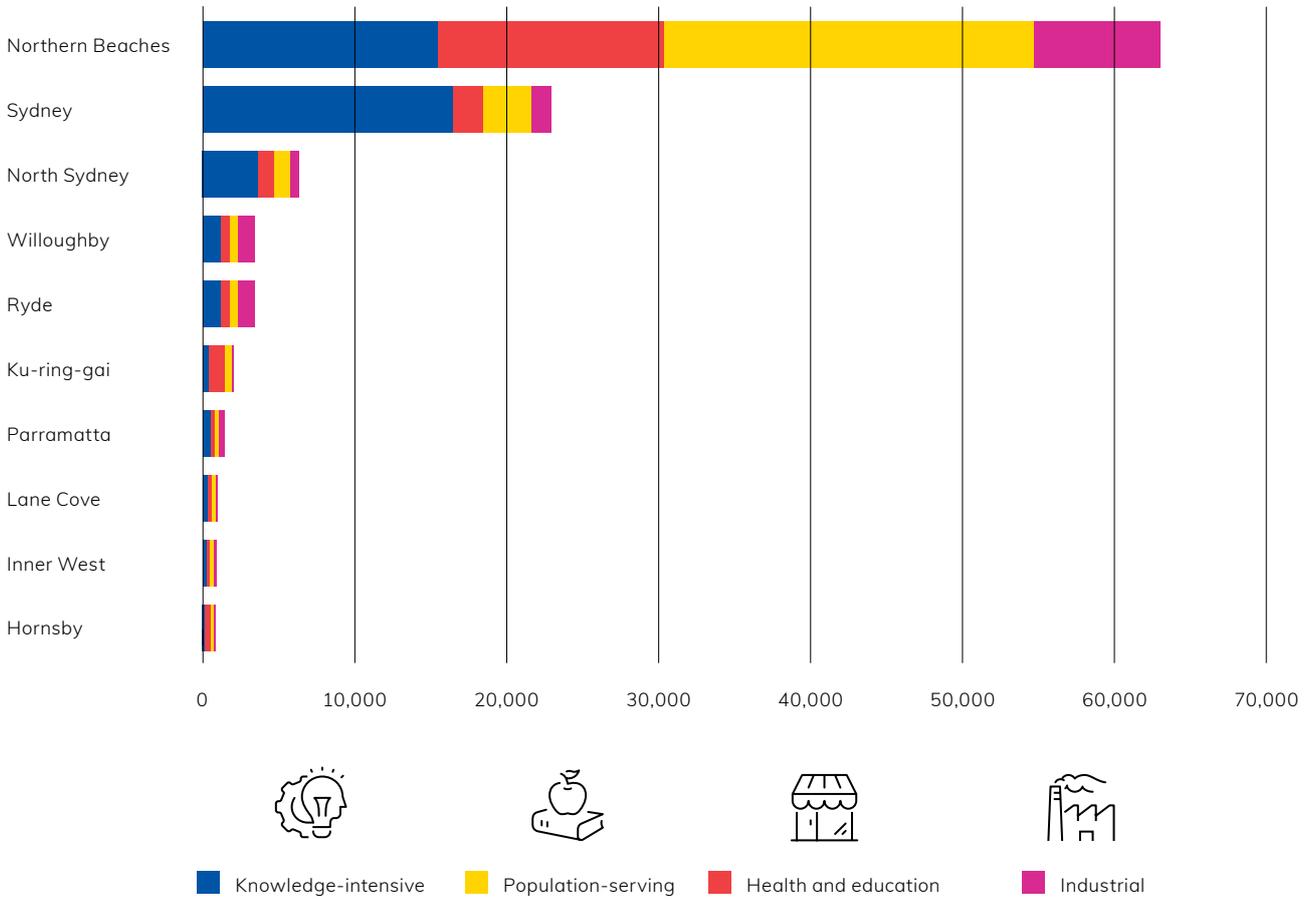
2040

+ 4 regional transport corridors



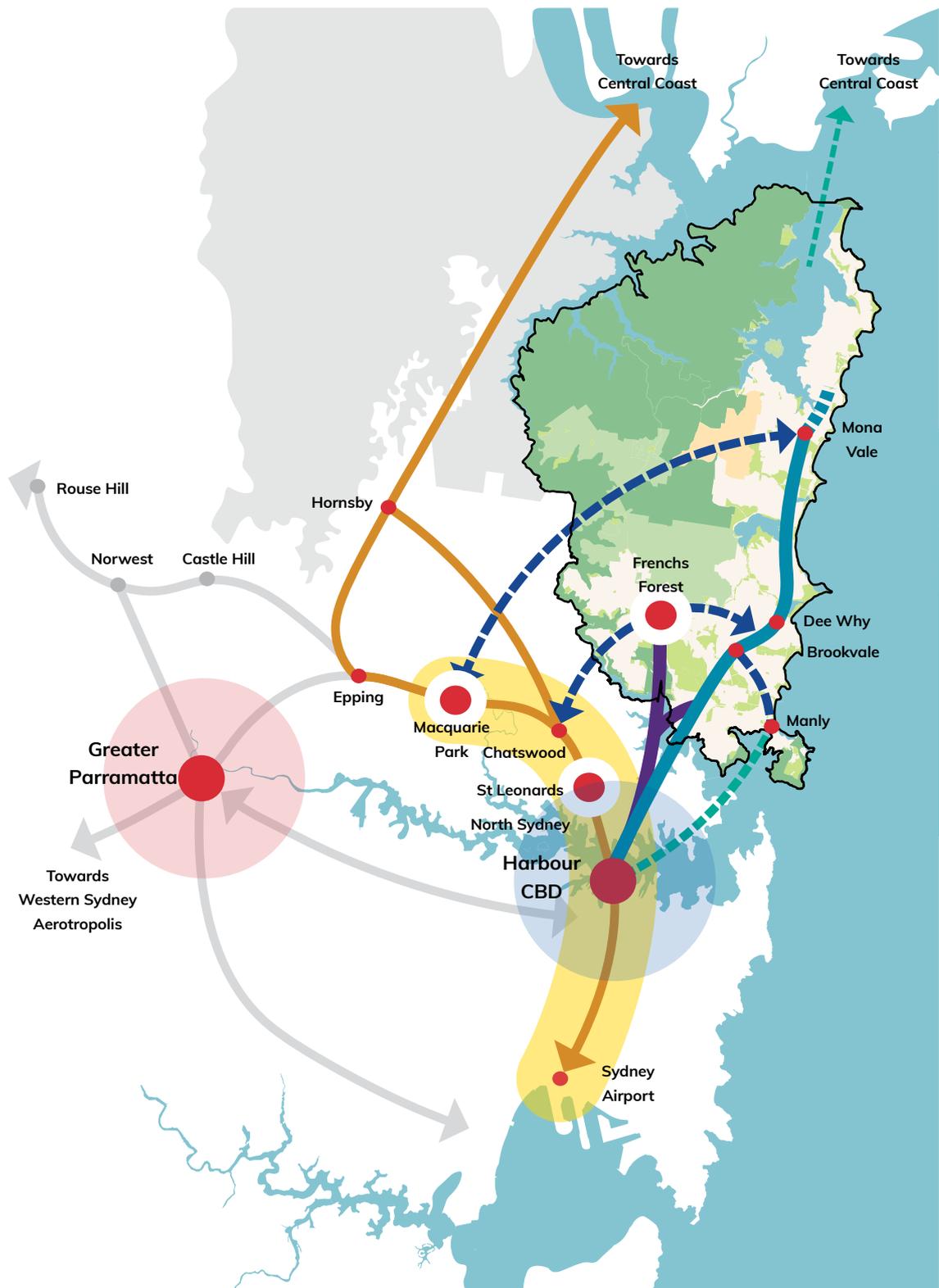
In 2040 the community will have the choice to live without a car

Figure 59
Resident jobs by type and location
- Northern Beaches LGA 2016



Local business, Freshwater





Legend

- | | | |
|-------------------------------|----------------------|---------------------------|
| Urban area | Strategic centres | Beaches Link Tunnel |
| Ingleside Growth Area | Central River City | Ferry link |
| Non-urban area | Eastern Harbour City | Existing rail link |
| Health and education precinct | B-Line | Eastern Economic Corridor |
| Metropolitan centre | BRT investigation | Waterways |

Total number of commuters

Northern Beaches

- Public transport - 4,517
- Vehicle - 43,254
- Active transport - 4,793
- Other mode - 418
- Worked at home - 13,982

Ku-ring-gai

- Public transport - 62
- Vehicle - 1,796
- Active transport - 11
- Other mode - 5
- Worked at home - 247

Sydney

- Public transport - 14,550
- Vehicle - 6,896
- Active transport - 439
- Other mode - 67
- Worked at home - 2,027

Ryde

- Public transport - 269
- Vehicle - 3,009
- Active transport - 27
- Other mode - 15
- Worked at home - 316

Hornsby

- Public transport - 27
- Vehicle - 794
- Active transport - 4
- Other mode - 0
- Worked at home - 87

Lane Cove

- Public transport - 105
- Vehicle - 836
- Active transport - 7
- Other mode - 4
- Worked at home - 88

Willoughby

- Public transport - 768
- Vehicle - 4,437
- Active transport - 45
- Other mode - 12
- Worked at home - 599

North Sydney

- Public transport - 2,123
- Vehicle - 3,746
- Active transport - 108
- Other mode - 29
- Worked at home - 628

Parramatta

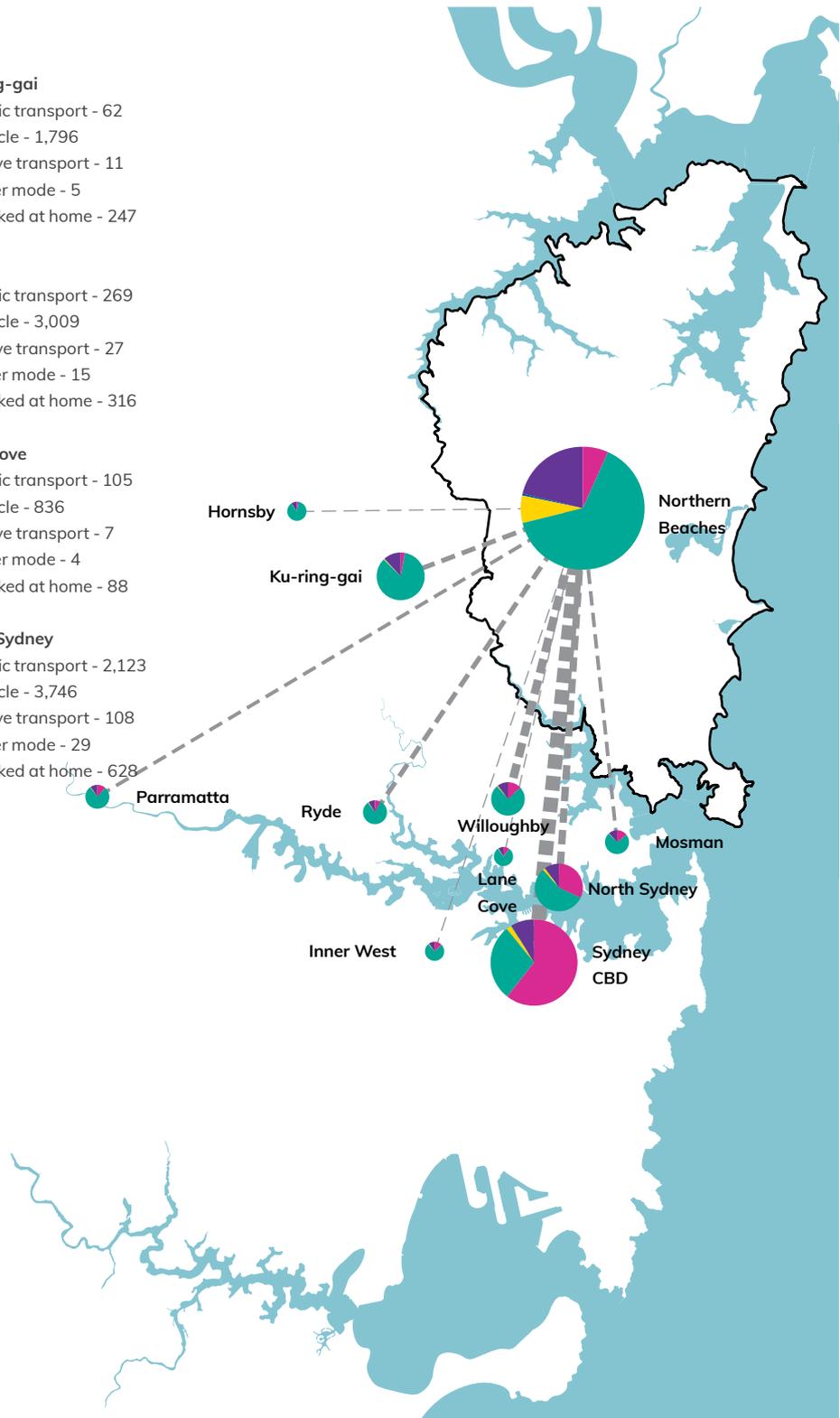
- Public transport - 180
- Vehicle - 1,229
- Active transport - 7
- Other mode - 4
- Worked at home - 146

Inner West

- Public transport - 117
- Vehicle - 706
- Active transport - 10
- Other mode - 4
- Worked at home - 89

Mosman

- Public transport - 252
- Vehicle - 1,264
- Active transport - 9
- Other mode - 4
- Worked at home - 197



Work patterns are changing

More people are traveling to major employment centres as the number of people employed in professional and financial services is increasing

Principles

- Develop high-frequency public transport connections between strategic centres and in and out of the Northern Beaches.
- Focus growth within 800m of high-frequency public transport.
- Sequence development with necessary infrastructure and services.
- Preserve potential future transport interchanges and corridors.
- Respond to opportunities and implications arising from new transport infrastructure.

No.	Action	Time	Partner
19.1	Prepare and implement a public transport plan, LEP transport study and LGA-wide land use infrastructure implementation plan to improve public transport; align transport and growth; and address network capacity limitations	I	DPIE TfNSW
19.2	Develop LEP and DCP controls that incorporate these above studies and create good internal amenity for developments along main roads and future transport corridors	S	
19.3	Better link Brookvale-Dee Why to Frenchs Forest and Chatswood by improved bus services by 2020 followed by BRT to support development at Frenchs Forest	S M	TfNSW Forest Coaches
19.4	Create better bus links between Mona Vale and Macquarie Park, followed by BRT	S M	TfNSW Forest Coaches
19.5	Extend the B-Line to Newport and transition to BRT	S	TfNSW
19.6	Implement BRT between Manly and Brookvale-Dee Why	M	TfNSW
19.7	Support the Beaches Link Tunnel with public transport and investigate opportunities in areas subject to change	M	TfNSW
19.8	Investigate new ferry connections to places such as Clontarf	M	TfNSW
19.9	Investigate, identify and protect public transport corridors and future routes and interchanges by air, water and land	M	TfNSW DPIE
19.10	Align State and local government priorities so that: <ol style="list-style-type: none"> two east-west connections are in the Greater Sydney city-serving network Manly to Brookvale link supports the Greater Sydney city-serving network the Beaches Link Tunnel connects to the Greater Sydney strategic road network 	M	TfNSW



Priority 20

Sustainable local transport networks

As the LGA moves towards a multi-modal transport system, coordinating land use and transport planning and extending the reach of the regional transport network will make it easier to walk, cycle, catch public transport or use shared vehicles. It will connect neighbourhoods to larger centres where there is a greater range of employment, services and facilities, and other destinations such as schools and beaches.

Walking and cycling

While only 5% of trips to work are on foot or by bicycle, Move sets targets to double these trips by 2038. This is pertinent given that obesity rates (21.5 per 100) are higher on the Northern Beaches than the North District average (18 per 100)¹⁶.

Our Walking Plan and draft Bike Plan support walking and cycling for shorter trips and for the start and finish of trips on other modes of transport. This will be achieved through safe and connected footpath and cycling routes, improved public domain (such as street furniture, lighting and shade), suitable end-of-trip facilities such as bike parking and electric vehicle charging points.

Local bus network

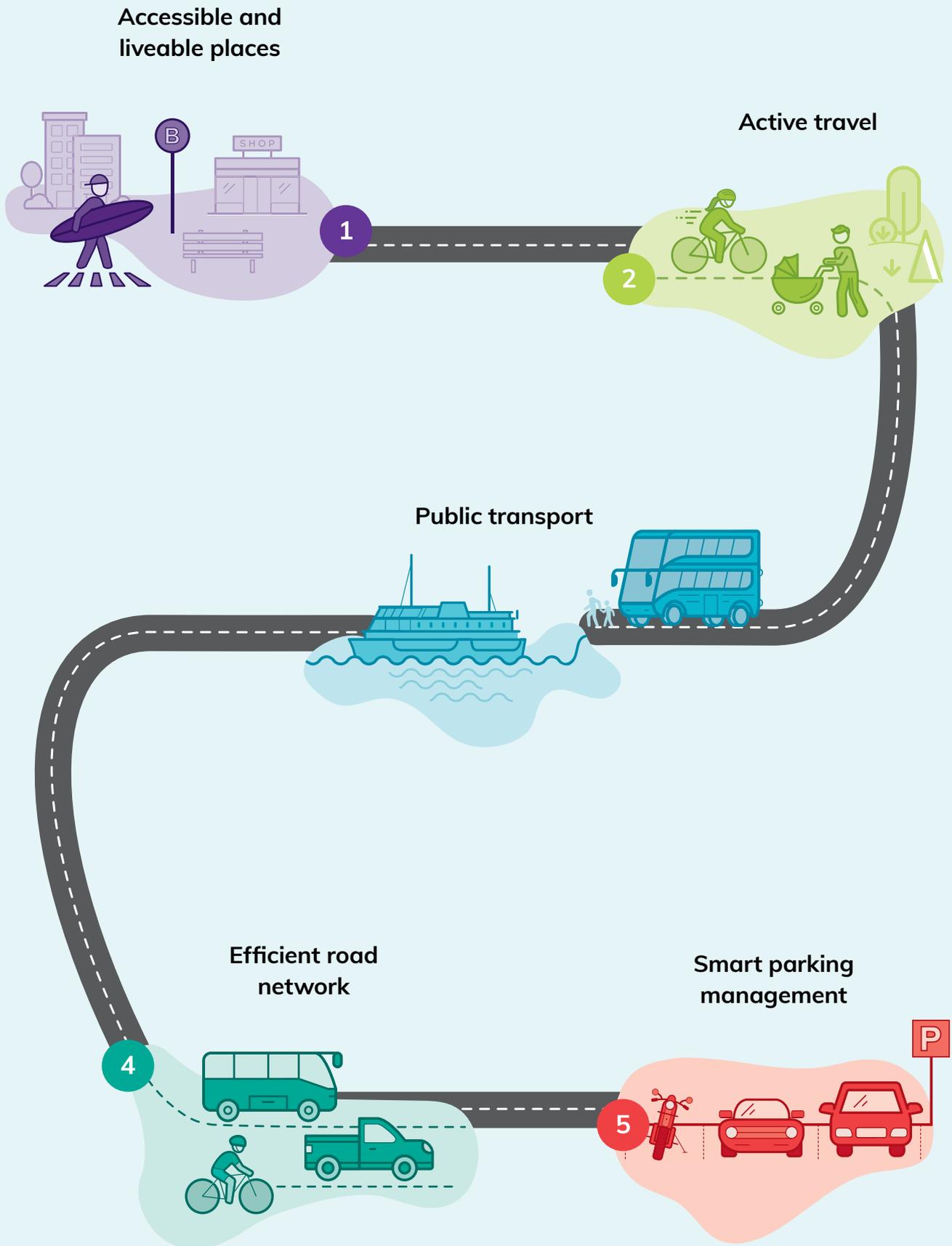
Local bus services vary across the LGA and are limited in isolated areas. Poor timetabling, coverage and facilities disconnect the network, and many local services are operated by private transport providers. We will continue to review local bus connections to identify ways to improve the network. For example, our Hop Skip and Jump Bus service in the LGA's south is used by approximately 350,000 passengers each year²⁴.

Innovative and emerging technology

New modes of transport, such as electric bikes, on-demand services and car share extend the reach of the transport network. Together with smart technology and autonomous and electric vehicles, these modes will help to reduce reliance on non-renewable fuels (see P7).

On-demand point-to-point transport services are being trialed at Mona Vale and Manly. Keoride is a pick-up service that extends the reach of the B-Line while FerryConnect (UberPool) in Manly extends the reach of ferry services. Car share services are growing, with Go Get increasing by more than 400 members in the Northern Beaches in 2018²⁵.

We will engage with State agencies, the community and the private sector to trial new systems and technology, as required under our Shared Transport Policy.





Legend

- Proposed safe cycling network (draft)
- Existing safe cycling network
- Road cycling network (draft)
- Greater Sydney Principal Bike Network 2056 (Future Transport 2056)

Principles

- Coordinate land use and transport to support public transport, cycling and walking.
- Prioritise safe cycling routes separated from motor vehicle traffic within five kilometres of strategic centres or connecting to local centres, villages and destinations such as schools and beaches.
- Prioritise walking infrastructure within two kilometres of strategic centres and 800 metres of local centres or connecting to local centres, villages and destinations such as schools and beaches.
- Improve local bus connections that extend the reach of the regional transport network.
- Support smart technology, such as trials of new systems to move around more efficiently.
- Ensure new developments support active and public transport.

No.	Action	Time	Partner
20.1	Implement Move, our Walking Plan and Shared Transport Policy and prepare and implement a bike plan, public transport plan, parking plan, smart communities framework and pedestrian access and mobility plans	S	TfNSW
20.2	Develop LEP and DCP controls that incorporate these above studies; support active travel and emerging technology in new developments, such as minimum standards for end of trip facilities, bike parking and car share and to support workplace travel plans; and reduce parking requirements in centres well-served by public transport in exchange for public benefit	S	
20.3	Investigate improvements to transport interchanges such as ferry wharves and bus stops to support multi-modal trips	M	TfNSW
20.4	Investigate new safe cycling routes separated from traffic within five kilometres of strategic centres or connecting to local centres, villages and destinations such as school and beaches, including regional cycle routes in the Greater Sydney Principal Bicycle Network: Brookvale-Dee Why to Chatswood; Manly to Mona Vale; Manly to Spit Bridge; Mona Vale to Frenchs Forest; and Terrey Hills to Gordon/Pymble	S - L	TfNSW
20.5	Prepare place plans that encourage active travel and use of emerging technology, such as public domain improvements and bike parking	O	
20.6	Increase uptake of schools in the Northern Beaches Active to School initiative to encourage walking and cycling to school	O	DOE



Priority 21

Road space and facilities to match changing community needs

By re-designing existing streets to be more efficient, more people, goods and services can be accommodated in limited space, creating safer and more attractive spaces to move around.

Movement and place

Future Transport 2056, the *Greater Sydney Region Plan* and the *North District Plan* identify a movement and place framework that considers how best to use road space to improve the liveability and safety of places. The framework acknowledges that the needs and expectations of the community change for different street environments.

Centres and villages are people-orientated, where public transport, walking, cycling and small-vehicle freight access are important. Manly, for example, is a busy place with less car use and more pedestrians. Pedestrianised laneways have activated the town centre while creating a great place for people.

Local streets need to be safe for people to walk or cycle. These differ from key transport corridors, such as Pittwater Road, that must efficiently move people and goods. The hierarchy and function of various roads shape opportunities for movement and place.

Reducing conflict between road users and using road space more efficiently – for example, through pedestrianised walkways in centres, dedicated bus lanes or separated cycleways – will make it safer and easier for people to walk, cycle or use public transport.

Urban freight

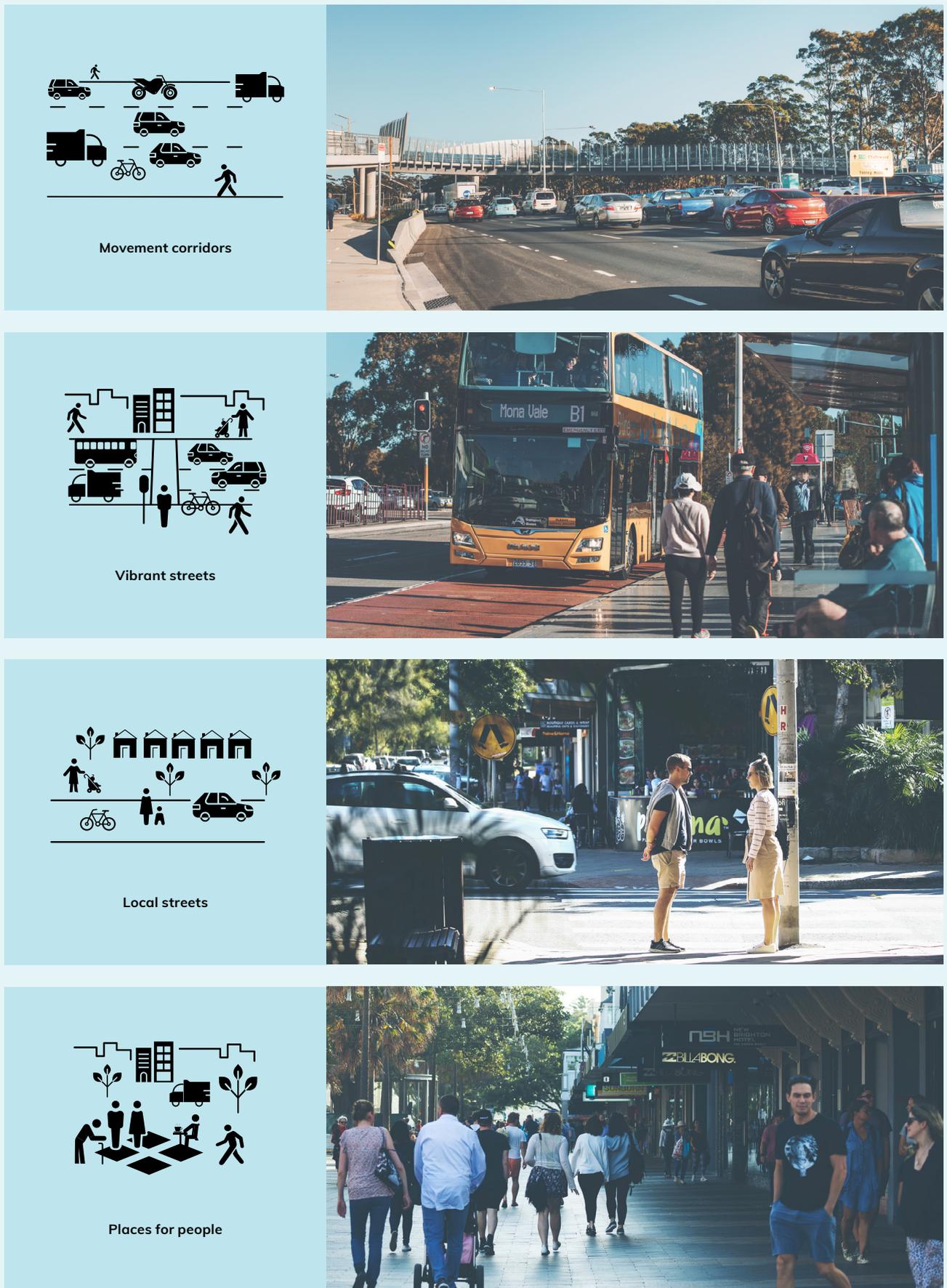
By 2036, freight movements in Sydney will grow by 50%, due to an increase in supermarket deliveries, residential deliveries and increased waste collections²⁶. This increases pressure on transport networks and industrial and urban services land to support last mile delivery – the final stage of the journey in which goods travel to a destination – and hubs such as black warehouses and vertical warehouses.

Freight connections in the LGA are constrained and distance to Sydney Airport, Port Botany and the future Western Sydney Airport is a challenge. Vehicles over 19 metres are prohibited on Sydney Road, the Spit Bridge and Warringah Road. This increases travel times, adds to the cost of deliveries and requires smaller trucks. Time restrictions on the delivery of goods and truck movements in areas such as The Corso in Manly currently meet commercial and residential demands but will be a challenge as delivery and freight movements increase.

Freight and servicing demands impact the transport network with limited kerbside space, loading dock provisions and service-based uses (for example, tradespeople) competing for space. Transport for NSW data shows that demand for kerbside spaces are greatest between 10am – 2pm, with underutilised kerbside spaces outside of peak periods. These spaces are often in pedestrianised areas. There is a need to balance the use of the road space, for example, by applying the movement and place framework.

The Beaches Link Tunnel will connect the Northern Beaches to the Sydney road network for the first time, improving freight movements. Central freight and delivery hubs at strategic centres or near employment centres could reduce the prevalence of delivery vehicles on local roads, improve efficiency and prioritise pedestrians. We will look to influence the delivery of goods and services in quieter and less polluting ways, including active travel such as electric-assisted cargo bikes in pedestrianised areas. We will also aim to address the negative impacts of freight, such as congestion during peak periods, by prioritising freight delivery times to optimum delivery windows.

Figure 61
Movement and place framework²⁷



Principles

- Coordinate land use and transport to improve amenity and support the safe and efficient movement of people, goods and services.
- Prioritise pedestrians over cars in centres to create places where people want to spend time.
- Provide for the efficient movement of freight and deliveries and protect freight corridors.
- Ensure safe and efficient loading and unloading facilities in new developments.

No.	Action	Time	Partner
21.1	Implement Transport for NSW's movement and place framework through completing action plans for parking, road network, road safety, freight and public transport to coordinate land use and transportation; improve accessibility and walkability; and reduce congestion in and around centres	S M	TfNSW
21.2	Develop LEP and DCP controls that address loading facilities and clearance heights for freight, delivery and waste collections; parking rates to reduce car dependency near public transport; noise mitigation on freight corridors; and requirements for car share and electric vehicles	S	
21.3	Investigate opportunities for consolidated urban freight hubs either on Council-owned land or private property	M	



Jobs and skills

The LGA's strategic centres underpin the Northern Beaches economy.

Well-planned strategic centres stimulate economic activity, provide jobs closer to home and use infrastructure more efficiently, while local centres are essential for the local population to access goods and services.

We will continue to strengthen the local economy, improve access to jobs and plan for vibrant mixed use centres that support local industries and innovation.

Planning priorities

- **Priority 22**
Jobs that match the skills and needs of the community
- **Priority 23**
Frenchs Forest as a sustainable health and education precinct
- **Priority 24**
Brookvale as an employment and innovation centre
- **Priority 25**
Dee Why as a thriving cosmopolitan centre by the sea
- **Priority 26**
Manly as Sydney's premier seaside destination
- **Priority 27**
Mona Vale as the contemporary, urban heart of the north
- **Priority 28**
Safeguarded employment lands
- **Priority 29**
A thriving, sustainable tourism economy
- **Priority 30**
A diverse night-time economy





Priority 22

Jobs that match the skills and needs of the community

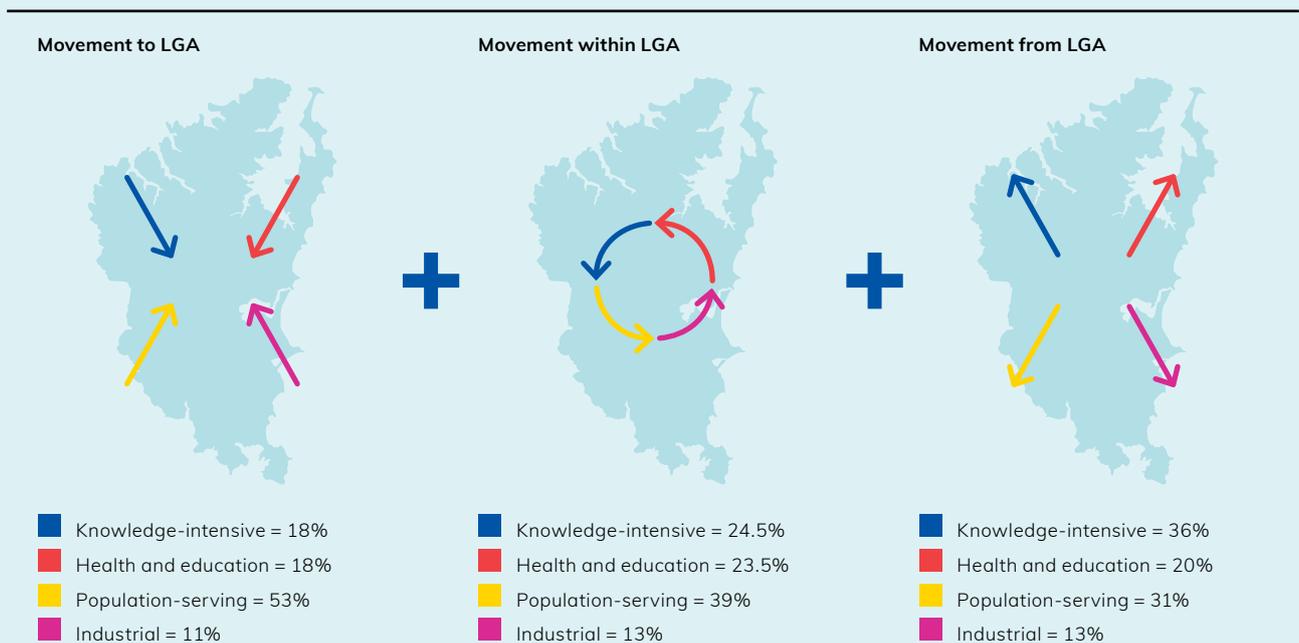
Increasing local job opportunities and ensuring efficient access to these jobs will strengthen the local economy. Nearly 6,000 jobs were added to the Northern Beaches workforce between 2011-2016, mainly in Manly. Over the next 20 years, we expect to see employment grow in Brookvale

(Warringah Mall and industrial precincts), Frenchs Forest (including the business park) and Warriewood-Mona Vale (including industrial precincts). Jobs in local centres will increase to meet the needs of the local population.

Figure 62
Job target - Northern Beaches LGA¹

Centre	Jobs - 2016 estimate	Jobs - 2036 target (low-high)	Growth	Industries
Frenchs Forest	9,300	12,000 - 13,000	2,700 - 3,700	Health
Brookvale-Dee Why	20,000	23,000 - 26,000	3,000 - 6,000	Industrial, urban services and retail
Manly	5,000	6,000 - 6,500	1,000 - 1,500	Retail with tourism focus
Mona Vale	4,300	5,000 - 6,000	700 - 1,700	Retail, commercial and light industrial

Figure 63
People travelling to and from the Northern Beaches for work by industry type 2016



The Northern Beaches has the highest proportion of local jobs filled by local residents and residents working locally in Greater Sydney. Despite this, there is the risk of a gap between the types of local jobs and the skills of residents. For example, most residents work in the knowledge-intensive sector yet future job growth is projected to be in health and education and population-serving jobs, reflecting a local economy without a major commercial centre or mass transit.

The Northern Beaches has the **second highest number of businesses of all LGAs in NSW**, after the City of Sydney²⁹.

The high proportion of small businesses reflects entrepreneurialism where locals create opportunities to live and work locally. This is a key strength for the LGA. Opportunities for the Northern Beaches include:

- **strengthening strategic centres** as high amenity hubs that deliver more jobs, services and activities closer to where people live, supporting the 30-minute city
- **enhancing local centres** to provide local retail and small office functions to serve the local community and business networks
- **leveraging infrastructure investments** such as the B-Line, Northern Beaches Hospital, east-west public transport upgrades and Beaches Link Tunnel connecting to the Eastern Economic Corridor
- **rethinking what it means to work locally** by supporting work from home, community facilities such as meeting rooms, satellite offices, co-working spaces, libraries and jobs in the Metropolitan Rural Area (see P4)
- **aligning employment areas with future industries of growth** to attract and retain businesses and support targeted industries such as tourism, arts and creative, night-time economy, smart technology and sustainable development (see P7)
- **facilitating innovative environments to support and connect industries** such as flexible floorspace in local centres to co-locate commercial uses with social infrastructure, such as libraries or community work hubs, to support start-up businesses
- **providing high-quality and industry appropriate commercial and industrial floorspace** focusing on flexible division of floorspace that supports small businesses
- **planning for age-friendly centres** that provide employment opportunities to support independence later in life and centres and businesses that cater to the needs of older people.

New development in strategic centres must contribute to the overall function of the centre and specific directions outlined in priorities 23-27.



Legend	Urban area	Strategic centre	Employment hub
	Ingleside Growth Area	Health and education precinct	1 dot = 100 jobs (existing)
	National park	Local centre	Public transport and active travel connection
	Major public parkland/bushland	Coastal village	
	Metropolitan Rural Area (MRA)	Forest village	

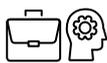
Principles

- Increase local job opportunities supported by efficient public transport, cycling and walking.
- Maintain and increase employment floor space and ensure residential development within strategic and local centres does not diminish employment or economic opportunities.
- Attract jobs that match the skills of residents and support new business formats such as co-working.
- Improve the amenity and design of centres to meet the needs of the whole community.
- Enhance the population-serving role of smaller local centres.
- Support targeted industry sectors and foster innovative clusters.
- Foster business networks and partnerships to connect, promote and grow business.

No.	Action	Time	Partner
22.1	Complete the LEP employment study and develop LEP and DCP controls to grow job opportunities; review commercial and retail land supply; review industrial lands; promote innovation; and improve amenity and design of centres and non-residential buildings	I	
22.2	Prepare and implement an economic development plan that responds to the findings of the LEP employment study to build local economic capacity	S	
22.3	Review planning controls to support specific industry sectors and to implement the Arts and Creativity Strategy	M	
22.4	Prepare and implement a destination management plan, smart communities framework and night-time economy strategy	M	
22.5	Prepare place plans for local centres that support their population-serving role	O	
22.6	Identify opportunities for Smart City pilots, projects, partnerships and grant funding	S M	
22.7	Deliver the transport projects identified in P19	S M	TfNSW

Local businesses, Mona Vale





Priority 23

Frenchs Forest as a sustainable health and education precinct

Frenchs Forest will be a new strategic centre for the Northern Beaches. It will be a low-carbon health and education precinct with high efficiency in energy, water and waste, anchored by Northern Beaches Hospital and potentially a university.

Planning for Frenchs Forest aims to create space for around 3,700 new jobs and 4,360 new homes over the next 20 years, including affordable and diverse housing, with no building higher than the hospital (41 metres). The public domain will include a central piazza with cafes, outdoor dining and community uses. New open space will retain mature vegetation with a 25% tree canopy target.

High-frequency bus routes will connect Frenchs Forest to destinations in the LGA, Chatswood and Sydney CBD and new pedestrian and cycling infrastructure will create a walkable centre where people are less dependent on their car. We will target a Green Star-rating for the centre.

The NSW Department of Planning, Industry and Environment is leading the planning of the precinct in collaboration with Council, the Greater Sydney Commission, NSW Health, NSW Department of Education and Transport for NSW.

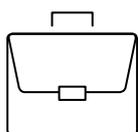
Stage One includes 2,000 new homes and 4,000 new jobs (2,000 from the hospital and 2,000 from the town centre). Future phases of development will depend on the Beaches Link Tunnel and BRT from Brookvale-Dee Why to Chatswood (see P19).

Frenchs Forest will transition from a low density area where 90% of homes are separate dwellings and most people use their car to a sustainable and liveable centre with more jobs, stimulated by the hospital and Frenchs Forest business park. Workers will be able to connect to the town centre, across Warringah Road, Wakehurst Parkway and Forest Way, in such a way that the town centre, hospital, Forest Way shopping centre and business park all function together. Impacts from these changes on other centres in the LGA will also be investigated, including opportunities to take the pressure off Manly as the largest knowledge-intensive employment hub in the LGA.

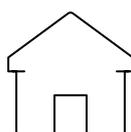
Figure 64

Key facts - Frenchs Forest Planned Precinct

Next 20 years:



3,700
new jobs



4,360
homes

Figure 65
Illustrative map for Frenchs Forest Planned Precinct

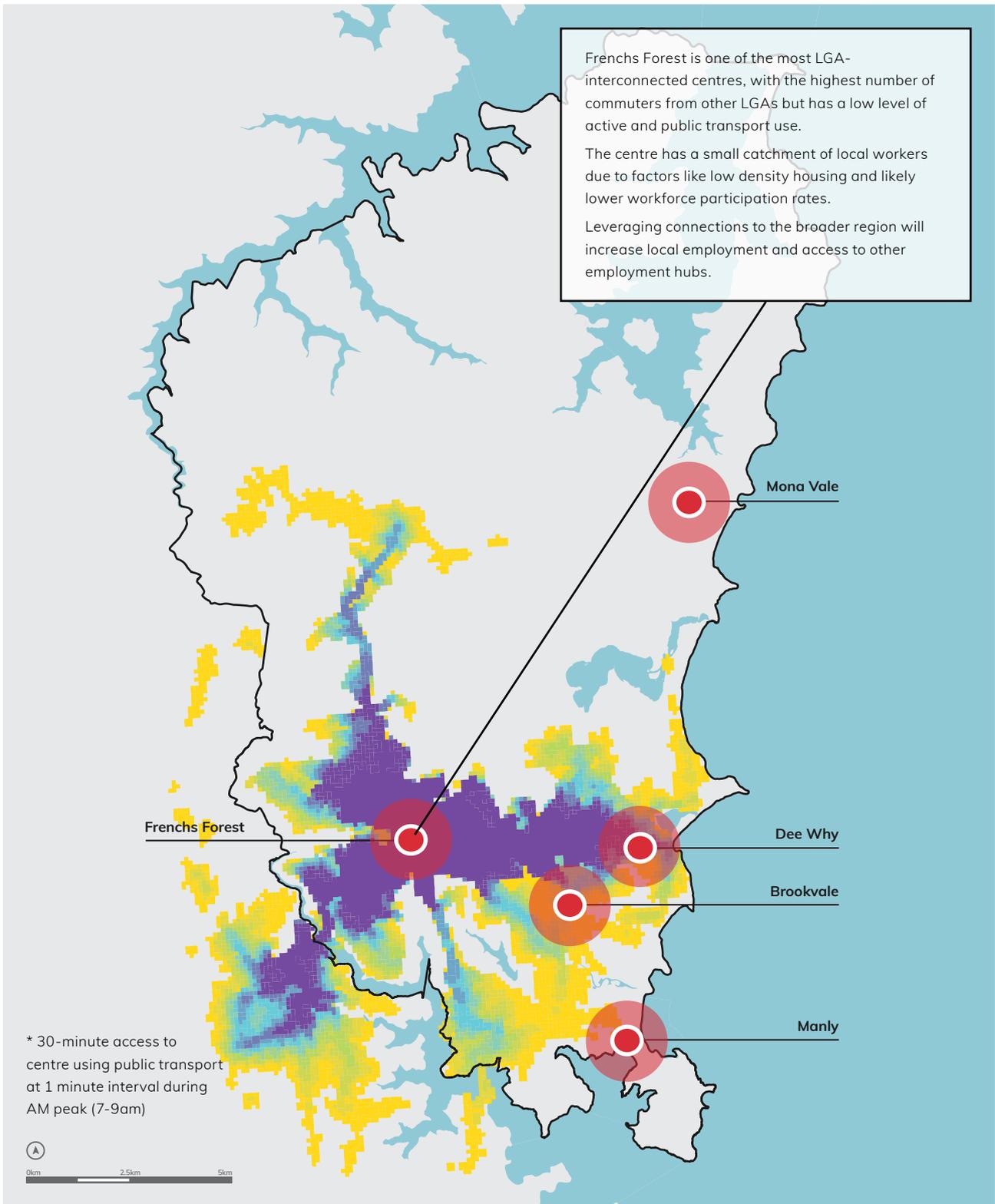


Legend  low carbon, high efficiency precinct and Green Star Community

Note: areas designated for types of land uses are indicative and conceptual only. Refer to specific mapping, strategies and plans.

Figure 66
Photomontage - Frenchs Forest Town Centre





Frenchs Forest is one of the most LGA-interconnected centres, with the highest number of commuters from other LGAs but has a low level of active and public transport use.

The centre has a small catchment of local workers due to factors like low density housing and likely lower workforce participation rates.

Leveraging connections to the broader region will increase local employment and access to other employment hubs.

* 30-minute access to centre using public transport at 1 minute interval during AM peak (7-9am)

Legend

Accessibility – AM peak

- 1 - 10%
- 10 - 20%
- 20 - 30%

- 30 - 40%
- 40 - 50%
- 50 - 60%
- 60 - 70%

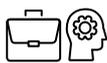
- 70 - 80%
- 80 - 90%
- 90 - 100%

○ Strategic centre

Principles

- Establish Frenchs Forest as an active mixed-use strategic centre with a variety of housing and employment options integrated with the area's bushland.
- Deliver a low-carbon precinct with high efficiency in energy, water and waste.
- Strengthen Frenchs Forest business park, focusing on attracting health-related businesses.
- Ensure the business park, town centre, hospital and Forest Way shopping centre function together.
- Use Northern Beaches Hospital as a catalyst for new health and education jobs and businesses.
- Provide high amenity, safe and accessible public spaces and facilities that are active day and night.
- Transition new housing appropriately to existing low density residential areas.
- Prioritise walking in the town centre and provide connections to the broader active and public transport network.
- Improve public transport and regional cycling routes to Chatswood and Spit Bridge.

No.	Action	Time	Partner
23.1	Finalise and implement Frenchs Forest Precinct Plan including Green Star Communities application; public domain strategy; town centre DCP; and special infrastructure contributions plan and support: <ul style="list-style-type: none"> • a low-carbon precinct with high efficiency in energy, water and waste • design excellence through a competitive design process for the town centre • criteria required by the Green Star-rating, including increased BASIX targets for all new dwellings • affordable rental housing targets of 15% in the town centre and 10% for the remaining rezoned area • a 30% landscaped area site control and 25% tree canopy target 	I	DPIE
23.2	Master plan and deliver Warringah Aquatic Centre as a state-of-the-art education and recreation precinct	S M	DPIE DOE NSW
23.3	Investigate opportunities to boost Frenchs Forest business park; connect workers to the town centre; and ensure the hospital, town centre and business park function together	S	
23.4	Investigate opportunities for a university at Frenchs Forest	O	DPIE DOE NSW
23.5	Prepare a Section 7.11 contributions plan under the EP&A Act to identify funding for public infrastructure at Frenchs Forest	S M	
23.6	Respond to the findings of LEP studies through five-yearly updates to the Northern Beaches Hospital Precinct Structure Plan, Green Star Communities rating and LEP and DCP updates	M L	
23.7	Deliver the transport projects identified in P19	S-L	TfNSW



Priority 24

Brookvale as an employment and innovation centre

Brookvale supports industrial, commercial, retail, service and education sectors. It is the LGA's largest employment hub, accommodating one-third of the LGA's jobs. Most people living on the Northern Beaches can access Brookvale by public transport within 30 minutes of where they live.

Brookvale includes Warringah Mall, one of the largest malls in Greater Sydney, and a cluster of diverse community infrastructure assets including the Brookvale Community Health Centre, a \$50 million centre opened February 2018, TAFE NSW, and Brookvale Oval, where a \$36 million centre of excellence was announced early 2019.

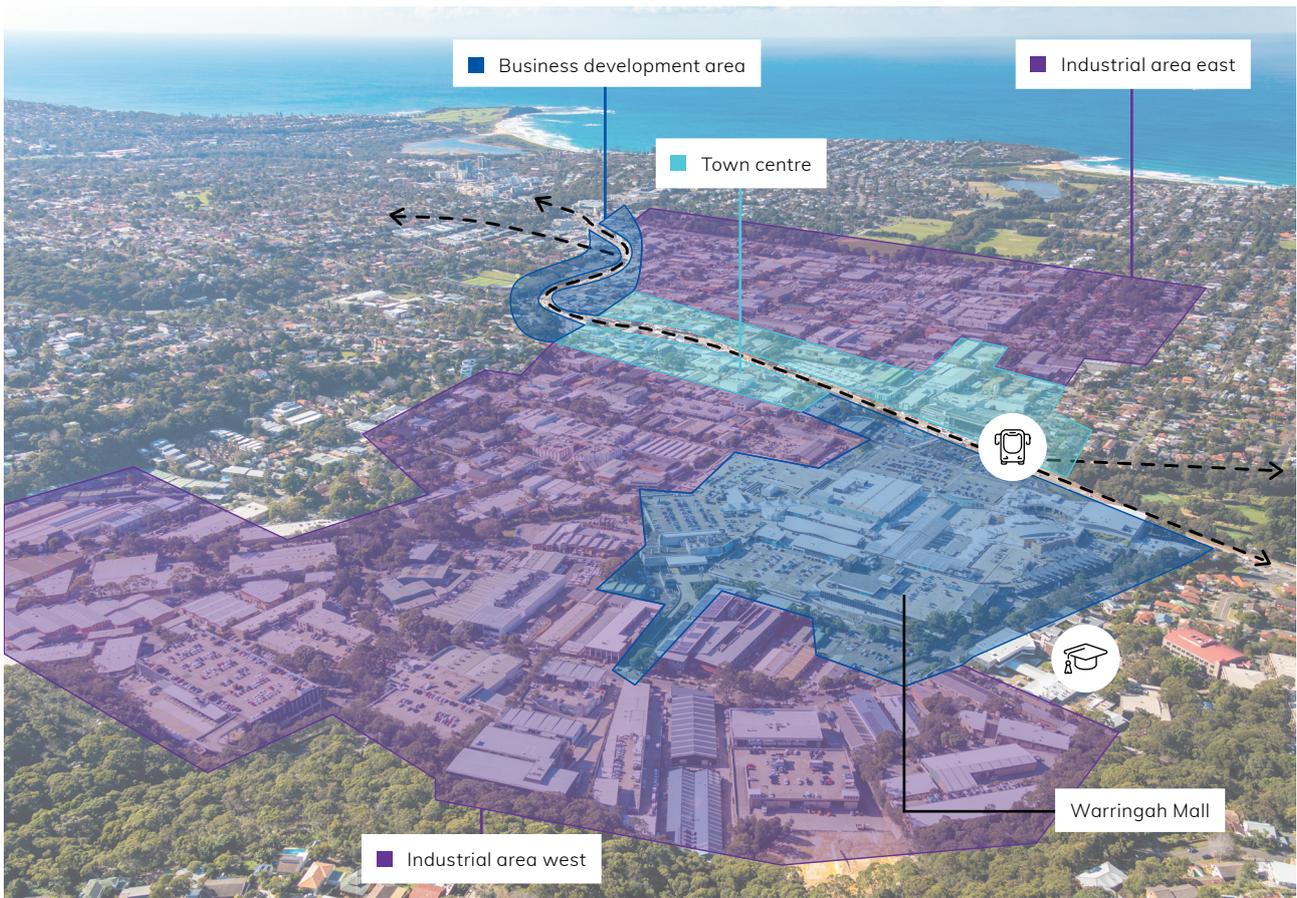
The draft Brookvale Structure Plan, exhibited in 2017, supports an employment-based centre that is a great place to live and work, with more night-time activities for the young and culturally diverse population. The Structure Plan aims to revitalise Pittwater Road and create convenient, attractive and safe walking, cycling and public transport connections, including green links to the bush and the sea.

Brookvale has a tradition of innovation – it was once known as Sydney's surfboard making capital and was formerly home to early production of 'ugg' boots. We will continue to support opportunities for innovative and creative industries.

Warringah Mall will expand and better integrate with the fabric and life of Brookvale. A new town centre activity-point outside the mall could include civic and cultural functions and a multi-use community facility, incorporating co-working or economic development spaces. We will determine the right mix of industrial and urban services for the centre and investigate opportunities for creative industrial uses.

Three-quarters of commuter trips to Brookvale-Dee Why are by car, mainly from areas within the Northern Beaches. Better roads, public transport and regional cycling routes will help to realise Brookvale's potential as the Northern Beaches' major strategic centre, particularly to support commuters from other strategic centres such as Frenchs Forest and Mona Vale, who mainly travel to Brookvale by car.

Figure 67
Illustrative map for Brookvale strategic centre

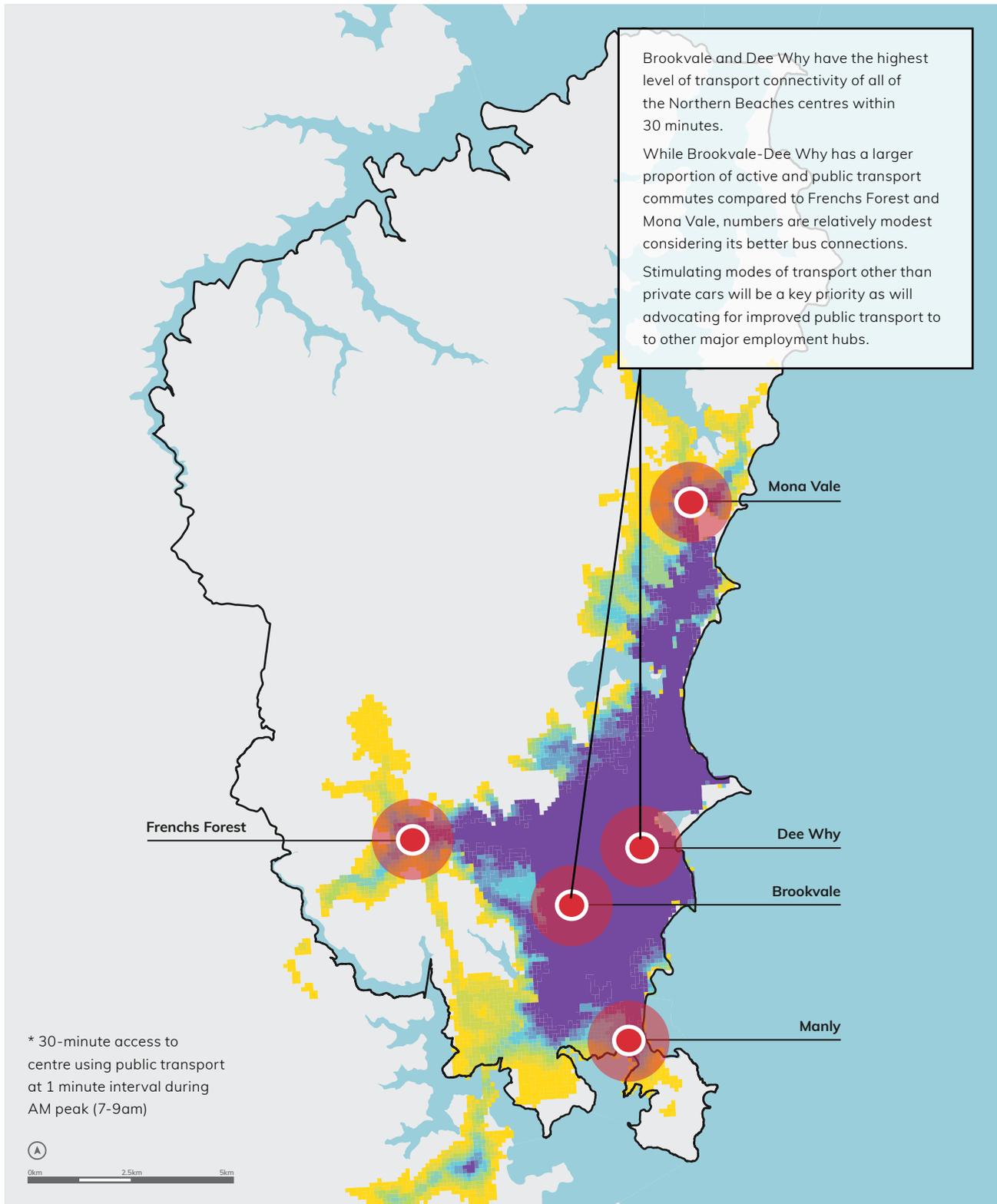


Legend  low carbon, high efficiency precinct and Green Star Community

Note: areas designated for types of land uses are indicative and conceptual only. Refer to specific mapping, strategies and plans.

Figure 68
Photomontage - Brookvale town centre





Legend

Accessibility – AM peak

- 1 - 10%
- 10 - 20%
- 20 - 30%

- 30 - 40%
- 40 - 50%
- 50 - 60%
- 60 - 70%

- 70 - 80%
- 80 - 90%
- 90 - 100%

○ Strategic centre

Principles

- Support Brookvale as an employment-based centre.
- Establish a town centre-activity point and open space outside of Warringah Mall.
- Support the expansion of Warringah Mall and integrate it with surrounding built form.
- Bring life back to the streets, including revitalisation of the main commercial strip on Pittwater Road.
- Ensure appropriate interfaces between different land uses.
- Enhance tree canopy and provide green links to Brookvale Park, Warringah Mall and the B-Line.
- Enhance Brookvale's identity and define gateways to create a sense of arrival.
- Improve public transport and regional cycle networks to Sydney CBD, Frenchs Forest, Mona Vale and Manly.
- Support the night-time economy, creative and innovative industries and public art.
- Preserve the industrial integrity of the industrially-zoned land.

No.	Action	Time	Partner
24.1	Complete the Brookvale-Dee Why transport study to balance growth with infrastructure on Pittwater Road and to support how people move to and from the jobs and services in the employment lands	I	TfNSW
24.2	Review planning controls for key sites such as Warringah Mall and better link Brookvale and Dee Why	S	
24.3	Respond to the findings of the LEP studies, review the draft Brookvale Structure Plan and develop LEP and DCP controls to optimise growth of Brookvale as a transit supportive employment centre, the centre of focus for the LGA	S	
24.4	Prepare state and local contribution plans to fund transport and amenity improvements including public open space	M	DPIE
24.5	Deliver the transport projects identified in P19	S-L	TfNSW



Priority 25

Dee Why as a thriving cosmopolitan centre by the sea

Dee Why is a population-serving, mixed use centre that offers housing, retail, civic, service and commercial functions. It has one of the most densely populated, multicultural communities on the Northern Beaches offering a cosmopolitan lifestyle and night-time activity.

Residents and workers benefit from Dee Why's proximity to Dee Why Beach, Dee Why Lagoon Wildlife Refuge and Stony Range Flora Reserve. It contains buildings of heritage significance including the Civic Precinct with Dee Why Library, Civic Centre and the surrounding landscape recognised for their State heritage significance (see P18).

Recent housing growth in the town centre is based on planning controls that have been in place since 2000. Although an increase in capacity was allowed on two key sites since 2008, only one of these sites has been completed (the Meriton site, known as Site B).

The current vision for Dee Why Town Centre is articulated in Warringah LEP 2011 and Dee Why Town Centre Master Plan 2013. These are being implemented through public domain upgrades and updates to planning controls to stimulate development that will fund and supply open space, including:

- **street and public open space upgrades** including Walter Gors Park, Redman Road Plaza, streetscape improvements and proposed upgrades to Triangle Park
- **redevelopment of Council-owned land**, subject to current investigations, including:
 - a. **Key Site A**, a new mixed use development and roadway between Howard and Oaks Avenue through the Council-owned car park
 - b. **Civic Site** to provide community facilities and services including performing arts and entertainment, cuisine and retail
- **redevelopment of private lands**, facilitated by development bonuses in exchange for public open space at the ground level, including:
 - c. **Key Site B**, now known as the Meriton site, including a town plaza and open arcade
 - d. **Key Site C**, a roadway between Oaks Avenue and Pacific Parade through the former Woolworths site
 - e. **Key Site D**, a heavy vehicle turning lane for vehicles turning left from Pittwater Road onto Pacific Parade
 - f. **Key Site E**, a rear lane, landscaped open space and better connections for sites west of Pittwater Road.

Changes to planning controls require resolution of a planning proposal with the NSW Department of Planning, Industry and Environment. New LEP and DCP controls will improve provisions for design excellence, sustainability, retail activation, public domain and housing mix. New development will integrate with the new B-Line service and fund improvements to stormwater infrastructure, traffic and streetscapes.

Although no significant increase in density is proposed, there is estimated capacity for an additional 1,400 dwellings, based on current and proposed planning controls. This growth, along with the recent increase in population, calls for place planning to guide how the area will change.

Figure 69
Illustrative map for Dee Why town centre



Legend  New connections **A-E** Key Sites
 Natural processes

Note: areas designated for types of land uses are indicative and conceptual only. Refer to specific mapping, strategies and plans.



Dee Why

Principles

- Support Dee Why as a mixed centre for business, community, civic and residential uses.
- Maintain and reinforce Dee Why's role as the LGA's civic centre.
- Establish sunny, public spaces, including generous footpaths.
- Activate ground floor level retail uses and appropriately interface development with public areas.
- Provide at least two levels of non-residential uses for employment.
- Increase street tree planting and minimise impacts on Dee Why Lagoon South Catchment.
- Improve public transport to the Sydney CBD, Frenchs Forest and Manly.
- Support night-time and cultural opportunities.

No.	Action	Time	Partner
25.1	Implement the planning proposal for Dee Why Town Centre Master Plan 2013 to support Dee Why as a mixed use centre	I	DPIE
25.2	Develop LEP and DCP controls for Dee Why to respond to the findings of LEP studies	S	
25.3	Investigate Dee Why in the place planning program to respond to growth and transformation	M L	
25.4	Deliver new roads, laneways and open space identified in the Dee Why Town Centre Master Plan 2013 and the Section 7.11 Plan for Dee Why and Delivery Program	S	
25.5	Investigate the feasibility of redeveloping the Howard and Oaks Avenue car park (Site A) and a new civic hub (Civic Site)	S	
25.6	Deliver the transport projects identified in P19	S-L	TfNSW

The Strand, Dee Why





Priority 26

Manly as Sydney's premier seaside destination

Manly is characterised by its frontages to the harbour and beach, iconic Norfolk Island pines and older historic buildings and generally low-scale development. The world-famous ocean beach is linked to Manly Cove and East and West Esplanades by The Corso flanked by quaint laneways and heritage buildings. The town centre is bordered by popular foreshore areas that connect to Sydney Harbour National Park at North Head and Cabbage Tree Bay Aquatic Reserve. These elements are evidence of Manly's history and social significance.

The town centre offers cultural, tourist, retail and entertainment uses. It is also a residential and economic centre, supporting the highest population density and the highest proportion of health and education and knowledge-intensive jobs of all of the LGA's centres. Manly has the youngest demographic and is the most culturally diverse of the LGA's centres, supporting mostly professionals and managers.

Manly is an important tourist destination and the LGA's only designated late-night precinct. These uses must be balanced with the needs of Manly's residents and other specialised uses which include the International College of Management Sydney, Manly Art Gallery and Museum (one of 40 regional and public galleries in NSW), Australia's first hospice for young adults, Soldier On (a veterans' rehab centre at North Head) and Royal Far West (a provider of health and education services for country children and their families).

Manly 2015 Master Plan supports a mix of cultural, tourist, retail and entertainment through urban design upgrades to streets, lanes and plazas, including pedestrianising streets. Some of these projects are complete and some are identified as future projects in the Northern Beaches Delivery Program.

People in Manly are the highest users of active and public transport compared to other centres. It offers 20-minute ferry commutes to Sydney CBD, but connections to lower Northern Beaches suburbs are poor. Addressing this will improve access to Warringah Mall, the B-Line, Manly Andrew 'Boy' Charlton Aquatic Centre and sportsgrounds at North Manly, making it easier for people to travel to Manly without a car and reducing demand for parking in the centre. This will be supported by a regional cycling route to Dee Why and improved end-of-trip facilities, such as bike storage.

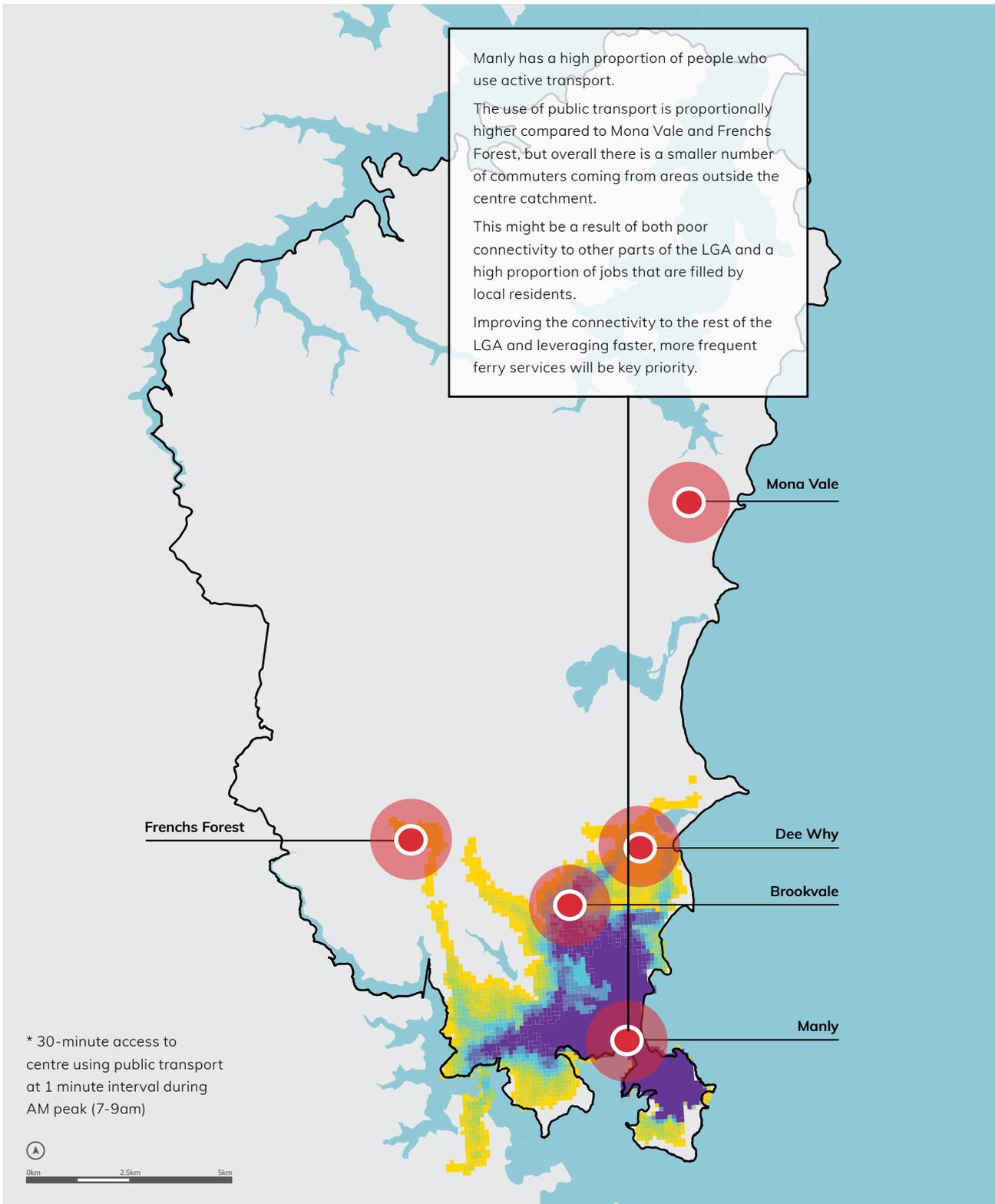
Figure 70
Illustrative map for Manly town centre



Note: areas designated for types of land uses are indicative and conceptual only. Refer to specific mapping, strategies and plans.



The Corso, Manly



Legend

Accessibility – AM peak

- 1 - 10%
- 10 - 20%
- 20 - 30%

- 30 - 40%
- 40 - 50%
- 50 - 60%
- 60 - 70%

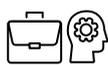
- 70 - 80%
- 80 - 90%
- 90 - 100%

○ Strategic centre

Principles

- Balance competing land uses in Manly to serve the needs of workers, residents and visitors.
- Protect and enhance Manly's character, identity and social significance.
- Balance short-term accommodation for visitors with affordable housing options for residents.
- Maximise sunshine on the beach, harbour and foreshore areas, The Corso and East and West Esplanades.
- Improve public amenity and revitalise Manly's laneways.
- Diversify the night-time economy and minimise conflicts with residential uses.
- Continue Manly's function as a tourism precinct and enhance nature-based tourism opportunities.
- Improve commuter facilities at Manly Wharf and active and public travel to lower Northern Beaches suburbs.
- Support co-working spaces for professional jobs.
- Retain a strong pedestrian-focused core.
- Improve links to future uses at North Head and the former Manly Hospital site.

No.	Action	Time	Partner
26.1	Prepare a place plan for Manly and develop LEP and DCP controls to respond to LEP studies, thematic history study, West Esplanade heritage activation plan, destination management plan and night-time economy to balance competing uses	S	
26.2	Undertake a heritage review to identify and list buildings and conservation areas with heritage significance and review group listings as part of place planning	S	Heritage DPC
26.3	Deliver the transport projects identified in P19	S-L	TfNSW



Priority 27

Mona Vale as the contemporary, urban heart of the north

Mona Vale has a local, coastal character with a village atmosphere. It sits at the end of the B-Line and is only a 10-minute walk from the beach. It supports community, residential, retail, commercial, educational and industrial uses as well as many open spaces, such as Village Park, Kitchener Park, Mona Vale Skate Park, Winnererremy Bay and publicly and privately owned golf courses.

Mona Vale services people living in the LGA's north, including Newport, Avalon and Palm Beach, and could be transitioned from a predominantly low density centre to a place that offers more diverse housing and job opportunities, especially catering to the ageing population.

Most commuters come to Mona Vale from other coastal suburbs by car. Extending the B-Line service to Newport, improving east-west bus services to Macquarie Park and strengthening the local bus network is essential.

Mona Vale has the highest number of people working from home compared to other areas in the Northern Beaches, which presents opportunities to support co-working and digital infrastructure that facilitates working from home. The new arts centre at Mona Vale Civic Centre (including a community gallery, teaching spaces and studios) will see the centre transition and adapt to the changing needs of the community.

Place planning for Mona Vale will revitalise public areas and focus on Mona Vale as a centre for people living in the north of the LGA.

Principles

- Support Mona Vale as an employment and service centre for people living in the north of the LGA.
- Revitalise and improve public areas, including potential for a civic heart in the Village Park.
- Strengthen Mona Vale as a transport interchange by improving active and public transport connections to surrounding areas.
- Create appropriate interfaces at land use boundaries.
- Improve public transport to Macquarie Park and the Sydney CBD.

No.	Action	Time	Partner
27.1	Prepare a place plan for Mona Vale and develop LEP and DCP controls to respond to LEP studies and support revitalisation of the centre	S	
27.2	Repurpose Mona Vale civic centre into an arts centre, including community gallery, teaching spaces and studios	S	
27.3	Deliver the transport projects identified in P19	S-L	TfNSW

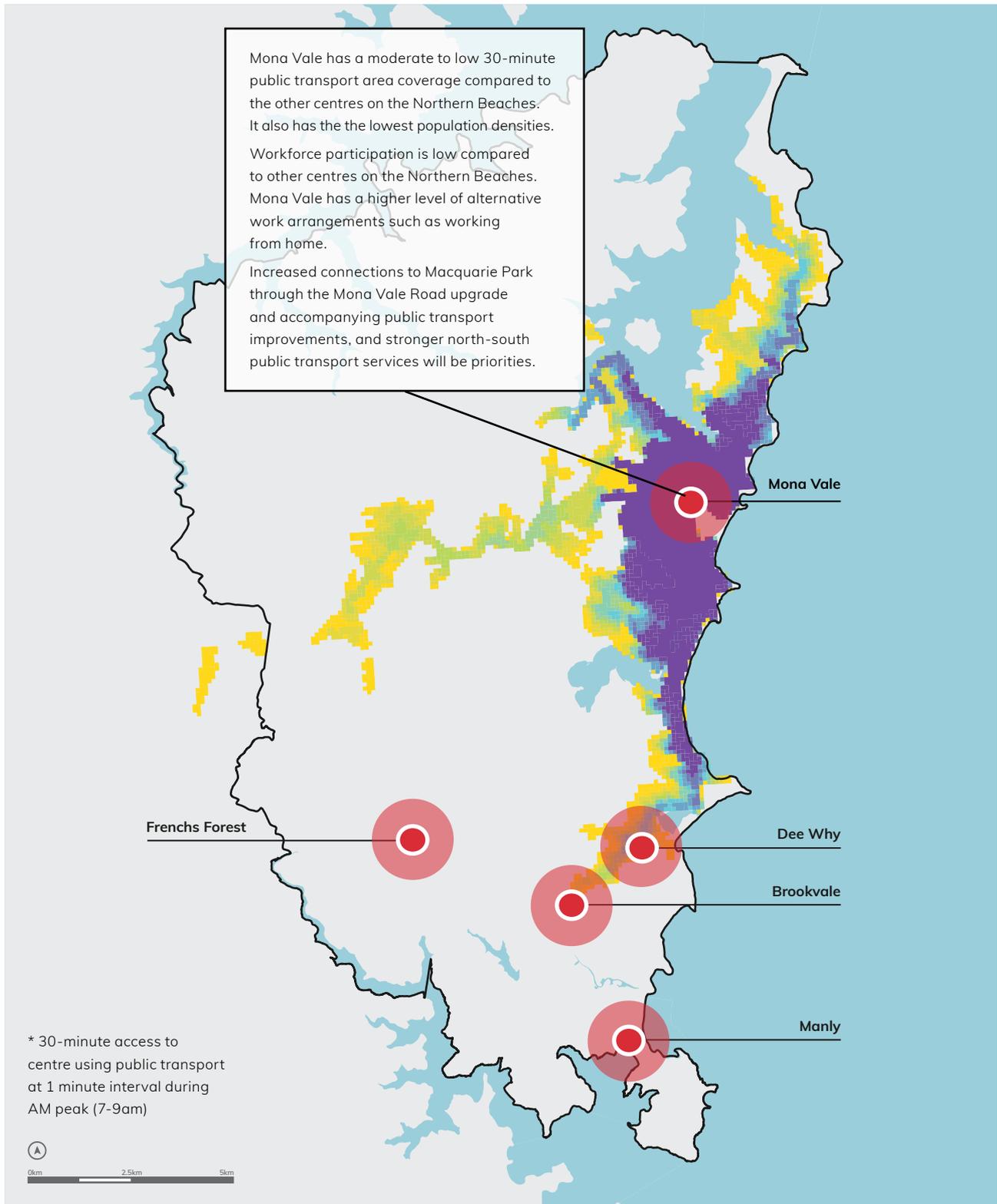
Figure 71
Illustrative map for Mona Vale strategic centre



Note: areas designated for types of land uses are indicative and conceptual only. Refer to specific mapping, strategies and plans.



Mona Vale Library



Legend

Accessibility – AM peak

- 1 - 10%
- 10 - 20%
- 20 - 30%

- 30 - 40%
- 40 - 50%
- 50 - 60%
- 60 - 70%

- 70 - 80%
- 80 - 90%
- 90 - 100%
- Strategic centre

Commuter Stop, Mona Vale





Priority 28

Safeguarded employment lands

Industrial jobs make up 15% of local jobs. With the rise of online retailing, the value of employment lands for logistics close to residential areas is increasing. A new mix of businesses in the LGA's employment lands creates the risk of these areas becoming a catch-all for various uses. The right balance of businesses will protect the integrity of employment lands and avoid creative-led gentrification.

We define employment lands as lands zoned for industrial, business or similar purposes. These lands cater for a range of activities from major freight and logistics, heavy manufacturing, light industry to urban services and other creative uses. Business parks also cater for offices. The Greater Sydney Commission defines urban services as industries that enable the city to develop and its businesses and residents to operate, such as concrete batching, waste recycling and transfer, printing, car repairs, construction depots, and utilities (electricity, water, gas supply).

In the Metropolitan Rural Area, businesses include nurseries and landscape supplies as well as in the Austlink Business Park, Tepko Road Industrial Estate, Kimbriki and Belrose resource recovery centres, and telecommunications and electrical facilities (see P4). Mona Vale's marine industry cluster provides specialised services to the Australian east coast.

The North District has the lowest amount of industrial land in Greater Sydney and demand is growing. One-third of the District's industrial land (189 hectares) is in the Northern Beaches. Brookvale is the largest industrial precinct in the North District and makes up 46% of industrial land on the Northern Beaches³¹.

Frenchs Forest Business Park is the fourth largest (developed) business park in Greater Sydney and makes up 54% of the 100 hectares of business park zoned land on the Northern Beaches³¹.

As the population grows, there is increasing pressure to rezone employment lands, particularly at Brookvale and Mona Vale industrial precincts and Frenchs Forest Business Park. Some businesses can relocate to cheaper areas with fewer land use conflicts. Others, however, cannot – they rely on proximity to local populations or a nearby centre. While some of these industries do not always provide a higher number of jobs, they are essential for their operational role and function. For example, while the wholesale sector is not a major employer, it is the third-largest contributor to the local economy in terms of value-add (\$1.1 billion)³².

All industrial precincts in Northern Beaches LGA are fully developed with no development in the pipeline. While some of these industrial precincts are small, and only appear to be a small part of the industrial lands supply of the region, they are critical. Future planning must balance local needs, a transitioning economy and high-value industries. This requires businesses to capitalise on advanced manufacturing, automation, vertical warehousing and last-mile delivery models without sacrificing opportunities for value-added economic growth and employment outcomes.

The approach for managing industrial and urban services land, as identified in the *North District Plan*, is to 'retain and manage' industrial and urban services land in the Northern Beaches. No employment land will be rezoned for a higher purpose.

Figure 72

Spatial distribution of employment lands by district 2017³³

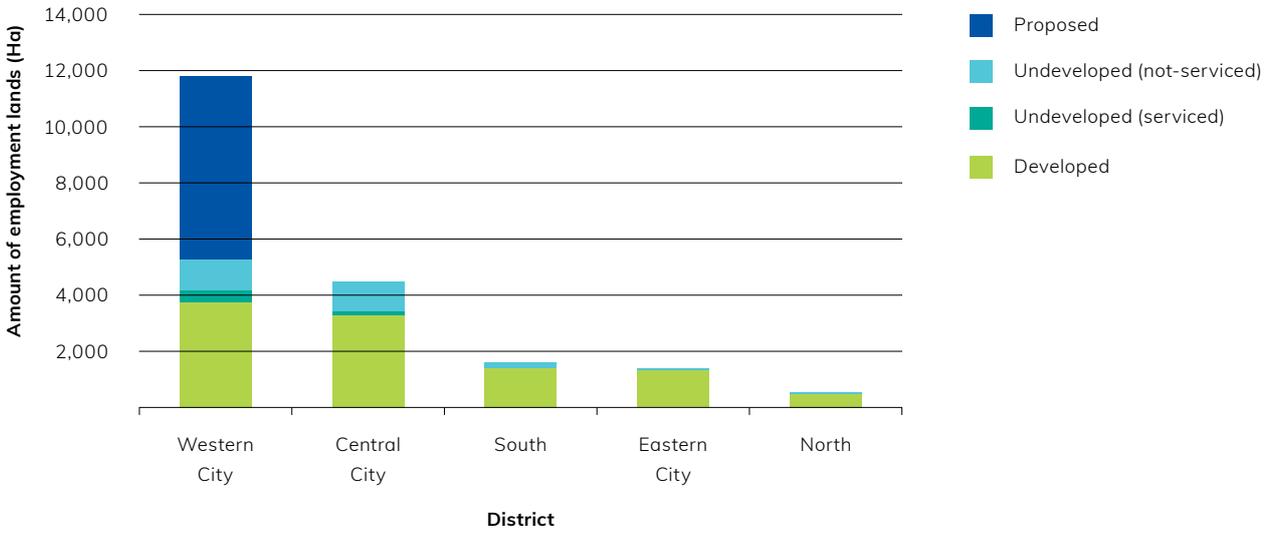


Figure 73

Historical spatial distribution of zoned employment lands by North District LGA 2017³³

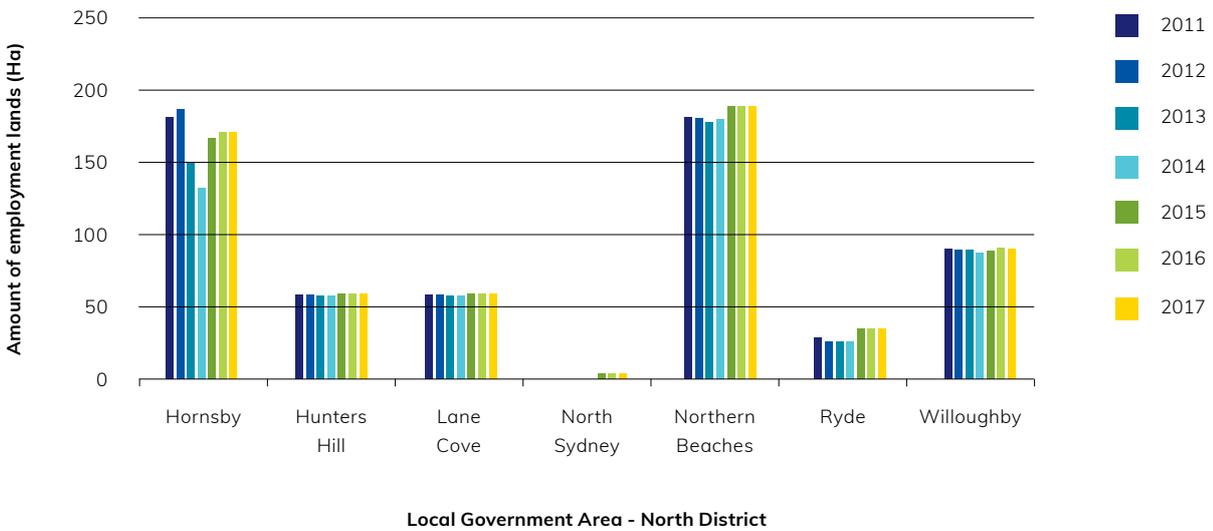


Figure 74

Importance of employment lands



urban services that support the community



jobs close to home



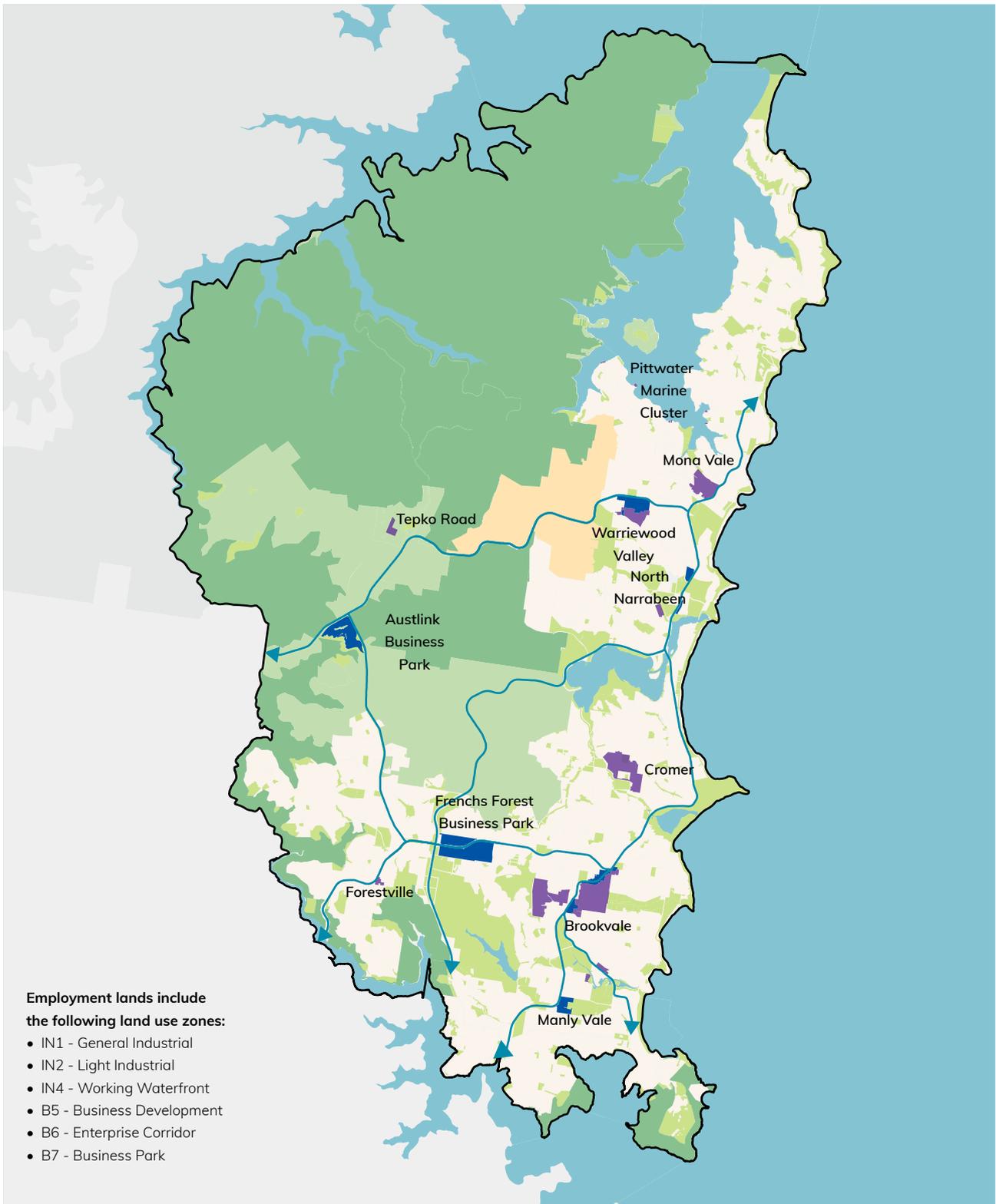
places for local businesses



places for manufacturing, distribution and sale of construction materials



warehousing for storage and logistics



Legend

- | | |
|--|---|
|  Urban area |  Business zones |
|  Ingleside Growth Area |  Industrial zones |
|  National park |  Public transport and active travel connection |
|  Major public parkland/bushland | |
|  Metropolitan Rural Area (MRA) | |

Principles

- Safeguard employment land from non-compatible uses, particularly residential and mixed-use development.
- Restrict subdivision and strata titling of industrial lots to prevent further fragmentation.
- Focus on economic outcomes that support the population rather than job numbers.
- Support industrial and urban services by managing the interface with adjoining land uses and ensuring residential development does not sterilise industrial or urban services uses.
- Support efficient use of land and built form that responds to changes in technology and innovation.

No.	Action	Time	Partner
28.1	Complete the strategic review of industrial and urban services land (part of the LEP employment study) and develop LEP and DCP controls to protect the integrity of employment land; address land use interfaces; and facilitate innovative built form	I	GSC
28.2	Seek exclusion of operation of <i>State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004</i> in employment lands	S	
28.3	Review and update the draft Brookvale Structure Plan to respond to the findings of the employment study and determine the right mix of industrial and urban services for the centre	M	



Priority 29

A thriving, sustainable tourism economy

The Northern Beaches is a valuable tourism asset for Greater Sydney, and more broadly NSW and Australia. The local tourism and hospitality sector contributes twice as many jobs and revenue to the Northern Beaches economy compared to the NSW average. Around 3 million people visit the Northern Beaches every year. Most of these are domestic visitors, and although international visitors account for only 36% of our visitors, they stay longer than the NSW average³⁴.

Northern Beaches tourism economy

- Accounts for 13% of the LGA's jobs for young people (three-quarters of workers are under 44).
- Contributes more than \$2.5 billion into the local economy in 2016-17.
- Accounts for 9% of all industry sales³⁴.

Tourist accommodation ranges from boutique style accommodation, large international hotels and backpacker accommodation in Manly through to a caravan park at Narrabeen, campgrounds at the Basin and cabins at Currawong on Pittwater. The shared economy (e.g. Airbnb) has diversified offerings in terms of type and location.

Diversifying tourism offerings beyond Manly, Palm Beach and the beaches, and beyond the summer peak, will strengthen the tourism economy. Opportunities include diversifying accommodation offerings, such as eco-accommodation (glamping), nature-based tourism and experiences such as the Coast Walk, and Aboriginal culture-based tourism. Continued amenity, vibrancy and safety improvements in centres, as well as a focus on night-time activities and artistic and cultural offerings, will enhance visitation beyond the coast. A destination management plan for the whole Northern Beaches will guide visitor economy development and growth.

Manly is the main tourism precinct on the Northern Beaches, voted the best beach in the world by TripAdvisor for the second year in a row and the Manly Ferry is listed as #3 'must do' in Sydney after Sydney Harbour Bridge and Sydney Opera House. Cruise ships also offer full or half-day excursions to Manly. Beyond Manly, tourism offerings are offered through to Palm Beach in the north.

There are many attractions and destinations throughout the LGA, including a new 36-kilometre Coast Walk from Manly to Palm Beach that will connect to one of the world's greatest urban walks – an 80-kilometre walk between Bondi to Manly, a collaborative initiative between three levels of government.

Figure 75
Tourism experience themes
- Northern Beaches LGA³⁵



World Food Markets, Manly



Legend	Urban area	Shared heritage	Spit to Manly walk	Beach
	Non-urban	Nature based tourism	Public transport and activetravel connection	Locally famous surf banks
	Ingleside Growth Area	Events	Ferry route	National surfing reserves
	Urban coast culture	Points of interest	Ferry stops	Aquatic reserves
	Arts and creative industries	Coast walk	Accommodation	

Principles

- Enable a strong tourism economy while maintaining quality of life and protecting the environment.
- Support sustainable nature-based and Aboriginal culture-based tourism that respects the environment.
- Ensure a range of well-designed tourist accommodation in appropriate locations.
- Improve access and connectivity by air, land and sea, including wharves, ferry services and public transport north of Manly.
- Promote and integrate coastal walks with centres, transport and accommodation.

No.	Action	Time	Partner
29.1	Complete the destination management plan and employment study and use these to inform new LEP and DCP controls and planning processes to remove barriers to the tourism economy	I	*
29.2	Deliver and integrate the Coast Walk and 80km Bondi to Manly Walk with centres, public transport and accommodation	S	State agencies councils
29.3	Build capacity with the tourism industry	O	**
29.4	Prepare a public transport plan to improve tourism connections and deliver the transport projects identified in P19	S	TfNSW
29.5	Prepare an open space and recreation strategy and night-time economy strategy; finalise and implement the Arts and Creativity Strategy	S	
29.6	Prepare place plans that support the tourism economy; enhance visitor experiences; improve connections to the Coast Walk; and where relevant, address competing land uses	O	

*Tourism Aust, Destination NSW, Local tourism industry

** Tourism Aust, Destination NSW, NPWS



Priority 30

A diverse night-time economy

We define the night-time economy as economic activity between 5pm and 4am. It includes bars, clubs, events and restaurants, as well as services such as transport, supermarkets, childcare, gyms, training and education facilities.

In NSW, the night-time economy had a sales turnover of \$38 billion in 2016-17 based on figures from food, drinks and entertainment business, and employment. It represents 8.5% of the economy in NSW and 26% of employment in Australia overall³⁶.

Manly is the only designated **late-night entertainment precinct** in the LGA.

Suburbs such as Forestville, Belrose, Narrabeen, Newport, Killarney Heights, Eleanora Heights, Freshwater and Fairlight could be investigated for evening activities, while more diverse night-

time offerings in places that will grow and change – like Dee Why, Brookvale or Frenchs Forest – is fundamental, especially to support shift workers at Northern Beaches Hospital.

The types of night-time activities are changing – from fast-casual dining, eat streets and pop-up food trucks to events, festivals and late-night shopping, or late-night gyms. Diversified night-time activities also avoid reliance on alcohol-focused businesses and can help to address anti-social behaviour in Manly, Mona Vale and Newport.

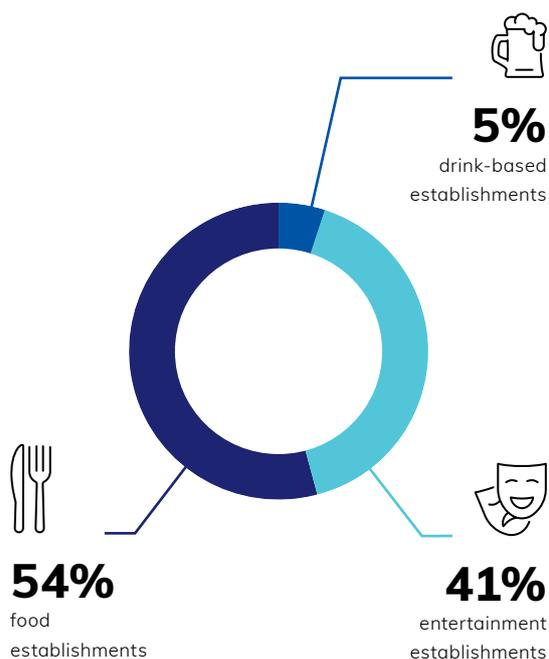
We will prepare a night-time economy strategy to manage the economy's sustainable growth while minimising potential land use conflict. This will create flexibility to maximise employment, turnover and tourism benefits while also delivering active and vibrant strategic and local centres. It will identify solutions to facilitate live entertainment, arts, creative and cultural opportunities in appropriate locations.

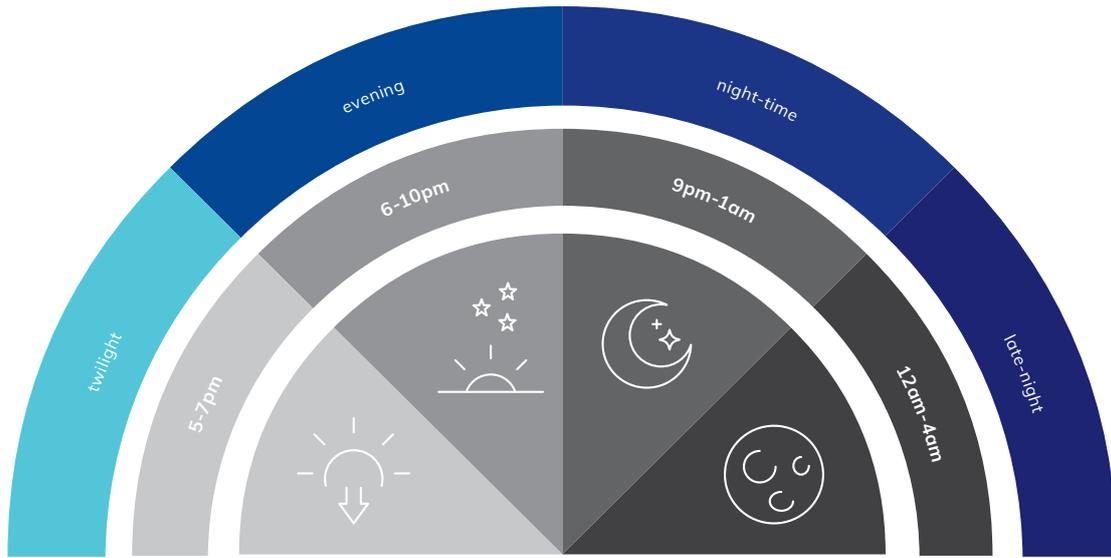
The strategy will address safety, late-night transport, noise and light pollution and consider established precincts like Manly, seasonal precincts in the northern end of the peninsula, emerging precincts in areas of transformation such as Dee Why and specialised precincts such as the microbrewery cluster at Brookvale. It will include location-specific solutions that cater for all age groups.

Figure 76

Night-time economy

- Northern Beaches LGA (2016-17)³⁶





Manly Market Lane



Manly Wharf



Manly Oval



Manly Market Lane



Legend

- | | | |
|--|---|---|
| Urban area | Activity generator | Seasonal activity |
| Non-urban | Major club | Potential investigation areas |
| Ingleside Growth Area | Public transport and active travel connection | Designated late night entertainment precinct |
| Night time activity cluster | | |

Principles

- Broaden the range of night-time activities.
- Minimise land use conflict and prevent more sensitive uses such as residential from sterilising night-time opportunities in centres.
- Improve late-night public transport to places with night-time activities.
- Increase trading hours for low-impact night-time activities that contribute to a diverse range of night-time activities in appropriate locations.

No.	Action	Time	Partner
30.1	Prepare a night-time economy strategy that responds to the employment study, economic development plan, destination management plan and community safety plan to broaden the range of night-time activities	L	*
30.2	Review late-night venue controls in Manly DCP and prepare new location-specific LEP and DCP controls that address late-night venues; the shift towards smaller venues; live music; change agent noise controls; safety; flexible trading hours and barriers to night-time temporary uses, arts, cultural and creative uses	S	
30.3	Prepare place plans, precinct plans and activation plans that support social, practical and functional activities in the evening and night-time, including: <ol style="list-style-type: none"> Manly place plan to respond to alcohol-related violence, anti-social behaviour and tension between competing land uses Mona Vale place plan to respond to anti-social behaviour Frenchs Forest Planned Precinct to help meet the needs of shift workers at Northern Beaches Hospital 	S	Local businesses
30.4	Prepare and implement a community safety plan for Manly to improve safety and community perceptions	S	
30.5	Investigate mechanisms to manage and monitor the night-time economy such as reviewable conditions of consent and approval processes for events on community land and footway dining	S	
30.6	Prepare and implement a public transport plan that investigates improved late-night transport and deliver the transport projects identified in P19	S-L	TfNSW

*NSW Police; Northern Beaches Liquor Accord; Liquor Gaming and Racing; Community Safety Committee.

Implementation

Immediate imperatives

- Local housing strategy (mid-2020); employment study (end-2019); social infrastructure study (end-2019); environment study (mid-2020); transport study (mid-2020).

Collaboration

- Collective action from all stakeholders, various levels of government and the private sector as identified throughout *Towards 2040*.
- Collaboration through inter-agency workshops; northern planners meetings; traffic committee meetings; and quarterly meetings with NSW Department of Planning, Industry and Environment.

Studies, strategies and plans

- New and updated studies, strategies, plans, guidelines, and policies, including place plans, will align with *Towards 2040*. Similarly, updates to *Towards 2040* will consider findings from new studies, strategies or plans.

Planning controls

- The new Northern Beaches LEP and DCP will align with *Towards 2040*.
- *Towards 2040* includes a number of actions to prepare new LEP and DCP controls. These will be addressed in our initial LEP and DCP, where possible. Where further work is required, it will be addressed in future amendments.
- Planning proposals to amend the LEP, prepared by Council or applicants, must accord with the *Environmental Planning and Assessment Act 1979*.
- Planning proposals must include an assessment of whether they will give effect to *Towards 2040*. In making this assessment, the priorities and related principles must be considered together. It is not appropriate to justify a planning proposal based on a single element of *Towards 2040*.

Project delivery

- Capital works projects and actions that contribute to *Towards 2040* are outlined in our delivery program.

Funding and investment

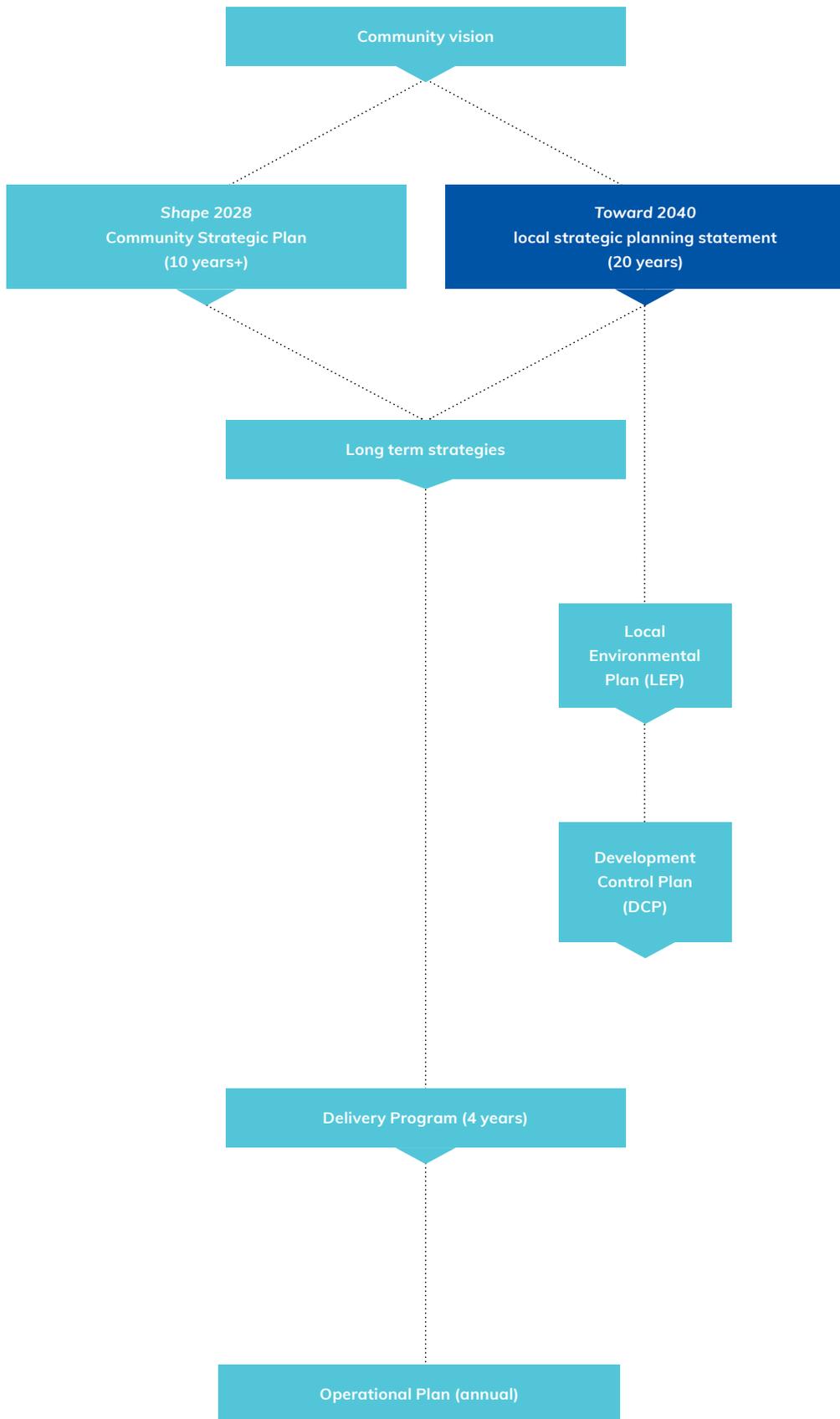
- Actions in *Towards 2040* will be addressed in the four-year delivery program and implementation of the LGA-wide Section 7.12 plan, and Section 7.11 plans for Dee Why, Warriewood Valley and Frenchs Forest.

Monitoring and reporting

- Following adoption of *Towards 2040* by Council, baseline reporting will be established in August 2020 to align with end-of-term reporting for *Shape 2028*.
- Council will report on the actions of *Towards 2040* annually.
- Council will report against the *Towards 2040* measures and *Shape 2028* through the existing Integrated Planning and Reporting framework under the *Local Government Act 1993* every four years from 2024.
- Some measures identified in *Towards 2040* rely on Census data only available every five years. The next Census is due in 2021.

Review

- *Towards 2040* is a living document that will be updated as required and reviewed at least every seven years.



Measures

Direction	Measure
 <p>Landscape</p>	<ul style="list-style-type: none"> • Maintain or improve waterway health • Maintain area of native vegetation on public and private land* • Maintain the Metropolitan Rural Area • Increase the urban tree canopy* • Trees planted public land: <ul style="list-style-type: none"> ◦ target 5,000 per year • Increase % of dwellings with access to open space*: <ul style="list-style-type: none"> ◦ target low-medium density dwellings within 400m of open space and high-density dwellings within 200m of open space • Increase availability of sports fields, including out of school hours
 <p>Efficiency</p>	<ul style="list-style-type: none"> • Reduce carbon emissions for electricity, transport, waste and gas • Reduce drinking water use per person • Increase diversion of waste from landfill: <ul style="list-style-type: none"> ◦ target 85% diversion by 2040 • Reduce waste generation rate per person
 <p>Resilience</p>	<ul style="list-style-type: none"> • Increase actions implemented to address natural hazards • Maintain or increase resident satisfaction with management of local flooding • Maintain regional air quality*

Direction	Measure
 <p>Infrastructure and collaboration</p>	<ul style="list-style-type: none"> • Increase % of dwellings within 30-minutes by public transport to a metropolitan or strategic centre* • Maintain or increase resident satisfaction with lobbying on behalf of the community

Direction	Measure
 People	<ul style="list-style-type: none"> • Increase the number of people participating in tertiary education • Increase resident satisfaction with: <ul style="list-style-type: none"> ◦ provision of childcare services ◦ facilities and services for youth ◦ facilities and services for older people ◦ facilities and services for people with disabilities ◦ community centres • Increase the number of public facilities and assets that are accessible • Increase community pride and connectedness: <ul style="list-style-type: none"> ◦ community belonging ◦ people to call on for assistance ◦ quality of life living on the Northern Beaches • Increase resident satisfaction with: <ul style="list-style-type: none"> ◦ arts and cultural facilities ◦ community events and festivals
 Housing	<ul style="list-style-type: none"> • Increase the number of dwellings: <ul style="list-style-type: none"> ◦ target 3,400 additional dwellings by 2021 (medium and long term targets to be developed in the local housing strategy) ◦ target 4,360 additional dwellings in Frenchs Forest by 2038 • Increase the diversity of new housing • Increase social housing and affordable rental housing: <ul style="list-style-type: none"> ◦ target 10% affordable rental housing in planning proposals
 Great places	<ul style="list-style-type: none"> • Increase resident satisfaction with keeping town centres and villages vibrant • Increase the number of heritage items and conservation areas

Direction	Measure
 Connectivity	<ul style="list-style-type: none"> • Increase active and public transport patronage: <ul style="list-style-type: none"> ◦ target 25% public transport by 2038 ◦ target double active travel trips by 2038 • Increase % of dwellings within 800m of a public transport stop, with a scheduled service at least every 15 minutes between 7am and 7pm on a normal weekday • Reduce the proportion of space allocated to private vehicles in strategic centres
 Jobs and skills	<ul style="list-style-type: none"> • Increase gross regional product • Increase or maintain job containment • Increase the number of businesses • Increase the number of jobs: <ul style="list-style-type: none"> ◦ target 12,000-13,000 jobs in Frenchs Forest by 2036 ◦ target 23,000-26,000 jobs in Brookvale-Dee Why by 2036 ◦ target 6,000-6,500 jobs in Manly by 2036 ◦ target 700-1,700 jobs in Mona Vale by 2036 • Maintain zoned employment lands

*NSW Government data

Glossary

30-minute city is a planning concept for a city in which people can easily access the places they need to visit on a daily basis within 30 minutes travel (by public transport, walking or cycling) from where they live.

Active travel (transport) means trips by physical active means, like walking and cycling and other non-motorised vehicles.

Biodiversity offsets compensate for how development impacts biodiversity through the Biodiversity Offset Scheme.

Biodiversity stewardship sites (formerly known as biobanking) enable biodiversity credits to be traded and used as an offset against the impact of proposed development on biodiversity values.

Building Sustainability Index (BASIX) is a NSW Government scheme to regulate the energy and water efficiency of residential buildings.

Broad centre catchments are aggregations of ABS Statistical Areas Level 2 and have been used for reporting data in the demographic analysis.

Community hubs support co-location of a range of community facilities and services in a single location (e.g. social services, community centres, libraries, recreational opportunities, customer service).

Community participation plan will make it clearer and easier for members of the community to understand how they can participate in planning decisions and addresses requirements for community participation that are set out in the EP&A Act.

Co-working spaces are shared workplaces that are used by professionals working in different knowledge related industries, often freelance and self-employed workers.

Development Control Plan (DCP) contains detailed planning and design controls that support the planning controls in a local environmental plan.

Economic corridor includes multi-LGA precincts with a high concentration of jobs, linking multiple centres.

Employment precincts are areas where jobs are located, including centres, industrial precincts and business parks.

Employment lands are lands zoned for industrial, business or similar purposes in planning instruments. For the Northern Beaches, they include the following land use zones: IN1 General Industrial, IN2 Light Industrial, IN4 Working Waterfront, B5 Business Development, B6 Enterprise Corridor, B7 Business Park.

Environmental Planning and Assessment Act 1979 (EP&A Act) institutes the system of environmental planning and assessment for NSW.

Freight hub is where deliveries can be consolidated for subsequent delivery into a centre either by foot or appropriate smaller vehicle to reduce the number of vehicles travelling into centres.

Freight includes goods or cargo transported by truck, light commercial vehicles (eg. vans and utes), cycle couriers, rail, aircraft or ship.

Growth infrastructure compact is a new approach to an infrastructure delivery plan that is co-designed and co-delivered by State and local governments together with industry to better align growth with infrastructure delivery.

Green Star is an internationally recognised sustainability rating system, which provides independent verification of sustainable outcomes throughout the life cycle of the built environment.

Health and education precincts can form parts of centres and include major hospitals, universities and medical research institutions, and connect the community to health and education services. Northern Beaches contains a health and education precinct at Frenchs Forest.

Hop Skip and Jump Bus service is a free community bus service that operates in Manly.

Local centres (also referred to as coastal and forest villages) provide day-to-day access to goods and services. Northern Beaches contains nine local centres - Avalon, Newport, Warriewood, Narrabeen, Belrose, Forestville, Manly Vale, Balgowlah and Freshwater.

Local environmental plan (LEP) guides planning decisions at the local level through zoning and development controls, which provide a framework for the way land can be used.

Local government area (LGA) is the Northern Beaches Council administrative boundary.

Low-carbon, high efficiency precinct focuses on reducing the carbon footprint through integrating energy, water, waste, transport and building efficiency, drawing on the National Carbon Offset Standard for Precincts.

Low Rise Medium Density Housing Code allows dual occupancies, manor houses and terraces to be carried out under a complying development approval if the proposal complies with all the relevant requirements in the *State Environmental Planning Policy (Exempt and Complying Development Codes) 2008*.

Metropolitan Local Aboriginal Land Council (MLALC) was established to support the *Aboriginal Land Rights Act 1983* to improve, protect and foster the best interests of all Aboriginal people within the MLALC area and other people who are members of the MLALC.

Neighbourhood centres are small clusters of shops and services. They are often a strip of shops larger than a small neighbourhood and smaller than a local centre.

Planned precincts are a collaborative planning process between the NSW Government and councils to coordinate jobs, housing and infrastructure. Frenchs Forest is a planned precinct.

Planning proposals are a request or intended effect of a proposed LEP or an amendment to an existing LEP.

Public domain includes places accessible to the public, either on public or private land, and includes open space, pedestrian access ways and features including building frontages and awnings over footpaths.

Section 7.11 Plan allows Council to levy a contribution for development under the EP&A Act that increases demand for public amenities and services to fund the provision of new or augmented public infrastructure.

Section 7.12 Plan allows Council to levy a contribution on new development under the EP&A Act based on the proposed cost of works.

Social infrastructure includes hospitals, higher education institutions, open space, schools, emergency services, cultural facilities, GPs and medical centres, multipurpose facilities, libraries, local community facilities, childcare centres and preschools, arts and creative facilities.

State Environmental Planning Policies (SEPPs) are legal planning instruments that set out controls for how land is to be used, they deal with matters of State or regional environmental planning significance.

State Environmental Planning Policy No.70 - Affordable Housing (Revised Schemes) facilitates the development and maintenance of affordable housing in NSW.

Strategic centres vary in size, location and mix of activities. They enable access to a range of goods, services and jobs. Northern Beaches contains five strategic centres – Frenchs Forest, Brookvale, Dee Why, Manly and Mona Vale.

Tertiary education is university, technical and other vocational education and training, or TAFE.

Urban hazards result from past and present urban activities such as noise, air pollution and soil contamination.

Urban intensification means increasing urban activity in an area, for example through housing or job growth, increasing density and increasing the amount of urban development.

Urban renewal area is an area identified for development opportunities and revitalisation.

Value-add represents the value that is added of each industry sector to a defined region.

Voluntary Planning Agreement (VPA) is a voluntary planning agreement between Council and a developer to deliver public benefits.

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Endnotes

All statistics in this report are from SGS Economics and Planning (2019) Northern Beaches Demographic Analysis, unless otherwise referenced.

1. Adapted from Greater Sydney Commission (2018b)
2. Adapted from SGS Economics and Planning (2019c)
3. Economy .ID (2019b)
4. NSW Office of Environment and Heritage and NSW Environment Protection Authority (2017)
5. Jointly prepared by Northern Beaches Council and the Environment, Energy and Science Group of DPIE, supported by the NSW Government as part of the Marine Estate Management Strategy (2018-2028) water quality initiative
6. Adapted from Government Architect NSW (2017d)
7. Jointly prepared with Meridian Urban (2019)
8. Spatial data from Council's Geographical Information System and demographic data from Australian Bureau of Statistics (2016) Census for statistical areas that generally align with the MRA
9. Adapted from Trees in the Townscape: A Guide for Decision Makers, referenced in Government Architect NSW (2018c)
10. Taha, H (1997)
11. NSW Office of Environment and Heritage (2016)
12. Adapted from Ethos Urban and Otium Planning Group (2019)
13. Kinesis (2018)
14. Resilient Sydney (2018)
15. Phillips KPA (2019)
16. Sydney North Primary Health Network (2018)
17. Aboriginal Heritage Office (2019)
18. Northern Beaches Council (2018a) Australian Council for the Arts – based on Mackellar and Warringah electoral data (includes data from Mosman)
19. Adapted from Department of Planning and Environment (2019)
20. Northern Beaches Council (2018g)
21. Transport for NSW (2019)
22. Adapted from Roads and Maritime Services (2019)
23. Adapted from SGS Economics and Planning (2019a)
24. Northern Beaches Council (2018f)
25. Go Get (2018)
26. Transport for NSW (2018)
27. Adapted from Transport for NSW (2018)
28. Adapted from Roads and Maritime Services (2019)
29. Economy .ID (2019a)
30. Adapted from SGS Economics and Planning (2019a)
31. Department of Planning Industry and Environment (2018)
32. Economy .ID (2019b)
33. SGS Economics and Planning (2018)
34. Economy .ID (2019c)
35. Adapted from Northern Beaches Council (2019d)
36. Council of Capital City Lord Mayors (2016-17)

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