ATTACHMENT BOOKLET

ORDINARY COUNCIL MEETING

TUESDAY 17 DECEMBER 2019

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MINUTES

AUDIT, RISK AND IMPROVEMENT COMMITTEE MEETING

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

TUESDAY 13 AUGUST 2019

Commencing at 3:05pm

Minutes of the Audit, Risk and Improvement Committee Meeting held on Tuesday 13 August 2019 in the Guringai Room, Civic Centre, Dee Why

ATTENDANCE:

Voting Members of the Committee

Mr Stephen Horne (Chair)
Mr Mark McCoy
Ms Sarah Richardson (via Conference Call)
Ms Julie Walton
Cr Sarah Grattan
Cr Sue Heins
Cr David Walton

Council Officers (non-voting)

Mr Ray Brownlee PSM	Chief Executive Officer
Mr Jeff Smith	Director Corporate and Legal
Ms Karen Twitchett	Director Workforce and Technology
Ms Louise Kerr	Director Planning and Place
Mr David Walsh	Chief Financial Officer
Ms Caroline Foley	Executive Manager Financial Planning & Systems
Mr Mark Jones	Executive Manager Strategy Performance and Improvement
Ms Mary Rupping	Head of Internal Audit
Mr Rob Koopman	Manager Insurance and Risk
Mr Michael McDermid	Manager Corporate Strategy
Ms Pamela Tasker	Administration Officer Internal Audit
Ms Annie Laing	Governance Officer

Council Auditors (non-voting)

Ms Karen Taylor	Director of Financial Audit Services, Audit Office of NSW
Ms Sarah Cain	Internal Audit, Partner KPMG
Ms Aisling Kilgannon	Internal Audit, Senior Manager KPMG
Mr Luke Howman-Giles	Forensic, Partner KPMG
Mr Rhys Scott-Davies	Forensic, Associate Director KPMG

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1.0 APOLOGIES

NOTES

1. An apology was received from Ms Sonya Gallery, Executive Manager Governance and Risk.
2. Ms Sarah Richardson was overseas and attended the meeting via conference call.

2.0 DISCLOSURES OF INTEREST

Nil.

3.0 CONFIRMATION OF MINUTES

3.1 MINUTES OF AUDIT, RISK AND IMPROVEMENT COMMITTEE MEETING HELD ON 18 JUNE 2019

COMMITTEE RESOLUTION

That the Minutes of the Audit, Risk and Improvement Committee meeting held 18 June 2019, copies of which were previously circulated to all Members, are hereby confirmed as a true and correct record of the proceedings of that meeting.

(Ms Walton / Mr McCoy)

4.0 ACTION ITEMS FROM MINUTES

4.1 ACTION ITEMS FROM MINUTES

PROCEEDINGS IN BRIEF

Ms Mary Rupping, Head of Internal Audit, addressed the meeting on this item.

PURPOSE

To provide the Audit, Risk and Improvement Committee with a progress update on the actions arising from the Minutes of previous meetings of the Committee.

PRECIS

Action items arising from Audit, Risk and Improvement Committee meetings are minuted and responsibility assigned. Progress is tracked and reported to the Committee at subsequent meetings.

ACTION ITEMS

- ***Consolidation of same item actioned at various meetings – list by item and respective meeting dates to be referenced and reflected as appropriate.***

COMMITTEE RESOLUTION

After review and discussion the Audit, Risk and Improvement Committee noted the progress on actions arising from the Minutes of previous meetings.

(Cr Grattan / Cr Heins)

4.2 NOTES FROM THE ARIC INDEPENDENTS ROUNDTABLE MEETING

PROCEEDINGS IN BRIEF

Mr Stephen Horne (Chair) addressed the meeting on this item.

PRECIS

The Chair provided a brief verbal update on the Roundtable Meeting of independent members. The context and notes from the meeting, as prepared by the Chair, were provided for the consideration of the Committee.

NOTES

1. A review of ARIC Operations to be considered at the in-camera ARIC Members' Planning Meeting scheduled for 10 December 2019.
2. At the December planning meeting, the Committee also to consider the weighting of the Improvement component across the ARIC's overall responsibilities.

COMMITTEE RESOLUTION

The Audit, Risk and Improvement Committee noted the update by the Chair on the ARIC Independents Roundtable Meeting.

(Cr Grattan / Cr Heins)

5.0 STANDING ITEMS

5.1 VERBAL UPDATE BY THE CHIEF EXECUTIVE OFFICER

PROCEEDINGS IN BRIEF

Mr Ray Brownlee PSM, Chief Executive Officer, addressed the meeting on this item.

PURPOSE

To advise the Committee with a brief update on current issues, particularly those relating to areas of potential risk for Council.

PRECIS

The Chief Executive Officer provided the Committee with an update on confidential matters under consideration by Council, relevant to the role and responsibilities of the Audit, Risk and Improvement Committee, and sought views from the Committee regarding the arrangements, which were discussed in some detail.

COMMITTEE RESOLUTION

The Audit, Risk and Improvement Committee noted the verbal update by the Chief Executive Officer.

(Cr Grattan / Ms Walton)

NOTE

Ms Kerr joined the meeting at 3.30pm.

6.0 SPECIAL AGENDA ITEMS

6.1 EXTERNAL COMBUSTIBLE CLADDING

PROCEEDINGS IN BRIEF

Ms Louise Kerr, Director Planning and Place, addressed the meeting on this item.

PURPOSE

To provide the Audit, Risk and Improvement Committee with an overview of new laws that have been made for buildings with combustible cladding, and to provide information on the actions taken by Northern Beaches Council since the tragic fire at Grenfell Tower in 2017 and a future External Cladding Action Plan.

PRECIS

Following the tragic fire at Grenfell Tower in London in 2017, new laws have been made for buildings with combustible cladding. The laws are part of the NSW Government's response to fire safety risks posed by external combustible cladding. The report provides an overview of the new laws and regulations, actions of Council following the Grenfell Tower fire in London and following the establishment of the NSW Cladding Register, and a future action plan for Council subsequent to a review of actions undertaken to date.

NOTES

1. The Committee assessed and discussed the appropriateness of actions taken by Council on buildings identified on the NSW Cladding Register. There was prolonged discussion regarding the process undertaken to inspect buildings, the intention to issue Orders and the management of the Orders issued to date, particularly regarding extension of times for existing Orders and what may trigger final legal action for enforcement.
2. The Committee acknowledged that the matter is a challenging enforcement regime, and that the availability of accredited certifiers and assessors, and the associated cost of their service is a constraint for many property owners regarding compliance.
3. The Committee recommended that management prioritise the review of the Council building currently on the NSW Cladding Register.
4. The Committee recommended that management prioritise corrective measures for any Council buildings affected.
5. The Committee recommended that management consider obtaining advice on how to enforce orders.

ACTION ITEMS

- ***Further briefings to be brought to future ARIC meetings to advise progress on the External Cladding Action Plan and on any outcomes in relation to orders issued and enforcement thereof.***

COMMITTEE RESOLUTION

After review and discussion the Audit, Risk and Improvement Committee noted the information provided in the report.

(Cr Heins / Cr Grattan)

NOTES

1. Mr Scott-Davies and Mr Howman-Giles joined the meeting at 4.02pm.
2. Ms Kerr left the meeting at 4.11pm.

6.2 FRAUD AND CORRUPTION CONTROL

PROCEEDINGS IN BRIEF

Mr Jeff Smith, Director Corporate and Legal, Mr Luke Howman-Giles, Forensic Partner KPMG and Mr Rhys Scott-Davies, Forensic Associate Director KPMG, addressed the meeting on this item.

PURPOSE

The report sets out the phased approach undertaken to uplift Council's fraud and corruption control framework. It provides to the Audit, Risk and Improvement Committee the draft Northern Beaches Council Fraud and Corruption Prevention Policy and draft Fraud and Corruption Control Plan for endorsement.

PRECIS

The Audit Office of New South Wales report on Fraud Controls in Local Councils published in June 2018 found that many councils have substantial room for improvement in their fraud control systems and that there is no clear picture of the overall level of fraud within councils. A phased approach was undertaken to uplift Council's fraud and corruption control framework to approach better practice. This included:

- A review of the draft Fraud and Corruption Prevention Policy.
- An organisation-wide fraud and corruption risk assessment.
- Validation of key controls identified during fraud and corruption risk assessment.
- The development of a draft Fraud and Corruption Control Plan.

NOTES

1. The Committee noted their appreciation regarding the in-depth approach undertaken to uplift Council's fraud and corruption control framework to approach better practice.
2. The Committee participated in extensive discussions on the breadth and depth of the elements within the framework, Council's current fraud and corruption control maturity, and the challenges for implementation across Council.
3. The Committee recommended that management consider additional prevention strategies, and the responsibility to report and/or prosecute, to those set out in the Fraud And Corruption Risk Management Report (Page 33) – *Enhancement Opportunities: Response to Corruption*.
4. The Committee recommended that management consider the format for reporting on the implementation of the Plan and the inclusion of appropriate metrics and KPIs.
5. The Committee recommended that management consider contractors and their compliance with the Code of Conduct.

ACTION ITEMS

- ***Page 17: Fraud and Corruption Prevention Policy - References and Related Documents: Replace <u>The Model Code of Conduct</u> with <u>The Code of Conduct.</u>***
- ***Page 17: Fraud and Corruption Prevention Policy - Responsible Officer: Update to reflect assigned responsibility.***
- ***Page 19: Fraud and Corruption Risk Management Report - Progress on Key Control Enhancement Recommendations to be brought to future ARIC meetings.***
- ***Page 48: Fraud and Corruption Control Plan – include alternative reporting channels in the Foreword, with references to these being published on Council's website for increased public awareness.***
- ***Update Fraud and Corruption Control Plan to reflect assigned ownership and responsibility.***
- ***Include appropriate reference to the principles of the Gifts and Benefits Policy.***
- ***Documents to be updated and recirculated to the ARIC.***

- ***The Fraud and Corruption Control Committee to report to the ARIC on the fraud and corruption incident register - what actions have been undertaken, the current status of incidents, and any further actions to be undertaken.***

COMMITTEE RESOLUTION

1. After review and discussion the Audit, Risk and Improvement Committee noted the observations and key control enhancement opportunities identified through the organisation-wide fraud and corruption risk assessment undertaken.
2. That the Audit, Risk and Improvement Committee endorse for referral to Council:
   a) The Draft Northern Beaches Council Fraud and Corruption Prevention Policy subject to amendment as discussed.
   b) The Draft Fraud and Corruption Control Plan subject to amendment as discussed.

(Cr Grattan / Mr McCoy)

NOTE

Mr Scott-Davies and Mr Howman-Giles left the meeting at 4.50pm

6.3 AUDIT RISK AND IMPROVEMENT COMMITTEE CHARTER REVIEW

PROCEEDINGS IN BRIEF

Ms Mary Rupping, Head of Internal Audit, addressed the meeting on this item.

PURPOSE

To present the draft revised Audit, Risk and Improvement Committee Charter to the Committee for consideration, and to provide a draft Responsibility Matrix and Workplan which details a proposed annual schedule with which the Committee may address its responsibilities as outlined in its Charter.

PRECIS

The Audit, Risk and Improvement Committee Charter was adopted by Council at the ordinary meeting of 26 June 2018. In accordance with the Charter, the Committee will review its Charter to ensure it remains current, relevant and accurately reflects the Committee's composition, role and responsibilities on an annual basis.

A corresponding draft Audit, Risk and Improvement Committee Responsibility Matrix and Workplan has been prepared to detail the Committee's address of its responsibilities as outlined in the Charter.

NOTES

1. The Committee continued to refine the Charter, with considered attention to its advisory and non-decision making status, and to explore the full scope and meaning of its responsibilities, particularly regarding the areas of improvement and governance.
2. The Committee agreed that responsibilities regarding the areas of improvement and governance would remain high level in the Charter, and that further discussion would ensue at the ARIC Members' Planning Meeting in December.

ACTION ITEMS

- ***Page 90 Authority (2): The Committee has no executive powers is repeated on Page 92 Role and Responsibilities and should be deleted in the second instance.***
- ***Page 91 Chair (c): Last sentence on casting vote to be removed.***
- ***Page 92 Attendees (non-voting) for all Agenda Items (3.2): Council staff may attend for specific agenda items, however Chair/CEO to invite staff as appropriate. 3.2 (Attendees) and 3.3 (Invitees) to be combined, removing specified attendees and reflecting that non-Members are to attend by invitation.***
- ***Page 94 Continuous Improvement (4.7): Benchmarking to be added to (b).***
- ***Page 95 Governance (4.8): Remove (a).***
- ***Page 96 Conflicts of Interest (6.4): Deemed by the Committee to replace Deemed by the Chair.***
- ***Page 96 Conflicts of Interest (6.4): excluded to replace excused.***
- ***Page 96 Conflicts of Interest (6.4): Delete final sentence It is the responsibility of each member and staff member to determine if a conflict of interest exists, the nature of that interest and how they will respond to that interest.***
- ***Page 97 Decision Making (6.5): para 3 – include time-sensitive in relation to specific proposals by e-mail to Members.***
- ***Page 97 Charter Review (6.9): every two years should be amended to annually.***
- ***Upon amendment, the updated ARIC Charter is to be circulated to Committee Members.***

COMMITTEE RESOLUTION

1. That the Audit, Risk and Improvement Committee recommend to Council the draft revised Audit, Risk and Improvement Committee Charter, subject to any further revision as required.
2. That the Audit, Risk and Improvement Committee endorse the draft Audit, Risk and Improvement Committee Responsibility Matrix and Workplan, subject to any further revision as required.

(Ms Walton / Cr Heins)

NOTE

Ms Foley and Mr Walsh joined the meeting at 5.06pm.

7.0 EXTERNAL AUDIT

7.1 STATUS UPDATE AUDIT OFFICE OF NSW 2018 MANAGEMENT LETTER RECOMMENDATIONS

PROCEEDINGS IN BRIEF

Ms Karen Taylor, Director of Financial Audit Services, Audit Office of NSW, Mr David Walsh, Chief Financial Officer and Ms Caroline Foley, Executive Manager Financial Planning and Systems, addressed the meeting on this item.

PURPOSE

To provide an update on the implementation of recommendations raised in the 2018 Interim and Final Audit Management Letters from the Audit Office of NSW.

PRECIS

Audit recommendations from the 2018 interim and final audit of Council's financial statements have been input into an Implementation Status Tracker. An update on the status of Interim Audit Management Letter recommendations and the Final Audit Management Letter were last provided to the Committee on 30 April 2019. Management's progress with the implementation of audit recommendations is to be reported at each Audit, Risk and Improvement Committee meeting.

There were ten recommendations in the Interim Audit Management Letter with nine of the ten recommendations having been implemented. The remaining recommendation on the absence of a laws and regulations compliance register was initially due for completion by 30 June 2019. While significant progress has been made, the target completion date has been revised to December 2019.

There were four recommendations in the Final Audit Management Letter dealing with the impact of the new accounting standards, asset management, the need for a documented legislative compliance policy and the need to conduct a contractor performance evaluation at the end of contracts. Each of these recommendations have been implemented.

COMMITTEE RESOLUTION

1. After review and discussion the Audit, Risk and Improvement Committee noted the status of the implementation of the Audit Office of NSW's 2018 Interim and Final Audit Management Letter recommendations.
2. That Management's progress with the implementation of the audit recommendations continue to be reported at each Audit, Risk and Improvement Committee meeting.

(Cr Grattan / Cr Heins)

NOTE

Ms Taylor, Ms Foley and Mr Walsh left the meeting at 5.22pm.

8.0 INTERNAL AUDIT

8.1 INTERNAL AUDIT ACTIVITY UPDATE

PROCEEDINGS IN BRIEF

Ms Mary Rupping, Head of Internal Audit, Ms Sarah Cain, Internal Audit Partner KPMG, and Ms Aisling Kilgannon, Internal Audit Senior Manager KPMG, addressed the meeting on this item.

PURPOSE

To provide the Audit, Risk and Improvement Committee with an update on internal audit activities since the most recent meeting.

PRECIS

All internal audit projects for 2018/2019 have been undertaken in accordance with the Strategic Internal Audit Plan – FY19. Additional reviews have been undertaken at the request of the Chief Executive Officer. Internal audit activity which has taken place since the most recent meeting of the Audit, Risk and Improvement Committee on 18 June 2019 is outlined below:

Audits Completed:

The following audits have been completed, with reports presented to the ARIC at the meeting of 13 August 2019:

- Finance and Controls (rotational)
- Fraud and Corruption Controls

Audits in Progress:

The following audits and reviews are in the final stages of fieldwork, with the Fleet Management draft report presented to management for comments. Completed reports will be presented to the ARIC at the subsequent full meeting scheduled for 10 December 2019:

- Fleet Management
- Data Analytics: Core Transactions
- Procurement
- District Park Post Project Review *(additional review requested by Chief Executive Officer)*
- Bin Replacement Project Post Implementation Review *(additional review requested by Chief Executive Officer)*

NOTE

The Chair noted that it gave the Committee considerable comfort that the development of the Fraud and Corruption Control Plan, and the implementation of the Fraud and Corruption Control Policy was informed by a detailed audit of fraud and corruption risk management in place, and considerations of attitudes and culture towards fraud and corruption control, which were addressed by the fraud and corruption control audit undertaken.

ACTION ITEMS

- ***ARIC members to be provided with completed Internal Audit reports as they become available both via electronic circulation and hub access.***
- ***ARIC members to be provided with access to the Code of Conduct staff training.***

COMMITTEE RESOLUTION

After review and discussion the Audit, Risk and Improvement Committee noted:

1. The update provided on internal audit activities since the most recent meeting on 18 June 2019;
2. The completed internal audit reports, including findings, recommendations and actions to be taken by management.

(Cr Heins / Cr Grattan)

8.2 INTERNAL AUDIT ANNUAL PLAN 2019/2020

PROCEEDINGS IN BRIEF

Ms Mary Rupping, Head of Internal Audit, addressed the meeting on this item.

PURPOSE

To present the Internal Audit Annual Plan for 2019/2020 to the Audit, Risk and Improvement Committee for approval.

PRECIS

Internal audit enhances and protects organisational value by providing risk-based and objective assurance, advice and insight to assist Council in achieving its vision of delivering the highest quality service valued and trusted by the community. It helps an organisation accomplish its objectives by bringing a systematic, disciplined approach to evaluate and improve the effectiveness of risk management, control, and governance processes.

The Internal Audit Annual Plan sets out the indicative scope and timing of the planned internal audit activity for the financial year 2019/2020. The Annual Plan has been formed on the basis of the rolling Three Year Strategic Internal Audit Plan which was approved by Council on 26 March 2019, following endorsement by the Audit, Risk and Improvement Committee on19 February 2019.

ACTION ITEMS

- ***Updates to the timing of the 2019/2020 and 2020/2021 internal audits per the 3 Year Strategic Internal Audit Plan to be circulated to Members.***

COMMITTEE RESOLUTION

After review and discussion the Audit, Risk and Improvement Committee endorsed the Internal Audit Annual Plan 2019/2020.

(Cr Grattan / Ms Walton)

8.3 INTERNAL AUDIT ANNUAL REPORT 2018/2019

PROCEEDINGS IN BRIEF

Ms Mary Rupping, Head of Internal Audit, addressed the meeting on this item.

PURPOSE

To provide the Audit, Risk and Improvement Committee with the Annual Report on internal audit activities undertaken during the 2018-2019 financial year.

PRECIS

At the first Audit, Risk and Improvement Committee meeting after the end of the financial year, the Head of Internal Audit provides the Committee with an Internal Audit Annual Report in accordance with the reporting requirements of the Internal Audit and ARIC Charters. The report provides commentary on the approved Internal Audit Annual Plan of the previous financial year reflecting the current status of each audit, the performance of Internal Audit against Council's agreed performance measures, and management's progress with the implementation of audit recommendations.

ACTION ITEMS

- ***Page 183 Status of Project: Expand In Progress to indicate progress as On-track or Overdue.***

COMMITTEE RESOLUTION

After review and discussion the Audit, Risk and Improvement Committee endorsed the Internal Audit Annual Report 2018-2019 for presentation to Council.

(Cr Heins / Cr Grattan)

8.4 IMPLEMENTATION OF INTERNAL AUDIT RECOMMENDATIONS

PROCEEDINGS IN BRIEF

Ms Mary Rupping, Head of Internal Audit, and Ms Sarah Cain, Internal Audit Partner KPMG, addressed the meeting on this item.

PURPOSE

To provide the Audit, Risk and Improvement Committee with a status update on the implementation of audit recommendations arising from completed internal audits.

PRECIS

Audit recommendations arising from completed internal audits are input into the Internal Audit Recommendations Status Tracker, with assigned management responsibility and due date for implementation. Management's progress with the implementation of internal audit recommendations is reported at each Audit, Risk and Improvement Committee meeting to evaluate the adequacy, effectiveness and timeliness of actions taken by management on reported findings and recommendations.

COMMITTEE RESOLUTION

After review and discussion the Audit, Risk and Improvement Committee noted the status of implementation of internal audit recommendations by management.

(Cr Heins / Cr Grattan)

NOTE

Mr Jones and Mr McDermid joined the meeting at 5.50pm.

9.0 IMPROVEMENT

9.1 PERFORMANCE REPORT

PROCEEDINGS IN BRIEF

Mr Mark Jones, Executive Manager Strategy and Performance, and Mr Michael McDermid, Manager Corporate Strategy, addressed the meeting on this item.

PURPOSE

To provide the Committee with an update on Northern Beaches Council's performance.

PRECIS

This report provides:

1. Council's Performance Measures (Delivery Program) results for the March quarter
2. The performance of Council in the Australasian LG Performance Excellence (benchmarking) Program for 2017/18
3. An update on the development of a Corporate Strategy and associated measures to drive the business.

ACTION ITEMS

- ***Benchmarking: Investigate comparisons with Coastal Councils both interstate and internationally.***

COMMITTEE RESOLUTION

After review and discussion the Audit, Risk and Improvement Committee noted the information provided in the report on the Northern Beaches Council performance.

(Cr Grattan / Cr Walton)

NOTES

1. Ms Richardson left the meeting at 6.00pm.
2. Mr Jones and Mr McDermid left the meeting at 6.05pm.

10.0 FRAUD AND RISK MANAGEMENT

10.1 MAJOR PROJECTS - RISK STATUS UPDATE

PROCEEDINGS IN BRIEF

Mr Ray Brownlee PSM, Chief Executive Officer, addressed the meeting on this item.

PURPOSE

To provide the Audit, Risk and Improvement Committee with an updated summary as at August 2019 of current major organisational and capital works projects and their key risks.

PRECIS

This report provided an outline of key Council projects of substantial size, value or risk; together with an updated summary of the key risks, the risk status and the mitigating actions or controls in place for these projects.

COMMITTEE RESOLUTION

After review and discussion the Audit, Risk and Improvement Committee noted the summary as at August 2019 of the major organisational projects of significant size, value or risk, and the mitigating actions or controls relating to the key risks of these projects.

(Cr Heins / Cr Grattan)

10.2 RISK APPETITE STATEMENT - DRAFT FOR REVIEW

PROCEEDINGS IN BRIEF

Mr Jeff Smith, Director Corporate and Legal and Mr Rob Koopman, Manager Insurance and Risk, addressed the meeting on this item.

PURPOSE

To provide the Council's draft risk appetite statement to the Audit Risk and Improvement Committee for assessment and advice and to present the current draft of the risk rating matrices which will be updated following consideration of Council's finalised risk appetite statement.

PRECIS

This report provided an update to the Audit, Risk and Improvement Committee on the current status of the Council's risk appetite statement and provided an opportunity for the Committee to review and provide comment prior to Council's final adoption of the statement and its integration into the Enterprise Risk and Opportunity Management Framework across Council. The risk rating matrices (likelihood and consequence tables), also utilised as part of Council's Enterprise Risk and Opportunity Management Framework, are to be updated with regard to the final risk appetite statement and these matrices are also provided to the Committee for review and comment.

COMMITTEE RESOLUTION

After review and discussion the Audit, Risk and Improvement Committee endorsed the Risk Appetite Statement subject to amendment as discussed.

(Ms Walton / Cr Heins)

10.3 WORK HEALTH AND SAFETY UPDATE

PROCEEDINGS IN BRIEF

Ms Karen Twitchett, Director Workforce and Technology, addressed the meeting on this item.

PURPOSE

To provide the Audit, Risk and Improvement Committee with an update on Work Health & Safety (WHS) as at 30 June 2019.

PRECIS

Council is committed to fostering the development of attitudes and beliefs that support a safety first culture and enable our people to work safe. To exercise due diligence this report provides information in three categories and covers the 2018/19 period:

1. WHS Position
2. WHS Performance
3. WHS Assurance and Compliance

COMMITTEE RESOLUTION

After review and discussion the Audit, Risk and Improvement Committee noted this update as at 30 June 2019.

(Ms Walton / Cr Heins)

11.0 GENERAL BUSINESS

11.1 OTHER MATTERS

Nil.

12.0 NEXT MEETING

The next meeting of the Audit, Risk and Improvement Committee is scheduled to take place on Tuesday 3 September 2019 (Financial Statements review only) commencing at 9.30am in the Guringai Room (Councillors Meeting Room), Level 2, Civic Centre, Dee Why.

Meeting closed at 6.28pm.



MINUTES

AUDIT, RISK AND IMPROVEMENT COMMITTEE MEETING

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

TUESDAY 3 SEPTEMBER 2019

Commencing at 9:30am

Minutes of the Audit, Risk and Improvement Committee Meeting held on Tuesday 3 September 2019 in the Guringai Room, Civic Centre, Dee Why

ATTENDANCE:

Voting Members of the Committee

Mr Stephen Horne (Chair)
Mr Mark McCoy
Ms Julie Walton
Cr Sarah Grattan
Cr Sue Heins
Cr David Walton (via conference call)

Council Officers (non-voting)

Mr Jeff Smith	Acting Chief Executive Officer - Director Corporate and Legal
Mr David Walsh	Chief Financial Officer
Ms Caroline Foley	Executive Manager Financial Planning & Systems
Ms Mary Rupping	Head of Internal Audit
Ms Pamela Tasker	Administration Officer Internal Audit

Observers

Ms Renae Wilde	Team Leader, Financial Accounting
Mr Richard Ji	Team Leader, Financial Planning and Assets

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1.0 APOLOGIES

NOTES

1. An apology was received from Ms Sarah Richardson.
2. An apology was received from Mr Ray Brownlee PSM, Chief Executive Officer. Mr Jeff Smith, Director Corporate and Legal, attended on behalf of Mr Brownlee.
3. An apology was received from Ms Karen Taylor, Director Financial Audit, Audit Office of NSW.
4. An apology was received from Ms Sonya Gallery, Executive Manager Governance and Risk.
5. Cr David Walton attended the meeting via conference call.

2.0 DISCLOSURES OF INTEREST

Nil.

3.0 SPECIAL AGENDA ITEMS

3.1 2018-19 DRAFT FINANCIAL STATEMENTS

PROCEEDINGS IN BRIEF

Mr David Walsh, Chief Financial Officer and Ms Caroline Foley, Executive Manager Financial Planning and Systems, addressed the meeting on this item.

PURPOSE

To provide the Audit, Risk and Improvement Committee with an overview of the process undertaken and significant judgements and assumptions used in preparing the draft 2018/19 Northern Beaches Council Financial Statements prior to their inclusion on the agenda for a Council Meeting to be held on 24 September 2019.

PRECIS

The report provides a summary of the key accounting policies, critical accounting estimates and significant judgements used in applying these policies in the preparation of Council's draft 2018/19 Financial Statements and related disclosures.

To improve the quality of the financial statements and ensure disclosures and accounting policy notes are appropriate, the draft is referred to the Committee for their assessment and advice prior to the Council considering to resolve to refer the draft statements to audit at their meeting to be held on 24 September 2019.

DISCUSSION

1. The Committee commented that their focus on the review of the Financial Statements is to understand the underlying assumptions and judgements used by management in the preparation of the Financial Statements, the reasonableness of the numbers, the presentation and the wording of the related disclosures and notes.

2. The Committee was advised that Members sent questions to Finance as part of their review ahead of the ARIC meeting for timely consideration and response by Finance. Comments relating to consistency of terminology and wording used across disclosures and notes, aesthetic presentation of tables and charts for increased clarity, and redundant notes were noted by Finance and will be amended prior to presenting to Council for referral to external audit.

3. ARIC Report section 3, Variance Analysis:
    - The Committee were advised that the 5% variation threshold for analysis captured all material variances.

4. ARIC Report section 4.1 and Financial Statements Note 10, IPPE:
    - The Committee assessed the reasonableness of the average useful life and depreciation of infrastructure, property, plant and equipment.
    - The Committee received clarification on the average useful life calculation and advice that it excluded non-depreciable assets.
    - The Committee received assurance that the depreciation methodology framework has undergone a thorough review by Council's Strategic Asset Management Steering Committee and has been reviewed by the Audit Office in the previous and current year audits for reasonableness.

5. ARIC Report section 4.3, Mortgage Backed Securities:
    - The Committee was advised that Council has a collateralized debt obligation (CDO) which predates the ministerial directive to not enter into CDOs and management continue to monitor this obligation.
    - The Committee was advised that the Investment Policy is scheduled to be brought to the next ARIC meeting for its scheduled annual review.

6. ARIC Report section 4.5, Workers Compensation Self-Insurance Provision:
    - The Committee assessed the reasonableness of the presentation and disclosure of Workers Compensation Insurance (Note 4(a) in the Financial Statements) and recommended that additional disclosure be added to clarify Council's self-insurance arrangements and those covered by an external insurance provider. The corresponding note in the Financial Statements (Note 14, Provisions) should be updated accordingly for consistency.

7. ARIC Report section 4.6, Employee Leave Entitlements (ELE) Provisions and 4.7, Provision for Landfill Asset Remediation:
    - The Committee assessed the reasonableness of the discount rate for the present value calculation applied to the landfill asset remediation provision (4.26%) against the corresponding discount rate used to determine the present value for the ELE provisions (0.955% to 1.349%), as well as managements key assumptions used in arriving at this rate.
    - The Committee was advised that the nominal discount rate of 4.26% comprises the Reserve Bank of Australia's inflation forecast of approximately 2.5% combined with a real discount rate of 1.7%, consistent with the prior year, and this nominal (including inflation) discount rate used to determine the provision for landfill asset remediation was applied to forecast nominal (including inflation) cash flows, while the real discount rate used in relation to ELE provisions was, appropriately, applied to forecast real cash flows.
    - The Committee was advised that the ELE provision is funded from an internally restricted reserve with a 20% cash backing.
    - The Committee noted that it is a conservative approach to fully provide for ELE for employees with less than 5 years of service.

8. Financial Statements page 9 - Borrowing costs:
    - The Committee was advised that borrowings consist of both fixed and variable rate loans and that the decrease in the variable rate has contributed to the decrease in the average borrowing costs.

9. Financial Statements page 13:
    - controlled **entities** – should be controlled **entity**
    - **24/09/19** should be presented as **24 September 2019**.

10. Financial Statements page 23, Note 1 *AASB 16 Leases*:
    - The Committee was advised that management are reviewing all of their operating leases to assess whether a Right of Use Asset exists. The greatest impact is anticipated to relate to the garbage trucks under the new Waste Collection contract.

11. Financial Statements page 27, Note 2(a) Functions or activities:
    - The Committee noted the updated page with corrected figures and calculations tabled at the Meeting by Finance.

12. Financial Statements page 32, Note 3(d) First time recognition of Assets (non-cash):
    - The Committee was advised that Council identified that there were three Crown land parcels under the Council's care and control that were not included in Council's asset register in the previous years. The assets were valued based on land values obtained from the NSW Valuer-General and recognised in the current year Financial Statements.

13. Financial Statements page 47, Note 7 Receivables:
    - The Committee was advised that the increase in the Net GST Receivable compared to the prior year related to a GST refund received in July 2019.

14. Financial Statements page 56, Note 12 Intangible assets:
    - The Committee noted Council's conservative approach in not capitalising any software outlays as an intangible asset.

15. Financial Statements page 74, Note 19 Contingencies:
    - The Committee noted the appropriateness of the disclosure of the matter set out under *(v) Other*. The Committee further discussed and considered whether any additional matters would be relevant for inclusion in the note.

16. Financial Statements page 83, Note 23 Fair value measurement:
    - The Committee recommended that unit rates psm **or** length be amended to psm **and** length.

17. Financial Statements page 85, Note 24 Related party disclosures:
    - The Committee was advised that the related party disclosure note is a combination of individual declarations and Council driven processes to identify required related party disclosures and that management are comfortable with the completeness of disclosures presented.

18. Financial Statements page 87, Note 25 Events occurring after reporting date:
    - The Committee was advised that there were no material events occurring after reporting date that have come to the attention of management at the time of the ARIC meeting held 3 September 2019.

19. Financial Statements page 88, Note 26 Statement of developer contributions:
    - The Committee was advised that certain sections of the table in Note 26 will be consolidated in the next financial year.

20. Financial Statements page 94, Note 28 Statement of performance measures:
    - The Committee was advised that performance indicators are expected to continue to be met in the new financial year.

21. Special Schedules page 112, Report on infrastructure assets:
    - The Committee assessed the reasonableness and presentation of the unaudited report on infrastructure assets.
    - The Committee noted that the report looks at the long term sustainability of Council and is reflective of the Asset Management Plans and Strategy.
    - The Committee recommended that management expand footnote 1 to reflect that 'a satisfactory standard' equates to a 'Good' condition for internal reporting purposes.

22. Special Schedules page 113, Infrastructure asset performance indicators:
    - The Committee was advised that the depreciation, amortisation and impairment amount relates to infrastructure assets only, and excludes other classes of assets.
    - The Committee was advised that the internal benchmark used for '4.Cost to bring asset to agreed service level' is <2%, however there is no externally imposed benchmark for this indicator. The Committee was further advised that the increase in the current year indicator for this item is due to the enhanced accuracy and not the deterioration of assets, as there is now increased clarity about the current condition of assets.

23. The Committee was advised that management are awaiting resolution on what needs to be done with regards to RFS assets from the OLG.

24. The Chair extended his appreciation on behalf of the Committee to the Finance Team involved in the preparation of the Financial Statements and accompanying ARIC report.

COMMITTEE RESOLUTION

That the Audit, Risk and Improvement Committee support the draft 2018/19 Financial Statements, as amended following feedback, as suitable for consideration by Council for referral to external audit.

(Cr Grattan / Cr Heins)

4.0 NEXT MEETING

The next meeting of the Audit, Risk and Improvement Committee is scheduled to take place in the Flannel Flower Room, Level 2, Civic Centre, Dee Why, at 3.00pm on Tuesday 10 December 2019.

Meeting closed at 10.47am.

Council Policy

Fraud and Corruption Control

Policy Statement

The purpose of this policy is to articulate Council's commitment to maintaining trust and building advocacy with the community and its stakeholders through a robust and vigilant fraud and corruption prevention approach.

The Northern Beaches community expects public officials to deliver services with integrity and in the best interests of the public. Fraudulent and corrupt conduct by a public official can result in significant resource costs to Council. It also puts at risk the reputation of all staff, Councillors and delegates and undermines trust with the community.

Accordingly, Northern Beaches Council has a zero-tolerance position on any fraudulent or corrupt behaviour and will act swiftly and decisively through relevant policies, legal or legislative mechanisms to deal with those who engage in, attempt to obscure or in any way participate in or encourage this behaviour.

Council is committed to establishing a framework to prevent fraud and corruption, proactively monitor, maintain and build awareness of its fraud and corruption prevention controls and strategies.

Principles

1. That Council implements a fraud and corruption control plan which is aligned to:
    a. the NSW Independent Commission Against Corruption Act 1988
    b. which follows leading practice guidelines for the establishment and maintenance of a Fraud Control Framework set out in the NSW Audit Office's Fraud Control Improvement Kit 2015.
2. That Council will make available the resources to fund the successful implementation of the fraud and corruption control plan
3. That Council reports fraud and corruption statistics to relevant stakeholders.

Scope and Application

This policy applies to all council officials, ie:

- all council staff and councillors
- permanent employees, whether full-time or part-time
- temporary or casual employees
- all contractors working for or on behalf of Council
- employees of contractors providing services to or on behalf of Council
- other people who perform council official functions, including volunteers and committee and panel members.

References and related documents

- Independent Commission Against Corruption Act 1988 NSW

- Local Government Act 1993 NSW
- NSW Audit Office Fraud Control Policy (August 2018)
- NSW Audit Office's Fraud Control Improvement Kit (February 2015)
- Northern Beaches Council Code of Conduct
- Northern Beaches Council Public Interest Disclosure Internal Reporting Policy
- Northern Beaches Code of Conduct
- Council values.

Definitions

Contractors: Individuals or entities who perform a task or provide a service to or on behalf of Council, whether or not they are bound by a written contract to do so

Council: Northern Beaches Council

Corrupt conduct: This policy uses the same definition as stated in the Independent Commission Against Corruption Act 1988 NSW.

Fraud: Deliberate and premeditated activity which involves the use of deception to gain advantage and/or obtain a financial benefit to the detriment of the Council

Public official: a public official is taken to be a public official as defined under the Independent Commission Against Corruption Act 1988 NSW and includes an employee (including contractors, temporary and casual staff) of Northern Beaches Council, any individual that undertakes an official public function on behalf of Northern Beaches Council, and Council committee members.

Responsible Officer

Executive Manager Governance and Risk

Review Date

Two years from the date the policy is adopted

Version

Version	Date	Change	TRIM Ref
1	TBC	TBC (Council adoption following public exhibition)	2019/032490

NORTHERN BEACHES COUNCIL

DRAFT FRAUD AND CORRUPTION CONTROL PLAN

Document ownership and control

The Corporate and Legal division is responsible for the development and implementation of the Fraud and Corruption Control Plan (the plan).

This plan is an internal document which applies to all Northern Beaches Council (Council) officials.

Foreword

I am pleased to present Northern Beaches Council's Fraud and Corruption Control Plan which sets out how Council prevents, detects and responds to concerns about fraud and corruption.

The plan demonstrates Council's commitment to complying with applicable local and state government Acts and standards and guidelines stipulated in the NSW Audit Office's Fraud Control Improvement Kit. Council will achieve this through implementing a robust and vigilant fraud and corruption risk management environment which is continually reviewed and improved.

The NSW community expects public officials to deliver services with integrity and in the best interests of the public and that public monies are spent for their intended purposes, information is secured, and assets and resources are used appropriately to protect the interests and reputation of Council.

Fraudulent and corrupt conduct by a public official can result in significant resource costs to Council. It also puts at risk the reputation of all staff, councillors and delegates and undermines trust within the community. Incidents of fraud and corruption have the potential to undermine our ability to achieve our objectives, impact our reputation and our ethical organisational culture.

Accordingly, Northern Beaches Council has a zero-tolerance position on any fraudulent or corrupt behaviour and will act swiftly and decisively through relevant codes, policies or legal mechanisms to deal with those who engage in, attempt to obscure, or in any way participate in, or encourage this behaviour.

Council is committed to implementing this plan to establish a framework that defines management and council official responsibilities and facilitates robust practices for effective prevention, detection, and response to fraud and corruption within Council.

This plan applies to all public officials of Council and they are expected to immediately report any suspected fraud or corruption via Council processes. Additionally, external oversight agencies are able to take reports of wrongdoing at local councils for disclosures of corrupt conduct, maladministration, government information contravention, and serious and substantial waste of public funds. Guidelines for reporting fraud and corruption to Council have been published on Council's internet and intranet.

I look forward to your ongoing commitment to upholding Council's values and ensuring that the fraud and corruption is not tolerated at Northern Beaches Council.

Ray Brownlee PSM

Chief Executive Officer

Northern Beaches Council

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Glossary

Term	Description
ARIC	Audit, Risk and Improvement Committee
CEO	Chief Executive Officer
CET	Council's Chief Executive Team, comprising the divisional directors and the CEO
Code of Conduct	Northern Beaches Council Code of Conduct
Code of Conduct complaint	A complaint that shows or tends to shows conduct on the part of a Council Official in connection with their role as a Council Official or the exercise of their functions as a Council Official that would constitute a breach of the standards prescribed under the Code of Conduct.
Conduct Review Panel	Panel comprised of independent and qualified persons with knowledge of investigation processes and understanding of local government.
Council	Northern Beaches Council
Council values	Council's values consist of: • Trust - because being open brings out our best • Teamwork - because working together delivers • Respect - because valuing everyone is how we make a difference • Integrity - because we are proud of doing what we say • Service - because we care as custodians for the community • Leadership - because everyone has a leading role
Councillor	An elected member of Council.
Council official	All Councillors, employees, contract staff, volunteers, committee and panel members, and people who perform council official functions whose conduct and activities could be investigated by an investigating authority.
Council third parties	Contractors (including external service providers) working for or on behalf of Council, employees of contractors providing services to Council and community members.
ELT	Council's Executive Leadership Team, comprising the CET and the Executive Managers
Enterprise Risk and Opportunity Management Framework	Council's overall risk management framework, which provides the basis for identifying fraud and corruption risks of Council and the associated controls to determine the inherent and residual risk ratings for each of these risks. The Risk Appetite Statement adopted by Council is part of the Enterprise Risk and Opportunity Management Framework.
Executive Managers	Senior Management position reporting to a Director and responsible for business units.
Fraud and Corruption Risk Assessment	The process to identify the potential fraud and corruption risks of Council and the associated controls to determine the inherent and residual risk ratings for each of these risks.

Term	Description
Fraud and Corruption Policy	Council policy that sets out the arrangements for the overall position on the management of the risks and any instances of fraud and/or corruption within Council.
Fraud and Corruption Risk Register	A register capturing the outcome from a fraud and corruption risk assessment including: a description of the fraud and corruption risks, the controls implemented by Council to mitigate these risks, the inherent and residual risk rating for each, and recommendations for improvement opportunities.
ICAC	NSW Independent Commission Against Corruption
Maladministration	An act or omission of a serious nature that is contrary to law, unreasonable, unjust, oppressive or improperly discriminatory and based wholly or partly on improper motives
Nominated Disclosures Officer	Nominated Disclosure Officers are responsible for receiving, forwarding and or acting upon disclosures in accordance with Council's PID Internal Reporting Policy.
Protected disclosure or PID	A Public Interest Disclosure (PID) is a report of serious wrongdoing that involves corrupt conduct, maladministration, serious and substantial waste of public money, government information contravention or local government pecuniary interest contravention and which satisfies, and is made in accordance with, the requirements of the Public Interest Disclosure Act.
PID Act	Public Interest Disclosure Act 1994 (NSW)
Public official	A public official (as defined within the Independent Commission Against Corruption Act 1988 NSW) includes: (a) a public service employee (b) a member of Parliament (c) any other individual having public official functions (d) an individual in the service of the Crown (e) an individual engaged by a public authority.
Serious and substantial waste of public funds	The uneconomical, inefficient or ineffective use of resources, authorised or unauthorised, which results in a loss of public funds or resources.

1 Introduction

1.1 Fraud and corruption against government entities

Incidents of fraud and corruption are a threat which affects all government entities in all areas of their operation. The risk of fraud or corrupt conduct may be internal (committed by a council official) or external (committed by Council's third parties).

Fraudulent and corrupt conduct against Council is a criminal offence which impacts directly on our community. It reduces the funds available for delivering public services and undermines the integrity of the public's confidence in Council.

Fraud threats are increasingly complex. Increased provision of online services has created new threats. Further, organised criminals are actively seeking to infiltrate government entities to access government information and are committing fraud to fund other illegal activities.

1.2 Application

The Northern Beaches community must be able to trust and expect that those subject to this plan will not abuse their office or position and will fulfil their responsibilities to protect the prudent use of public money and property.

This plan applies to all council officials and Council third parties.

1.3 Objectives of this fraud and corruption control plan

The primary objective of the plan is to protect resources, including information, and safeguard the integrity and reputation of Council.

The plan supports Council's Fraud and Corruption Control Policy and sets out the arrangements for the overall management of the risks and any instances of fraud and/or corruption.

The purpose of the plan is to:

- provide an overview of the governance arrangements within Council relating to fraud and corruption control
- outline key fraud and corruption risk areas relevant to Council
- raise awareness of fraud and corruption risks, and thereby influence the culture of Council to encourage employees to be vigilant in responding to them
- communicate Council's expectation of management, employees, consultants/ contractors, industry stakeholders and service providers to assist prevent and detect fraud and corruption
- document fraud and corruption prevention, detection and response initiatives adopted by Council to manage fraud and corruption.

1.4 Legislative and policy requirements

Incidents of fraud and corruption are criminal offences under relevant state and federal legislation that may attract a range of criminal, civil, administrative and disciplinary penalties.

In addition to statutory offences, all incidents of fraud and corruption are breaches of Council's Code of Conduct. Any council official found to have engaged in incidents of fraudulent or corrupt conduct will be investigated and substantiated findings will result in disciplinary procedures being initiated which may result in loss of employment at Council.

This plan has been designed to reflect current Acts and standards (refer to **Appendix A**) and integrate with Council's codes, policies and procedure documents (refer to **Appendix B**).

This plan is based on Council's risk assessment of fraud and corruption which is conducted biennially to identify the specific fraud and corruption risks of Council. The plan outlines the fraud and corruption categories of controls that help to mitigate these risks.

This plan will be updated after any significant changes identified in the periodic fraud and corruption risk assessments, to ensure that the fraud and corruption control strategies and measures remain relevant. Amendments to this plan will be made as appropriate to ensure that it accurately reflects Council's capability and commitment to fraud and corruption control.

1.5 Defining fraud

Fraud is defined by Australian Standard AS8001 – 2008 as:

Dishonest activity causing actual or potential financial loss to any person or entity including theft of monies or other property by employees or persons external to the entity and where deception is used at the time immediately before or immediately following the activity.

The benefit obtained is not restricted to a monetary or material benefit, and may be tangible or intangible. A benefit may be obtained by a Council official or Council third party rather than, or in addition to, the perpetrator of the fraud.

Refer to **Appendix C** for examples of fraud.

1.6 Defining corruption

Corrupt conduct, as defined in the Independent Commission Against Corruption Act 1988 NSW (ICAC Act), is deliberate or intentional wrongdoing, not negligence or a mistake. It has to involve or affect a NSW public official or public sector organisation.

While it can take many forms, corrupt conduct occurs when:

- a public official improperly uses, or tries to improperly use, the knowledge, power or resources of their position for personal gain or the advantage of others
- a public official dishonestly exercises his or her official functions, or improperly exercises his or her official functions in a partial manner, breaches public trust or misuses information or material acquired during the course of his or her official functions
- a member of the public influences, or tries to influence, a public official to use his or her position in a way that affects the probity of the public official's exercise of functions
- a member of the public engages in conduct that could involve one of the matters

set out in section 8(2A) of the ICAC Act where such conduct impairs, or could impair, public confidence in public administration.

Refer to **Appendix C** for examples of corruption.

1.7 Council's attitude to fraud and corruption

Council has a zero-tolerance attitude to fraud and corruption which is affirmed through Council's adopted Risk Appetite Statement. This does not mean that all fraud and corruption can be avoided. In practice, zero-tolerance means that Council will:

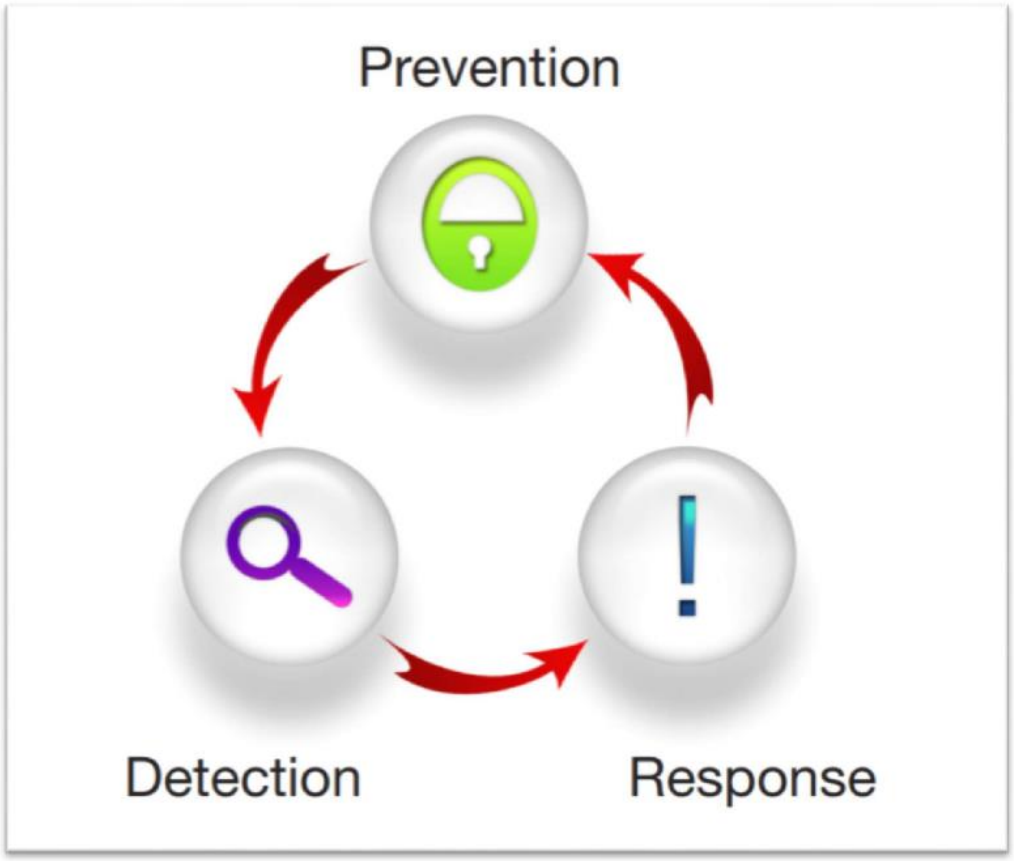
- maintain an effective fraud and corruption risk management environment to minimise and mitigate risks of fraud and corruption, which includes promoting an ethical culture
- promptly assess all suspected or discovered incidents of fraud and corruption to determine their nature and extent
- investigate and respond to all matters of fraud or corruption
- apply appropriate administrative or contractual penalties, including termination of engagement
- seek prosecution against offenders for fraudulent and corruption activities where Council deems appropriate, including referral to the Independent Commission Against Corruption (ICAC) or NSW Police
- take reasonable measures to recover losses caused by illegal activity
- implement systemic changes to reduce the likelihood of recurrence.

2 Fraud and Corruption Control Environment

Council's fraud and corruption Control environment is based on Standards Australia's Fraud and Corruption Control Standard AS8001-2008 and the ten key attributes of fraud control contained in the Audit Office of NSW's Fraud Control Improvement Kit: Managing your fraud control obligations (2015).

The Standard views fraud and corruption control as a holistic concept involving implementation and continuous monitoring across three key themes:

- **Fraud and corruption prevention** - strategies designed to prevent fraud and corruption from occurring in the first instance or to mitigate the effect of potential fraud
- **Fraud and corruption detection** - strategies to discover fraud and corruption as soon as possible after it has occurred.
- **Fraud and corruption response** - the systems and processes that assist an entity to respond appropriately to an alleged fraud and corruption incident when it is detected.



Audit Office of NSW: Fraud Control Improvement Kit (2015)

Within these three themes sit the NSW Audit Office Kit's ten attributes:

1. Leadership
2. Ethical framework
3. Responsibility structures
4. Fraud control policy
5. Prevention systems
6. Fraud awareness
7. Third party management systems
8. Notification systems
9. Detection systems
10. Investigation systems.

Monitoring and review of fraud and corruption controls, alongside reporting and evaluation of their effectiveness is key to providing assurance that legislative responsibilities are being met. This also promotes accountability by providing information which demonstrates compliance with specific fraud and corruption control strategies.

Management oversight through sound governance arrangements ensures that each strategy does not operate in isolation and that interdependencies are effectively identified and managed appropriately.

Council's executive promotes proper use and management of public resources, to achieve Council's purposes and ensure financial sustainability. Council maintains an enterprise risk and opportunity management framework to oversight and manage risk and a system of internal controls to minimise potential for fraud and corruption incidents.

2.1 Key fraud and corruption risks facing Council

Table 1 below provides a summary of the key fraud and corruption risks facing Council. This is not an exhaustive list. Details of Council's fraud and corruption risks are included in Council's fraud and corruption functional risk register.

Table 1: Overview of Fraud and Corruption Risks

Risk category	Description	Risk attributes
Corruption		
Conflicts of interest	A conflict of interest occurs when an employee or agent – someone who is authorised to act on behalf of a principal – has an undisclosed personal or economic interest in a matter which could influence his or her professional role.	• Extent and value of supplier relationships / contracts • Extent of recruitment activities / staff turnover • Presence of decentralised procurement and recruitment systems.
Bribery, illegal gratuities, economic extortion	Bribery is offering, promising, giving, accepting or soliciting an advantage as an inducement for an action which is illegal or unethical. Illegal gratuities are items of value given to reward a decision after it has been made. They do not necessarily involve intent. Extortion is the obtaining of property from another, with the other party's consent, induced by wrongful use of actual or threatened force or fear.	• Number of staff • Number of supplier and contractor relationships.
Asset misappropriation		
Theft of cash	A scheme in which an employee steals or misuses the employing organisation's resources.	• Use of petty cash • Turnover of cash.
Inventory and all other assets	A scheme in which an employee steals or misuses the employing organisation's resources.	• Nature of assets (data, inventory, fixed assets).
Fraudulent disbursements	A scheme in which an employee causes their employer to issue a fraudulent payment for fictitious goods or services, or reimbursement of fraudulent expenses.	• Volume and value of supplier transactions • Volume and value of expense transactions.
Financial statement fraud		

Net worth / net income under-statements / overstatements	A scheme in which an employee intentionally causes a misstatement or omission of material information in the organisation's financial reports.	• Change in management, high turnover of executive members. • Significant pressure from stakeholders to reduce costs and improve financial results. • Financial position of the organisation.

3 Governance

Realisation of fraud and corruption risks in a number of high-profile government programs has highlighted the need for strong leadership to support effective risk management practice and culture. Poor leadership can lead to a culture of complacency or give rise to situations where fraud and corruption incidents are only addressed after they emerge. Organisational commitment is required to ensure effective implementation of the fraud and corruption plan.

Council's Chief Executive Officer (CEO) has ultimate responsibility for Council's fraud and corruption risk management environment and endorses and supports effective risk management, practice and culture and the control activities and objectives outlined in this plan. The CEO has responsibility for approving, adopting and reviewing the plan.

While overall responsibility for the plan rests with the CEO, effective implementation of the plan is dependent on the active participation of all who are subject to its guidelines. This includes use of the risk based approach for fraud and corruption control, compliance with the internal control systems and extends to the correct procedures for reporting instances of suspected fraud and corruption.

3.1 Responsibilities for fraud and corruption control

Appropriate governance structures are critical to the effective operation of fraud and corruption control. Implementing an effective control environment for fraud and corruption prevention is a practical demonstration that Council is serious about its commitment to ethical practice.

Table 2: Summary of responsibilities across Council for fraud and corruption

Role	Responsibility
Mayor and Councillors	The Mayor and Councillors are responsible for: • leading and developing a culture of ethical behaviour • overseeing and promoting Council's overall approach to fraud and corruption control • approving and adopting fraud and corruption control policies and procedures

CEO	The CEO has the primary responsibility for the prevention and detection of fraud and corruption, and for the governance of Council. This involves a commitment to creating and maintaining a culture of honesty and ethical behaviour. The CEO is responsible for ensuring that appropriate resources are dedicated to fraud and corruption control in proportion to the size and risk profile of the organisation. This includes allocating a budget and assigning specific responsibilities. The CEO is also the chair of the fraud and corruption control committee. The CEO is responsible for: • demonstrating leadership and commitment to fraud control and prevention by endorsing and promoting the plan and associated tools and procedures • approving, adopting and reviewing the plan • Council's compliance with relevant legislation and regulation • ensuring those subject to the plan are aware of their responsibilities under the plan and the consequences of fraud and corruption • ensuring effective internal controls and risk assessment and management systems are in place • ensuring identified fraud and corruption risks are fully addressed • approving and monitoring systems of control and accountability for Council • receiving reports on suspected cases of fraud and corruption and approving any further action plans or activities relating to the handling of matters • reporting instances of suspected fraud and corruption to ICAC in accordance with the ICAC Act and where appropriate to the NSW Police.

Chief Executive Team (CET)	The CET as part of the executive management team with the CEO, has a leadership role in developing and promoting an ethical culture, and shares responsibility for prevention and detection of fraud and corruption, governance of the Council and risk management. Directors are responsible for ensuring that specific and ongoing training is provided for staff primarily engaged in fraud and corruption control activities and staff working in high risk fraud and corruption areas. The CET considers strategic issues impacting their respective divisions, including any ongoing or emerging fraud and corruption risks, and monitors performance in delivering outcomes.
Executive Leadership Team (ELT)	The ELT is responsible for: • championing the fraud control plan and procedures and promoting and sustaining ethical behaviour and culture • ensuring implementation of the Plan and compliance with relevant codes, legislation and Council's policies and procedures relating to their area • ensuring risk management internal control systems are operating effectively • ensuring employees are aware of the Plan and their responsibilities as part of the Plan • identifying risks and developing appropriate internal risk mitigation control systems • considering new and emerging risks on a regular basis and where necessary adjusting systems for control of these risks • ensuring employees understand the purpose of and comply with internal controls • reporting suspected fraud and corruption through the appropriate channels.
Corporate and Legal	A dedicated team within the Corporate and Legal division has responsibility for developing, implementing, and maintaining the plan. Corporate and Legal also has the responsible team which provides Code of Conduct training at new starter inductions and conducts workshops for Councillors and staff.

All council officials	All council officials are responsible for: • fulfilling their responsibilities under the plan • conducting themselves and performing their duties in accordance with the principles of the Code of Conduct and Council's values • complying with Council's internal control systems, policies and procedures • reporting suspected fraud and corruption through the appropriate channels.

3.2 Fraud and corruption committee

Council's Fraud and Corruption Committee is responsible for implementing the fraud and corruption control plan and overseeing Council's fraud and corruption risk management environment. It provides advice to Council's Audit and Risk Improvement Committee (ARIC). The committee's terms of reference are at **Appendix F.**

Table 3: Committees responsible for overseeing fraud and corruption risk management

Role	Responsibility
Fraud and Corruption Committee	The committee is established to: • oversee management of fraud and corruption complaints • monitor and review Council's fraud and corruption risk register • report quarterly to the ARIC on the status of fraud and corruption complaints management • advise the ARIC on improvements to fraud and corruption control arising out of issues raised and recommendations made through the investigation of fraud and corruption complaints, and management of risks relating to fraud and corruption. The Fraud and Corruption Committee comprises: • The CEO or delegate (Chair) • Disclosure officers • Complaints Coordinator • Head of Corporate and Legal's fraud and corruption team • Representatives of relevant business areas (i.e. legal, procurement, finance, human resources, IT)
Audit, Risk and Improvement Committee (ARIC)	The ARIC provides independent assurance and assistance to Council on risk management, compliance, control, governance, internal audit, fraud control, strategic plan implementation, organisational performance and improvement, and external accountability responsibilities. The Committee ensures, assesses and advises whether there are adequate and effective systems of internal control in place throughout Council and assists in the implementation of the internal and external audit plans. The Committee also provides information to Council for the purpose of improving Council's performance of its functions.

3.3 Individual compliance with policies and procedures

Council requires council officials to evidence their commitment to acceptable standards of ethical behaviour by acknowledging completion of annual Code of Conduct training.

Council officials are required to declare actual, potential or perceived conflicts of interests and these are recorded at business unit level and in a central register held by the Governance and Risk team. This also occurs throughout the recruitment process. Councillors and designated persons (as defined by clause 4.8 of the Code of Conduct) must routinely submit written returns of interests which are tabled at Council meetings and publicly available as open access information.

Council officials are required to declare any secondary or private employment which is assessed by the council official's line manager prior to a decision to approve or decline the request which, if approved is reviewed annually to ensure currency and relevance.

4 Fraud and Corruption Prevention

Fraud and corruption prevention strategies provide the most cost-effective method of controlling fraud and corruption within Council. Key elements of Council's fraud and corruption prevention strategies include:

- promoting and demonstrating ethical leadership and culture
- Code of Conduct and policies/procedures that promote ethical behaviour and provide sanctions for unethical behaviour
- conducting biennial fraud and corruption risk assessments
- effective prevention systems (internal controls)
- ongoing education and training, particularly to address the potential for individuals to be influenced by bias and rationalisation
- ongoing fraud and corruption awareness among employees, suppliers, and service providers
- vendor due diligence.

Driving a culture of integrity and ethical conduct relies on strong leadership from the Council and managers at all levels to integrate fraud and corruption controls as part of their teams' day-to-day activities. This leadership is necessary to ensure all those subject to this plan are enabled and empowered to take steps to prevent and report fraudulent or corrupt conduct.

The Chief Executive Team is accountable for implementing the plan and embedding fraud and corruption control accountabilities into the business plans and performance agreements of management. Managers will cascade these accountabilities to their units' work plans and staff performance plans.

4.1 Ethical leadership and culture

Strong leadership and an ethical culture which promotes and demonstrates awareness of fraud and corruption risks and effective actions to address them helps protect against fraud and corruption.

Council reinforces its fraud and corruption control message to its staff and service providers through a range of internal measures which include:

- Council and senior management endorsement and role modelling of ethical behaviour
- publishing and promoting Council's policies and procedures on Council's intranet external website managerial accountabilities for conducting fraud and corruption

risk assessments to raise staff awareness of fraud and corruption risks and control

- fraud and corruption awareness training on induction and then at regular intervals
- encouraging staff to report fraud and corruption risk related concerns or issues
- implementing procedures and processes that include preventive and detection controls within business activities to manage fraud and corruption risks
- communicating investigation outcomes to demonstrate that incidences of fraud are treated seriously and appropriately dealt with
- applying the Enterprise Risk and Opportunity Management Framework to adopt risk-based decision making processes.

4.2 Fraud and Corruption Risk Assessments

The NSW Audit Office Fraud Control Improvement Kit states that a 'fraud risk assessment should be conducted when there is a substantial change in the function, structure or activities of an organisation and at least every two years.'

Council is committed to preventing instances of fraud and corruption by undertaking a fraud and corruption risk assessment process at least every two years, to identify the potential fraud and corruption risks across Council, the controls in place to mitigate these risks and to assess the inherent and residual risk rating of each of these risks.

4.3 Prevention systems (internal controls)

This plan does not seek to describe every fraud and corruption prevention system across Council. Management relies on a mix of controls to manage internal and external fraud and corruption risks.

Internal controls implemented by Council include:

- financial delegations of authority
- Conflict of interest management
- segregation of duties
- budgetary controls (eg. periodic reviews by finance etc.)
- financial reconciliations (eg. including accounting statements, bank accounts, credit card transactions etc.)
- transaction reviews (eg. expense reviews, procurement etc.)
- reviews of physical asset inventories
- system access reviews
- IT system controls including appropriate cyber security controls (e.g. limited user access controls, monitoring of specific data sets, monitoring of email usage, restricted USB use etc.)
- procurement procedure and sign-off processes
- vendor due diligence
- pre-employment screening.

Further details of the controls associated with Council-wide fraud and corruption risks are described in the fraud and corruption risk register.

Council undertakes routine monitoring and testing of controls in conjunction with

internal and external audit activities described below, to ensure the ongoing effectiveness of internal controls.

4.4 Fraud and corruption training

Code of Conduct

Council's Code of Conduct eLearning course is reviewed every 12 months to ensure currency and alignment with the Code of Conduct and the plan.

Induction programs raise awareness of Council's position on behaviours, prompt individuals to question their understanding of ethical behaviour and potential biases, and provide information on relevant resources. Annual Code of Conduct refresher training is mandatory.

Council also ensures external committee and panel members are given an induction seminar to outline their Code of Conduct obligations.

Procurement

In addition to the education and awareness programs delivered to staff, specific annual training is provided to staff across all divisions who deal with third parties to ensure transactions meet Council's procurement and conduct standards.

Council's Procurement business unit conducts in-depth procurement training and self- assessments and routinely conducts high-level procurement fundamentals training at employee inductions.

For a further description of training provided to council officials refer to **Appendix D**.

4.5 Fraud and corruption awareness

Staff and contractors

Policies and procedures available to staff on Council's intranet outline staff obligations with respect to ethical behaviour and procedures to support them in managing risk when conducting their activities. These policies are detailed at **Appendix B.**

A dedicated team within the Corporate and Legal division partners with business units across Council, conducting regular workshops to further raise awareness of fraud and corruption issues, including managing conflicts of interest. This team supports staff and Councillors to understand their ethical behaviour obligations, the specific areas of risk where vigilance is required and the consequences of fraudulent and corrupt conduct. If Council has identified areas that may be of concern, workshops are tailored for specific business units.

Suppliers and third parties

The incidence of fraud and corruption can be reduced through education of customers, suppliers and the community about acceptable standards of behaviour expected of Council staff, and of the customers, suppliers and community members that interact with Council. As expectations about standards of behaviour can differ, it is important that Council outlines its expectations to external parties with whom it interacts.

The standards of behaviour expected by Council in business relationships with external parties are outlined in the Statement of Business Ethics. Additional resources include Council's Procurement Policy, Procurement Strategy, Procurement Thresholds and Contract Variation Business Rules.

5 Detection and reporting

Council recognises that no organisation is impervious to incidents of fraud and corruption, however fraudulent and corrupt conduct can be detected through robust internal control systems and mechanisms for recognising deviations from standards. Council has a system of internal controls in place including routine checks of activities, processes, controls and transactions to identify irregularities.

5.1 Reporting Fraud and Corruption

All council officials are subject to the plan and are expected to immediately report any suspected fraud or corruption.

Council's internal reporting process outlines the complaints policy and ongoing education awareness programs. It promotes immediate reporting of instances of fraud or corruption to line managers in the first instance. Where a disclosure is made to one of Council's nominated disclosure officers and it meets the criteria of a public interest disclosure, the discloser is protected from reprisal by Council via the Code of Conduct and the protections afforded by the *NSW Public Interest Disclosure Act 1994*.

The community, through the complaints process is also enabled to report instances of suspected wrongdoing by council officials in line with the complaints management policy.

External agencies such as the Office of Local Government, the NSW Ombudsman and ICAC can take reports from council officials and members of the community about five categories of wrongdoing at local councils. These are disclosures of corrupt conduct, maladministration, government information contravention, and serious and substantial waste of public funds.

Internal and external guidelines for reporting fraud and corruption to Council are published on Council's internet and intranet sites (refer **Appendix E**).

A confidential register of complaints, including alleged fraud and corrupt conduct is maintained by the Corporate and Legal division, and monitored by the Fraud and Corruption Control Committee. The committee provides a report on fraud and corruption to the ARIC. Council policies also identify the nature of suspected fraud and corruption which require reporting to the NSW Police and the Independent Commission Against Corruption, and other external agencies. External notification takes place as required in light of the above legal and policy requirements.

5.2 Public Information and Disclosures Act

Council's Public Interest Disclosures process provides a mechanism to protect those reporting wrongdoing. If a public official makes a disclosure to a nominated Disclosure Officer, protection may be provided under the Public Interest Disclosures Act 1994 (NSW) (PID Act). Should a person report behaviour that meets the criteria of the PID Act, Council undertakes to protect them from associated reprisal or detrimental action.

The PID Act lists a number of investigating authorities in NSW that can receive reports of wrongdoing and the categories of wrongdoing each authority can deal with. Refer to **Appendix E.**

5.3 Internal Audit

Internal audits provide advice and guidance on the design and effectiveness of internal controls established by management, including those to prevent and detect fraud and corruption. Additionally, internal audit can assist management to develop fraud and corruption prevention and monitoring strategies.

Council's internal audit function undertakes proactive audits that provide an independent and objective review and advisory mechanism to:

- provide assurance that the financial and operational controls designed to manage Council's risk objectives are operating in an efficient, effective and ethical manner
- assist management in improving Council's business performance.

Internal audit activity, including the status of implementation of internal audit recommendations by management, is reported to the CEO and ARIC.

The internal audit program is responsible for providing recommendations to Council in respect of controls aimed to prevent, detect and respond to fraudulent and corrupt conduct including assigning individuals or business units with timeframes for response. All fraud and corruption related findings are communicated to the Fraud and Corruption Committee, the CEO and ARIC.

5.4 External Audit

Council is subject to annual performance and financial audits through the Audit Office of NSW, as mandated under the Public Finance and Audit Act 1983 NSW.

External audits undertaken by the NSW Audit Office or its nominated provider assist prevention and detection of fraud and corruption by implementing auditing procedures to:

- detect material misstatements resulting from misappropriation of assets or fraudulent financial reporting
- report to Parliament on the performance of entities administering government programs.

Additionally, the NSW Audit Office or its nominated provider is responsible for assessing key aspects of an entity's fraud control arrangements to effectively prevent, detect and respond to fraud.

6 Response

Despite Council's implementation of prevention mechanisms for detecting fraud and corruption, it is conceivable that incidents of fraud and corruption will occur. Effective response demonstrates that Council takes its responsibilities seriously in line with its zero tolerance approach to fraud and corruption and its commitment to the Code of Conduct.

Council's response to allegations includes assessment to determine the validity of allegations, and where fraud and corruption is substantiated, investigation, disciplinary action and restitution. Where disclosers have provided their details, they will receive feedback, to the extent possible, on Council's response to the issue.

6.1 External referral

External agencies such as the Office of Local Government, the NSW Ombudsman and ICAC can take reports from Council Officials and members of the community of wrongdoing at local councils. These agencies may refer reports to Council to investigate, or they may investigate themselves.

Council cooperates with these agencies to investigate reports of wrongdoing and implement any recommendations made to improve its fraud and corruption controls.

The CEO has a responsibility under section 11 of the Independent Commission

Against Corruption Act 1988 NSW to report to ICAC any matter that is suspected on reasonable grounds to concern, or may concern, corrupt conduct.

6.2 Investigation

Council is committed to providing the resources required to ensure that instances of suspected fraud or corrupt conduct are thoroughly investigated and reported.

All investigations undertaken by the Council will adhere to the following principles:

- confidentiality
- procedural fairness
- impartiality and independence.

Internally investigated matters

Where a matter can be internally investigated, Council complaint consultants will conduct fraud and corruption investigations in line with the relevant legislation.

Council will ensure its complaint consultants commit to continuing professional development so that they are aware of current fraud and corruption trends and issues. Ongoing formal training courses will be provided to maintain their knowledge of current better practice.

Conduct Review Panel

If the matter is determined to be a Code of Conduct complaint in accordance with the procedures for administration of the Code of Conduct.

Externally investigated matters

In addition to external agencies investigating reports about Council according to their own criteria, if the complexity or sensitivity of a matter is considered beyond the scope of Council's internal staff or where the qualifications or experience of Council's Conduct Review Panel is inadequate, Council will procure the services of suitably qualified independent investigators.

6.3 Response action

Should an allegation of fraud and corruption be substantiated, Council commits to taking action commensurate with the severity of the circumstances.

Disciplinary proceedings

Disciplinary action will be taken in accordance with the Local Government Act 1993, Council's Code of Conduct, and/or other Human Resources policies, guidelines and requirements.

Referral to relevant authorities

Under section 462 of the Local Government Act 1993 NSW, the CEO may refer a complaint for investigation to an authority, including the:

- NSW Ombudsman
- Independent Commission Against Corruption
- NSW Police.

Where the CEO reasonably believes that a council official has committed a criminal

offence, the matter will be referred to NSW Police.

Debt recoveries

Council has a formal process for deciding upon recovery actions including assessing the costs of recovery against the expected value of the recovery and the deterrent value of recovery action.

It is the expectation of Council that line managers are responsible for fraud and corruption control by allocating any unrecoverable losses suffered to the business unit or department concerned.

Insurance

Council's insurance policy may provide cover where there is a financial loss sustained through fraudulent or corrupt activity.

Council will review insurance cover annually to ensure the fraud risks facing Council are adequately covered.

Appendix A – List of relevant Acts and Standards

Relevant Acts and Standards:

- Independent Commission Against Corruption Act 1998 (NSW)
- Local Government Act 1993 (NSW)
- Ombudsman Act 1974 (NSW)
- Public Finance and Audit Act 1983 NSW
- Public Interest Disclosure Act 1994 (NSW)
- NSW Audit Office's Fraud Control Improvement Kit 2015
- Australian Standard AS8001-2008 Fraud and Corruption Control

Appendix B – List of Northern Beaches Council Policies and Procedures

Council Document	Document Owner
Recruitment and Selection Operational Policy	Executive Manager – Human Resources
Access to Information Policy	Chief Information Officer
Australian Copyright Act Compliance – Libraries	Executive Manager - Library Services
Cash Handling & Receipting Guidelines & Operating Procedures	Executive Manager - Customer Service
Code of Conduct	Chief Executive Officer
Code of Conduct – Administration Procedures	Director, Corporate & Legal
Code of Meeting Practice	Executive Manager - Governance & Risk
Community Strategic Plan	
Complaints Management Policy	Director, Corporate & Legal
Compliance and Enforcement Guidelines	Director Planning & Place
Councillor Expenses and Facilities Policy	Director, Corporate & Legal
Daily Cash Reconciliation Instruction – Aquatic Centres	Executive Manager - Recreation Business
Delegations of Authority	Chief Executive Officer
Development Control Plans (DCP)	
Enterprise Risk and Opportunity Management Framework	Executive Manager - Governance & Risk
Enterprise Risk Management Policy	Executive Manager - Governance & Risk
Flexible Working Hours Policy and Guidelines	Executive Manager – Human Resources

Council Document	Document Owner
Legislative Compliance Policy	Executive Manager – Human Resources
Local Environment Plans (LEPs)	
Management of conflicts of interest (Development Assessments) – Guide for consistence	Executive Manager - Development Assessment
Privacy Policy	Chief Information Officer
Procurement Manual	Manager Procurement
Procurement Policy	Manager Procurement
Procurement Strategy	Manager Procurement
Procurement Thresholds	Manager Procurement
Public Interest Disclosures (PID) Internal Reporting Policy	Chief Executive Officer
Records Management Policy	Chief Information Officer
Related Parties Disclosure Operational Policy	Chief Financial Officer
Risk and Opportunity Assessment Guidelines	Executive Manager - Governance & Risk
Secondary Employment Policy	Executive Manager - Human Resources
Statement of Business Ethics	Director, Corporate & Legal Services
Voluntary Redundancy and Redeployment Protocols	Executive Manager - Human Resources
WHSE Incident Management	Manager WHS & WC
Work Health and Safety Policy	Manager WHS & WC
Work from Home Policy and Agreement	Executive Manager – Human Resources

Appendix C – Examples of fraud and corruption

Common types of internal fraud include:

- theft or misuse of tangible assets (cash, stationery, smart phones, tablets, computer and computer-related software) by employees
- entitlements (e.g. expenses, leave, travel allowances or attendance records)
- theft or misuse of intellectual property or other confidential information (including funding proposals, procurement information, personal records)
- release or use of misleading information for the purposes of deceiving, misleading or to hide wrongdoing
- false invoicing
- credit card and other payments fraud
- receiving bribes or improper payments
- misuse of position by employees to gain some form of financial or non-financial benefit (corruption).

Examples of external fraud include:

- theft or misuse of tangible assets such as plant / equipment
- false reporting on the expenditure of funding and falsifying funding applications to receive payments from government programs that they are knowingly not eligible for
- falsifying data in relation to participants engaged in funded activities
- external service providers making claims for services that were not provided, converting funded assets to personal use or misappropriating cash payments for personal use.

Waste can take many forms, for example:

- misappropriation or misuse of public property
- purchase of unnecessary or inappropriate goods and services
- incurring costs which might otherwise have been avoided
- programs not achieving their objectives and therefore the costs being clearly ineffective and inefficient.

Waste can result from such things as:

- the absence of appropriate safeguards to prevent the theft or misuse of public property
- purchasing procedures and practices which fail to ensure that goods and services are necessary and adequate for their intended purpose
- purchasing practices where the lowest price is not obtained for comparable goods or services.

Appendix D – Council fraud and corruption training schedule

Training name	Topics	Audience	Occurrence
Code of conduct	The eLearning covers: • Why we have a Code • Who the Code applies to • The consequences of misconduct • The behaviours that comply with the Code • Managing conflicts of Interest • Gifts and Benefits • Use of Council Information • Misconduct • Public Interest Disclosures • Bullying and Harassment	All staff	Council wide rollout 2018-2019 All new staff on induction All new external committee members at induction Annual refresher
Procurement in Local Government training	The training covers: • procurement awareness • probity in procurement • corruption prevention in procurement and contract management • procurement for local government, and • fundamentals of contract law.	Council Officials that deal with third party vendors	Annually

Appendix E – Reporting Fraud and Corruption

A staff member who suspects that fraudulent activity is occurring should observe the following steps:

1. **Note observations**:
   - do not jump to conclusions
   - carefully observe and note the suspected conduct
   - document your own actions
   - keep any documents as possible evidence and do not alter them, eg. by marking, and ensure they are stored securely.

2. **Report concerns:**
   - to your line manager or a Disclosure Officer who is available to provide advice on a confidential basis.

3. **Inform only those who need to know:**
   - to prevent possible destruction of evidence by those involved in the fraud
   - as protection against any pressure from those at the centre of the allegations.

4. **Maintain confidentiality**:
   - to protect the rights of a person suspected of fraudulent activity who may in fact be innocent.

A report of wrongdoing can be made in writing or verbally:

- to your line supervisor or manager
- to a Disclosure Officer – as listed on the Public Interest Disclosure intranet page
- via the online Staff and Service Complaint Form

Additionally, the following external agencies are able to provide advice or take reports of wrongdoing at Local Councils:

Independent Commission Against Corruption (ICAC) – about alleged corruption
(ICAC) Telephone: 1800 463 909
Address: GPO Box 500, Sydney NSW 2001
Email: icac@icac.nsw.gov.au

Office of Local Government – about serious and substantial waste
Telephone: (02) 4428 4100
Email: olg@olg.gov.au

NSW Ombudsman – about alleged maladministration
Telephone: (02) 9286 1000
Email: nswombo@ombo.nsw.gov.au

Information and Privacy Commission NSW – about alleged information breaches
Telephone: 1800 472 679
Email: ipcinfo@ipc.nsw.gov.au

Appendix F - Fraud and Corruption Committee Terms of Reference

Fraud and Corruption Committee

Terms of Reference

1. NAME

Fraud and Corruption Committee

2. DEFINITIONS

Act means the *Local Government Act 1993* (NSW).

Code of Conduct means Council's code of conduct, adapted from the model code of conduct prescribed for the purposes of section 440 of the Act.

Committee means the Fraud and Corruption Committee.

ARIC means Council's Audit and Risk Improvement Committee.

3. PURPOSE

The committee is established to:

- oversee management of fraud and corruption complaints
- monitor and review Council's fraud and corruption risk register
- report quarterly to the Audit and Risk Improvement Committee (ARIC) on the status of fraud and corruption complaints management
- advise the ARIC on improvements to fraud and corruption control arising out of issues raised and recommendations made through the investigation of fraud and corruption complaints, and management of risks relating to fraud and corruption.

4. MEMBERSHIP

Membership of the Committee comprises of up to 6 members comprising:

- the CEO or delegate (Chair)
- Disclosures Coordinator
- Complaints Manager
- Head of Corporate and Legal's fraud and corruption control team
- Representatives of relevant business units as appropriate and as determined by the Chair.

5. TERM OF OFFICE

The Term of Office of a member of the Committee is ongoing, except for representatives of business units invited to the committee for particular periods as determined by the Chair.

6. SUPPORT PROVIDED

A member of Corporate and Legal's fraud and corruption control team will co-ordinate the management of fraud and corruption complaints, liaise with and provide administrative support to committee members, and carry out such other functions as are determined by the committee .

Corporate and Legal's fraud and corruption control team is responsible for managing the committee and will be the main point of contact for members on committee related matters. Specialist staff in related areas will be available to provide expertise.

7. FUNCTIONS AND RESPONSIBILITIES

a) The committee is required to review fraud and corruption complaints referred to it by the Head of Corporate and Legal's fraud and corruption control team, via the complaints register.

b) The committee must assess whether the process of managing and responding to fraud and

corruption complaints is adequate and appropriate, in the context of the requirements of the Acts, standards and policies referred to in Council's Fraud and Corrruption Control Plan.

c) The committee will advise the ARIC on improvements to fraud and corruption control arising out of issues raised and recommendations made through the investigation of fraud and corruption complaints, and the management of risks relating to fraud and corruption.

8 TIMETABLE FOR MEETINGS

a) The committee is to meet at least quarterly, prior to meetings of the Audit and Risk Improvement Committee (ARIC) so that the committee can provide a report to the ARIC on the status of fraud and corruption issues and reports.

b) A meeting will be limited to a maximum of two (2) hours duration unless the committee resolves to extend the meeting to a particular time or until the completion of business.

c) The schedule of meeting dates and venues will be provided to the members in advance and an agenda will be provided prior to meeting.

d) Extraordinary meetings may be called at the discretion of the Chair or by two other members.

9 ATTENDANCE AT MEETINGS

a) All members are expected to attend the meetings, or otherwise tender their apologies to either the Chair or committee secretariat.

b) Where the committee is discussing a complaint which may be about a member of the committee, the committee may meet without that member in attendance (this includes a complaint which may be about the CEO).

10 MEETING PRACTICES AND PROCEDURES

a) The committee secretariat (supplied by the Complaints Manager) will ensure that each meeting is properly recorded in minutes.

b) The committee has no delegations but is required to provide a report or recommendations to the ARIC.

c) The quorum for each meeting will be one half plus the Chair (or delegate). If a quorum is not present within 30 minutes within the commencement time of the meeting, it will become an informal meeting with no recommendations or decisions made.

d) The CEO is the Chair of the committee or their nominated delegate.

e) If the Chair cannot attend a meeting (see 9b above) the committee may nominate another member to chair the meeting.

f) The Chair directs the progress of the committee meeting. Subject to any determination by the Chair, each item is to be dealt with in the order in which it appears on the agenda.

g) The Chair's role is to facilitate the conduct of the meetings and ensure the committee focuses on its primary goal and objectives.

h) This committee is advisory in purpose and should have the intention of reaching consensus when endorsing items and recommendations. It has no authority to make decisions on behalf of Council.

11 CONDUCT AT MEETINGS

a) Members shall act in a professional and ethical manner with the information they obtain.

b) Members must respect each other and work together to create an open and trusting atmosphere. The group requires openness and honesty in order to function well and members should feel free to express their opinions and views without fear of recrimination.

c) Conflicts of Interest: members will be requested to disclose any conflicts of interest.

d) Confidentiality and Privacy: Members may have contact with confidential or personal information retained by Council. If so, members are required to maintain the security of any confidential or personal information and not access, use or remove any information, unless the member is authorised to do so.

12. COUNCIL VALUES

All members of the committee are expected to observe Northern Beaches Council Values outlined below:

- **Trust:** Because being open brings out our best.
- **Integrity:** Because we are proud to doing what we say.
- **Teamwork:** Because working together delivers.
- **Service:** Because we care as custodians for the community.
- **Respect:** Because valuing everyone is how we make a difference.
- **Leadership:** Because everyone has a leading role.

13. NEXT REVIEW DATE

- These Terms of Reference will be reviewed with the Fraud and Corruption Control Policy and Plan every two (2) years.

northern beaches council

Partnership and Participation
Strategic Reference Group

MINUTES

PARTNERSHIP AND PARTICIPATION STRATEGIC REFERENCE GROUP

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

WEDNESDAY 14 AUGUST 2019

Minutes of the Partnership and Participation Strategic Reference Group held on Wednesday 14 August 2019 in the Guringai Room, Civic Centre, Dee Why Commencing at 6:04pm

ATTENDANCE:

Committee Members

Cr Sue Heins (Chair)	
Cr Kylie Ferguson	
Cr Penny Philpott	
Steve McInnes	Surf Life Saving Sydney Northern Beaches Inc
Ina Vukic	Northside Enterprise
Antony Biasi	
John Buggy	Belrose Open Space Corridor Association
Denice Smith	
Craig Susans	
Chris Fulton	
Hannah Jamieson	

Council Officer Contacts

Melanie Gurney	Executive Manager Library Services
Theo Stephens	Branch Manager Library Services Warringah Mall *(Item 3.1)*
Nikki Griffith	Manager Place and Economic Development *(Item 3.2)*
Andrew Grocott	Manager Community Engagement
Jasmine Evans	Governance Officer

1.0 APOLOGIES

Cr Heins opened the meeting by acknowledging the traditional custodians of the lands. She advised that apologies were received from Cr Regan, Myriam Conrie and Caroline Glass-Pattison.

2.0 DECLARATION OF PECUNIARY AND CONFLICTS OF INTEREST

There were no declarations of pecuniary or non-pecuniary conflicts of interest.

3.0 CONFIRMATION OF MINUTES OF PREVIOUS MEETINGS

3.1 MINUTES OF PARTNERSHIP AND PARTICIPATION STRATEGIC REFERENCE GROUP MEETING HELD 15 MAY 2019

K Ferguson / S Heins

The minutes of the Partnership and Participation Strategic Reference Group meeting held 15 May 2019 were confirmed as a true and correct record of the proceedings of that meeting.

4.0 UPDATE ON ACTIONS FROM LAST MEETING

Nil

5.0 AGENDA ITEMS

5.1 'BE CONNECTED' DIGITAL LITERACY INITIATIVE UPDATE – NORTHERN BEACHES LIBRARY SERVICE

T Stephens provided the group with an update on the 'Be Connected' Digital Literacy initiative. Library Services received funding to purchase 24 new laptops that have been used to run free weekly workshops. Since April they have run 46 workshops with over 300 participants. They also hosted 'Biggest Morning Tea' events at the 6 library branches.

During 'Get Online Week' from 14 to 20 October, Library Services will be presenting 'Tech Trek: live smarter with online technology'. The Tech Trek will be a roadshow at all 6 Council libraries and will host talks with 5 interactive stands showcasing useful and interesting technologies.

1. Smart Homes – will demonstrate new technologies and products for the home such as smart door bells and pet feeders.
2. Online Transactions – will provide information about safe online shopping and give examples of how it can make life easier.
3. Digital Content – will showcase online resources and streaming services like ABC iView, AppleTV, online library services, E-books and E-audio.
4. Mobile Apps for Life – will demonstrate ordering food and an Uber from your phone.
5. Visual and Augmented Reality – experience Playstation 4 VR (virtual reality) or use the photobooth where you can take a photograph and have an augmented reality celebrity pictured with you.

At the end of each day there will be raffles with smart technology prizes such as one of the products being demonstrated or a free Uber ride home.

Some of the feedback provided by the group included:

- Holding sessions in the evenings for people who work during the day
- Showcasing innovative hearing technologies
- Filming some of the demonstrations or talks so they can be shared online.

T Stephens invited the group to attend one of the roadshows or to attend the dress rehearsal on Tuesday 8th October. He will send more information about the events to the group.

Action: T Stephens to provide the group with event information for the 'Tech Trek: live smarter with online technology' road show.

Action: SRG members to promote 'Tech Trek' through their networks.

5.2 BUSKING ON THE BEACHES

N Griffith provided the group with an overview of the current policies for managing busking from the three former Council areas. She asked the group for input in shaping a new Northern Beaches Council busking policy.

Some of the feedback provided by the group included:

- Reducing busking permit fees to be more competitive with City of Sydney to attract better performers.
- Introducing a two tiered permit system to provide better performers with priority to perform in popular locations.
- Holding a buskers festival and have people vote for their favourite performers. Winners could receive free busking permits as prizes. Council could also partner with local businesses such as a brewery and call it a "Beer and Busking Festival" to attract more people.
- Providing rules about use of amplified music in the policy or guidelines.
- Zoning areas for appropriate types of busking. For example, areas that received noise complaints may only be zoned for non-musical performers such as magicians or street statues.
- Reviewing busking polices from other big cities such as Melbourne and Brisbane.
- Defining the purpose of the policy. Is Council aiming to activate an area, support the creative industry, and/or make money?

5.3 FEEDBACK OF THE COMMUNITY PARTICIPATION PLAN - MAKING SENSE OF IT

Note: Ina Vukic left the meeting at 7:26pm

A Grocott presented on this item. He provided the group with an overview of Council's Community Engagement Framework which consists of the Community Engagement Policy and the Community Engagement Matrix. He advised that Council has a new requirement to prepare a Community Participation Plan (CPP).

The CPP is now required for planning matters due to recent changes to the *Environmental Planning and Assessment Act 1979.* Council is required to publicly exhibit the draft CPP by December 2019.

The CPP does not need to be a separate plan if it's requirements are included in Council's Community Engagement Framework. A Grocott asked the group for feedback on whether the CPP should be developed as a separate document or should the policy and matrix be updated to incorporate the new requirements?

The group requested further information about public interest in the documents. They asked if Council had statistics on how many times the Community Engagement Policy and the Community Engagement Matrix had been viewed on Council's website. They also requested statistics for the Your Say page, particularly what type of projects are popular, how many submissions Council received over the last two years, and how many complaints Council received about not being engaged in a project.

Action: A Grocott to provide to the group with website statistics for the Community Engagement Policy and the Community Engagement Matrix, Your Say page, and complaints about lack of engagement/consultation.

They also discussed how can Council collaborate more with the community and not just inform. They commented on the impact levels in the current policy and requested to workshop these at the next meeting.

Action: A Grocott to prepare a workshop on the Community Engagement Framework for the next meeting on 23 October 2019.

6.0 GENERAL BUSINESS

- D Smith invited the group to the Sketch Club meeting at the Tramshed. She also thanked M Gurney for her assistance in organising the venue.
- M Gurney advised that the group will be briefed on Council's Local Planning Statement at the next meeting in October.
- A Biasi asked about the consultation process for the new waste contract. He commented that there was a lack of information provided to the community about the purpose and benefits of the new contract.
- A Biasi also requested that Council consider upgrading the public rubbish bins in Dee Why (particularly on Oaks Avenue and Pacific Parade). He advised that the openings are too small so the bins often get blocked with rubbish resulting in litter. He also noted that at the end of the day the bins are overflowing with rubbish.

Action: Governance to forward A Biasi's suggestion about public rubbish bins in Dee Why to the Waste Services team for consideration and response.

- Cr Heins advised that Council has plans to trial compacting public rubbish bins in the future.

SUMMARY OF ACTIONS

ITEM NO.	ACTION	RESPONSIBLE OFFICER	DUE DATE
3.1	T Stephens to provide the group with event information for the 'Tech Trek: live smarter with online technology' road show.	T Stephens	21 Aug 2019
3.1	SRG members to promote 'Tech Trek' through their networks.	SRG members	14 Oct 2019
3.3	A Grocott to provide to the group with website statistics for the Community Engagement Policy and the Community Engagement Matrix, Your Say page, and complaints about lack of engagement / consultation.	A Grocott	16 Oct 2019
3.3	A Grocott to prepare a workshop on the Community Engagement Framework for the next meeting on 23 October 2019.	A Grocott	23 Oct 2019
6.0	Governance to forward A Biasi's suggestion about public rubbish bins in Dee Why to the Waste Services team for consideration and response.	Governance	21 Aug 2019

The meeting concluded at 8:12pm

This is the final page of the Minutes comprising 6 pages
numbered 1 to 6 of the Partnership and Participation Strategic Reference Group meeting
held on Wednesday 14 August 2019 and confirmed on Wednesday 23 October 2019

northern beaches council

Places for People
Strategic Reference Group

MINUTES

PLACES FOR PEOPLE
STRATEGIC REFERENCE GROUP

held in the Coastal Environment Centre, Narrabeen on

THURSDAY 15 AUGUST 2019

Minutes of the Places for People Strategic Reference Group held on Thursday 15 August 2019 in the Coastal Environment Centre, Narrabeen Commencing at 6:00pm

ATTENDANCE:

Committee Members

Cr Ian White (Chair)	Councillor
Cr Candy Bingham	Councillor
Cr Stuart Sprott	Councillor
Caroline Ghatt	Play for all Australia
Stephen Pearse	Strategic and Place Planning
Jim Koopman	Strategic Planning and Community
Merinda Rose	Sporting Union
Les Irwig	Urban Planning and Culture
Miranda Korzy	Community Representative
Richard Michell	Manly, Warringah and Pittwater Historical Society
Kelvin Milsom	Northern Beaches Junior AFL Association, Manly Warringah Pittwater Sporting Union

Council Officer Contacts

Louise Kerr	Director Planning and Place
Andrew Pigott	Executive Manager Strategic & Place Planning
Anne-Maree Newberry	Manager Strategic and Place Planning
Sherryn McPherson	Governance Coordinator

1.0 APOLOGIES

Apologies were received from Councillor Regan, Steven Lawler, Mark Lowe, Sita Mason, Maryann Novakovic and Suzanne Cairns.

2.0 DECLARATION OF PECUNIARY AND CONFLICTS OF INTEREST

There were no declarations of pecuniary or non-pecuniary conflicts of interest.

3.0 CONFIRMATION OF MINUTES OF PREVIOUS MEETINGS

3.1 MINUTES OF PLACES FOR PEOPLE STRATEGIC REFERENCE GROUP MEETING HELD 16 MAY 2019

Candy Bingham / Kelvin Milson

That the Minutes of the Places for People Strategic Reference Group meeting held 16 May 2019, copies of which were previously circulated to all Members, are hereby confirmed as a true and correct record of the proceedings of that meeting.

4.0 UPDATE ON ACTIONS FROM LAST MEETING

ITEM NO.	MEETING DATE	ACTION	RESPONSIBLE OFFICER	DUE DATE
1.0	16 May 2019	**APOLOGIES** That group acknowledged the loss and express our condolences to Caroline Ghatt.	A Pigott	Completed
5.1	16 May 2019	**MY PLACE: AVALON** That this item be brought back to the Places for People SRG in May 2019	A Newbery / A Pigott	Item included in Agenda Complete

5.0 AGENDA ITEMS

5.2 Northern Beaches Local Housing Strategy

Note 1: The group was reminded of their obligations in accordance with section 11 of the Terms of Reference, Model Code of Conduct for Strategic Reference Groups as the information being provided on this item is classified as confidential information:

g) Confidentiality and Privacy: Members may have contact with confidential or personal information retained by Council. If so, members are required to maintain the security of any confidential or personal information and not access, use or remove any information, unless the member is authorised to do so.

Note 2: Miranda Korzy joined the meeting at 6:16pm.

A Pigott and L Nicolls from SGS Economic and Planning (SGS) provided an update to the group on this item.

Items discussed included:

- Housing capacity under the current framework
- Future demand
- Gap analysis and meeting future housing demands
- Capacity for affordable housing
- Setting housing capacity targets
- Dispersed urban/centralised diversity
- Transport centric urban renewal
- Land use planning approach
- Potential Land Use Strategy approach
- Mixed housing
- Influence Area
- Facilitate efficient housing markets (housing affordability)
- Facilitate affordable housing
- Affordable housing provision
- Planning mechanisms for affordable housing.

What is Council's position on the housing codes relating to low rise medium density?

Reference has been made by the Planning Minister that if councils can demonstrate how they can achieve housing targets then there may be an opportunity to turn off a number of SEPPs including the medium density housing code. However, there criteria Council would need to meet for this to occur remains unclear.

We are working with SGS on our housing strategy to demonstrate how we can meet our dwelling target and issues on diversity, affordability and types of developments that may occur to benefit the community.

How do you define demand?

Demand is determined by a number of factors including growth of population, the change in composition of the population and the preference for housing.

Will Council be attending to the needs of the community on a broader scale rather than just housing?

The Local Strategic Planning Statement is endeavouring to capture the broad range of issues that impact our current and future community. To this end we are preparing studies associated with housing, employment, environment, social infrastructure and demographics to inform this work.

What are the groups of people from the data collected do we need to prioritise for housing?

The types of housing requirements include:

- Families that would like a house but can't afford it with a preference not to live in a unit.
- Options for downsizing, kids leaving home, aging, reduction in family size.
- 20-35 year old demographic that are trying to enter the housing market.

Has there been any innovative models executed overseas to provide us with inspiration?

Yes, there have been several different models reviewed including a European approach with young people living with the older generations.

There was a study which focused on the functions of a secondary dwelling. The idea being that the secondary dwelling can be used by extended groups of families. Creating a flexible use of a household while being separated from the main house. It also identified that units are now being built on a varied size and scale.

In regard to the capacity of sites identified to deliver on affordable housing, does this meet transport / mobility needs?

Access to public transport and availability of private car parking spaces are items that are taken into consideration when designing planning controls. It is recognised that requirements for basement car parking can make some development not feasible.

Are they taking into consideration the sustainability as part of the project?

Yes, this will be taken into consideration.

What is the impact on us from a community perspective if we don't meet the demand for affordable housing?

This is defined in the Strategy which is broken down into the following three parts:

- Social housing or public housing – provided directly by the NSW Government by a public housing provider.
- Affordable rental housing – for households with very low, low or moderate incomes that are unable to access private market housing without financial stress. Often provided by Community Housing Providers and involves a discount on market rentals. Groups paying majority of their income on housing and being pushed out - housing is limited and Council can't meet that demand.
- General affordability – common benchmark is housing that does absorb more than 30% of the gross income of very low, low or moderate income households.

5.1 MY PLACE: AVALON

Note 1: Councillor Bingham left the meeting at 7:48pm and did not return.

Note 2: Les Irwig left the meeting at 8:02pm and did not return.

A Newberry provided an update to the group on this item.

A copy of the presentation provided to the group is circulated with the minutes at Attachment 1.

Items discussed included

- Our journey so far
- Avalon Community Reference Group
- Avalon Beach Vision
- Community Priorities
- Future Directions
- Transport
- Intersection options 1, 2 and 3
- APA Option
- Avalon Pop Up Beach Plaza
- Community Feedback
- Where to next
- Traffic, pedestrians and elderly residents are not effected as part of the My Place:Avalon.

ACTION

The Places for People group submit their feedback on the My Place: Avalon by 25 August 2019 via https://yoursay.northernbeaches.nsw.gov.au/avalon/comment-form.

6.0 GENERAL BUSINESS

Nil

SUMMARY OF ACTIONS

ITEM NO.	ACTION	RESPONSIBLE OFFICER / MEMBER	DUE DATE
5.1	The Places for People group submit their feedback on the My Place: Avalon by 25 August 2019 via https://yoursay.northernbeaches.nsw.gov.au/avalon/comment-form.	Reference Group Members	25 August 2019

The meeting concluded at 8:10pm

This is the final page of the Minutes comprising 7 pages numbered 1 to 7 of the Places for People Strategic Reference Group meeting held on Thursday 15 August 2019 and confirmed on Thursday 24 October 2019

ATTACHMENT 1



Our Journey So Far



Avalon Community Reference Group

The Avalon Community Reference Group (Avalon CRG) consists of a diverse range of residents who represent different focus groups within the local community.







Avalon Beach Vision



"A relaxed and peaceful coastal village, embracing and nurturing the natural environment, celebrating creativity and community connection"


Community Priorities
Economic Vibrancy
Transport
Community Connection and Culture
Street Design, safety and walkability


Future Directions –
Community ideas for change
Vibrant outdoor eating
Enhanced Streetscape
Redesign intersection – Old Barrenjoey Road& Avalon Parade
Active transport and improved connectivity
Active modes of transport
Activate Laneways
Activate centre during winter and establish night time economy
Improved facilities for youth

Transport

Transport, Infrastructure & Connectivity

Priority 1 – Improve Intersection of Old Barrenjoey Road & Avalon Parade

A number of options developed in consultation with Avalon CRG:

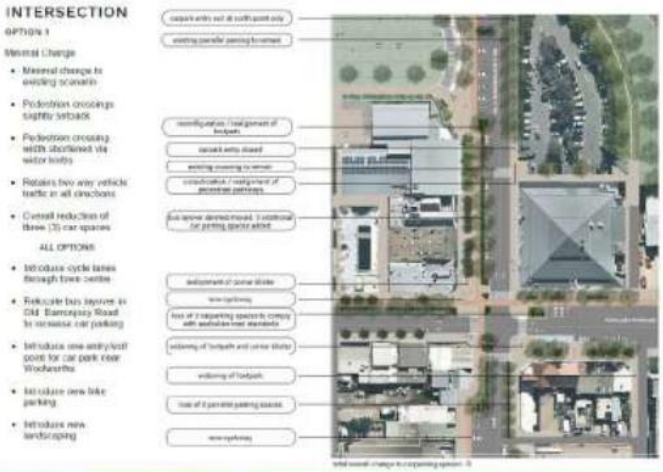
4 Options refined and placed on broader community consultation

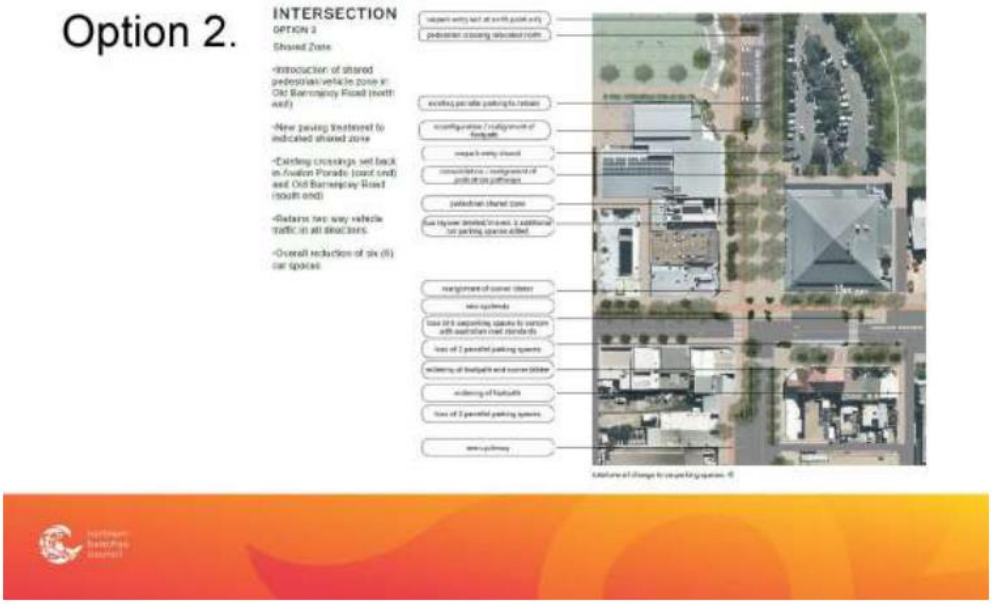


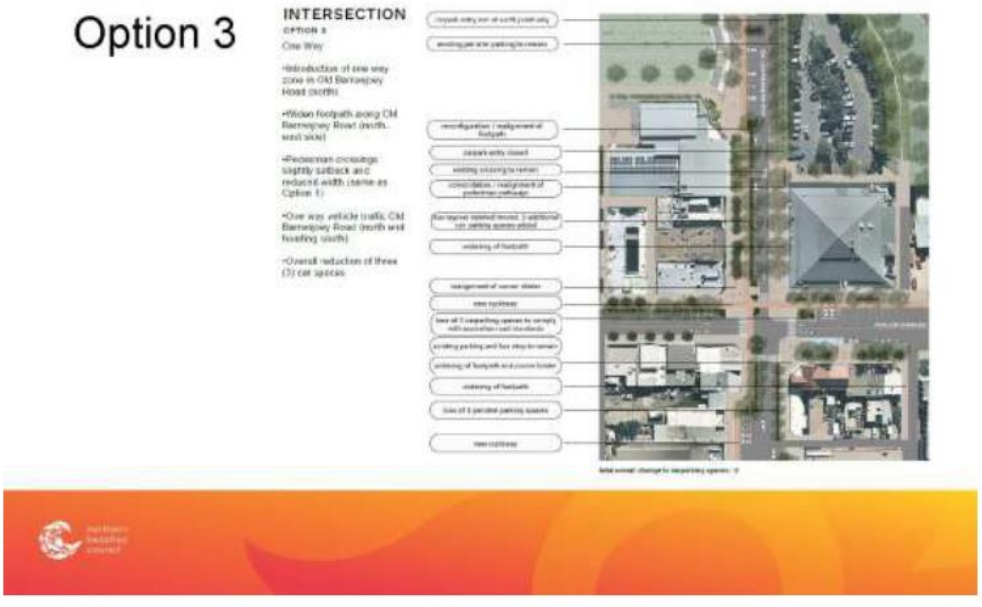


Intersection Options

Option 1




Option 2.
INTERSECTION
OPTION 2
Shared Zone


Option 3
INTERSECTION
OPTION 3
One Way

APA Option



Avalon Beach Pop-up Plaza

Avalon Beach Pop-up Plaza event

Saturday 27 July 2019





Avalon Pop-up Plaza

https://vimeo.com/352403245/1fef74ac4c

Community Feedback

Current results indicate the following preferences:

1. Plaza
2. Option 2 - Shared zone
3. Option 1/ No change
4. Option 2 and APA





Where to next?





MINUTES

TRANSPORT AND TRAVEL
STRATEGIC REFERENCE GROUP

held in the Council Chambers, Manly Town Hall on

THURSDAY 23 MAY 2019

Minutes of the Transport and Travel Strategic Reference Group held on Thursday 23 May 2019 in the Council Chambers, Manly Town Hall Commencing at 6:00pm

ATTENDANCE:

Committee Members

Cr Sarah Grattan (Chair)	
Mayor Michael Regan	
Cr Kylie Ferguson	
Andrew Chivers	
Wendy Dunnet	Newport Residents Association
John Hawkins	Bicycle NSW
Tessa Knox-Grant	Transport for NSW
Keith Povah	

Council Officer Contacts

Craig Sawyer	Executive Manager Transport & Civil Infrastructure
Philip Devon	Manager, Transport Network
Michelle Carter	Active Travel Officer
Robynann Dixon	Road Safety Officer
Karen Menzies	Road Safety Officer
Sherryn McPherson	Governance Officer

1.0 APOLOGIES

Apologies were received from Councillor Amon, Jorde Frangoples, Graeme Laughton, Susan Watson, Mary Whalan, Emma Tonkin, Richard Saunders, Victor Konijn, Craig Smith and Fiona Christianson.

2.0 DECLARATION OF PECUNIARY AND CONFLICTS OF INTEREST

There were no declarations of pecuniary or non-pecuniary conflicts of interest.

3.0 CONFIRMATION OF MINUTES OF PREVIOUS MEETINGS

3.1 MINUTES OF TRANSPORT AND TRAVEL STRATEGIC REFERENCE GROUP MEETING HELD 21 FEBRUARY 2019

John Hawkins / Kylie Ferguson

That the Minutes of the Transport and Travel Strategic Reference Group meeting held 21 February 2019, copies of which were previously circulated to all Members, are hereby confirmed as a true and correct record of the proceedings of that meeting.

4.0 UPDATE ON ACTIONS FROM LAST MEETING

ITEM NO.	MEETING DATE / ITEM	ACTION	DUE DATE	OUTCOME / COMMENTS
4.1	21 February 2019 Update on the Parking Discussion Paper	Transport Network Team to start the community engagement in April on better management of parking issues and provide the group with engagement results.	Nov 2019	• Community engagement and stakeholder meetings are in progress. • There will be five workshops scheduled in Manly. • The Resident Parking Scheme will be reported back to Council in August 2019. • The outcome will be presented to the group in November 2019.
4.2	21 February 2019 Update on the Bike Plan	• Review the proposed cycling network mapping. • Review the content of the Bike Plan document. • Assist in further development of the plan once the initial consultation period closes. • Transport and Travel Strategic Reference Group to receive an update on the final draft Bike Plan.	Aug 2019	• Outcomes of the review will be circulated to members separately. • An update on the final draft Bike Plan was presented at the 23 May 2019 meeting. • The outcome will be presented to the group in August 2019.

5.0 AGENDA ITEMS

5.1 NORTHERN BEACHES COUNCIL ROAD SAFETY PLAN

K Menzies presented the Bike Safety Plan. A copy of the presentation is attached to the minutes at Attachment 1.

The group discussed the following:

- Infrastructure and education.
- Policy change at state level around engineering and bike safety.
- People being accountable with the expectation people will make mistakes.
- State strategic oversight.

5.2 ACTIVE TO SCHOOLS/SAFER SCHOOLS PROGRAM UPDATE

R Dixon provided an update to the group on this item. A copy of the presentation provided to the group is at Attachment 2 of the minutes.

The group discussed the following:

- How much education do we need to provide as a result of the rangers fining people? Rangers will be playing a large part in promoting the Safety Scheme and educating the community on why they are being fined.
- 40klm speed limit, is there any more appetite to reduce the speed limits any further? This may be reviewed by the state in the future however achieving the 40klm speed limit has been a big achievement.
- Creating a platform for schools to communicate and share their in-house programs for safety.
- Statistics showing improvement for safety projects that have been implemented and how we can measure what schools are doing better with particular initiatives.
- A Road Safety Summit for schools to be incorporated into the Active Travel Project.
- Can Council assist in promoting the Kids and Traffic organisation by Macquarie University? The Kids and Traffic organisation assist with road safety guidelines which was released in May 2019. Council is no longer permitted to present at childcare centres, kindergartens and schools. However, Council can work with principals and Parents and Citizens (P & C) to assist with sharing information and creation of flyers/promotional materials.

ACTION

That the Transport and Travel Strategic Reference Group encourages Council to organise a Road Safety Summit targeting schools within the area as a form of educating, networking, sharing safety initiatives to improve safety in the area.

5.3 STRATEGIC PROJECTS UPDATE

P Devon provided an update to the group on this item. A copy of the presentation provided to the group is at Attachment 3.

The group discussed the following:

- Improvement to transport from Northern Beaches to Chatswood.
- Frenches Forest Structure Plan; will this utilise a combined transport system as a priority and include hydrogen buses and electric buses? New transportation systems. This will be incorporated into the structure plan with the Hospital with additional services from/to Dee Why, Chatswood and Mona Vale.
- Drones - revolves around legislation. Requires a policy. Government with trial at Homebush - safety issue - working well before it is released - Interacting with public vehicles - looking at controlled environments to manage the interface.
- Movement of people. The road network can do a number of things, movement of people is the movement of people, not cars. Focusing on people and goods frees up the status quo on a more strategic view, for example, making more footpaths and bike lanes to move people in a different way.
- Improvements of walkway infrastructure to bus stops. The walkway infrastructure requires improvements to support orphaned bus stops and shelters. Council has created mapping against local bus stops which will be reviewed under the strategic view of the transport network not footpath network.
- Lighting on footpaths - Council is investigating the implementation of illuminating one side of footpaths and retaining trees on the other. New LED luminaires will be utilised to provide better lighting. Solar lighting is also being investigated however it is extremely expensive. The local government area would require approximately 9500 light bulbs which could save up to 70% on electricity as we are reducing from 250w to 70w.

SUMMARY OF ACTIONS

ITEM NO.	MEETING DATE / REPORT TITLE	ACTION	RESPONSIBLE OFFICER	DUE DATE
4.1	21 February 2019 Update on the Parking Discussion Paper	Transport Network Team to start the Community engagement in April on better management of parking issues and provide the group with engagement results.	P Devon	November 2019
4.2	21 February 2019 Update on the Bike Plan	• Review the proposed cycling network mapping. • Review the content of the Bike Plan document. • Assist in further development of the plan once the initial consultation period closes. • Transport and Travel Strategic Reference Group to receive an update on the final draft Bike Plan.	P Devon	August 2019
5.1	23 May 2019 Active to Schools / Safer Schools Program update	That the Transport and Travel Strategic Reference Group encourages Council to organise a Road Safety Summit targeting schools within the area as a form of educating, networking, sharing safety initiatives to improve safety in the area.	R Dixon	TBA

The meeting concluded at 7:15pm

This is the final page of the Minutes comprising 6 pages numbered 1 to 6 of the Transport and Travel Strategic Reference Group meeting held on Thursday 23 May 2019 and confirmed on Thursday 22 August 2019.

ATTACHMENT 1



Where does the Road Safety Plan fit in?



Safe System Framework

- Aim to get towards zero death & serious injuries
- Based on 4 pillars of the safe system approach
  - Safe roads
  - Safe speeds
  - Safe vehicles
  - Safe people



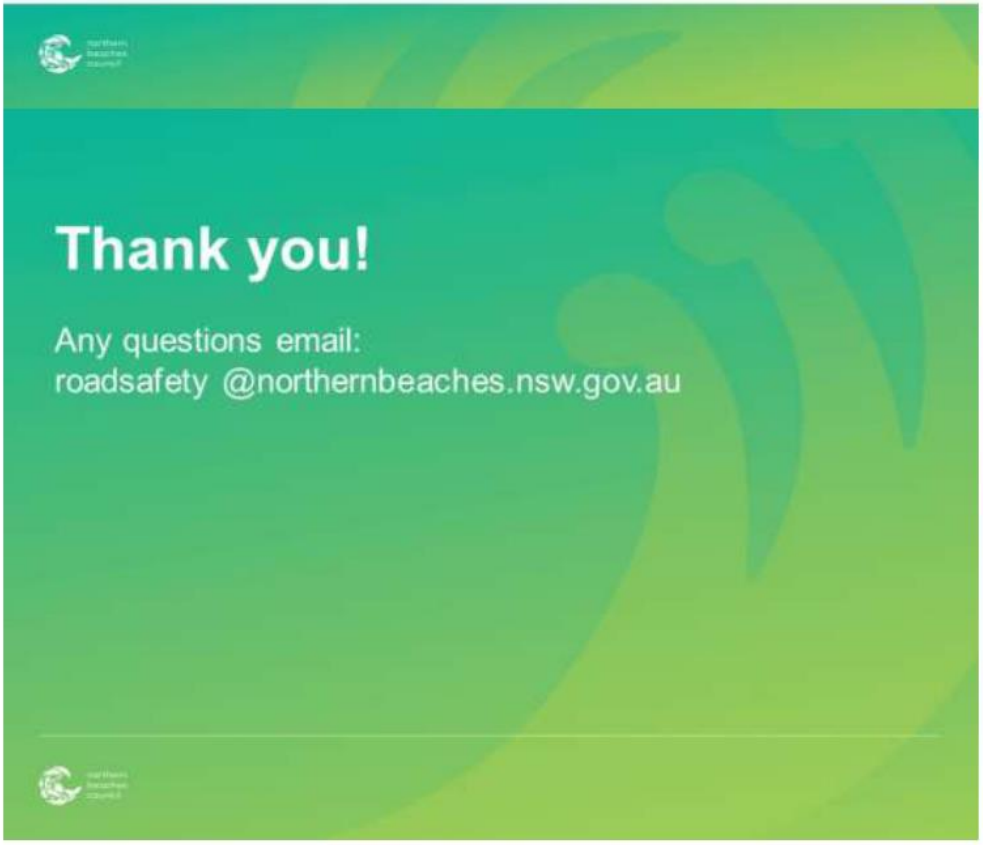
Main objectives

- Promote, encourage and raise community awareness that road safety is a shared responsibility and that the choices that people make and their behaviours can impact others on the road network.

- Identify factors of the safe system framework that council can support directly to improve road safety

Benefits to the community

- Provide the community with a road safety plan framework that will outline and prioritise road safety programs and services needed in the area.
- Educate road users and raise community awareness that road safety is a shared responsibility.



ATTACHMENT 2



1. Active to Schools

- **Goal:** increase active transport for school aged / young people
- **Completed:** survey schools on perception of safety around schools
- **To Do**: stakeholder workshops

2. Safer Schools

- **Goal:** improve pedestrian safety around the 80 local schools
- **Concerns:**

- Traffic and parking congestion near schools at drop off and pick up times
  - safety risk for children
- Preference for driving children to school
  - adds to congestion

Safer Schools - actions

- **Ongoing**
  - prioritise and review pedestrian safety at the 80 local schools
- **Completed**
  - various education campaigns and infrastructure improvements

Education campaigns, signs, flyers

- Campaigns: Walk/ ride safely to school
- Flyers: parking around schools
- Signs and banners: Slow down, park safely, Go 40

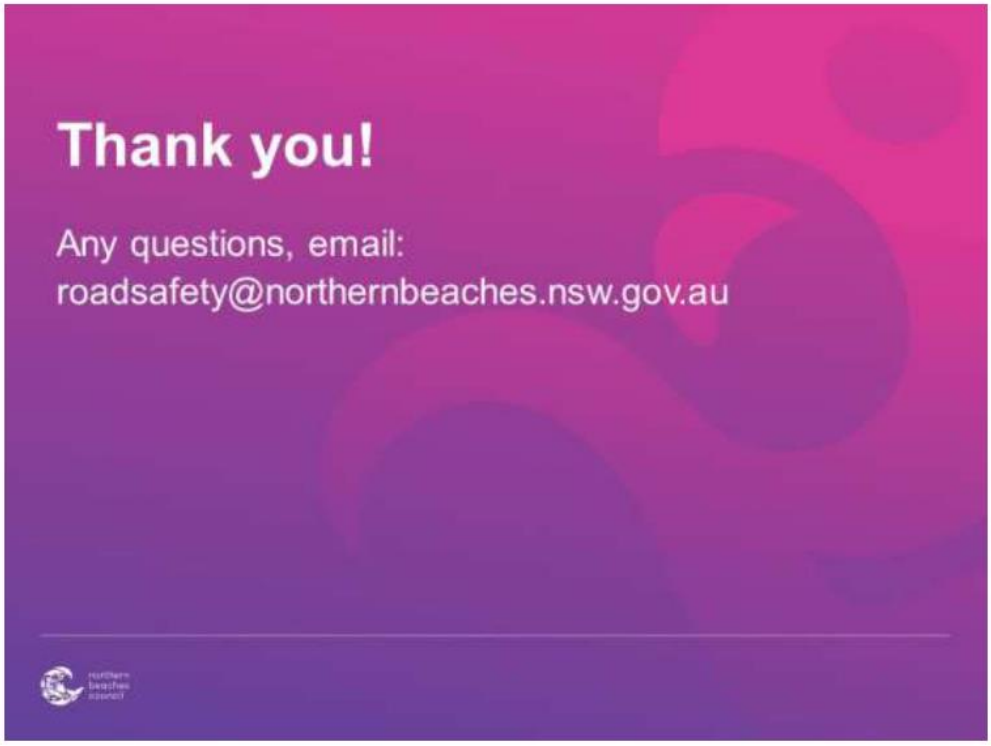


Infrastructure improvements completed

Improvements
- Pedestrian crossings
- Speed cushions prior to crossings
- Improved footpaths
- Pedestrian fencing
- Kerb blisters



Schools
- Balgowlah Heights
- Balgowlah Boys
- St Mary's Manly
- Wheeler Heights


Thank you!
Any questions, email:
roadsafety@northernbeaches.nsw.gov.au

Northern Beaches Transport Strategy – Transport Plans under development

Update on progress to date



Adopted Plan

- WALK was adopted by Council at the April meeting.
- Included with this was the draft delivery schedule and priority list

What's Next

- Parking Plan – Discussion paper late June
- Bike Plan – Draft to go to July Meeting
- Road Safety Plan – Draft to go to July Meeting
- Public Transport Plan – late 2019
- Road Network Plan – early 2020
- Freight Plan – early 2020



northern beaches council

Community & Belonging
Strategic Reference Group

MINUTES

COMMUNITY AND BELONGING STRATEGIC REFERENCE GROUP

held in the Guringai Room, Dee Why on

WEDNESDAY 28 AUGUST 2019

Minutes of the Community and Belonging Strategic Reference Group held on Wednesday 28 August 2019 in the Guringai Room, Dee Why Commencing at 6:05pm

ATTENDANCE:

Committee Members

Cr Candy Bingham (Chair)	
Cr Penny Philpott	
Cr Kylie Ferguson	
Roslyn Marsh	Avalon Preservation Association, Arts & Culture
Simon Moriaty	Community Representative, Curl Curl Ward
Michelle Povah	Northern Beaches Child & Family Interagency
Samuel Wilkins	Community Representative - Forest Ward, Youth, Arts & Culture
Cathy Hockey	Community Representative, Disability
Susan Watson	Easylink Community Transport, Seniors & Disability

Council Officer Contacts

Kylie Walshe	Executive Manager Community, Arts & Culture
David Kerr	Director Community & Belonging
Melissa Messina	Executive Manager Children's Services
Rosemary Nettleship	Manager, Family Daycare
Rob van den Blink	Manager, Youth & Community Development
Alicia Terry	Team Leader, Arts & Cultural Development
Sara Alidoust	Senior Social Planner
Annie Laing	Governance Officer

1.0 APOLOGIES

Apologies were received from Councillor Grattan, Lorrie Morgan, Dee Robbins, Margaret Shonk, Tamzin Lee and Maria-Elena Chidzey.

2.0 DECLARATION OF PECUNIARY AND CONFLICTS OF INTEREST

There were no declarations of pecuniary or non-pecuniary conflicts of interest.

3.0 CONFIRMATION OF MINUTES OF PREVIOUS MEETINGS

3.1 MINUTES OF COMMUNITY AND BELONGING STRATEGIC REFERENCE GROUP MEETING HELD 22 MAY 2019

(S Moriarty / M Povah)

That the Minutes of the Community and Belonging Strategic Reference Group meeting held 22 May 2019, copies of which were previously circulated to all Members, are hereby confirmed as a true and correct record of the proceedings of that meeting.

4.0 UPDATE ON ACTIONS FROM LAST MEETING

4.1 UPDATE ON ACTIONS FROM LAST MEETING

K Walshe advised that the Community Grants Program will be placed on the October Meeting Agenda.

5.0 AGENDA ITEMS

5.1 CHILDREN'S SERVICES ABORIGINAL RECONCILIATION ACTION PLAN

NOTE: David Kerr left the meeting at 6:33pm.

DISCUSSION

Melissa Messina and Rosemary Nettleship gave a presentation on this item and members discussed the following:

- The program has been launched across all Council centres which include Family Day Care, Pre-school, Children's Centres and Vacation Care.
- The feedback for the program has been all positive, with feedback being received at various centres.
- The Aboriginal Heritage Office has moved to a new space in Freshwater, Council is looking into the best way to display the large number of Aboriginal artefacts within the office so that eventually children and the whole community can view these.

- K Walshe advised a working group has been created with key stakeholders to work towards creating a meaningful Northern Beaches Reconciliation Action Plan.
- Members commended staff on their work in regards to this program.

5.2 DRAFT ARTS AND CREATIVITY STRATEGY

DISCUSSION

Staff gave a presentation on this item and members discussed the following:

- Over 100 submissions were received in response to the draft Arts & Creativity Strategy, demonstrating the passion that the community has for arts & culture.
- The Action Plan associated with the Strategy will be a living document.
- Consultation has occurred with 20 teams across Council in the development of this strategy, which has been well received by staff.
- Marketing and digital will be included in the Action Plan.
- This will be an organisation wide strategy, with the ownership not only with the Community, Arts and Culture unit.
- This will enable business units to incorporate different things for example sensory garden's.
- Members discussed the idea of a 'Digital Suggestion Box' to make it more collaborative for the community.

The updated presentation will be distributed to members.

ACTION: Bring the Arts and Creativity Strategy Action Plan to the October Meeting.

5.3 DRAFT COMMUNITY CENTRE STRATEGY AND DRAFT COMMUNITY CENTRE POLICY

DISCUSSION

K Walshe gave a brief update on this item and advised the following:

- A draft version of the Strategy will come to the October SRG meeting which will coincide with the Local Strategic Planning Statement being presented.
- Two new spaces have become available at Manly Library on level two.
- Works at the Manly Youth Centre are progressing on schedule and Community Northern Beaches are identified to move to the Council building in Raglan Street, Manly.
- At the most recent Council Meeting, Council responded to Cr Bingham's previous Notice of Motion relating to the future use of Council Chambers in Manly Town Hall and resolved:

  That:

  A. Council endorse the use of the Manly Town Hall Council chamber meeting rooms as publicly available community space for hire.

B. The proposed Manly Town Hall meeting room fees and charges be placed on exhibition for at minimum period of 28 days and reported back to Council.

5.4 NORTHERN BEACHES COUNCIL SOCIAL PLAN

DISCUSSION

Sara Alidoust and K Walshe gave a presentation on this item.

Members participated in a workshop to provide advice on the Social Plan vision and preferred methods of external community consultation, the results are at Attachment 1.

Members were asked for feedback from the consultation processes they have been involved with in the past the following feedback was received:

- Ensure to spread across the LGA and go to community members rather than expecting they come to Council, this includes youth in the area at skate parks, schools etc.
- Provide refreshments.
- Sessions similar to the atmosphere at Park House Mona Vale.
- Meet community members that are in need of outreach services at locations where they need to be.
- Parking and public transport should be available.
- Ensure to set expectations and be up front with what outcomes are proposed.
- Avoid using jargon and speak in the language of the audience.
- Check back in after the consultation to give feedback or results of what was done with the information received.
- Having staff there to take down the information received so that people feel as though they are being heard.

K Walshe advised that's Councils current objective is to have the Northern Beaches Social Plan to Council and adopted by the end of 2020.

ACTION: Michelle Povah to provide link to website that provides data relating to disadvantaged housing.

ACTION: Governance to send PowerPoint and future presentations as A4.

6.0 GENERAL BUSINESS

Cr Bingham advised that Council staff will be checking in with members who may wish to review their place within the Community and Belonging SRG. Members provided feedback on the length of the current term.

SUMMARY OF ACTIONS

ITEM NO.	ACTION	RESPONSIBLE OFFICER	DUE DATE
5.2	Bring the Action Plan to the October Meeting.	A Terry / R van den Blink	30 October 2019
5.4	Michelle Povah to provide link to website that provides data relating to disadvantaged housing.	K Walshe	30 October 2019
5.4	Governance to send PowerPoints and future presentations as A4.	A Laing	Ongoing

ATTACHMENT 1

Community and Belonging SRG Workshop

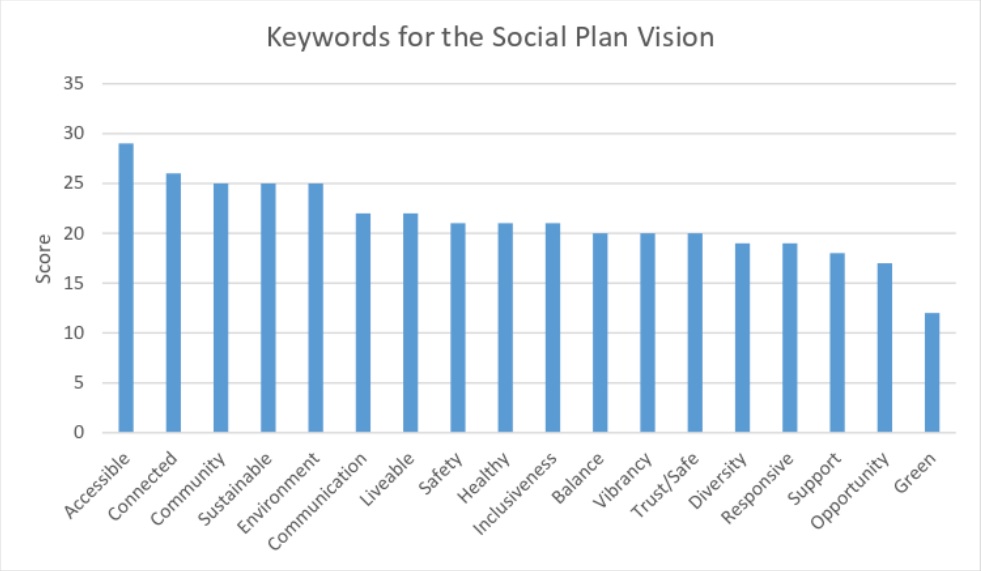
Developing the Northern Beaches Social Plan

Date: 28 August 2019

Workshop Findings Summary

Vision

Below is a list of the main keywords for the Social Plan vision, identified by the workshop participants. Each person was asked to write down 3 main keywords for the Social Plan vision. The keywords were then scored by other participants.



Note: The keywords are scored as below:
Not important: 0
Somewhat important: 1
Important: 2
Very important: 3
Extremely important: 4

Stakeholders

Following is a combined list of Social Plan stakeholders identified by the workshop participants:

Social Plan Stakeholders

Local Businesses
- Malls
- Hotels, Hostels
- Small Business Groups
- Shops
- Restaurants, Caterers
- Entertainment Groups

Education
- Pre-Schools, Schools
- Education Bodies at All Levels, Including Language Programs
- Training Authorities
- Early Childhood Centres
- Tafe
- UTA

Population Groups
- Youth
- Families
- Older People
- Single People
- Employed People
- Unemployed People
- Students
- Tourists-Visitors
- Commuters, e.g. by Bus and Car
- General community

Building and Construction
- Infrastructure Specialists
- Planners, Architects, Engineers
- Housing Industry
- Developers

Community Services
- LGBTI Services
- Rotary Australia
- Lions Club
- Lifeline
- Domestic Violence Services
- Drug and Alcohol Services
- RSL Club
- Disability Service Providers
- Churches
- Aged Care Centres, Retirement Villages
- Multicultural Groups
- Service Organisations
- Health Services

- Mental Health Services
- Suicide Support Centres
- Inter-agencies, including CDAT, Child and Family, Ageing, Homeless, Mental Health, Youth
- P&C's
- Creative Venues and Industries, including Galleries
- Libraries

Community Advisory Groups:

- Strategic Reference Groups
- Other Advisory Groups

Open Public Spaces

- Children's Playgrounds
- Dog Parks
- Brookvale Oval
- Community Gardens
- National Parks and Reserves, Flora and Fauna, Manly Dam
- Skate Parks

Local/Community Groups

- Community Groups, including Choirs, Sports, Arts, Music and Theatre
- Volunteer Interest Groups
- Employers of Volunteers
- Artists
- Networking Groups
- Residents' Association
- Resident Groups
- Sports Groups, i.e. Netball

State and Federal Government including

- NSW Police Force
- Fire and Rescue NSW
- PHN
- Carers NSW
- Transport NSW
- Roads and Maritime Services NSW

Others:

Communication, including IT, NBN, Wifi
Employment Authorities
Sporting Bodies
Environment, Water, Gas, Energy, Sewerage
Marine Scientists
Film-TV Industry
Chamber of Commerce
Demographers

The meeting concluded at 7:59pm

This is the final page of the Minutes comprising 10 pages
numbered 1 to 10 of the Community and Belonging Strategic Reference Group meeting
held on Wednesday 28 August 2019 and confirmed on Wednesday 30 October 2019

northern beaches council

Environment
Strategic Reference Group

MINUTES

ENVIRONMENT
STRATEGIC REFERENCE GROUP

held in the Coastal Environment Centre, Narrabeen on

THURSDAY 29 AUGUST 2019

Minutes of the Environment Strategic Reference Group held on Thursday 29 August 2019 in the Coastal Environment Centre, Narrabeen Commencing at 6:00pm

ATTENDANCE:

Committee Members

Cr Alex McTaggart (Chair)	
Cr Natalie Warren	
Cr Stuart Sprott	
Sophie Scott	
Alan Jones	
Tom Hazell	
David Tribe	
Nigel Howard	
Jacqueline Marlow *(arrived at 6:15pm)*	Friends of Narrabeen Lagoon Catchment
Billy Bragg	
Scott Markich	

Council Officer Contacts

Todd Dickinson	Director Environment and Sustainability
James Leigh	Acting Executive Manager Environment and Climate Change
Adrian Turnbull	Manager Coast and Catchments
Ed McPeake	Manager Greener Communities
Jacqueline Grove	Manager Environment Resilience and Climate Change
Kara Taylor	Senior Sustainability Officer
Ruby Ardren	Project Leader- Water Management

1.0 APOLOGIES

Apologies were received from R Conroy, M Mcrae, A Petrolo, and Cr Warren.

The Chairperson highlighted to the group that Cr Daley has resigned from the Environment SRG.

2.0 DECLARATION OF PECUNIARY AND CONFLICTS OF INTEREST

There were no declarations of pecuniary or non-pecuniary conflicts of interest.

3.0 CONFIRMATION OF MINUTES OF PREVIOUS MEETINGS

3.1 MINUTES OF ENVIRONMENT STRATEGIC REFERENCE GROUP MEETING HELD 30 MAY 2019

DECISION

That the Minutes of the Environment Strategic Reference Group meeting held 30 May 2019, copies of which were previously circulated to all Members, are hereby confirmed as a true and correct record of the proceedings of that meeting.

S Sprott / S Markich

3.2 MINUTES OF EXTRAORDINARY ENVIRONMENT STRATEGIC REFERENCE GROUP HELD 13 AUGUST 2019

DECISION

That the Minutes of the Extraordinary Environment Strategic Reference Group held 13 August 2019, copies of which were previously circulated to all Members, are hereby confirmed as a true and correct record of the proceedings of that meeting subject to the deletion of the below action recorded in the Summary of Actions:

ITEM NO.	ACTION	RESPONSIBLE OFFICER	DUE DATE
6.0	That Cr Stuart and Cr Warren to prepare a Mayoral Minute regarding a Biodiversity Connectivity Plan	Cr Stuart and Cr Warren	29/08/2019

S Sprott / S Markich

4.0 UPDATE ON ACTIONS FROM LAST MEETING

Discussion arose regarding the following Council meeting reports being reported to September's Council meeting instead of August's Council meeting:

- Public Exhibition of the Draft Environment and Climate Change Strategy
- Public Exhibition of the Draft Bushland and Biodiversity Policy

NOTE:

J Marlow arrived at 6:15pm.

5.0 AGENDA ITEMS

5.1 UPDATE ON DRAFT ENVIRONMENT & CLIMATE CHANGE STRATEGY

DISCUSSION

T Dickinson, Director Environment and Sustainability, provided an update regarding this topic. The following points were discussed:

- The Draft Environment and Climate Change Strategy (the Strategy) will be presented to Council in September with the recommendation that it be placed in public exhibition.
- The Strategy will be delivered through a series of actions plans, which are short term actions (four years) and will align with Council's Delivery and Operational Plan.
- Council will evaluate the progress of the Strategy against the goals, commitments and aspirations with a detailed assessment, report and review to be completed every four years, in addition to the normal annual reporting programs.
- Once the Draft Environment and Climate Change Strategy has been adopted the Draft Climate Change Action Plan will be finalised.

DECISION

That the Environment Strategic Reference Group note the update.

5.2 ENVIRONMENT CENTRES REVIEW WORKSHOP

DISCUSSION

T Dickinson, provided a presentation about the Manly Environmental Centre and the Coastal Environmental Centre (the Centres) review. The following points were discussed:

- Environment SRG members have been briefed on this topic at the December meeting. SRG members were requested to provide feedback on both centres.
- Process that has been followed during the review including the sources of background information for the review such as the Environmental Perceptions Survey, staff survey, stakeholder engagement and general community survey.
- Current activities, statistics around visitation to the Centre.

SRG members provided feedback on the Environment Centres Review. The following points were raised:

- Vision for the Centres helping the community understand about environmental issues.
- The scope of the centres could be expanded
    - Provide more focus on bushland topics
    - Provide more focus on freshwater topics

- Educate on carbon emissions reductions and how to reduce water consumption
- Expand the opening hours to include the weekends
- Implement more educational interactive displays.
- Award for most sustainable house in the Northern Beaches should be implemented.
- Organise environmental events.
- Organise monitoring programs of the water quality in creeks so school kids can get involved
- Waste reduction

- Types of services that could be considered at the environment centres including:
  - Hot Desks (shared office space)
  - Information for the community
  - Sustainable homes and insulation demonstration such as information on solar panels that are installed on a centre and how much energy they are harvesting
- Location of centres
  - Consider locations that will enable the highest visitation rates
- Opportunities to improve delivery through better partnerships with:
  - Department of Education
  - Schools so students can visit the Centres more often.
  - Eg: Bunnings to organise workshops on sustainability initiatives
- Funding
  - Source additional funding through Government grants
- Consistency of purpose and service of the Centres.

The following questions were raised:

- Should the services offered at the centres be restricted by location? No
- Should each environment Centre provide a different service? Or should both Centres provide the same service?
  Each environment Centre should provide similar services at each location.
- What is the purpose of the centres?
  The purpose of the Centres is to keep Northern Beaches Council identity, providing similar services at each location.

SRG members were requested to provide any additional feedback/comment to the Chairperson or T Dickinson directly.

NOTES:

T Dickinson left the meeting at 7:39pm

A Jones left the meeting at 8:15pm

DECISION

That the Environment Strategic Reference Group participate in a workshop to assist with the review of Council's Environment Centres.

5.3 DRAFT WATER MANAGEMENT FOR DEVELOPMENT POLICY

DISCUSSION

A Turnbull, Manager Coast and Catchments, J Leigh, Acting Executive Manager Environment and Climate Change and R Ardren, Project Leader –Water Management provided a presentation to the group. The following points were discussed:

Relevant plans, policies and legislation

- Water quality.
- Water efficiency and stormwater management.
- The Draft Water Management for Development Policy will be likely presented to Council on 24 September 2019, and will be placed on public exhibition for further adoption.

SRG members raised the following questions:

- Is a compliance statement included in the Draft Water Management for Development Policy? Yes
- Are creek lines regulated under this policy? No, as the Draft Water Management for Development Policy regulates developments across entire catchments, while creeklines/riparian management have their own policies and development controls
- Have water tanks been included in the policy? Yes

DECISION

That the draft Water Management for Development Policy be noted and that SRG members will receive notification once the Policy is on public exhibition, for an opportunity to provide specific feedback.

5.4 DRAFT CLIMATE CHANGE ACTION PLAN UPDATE

DISCUSSION

J Grove, Manager Environment Resilience and Climate Change and K Taylor, Senior Sustainability Officer provided a presentation on this topic.

Key words that resonated with each topic from the Draft Climate Change Action Plan were highlighted to the group.

An example of an action and how it will be implemented and delivered was presented to the group.

SRG members raised the following questions:

- Would the achievable and measurable targets of each action be highlighted in the Draft Climate Change Action Plan?

- What resources is Northern Beaches Council allocating to achieve each action?
- Are actions within the list being prioritised?
- How does the Draft Climate Change Action Plan fit together with reusable energy?

ACTION

- That the Draft Climate Action Change Plan be circulated to the SRG members for comment.
- That B Bragg email the Chairperson regarding the presentation item for the next Environment SRG meeting.

DECISION

That the Environment Strategic Reference Group participate in the discussion and provide feedback on the Climate Change Action Plan.

6.0 GENERAL BUSINESS

SUMMARY OF ACTIONS

ITEM NO.	ACTION	RESPONSIBLE OFFICER	DUE DATE
5.4	That the Draft Climate Action Change Plan be circulated to the SRG members for comment.	J Grove	Future meeting
5.4	That B Bragg email the Chairperson regarding the presentation item for the next Environment SRG meeting	B Bragg	October meeting

The meeting concluded at 8:42pm

This is the final page of the Minutes comprising 7 pages
numbered 1 to 7 of the Environment Strategic Reference Group meeting
held on Thursday 29 August 2019 and confirmed on Thursday 7 November 2019



MINUTES

ECONOMIC AND SMART COMMUNITIES STRATEGIC REFERENCE GROUP

held in the Councillors Room, Manly on

WEDNESDAY 29 MAY 2019

Minutes of the Economic and Smart Communities Strategic Reference Group held on Wednesday 29 May 2019 in the Councillors Room, Manly Commencing at 6:02pm

ATTENDANCE:

Committee Members

Mayor Michael Regan (Chair)	
Cr David Walton	
Cr Sue Heins	
Cr Stuart Sprott	
Saul Carroll	Small local business
Andy West	
Stuart White	Microsoft Australia
Peter Middleton	Newport Residents Association
Ngaire Young	Northern Beaches Campus, TAFE NSW
Gordon Lang	
Alan McNamara	
Alexander Coxon	

Council Officers

Kath McKenzie	Executive Manager, Community Engagement & Communications
Nathan Rogers	Chief Information Officer
Katie Kirwan	Governance Officer (Minutes)
Deb Kempe	Team Leader, Economic Development & Tourism
Nicole Silburn	Tourism Coordinator
Nikki Griffith	Manager Place & Economic Development
Campbell Pfeiffer	Executive Manager Property
Kristie Debney	Manager, Property, Commercial & Tourist Assets
Claire Chaikin-Bryan	Project Manager

1.0 APOLOGIES

Apologies were received from Geri Moorman, Drew Johnson and Saul Carroll.

2.0 DECLARATION OF PECUNIARY AND CONFLICTS OF INTEREST

There were no declarations of pecuniary or non-pecuniary conflicts of interest.

3.0 CONFIRMATION OF MINUTES OF PREVIOUS MEETINGS

3.1 MINUTES OF ECONOMIC AND SMART COMMUNITIES STRATEGIC REFERENCE GROUP MEETING HELD 7 MARCH 2019

DECISION

That the Minutes of the Economic and Smart Communities Strategic Reference Group meeting held 7 March 2019, copies of which were previously circulated to all Members , are hereby confirmed as a true and correct record of the proceedings of that meeting.

4.0 UPDATE ON ACTIONS FROM LAST MEETING

ITEM NO.	ACTION	RESPONSIBLE OFFICER	DUE DATE
4.1	Present the complete key findings from the survey at the next Economic & Smart SRG meeting on 29 May 2019. **Update:** Item on the Agenda.	D Kempe	29 May 2019
4.2	Send feedback to K McKenzie to be later on shared with others. **Update:** No feedback received.	SRG	May 2019
4.4	Provide the group with regular quick updates on the Smart Beaches Project. **Update:** Ongoing Agenda item.	C Chaikin-Bryan	Ongoing
5.0	Inform the group on the Property Management Policy workshop time. **Update:** Action complete.	K McKenzie	May 2019
5.0	Inform of the proposed time for the 2020 budget exhibition.	K McKenzie	May 2019

	Update: Exhibition period extended to Sunday 2 June 2019.		
5.0	Inform the group of when the Property Management Policy goes on exhibition. **Update:** Action complete.	K McKenzie	May 2019
5.0	Send out a copy of the Property Management Policy to the Group. **Update:** Action complete.	K McKenzie	May 2019

5.0 AGENDA ITEMS

Note: *Cr Sprott left the meeting due to previously disclosed significant, non-pecuniary interest relation to Item 5.1 – 'Presentation on Outdoor Dining Fees Valuation'.*

5.1 PRESENTATION ON OUTDOOR DINING FEES VALUATION – CAMPBELL PFEIFFER

DISCUSSION

C Pfeiffer provided a presentation on Outdoor Dining – Fees and Charges *(Attachment 1)* and gave members an overview on the framework and methodology of evaluation used to calculate outdoor dining fees.

C Pfeiffer noted that Council adopted the Northern Beaches Council Outdoor Dining and Merchandise Policy on 28 May 2019.

There was general discussion about the rationale for Council's fee's and the variations between suburbs.

Members discussed the potential for Council to subsidise local businesses as a means of incentive, and whether Council has ever examined what economic benefit this would have to the community. Members queried what influence and role the SRG should be playing in this.

C Pfeiffer noted that although the Outdoor Dining policy is now adopted, Council's fees and charges will be presented at the next meeting on 25 June 2019 to be endorsed for public exhibition. Members will be able to make a submission via Council's Your Say page.

Note: C Pfeiffer and K Debney left the meeting at 6:36pm

Note: A West joined the meeting at 6:36pm

Note: Cr Sprott returned to the meeting at 6:36pm

5.2 DESTINATION MANAGEMENT PLAN UPDATE – DEB KEMPE

DISCUSSION

D Kemp provided members with an update on the Destination Management Plan and the recent tourism summit that took place on 20 May 2019 (*Attachment 2*).

D Kempe noted that the consultation and data collected would be presented in a discussion paper for community feedback at a later date.

Members participated in two workshops:

1. To what extent do the following experience pillars aspire to what we want the Northern Beaches to be known for as a premier visitor destination, and what are the opportunities and barriers to achieving this:

    a. Extraordinary Urban Coast Culture
    b. Extraordinary Nature
    c. Extraordinary Creativity
    d. Extraordinary Shared Heritage
    e. Extraordinary Events

Members discussed and provided feedback and suggestions (*Attachment 3*).

2. Draft Position Statement: which of the words of the following position statement resonate with members?

    'The Northern Beaches is an extraordinary destination offering a unique blend of world-class bush and beach experiences interspersed with vibrant villages that reflect our contemporary coastal lifestyle'.

Members discussed which of the words in the statement resonated with them. (*Attachment 3*).

Note: K McKenzie left the meeting at 7:16pm

5.3 PLACE ACTIVATION UPDATE – NIKKI GRIFFITH

DISCUSSION

N Griffith provided members with an update on current and planned activation plans at Seaforth, Newport and Spring Nights at Forestville. She noted that that consultation on Newport is due to begin shortly.

N Griffith discussed the success of Spring Nights at Forestville and noted that several businesses are now meeting monthly and some night-time activity has already started. N Griffith advised that a proposal for a Spring into Mona Vale is in the planning phase and Council are engaged with the chamber of commerce and local businesses.

N Griffith provided members with an overview of the Freshwater activation plan and the ongoing challenges with this. Members briefly discussed various potential suggestions for this precinct as a means to address the lack of fresh produce outlets.

5.4 SMART BEACHES PROJECT UPDATE – CLAIRE CHAIKIN-BRYAN

DISCUSSION

C Chaikin-Bryan presented a promotional video and provided members with a confidential update on the Smart Beaches project, discussing the projects' current focus.

C Chaikin-Bryan also noted that Council will be trialling two self-compacting bins at Shelly Beach before commencement of summer.

6.0 GENERAL BUSINESS

Nil.

The meeting concluded at 7:56pm

This is the final page of the Minutes comprising 6 pages
numbered 1 to 6 of the Economic and Smart Communities Strategic Reference Group meeting
held on Wednesday 29 May 2019 and confirmed on Wednesday 28 August 2019

Attachment 1

12/06/2019

OUTDOOR DINING

FEES & CHARGES



COUNCIL POLICY FRAMEWORK

- Northern Beaches Council Pricing Policy
  - Market Based Pricing - The price of the service is determined by examining alternative prices of surrounding service providers (this also may or may not recover the full cost of the service).
- Pittwater Property Management Policy
  - Commercial Organisations (Restaurants, Kiosks and any other fully commercial enterprise run for commercial gain on operational land) will be permitted to lease or license facilities which are located on property held for Capital Appreciation or property held for Income Generation or in certain circumstances on Community Land. As such, income received from the lease or license should be maximised.
  - Subsidised rental should not be considered.
  - Rental will be based on a market rate, determined with the guidance from a licensed Valuer selected from Councils tendered panel or a market appraisal obtained from a local agent.
  - Rents will be reviewed every 12 months in line with the terms of the lease/licence agreement.
- Warringah Council Property Acquisition and Disposal – (Negotiation on Purchase Price)
  - From time to time Council undertakes the purchase or sale of property. In these circumstances, the General Manager is empowered to seek valuation of the property.

1

12/06/2019

COMMERCIAL/PRIVATE USE OF PUBLIC LAND

- Why charge for commercial or private use of public land?
- How do we value land?
- For what purposes do we consider commercial/private use of public land?



VALUATION REPORTS

FPV Consultants

CURRENT MARKET VALUATION

EASEMENT TO DRAIN WATER OVER NANBARREE RESERVE
ADJACENT TO 11 HOGAN STREET, BALGOWLAH HEIGHTS



DATE OF VALUATION: 12 DECEMBER 2018

Preston Rowe Paterson

VALUATION REPORT

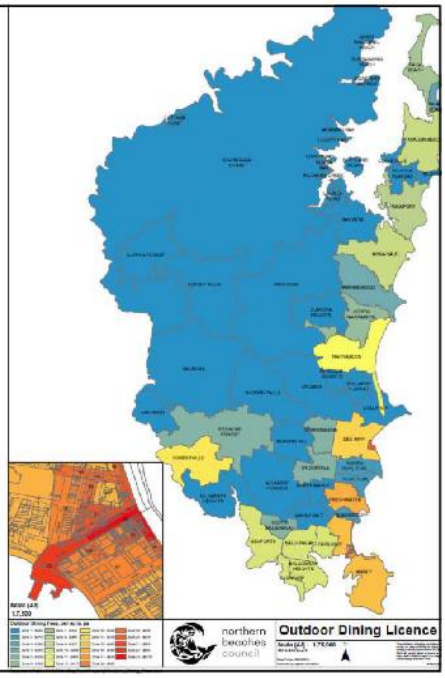


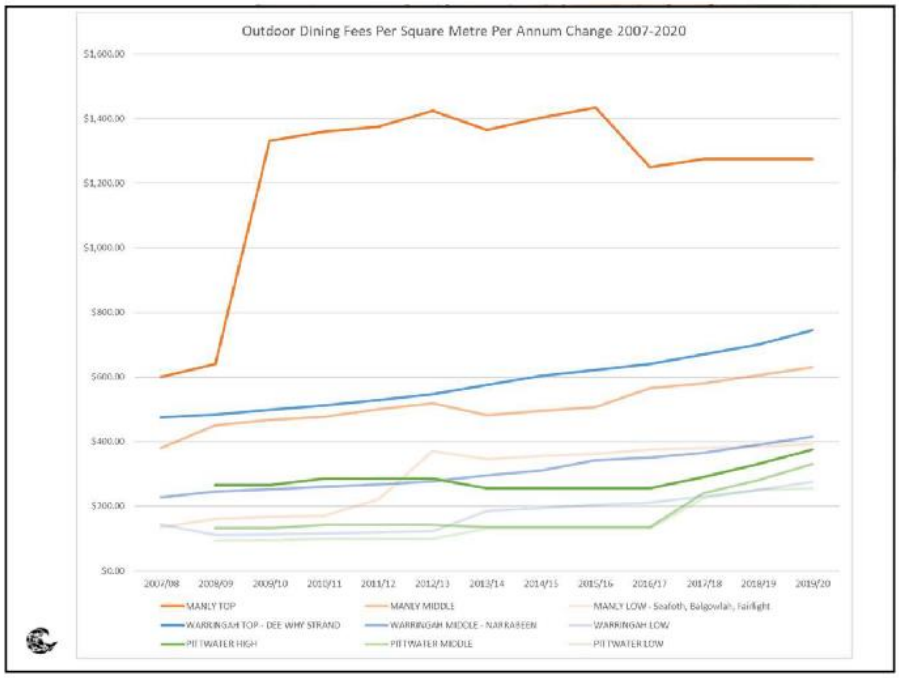
Property Type:	Outdoor Dining/Footpath Trading	Date of Valuation:	16 January 2018
Property Address:	Northern Beaches Local Area Government	PRP Online File Reference:	71088
Instructing Party:	Northern Beaches Council	Purpose of Valuation:	Licence Fee Assessment

12/06/2019

FEES AND CHARGES FOR OUTDOOR DINING

- 23 Zones
- Prices range from $255 - $1275 per sqm per annum
- Not yet reached Market Valuation figures due to phased increase





3

12/06/2019

VALUATION METHODOLOGY

Each location was benchmarked against other areas and valuations take into account relevant features.

These value driving features include;

- *A loading for the Manly locality*
- *beach/harbour/prominent feature location/views,*
- *on/adjacent to a pedestrian mall i.e. busy or quiet*
- *location, proximity to public transport,*
- *proximity to car parking,*
- *economies of agglomeration/destination food and beverage and*
- *proximity to high density residential and or hotel, area and nature of tenancy (noting the last two are not known, however we are of the opinion they play a detrimental factor towards driving value).*

WHY CHARGE OUTDOOR DINING FEES FOR USE OF PUBLIC LAND





*The cost involved in providing an environment conducive to outdoor dining can be substantial. Recognising that businesses with outdoor dining derive financial benefit from their use of well-regulated and maintained public land, businesses are charged usage fees, which partially cover the cost, borne.

Outdoor dining fees are levied not only in recognition of the fact that public land is being used for commercial purposes, but that the fees are also a reasonable contribution to the significant infrastructure, maintenance and regulatory costs borne by Council and which benefit restaurants and cafes.

LOCAL GOVERNMENT NSW *Reference LGNSW Submission to the NSW Small Business Commissioner on the outdoor dining fees position pape

4

12/06/2019


STATE OF PLAY
Pre Amalgamation
189 approvals
3 different policies and approval processes
Wide disparity in fees


STATE OF PLAY
Post Amalgamation
211 approvals
January 2017 first post amalgamation valuation
January 2018 second post amalgamation valuation
Approach – fee increase as per valuation (phased in over 3-5 years)
Outdoor Dining and Merchandise Policies being harmonised
Streamlined approval process, policy & guide

5

12/06/2019

DEMAND FOR OUTDOOR DINING

	Before Amalgamation FY2015/16		Forecast FY2018/19		Forecast FY2019/20	
	Number of Approval	Total income per annum	Number of Approval	Total income per annum	Number of Approval	Total income per annum
Former Manly	59	$471,130.63	81	$693,777.40	81	$718,100.23
Former Warringah	71	$240,058.47	75	$341,626.46	75	$389,654.47
Former Pittwater	50	$107,787.00	55	$179,636.75	55	$200,060.73
Total	**189**	**$818,976.10**	**211**	**$1,215,040.61**	**211**	**$1,301,437.93**

* Does not include outdoor dining licence/lease on non-road reserve land

KD1

WHERE DO FEES FOR PRIVATE USE OF PUBLIC LAND GO

Prevention of:



Construction of Community Projects:






Service Delivery:




6

12/06/2019

SETTING OUTDOOR DINING FEES

Option 1 – Market Rate

External Valuer Review every 3-5 years

Option 2 – Subsidised Rate

Subsidised rate at Councillor discretion

Option 3 – Some other approach?

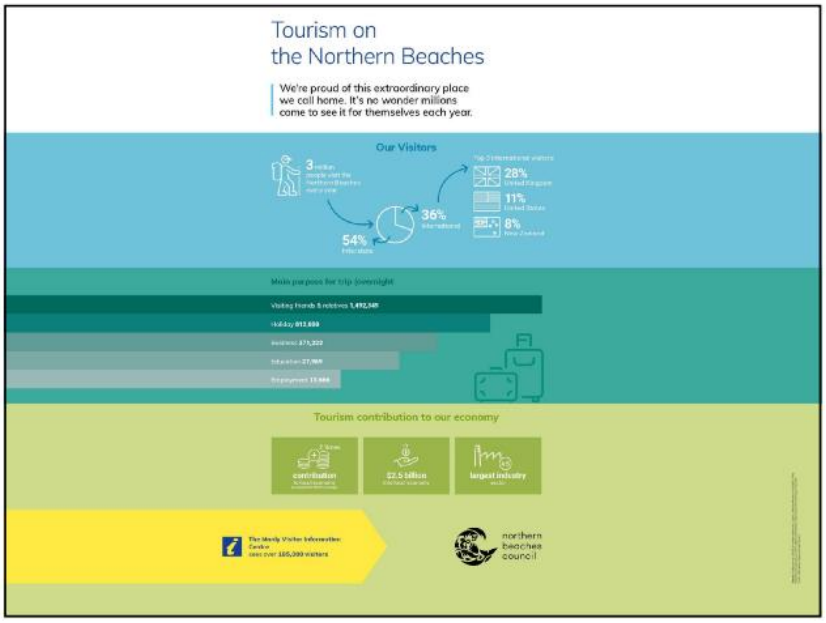


7

12/06/2019

Attachment 2





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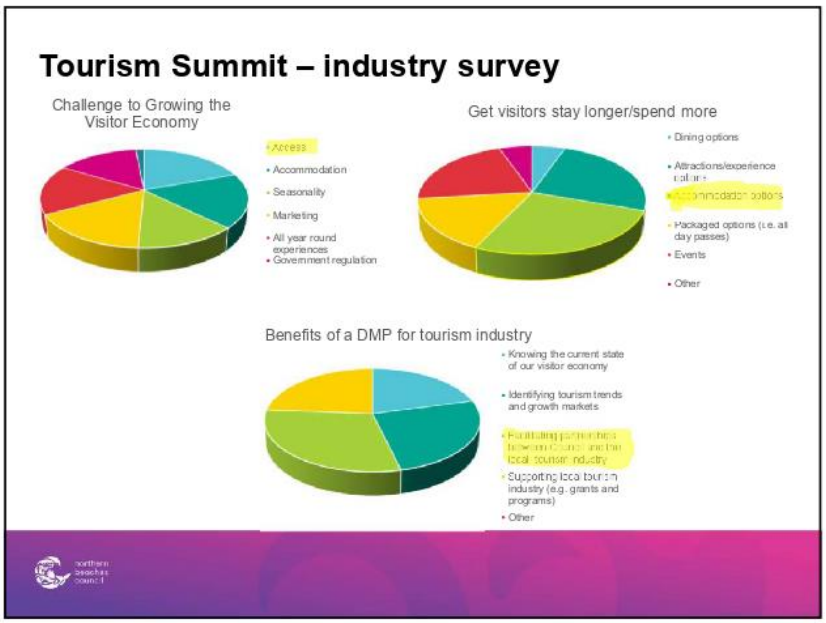
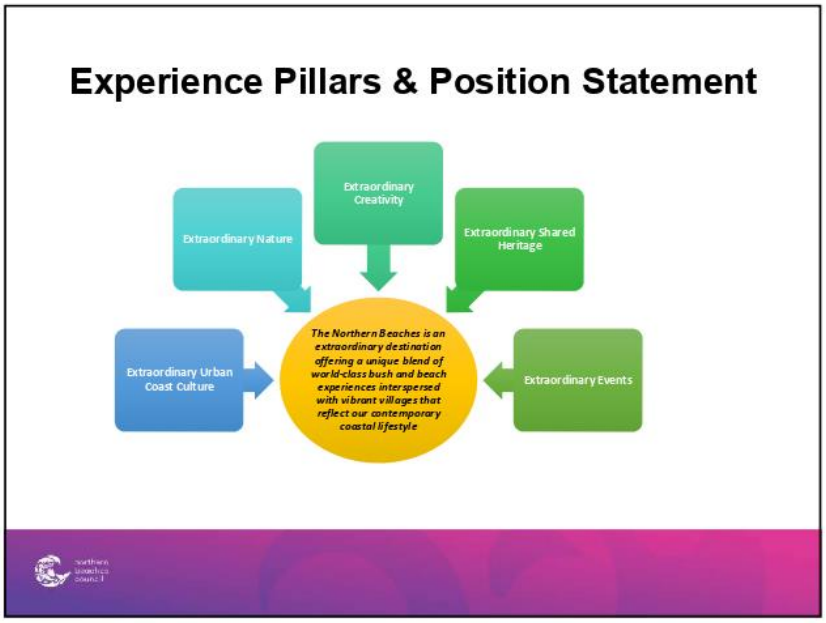
12/06/2019


Tourism Summit – industry survey
Challenge to Growing the Visitor Economy
Access
Accommodation
Seasonality
Marketing
All year round experiences
Government regulation
Get visitors stay longer/spend more
Dining options
Attractions/experience options
Accommodation options
Packaged options (i.e. all day passes)
Events
Other
Benefits of a DMP for tourism industry
Knowing the current state of our visitor economy
Identifying tourism trends and growth markets
Facilitating partnerships between Council and the local tourism industry
Supporting local tourism industry (e.g. grants and programs)
Other


Experience Pillars & Position Statement
Extraordinary Creativity
Extraordinary Nature
Extraordinary Shared Heritage
Extraordinary Urban Coast Culture
The Northern Beaches is an extraordinary destination offering a unique blend of world-class bush and beach experiences interspersed with vibrant villages that reflect our contemporary coastal lifestyle
Extraordinary Events

2

12/06/2019

Workshop – Experience Pillars (part 1)

- Do these Experience Pillars, reflect our comparative advantage?
- What current or future experiences could deliver these pillars?

Workshop – Draft Position Statement (P2)

"The Northern Beaches is an extraordinary destination offering a unique blend of world-class bush and beach experiences interspersed with vibrant villages that reflect our contemporary coastal lifestyle"

- What words/values resonate
- What words/values do not resonate
- What words/values are missing

3

12/06/2019

Experiences that deliver on the pillars

Urban Coast Culture
- Coast Walk with public art offering
- Creating extraordinary Northern & Southern Gateways
- Leveraging surfing culture and outdoor sporting pursuits

Nature Based Tourism
- Maximising the region's spectacular waterways and bushland
- Walking trails (Ku-ring-gai Chase NP), Mountain biking, Glamping, Content creation for nature based experiences

Creativity
- Very strong local artistic community
- Opportunity for the Northern Beaches Coast Walk

History and heritage
- Including **Aboriginal tourism** and **surf culture** of the region

Events
- From larger 'destination' to local, small-scale events to create vibrant local communities

Consultation Insights - Opportunities/Strengths

- **Surfing & sailing culture; outdoor recreation & sporting** pursuits
  - Industry innovation + events to promote our active and healthy lifestyle
- **Art and creative** industries
  - Very strong local artistic community
  - Opportunity for the Northern Beaches Coast Walk
- **History and heritage**
  - Including **Aboriginal tourism** and **surf culture** of the region
- **Nature-based tourism**
  - Maximising the region's spectacular waterways and bushland
- **Events**
  - From larger 'destination' to local, small-scale events to create vibrant local communities

4

12/06/2019

Growth Market Opportunities

- Visiting Friends & Relatives
- More active families
- Active 55+
- Contemporary women travellers
- High-end/luxury market
- Millennials
- Special-interest travel for:
  - Events
  - Nature & Adventure
  - Food & Drink
  - Art & Culture
  - Sport & Recreation



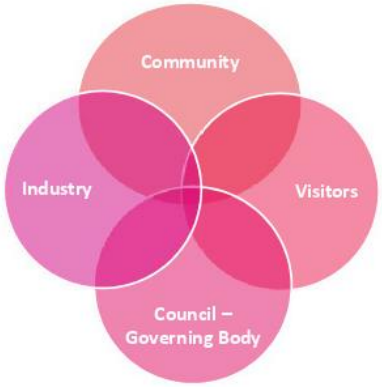
OUR MARKETING FOCUS



5

12/06/2019

Consultation



To date, consultation has been undertaken with:

- **Strategic Reference Group** – Economic Development & Smart Communities
- **Visitor Survey –** 613 (Manly, Palm Beach)
- **Tourism & hospitality industry –** Tourism Summit and 1:1 interviews/workshops
- **Key stakeholders**, including Aboriginal Heritage Office, Destination NSW, NPWS, Sydney Harbour Federation Trust, NSW TAFE & ICMS
- **Council staff** across various teams

6

Attachment 3

Northern Beaches Council

SRG Economic & Smart Communities Workshop – 29 May 2019

URBAN COAST CULTURE PILLAR

Current	Potential
Destination App - Bike Trail, Walks, Accessibility, Points of Interest, Restaurants, Accommodation	Optimise Outdoor Events (eg Long Reef light & sculpture walk (former Warringah)
	Packed events need accommodation
	Wide variety of types of activities – needs centralised promotion
	Glamping destination
	Golf Club Tours
	Guided Walking Tours
	Overnight hiking with huts "Tramping"
	Adventure race destination – run, ride, kayak races etc
	More wider range of accommodation
	Need more affordable cafes/restaurants in Palm Beach
	Better regional branding
	Cafés and restaurants in key areas need to stay open longer (Palm Beach eg the Boat House Café closes at 2pm)
	Highlight Surf Culture activities

NATURE BASED TOURISM PILLAR

Current	Potential
Mountain Bike Tours	Ocean pool challenge
	Greater coordinated promotion of indigenous art culture and overall influence
	Improved access to rental water craft
	Multi-day hiking with overnight huts
	Natural Health and wellbeing
	Narrabeen Lakes – activity and dining packages
	Mountain Biking destination - access to National Parks
	Guided botanical walks
	National Park access and glamping

	Encourage water based tours (eg kayak, sup paddle, canoe, snorkel)

SHARED HERITAGE PILLAR

Current	Potential
	Indigenous history and location tours
	Aboriginal community engagement authentic experiences
	Industrial Heritage (Military)
	Thematic Heritage mapping
	Tell the "Eves Cove" story much more widely
	Register people and assets
	Indigenous heritage guided walks
	Surfing and beach culture
	Unknown – needs better packing and promotion

EVENTS PILLAR

Current	Potential
Clone successful smaller area activities and encourage other areas eg Pittwater Artists Trail	Promote events beyond NBC – drawn outsiders in
Events beyond Manly	Utilise sports grounds for marquee events in Summer (January) competition break eg 1964 Newport Folk Festival on Newport Oval
	Inter-beach volley ball comp eg Manly vs ???
	Adventure race venue
	Create or support more bigger events over a wider range of localities
	Beach X-Games (+ culture)
	Rugby 7's
	Women Sport
	Mountain Bike annual "World Cup Venue"
	Live Music – event, culture, arts

ARTS AND CREATIVITY PILLAR

Current	Potential
Highlight Manly to Palm Beach Public Art Trail & Sculptures	Outdoor Music Festivals "Mature audience"

Regional Manly Art Gallery – marketing of	Farmers markets “paddock to plate”
Glen Street Theatre - marketing of	More live music
	John Corlett Shakespeare Festival
	School Theatre



MINUTES

ECONOMIC AND SMART COMMUNITIES STRATEGIC REFERENCE GROUP

held in the Councillors Room, Manly Town Hall on

WEDNESDAY 28 AUGUST 2019

Minutes of the Economic and Smart Communities Strategic Reference Group held on Wednesday 28 August 2019 in the Councillors Room, Manly Town Hall Commencing at 6:07pm

ATTENDANCE:

Committee Members

Mayor Michael Regan (Chair)	*(Left the meeting at 7:06pm)*
Cr David Walton	
Cr Sue Heins	
Cr Stuart Sprott	
Andy West	
Drew Johnson	Manly Business Chamber (*Left the meeting at 7:06pm)*
Peter Middleton	Newport Residents Association
Geri Moorman	
Gordon Lang	

Council Officer Contacts

Kath McKenzie	Executive Manager, Community Engagement & Communications
Katie Kirwan	Governance Officer
Deb Kempe	Team Leader Economic Development & Tourism
Felicity Shonk	Economic Development Officer
Claire Chaikin-Bryan	Project Manager

Visitors

Fiona Milner	Behavioural Architects

Note: *Cr Sue Heins assumed the position of Chair as Mayor Regan advised he would be leaving the meeting at 7pm.*

1.0 APOLOGIES

Apologies were received from Sandy Coxon, Ngaire Young and Stuart White.

2.0 DECLARATION OF PECUNIARY AND CONFLICTS OF INTEREST

There were no declarations of interest.

3.0 CONFIRMATION OF MINUTES OF PREVIOUS MEETINGS

3.1 MINUTES OF ECONOMIC AND SMART COMMUNITIES STRATEGIC REFERENCE GROUP MEETING HELD 29 MAY 2019

DISCUSSION

Gordon Lang and Peter Middleton noted that they don't feel the Minutes are a true reflection of the discussion that took place at the meeting. Cr Heins agreed and noted that she feels the content is diluted.

Kath McKenzie, Executive Manager Community Engagement & Communications advised that the Minutes are recorded as a general overview of the discussion. She recommended that when an action is raised by the group that it will be called out to ensure it is captured in the minutes accordingly. This was supported by everyone.

Members advised that they would like more detail recorded going forward and it was agreed that a 'draft' version would be circulated to members for comment before publishing.

ACTIONS

1. Governance will re-circulate Minutes from 29 May 2019 previous meeting to members for additional comment.
2. Governance will circulate Minutes from now on as 'draft' for comment prior to publishing.

4.0 UPDATE ON ACTIONS FROM LAST MEETING

Nil

5.0 AGENDA ITEMS

Note: *The order of business was changed to allow Item 5.3 – 'Update on Employment Study' to be the first item on the Agenda.*

5.3 UPDATE ON EMPLOYMENT STUDY - DEB KEMPE

DISCUSSION

Felicity Shonk, Economic Development Officer introduced Fiona Milner from Behavioural Architects and provided members with a background of the Employment Study currently underway, and noted that as an input into this study, Council engaged Behavioural Architects to provide qualitative insights into what motivates where people work or locate businesses through a series of business and resident worker focus groups.

Fiona Milner, Behavioural Architects introduced herself and provided members with some background on her organisation and a brief overview on behavioural economics. F Milner presented members (*see attachment 1*) with the results from the focus groups and noted the following strategic opportunities:

1. Increasing working from home
2. Create sense of community for local business
3. Change social norms around working on Northern Beaches to increase appetite

Cr Heins noted that there are a significant amount of large organisations that operate out of hubs or serviced offices but the wider community are not necessarily aware of it. Cr Heins noted that if people realised this and understood what facilities were available, it would likely increase the amount of people working locally.

Drew Johhnson noted that there are probably a lot of people who want to work from home but are unable to due to their employers policy. He noted that changing the culture in this respect is a huge challenge. D Johnson also noted that WHS regulations are likely to inhibit the possibility of people working from home.

Members were separated into two groups and participated in a workshop to provide feedback on insights and interventions to increase opportunities to work locally.

Note: *Workshop notes attached* (*Attachment 2*).

5.1 UPDATE ON ACTIVATION PLANS – KATH MCKENZIE

DISCUSSION

K McKenzie presented members with an update on place activations (*Attachment 3*).

K McKenzie noted the following points specifically:

- The Placescore (https://www.northernbeaches.nsw.gov.au/community/place-making/our-approach
- Avalon had the highest number of completed surveys
- Discussed the difference between place planning activation and strategic planning
- Current and planned activations.

K McKenzie discussed a number of activations that have been delivered, in particular the Freshwater pop-up fresh fruit and produce market. She discussed some informal community feedback and noted it appears that this trial has been very successful to date.

Cr Heins praised the choice of retailers for the market in Freshwater and questioned whether the aim is that the operator(s) will then apply for a licence. G Lang questioned whether the markets and the pop-up outdoor dining would need consent. K McKenzie advised that these activation

trials are ultimately what Council would like to implement if the community support it and if they become permanent, then the appropriate licensing and consent will need to be obtained through the correct channels.

Cr Stuart Sprott noted the success of the Frenchs Forest activation and since then local businesses are coming together and starting to plan events themselves.

Cr Heins suggested that local community organisations would benefit from developing presentation and promotional skills and suggested this may be something Council can assist these groups with. K McKenzie advised that this is something that can be explored.

P Middleton noted that there were some misunderstandings in the community when the Newport Activation plan first went out for consultation, following community reaction to the previous draft Mona Vale place plan which proposed increased heights. He noted that when it was later understood to be a tactical plan to invigorate the area and not a strategic land-use plan, people were engaged again.

as the draft plan recommended a six storey development. He noted it was later revealed to be a tactical plan to invigorate the area, and not a strategic plan, and people were engaged again.

K McKenzie noted that the Communications Strategy revealed that although the large events are well received, families want smaller events in their local community. She advised that Council will need to analyse the return on investment for these trials but ultimately, when the community are involved and invested, they can be relatively inexpensive.

G Lang praised the work and advised he felt this was a fantastic way of promoting vibrancy for the community and businesses.

Cr Sprott noted that these are real grass roots activities which help build a community. He also noted that there are a lot of smaller retailers who struggle who would benefit from Council's support in this area.

ACTIONS

1. K McKenzie to provide Cr Heins with a copy of the Seaforth Activation Plan.

5.2 UPDATE ON DESTINATION MANAGEMENT PLAN - DEB KEMPE

DISCUSSION

D Kempe provided members with a brief update on the Destination Management Plan, highlighting the following points:

- Went out to the community with key directions paper in June/July including the position statement (as provided by the SRG) to test the appetite of the community.
- There was a lot of interest in terms of visitation to the document on line.
- Over 30 responses which is not huge but the document was very high level and therefore this number of responses is significant. Most of the feedback was positive.
- Key issues identified were transport and accommodation. This has been fed back to consultants who have provided a draft which Council staff are working through with them.

P Middleton noted that some of the community comments are concerning, for example, the tourist tax on visitors. He noted that this would surely discourage visitors.

K McKenzie noted that Brian Brown did a recent promotional video for the Palm Beach movie

which has attracted a lot of views due to the tags on social media which has significantly raised the profile of destination management.

6.0 GENERAL BUSINESS

6.1 NEW CATEGORY FOR FEE WAIVER/REDUCTION – COUNCILLOR WALTON

DISCUSSION

Cr David Walton noted that the new category for fee waiver or reduction was adopted at the Council Meeting on 27 August 2019.

6.2 SMALL BUSINESS MONTH – FELICITY SHONK

DISCUSSION

Small business month is coming up soon. Notification of dates will be sent to members shortly.

6.3 SMART BINS – SHELLY BEACH – CLAIRE CHAIKIN-BRYAN

DISCUSSION

Smart Bins are now installed at Shelly Beach.

SUMMARY OF ACTIONS

ITEM NO.	ACTION	RESPONSIBLE OFFICER	DUE DATE
3.1	Re-circulate Minutes from May 29 meeting to members for comment.	K Kirwan	ASAP
3.1	Governance will circulate Minutes from now on as 'draft' for comment prior to publishing.	K Kirwan	Ongoing
5.1	Kath McKenzie to provide Cr Heins with a copy of the Seaforth Activation Plan.	K McKenzie	ASAP

The meeting concluded at 8:13pm

This is the final page of the Minutes comprising 6 pages
numbered 1 to 6 of the Economic and Smart Communities Strategic Reference Group meeting
held on Wednesday 28 August 2019 and confirmed on Wednesday 6 November 2019



MINUTES

COMMUNITY SAFETY COMMITTEE

held in the Manly Town Hall Council Chambers on

THURSDAY 17 OCTOBER 2019

DRAFT

Minutes of the Community Safety Committee
held on Thursday 17 October 2019
in the Manly Town Hall Council Chambers
Commencing at 8:00 - 10:00 AM

ATTENDANCE:

Committee Members

Cr Michael Regan	Mayor – Chairperson
Cr Candy Bingham	Deputy Mayor
Cr Sue Heins	
Cr Kylie Ferguson	
Cr Stuart Sprott	
Supt David Darcy	Northern Beaches Police Area Command
Inspector Jill Walters	Northern Beaches Police Area Command
Michelle Comito	Catholic Care
John Kelly	Community Northern Beaches
Michelle Povah	Community Representative
Ray Mathieson	Community Representative
Michelle Erofeyeff	Department of Communities and Justice (DCJ)
Trish Bramble	Manly Warringah Women's Resource Centre
Belinda Volkov	Sydney Drug Education & Counselling Centre (SDECC)

Council Officer Contacts

Kylie Walshe	Executive Manager Community, Arts and Culture
Azmeena Kelly	Executive Manager Environmental Compliance
Will Wrathall	Team Leader, Community Development
Leanne Martin	Community Safety Coordinator
Emma Marshall	Community Development Officer

Visitors

Peta Garrett	Representing Zali Steggall MP Federal Member for Manly
Daniel Rubenach	Representing James Griffin MP State Member for Manly
Bruce McLean	Representing Northern Beaches Liquor Accord

1.0 ACKNOWLEDGEMENT OF COUNTRY

The Mayor acknowledged the traditional custodians of the land on which the meeting gathered, and paid respect to Elders past and present.

2.0 APOLOGIES

Apologies were received from:

Roberta Conroy	Community Representative
Paul Klarenaar	NASLHD Health Promotion
Steve McInnes	Surf Lifesaving Sydney Northern Beaches
Kara Hillier	State Transit Authority Northern Region
James Griffin MP	State Member for Manly
Zali Steggall OAM MP	Federal Member for Manly
Doug Brooker	Northern Beaches Liquor Accord

Not in attendance:

Harry Coates	Community Representative
Christina Franze	Manly Chamber of Commerce
Drew Johnson	Manly Chamber of Commerce

Ryan Turner, the Community Representative from the Manly Ward has resigned for personal reasons.

The Committee agreed to advertise for another Community Representative from the wider Northern Beaches community and not limited to the Manly Ward.

Michelle Comito is the new Youth Representative from Catholic Care.

3.0 DECLARATIONS OF PECUNIARY AND CONFLICTS OF INTEREST

There were no declarations of pecuniary or non-pecuniary conflicts of interest.

4.0 CONFIRMATION OF MINUTES OF PREVIOUS MEETINGS

4.1 MINUTES OF COMMUNITY SAFETY COMMITTEE MEETING HELD 15 AUGUST 2019

COMMITTEE RECOMMENDATION

That the Minutes of the Community Safety Committee meeting held 15 August 2019, copies of which were previously circulated to all Members, are hereby confirmed as a true and correct record of the proceedings of that meeting, subject to the following inclusion to Item 4.2, subheading - "NSW Parliamentary Inquiry – Northern Beaches Hospital":

> Concern and disappointment was expressed about the decision by Council not to submit a joint submission. There was no joint submission put into the Northern Beaches Hospital Parliamentary Inquiry, as directed by the Chief Executive Officer, not Council.

5.0 AGENDA ITEMS

5.1 ACTIONS UPDATE

DISCUSSION

Northern Beaches Suicide Response:

The members of the Community Safety Committee were invited to the signing of the National Communications Charter.

Northern Beaches Hospital Parliamentary Inquiry:

A response from Brad Hazzard MP has been received by Council in response to a letter sent regarding the Northern Beaches Hospital. A copy of the letter is attached to the minutes as Attachment 1.

RECOMMENDATION OF COORDINATOR, COMMUNITY SAFETY

That the information be received and noted

5.2 POLICE REPORT

DISCUSSION

Superintendent David Darcy, Northern Beaches Police Area Command, reported that he is currently seconded to a role working in North West Sydney and Inspector Walters is Acting Commander in his absence.

Superintendent Darcy has been in contact with Brad Hazzard MP and James Griffin MP regarding ongoing concerns with Northern Beaches Hospital. He encouraged others in the Community Safety Committee to continue highlighting shortcomings in the system.

An update of the operations strategy for summer was provided.

Superintendent Darcy reported on the Newport 'Portside' Space, to be discussed later in the meeting. It was noted that this is a place of expression for young people, however there have been some complaints by local residents. The Police's position is that they will continue to support the space, and have acknowledged some issues with the roof.

Inspector Walters reported that feedback from last year's October long weekend operations was that there weren't enough resources and that police attendance was required around East Esplanade, Manly. Resources will be increased for summer operations this year, with monitoring of the situation at East Esplanade by Police.

School holiday outbreaks of violence were discussed, with young people arriving by ferry into Manly identified as an issue. Rangers have been monitoring the area through winter and will continue their presence into summer.

RECOMMENDATION

That the information be received and noted.

5.3 COMPLIANCE REPORT

DISCUSSION

The Executive Manager Environmental Compliance provided an update on the monitoring of East Esplanade. Ranger patrols at Shelley Beach have been occurring throughout the year and in summer are doubled to two rangers.

A compliance report was also presented to the Committee, a copy of which are attached to the minutes as Attachment 2.

The management strategy regarding dog attacks was discussed. It was reported that a successful prosecution occurred the previous day relating to a dog attack. Another suspected prosecution will likely commence later this year, relating to a different case. The Compliance team are looking for education opportunities with other agencies.

There is now a new dedicated team of Companion Animal Officers.

RECOMMENDATION OF EXECUTIVE MANAGER ENVIRONMENTAL COMPLIANCE

That the information be received and noted.

5.4 LOCAL DRUG ACTION TEAM BRIEFING

DISCUSSION

The Community Safety Coordinator reported that the Local Drug Action Team (LDAT) was initiated last year in an effort to secure grant funding to address local drug and alcohol related suicides. Funding was received through Australian Drug Foundation (ADF). The team consists of Council, Sydney Drug Education & Counselling Centre (SDECC) and Lifeline, with the Sydney North Health Network (SNHN) about to join the team. The first stage has been to establish baseline data through surveys conducted with young people.

SDECC acknowledged the positive collaboration with Council and presented a report of the results from the survey conducted with young people. It was prefaced that the reporting of statistics needs to be mindful that it is not a research study, with no ethics approval. The survey which was sent out to service providers was specifically trying to target a cohort that are at risk, which is a small snapshot.

665 young people and 47 service providers responded to the survey.

The statistics related to suicide and drug, alcohol and issues with service delivery were shared.

There is an increase in the trend of pharmaceutical misuse. The group discussed the methods of obtaining drugs.

It was reported that training has been undertaken in a local high school with 70 teachers and that SNHN are funding some capacity building in education.

The Chair expressed concerns regarding the rhetoric about Council getting involved in social issues, and that they should instead focus on core local government responsibilities. SDECC representative noted that Council's work as a neutral party, the mandates it can put in place and ability to build capacity is crucial for the community.

The Committee are invited to a dinner briefing on 23 October along with service providers to review

the statistics and report.

An update was provided on Catholic Care's Drug and Alcohol Youth Support Service (DAYSS) program. The service is complimentary to clinical and home visit service providers.

The Committee agreed that at the next meeting, service providers be asked to provide an update on their services.

It was noted that this initial work done by the Local Drug Action Team is to identify risk factors. The next stage is anticipated to include primary prevention programs.

RECOMMENDATION

That the agenda for the 28 November meeting includes - "Updates from Service Providers".

5.5 COMMUNITY SAFETY PLAN

DISCUSSION

Consultant Patrick Shepherdson presented the current status of the Northern Beaches Community Safety Plan to the Committee. A copy of the presentation is attached to the minutes as Attachment 3.

The following emerging themes were highlighted in the presentation:

- Alcohol and other drugs
- Domestic and family violence
- Rough sleeping / homelessness
- Fraud/scams
- Elder abuse

Issues within the community that were raised by the Committee included; safety for young people socialising in less visible areas, worsening social issues in the northern end of the Northern Beaches and the loss of Youth Centres which have been repurposed for other community needs.

The Community Safety Survey is open until 3 November and requested that Committee members distribute throughout their networks.

The Executive Manager Community, Arts and Culture noted that engagement will shortly begin for the Social Plan, which will identify priority social issues for the Northern Beaches.

RECOMMENDATION OF COORDINATOR, COMMUNITY SAFETY

That the information is received and noted.

5.6 NEWPORT 'PORTSIDE' SPACE

DISCUSSION

Ray Brownlee, CEO reported that a structural assessment was undertaken at the Newport 'Portside' space. It has been confirmed that it is structurally sound and will have some beams installed for further stability. The space will be retained as a community led activity.

RECOMMENDATION

That the information be noted by the Committee.

6.0 GENERAL BUSINESS

- In response to a question by John Kelly, Council CEO Ray Brownlee noted that the DA notification period closed last week for the change of use to community purposes of 52 Raglan Street, Manly. The Executive Manager Community, Arts and Culture reported that in May 2019 the Community Development and Services Policy was adopted. This policy identified the role of Council in supporting and providing facilities for community services hubs. The Council managed space at 52 Raglan Street, Manly was identified as the location of the first Community Services Hub, and Community Northern Beaches (CNB) identified as a core user of this space, along with other community service organisations. The large area includes office space, meeting rooms and counselling rooms. It is anticipated that CNB and associated services will be moving into the space early next year.

- The Committee discussed an issue regarding a new youth service emerging unexpectedly. The service generally have not engaged with other youth services or Council. Council's Youth team are currently trying to engage with the new service.

- Trip hazards caused by utility companies was raised as an issue, the damage needs to be reported so it can be fixed. Ray Brownlee explained that Council can not undertake this work, and that is has to be repaired by the utility provider.

7.0 ITEMS FOR NEXT MEETING

28 November 2019 – "Updates from Service Providers".

The meeting concluded at 9.52am

This is the final page of the Minutes comprising 7 pages
numbered 1 to 7 of the Community Safety Committee meeting
held on Thursday 17 October 2019 and confirmed on Thursday 28 November 2019

ATTACHMENT 1

Scanned 26-09-2019

NSW GOVERNMENT

The Hon. Brad Hazzard MP
Minister for Health and Medical Research

RECEIVED
NORTHERN BEACHES COUNCIL
26 SEP 2019
MAIL ROOM

SCANNED
NORTHERN BEACHES COUNCIL
26 SEP 2019
20__/

Mr Ray Brownlee PSM
Chief Executive Officer
Northern Beaches Council
PO Box 82
MANLY NSW 1655

Your ref 2019/409778
Our ref M19/4487

Dear Mr Brownlee

Thank you for your letter regarding mental health services on the Northern Beaches.

I acknowledge the reasons that prompted you to write and thank you for your advocacy on behalf of the community. Comprehensive, accessible and consumer-friendly mental health services are a key priority area for the NSW Government.

Mr Andrew Newton, Chief Executive Officer, Northern Beaches Hospital, has advised that all mental health patients at Northern Beaches Hospital are assessed and managed the same way, whether they are public or private patients. Those who have private health insurance and decide to use it can choose their own doctor and may get priority for a single room, if one is available. Patients who present to the emergency department are assessed by a mental health clinical nurse consultant, who then discusses the case with the consultant psychiatrist. Staff formulate a plan that is put in place and communicated with the emergency department.

Privacy considerations prevent Northern Beaches Hospital from providing details of at risk mental health patients, without their consent. Please be assured that the NSW Government is committed to providing the best possible outcome for people with mental illness, their families and carers.

On 27 August 2019, the Hon. Bronnie Taylor MLC, Minister for Mental Health, attended the Northern Beaches Mental Health Summit organised by Mr James Griffin MP, Member for Manly. The summit discussed mental health and the important issue of youth suicide prevention with more than 70 people from government, non-profit and community organisations as well as stakeholders from across the Northern Beaches.

Youth suicide is a significant issue for individuals and communities. It is the leading cause of death for young people aged 15-24. The causes of suicide are complex and are influenced by a combination of individual, social, cultural, environmental and contextual factors.

The *Towards Zero Suicides* initiatives aim to improve the health system's and community's suicide prevention response. Local community resilience building, improved suicide data collection and distribution, and a community gatekeeper training initiative are some of the initiatives that can help build local community resilience against suicide. The NSW Government is also developing a youth aftercare pilot that will be implemented later this year.

On 17 October 2018, the NSW Government announced nearly $90 million over three years to support the implementation of the Strategic Framework for Suicide Prevention in NSW. Eight new or expanded initiatives will begin to be rolled out in the 2019-20 financial year with full implementation by 2020-21. These initiatives will include, but are not limited to, programs to eliminate suicide attempts by people receiving care in the mental health system, improved suicide attempt aftercare services, programs to build community resilience and wellbeing, and new postvention services for people and communities bereaved by suicide.

GPO Box 5341 Sydney NSW 2001 • P: (02) 8574 6000 • F: (02) 9339 5506 • W: nsw.gov.au/ministerhazzard

I can advise that several NSW Health policies have been implemented to promote safe transition from hospital to the community for people at risk of suicide. The Northern Beaches Hospital and Northern Sydney Local Health District's Community Mental Health Service work closely with community groups so that patients at risk receive the care and support they need.

Thank you again for writing to me. If you would like more information, please contact Mr Newton on 9105 5760.

Yours sincerely

The Hon. Brad Hazzard MP
Minister for Health and Medical Research

19 SEP 2019

HP ERM M19/4487 4 of 4

ATTACHMENT 2

Environmental Compliance Report

Community Safety Committee
17 October 2019



Rangers

Alcohol free zone patrols

- Manly night alcohol free zone patrols operate 7 days a week between 6pm and 11pm. Rangers continue to work closely with local Police enforcing the alcohol provisions both at Shelly Beach and East Esplanade.
  - 802 fines
  - 485 tip-outs and put-away's
  - 23 confiscations

Dog attacks

75 reported attacks, with 40 of these currently under investigation.

- 33 attacks on humans
- 33 attacks on other dogs
- 9 attacks on other animals (goats, chickens, birds)

- One dangerous dog declaration made

2

Rangers

Heavy Vehicle Operations

- Council Rangers conducted a successful Light Traffic operation at Powderworks Road, Ingleside. Numerous vehicles were inspected and fines issued to drivers for exceeding the local weight limit (3 Tonne). Further operations are planned, including a potential joint operation with the local Highway Patrol.



Environmental Health

Food safety

5 prosecutions underway

- 10 Penalty Infringement Notices issued; 2 Penalty Infringement Notices court elected
- 1 Prohibition Order (shut down)

Cross Street Fire

- Clean – Up Notices for 6, 10 & 12 Cross Street are almost complete.
- 4 Cross Street has been demolished



Building Control

Combustible Cladding update

Currently investigating **54** registered properties within Northern Beaches LGA

- Notices and orders served to require audit of cladding material: 42
- Notices and orders served to replace cladding: 2



ATTACHMENT 3

Community Safety Plan Update

Community Safety Committee presentation
Thursday 17th October 2019



Methodology

- Analysis of BOCSAR and Northern Beaches Police Area Command data, Council graffiti data, ABS
- Consultation with:
  - Council (Seniors, Youth, Emergency Management, Rangers, Community Engagement)
  - Police (Intel, CPO, Licensing)
  - DV interagency
  - Youth Service providers and YAG
  - AOD service providers, CDAT, LDAT
  - Homelessness & Housing forum
  - SRG
- Surveys – Safety Committee, online, telephone

Emerging Themes

1. Alcohol and other drugs

- Alcohol, cannabis, prescription, amphetamine, 'nangs'
- Increased access – new precincts, small bars, licensing saturation, liquor delivery, poor security at liquor outlets
- Culture of normalisation/secondary supply
- Young people unsafe around 'drunk guys'
- Barriers to young people seeking help

2. Domestic and family violence

- Chronic shortage of accommodation options
- Increase in young people as perpetrators (DV assault and Malicious Damage)

Emerging Themes

3. Rough Sleeping/Homelessness *

- Inter-related with mental illness, AOD, DV, lack of affordable housing
- Unknown number of homeless, couch surfers, living in cars

* Homelessness overall may be considered more appropriately in the Social plan

4. Young people and public safety

- Inter-related mental health, AOD, suicide and self-harm risk
- Lack of entertainment (especially north)
- 'Move-ons' in public space – risky behaviours away from supervision, young women at risk
- Young people feel unsafe on/around transport

Emerging Themes

5. Fraud/scams

- Online and telephone scams, credit card fraud, door-to-door/maintenance scams
- Older people especially vulnerable

6. Elder abuse

- Financial abuse, sometimes family but sometimes 'carers'
- Physical abuse by adult children with mental illness
- Exploitation of grandparents as 'free help'

Possible Safety Priorities

Safe futures

- Reducing young people's access to alcohol (secondary supply, liquor store security, liquor delivery services)
- Promote personal safety for young women
- Minimise harm and increase access to support for young people (to reduce risk of suicide, self-harm and violence)

Senior safety

- Educating seniors, carers and those who work with them about Elder Abuse and services that can support those at risk
- Education about scam prevention strategies (targeting older community members as well as the broader community)

6

Possible Safety Priorities

Safe spaces

- Increase access to safe, supervised recreation opportunities for young people
- Strategies to enhance actual and perceived safety on transport and at transport hubs
- Consider a homelessness audit (including people couch-surfing and living in cars) as a step towards understanding issues of homelessness and safety
- Work with DV interagency to increase access to safe accommodation for women and children escaping violence

7

Possible Safety Priorities

Safe choices/Safe design

(Night-time economy/ space activation)

- Consider a policy review to explore options to strengthen the development and regulation of all premises that provide access to alcohol
- Consider a CPTED strategy to improve the amenity of key locations perceived as unsafe
- Explore options to develop a diverse, inclusive and vibrant night-time economy that increases access to safe entertainment and recreation choices

8

Next Steps

- Online Survey open until 3 November
- Random Telephone survey
- Review survey findings and incorporate in Safety Analysis
- Refine strategies in consultation with relevant partners
- Finalise draft Northern Beaches Safety Plan 2020 – 2025
- Draft plan endorsement for public exhibition (Feb 2020)
- Council Meeting - adoption of final plan (May 2020)
- Consider submission to Department of Justice for endorsement to access NSW funding and explore other grant opportunities
- Plan implementation



Community and Stakeholder Engagement Report

Public Exhibition of Draft Protect. Create. Live – Environment and Climate Change Strategy 2040 (Stage 2 of 3)

November 2019 Trim Ref: 2019/616258

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1. Summary

Project Title	Insert here
Impact Level	Level 1 – High, Northern Beaches
Stage(s)	2 of 3 stages
Report Period	April 2018 to November 2019
Version	1.0
Status	**Final**
Related Projects	• Towards 2040 LSPS • MOVE Transport Strategy • Shape 2028 CSP • Draft Urban Tree Canopy Plan 2019

This report outlines the community and stakeholder engagement conducted as part of the *Draft Protect. Create. Live – Environment and Climate Change Strategy 2040* (the Strategy) project. The public exhibition period documented is from 27 September 2019 to 10 November 2019.

The reports content reflects the insights of over 430 participating community members and stakeholders, including local business, local environmental groups and the general public.

All direct quotes in this report are from excerpts of engagement records and the individuals provided permission.

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

1.1. Engagement Approach

A documented engagement methodology is outlined in the *Draft Protect. Create. Live – Environment and Climate Change Strategy 2040* Engagement Strategy (2017/276086).

The engagement process gave consistent and accessible information across activities. Results provide responses across a spectrum of demographics, expertise, experience and understanding of our local government area.

1.2. Key Outcomes

1.2.1. Community Sentiment

The overall sentiment from the community provided in submissions and during face to face engagement was in support of the strategy. Of the 346 contributions made during public exhibition 299 were favour of the overall approach of the Strategy and/or the actions it will deliver into the future.

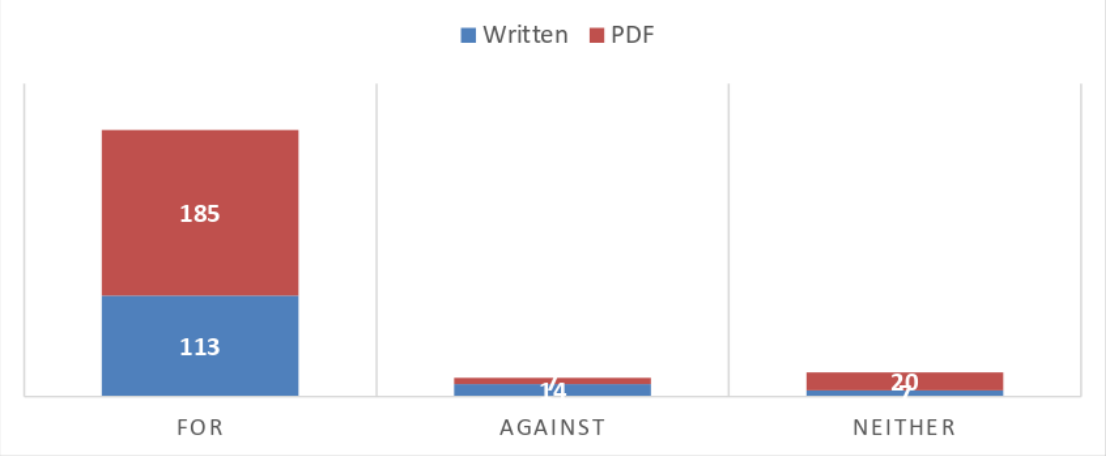

Figure 1. Showing the number of submissions which supported, were against the Strategy, or neither.

1.2.2. Key Themes

The key themes people expressed support for were:

- Bushland protection and wildlife corridors
- Action on climate change/climate change emergency
- Aboriginal heritage
- Waste and single use plastics
- Population growth
- Air quality and other urban hazards
- Greener neighbourhoods
- Public transport and active travel infrastructure

The majority of submissions included action level ideas or considerations, which support the direction of the Strategy.

1.2.3. Participation Snapshot

In total, over 430 people were engaged during the consultation period. Online submission respondents had the option to indicate their relationships to the Northern Beaches i.e. via postcode, age group and gender identity.

No demographic data was captured for respondents who contributed ideas through the interactive pdf on the Your Say project page.

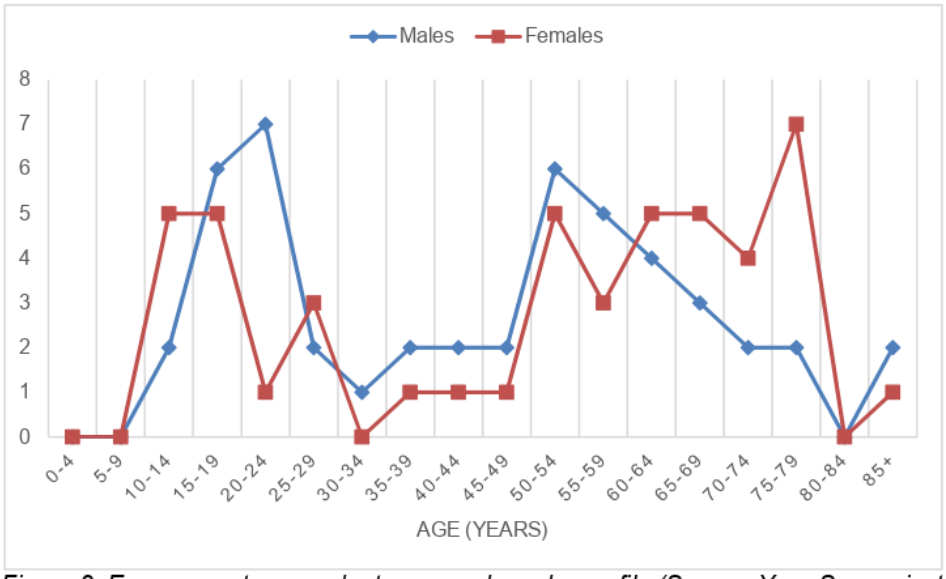

Figure 2: Engagement respondents age and gender profile (Source: Your Say project page comments form submissions only)

The Your Say page comments form data showed that the majority of respondents were Northern Beaches residents (98%).

There were over 30 respondents from the 25 or under age bracket, which is considered a good response from this age bracket, and the majority were between 45-80 years old.

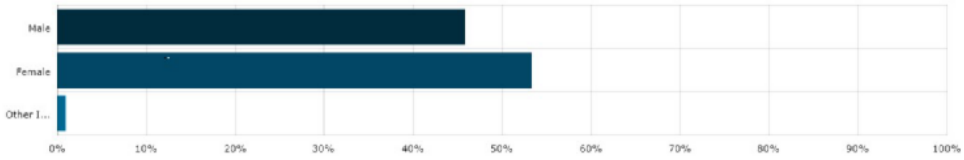

Figure 3. Gender of respondents who made comments via the form on the Your Say project page.

Overall, gender was evenly distributed, with slightly more females than males involved.

1.2.4. Acknowledgements

Thank you to the Northern Beaches community members and stakeholders across the local government area who shared their time, expertise, views and anecdotes.

We recognise this is one of many engagements that Northern Beaches community members and stakeholders have participated in. We also acknowledge the support of staff throughout the engagement period.

2. Background

This report outlines the community and stakeholder engagement conducted as part of public exhibition for the draft Protect. Create. Live – Northern Beaches Environment and Climate Change Strategy, public exhibition stage. The intention of the engagement is to reach across the Northern Beaches Community to determine the level of support, or otherwise, of the Strategy.

3. Engagement Purpose and Objectives

Engagement:

- ensures decision making considers community sentiment and feedback
- increases community awareness about the project and its impact(s)
- creates social license to operate
- facilitates a connection and integration between people and organisations
- generates innovative ideas and action
- creates a community of interested stakeholders for the protection of the environment and action on climate change on the Northern Beaches.

4. Engagement Methodology

Community and stakeholder engagement for the public exhibition for the draft Protect. Create. Live – Northern Beaches Environment and Climate Change Strategy 2040, Stage 2 was conducted over a six-week period, from 27 September to 10 November 2019. The closing date was originally scheduled to be the 27 October 2019, however it was extending during exhibition to be in line with the concurrent exhibition dates for the Local Strategic Planning Statement to ensure there was no confusion between the project timelines. Public exhibition engagement consisted of a series of activities (see below) that provided opportunities and platforms for community and stakeholders to participate.

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

The project's impact level 1 Community and Stakeholder Engagement Plan was devised on a 3 stage approach:

- Stage 1:
    - Identify approach and understand gaps. Ensure objectives are regionally aligned
    - Identify gaps, barriers and impacts to successful implementation from internal and external stakeholders
    - Support for the project to derive content and work towards successful implementation of the final strategy.

- Stage 2:
  - Publicly exhibit and obtain community feedback on the draft Protect. Create. Live – Northern Beaches Environment and Climate Change Strategy
  - Construct an engaging narrative to reflect to the broader community the context and importance of the strategy including evidence of a balanced, considered, practical approach to the development of the draft strategy.

- Stage 3:
  - To notify all relevant stakeholders that the strategy is published, and to gain support for successful implementation
  - Encourage participation into relevant working groups and networks to support delivery of actions and achievement of targets.

Table 1. Summary of the key activities for Stage 2 and results:

Engagement Activity	Overview
Online Platform	A total of 2,130 visits to the projects online consultation page.
Face-to-Face (Drop-in / Pop Up / Information Session / Stakeholder Interview etc.)	12 face-to-face sessions (drop-ins, workshops, market days, events) held across the area, across the 5 different wards, allowing face-to-face discussions with over 250 community members. 600 promotional seed cards were distributed as part of this process.
Social Media	7 posts published on Facebook and LinkedIn over the six weeks. Key analytics include over 45,000 interactions, with 33 comments, and 415 shares.
Submissions from emails, online forms and interactive PDF.	346 contributions were received. 134 of these were email and online form submissions. 212 comments were entered into the interactive PDF by 49 different people.
Traditional Media	7 ads were published during the engagement period in the local newspaper.
EDMs (Electronic Direct Mail)	7 EDMs sent to a total of 2,260 stakeholders and 3 Council Community Engagement Newsletters sent to 22 000 people during the consultation period.



Figure 4. Contributions from the community on the Strategy.

4.1. Online Platform

Your Say Northern Beaches used a project landing-page to conduct online engagement. It provided a portal for users to visit, find information to support their engagement and offer feedback. The provision of information is an important factor in building community capacity to participate in the engagement and make informed contributions.

There were 4,755 views of the page from 2,146 visitors. Over 30% of visitors lasted more than 1 minute on the site.

4.2. Interactive Documentation

The draft Strategy was available on the project-landing page as an interactive document. This meant that the community could add comments into the document, which could be viewed by others. 49 people chose to make 212 comments this way.

4.3. Forms

A feedback from was used as an engagement tool. The forms design provided participants with an opportunity to communicate their comments.

134 submissions were made through this form and via direct email.

4.4. Social Media

Engagement used platforms including Facebook and LinkedIn which had over 45,000 interactions during the consultation period. Seven open and targeted posts supported project awareness and delivered key messages and calls to action to specific demographic groups.

4.5. Print Media

Use of 7 ads and 1 media release to the Manly Daily, Pittwater Life and Peninsula Living provided large distribution scope to raise project awareness and community interest.

4.6. Electronic Direct Mail (EDMs)

The project was included in 3 Northern Beaches Community Engagement Newsletters during the consultation period. With a distribution list of over 22,000, this activity increased awareness and drove traffic to the project landing-page, essential documentation and engagement tools. Council sent 7 EDMs to a total of 2,260 stakeholders.

4.7. Face-to-Face

Face-to-face session design offered Northern Beaches residents, workers, students and visitors another opportunity to provide feedback on the Strategy. iPads were used to play the promotional video and direct people to where they could find the online feedback form. Six hundred promotional seed cards were provided to people at these events.

Table 2. Face-to-Face sessions

Activity	Location	Date	Attendance (directly discussed with x people)
Bike Week	Avalon	28 September 2019	15
Spider and Snake Display x 2	Narrabeen	28 September 2019	60
Bushcare Group	Newport	29 September 2019	6
LSPS Drop-In	Mona Vale	16 October 2019	15
Rat Park Markets – Tree Giveaway	Narrabeen	18 October 2019	27
Manly Vale Organic Markets	Manly Vale	19 October 2019	15
LSPS Drop-In	Narrabeen	19 October 2019	10
LSPS Drop-In	Forestville	22 October 2019	21
LSPS Drop-In	Dee Why	23 October 2019	10
LSPS Drop-In	Manly	24 October 2019	20

Avalon Car Boot Sale	Avalon	26 October 2019	30
Bushcare Workshop	Narrabeen	27 October 2019	23

4.8. Engaging with Hard to Reach Communities

Lack of access to information or activities is a key barrier in engaging our 'hard to reach' communities. This projects approach took engagement to the people, rather than expecting people to come to us.

Working closely with Council liaisons for these groups i.e. young people, provided the opportunity to engage with key community members and utilise their networks to share information, and increase project exposure and awareness. Of the 134 written submissions received 30 were from people aged under 25.

5. Data Limitations

In total, over 430 people engaged during the consultation period. While this is not a statistically representative sample of the overall Northern Beaches community, every effort was made to gather feedback from across a broad spectrum of our community, and ensure as balanced a sample as possible across the demographic range.

The themes drawn from these responses provide Council with an emerging picture of community sentiment on the project. By cross-referencing these themes with demographic information, for example age group, postcode and gender, a clearer picture is formed of who in our community may be impacted by the project.

Note: This analysis does not include any 'late' feedback received after the advertised closing date for consultation.

6. Demographic Snapshot of Respondents

Demographic data collected from respondents provides a picture of who has engaged with Council on the draft Protect. Create Live. – Environment and Climate Change Strategy, and assists in providing deeper context behind emerging themes.

However, it is important to understand the demographic information in this context and not assume that responses conclusively represent the views of any particular demographic group.

Respondents who submitted via the comments form on the Your Say project page had the option to indicate their relationship to the Northern Beaches, including postcode, age group and gender identity. No demographic data was captured from respondents who contributed ideas directly via email or via the interactive pdf. The following demographics therefore are only representing the online submissions from the Your Say project page comments field.

The following graphs provide demographic snapshots of respondents who provided their feedback.

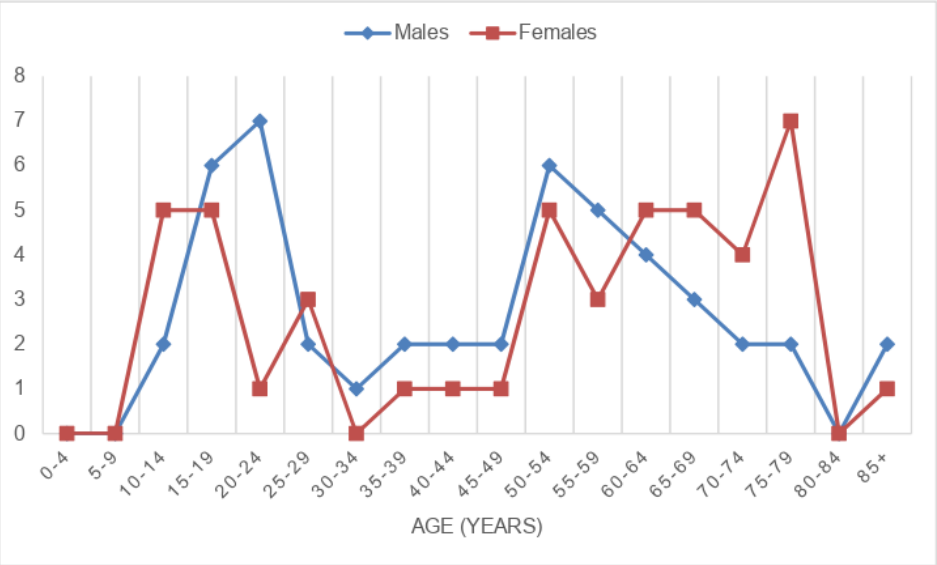

Figure 5: Engagement respondents age and gender profile (Source: Your Say project page comments form submissions only)

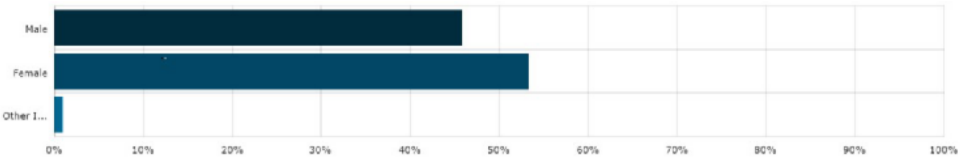

Figure 6. Gender of respondents who made comments via the form on the Your Say project page.

The *Your Say* page comments form data showed that the majority of respondents were Northern Beaches residents (98%).

There were over 30 respondents from the 25 or under age bracket, which is considered a good response from this age bracket, and the majority were between 45-80 years old.

7. Engagement Results

7.1. Emergent Themes

Analysis of consultation responses has indicated several emerging feedback themes, including:

- Bushland protection and wildlife corridors
- Action on climate change/climate change emergency
- Aboriginal heritage
- Waste and single use plastics
- Population growth

- Air quality and other urban hazards
- Greener neighbourhoods
- Public transport and active travel infrastructure.

7.2. Community Sentiment

Overall community sentiment towards the project, expressed in submissions and during face to face engagement, is in support of the strategy.

Of the 346 contributions made during the public exhibition, 298 were in favour of the overall approach of the Strategy and/or the actions it will deliver into the future.

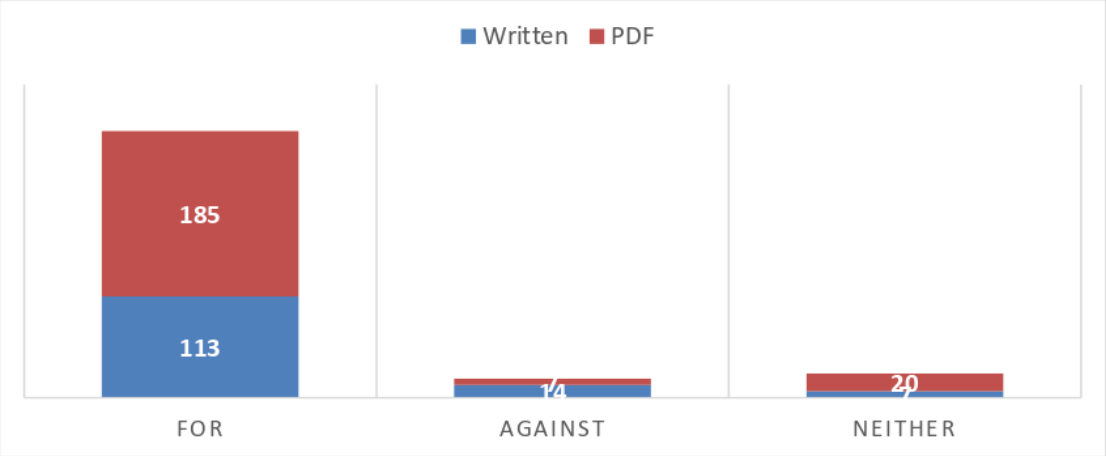

Figure 7. Showing the number of submissions which were for, against the Strategy, or neither.

7.3. Questions and Responses

Summary of community feedback received during the engagement period and Council's responses is provided in Table 1.

Table 3. Community feedback received – key trends

Issue Title	Key consideration in submission	Council response
PROTECT		
Bushland	Strong support for the protection of bushland and for local offsetting.	The aspiration and commitments in Theme 1: Bushland support protecting the area of our bushland as well as improving its condition. The aspiration supports local offsetting. **No change to the Strategy required, detailed actions will be considered in the development of the action plans and where relevant considered in current programs and works**

Issue Title	Key consideration in submission	Council response
Wildlife Corridors	Reiterating that connecting bushland with wildlife corridors, including through private property, is vital. This benefits biodiversity in supporting abundance and diversity in animal and plant populations.	Wildlife corridors and connectivity are addressed in Theme 1: Bushland and Theme 4: Biodiversity with a commitment for "Improving the connectivity of wildlife corridors". Strategies in these two themes include addressing land-use planning, on ground works and education, engagement and collaboration. **To improve understanding of where the action to improve and protect wildlife corridors appears, "including wildlife corridors" will be added as follows:** • **Theme 1: Bushland, first "We will" dot point "Work to protect existing bushland, including wildlife corridors, and enhance..."** • **Theme 1: Bushland second "We will.." dot point "Protect our bushland, including wildlife corridors, and its associated biodiversity...** • **Theme 4: Biodiversity, first "We will…" dot point "Prioritise high value conservation sites, including wildlife corridors, and implement on-ground works, such as bush regeneration...."** **Theme 4: Biodiversity, second "We will..." dot point "Prepare and implement a strategic approach to biodiversity land management, including identification and protection of wildlife corridors, and use this to inform our strategic land use planning and development controls"**

Issue Title	Key consideration in submission	Council response
Tree Cover	Strong support for the retention of trees and tree canopy, including old growth trees and only planting locally native plant species. Some submissions were requesting a percentage increase to be added to the commitment for urban tree canopy.	Protecting urban trees is captured in the Strategy in Theme 6: Green Neighbourhoods, including with the commitment on pg. 31 of "Increasing the existing urban tree canopy to expand the local green grid". The draft Urban Tree Canopy Plan addresses the need to protect mature and existing trees. Council recently received additional tree canopy data and is currently reviewing it. Once this information has been assessed we will consider adding a percentage to the commitment under Theme 6: Green Neighbourhoods for “Increasing the existing urban tree canopy to expand the local green grid” during the first review of the Strategy. **No current change proposed to the Strategy. Council will continue to work to finalise then implement the draft Urban Tree Canopy Plan 2019 to facilitate action**.
Air Quality and other Pollution	Requests to add in additional information for air quality, noise pollution etc., including specifically those from wood fire heaters. Also requesting to include UV as an issue, noting that addressing shade also addressed urban heat, health and social benefits.	References in the draft Strategy are to be improved and expanded to various urban hazards, including air, noise, light, water, UV and soil. **Amendments are as follows:** • **Include “air, noise, light, water and soil pollution and UV” into the second paragraph on pg. 27.** • **Add in "We will reduce air, noise, light, water and soil pollution and reduce exposure to UV" on para. 2 on pg. 28.** • **Add in a new “We will” to "Undertake proactive inspections, education programs and environmental auditing to minimise air, noise, water, light and soil pollution and reduce exposure to UV. This includes implementing the NSW Woodsmoke Reduction Program."** • **Insert description of urban hazards into Theme 8 as “Our community will continue to be exposed to urban**

Issue Title	Key consideration in submission	Council response
		hazards from past and present development activities, such as air, noise, light, water and soil pollution and UV exposure. The hazards are heavily influenced by land use, with major road corridors linked to noise and air pollution, industrial areas posing risk of stormwater contamination and residential areas contributing to woodsmoke pollution, especially in winter. These hazards are discussed previously in Theme 2: Waterways and Catchments and Theme 5: Sustainable Built Environment." **See also the amendment discussed below in the Beaches Link Tunnel and Frenchs Forest topic relating to the Beaches Link Tunnel.**
Circular Economy	Seeking improved references for supporting a circular economy.	The strategy does address emissions from consumption, primarily in Theme 7: Sustainable Living. **Further amendments will be made to include supporting a circular economy as follows:** • **Add in to Theme 7: Sustainable Living, paragraph 4 "As a community we need to support a strong circular economy and where possible buy and source products locally".** • **Add in a definition for a circular economy to the glossary as "A circular economy is an alternative to a traditional linear economy (make, use, dispose) in which we keep resources in use for as long as possible, extract the maximum value from them whilst in use, then recover and regenerate products and materials at the end of each service life".** • **Amend Council Operations "We Will..." statement to say "Monitor our waste generation and minimise waste, maximise recycling, reduce waste to landfill and support a circular economy."**

Issue Title	Key consideration in submission	Council response
Beaches Link Tunnel and Frenchs Forest Precinct	Submissions expressed generally not wanting more bushland lost to either the Frenchs Forest Precinct or the Beaches Link Tunnel. Further, the submissions do not support more cars in the Northern Beaches.	• Frenchs Forest Precinct is being developed along its own planning process. This has included precinct specific studies. • Council's endorsed position on the Beaches Link Tunnel is to support the project subject to public transport and the resolution of design matters and associated impacts (Local Strategic Planning Statement, A19.7). This Strategy is being updated to better address air quality issues and a specific reference to the tunnel is proposed in Theme 5: Sustainable Built Environment. Further, Northern Beaches Move Transport Strategy, referenced in this strategy, includes transitioning our community to lower emissions vehicle, increasing public and active transport and reducing private car use. • For projects like this into the future there are various goals, commitments and strategies which relate to protection of the environment and building sustainably, which include the aspirations for "No net loss of bushland" and "Net zero emissions in our community by 2030". **Amend Theme 5: Sustainable Built Environment "We will..." dot point 4 into the following two items:** • **"Encourage state and federal governments to rapidly drive down emissions and water use and avoid pollution through actions such as better building standards for residential and non-residential buildings and relevant infrastructure e.g. increasing BASIX and implementing standards for non-residential development.** • **Partner with all levels of government to deliver best practice infrastructure e.g. the Beaches Link Tunnel and the rapid public transport expansion and associated infrastructure."**

Issue Title	Key consideration in submission	Council response
Single Use Plastics	Support for reducing single use plastics and keeping single use plastics, and other litter, out of our waterways in the first place as well as strategies for removing them once they make their way in.	Single use plastics are referenced primarily in Theme 2: Waterways and Catchments, Theme 3: Coast and Theme 7: Sustainable Living. In these themes there are commitments relating specifically to the reduction of single use plastics. There are accompanying strategies for how to meet these commitments which include education, engagement, collaboration, innovation, partnerships and removal works. Council will continue ongoing implementation of current programs to reduce single use plastics **Amend the commitments for Themes 2 and 3 to make it clearer that this includes control actions at the point of origin as well as removal.** • **Amend the commitment in Theme 2: Waterways and Catchments to "Actively working to keep single use plastics and other litter out of our network".** • **Amend the commitment in Theme 3: Coast to "Actively working to keep single use plastics and other litter off our coast".** **Update the "We will…" in Theme 7: Sustainable Living on pg. 35 to read "Minimise the use of single use plastics and disposable items by promoting use of reusable items."**
Dogs	Submissions stated that the impact of dogs on native wildlife was not considered in a similar way to other threats including the need to keep dogs on leashes. Some submissions also addressed the issues of dogs on beaches, both for and against.	It is proposed to amend the relevant reference to cover feral and domestic animals, therefore including dogs. **Amend Theme 4: Biodiversity, paragraph 5, to "To protect our biodiversity we need to consider and protect each different scale, from the worms that process nutrients in our estuaries, to reducing the impact of feral and domestic animals on our native wildlife"**.

Issue Title	Key consideration in submission	Council response
CREATE		
Local Food Production	Seeking greater reference to local food production and sales in the Strategy. The primary focus was to reduce food miles and in the case of community gardens, promote social connection and green infrastructure. Submissions also requested that education was needed in the community on how to buy without packaging etc.	Expand references in Theme 7: Sustainable Living to specifically mention sourcing and buying locally, which includes through local food hubs/forests/production/markets and. It is further acknowledged in its contribution to green infrastructure and the green grid in the definition on Theme 6: Green Neighbourhoods (pg. 30). Council will consider actions on how to support this in the development of the action plans. **Add in to Theme 7: Sustainable Living, paragraph 4 "As a community we need to support a strong circular economy and where possible buy and source products locally" (Note: this is also listed under the Circular Economy issue).** **Amend Theme 7: Sustainable Living, "We will…" first dot point to "Motivate, inspire, support and encourage our community to reduce resource consumption and emissions production. We will promote making choices to reduce waste production, energy and water use by buying and sourcing products locally. We will do this through engagement, education and incentives…"**
Greener Neighbourhoods	Support for green infrastructure, in particular vertical and roof gardens.	Theme 6: Green Neighbourhoods discusses improving our local green infrastructure. This does include vertical and roof gardens and reference to these will be made clearer. **Update Theme 6: Green Neighbourhoods, second dot point under "We will…" on pg. 31 to "Support, encourage and enable green infrastructure development, including vertical and roof gardens, through our planning instruments and regulations."**

Issue Title	Key consideration in submission	Council response
LIVE		
Emissions from other Sources	Ensure reducing emissions from sources other than energy use and waste production are discussed. This includes emissions associated with consumption and purchasing of items such as clothes, building materials, diet, food etc. are being discussed and the community educated to reduce these emissions.	Discussion on emissions from consumption and other resource use is currently included in the strategy. The infographic on pg. 29 will be renamed to Environmental Footprint and a definition will be added on pg. 44. **Amend the Strategy to include a definition on pg. 44 of Environmental Footprint as follows: "The effect that a person, company, activity etc. has on the environment, for example the amount of natural resources they use and the amount of harmful gasses they produce".** **Label the infographic on pg. 29 "Environmental Footprint".** **Update the Strategy as described in the topic Local Food Production above to include references to buying local.**
Definition of Live	Potential to expand the Live statement on pg. 5 to include reference to natural hazards and being prepared for current impacts.	Expand the introduction to the Live section to reflect that it refers to addressing current and future impacts of natural hazards as well as climate change. **Amend the Live definition on pg. 5 to "We will live sustainably every day to reduce our waste generation and resource use, and so we are prepared for current and future impacts of natural hazards and climate change".**
Supporting Innovation	Embrace innovation to tackle the challenges faced. This includes through partnerships and collaboration on projects and initiatives.	Supporting innovation is represented throughout the document in most Themes, and could be improved in Theme 8. **Update Theme 8 "We will.." dot point 3 to "Continually incorporate best available climate change and natural hazard knowledge and practices, including considering innovative solutions, into our strategic land use planning, development controls, construction and operations."**

Issue Title	Key consideration in submission	Council response
Coastal Protection	Submissions discussed that Council needs to have a planned approach to managing coastal erosion. This includes considering planned retreat and also included support both for and against building seawalls.	Commitments in Theme 8: Adaptation and Resilience include "…actively managing risks from bushfires, coastal erosion and inundation…." and "Public infrastructure designed, constructed and maintained to address climate change". Theme 3 is proposed to be expanded to include protecting people and property from coastal processes. More detail on how we go about this, including through development and implementation of Coastal Zone Management Plans and Coastal Management Programs which we will continue to develop and implement, and will be considered in the action plans. **Amend the Theme 3: Coast, "We will…" dot point 3 to "Improve the condition of our coastal and marine environment using regeneration and habitat enhancement techniques, and minimise the impacts of coastal processes on people and property.**
Waste	Support for waste reduction, including composting and queries regarding a residential food/organic waste bin. This included a strong focus on the need for education and engagement to achieve change.	Waste reduction for the community is included in commitments in Theme 7: Sustainable Living which aim to reduce waste to landfill and the amount of waste generated per person. There are a number of relevant "We will…" items in this theme which address education, supporting innovation and service delivery. The concept of the circular economy has also been addressed (see previous discussion) and amendments proposed to include this in the Strategy. With regard to a residential organic waste collection service, this service is currently provided by post collection sorting of the red bins and future innovations and improvements to this process are captured in Theme 7. **No change is proposed to the Strategy. Council will continue to deliver community waste education programs, implement the new waste service and seek opportunities for innovation.**

Issue Title	Key consideration in submission	Council response
COUNCIL OPERATIONS		
More ambitious Council commitments	Considering Council has greater control over its own operations, than the greater community, the commitments for Councils Operations should be more ambitious.	The current commitments were developed following detailed modelling for Council operations. The commitments consider the scale of shift needed to achieve net zero emissions across Council and the complexity of infrastructure upgrades, low emission heavy vehicle opportunities, existing contracts etc. it is deemed that achieving the proposed commitments will be ambitious. Council's water reduction target was developed considering water efficiency upgrades already completed, impacts of varying weather conditions over time on irrigation demands and large scale reductions being heavily reliant on significant infrastructure changes. Council's commitment was selected to be more ambitious than the community's and we will continue to seek opportunities to reduce our water use by 10%. No amendments are proposed. **No change proposed to the Strategy.** **Continue to seek opportunities to reduce our emissions and water use, including energy efficiency upgrades, the expansion of solar across Council assets and water saving projects.**

Issue Title	Key consideration in submission	Council response
GENERAL		
Support	The significant majority of submissions were in support of the strategy. Support was expressed for one or more of the following: o Protection of the Environment o The whole Protect. Create. Live. - Environment and Climate Change Strategy 2040 (the strategy) o Climate Change Action o Climate Change Declaration Submissions were considered to be in support of the strategy if they included a direct comment of support as well as if they directly addressed what the strategy is aiming to achieve. For example, a submission that discussed needing better bicycle path networks was taken as in support as this aligns with items included in the strategy and overall what it is aiming to achieve.	The strong support for the strategy, climate change action and the Climate Change Emergency is acknowledged. **Pg. 10, 1st paragraph under Climate Change will be amended to read, "Council declared a climate emergency in August 2019 noting that we must take the opportunity to work collaboratively with the community and key stakeholders to accelerate action. We need to significantly reduce carbon emissions to minimise future risks and address long term predicted effects of climate change, including impacts from sea level rise...".**
Do not support	Some submissions did not support Council with one or more of the following: o Action on climate change. o Supporting renewable energy. o Prioritising other actions over collection of waste, maintenance of roads and collection of rates. Submissions were focused on the following main areas including: o Non-acceptance that human induced climate change was occurring o It is not as bad as it is being made out. o This is not an issue for local government to deal with.	Council's Shape 2028 Community Strategic Plan, developed with extensive community consultation, includes Community Outcomes for Environmental Protection and Environmental Sustainability. These both include the need to address protecting our environment and addressing climate change. Further, Council's adopted position acknowledges that we are in a state of climate emergency that requires immediate action. Various legislation relevant to Council stipulates Council is to protect our environment for example through ecologically sustainable development principles and by considering impacts on future generations in decisions made today. **Amend the Strategy to include at the start of pg. 8 under Our Strategic Line of Sight "Various legislation requires Council to take action to protect our environment and consider the impacts on future**

Issue Title	Key consideration in submission	Council response
		generations in the decisions we make today. Further..."
Action Level Comments	The majority of comments received proposed actions for Council to consider implementing as part of the Strategy. Comments varied from specific location comments, such as trees in a certain park, to general actions like supporting composting in schools and community gardens etc.	Each suggestion was considered to ensure that the concept of the action being proposed was sufficiently represented in the Strategy. All action level comments are being recorded and will be incorporated when developing the relevant action plans. The strategy discussed the action plans in both the "Our Plans" section (pg. 9) and the Implementing the strategy section (pg42). Comments relating to work being undertaken currently will be forwarded to the relevant department for consideration. **No change is proposed to the Strategy. Where work is already being done we will continue doing this, for other actions they will be considered in development of the action plans.**
Education, Engagement and Collaboration	Reiterating how important education, engagement and collaboration is going to be to achieve the goals in the strategy. This included the importance of the environment centres as conduits for delivering the education, engagement and collaboration and the importance of working with established community groups.	The Strategy which has a strong focus on education, engagement and collaboration, being introduced on page 14 under Council's ability to influence. As well as paragraphs about Education and Engagement and Collaboration there is a statement that reads "It will take mobilising our entire community to achieve the goals, commitments and aspirations in this plan. Collaboration, engagement and education has been incorporated throughout the themes to ensure the natural environment is protected, valued and enjoyed by our community, and the community is motivated, inspired and supported to live more sustainably". **No change is proposed to the Strategy. Council will continue to partner with various local community groups and key stakeholders to leverage their knowledge, expertise and local connections.**

Issue Title	Key consideration in submission	Council response
Population Growth - Infrastructure	Unsupportive of population growth due to concerns that infrastructure is currently inadequate. These submissions focused on the need to improve public transport and active travel infrastructure.	The strategy discusses population growth on pg. 12 under Challenges and Opportunities. It includes "We need to manage any growth so it occurs in the right locations and is supported by sustainable infrastructure." and "To address this challenge, we need to: ...* provide suitable supporting infrastructure." The challenge of our transport network is also discussed. This Strategy references the Move - Northern Beaches Transport Strategy in Theme5: Sustainable Built Environment and Theme 7: Sustainable Living. This issue is also addressed in the Local Strategic Planning Statement (LSPS) in Priority 9 and Priority 19. These include promoting the regional public transport network which will promote north-south and east-west connections enhancing connections to strategic and metropolitan centres to improve access to jobs and services. The public transport connections identified in Priority 19 not only guide planning decisions about future growth, but they also respond to existing settlement patterns and will enhance public transport for existing residents. The LSPS includes a number of actions for the preparation of studies that will address both existing and projected needs. These studies include housing, employment, social infrastructure, green infrastructure and transport. They also include an LGA-wide land use infrastructure implementation plan which will set out a plan for funding and timing for delivery of new infrastructure. **No change is proposed to the Strategy, noting that Council will continue to deliver infrastructure improvements, for example improved shared path networks, and advocate to other level of government to do the same, for example through the expansion of the rapid transport network.**

Issue Title	Key consideration in submission	Council response
Population Growth - Environmental Implications	Unsupportive of population growth due to the fact this, and associated development, will make it hard to reach the goals, aspirations and commitments in the strategy.	The pressure of population growth is addressed on pg. 12 under Challenges and Opportunities. It notes that "We know that development can put significant pressure on our environment. This includes the impacts that come from increasing consumption and an expanding urban footprint." and continues to say we need to address this challenge through "ensuring housing is suitable and sustainable; provide suitable supporting infrastructure; and protect the natural environment." Population growth, and associated development, is a key driver for the Create section of the Strategy which acknowledges that “Development is a constant pressure of urban living. We have the opportunity to use our land use planning instruments and controls to design and build our neighbourhoods well so they fit within our natural environment, rather than damage and destroy it, and reduce resource use." Further the challenge is noted in Theme 7: Sustainable Living as "The amount we use and consume is set to rise as the Northern Beaches populations grows...". Actions which impact this are discussed as larger households with more people, owning and driving petrol or diesel cars, taking long flights and eating meat." The strategies in Theme 5 and 7 list ways in which we will engage with the community around reducing consumption and emissions, how we will use land use planning controls to reduce resource use, work in partnership for innovative solutions and advocate other levels of government for influential change. With consideration for reducing resource consumption references supporting a circular economy have been improved as described in the “Circular economy” topic previously. No other changes to the Strategy are proposed.

Issue Title	Key consideration in submission	Council response
Aboriginal Heritage	Requesting additional references to the Aboriginal Heritage of the Northern Beaches. This included acknowledging their strong connection to the past as well as protecting sites into the future.	Council staff worked with the Aboriginal Heritage Office (AHO) to prepare appropriate updates to the strategy. It was recommended that changes recognise the long standing relationship Aboriginal people have with the land. Amend the Strategy to address the impacts on aboriginal sites from climate change and natural hazards and strategies to protect these. Guidance for this came from the recent Coastal Erosion of Aboriginal Heritage (AHO, 2019) report. The following existing two statements are relevant to Aboriginal heritage: • pg19, Theme 1: Bushland. "Consider scenic and cultural landscapes and heritage in strategic land-use planning, development controls and when undertaking works". • pg39, Theme 8: Adaptation and Resilience. "Collect good quality, meaningful data and leverage local knowledge to support and enable decisions". Insert the following quote from the AHO on pg. 6 in place of the current Strategy Time Line: “In planning for the future, we acknowledge the deep knowledge and resilience of Aboriginal people who have already responded to dramatic climate change and sea level fluctuations, not once but many times. The rock art, shell middens and rock engravings are reminders that people have long sought to look after this country sustainably. In looking to the future, we acknowledge that the First Australians have set us a challenge - to develop strategies to ensure that we can pass on the environmental wealth of this land to future generations far beyond those closest to us. We look now to 2040 and sow the seeds for much more.” AHO 2019. Amend the second paragraph under the Climate Change heading on pg. 10 to: “Climate change is affecting biodiversity and water quality as ecosystems response to

Issue Title	Key consideration in submission	Council response
		increased temperatures. Severe storms and rising sea levels have potential to erode Aboriginal heritage sites. We may see changes to insurance premiums and maintenance and repair costs, while heatwaves will impact public health." Add in additional discussion on Aboriginal Heritage sites to Theme 8: Adaptation and Resilience, paragraph 1 on pg. 38: "We will also see impacts on the diversity of our plants and animals (IPBES, 2019). Our local Aboriginal heritage sites will be exposed to more severe erosion (AHO, 2019)". Add in an additional "We will..." strategy to Theme 8: Adaptation and Resilience: "Continue to monitor and record Aboriginal and European heritage sites, salvage sites, undertake conservation works where appropriate, and deliver education and training programs". Insert a reference for the AHO report: "Aboriginal Heritage Office (2019) Coastal Erosion of Aboriginal Heritage, North Sydney 2019".
Youth Engagement	In the early stages of the public engagement we received a number of submissions requesting that Council engage with local youth.	In response to the early submission stating that they wanted more youth engagement we did the following: • Posted to KALOF social media page for comments. • Sent emails to local 'green' teachers encouraging them to promote making submissions to their students. • Discussed the engagement to the Youth Advisory Committee at their meeting, including a follow up reminder email • Continued posts on other social media platforms. In addition, members of the Green Team, which is a youth-run, volunteer-based environment initiative, attended a community run workshop to prepare comments and submissions. The promotion of the draft Strategy was expanded during the consultation period with consideration for youth. The final submission numbers showed that at least 30 of the

Issue Title	Key consideration in submission	Council response
		written submissions came from people aged 25 and under.

8. Conclusions

Feedback collected through the engagement process identified a number of recurring themes as well as novel ideas and perspectives

The results of the engagement process indicated that the community support the draft Protect. Create. Live – Environment and Climate Change Strategy 2040.

9. Next Steps

- It is recommended that the updated draft Protect. Create. Live – Environment and Climate Change Strategy 2040 be reported to Council to consider adopting the Strategy.
- If the Strategy is adopted the staff commence development of the action plans referred to in the Strategy
- Council undertake regular reporting on the progress towards to goals, aspirations and commitments in the Strategy
- Ongoing promotion of the Strategy (Stage 3 of engagement) in the community is undertaken.

Appendices

1. Engagement Content

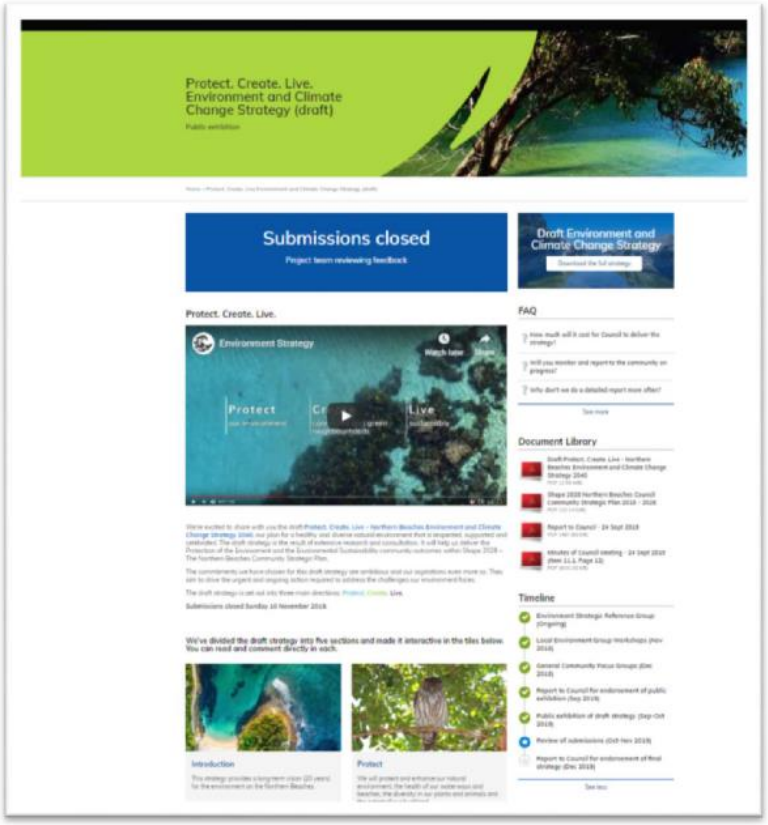

Figure 1. Project page (following exhibition close)



Figure 2. Promotional cards, with seeds embedded

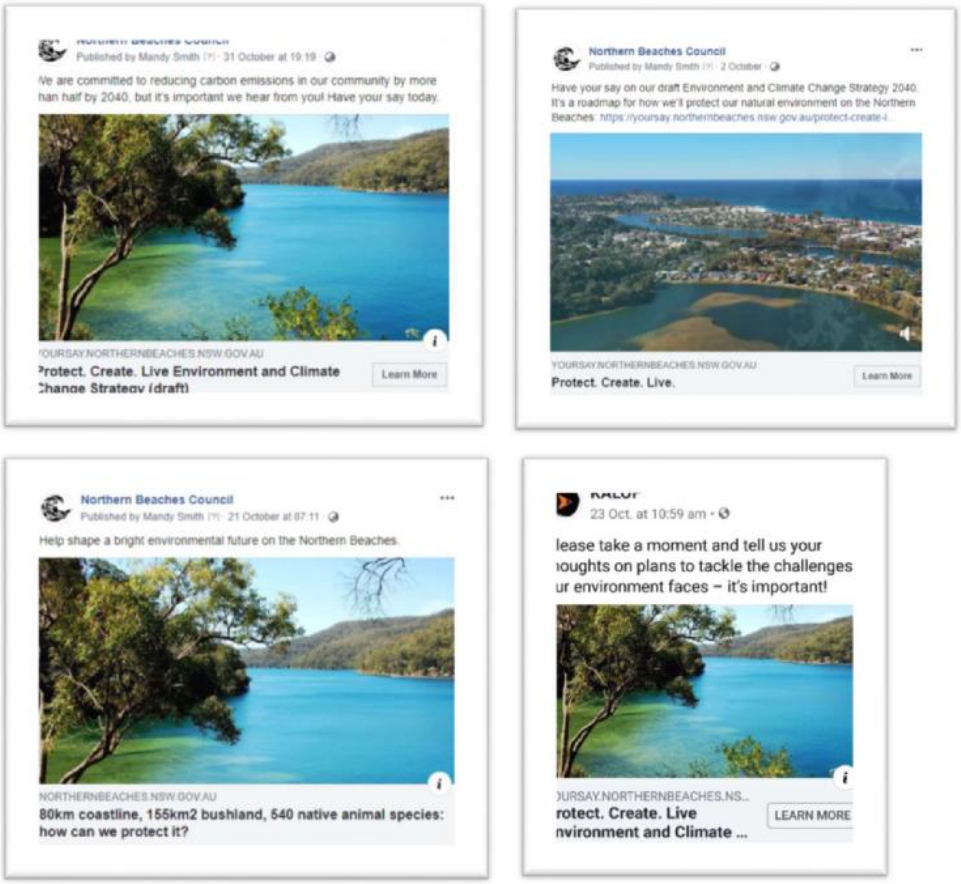

Figure 3. Facebook posts

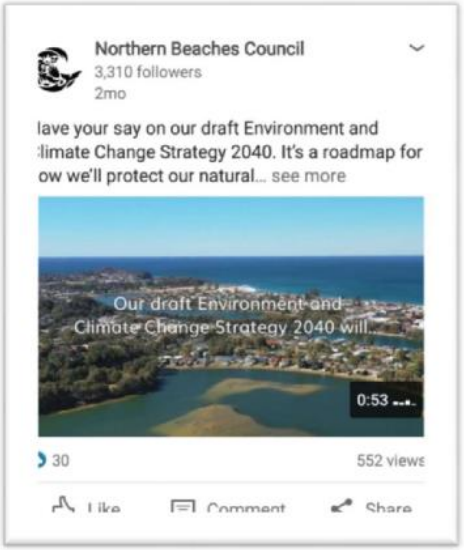

Figure 4. LinkedIn post



Figure 5. Engagement stall at Rat Park Markets



Figure 6. Manly Daily newspaper article



Figure 7. Example of comments on the interactive PDF

2. Full Summary of Community and Stakeholder Responses

2.1 Letter and Email Submissions

Comment	Page	File
shut up	1	CREATE - Environment and Climate Change
Does this include State Parks? How are you including Manly Warringah War Memorial State Park? Are there any others in the Northern Beaches?	7	PROTECT - Environment and Climate Change Strategy 2040.PDF
Please consider building Frenchs Forest High School on another site that is "brown". Please do not build on Aquatic Reserve and remove lots of trees for an Asset Protection Zone and other buildings - as per Manly Vale Public School. Please use your advocacy with State Government properly and not "sell the farm" - we can't get this land back and it WILL pollute the precious catchment.	1	CREATE - Environment and Climate Change Strategy 2040.PDF
What does "promising" mean here? Is there a better word to show more commitment? Promising to who?	1	LIVE - Environment and Climate Change Strategy 2040.PDF
After "lower energy and water use", add "and reduce air pollution from wood heaters and open fireplaces"	3	CREATE - Environment and Climate Change Strategy 2040.PDF
After "building sustainably", add: "and reducing air pollution by not installing wood heaters or open fireplaces"	4	CREATE - Environment and Climate Change Strategy 2040.PDF
This comment is totally anthropocentric! Please edit it to acknowledge how dependent we humans are on the environment in which we live, not the other way around. The land on which we gather and live is not a resource for us to use and abuse, but for us to respect, nurture and conserve!	2	INTRO - Environment and Climate Change Strategy 2040.PDF
Please add the impact of climate change on the species other than humans who are the ones who have and are causing the loss of the natural world on the northern beaches.	5	INTRO - Environment and Climate Change Strategy 2040.PDF
Please move from an anthropocentric attitude to our coastal environment. We are the most recent inhabitants who have had the mos destructive impact. Please mention the rights of the other species whom we share this beautiful part of earth with to exist.	6	PROTECT - Environment and Climate Change Strategy 2040.PDF
Again this it a totally anthropocentric document - all about human use and abuse! Keep this up and there will be nothing left of OUR environment!	7	PROTECT - Environment and Climate Change Strategy 2040.PDF
Education is key to the delivery of community aspirations and this is where greater support of the programs provided by the Environment Centres would be beneficial. All schools should be involved in programs that link students to their local ecosystems and the ECs should be the link.	7	INTRO - Environment and Climate Change Strategy 2040.PDF
Agreed but I would like to see an Community Education Plan. Engaging students in the plans for the future and building their voice toward the importance of sustainable design and planning will assist in the long run. Additionally, these students will be the new families, parents of 2040.	12	INTRO - Environment and Climate Change Strategy 2040.PDF

Education Plan? Draw all of the Environment Centre programs into a single path of learning that could be taught in all Northern Beaches schools. Make our students educated custodians of our local ecosystem	8	INTRO - Environment and Climate Change Strategy 2040.PDF
Based on general ABS data this would see approx. 7020 NEW/ADDITIONAL school age students coming into the area. Are there plans for more schools? Upgrades? To account for this? I understand that Narrabeen is on the cards but this will only account for maybe 500 students in that area.	12	INTRO - Environment and Climate Change Strategy 2040.PDF
Advocacy, Education, Leading by example, Engagement and collaboration - all of these can be modeled through the Environment Centres and their programs when engaging with school students.	13	INTRO - Environment and Climate Change Strategy 2040.PDF
I believe the role of the Environmental Centres cannot be underestimated in achieving a number of the reoccurring 'we will...' statements for each theme. Please see below: - Capture baseline data - effective school programs could engage students in citizen science programs to collect this on an ongoing basis from a broad series of locations - Actively engage in partnerships - the CEC could link through schools to parents and committees to build strong networks of support and altruism - Motivate, inspire, educate and support - this is the key role that the CEC plays and should be supported to play to a greater extent	8	PROTECT - Environment and Climate Change Strategy 2040.PDF
What about supporting solar panels on schools? These are large spaces (roofs) and these could be used to offset the electricity used in schools - which is increasing as they shift toward digital learning	2	CREATE - Environment and Climate Change Strategy 2040.PDF
2020 - correction	4	CREATE - Environment and Climate Change
The CEC are supporting schools with Bush Regen. plans and works on school sites. This would be great across all schools in the NB. Again education but placing the schools as a site where this is done well and done by the students	5	CREATE - Environment and Climate Change Strategy 2040.PDF
I think we should be addressing packaging of things that don't need to be packaged in plastic such as fruits and veg which could very easily be moved to biodegradable paper bags and such. There has been much success overseas with natural packaging being used such as banana leaf to reduce unnecessary plastic waste which is only used once. Another suggestion is to encourage the use of recyclable coffee cups for take away coffee as there is a large cafe demand in the northern beaches. these two suggestions should be enforced if possible on the large corporation such as coles, woolworths or starbucks for it to have any meaningful effect	3	PROTECT - Environment and Climate Change Strategy 2040.PDF
increasing marine sanctuaried area could ensure this and promote greater biodiversity	3	PROTECT - Environment and Climate

with the amount of trees being cut down every year this will not be enough to suffice. moss is far superior and takes up less room. Vertical gardens such as the ones in manly vale and barangaroo are far superior, create a carbon sink, increase mood of the population around them and are more space efficient. Please check out this article on a bench that can absorb the same amount of carbon dioxide as 275 trees in as little as 1% of the space. https://www.forbes.com/sites/trevornace/2018/03/20/this-city-bench-absorbs-more-air-pollution-than-a-grove-of-trees/#5df2e9d26b8d		CREATE - Environment and Climate Change Strategy 2040.PDF 5
Why aren't we using recycled rain water for toilets and other such things already. Australia is one of the MOST water poor countries in the world. In our current situation of drought this should be one of our top priorities and we need to lead by example.		LIVE - Environment and Climate Change Strategy 2040.PDF 4
I hope that all these plans are put into act ASAP because without the encouragement from small local governments it is unlikely we will be able to encourage the higher levels of government to do anything. I think another way to show support for climate action is to increase awareness of initiatives and strikes though the high governments (ie Scomo and the Australian Liberal Party) do not approve as they do not seem to have this immensely important issue for everyone's future at the top of their priority list.		COUNCIL OPERATIONS - Environment and Climate Change Strategy 2040.PDF 2
The biggest waste issues in schools are Food waste and Single Use plastics, how can the council support schools to best divert this waste to recycling/ composting streams to reduce carbon emissions? Schools can be great influencers of best practice approaches to water conservation. What incentives assistance will be given to schools to assist them in greater water conservation practices and education?		INTRO - Environment and Climate Change Strategy 2040.PDF 9

Hey there, I think as part of the "live" section of this plan, some of the MOST important aspects to be bringing up and highlighting would be local food production and supporting current businesses and organisations currently involved in this vision. Giving people SOLUTIONS and implementable stratagies, That which people can do within their own lives that will have the largest net effect on our environment & our response to climate change as a local & global community. I see a very strong need to adress the personal changes and strategies people can make in their own lives & homes in order to combat climate change & align with the vision you have stated here in your draft strategic plan. I think we should be talking about & promoting community based networks & businesses that encourage LOCAL engagement and community circular economy. These are the EMBODIED strategies people need to KNOW ABOUT in their own lives. Such as: - Knowing WHERE and HOW to buy food produce from local food co-operatives that we have on the northern beaches. Or how to buy foods waste free & in bulk. This in turn will help create the demand and generate more business economy for local food growers. These food coops support local food growers, reduce food miles, keep the local economy growing, reduce carbon emissions and are waste free. they also feed people fantastic quality organic produce! - Encouraging people to shop for produce at local food markets (narrabeen on a friday & pittwater on a sunday) and question market holders where there food is coming from & aiming to source it as local as possible. - Promoting Permaculture northern beaches community group amoung others who are already working strong towards the same vision, & have the contacts and the connections within the local community already. Work alongside the institutions like waterways, manly environment center etc, there is power in the many! -- encouraging people to get involved in urban food growing. we need to bring food production back to cities! Permaculture northern beaches isn't just community gardens or workshops on food growing. Permaculture is a regenerative culture with a acute community orientated focus on supporting & networking on all things	3	LIVE - Environment and Climate Change Strategy 2040.PDF
This is fantastic I like this plan	9	INTRO - Environment and Climate Change

Hey there, I think a very important part of the mitigation & adaption strategies have not been adressed here. The strategies that will in the long term have the largest & fastest impact to reduce green house gas emissions & combat climate change. That which people can do within their own lives that will have the largest net effect on our environment & our response to climate change as a local & global community. Here I see they are mostly addressing direct environmental strategies, those which people will be witnessing in their local community and external environment. However, I see a very strong need to adress the personal changes and strategies people can make in their own lives & homes in order to combat climate change & align with the vision you have stated here in your draft strategic plan. I think we should be talking about & promoting community based networks & businesses that encourage LOCAL engagement and community circular economy. These are the EMBODIED strategies people need to KNOW ABOUT in their own lives. Such as: - Knowing WHERE and HOW to buy food produce from local food co-operatives that we have on the northern beaches. Or how to buy foods waste free & in bulk. This in turn will help create the demand and generate more business economy for local food growers. These food coops support local food growers, reduce food miles, carbon emissions and are waste free. they also feed people fantastic quality organic produce! - Encouraging people to shop for produce at local food markets (narrabeen on a friday & pittwater on a sunday) and buying organic produce from local food growers - community engagement through knowledge sharing, swapping, recycling, energy saving, and lifestyle changes, it a bank of people who are already making these minor and larger lifestyle changes to help visions like these which you are proposing. Fantastic visions that are so imporntsnt in this time in history! Im really excited to support this draft and refine the delivery. - Talking about how people can get involved, what they can do to help, where people can go to get involvd in workshops, events, discussion panels, engage in a network of information & knowledge sharing where we can come together to help individuals change their patterns of living that are damaging our environment. - waste management! Examples such as community composting strategies, plastic reduction regulations/suggestions. recycling strategies within our local community, swapping & rescuing usable items people throw out to council clean up. -	14	INTRO - Environment and Climate Change Strategy 2040.PDF
After seeing the clearing of bushland to protect the expanded Manly Vale School, I dread the further bushland that will be razed to protect the new Forest High School - if it is relocated.	3	PROTECT - Environment and Climate Change Strategy 2040.PDF
Was staggered when we viewed our apartment completed in 2015 and there was NO consideration of BASIX - nothing ! We could have had solar panels to at least power common property and small water storage devices in the 8 gardens + common property to water the gardens. :(	1	CREATE - Environment and Climate Change Strategy 2040.PDF
Totally agree but if possible insist on greater sustainability during the construction phase	3	CREATE - Environment and Climate Change

As previously stated we need greater storage of rainwater for use on gardens and of course for use with tilets - recycling of bath / shower/ washing (laundry) water to be reused in properties - again install these facilities at construction phase not retrofitted.	3	LIVE - Environment and Climate Change Strategy 2040.PDF
The Warriewood STP periodically has bypass events that result in stormwater and partially treated effluent being discharged into the ocean from the Warriewood headland outfall. I think the strategy should address this issue, particularly given the increasing likelihood of these events as population in the catchment increases. At the very least I think there should be an objective to ensure all discharges are treated to tertiary level.	7	PROTECT - Environment and Climate Change Strategy 2040.PDF
I think that Council ought to have an explicit policy to encourage long term retreat of built structures from areas that will be affected by rising sea level. I also think that beach nourishment should be formally investigated as a means of maintaining beach amenity - particularly when that amenity has been diminished by coastal modifications such as the Collaroy-Narrabeen seawall.	7	PROTECT - Environment and Climate Change Strategy 2040.PDF
To everybody who worked so hard to pull this complex project together - thank you.	3	INTRO - Environment and Climate Change
In light of Council's recent declaration of a Climate Emergency, I think the final version of this plan should incorporate explicit acknowledgment of this historic decision in the preamble. More importantly, the policy's plans and strategic ambitions should align with the great urgency of our perilous situation.	5	INTRO - Environment and Climate Change Strategy 2040.PDF
Given that all the world governmental climate agencies and 97% plus of all climate scientists recognise that human generated CO2 _is_ the cause of warming, I think we can safely disregard the views of someone who apparently has no publications or citations in the climate literature.	8	INTRO - Environment and Climate Change Strategy 2040.PDF
If Council is honest about pursuing a policy to reduce this alleged harmful CO2 emissions why are they still using air conditioning in their buildings and motor vehicles ?	1	COUNCIL OPERATIONS - Environment and Climate Change Strategy 2040.PDF
There is no evidence of any kind that man's CO2 has caused ANY of the warming since the Little Ice Age. I have spoken to IPCC's key figure Dr Trenberth. He claimed the key evidence was sea levels. He ran for cover when I pointed out sea levels have been rising at a DECREASING rate for 20,000 years! In Sydney, sea levels have been rising without ANY acceleration, at a rate of 6.5 centimetres per CENTURY ... insignificant! [redacted]	8	INTRO - Environment and Climate Change Strategy 2040.PDF

It's time to change to much smaller houses, even "tiny houses' if possible to stop encroaching on wildlife habitat.	1	PROTECT - Environment and Climate Change Strategy 2040.PDF
Provide legislation and incentives to businesses in the local area to reduce the reliance on single use plastics. Then we can work on prevention at the start of the chain, rather than removal once it has occured.	3	PROTECT - Environment and Climate Change Strategy 2040.PDF
How exactly is this going to occur? What legislation will be put in place to ensure this happens? How will it be monitored and SMART goals set to ensure its success over the years? Will this be for new builds only or will you assist in improving current designs?	7	PROTECT - Environment and Climate Change Strategy 2040.PDF
We are losing so much bushland in the expansion of Mona Vale Road. Will areas remain protected when proposed developments at Ingleside go ahead? Will the council aim to add more areas of protection? Why are more developments being allowed/proposed when we have destroyed so much of our native bushland on the Beaches already?	3	PROTECT - Environment and Climate Change Strategy 2040.PDF
Students who I teach would like to suggest more of the artwork that was done on the footpaths to promote the drinking water fountains. They said the cartoon sea life promoting using these instead of plastics stuck in their mind and they would like to see more of them. They said more drinking fountains would be great as well, especially near the actual beach to use in summer. However also that it would be great to find a way to recycle and reuse the water that runs off!	8	PROTECT - Environment and Climate Change Strategy 2040.PDF
Could there be more development of rooftops gardens and bushland regeneration on rooftops (eg northern Beaches Hospital would have been a great space to create this). Can council lead the way with this so households and developments can follow?	9	PROTECT - Environment and Climate Change Strategy 2040.PDF
1 in 5 is an average and doesn't stress the point that in some areas of the LGA it is 0/5 and others 5/5	2	PROTECT - Environment and Climate
What is the current situation with the Warriewood/Igleside development ? There is a lot of bushland currently there.	3	PROTECT - Environment and Climate Change Strategy 2040.PDF
agreed	4	PROTECT - Environment and Climate
The startegy should not limit itself to runoff impact , it should also include waste water runoff. A number of places are using onsite disposal sewage systems. Around Pittwater many of those systems, even with best efforts, are not fitted to the soils and enviornment characteristics of the area. They contribute significant amount of comtaminants in the bay and are a risk to public health. Council should include the support of a resolution through Syney Water or other service providers for those areas.	5	PROTECT - Environment and Climate Change Strategy 2040.PDF

You are indicating 4 years to prepare a climate change plan. Yet you are forcing owners of properties on Narrabeen/Collaroy beach to prepare plans, submit DAs and construct whatever defence they consider suits them now. The way you are doing this is by offering some funding which is threatened to expire/runout if the owners do not act rapidly. This is totally insane. You will end up with inconsistent, unmaintainable infrastructure which will not match your 'plan'. Am I missing something ?	9	INTRO - Environment and Climate Change Strategy 2040.PDF
Is this a steady gradient or an accelerating process. We are not interested in the past except where it guides our future. This statistic does not help.	13	INTRO - Environment and Climate Change Strategy 2040.PDF
This paragraph is a mix of entirely unrelated topics and should be rethought. Eg. The use of drones for mapping is totally unrelated to to driverless cars.	7	INTRO - Environment and Climate Change Strategy 2040.PDF
in our bushland sometimes habitat is being provided by non native species. Agressive clearing by land care of non native species can reduce habitat and shelter, it needs to be done in small mozaics with native species planted out and established before clearing out large areas of non natives.	3	PROTECT - Environment and Climate Change Strategy 2040.PDF
There are very few specific wildlife corridors linking reserves. We need to recognise that backyards provide habitat and refuge. They are informal wildlife corridors that allow animals to move about. If we want to retain wildlife NBC needs to encourage, educate, promote and support backyard wildlife refuges.	3	PROTECT - Environment and Climate Change Strategy 2040.PDF
Bushland is vital habit for breeding and roosting sites for the Powerful Owl, however our bushland alone doesnt seem to be able to support them, as they also hunt in suburban reserves, backyards and golf courses because this is where they can find prey.	2	PROTECT - Environment and Climate Change Strategy 2040.PDF
It's possible to manage bush fire threat without burning, as recently demonstrated in palmgrove. Too frequent buring can have a negative effect on breeding sites	2	PROTECT - Environment and Climate Change Strategy 2040.PDF
yes, a priority, a massive amount of trees have been taken out in the last few years in Avalon and Clareville, also Palms which provide habitat for ringtails and bats ,	3	PROTECT - Environment and Climate Change Strategy 2040.PDF
When you allow recreational access to a reserve and allow dogs on leash, many dog owners will let their dog off the leash and let them run ahead to hunt through the bush. If they don't attack native species, they still cause a significant disturbance, I have seen owls abandon favourite roost trees when dogs are let off leash.	3	PROTECT - Environment and Climate Change Strategy 2040.PDF

I believe that tree clearing has contributed to a decline in the volume of native wildlife species. In the Clareville area alone there have been a significant number of large trees taken out of backyards in the last few years. Palms are also being heavily cleared, palms provide food and habitat for bats and ringtails – the owls favourite prey. Backyards are critical areas for prey species. If Native wildlife is to continue surviving in our suburbs NBC needs to recognise backyards as important wildlife refuges, there isn't enough bushland alone to support our owls. I would like to see an active campaign with education and council assistance to encourage and enable local residents to help local wildlife by establishing their own backyard refuges.	3	PROTECT - Environment and Climate Change Strategy 2040.PDF
We need more signage and an active campaign to get people to slow down and think about the native wildlife. The speed limit on Hudson Parade is 35km/h but most of the traffic is at 60km/h or more. There have been 2 powerful owls that I know of killed by cars in Clareville alone. We still have ancient signs warning of koala crossings but there is nothing to warn motorists about bandicoots or owls. Backyards act as informal wildlife corridors and roads intersect these corridors. I'd like to see new signs erected to bring attention to the local wildlife that exists at present and a campaign started to educate people to drive responsibly, particularly in the dawn and dusk hours.	9	PROTECT - Environment and Climate Change Strategy 2040.PDF
Water levels at Fort Denison have not altered since recording began. That is an official recording station for water levels. Please keep to the actual facts.	2	CREATE - Environment and Climate Change Strategy 2040.PDF
Re: reducing waste I would refer to the absolute waste of money replacing bins that did not need replacing. The dumping of bins that were still being used and would be for many years was disgraceful and then you gave the contract to the same contractors. I understand the only business case that worked was over 10 years , not 12 years. Disgraceful waste of rate payers money.	12	INTRO - Environment and Climate Change Strategy 2040.PDF
Electric vehicles would be great if we had cheap power which we do not. In the long term they may be practical but at this stage , you really have to be kidding. They take too long to recharge and the recharging stations will take time and money to do which again is more expense to the community facing increased charges in everything at present.	14	INTRO - Environment and Climate Change Strategy 2040.PDF

Please let us not forget Council's main work should be to collect garbage and fix roads. We have State and Federal Governments to direct policy. It is not under Council's 'job description' to go way beyond that boundary. My understanding is that the country in the last Federal election in May 2019 voted to reject Labour's 50% renewable policy? I would also think there would not be anyone on the Northern Beaches who does not appreciate our extraordinary natural environment, without further education. We all are living here because it is the best place in the world. With regard to accessing further grants my understanding was that there was supposed to be a very large surplus of funds delivered by the combining of the Councils. So there should be plenty of funds available, if you did not spend them recklessly on unnecessary bins and there should not be a need to raise rates for the local community?	2	INTRO - Environment and Climate Change Strategy 2040.PDF
Priority planting given to plants propagated at Council's nurseries and endemic to local areas. No more planting of exotics, especially the type that Bushcare volunteers remove from their sites as weeds, e.g. gazania. More street planting of local species. Educate the community of the value of our local environment, its diversity, importance and promotion of pride and responsibility to care for our unique biodiverse and threatened environment	9	PROTECT - Environment and Climate Change Strategy 2040.PDF
In what ways will the council be preventing unlawful actions, such as illegal discharges, by implementing enforcement and compliance activities to protect waterways from pollution and destruction, that is different to what they were already doing?	3	PROTECT - Environment and Climate Change Strategy 2040.PDF
There should be support and information available regarding options for installing solar panels on (existing) apartment buildings as well as stand alone houses	3	CREATE - Environment and Climate Change Strategy 2040.PDF
This is very loosely defined, there should be more clearly defined goals upfront.	5	INTRO - Environment and Climate Change
Does this include a organic / food waste bin/option for residential properties?	7	LIVE - Environment and Climate Change
The Council should ensure that any and all of its own vehicles are zero emissions in the next 2-3 years - ideally together with other councils who have also declared a climate emergency - to encourage more models to Australia, a second hand market and more charging infrastructure. Look to ACT Govt who are doing this.	9	INTRO - Environment and Climate Change Strategy 2040.PDF
The council should advocate for and support the transition to zero emissions buses with the State Govt of NSW	11	INTRO - Environment and Climate Change Strategy 2040.PDF

The Council could consider if a community battery is appropriate, see the PowerBank community battery storage project in WA	3	CREATE - Environment and Climate Change Strategy 2040.PDF
this legal "speek" is absolute poo and is a publicity stunt to win approval for the current council leaders. i will be surprised if any of these strategies are put into place by the time they are due to be completed.	1	PROTECT - Environment and Climate Change Strategy 2040.PDF
Ensure that council associated superannuation companies do not invest in fossil fuels?	2	COUNCIL OPERATIONS - Environment and Climate Change Strategy 2040.PDF
ensure procurement policies encourage that downstream businesses, suppliers, consultancies etc have similar targets and commitments and behaviours	2	COUNCIL OPERATIONS - Environment and Climate Change Strategy 2040.PDF
Overall a great document and commitment, renewable energy targets should be more ambitious.	4	COUNCIL OPERATIONS - Environment and Climate Change Strategy 2040.PDF
These targets are not 'ambitious'. They have already been met in 2019.	8	INTRO - Environment and Climate Change
and providing a mix of low- income, shared ownership, not for profit/council owned and private dwellings of different sizes and types (look at Nightingale Housing in Victoria for a great example of carbon zero housing strategy)	12	INTRO - Environment and Climate Change Strategy 2040.PDF
needs to include improving/retrofitting existing buildings to upgrade sustainable elements, capture and make more efficient use of water, increase energy efficiency, thermal comfort, manage waste etc	15	INTRO - Environment and Climate Change Strategy 2040.PDF
and retrofitting/upgrading existing built environment	1	CREATE - Environment and Climate Change
Also build 'inclusive' environments encouraging best practice 'accessibility' for the elderly, parents with prams, young kids, and people with a mobility issue.	2	CREATE - Environment and Climate Change Strategy 2040.PDF
Particular thought needs to be given to units and multiple dwellings- consider encouragement of green roofs, recycled water, clothes drying options, communal gardens and better integrated waste management - including composting/worm farms/grey water treatment for washing machines/toilets and showers	2	CREATE - Environment and Climate Change Strategy 2040.PDF
Until it is collected separately from garbage, the community will never be educated on food waste. Kids grow up thinking that food waste goes in the bin, they don't learn how to compost, they don't see the separation at the facility. Until purchases without soft plastics are totally unavoidable (mainly food products), is there an opportunity to start collecting soft plastics for Redcycle? The majority of people won't go to the effort of taking a bag of soft plastics to a collection point. Need to increase scope and availability of bottle return schemes. Need to encourage businesses to be responsible for the waste materials they create, cradle to grave	3	LIVE - Environment and Climate Change Strategy 2040.PDF

will need re-education of driver attitudes which in turn requires enforcement of 1.5 metre rule in addition to better cycle infrastructure continual improvement of footpaths including where none exist (eg Newport/Bilgola/Clareville)	2	LIVE - Environment and Climate Change Strategy 2040.PDF
Where does this figure come from?	2	COUNCIL OPERATIONS - Environment and Climate Change Strategy 2040.PDF
Adding more trees is an incredible simple solution to combatting heat.	3	LIVE - Environment and Climate Change
Why is NBC insisting on art works at our beautiful scenic and cultural headlands? Surely our landscapes are stunning enough and certainly do not require sculptures etc.	9	PROTECT - Environment and Climate Change Strategy 2040.PDF
How will this be undertaken? Landscape architects seem to be promoting Mediterranean and European plants with one token Australian indigenous plant	3	PROTECT - Environment and Climate Change Strategy 2040.PDF
Why then is NBC still planting exotics in beach side garden plots and roundabouts?	7	PROTECT - Environment and Climate
Exotic problem plants such as asparagus fern, lantana, crofton and cassia are running rampant on NBC land and road reserves.	3	PROTECT - Environment and Climate Change Strategy 2040.PDF
Why can't Council get all it's electricity from renewable sources e.g all 'green power' or offset the percentage required to reduce carbon emissions now.	4	COUNCIL OPERATIONS - Environment and Climate Change Strategy 2040.PDF
Great strong aspirations and targets.	2	COUNCIL OPERATIONS - Environment and Climate Change Strategy 2040.PDF
Council should be role modelling leaders here and all their buildings should be fitted with solar panels. Show the way.	3	CREATE - Environment and Climate Change Strategy 2040.PDF
Plant more trees on nature strips. Don't wait for the resident to request.	5	CREATE - Environment and Climate Change
The NB is incomprehensibly reliant on cars and the notion that buses can provide adequate public transport on already clogged roads with ridiculously narrow lanes beggars belief. We desperately need light rail and/or train lines. Also, dedicated bike infrastructure (Copenhagen lanes and bike paths) should be a no-brainer in this beautiful climate and with these surrounds. Lower carbon footprint and healthier for commuters. Why would we not be investing in this?	3	CREATE - Environment and Climate Change Strategy 2040.PDF
we say that we are going to slow down on clearing bush land yet we are clearing it faster than ever and future developments will not help for example Ingleside	3	PROTECT - Environment and Climate Change Strategy 2040.PDF
Would like to see council include Aboriginal words in the acknowledgement of country. If we are to acknowledge the original custodians of these lands we should at least be using some of their language. We will all be the richer for this.	2	INTRO - Environment and Climate Change Strategy 2040.PDF
Would like to see a definition of "built sustainably" in terms of how council is defining this.	5	INTRO - Environment and Climate Change
include a date as to when these surveys were contacted or include information as to where this data has been collected from. For both Fauna and Flora.	6	INTRO - Environment and Climate Change Strategy 2040.PDF

This image clearly shows just how "loved to death" some of our popular locations are. (erosion on side of paths) We need to ensure that regular maintenance takes place to ensure that degradation does not take hold and it becomes an expensive exercise to remedy .	7	INTRO - Environment and Climate Change Strategy 2040.PDF
I wonder if in a strategic council document, International targets for climate action have been included before. The fact that we are looking at the global picture is so important. We are living in challenging times	8	INTRO - Environment and Climate Change Strategy 2040.PDF
Council could educate Golf Courses (which make up a lot of green open space on the Northern Beaches) the importance of including habitat to improve bio diversity on their lands. As mentioned by a previous commentator these are often homes for threatened species in an urban context.	2	PROTECT - Environment and Climate Change Strategy 2040.PDF
promoting bio diversity should be part of the urban sustainability agenda.	3	PROTECT - Environment and Climate
Should also include data on our insect populations.	3	PROTECT - Environment and Climate
Should be an overlap with bushland and urban environments. Continuing the local native landscape into the urban environment.	3	PROTECT - Environment and Climate Change Strategy 2040.PDF
Could council develop a water catchment management team that scientifically manages the Warriewood Wetlands and its tributaries. Large areas of the wetlands are overgrown with weeds and the water quality is questionable. We are very fortunate to have the wetlands.	4	PROTECT - Environment and Climate Change Strategy 2040.PDF
Does the NBC have any aquifers? If we do, do they require replenishing?	5	PROTECT - Environment and Climate
Ensuring that sculptural features are not placed in prominent headland positions. And if they are not up to the communities expectations they are voted on to be removed.	7	PROTECT - Environment and Climate Change Strategy 2040.PDF
Would like to see more storm water swale's incorporated into streetscapes. Adelaide does this very well. Also stormwater harvesting for use on playing fields, school fields.	4	PROTECT - Environment and Climate Change Strategy 2040.PDF
This photo clearly shows that Mona Vale Surf Club is IN the dune system. We should not be building surf clubs in the dynamic zone knowing what we know now, about dune systems.	5	CREATE - Environment and Climate Change Strategy 2040.PDF
The cost of initial upkeep must be budgeted for the long term survival of the planted tree.	5	CREATE - Environment and Climate Change
There should be no reduction in the number of parks and pocket parks in the NBC.	5	CREATE - Environment and Climate Change
Each bushland reserve needs to have its own plan of management which sets goals for bushland management. For instance if the vegetation type is sclerophyll woodland, then the bush regeneration should be to restore it to that type, which should include a suitable fire regime and other control of mesic vegetation - an increasing problem in urban bushland because of fire exclusion.	1	PROTECT - Environment and Climate Change Strategy 2040.PDF
One way to improve connectivity is through native gardens on private land. Where DA conditions include planting native species on private land, this has to be enforced at the time and over several years.	5	PROTECT - Environment and Climate Change Strategy 2040.PDF

Dont rely on the Council website to raise awareness of bushland and its needs. You need to go out into the community and sell and demonstrate what you want to achieve. eg pop=up stalls in shopping centres about bush regeneration, or undesirable plant information. (why not use the word : doubleyou ee d?)This would also help people manage undesirable plants on their own land. Bushland areas where bushcare happens need signage to let passerby know what is happening and how they can help. Cheap signs are good enough as vandals are active and the signs can be easily replaced.	3	PROTECT - Environment and Climate Change Strategy 2040.PDF
Consider improving habitat for small birds such as thornbills, wrens etc. on private land. The too common Noisy Miners are a native honeyeater but should be seen as a threatening process in the urban landscape, encouraged by the structure and species in urban gardens. They attack birds smaller than themselves in defending territories. Please encourage landowners to plant dense vegetation in part of the garden , and encourage groups of landowners to do this to provide corridors hopefully connecting to bushland reserves. In Warriewood and part of Ingleside Bell Miners have settled in the past few years and as they are strongly territorial may affect small birds, and may cause eucalypt dieback. Please monitor this situation.	3	PROTECT - Environment and Climate Change Strategy 2040.PDF
Thank you for all you are doing to make our community more sustainable. I live in a rented property and so have little control over the implementation of renewables i.e solar and water tanks. Encouraging owners of investment properties to invest in renewables can only be a good thing. I would also like the council to encourage all residents, especially those with high water use.i.e those with large gardens and or swimming pools to find alternative water sources- why is our drinking water going into the gardens and swimming pools? I find this unacceptable. Gardens are great but surely rain water or grey water would be a better way to supply water to plants and lawn. Further to this point, I would like council to revise the processes for the approval of swimming pools until an alternative source of water is made available. Increasing the BASIX requirements is a good start but I would also like to see houses retro-fitted with water tanks and other means of reducing energy and water use. thank you best regards Matt	2	LIVE - Environment and Climate Change Strategy 2040.PDF
This sounds a bit like we've got tickets on ourselves. It's not "what makes us special" but "where we live special".	3	INTRO - Environment and Climate Change Strategy 2040.PDF
A bit clumsy - how about: "This strategy will guide our community to act now to tackle the challenges we face by protecting our extraordinary natural environment, creating a better built environment and ensuring a sustainable future (or brighter future)".	3	INTRO - Environment and Climate Change Strategy 2040.PDF

The Northern Beaches between Narrabeen Lagoon and Palm Beach has extremely limited access - limited via Pittwater Rd, Mona Vale Road and Wakehurst Parkway. Without large amounts of environmental degradation to bushland as is happening on Mona Vale Road now - killing endangered flora and fauna - and destruction of Aboriginal sites, it would not be possible to widen roads further or provide alternative access. It would therefore be extremely unsustainable to increase numbers of dwellings significantly in that area, making travel even more slow. Northern Beaches Council should be advocating to the state and federal governments on behalf of residents for lower population targets.	6	INTRO - Environment and Climate Change Strategy 2040.PDF
National targets are too low to meet IPCC guidelines so reference to them is not useful. Maybe would be better to cite the IPCC guidelines - or those of organisations such as 350.org that recommend zero carbon emissions by 2030.	8	INTRO - Environment and Climate Change Strategy 2040.PDF
The strategy should include the need to identify what infrastructure, homes and businesses are already at risk or will be will be at future risk from climate change. These at risk sites should be made public for the sake of transparency and to ensure Council, individuals and businesses are aware of any risks to property that they are considering buying or are responsible for. Such an audit would also identify infrastructure the Council is responsible for and critical state infrastructure (such as Pittwater Road) that will need to be moved, redesigned or rebuilt as the sea level rises.	12	INTRO - Environment and Climate Change Strategy 2040.PDF
Invasive species - would be useful to specify plants (eg weeds such as prickly pear) and domestic and feral animals (such as cats, dogs and foxes). Our fauna in particular is under threat from cars. eg has helped make the koala extinct in this area and bird such as the powerful owl that hunt on the ground are still at risk. (So measures such as lower speed limits in residential areas could help protect these creatures).	1	PROTECT - Environment and Climate Change Strategy 2040.PDF
Private gardens surrounding people's homes and roadside trees also provide essential habitat for threatened species. The tree canopy in the northern end of the peninsula extends into residents' gardens and when trees are cut down it destroys the homes of birds and marsupials. It also places them at risk from cars and predators, such as cats and dogs, when they can no longer move from branch to branch in the canopy and are forced to the ground in search food or a new home. The environment strategy therefore should introduce a more effective way of protecting these trees in private gardens - especially in the light of the state govt's 10/50 clearing laws.	2	PROTECT - Environment and Climate Change Strategy 2040.PDF

No net loss of bushland will not protect our tree canopy and bio-diversity. Many trees that provide homes for wildlife take 150 years to grow and develop the hollows suitable for habitation. Planting 5,000 trees now will not provide homes for fauna and flora displaced by development - and they will die. The strategy should therefore provide for: protection of all bushland - including trees - on Crown land such as reserves; an audit of trees across the council area - including on roadsides, in parks, gardens around private homes and businesses.	3	PROTECT - Environment and Climate Change Strategy 2040.PDF
Encourage pet owners to keep cats and dogs inside at night to protect wildlife.	3	PROTECT - Environment and Climate
Encourage planting of native plants that are indigenous to our area to provide habitat for local species and prevent spread of plants that are classified as weeds. Educate public on this.	3	PROTECT - Environment and Climate Change Strategy 2040.PDF
Provide public education about the role of residents' gardens in limiting run-off by absorbing water - achieved through garden design and practices.	5	PROTECT - Environment and Climate Change Strategy 2040.PDF
Minimising and reducing the amount of concrete infrastructure such as footpaths on public and (private land) will help the land to absorb water and reduce run off. eg Footpaths in residential areas should be limited to main thoroughfares; development of hard surface playing courts should not occur next to waterways and preferably be done on land that has already been built on - rather than green space.	5	PROTECT - Environment and Climate Change Strategy 2040.PDF
Develop plans for upgrading our sewerage treatment plants at Warriewood and North Head - and advocate with the state govt for it - to ensure that sewage entering the ocean at Turrimetta headland and Manly is as clean as possible.	5	PROTECT - Environment and Climate Change Strategy 2040.PDF
This should apply to development of any new dog parks.	7	PROTECT - Environment and Climate
Seawalls in particular should be avoided due to their impact on the overall shape of the coastline and destruction of associated beaches. Any defensive structures should be designed and built by the council - and not developed in a haphazard way by residents. The apparent need for a seawall indicates a greater need for assessment of the sustainability of land use in that area - including houses and roads - such as Pittwater Road at Collaroy.	7	PROTECT - Environment and Climate Change Strategy 2040.PDF
Typo - "having"	7	PROTECT - Environment and Climate

This can include controlled burns in reserves as well, in which many small marsupials and birds die - yet these are important to protect residents and their homes - that have been built right up to and sometimes surrounded by bushland. Would be great to see some investigation by council into the best way to balance these competing needs - and new homes and development should not occur in places in these sort of locations.	8	PROTECT - Environment and Climate Change Strategy 2040.PDF
Also need to protect old trees providing habitat in the gardens of homes and business.	8	PROTECT - Environment and Climate
It is important to develop universal housing standards - ie that meet the needs of a range of people including those who are young, old and disabled - so that individuals and families can stay in their homes throughout their lives if they choose. It's particularly important for people who are elderly or with disabilities because of he shortage of appropriate housing for them.	2	CREATE - Environment and Climate Change Strategy 2040.PDF
We should cease all development on bushland if we want to retain biodiversity - and particularly the endangered species living on the Northern Beaches. Biodiversity is supported by wildlife corridors but destroying habitat reduces the capacity of the environment to support the same number of indigenous plants and animals. New housing should be redeveloped on previous sites and the number of new homes that the Northern Beaches can support while retaining bushland established. We have already lost a major forest and wildlife corridor at teh site of the Northern Beaches Hospital and this should not be repeated on any scale.	4	CREATE - Environment and Climate Change Strategy 2040.PDF
We also need to preserve public green spaces such as golf courses and bowling greens. Numbers at the clubs that maintain these have dropped in recent years and the council should be ensuring this land is secured as open space for the community, in the event that clubs close down. At present access to these spaces has been limited to club members but if they could be transformed into wonderful public parks - with open play, picnic and relaxation areas, revegetated areas with bush walks, cycle paths etc. This environmental strategy could foreshadow plans for these green spaces - which would become even more important with increased housing density.	4	CREATE - Environment and Climate Change Strategy 2040.PDF
The first point here should be: "We are committed to preserving the old growth trees of our urban canopy." They provide the greatest shade, reduce urban temperatures and provide homes for native wildlife.	5	CREATE - Environment and Climate Change Strategy 2040.PDF
Also need to identify and purchase (or ask the stat govt to purchase), and/or block development on land that is particularly environmentally sensitive or critical habitat supporting threatened species.	5	CREATE - Environment and Climate Change Strategy 2040.PDF
Species selected should be indigenous to the Northern Beaches - not just compliment the natural environment - because those are the ones that will provide food and shelter to local wildlife.	5	CREATE - Environment and Climate Change Strategy 2040.PDF

The council should not be promising corporate goals because it is not a corporation. Northern Beaches Council represents our community - and so the statement would be more appropriate if it read: "We are promising our own community goals, commitments ..."	1	LIVE - Environment and Climate Change Strategy 2040.PDF
It sounds a bit dictatorial saying that people must switch off their heaters and wear more jumpers. Would be a bit gentler - and introduce the idea of energy efficiency which is also important to reducing carbon emissions - to say: We can make our homes more energy efficient so that we don't need to run our heaters so often - and when we do, they are powered by renewable energy.	2	LIVE - Environment and Climate Change Strategy 2040.PDF
This could include community composting - especially in areas with lots of flats	3	LIVE - Environment and Climate Change
I haven't read the Move Strategy but it's important to support new renewable technology like electric cars by providing charging stations and advocating for electric buses to state government. Council could also advocate for a return of trams between Manly and Narrabeen - and perhaps further north to Mona Vale. And council run/sponsor small local electric buses for trips between suburbs or circuits - eg Newport, Bilgola Plateau, Avalon - or on demand to/from shopping centres to/from homes.	3	LIVE - Environment and Climate Change Strategy 2040.PDF
"Aspire" doesn't seem strong enough here. To aspire is to hope or have an ambition to do something. But this is something the council must actively pursue.	7	LIVE - Environment and Climate Change Strategy 2040.PDF
This section does not have a clear strategy for managing climate change - or coastal retreat - which for a coastal council will be one its most important functions in coming years. The strategy should include plans to develop a program identifying infrastructure, homes and businesses that are at significant risk from sea level rise - including major storms. This information should be made public for the sake of transparency and to inform current and potential buyers of properties of the risks. The strategy should also develop plans for infrastructure (such as roads eg parts of Pittwater Rd) that needs to be moved or replaced, and decided which land is defendable and what will be abandoned. It is important that this is done with plenty of notice to allow time for the council, families and businesses to make appropriate plans for their property - and so that the council (ie residents) do not later incur the costs of risks taken by residents living or running businesses on land that will be flooded or eroded.	7	LIVE - Environment and Climate Change Strategy 2040.PDF

Some of the best data in the world has already been collected for Collaroy beach - one of the Northern Beaches' most at risk from sea level rise (http://ci.wrl.unsw.edu.au/current-projects/narrabeen-collaroy-beach/). So decisions about its future - and other areas for which data already exists - should be expedited. These decisions will not be easy for anyone and the more notice the community has the better.	7	LIVE - Environment and Climate Change Strategy 2040.PDF
Oops - sorry I missed this point earlier - so my first comment on this page relates to this. Identifying properties is important but transparency and informing the community is critical - to allow everyone to plan and avoid the council having to cover the costs of amelioration - or being sued for not sharing the information with residents and businesses.	7	LIVE - Environment and Climate Change Strategy 2040.PDF
Would it be possible to reduce this further if grey water use for gardens, toilets and some washing was encourged - and planting of native gardens requiring less watering?	2	COUNCIL OPERATIONS - Environment and Climate Change Strategy 2040.PDF
This should be the top of this list! Infrastructure and jobs (money and more people) is something we should not be striving for. There should be a cap on home much development is allowed, therefore not allowing for the population to grow as dramatically as it has been predicted. We are the one's responsible for the destruction of the environment!	5	INTRO - Environment and Climate Change Strategy 2040.PDF
Precious bushland was lost for Manly Vale Public School. I used to go there to see white boronia in the Spring. I have never seen it anywhere else, but now it has been bulldozed. I dread the loss of yet more bushland (also in the catchment area for Manly Dam) for the construction of a relocated Frenchs Forest High School and for other "developments".	3	PROTECT - Environment and Climate Change Strategy 2040.PDF

~~Dear Northern Beaches Council,~~ I am a Northern Beaches resident of nearly 50 years. I have read through the Environment and Climate Change Strategy 2040 (hereafter ECCS2040). It is now well recognised that population growth, which is the driver of development, is clearly linked to biodiversity decline (as acknowledged on page 24 of the report, see also the 7 references below). The ECCS2040 states that by 2040, population on the Northern Beaches will increase by 39,000, from the current population of 268,849. This is a substantial increase of 14.5%. By comparison, Mosman council's growth from 2019 to 2036 is expected to be 3.9% (https://forecast.id.com.au/mosman), and less than 5% by 2040. In order to reduce the risks of biodiversity decline on the Northern Beaches, I request that you negotiate with State Governments to reduce the level of population growth to similar levels forecasted for our neighbouring councils, such as Mosman (i.e. less than 5% by 2040). Finally, I see that you "aspire to achieve no net loss of bushland" on page 19. This is good, but it is hard to see how this can be done unless you have a ban on clearing of any further bushland. A ban on any clearing of current bushland whatsoever would be an excellent start towards maintaining the biodiversity levels we currently enjoy. Such a ban does not mean development cannot occur. It just needs to occur on sites that have already been disturbed. Thank you for your consideration. References 1. https://www.biologicaldiversity.org/programs/population_and_sustainability/extinction/	6	INTRO - Environment and Climate Change Strategy 2040.PDF
Include a stronger focus on climate action e.g. by including the reference to the climate emergency and a clear commitment to an ambitious target e.g. 100% renewable powered council and community by 2030. A great example is Jacinta Arden's recent climate change bill	3	INTRO - Environment and Climate Change Strategy 2040.PDF

Overall a great document that makes me proud to live on the Northern Beaches and to be represented by a progressive council that is showing real leadership. The climate change aspect might need some strengthening and it would be great to point out the link between climate action and the economic future of Australia in general and the NB in particular.\ The transition to the clean economy is the greatest economic opportunity since the industrial revolution.	5	INTRO - Environment and Climate Change Strategy 2040.PDF
Include a 'zero emission council [and community]' The community aspect under council operation and community engagement is missing. It is easy to reduce council emissions to net zero and ideally those already should be net zero, but the community emissions are hard to reduce.	5	INTRO - Environment and Climate Change Strategy 2040.PDF
Include an additional infographic that covers the 'nasties' - tonnes of plastic entering water ways, tonnes of CO2e emissions of council and the community, tonnes CO2e emissions per person on the NB per year (last year ideally), energy consumption data, loss of natural habitat per year etc. You could also add the positive measures e.g. kWh or MWh or renewable energy produced per year (most recent available), kW/ MW installed solar PV of council/community, etc.	6	INTRO - Environment and Climate Change Strategy 2040.PDF
Great differentiation between Commitments and Aspirations	6	INTRO - Environment and Climate Change
It would be great to see a reference to scientific bodies and clarify that the targets are based on empirical evidence and scientific modeling and are no to be politised. A clear commitment to base all strategic targets on what the science tells us and not on politics or opinion polls would be great.	8	INTRO - Environment and Climate Change Strategy 2040.PDF
Clean Energy for Eternity would be interested in being involved in the climate action planning	9	INTRO - Environment and Climate Change
This has a strong focus on adaptation and it would be good to increase the focus on mitigation and not only refer to 'reduce the risk', but include 'significantly reduce CO2e emissions to net zero by 2030 in line with the IPCC recommendations, increase the uptake of renewable energy to 100% renewables powered by 2030'	10	INTRO - Environment and Climate Change Strategy 2040.PDF
Add 'coastal erosion' to the graphic	11	INTRO - Environment and Climate Change
Add 'floading' Or similar	11	INTRO - Environment and Climate Change
Great	12	INTRO - Environment and Climate Change

Council can achieve net zero carbon emissions from electricity (82% of its emissions) by entering a PowerPurchase Agreement (PPA) with a renewable energy provider, e.g. a solar plant. Ideally that renewable energy provider would be community owned. A recent case is City of Sydney entering a PPA with Repower Shoalhaven' solar plant. This will help power CoS with 100% renewable energy owned by community members. As the local NB community energy organisation (run by volunteers and Not-for-profit as an organisation) we from Clearsky Solar Investments would be interested in empowering our local NB community and council to benefit environmentally and economically from the production of clean energy. We could work with council to develop a community owned solar project to cover 100% of council's energy use. This could even be extended towards providing energy to the local community.	2	COUNCIL OPERATIONS - Environment and Climate Change Strategy 2040.PDF
2045 is too late based on the IPCC report and our commitment to aim to keep under 1.5 degree warming. We need to see that changed to 2030 at the latest, ideally council could become net zero emissions from electricity by 2020 - see the PPA comment.	2	COUNCIL OPERATIONS - Environment and Climate Change Strategy 2040.PDF
Council can significantly reduce its emissions from transport by shifting all vehicles to electric vehicles and dramatically reducing the size of its fleet, increasing the use of electric bikes, active and public transport options.	2	COUNCIL OPERATIONS - Environment and Climate Change Strategy 2040.PDF
Under the protection of our natural habitat and bush land we need to urgently add the protection of the wildlife refuge at Dee Why lagoon. We need the 'wildlife refuge' protection to become legally binding and in perpetuity. There has been a similar push by other wildlife refuge and the legal protection needs to be strengthened. Council needs to engage with the state government on this issue. We need to ensure that there will be no further incursion into the area and that ridiculous ideas like the path on top of the lagoon and bridge across the lagoon opening will never be put forward again and stopped.	3	PROTECT - Environment and Climate Change Strategy 2040.PDF

We need to have the coastal committee reinstated as we will see increase erosions and more severe weather events. Sadly, council has already sacrificed the beach at Collaroy, which now disappears at high tide. When the tide is high then it is not possible any more to walk - as we did in the past - from Collaroy to Narrabeen. The public amenity - our beach - has been sacrificed for private gain, the building of residences where they should not have been built. Sea walls are being built that lead to the loss of the beach with water lapping at the sea walls, instead of sand dunes. The community engagement on sea level rise and coastal protection was generally in the past limited to the owners of sea front properties, mostly those that have been built in the erosion zone. But the discussion if private property shall take a precedent over public property, the beach, our ultimate Australian icon, needs to be broader and involve all the community that is a stakeholder in the beach itself. The coastal committee used to be a way to ensure that coastal matters involve key stakeholder groups, but it is not operating any more. It also used to be linked to the city coastal council group and the coastal conference. Therefore: (A) reinstate the coastal committee (B) start a broader consultation on sea level rise and coastal protection and involve all the key stakeholders that use the beach (C) educate the community on the expected sea level rise (D) stop any building work in the erosion zone immediately and remove financial support to people who despite all warnings decided to build on sand in the erosion zone; the community should not have to underwrite the risk taken by some few for personal gain in property value	3	PROTECT - Environment and Climate Change Strategy 2040.PDF
A positive step towards reducing our community's carbon emissions could be the creation of a community-owned renewable energy producer and retailer. It could be either based on a community energy organisation or a PPP (Public Private Partnership) between council and the community and a retailer, that owns various energy producing assets and retails the electricity generated at a competitive price to the local community. This could be similar to the McKellar County Council, which used to be managed by the local councils and provide gas and electricity to the Northern Beaches. Despite Mike Baird having sold off our grid, we can do it again and this time do it with renewable energy. This could link also into Michael's dream of60 000 solar households by combining those into a virtual power plant. The latter can be firmed by batteries located at Cromer depot (with battery storage monetised by council).	3	LIVE - Environment and Climate Change Strategy 2040.PDF

Include the solar ambassador program - ENOVA has run a similar program already successfully in their area. A collectible impact study that I did for ARENA showed that the most efficient way to reduce community emissions was a solar bulk buy providing competitively priced solar systems to the local community.' The biggest obstacle to solar uptake is that people find it too complicated and daunting to decide on the system and installer. A bulk-buy or solar ambassador program could overcome this.	3	LIVE - Environment and Climate Change Strategy 2040.PDF
A local Virtual Power Plant could significantly reduce emissions from electricity	4	LIVE - Environment and Climate Change
Promote the good car company - Nissan Leaf at about 20 k! And the leaf can act as a battery!	4	LIVE - Environment and Climate Change Strategy 2040.PDF
There are many gaps in our wildlife corridors that are currently grassed that need to be returned to bushland to maintain connections eg around Cromer Park and areas where previous areas of bush have been neglected and are now almost grass eg between Huston Pde & Pitt Road North Curl Curl and around Surf Rd Park. Council strips should be planted with native grasses, wildflowers and small shrubs where possible - or with veggies. Leaving bushland should be a condition of development and large areas of cleared understorey avoided. eg the grass wasteland in front of the Northern Beaches hospital is a tragic waste of space and loss of biodiversity.	9	PROTECT - Environment and Climate Change Strategy 2040.PDF
Would be great if Council could encourage more innovative architecture to include vertical gardens. It should be a condition across new developments. (eg manly vale Bline parking area looks great - why is the Brookvale one a concrete jungle??)	1	PROTECT - Environment and Climate Change Strategy 2040.PDF
The Big Issue is the houses that have already been built. Homeowners need support to help them make their homes more sustainable so we use less energy. Could Council set up a consultancy service to attend peoples' homes and give advice on solar panels, water tanks and upgrading windows to double glazing? Beyond Council, the NSW government needs to offer some sort of financial assistance to enable homeowners to install water tanks and solar panels and double glazing, like the current subsidising of upgrading your downlights from halogen to LED.	3	CREATE - Environment and Climate Change Strategy 2040.PDF
Council could recycle a lot of materials from Kimbriki tip to make the new footpaths that are being created around the NB at the moment, rather than using new materials such as concrete.	3	CREATE - Environment and Climate Change Strategy 2040.PDF
I hope electric vehicles won't just replace the vehicles people are currently driving. The real issue is that we need to get more cars off the road. The B-bus line and Opal parking stations have made a huge contribution to that, making it easier and more pleasant to access the city. The recent Keoride initiative should be applauded and I hope it will be made permanent. We need more community style transportation like Keoride, and a safer road environment to enable people to use bikes and electric bikes as forms of transport.	14	INTRO - Environment and Climate Change Strategy 2040.PDF

A good place to start is in schools with education programs on reducing waste by not using disposable items in canteens. Incentives could be offered to schools to set up proper recycling bins, school gardens and composting bins.	3	PROTECT - Environment and Climate Change Strategy 2040.PDF
There is too much waste going into landfill and a lot of it has to do with people having no alternative but to throw everything out on the street. Every day I see mounds of useful household items sitting on the street waiting for council pickup. Many could be re-homed. A lot of charities these days are extremely picky about what they will accept, which is understandable. A lot of people just don't know what to do with items they no longer need and may have no alternative but to throw them out. I know Kimbriki has an outlet where they sell household items, but we need more outlets and more creatives solutions. I would like to see council do more with all this "stuff". In the 1960 "flower power" days there was a shop called The Free Shop operating in San Francisco. It held items that were available for free, such as clothing, small household items etc . If Council had an outlets or space around the NB maybe it could operate one of these shops. People would have somewhere to drop off their stuff and people would have somewhere to go to find things they could re-use instead of buying them. We are told to keep buying to keep the economy turning, but there has to be a better way. There is a wonderful organisation in Marrickville and Parramatta called The Bower. It's time for a Bower on the the Northern Beaches. They also run on the road reuse and repair centres in other areas and run creative workshops for children in the school holidays: bower.org.au	2	LIVE - Environment and Climate Change Strategy 2040.PDF
Legislate against single use plastics asap; otherwise you are fighting a losing battle. Put effort into prevention rather than cure at this point in time.	5	PROTECT - Environment and Climate Change Strategy 2040.PDF
You might have 5 aquatic reserves, but only one has any real protection and that's the State renowned Cabbage Tree Bay Aquatic Reserve (CTBAR) waters around Shelly Beach and Fairy Bower. We need more aquatic reserves with more protection. Fairlight could easily become the next CTBAR by 2040 if we started now. Sea grass meadows are also a great carbon sink. Sea Grass Friendly moorings should be compulsory throughout the beaches. If you can afford a boat, you can afford a SGF mooring.	7	PROTECT - Environment and Climate Change Strategy 2040.PDF
With all DA approvals going through Council you should be able to mandate roof top solar as part of any DA - even backyard swimming pools. We also need a legislative solution for strata. Strata Management companies need to be forced to provide owners and residents an 'opt-in' to roof top solar.	3	CREATE - Environment and Climate Change Strategy 2040.PDF
Look at Brookvale on a Google earth map and the roof top real estate of hundreds of small businesses. I'm sure they'd love to save on their power bills if someone would show them the way. Council can facilitate that. Next week :) (Low hanging fruit)	2	CREATE - Environment and Climate Change Strategy 2040.PDF

Case in point. Our new pedestrian bridge at the Mall. Concrete (carbon producing), metal and glass. Where was the partnership with innovation and creative design? You need to starting thinking differently. This is no longer business as usual. You probably had the usual commercial competition to build a pedestrian footbridge. Where was the creative competition to deliver on these ambitious goals of a new kind of built environment?	3	CREATE - Environment and Climate Change Strategy 2040.PDF
Agreed. Let's still to the facts. According to the official data on this page: https://www.psmsl.org/data/obtaining/stations/65.php. They are clearly rising.	2	CREATE - Environment and Climate Change Strategy 2040.PDF
I'm impressed by the cohesion of this strategy and the effort that's obviously gone into its creation. Both Council and Mayor should be congratulated on creating a roadmap for Warringah. I'm not sure how many other councils would have such a well thought through response to the climate emergency. I feel privileged to live and work in Warringah.	4	COUNCIL OPERATIONS - Environment and Climate Change Strategy 2040.PDF
If you want to minimise the effects of climate change I believe that we could reduce our amounts of waste being put into land fill. If we work together as a community to put our waste in the corrected bins we could compress the plastic and make it into roads. I've seen this on the internet and thought this was an excellent idea. plastic takes a long time to decompose and it will help improve the Quality of our roads. Im unsure of what the cost would be but I think it should be taken into consideration.	4	CREATE - Environment and Climate Change Strategy 2040.PDF
Pg 12 Could we use stronger words than "think about" here? We need to do more than think about, we need to take action.	12	INTRO - Environment and Climate Change Strategy 2040.PDF
The issue of population is not totally out of Council's control. There are many incentives currently in place for people to have children now – subsidised child care centres, free parking, playgrounds etc. However, very little encouragement or incentives for people who choose to protect our environment by having none. This is a difficult area and can be quite divisive, but if Council is serious about protecting our environment, then this issue would ideally be addressed in part in an environment strategy.	12	INTRO - Environment and Climate Change Strategy 2040.PDF
Population growth is the main issue that will affect all strategies, including this one. As stated, in 20 years, it is expected another 39 000 people will be living in the Northern Beaches and overseas migration is a key contributor. Even if the fertility rate in Australia is 1.8, fertility rates are higher in some of the places migrants are coming from, e.g. India (2.2) , Phillipines (2.6), Iraq (3.8), which will potentially result in even higher population growth than expected. Even if per capita consumption and emissions decrease, this will be negated by population growth.	12	INTRO - Environment and Climate Change Strategy 2040.PDF

Council definitely has a role to play in advocating for lower population targets. There is a limited capacity for the Northern Beaches to accommodate more residents without significantly changing the whole ethos of the area. People come here for the space and access to natural areas, however overpopulating the area will impinge on the natural environment and bushland, the very aspects that make this area so special and attractive.	15	INTRO - Environment and Climate Change Strategy 2040.PDF
Consideration of air quality and noise pollution could be included in these aspirations. These issues will become more prevalent with more people moving to the Northern Beaches and more high density dwellings.	3	CREATE - Environment and Climate Change Strategy 2040.PDF
The following terms are used within the document: carbon budget /carbon footprint/environmental footprint/urban/spacial footprint and ecofootprint. These seem to be used interchangeably and might cause some confusion. Maybe there could be a definition in the glossary for environmental footprint? What we actually want is for people to reduce their entire ecological footprint (not just their carbon footprint).	2	CREATE - Environment and Climate Change Strategy 2040.PDF
"Our built structures typically remain in the environment for a long time and account for approximately one quarter of our carbon emissions" however 2 paragraphs down, it says "Electricity and transport together are responsible for 85% of our community's carbon emissions on the Northern Beaches." So this may cause a bit of confusion, because the first statement is talking about embodied energy in built structures, and the next is about emissions from electricity use in the home and transport? It seems that the focus of the emissions reduction is electricity and transport as these are easiest to measure, however by not including the embodied emissions of goods like cars, houses, furniture, clothes etc.. are we missing the majority of the carbon footprint?	1	CREATE - Environment and Climate Change Strategy 2040.PDF
It is so great to see an image of the eco footprint! Maybe instead of calling it a carbon budget (as this is the only time this term is used and it is not defined in the glossary) call it the environmental footprint?	2	CREATE - Environment and Climate Change Strategy 2040.PDF
Excellent addition to discuss bigger picture carbon emissions from flights and diet composition.	2	LIVE - Environment and Climate Change Strategy 2040.PDF
Yes reducing single use plastic is important, however this is more an action that could be included in the action plans. If included in the strategy, it should be broader - rather than just single use plastic, it should really be all waste - construction waste, food waste etc..	3	LIVE - Environment and Climate Change Strategy 2040.PDF

Great to see food consumption is mentioned here, however this could really be its own section/included in the commitments as agriculture/forestry is the 2nd biggest contributor to greenhouse gas emissions after electricity and heat production (IPCC report, 2014) https://www.ipcc.ch/report/ar5/wg3/. It would be great to focus on food consumption as food choices are made every day and can arguably make a bigger difference than putting solar panels on a roof. Particularly as we are expecting more and more people to live in units where electricity use per capita is inherently smaller, food consumption then becomes a bigger portion of the ecological footprint.	3	LIVE - Environment and Climate Change Strategy 2040.PDF
We need to think big - yes reducing plastic, switching to electric vehicles, composting, etc. is important, however, the biggest impacts a person can have on climate change are: choosing to be child free, having no car and reducing plane trips. Australians have the 11th biggest ecological footprint in the world; Council has an opportunity to influence this on a local level.	3	LIVE - Environment and Climate Change Strategy 2040.PDF
The addition of pie charts is excellent. Great images like this can really help people visualise theoretical concepts.	4	LIVE - Environment and Climate Change Strategy 2040.PDF
Maybe this could be paraphrased to include all humans; ....those elements of the physical environment, harmful to humans and caused by forces extraneous to them.	7	LIVE - Environment and Climate Change Strategy 2040.PDF
Climate change is present. We do not need to prepare, we need to reckon with it now. I suggest altering this language to 'combat climate change"	5	INTRO - Environment and Climate Change Strategy 2040.PDF
I believe Council can lead the way with electricity generation with solar panel installations on top of all car parking areas, not only will they generate power, but provide shade, and if coupled with free charging stations for electric vehicles it provides further incentive to go electric, and as not many people know, the battery capacity in cars can be reused when connected to the grid in peak times to alleviate power shortfalls. The council should also pressure Government to remove the luxury tax on electric vehicles making them more affordable.	2	CREATE - Environment and Climate Change Strategy 2040.PDF
Will Council step up to protect Manly Dam's bushland and creeks from tunnel road-widening and the relocation of Frenchs Forest High School, or will they be sacrificed for "infrastructure imperatives"?	6	INTRO - Environment and Climate Change Strategy 2040.PDF

~~Obviously a holistic solution is always going to be the best when working with complex systems in society.~~ A general blanket solution that addresses single use plastic, diverting organic waste from land fill, lowering carbon emissions, creating more green infrastructure and local employment etc, is to designate areas for local food production. Food that travels less distance to point of consumption, and that is produced in a small scale-high intensive way is a big winner (less emissions, less need for packaging during transportation, less time under refrigeration, fresher food). Green waste can be collected and recycled locally, then reused as compost in these local food growing systems. Local urban farms and other urban food projects, can be profitable business ventures that supports local employment. These places can also become educational hubs that show 'real life' food production in an urban context, there for aligning with this drafts plan to educate citizens on this topic of growing food at home. Please see the link to a success example of just one form of a local food system that ALSO aligns with this drafts idea for improved 'green infrastructure.' By weaving in food production, organic waste recycling and community education to this plans green infrastructure concept, we can achieve many goals simultaneously and in a holistic manner. (https://www.disclose.tv/atlanta-turns-7-acres-of-vacant-land-into-the-largest-free-food-forest-in-the-country-368282?fbclid=IwAR2OSP929ZIn5eXxNJUL39AYZA8Ji3SvFYSmwic3GR6ipgGaBt_LvhD_XfY) As a food grower myself, access to land that is appropriate for food production AND that is also appropriately zoned for primary production is difficult. Council could definitely be effective in this issue. Monetary aid for new, establishing, urban farms would greatly increase the viability and success on urban food projects such and small scale, intensive market gardens on public or leased private land. The hardest years in market garden are the first two, during its establishment. There are many ways to bring organic, regenerative food production back into our local areas. I work as a	3	LIVE - Environment and Climate Change Strategy 2040.PDF
Regenerative agriculture methods help to sequester CO2 into the soil while simultaneously producing food for people. Another bonus local, urban farming (assuming the practices align with regenerative agriculture principles)	3	LIVE - Environment and Climate Change Strategy 2040.PDF

Simple, safe and cost effective grey water diversion for irrigation is an appropriate solution. I see this is already mentioned. Education for residence is key for this strategy to work. Free council supported consultancy could be a solution. Weekend educational workshops that specifically target grey water reuse would be good to see.	2	LIVE - Environment and Climate Change Strategy 2040.PDF
Supporting Permaculture Norther Beaches would be a great start, as they already have pathways to deliver education to the community, with experienced educators.	3	LIVE - Environment and Climate Change Strategy 2040.PDF
This is a great goal. I fully support this.	3	LIVE - Environment and Climate Change
This would be a great incentive for people looking to build a house to live in for a long time however people who are moving around for any number of reasons would prefer to rent or buy a cheaper house as it would be far cheaper pay for the energy rather than the solar panels early on in this projects lifespan.	2	CREATE - Environment and Climate Change Strategy 2040.PDF
I totally support this important goal.	2	COUNCIL OPERATIONS - Environment and Climate Change Strategy 2040.PDF

Submission
I am 12 and I want to make a change to northern beaches and save our environment. I reckon council should be cleaning the water and keeping an eye out and what is happening in our alter and other places that are filled with nature. I want council to do more
Don't make plastic cups anymore get reusable cups to stop them being chucked on the ground. Help out environment so it stops burning bad fuels and going into the air. Keep the greenery around the pace or we won't have enough oxygen and die. Knock sense into Scott Morrison - help us do more. He wasted a billion dollars on a football stadium that could have gone on helping our environment. Don't build anymore in our area, we wanna keep it natural and healthy. Stop smoking in public places because it puts bad chemicals into their air because it will give me cancer and I'm too young to smoke. Get electric cars. Is there such thing as an engine that doesn't use fuel for. Boats because that would be good for our water. My friend went to a climate strike the other day and I think council should let us have one here on the beaches.dont burn fossil fuels because it's bad.
I am an aboriginal girl living in Mona vale. I think it is our responsibility to protect our environment t and save our land. Don't chop down anymore trees and help regenerate our bush land. Plant more Australian indigenous plants and encourage our culture along the beachesthrough the environment . Don't let my culture disappear from here. Try and keep our alters clean and not have any plastics. Put more garbage bins around so we can put waste where it belongs. Protect out native animals and help us learn more about them so we can connect to our environment. Micro plastics a e bad and in my opinion even if you have a tiny bit of plastic, and you don't think it matters but it's bad. Council shouldn't have any plastic things at their stalls. Use reusable cups, I like the seeded cards because they aren't plastic and they are fun. I think coulncip should go to our schools and tell us about this strategy so we can share out feedback with you and you can hear from kids who have to live here longer than you. Please listen to us and do more to protect our environment
I think we should completely stop using fossil fuels it's bad for the atmospher and use desalination plants and we're running out of fresh water. Council can start now not in 2040. Reuse water in construction and households. Stop having long showers and no baths. I think we should protect t our green space and we should have a law to protect green space. Put my socially connective infrastructure like benches in parks. I am 14 and I fell like council doesn't really care about the environment because they might not be around by them and we will have to live with their decisions and they take their decision making lightly.

My friends and I feel that council doesn't listen to us or think we are informed enough to make decisions or have a voice. You should speak to us why don't you?

Take greater responsibility in regard to increasing dwellings and population.
a: Ensure all new dwellings are self sustaining with water catchment, solar collectors and batteries for hot water and power.
b: Construct the infrastructure for any increase in population prior to dwelling approvals.

Reduce / minimise single used plastics, maintain land, only cut down trees if you need to. Try promote being more sustainable.
If your constructing

Proud of the Northern Beaches Council and taking this essential step into bettering our environment!
I work in sustainability on the Northern Beaches and also work with kids doing a 8 week program to help better educate the younger generations on what they can do to help. Would be happy to work with the council to further action this plan and bring about more awareness.

Thankyou!

Regards

[redacted]

Yes I do believe it reflects the values held by our community. As we have such a beautiful environment on the Northern Beaches, this was definitely due and the goals you have put in place and necessary and relevant

[redacted]

3rd October 2019
Andrew Pigott
Northern Beaches Council
Executive Manager Strategic and Place Planning

Dear Sir,
Northern Beaches Local Strategic Planning Statement
Thank you for this opportunity to comment on the Draft Strategic Planning Statement; Towards 2040.
As this Plan will set the planning controls over the next 20 years it is important to ensure that the Plan is achievable.
We are encouraged to see that the "Landscape "is the top priority in this Plan.
In the Key elements of the Plan it states in part, "New planning controls for improved environmental outcomes".
The examples given in this section do not include the protection of ecosystems and biodiversity throughout the natural bushland areas. These areas contain threatened species, habitat, wildlife corridors and in some area's extensive aboriginal sites.

We consider that the Strategic Planning Statement should include the following:
The LEP should include consideration of tree protection heights/dimensions and requirements for development applications to consider and implement the Urban Bushland Strategy.
In an urban setting, bushland is a fragile and a finite resource that must be preserved and protected. Vegetation, particularly mature trees, can contribute significantly to an area's character. In particular they have exceptional value visually, culturally, economically and intrinsically. Northern Beaches LGA has a leafy character, established through the interconnection of many canopy trees distributed across road reserves, parks, bushland areas and private property.
The quality of the vegetation has an enormous impact on the quality of life of all those who live

or work in the Northern Beaches. The obvious aspects of aesthetics, oxygen production and pollution reduction are supported by many other more subtle functions, such as traffic calming, privacy, reduced energy consumption, recreation, habitat and shade along with soil stabilisation.

New development provides opportunities to reinforce this leafy character and embellish the Northern Beaches strong “sense of place” by planting appropriate trees as part of a development. It is the responsibility of the developer to provide appropriate landscaping to achieve these objectives.
Council should also enforce a strong policy regarding the unlawful damage to or removal of existing trees within the LGA, whether they are located on public or private land.
Maintain the visual, social and environmental amenity of the area through the preservation of trees and other vegetation.
Maintain and increase the totality of trees and vegetation across the Northern Beaches area by embracing the principles of Urban Forest Management, green (habitat) corridors, riparian zones and Continuous Cover Arboriculture.
Ensure the planting of adequate numbers of appropriate trees in association with new development in the Northern Beaches area.
Promote the value of and the need for the protection of trees and vegetation, to the community, developers and Council staff and encourage the reporting of tree vandalism and removal.
Protect existing trees and vegetation during construction of development.
Minimise the risk of injury to people or damage to property from trees and vegetation.
Recognise the financial value of trees and vegetation.

A major part of the Draft Plan concentrates on the provision of considerable more population and the associated additional infrastructure.
This will result in the provision of zonings for increased residential density. Although higher density residential increases antisocial behaviour, this can be partly offset by ensuring the natural bushland areas are protected without having ad hoc planning and diminishing and degrading the sense of place.
In previous planning reviews to meet population targets provided by the State Government in the previous Warringah Council area, the Council was able to achieve the targets within existing urban areas.
For the Northern Beaches Council area, we certainly request that the non urban areas in the previous Warringah Council area, be retained, particularly all the existing bushland areas.
In regard to the provision of a range of housing types it is essential to consider the quality of life in conjunction with the local character and amenity. To achieve this, it is essential that a goal of the Strategic Plan should include a Statement that will protect the residential densities for the various zonings in the LEP.
Residents need to be confident that when they buy into an area, the character of the area will remain as defined in the LEP.
This is not the current situation where SEPPs, codes and spot zoning can degrade the low density areas.

Quality of life is an essential ingredient of planning documents.
Northern Beaches LGA are facing many problems: high vehicle miles of travel, insufficient level of services, diminished air quality, degraded sense of place, segregation in land use and other non urban feature problems. It is obvious that these problems negatively affect the human quality of life. Quality of life is considered one of the most important dimensions for sustaining any urban development.
The desire to improve the quality of life must protect the Character of the neighbourhood and should be an important focus of attention for planners.
In addition to environmental planning controls, it is essential to have sufficient resources to ensure that bushland areas are not cleared. This bushland clearing has been gradually occurring over the last 20 years and is still continuing without very little control.
Those with authority in this area have a real opportunity to preserve the natural environment under their stewardship.

The infrastructure required for the population target, will be substantial with most of the facilities to be funded and provided by the State Government.

It will be important to obtain commitments from the State Government prior to completing the new LEP. We would appreciate Council addressing these issues prior to finalising the Draft Local Planning Statement. [redacted]
I think that the draft strategy truly reflects the values of the majority of our community and especially the net carbon nutral by 2030 target that reflects the Climate Emergency motion that the council recently adopted. The Council have shown bold leadership in setting this target that aligns with commuity values - most surveys show that over 60% of people want bold action on climate change and a rapid transition to renewable energy and on the Northern Beaches we want to be in the vanguard of change. This aligns also with the the science - if mankind does not radically decarbonise all aspects of our lifestyles by 2030, then a hot-house earth future of 4-6DegC of warming will become unstoppable and the survival of our species (and most others) very doubtfull. We HAVE to succeed for our children and grandchildren - extinction is not inevitable.
I have read your climate strategy report: 1. Your report is mostly fluff and guff. A lot of words, no actual plans. 2. Here are a couple of practical suggestions: (a) Plans for an array of 1,000 cubic metre storm water/silt detention basins to the coastal, Pittwater and lagoon waterway fringes, (b) Plans for properly maintained gravel fire-fighting trails through our bush land suitable for fire fighting vehicles, (c) Maintenance plans for our parks and reserves to include manpower rosters for detritus clearing rubbish clearing, high pressure water spraying of toilets, bar-b-q's and park furniture (d) Yearly plans for dredging and recycling of dredged (sand/soil) to Narrabeen and Dee Why lagoons to mitigate the spread of mosquitoes, deadly algaes and sand-flies. (e) Standard engineered guidelines for the installation of wave walls barriers to coastal properties
Great work on the submission. My addition would be that there needs more workforce working with local business/organisations, industry and schools/early child hood centres to help them reduce, reuse, recycle and educate. I think at least public schools should have access to free recycling pickups as they are not for profit and this is an area to reduce waste. All business and orgnisations needs strict eco targets to meet and be made accountable for meeting them. Keep up the good work! I am so proud NBC called a climate emergency and is rapidly taking action.
Please allow for Environmental upgrade agreements. https://www.environment.nsw.gov.au/business/upgrade-agreements.htm As one of the largest councils in Sydney, Northern Beaches really need to join the City of Sydney, Parramatta and North Sydney Councils in facilitating these. It is a valuable channel for commercial property owners to upgrade the sustainability of their buildings. Extremely cost effective.
I agree with councils environmental objectives. But I don't agree with council and state government planning laws to allow the development of boarding houses. This cuts directly across the environmental objectives where existing R2 housing blocks are over crowded taking with it available green space, adding congestion, increases pollution and damages existing and sensitive environmental footprint.
Thank you for your informative missive however while I strongly support your feelings about protecting our native wildlife and bushland you completely lost me when you published your unproven assertions about a climate emergency. There is irrefutable proof that the information you state indicated that CO2 is a dangerous gas is

ignoring the fact that this alleged dangerous gas is an essential ingredient for the growth of all forms of plant life. In fact, the 2 countries emitting the most CO2, India and China, are leading the world in reforestation because of this concentration of CO2. Further more data taken over a significant period clearly shows that the worlds weather is in a cooling phase, not a heating phase. I might suggest that the authors of this policy learn the difference between climate and weather. I would also suggest that the majority of educated residents in the NBC region would dispute councils allegations that the world is experiencing a " Climate Emergency", Councils actions on this matter is more like council is pandering to the misinformation being spread by people more interested in garnering votes from the misguided then actually pursuing policies being based on actual scientific facts. I would also suggest that based on actual recorded data that there has been negligible, if any, rises in the sea levels since data collection started in Sydney Harbour.
I would like you to note that I object strongly to my Council rates being spent on renewable energy and and other schemes purely directed at saving the world from climate change. 1. This is not the job of local Councils. Our Federal and State Governments are doing a bad enough job. 2. Australia contributes less than 2% of the so called global warming gasses so anything we do makes an undetectable difference to global warming. 3. Subsidising renewable energy pushes up our power prices, forcing our industries to become uncompetitive and unable to compete with overseas industries who are operating with cheap power produced by burning Australian coal.
I have read with great interest your draft strategy, it is unfortunate that 3. 1/2. Years have elapsed since the major storm on June 5 2016 occurred. Since that time nothing has been done to save the beach except the construction of a revetment Seawall in front of the car park at Collaroy, by NBC ,which is very good . The balance of the Beach has been eroded in greater and greater quantities to the extent that large portions of the beach are now a “Wet Beach” only . The section between Weatherill and Stuart (110 meters) is completely blocked to the public at high tide, even at low tide ,part is unaccesable . While we may be spending 100, s of thousands of $,s on new 20 year plans we should pay more attention to what is around us now that needs fixing or repair.
I would like to see more inducements to ratepayers (perhaps through rates relief/discounts) to (i) instal rainwater tanks and tanks to store grey water from showers/sinks for use in the garden, and (ii) in addition to the State/Federal initial subsidy, subsidies to instal solar panels and battery storage Otherwise, the overall strategy is very well structured and presented
Agree with everything and would like to see food waste taken away each week plus more council bins in local areas to recycle plastic.
solar panels and wind are useless when there is no wind and sun and therefore little use for families who need constant flow. costly ad ineffective with 39000 more people coming land will have to be cleared which goes against your policy especially with the extra burden of more garbage and higher sewage use..does not help Simply changing a few light globes means nothing Emissions free by 2050 is fictional electric cars what are you going to do about the discarded batteries and the extra emissions needed to charge which leaves a carbon foot print Your draft dreams but no mention of "concrete fixes " just spin doctoring Please look at queenscliff lagoon that you guys were go yo do something..nothing done To me the is just another election spin to and an excuse to raise rates much a do about nothing
Excuse my ignorance but could you please advice which humankind activity has induced a change in the climate leading to this Emergency Climate Change decleration recently voted for by our councillors and which action you are proposing that has been proven to be effective in changing this alleged humankind climate change which is now considered an emergency.

Thank you, [redacted]
I suggest that the council should get their climate change facts right and listen to Tony Heller, stop wasting our money and no one can ever change the climate ever. https://youtu.be/bOHrYY3yAGE
I think you are kidding yourselves if you believe carbon dioxide is causing climate change. There is no SCIENTIFIC PROOF of such claim. Computer modelling is not a scientific basis. Any minor increase in CO2 has resulted in a greening of the planet. Climate change activists used to say that there was global warming, when that was unsubstantiated, their termninology became climate change. Please consider, the climate change industry is a complete con, you cannot make steel from wind or solar power. Facts are in our own area that people can go and check that the Pacific Islands are increasing in area, NOT decreasing. The Great Barrier Reef is in very good health and NOT declining due to bleaching. By all means curb pollution of all types Including such statements based on false analysis. In that regard look at the appalling record of the BOM statistics. Why is there no audit of the BUREAU OF METEOROLOGY and their fudging of temperature records? Check it out!!!
It would be wonderful if someone could invent a way so that water wasted from hot water tap while we are waiting for the water to get hot could not be wasted but saved to go back into the system or at least stored to be used later. Has anyone ever thought of this? If not time to think about it. Would have amazing implications for water saving it this waste could be sorted....especially takes a long time for my hot water tap to release hot water. not sure if it's because I am in a unit block or if it would be less waste for a home...can we get the plumbing brains on to this? create a competition for inventors [redacted]Idea owner...don't expect or want any recompense if this problem is solved..that belongs to the inventor. I hope it's not an idle dream.
I don't think it is ok to destroy any more bushland for any of it
I note that (as always in these type of document) there is a photo of a cyclist. I am a cyclist commuter (ebike) between Dee Why to my work in Lindfield. Despite travelling 2km further to avoid the traffic on Warringah Rd, my trip is typically quicker by ebike. On rainy days when the traffic is very bad, ebiking has been 30 minutes faster than driving. Ebike commuting could be a very significant contribution to well-being an alleviating congestion - but it requires that proper bicycle lanes are established along the North-South and East-West corridors. Critically, these need to not be interrupted by side roads (need to give way at every side road makes bicycle commuting unattractive). A joined-up bicycle network will revolutionise the urban livability of the Northern Beaches.
For the protection of bushland, I would like to see the strategy matched to a tactical approach of ensuring that human impact in areas of sensitive environment are managed through strategies that do not exclude people from nature but encourage them to minimise damage through clearly marked walkways and rest areas that are both attractive but also resilient to human impact. Council has already done this with things like the walkways around Narrabeen lake or through Warriewood wetlands which encourage people into the area but also make it easier to stick to the walkways and thus minimise the impact while facilitating enjoyment. Likewise the playground and picnic facilities should be set up as they have been at Billarong Reserve. Trying to keep people out will not work, so give them nice places to walk and sit, and they'll do that.
Plant trees where possible. Singapore is a good example. Howard ave looks good!

I am so proud to be a part of a Council who is actively seeking and implementing solutions for this global crisis - climate change. Thank you, I look forward to seeing this strategy come to fruition and keep up the good work.
I think the document is overly long. It should be easier to pick out what things COUNCIL can do in reality...Adaptation more than Mitigation. It, needs a balanced approach, don't try to make out that NBC will have an impact on reducing emissions and recognise that whatever NBC does And or its residents do will have no impact in reality as emissions are global. So any proposals should be cost effective, supportive of individual actions but if people want drive their car as well as ride their bike or eat meat as part of a sensible balanced diet etc NBC should show it's approach does not pander to the extremists views
I DO NOT WANT MY RATES TO FUND DISCUSSION/DEBATE & ANY SORT OF 'CLIMATE CHANGE ACTION'. The draft policy is 40+ pages of ideological indulgent scare mongering (& how how much has council spent putting this document together that provides either useless or inconsequential information?). If council did it's job to stop pollution & over-development it would go much further to minimizing human impact on the planet, no need for new policies & declarations. I want my rates used for practical purposes such as garbage collection, park and street maintenance and the like. Common sense suggests efficient use of electricity & that is incumbent on everyone. We need more sports facilities, parks, public swimming pools, parking spaces to accommodate existing populations & the likely increased population.
Great plan and well researched and articulated. Very supportive of this initiative.
I hope the values in the draft strategy are in fact held by the community, at the moment I don't see a lot of evidence of this being the case. I hope you can take the community with you on this journey. There needs to be more specific timelines to some of the commitments - and a lot more education. How do you get developers and businesses on board ? - maybe need to make more of economic benefits of being truly sustainable. By default moving to a more sustainable lifestyle should include a bigger variety of housing opportunities including social housing, low income, universal housing, shared ownership schemes, as well as private ownership and rental. Community gardens and verge gardens should be prioritised. The renewable energy targets are too low in my opinion.
This action plan, appears to uphold with the values of my community (Curl Curl). I would however like to suggest implementing lagoon regeneration as a way to incorporate greater opportunities for wildlife preservation, especially for bird species. Such a problem regarding qualities of lagoon water levels have effects tying significantly with surrounding communities and the health of our oceans leading to their drainage. The health of lagoons are really the beginning for opportunity to develop greater quality of life for wildlife and society. Of course my solutions are not entirely (if at all) reputable, but technologies such as dam membrane linings, monitoring of water (especially due to industry infiltration) and general research are solutions that would be worth investment, time and effort. I hope you consider my concerns for our lagoons none in specifics yet Curl Curl lagoon is one of much concern often in a much larger scale.
I really appreciate the focus on sustainability and protecting our natural habitat around the Northern Beaches. I hope that the Northern Beaches council can speak loudly for our endangered flora and fauna and work hard to protect their habitat and range. I think it's important that we as a community actively restrict reducing vegetation cover in our forests, wetlands, and coasts. I think it is also incredibly important that we promote the revegetation of our suburbs. More trees mean cooler summers, more space for wildlife, and helps create urban wildlife corridors. If the Northern Beaches could include its expected increase in the population of 39,000 people while increasing its vegetation and forested areas, that would be an incredible feat and one future generations would enjoy and be proud of.
I am concerned by the diminishing tree cover in our area. Trees are constantly being removed for a variety of reasons, but I see very few being replanted.

We know that is one very easy way to mitigate climate changes. Why is there not mass planting at every appropriate location? Yesterday I saw established banksias being removed and a concrete strip laid in its place in Bilgola... we need more trees, not less. Eucalyptuses were removed from my street, Lewis street, Avalon recently, and no replanting has happened, this is inexcusable. Thank you for all the good initiatives, but we need more trees for shade, amenity and to counter climate change, Also, more dog accessible beaches, please.
Bushland Action Plan - If I die under a falling tree someday, I will know I died well. I don't want to see another tree come down for the rest of my life. A "safe" world without trees is catastrophically dangerous. Waterways and Catchments Action Plan - Regulating water access so it doesn't discriminate against other species - I'm dead serious. How do ducklings get out of a "healthy" river if all the mansions have built walls to the water? Where can animals drink if we have piped up all the rivers? Coast Action Plan - More mangroves! We love mangroves (the stinkier the better)! "maintaining our beaches, headlands and rock pools to a high level of community satisfaction" = It's just not about us. Biodiversity Action Plan - Welfare and ethics. No more 1080 (and the question beyond 1080 is not" what can we use now?".) - If you cannot kill them yourself, do they deserve to die? - If we wanted to remove invasive species, we would have walked ourselves off for euthanasia long ago - "Improving the connectivity of wildlife corridors" = Road under passes & overpasses Sustainable Built Environment Action Plan - "All new buildings being net zero emissions by 2030" = yes including their build! & materials & proper payment to services... (or no more development ! even better) Green Neighbourhoods - Developing groups... elders.... attachment to environment, nature + community - Helping people share (including with their non-human neighbours) Sustainable Living Action Plan - Empowering the people so they unite and have a defining voice on environment and climate change = this is community action Aspiration and Resilience Action Plan - Don't take anymore trees down PLEASE - "Understanding and actively managing risks from bushfires, coastal erosion and inundation and flooding in the community" = Allowing natural processes to occur & encouraging the community to learn about transitional ecosystems - using the term "address" in regards to climate change is wishy washy Council Operations "A 60% reduction...." - in layman's terms??
Bushland Action Plan - keep the trees > 40% canopy - new developments need to be better controlled - indigenous significant areas / respect Waterways and Catchments Action Plan

- Measure quality of creeks & let the people who live nearby know the health of the waterways - inform people we are on water restrictions better Coastal Action Plan - "reducing impact of urban run off" = water tanks / detention tanks - ban plastic bags on northern beaches. Just do it despite Gladys Sustainable Built Environment Action Plan - " 50 % of suitable premises with solar panels installed by 2030" = subsidies/ recycling locally of solar panels (Kimbriki?) Green Neighbourhoods - "Plant a minimum of 5,000 trees each year" - natives, area specific Sustainable Living Action Plan - All sporting clubs to move to net zero emissions by 2025-30 - sustainable, frameworks for club to follow & assist with implantation eg. cricket, soccer, golf, surf clubs, swimming, little athletics, netball, football codes - incentives for smaller rubbish: user pays - "drinking water use" = water reduction -incentives for reducing single use plastics - net zero emissions by 2030 not 2050 Council operations - EV charge stations at surf clubs, car parks, shopping centres, RSL clubs, golf clubs
Bushland Action Plan - what efforts are being made to consult indigenous owners / communities = is there an indigenous voice being represented through the strategy? - what strategies are being made to reach those who are not in the same privileged, social placement we are i.e. past primary school education. we need to extend influence beyond those who already believe Sustainable Action Plan - supporting /encouraging both sustainable diets eg. veganism, and particularly sustainable shopping - supporting local businesses (particularly smaller ones) with opportunities/resources to act, provide, and produce sustainably - some sort of rewards system, benefits to encourage business, sustainable housing
Bushland Action Plan - larger canopy cover on new build -stricter rules fro developers and tree removal -native trees for all street trees Coastal Action Plan - get rid of shark nets on all beaches - remove the drumline -more garbage bins to public spaces -signs in other languages about littering near cliffs and fishing hotspots Biodiversity Action Plan - more native street trees Sustainable Built environment Action Plan - Cheaper renewables Green Neighbourhoods - Green roofs as a requirement on all new builds using Indigenous low water plants

Sustainable Living Action Plan - ban plastic straws & cutlery from cafes/ restaurants
Sustainable Built Environment Action Plan - allowing home owners green grants and more flexibility to building methods i.e hempcrete, super adobe housing - put more pressure on owners who want large carbon footprints Sustainable Living Action Plan - attempt to cancel out of food waste from households by creating an educational food waste collection program -most families don't have a lot of interest unfortunately in creating rich soil from their waste, although know it is the right thing to do -put together monthly payment methods and days for food scrap pick up day! - when food is picked up, small pamphlets can be shared to talk new green plan/actions happening in our community
Waterways and Catchments Action Plan -"improve the condition of all our waterways" = no astroturf near waterways as it breaks down and enters the water way -rewind the clock to a time before plastic Coastal Action Plan - "maximising retention of natural coastal habitat and improve the quality of coastal vegetation" - stop the plowing / tractor flattening of the beaches, it disrupts the natural movement of sand and banks Biodiversity Action Plan -"reducing the impact of invasive species" = plant natives in new houses * how does council spread the word of the policy? Green Neighbourhoods - keep existing tree canopies - "ensuring development ...." = stop mass land clearing by developers. Keep a percentage of trees. Build into the land not clear land and grow back. Sustainable Living Action PLan - "net zero emissions in our community by 2030" = a must! -"reducing single use plastics" = no astroturf aas it breaks a part and ends up in water ways, minimise plastic use in building as it deteriorates - we have natural alternative to astro turf, it's called grass. Council Operations - "net zero emissions by 2030" - important! = "construction waster" - a huge waste sector. might need incentives
Bushland Action Plan - protect the wildlife within this bushland - avoid all clearing of bushland during new developments Waterways and Catchments Action Plan - highly recommend a great effort to remove micro plastics from our catchments Coastal Action Plan - keeping our dunes on the beaches clear from litter. They are always heavily polluted and it affects the wildlife in these bushland, as well as wastes into the ocean. Sustainable Built Environment Action Plan - reduce waste on building sites. Through providing incentives for tradesmen

- reduce the plastic / packaging that building materials come in - The building industry has a major waste factor Green Neighbourhoods -we can plant more trees than 5000 a year compared to the amount that are cleared due to development - new trees to be native Sustainable Living Action Plan - reduce all single plastic use! Plastic bags, straws, plastic packaging needs to go! Urge businesses to change their strategy. Encourage not to use single use plastics - educated on recycling. Where is it going? We need to improve how we recycle so it makes it easier for the companies who collect it to do it properly - Introduce more community / vegetable gardens - Education in schools about sustainability Adaption and Resilience Action Plan - keep back burning limited, protect the wildlife Council Operations - improve knowledge and encouragement about being more sustainable in every day life to our community members - encourage businesses to improve their sustainable practices
Hello I think this is a great plan if you can pull it off, especially if you are aiming for 0% emissions by 2030, more than the Federal Government is willing to push for. My main concern is the encroachment of urban development into bushland. Preserving our bushland means limiting our population while not destroying the peninsula with high-rise apartment blocks. Not an easy ask I know! How do you intend to push back on State and Federal Government issues in this matter? The NSW Government's policy on logging in old growth forests does not augur well for protecting our bushland or the environment in general. Can you speak out against government policy as a council, especially when it doesn't meet the aims and values you have just outlined for the Northern Beaches?
Bushland Action Plan - sounds good! Squashing more and more people in will make this impossible . - Over population is a problem. We should spread the idea of zero population in growth. Just replace yourselves. That is my chief point. Waterways Action Plan - all great! Sustainable Built Environment Action Plan - find a way high rise and tenants can participate. I think there is away of doing this already. It needs to be advertised and implemented -95% solar by 2030 Green Neighbourhoods - stop the law allowing the cutting down of trees up to 10m from your home! 10:50 law. - Encourage tree planting that is compatible with rooftop solar Sustainable Living Action Plan - carbon emissions need to be at least 75% by 2040 if not 100%. must be 100 % by 2050 - "diverting 85% of waste" = 100% of waste from land fill - nil single use plastics not reducing

Adaption & Resilience + Council Operations are all great!

Comments on Draft Northern Beaches Environmental and Climate Change Strategy 2040.

With some caveats, I congratulate Council on the Environmental and Climate Change Strategy 2040. Much expert effort by staff and advisors has created this document. The priority placed on sustainability and environmental values is most welcome and consistent with community priorities. The vision statement, “a safe, inclusive and connected community that lives in balance with our extraordinary coastal and bushland environment,” encapsulates these values although the key word “sustainable” could usefully be included before the word “balance”. Since the concept of sustainability is central, an alternative statement such as “a sustainable community with a high quality of life living in balance with a healthy ecosystem that includes natural bushland and beaches” seems more appropriate. Ideally, our vision should include an optimally-sized, stable population since an ever-growing, or ever-shrinking, population is unsustainable.

My caveats involve the underlying processes that threaten environmental sustainability. These processes arise from growth in both the economy and the population, the latter being acknowledged on p.12 “We know that development can put significant pressure on our environment. This includes the impacts that come from increasing consumption and an expanding urban footprint.” Population growth by 2040 is projected to be 39,000 residents (and 11,200 homes) and, since no optimum end point for population size is nominated, growth is likely to continue after 2040. We appear to be locked in to a continuing unsustainable threatening process. If "environmental sustainability is a priority" (SHAPE 2028 Discussion paper 2017), addressing these threatening processes should also be a priority.

This growth will most probably place pressure on the ecological environment via increases in the following factors singly and in combination:
• Habitat loss due to houses, roads, schools, bike paths etc;
• Loss of wildlife corridors;
• Non-native species eg, cats;
• Pollution and waste;
• Disturbance to habitat (eg, dunes, beaches, lagoons, recreation areas);
• Unnatural noise and light;
• Consequences of increased greenhouse gas production eg, warming, violent weather, beach erosion etc; and
• The urban heat island effect.

Consequently, growth should be a primary policy and management issue in the Draft Strategy. A key acknowledgement should be that material growth is unsustainable (by definition) and that there are limits. The concept of population stabilisation as a strategy should be addressed in the Draft. Rather, there are vague statements such as “We need to make sure that we manage any growth so it occurs in the right locations and is supported by sustainable infrastructure.” (p.12).

An unpalatable conclusion follows:
If population growth continues, “management-at-the-margins” strategies that seek to reduce consumption, pollution, loss of biodiversity etc, though worthy, will ultimately fail via the increasing ecological footprint and the “tyranny of small decisions”. The environmental values that make the Northern Beaches so attractive will be degraded. We will fail to achieve our stated goals ("to protect, enhance and restore the local bushland and biodiversity and the unique value it has on the Northern Beaches") to the detriment of both the environment and human wellbeing.

I understand that population growth is a wicked problem given the huge, established pressures for growth. Further, it may be thought that Council has no control over population growth and therefore the issue is off the agenda, a proposition I do not accept. For example, the following strategies could be implemented:
o Determine public opinion concerning population growth in the northern beaches;
o Educate the public about the relationships between population growth, the environment, the economy, human wellbeing and sustainability;
o Publicise the large infrastructure costs of population growth;

o Sponsor public dialog concerning the nature of an optimal population; and, importantly
o Establish partnerships with other councils and lobby Governments to stabilise population size as part of a bottom-up process.

In a democracy, it is useful to assess public opinion. To its credit, Council has sought guidance from the public on a range of issues and found that environmental protection is pre-eminent. If local public opinion mirrors national polling, about 70% are opposed to population increases (Betts 2010, People and Place Vol.18). Certainly, this issue is topical with some state and federal politicians calling for a slower rate of growth, especially when the costs of infrastructure are so high (over $100,000 per additional person).

Further, Australia's mayors claim that population growth is largely responsible for rate increases (Creighton, A. and O. M. Hartwich 2011. Australia's angry mayors: how population growth frustrates local councils CIS policy monographs, PM120). As well, analysis based on the Genuine Progress Indicator suggests that human wellbeing has been declining in Australia since about 1972 when the population was only 15 million (Martin et al. The Conversation).

Consequently, the time is right for councils to lobby for population stabilisation. In its own words, Council could pursue a "strong collaboration and advocacy role to bring relevant stakeholders together to deliver our outcomes" (p. 8 Draft Environmental Sustainability Strategy 2011-2012.).

The following quotes offer support.
• "We might even develop plans to stabilise urban populations at levels that can be sustainably supported". Professor Ian Lowe, 2011 Chair of the first State of the Environment Report 1996,

• "A growing population greatly compounds the planning challenges of shifting to a lower-impact lifestyle. A stable city can contemplate restoring degraded or previously developed areas for biodiversity corridors, whereas a growing city does well simply to avoid clearing already intact habitats." Australian Conservation Foundation

• "Population growth is a concern" Dick Persson

• "Population growth is one of the main drivers of environmental impacts" State of the Environment Report 2011

• "A new approach is needed to balance the economic benefit of a fast-growing population against its environmental and community impact. Rob Stokes (NSW Planning and Public Spaces Minister)

• "I've never seen a problem that wouldn't be easier to solve with fewer people, or harder, and ultimately impossible, with more". Sir David Attenborough

In conclusion, our stated environmental goals will be unachievable if the population size and its ecological footprint are not stabilised.

Alan Jones
October 2019

BUSHLAND ACTION PLAN
- Make wildlife protection a high priority in bushland protection/action, avoid clearing bushland for new developments

WATERWAYS AND CATCHMENTS ACTION PLAN
-Remove and protect microplastics from entering water catchments

COAST ACTION PLAN
-Keep the sand dunes on the beaches, and regularly clear litter

SUSTAINABLE BUILT ENVIRONMENT ACTION PLAN
-Development of a solar grid in all new areas, new buildings, houses, with grid firming and

storage. - Provide charging infrastructure for electric vehicles especially 'Park and Ride' and biofuels/electrification public GREEN NEIGHBOURHOODS -Planting native trees and plants in new housing areas as well as existing spaces NORTHERN BEACHES COUNCIL OPERATIONS -Implement an annual review of the plan that consults the public, allowing for changes to be made each year -In regards to recycling construction waste, providing incentives to get tradies on board - BAN single use coffee cups - utilise, supply and promote biodegradable cups / keep cups for businesses
BUSHLAND ACTION PLAN - Protect old trees, which will inturn save wildlife - "Maximising retention of bushland" - What does this mean? Say NO to ANY further destruction of bushland - Include indigenous people when writing policy - Concrete buildings leads to LGA losing uniqueness and special appeal. Rethink and repromote area as a developing area for the arts and beauty of environment COAST ACTION PLAN - Discouraging sales of bean bags, polystyrene cups. - Support coles, woolies, markets to zero plastic bag use, at check out and in fruit/vege bagging - Manly, fast food and mcdonalds should be encouraged to use alternatives to plastic cups BIODIVERSITY ACTION PLAN - Free plants to residents - bushes, small plants, not large trees NORTHERN BEACHES COUNCIL OPERATIONS - This must happen. Climate before anything else!! -Be an inspiration to other LGA's! - Provide charging infrastructure for electric vehicles -electric/ solar buses -promote change through planning regulation - Safe cycling, introduce traffic lights for bike lanes like in the netherlands bike racks on buses SUSTAINABLE BUILT ENVIRONMENT - subsidise cost of batteries that store solar energy - Manlyvale B1 carpark is a fantastic example. Dee why is so bland, so full of concrete. Please copy manlyvale throughout northern beaches SUSTAINABLE LIVING ACTION PLAN - Solar powered buses! - approachin pubs/rsl's and other businesses to not use single use plastic cups
If you list the environmental problems we are currently suffering, you will find that nearly all of them have a common cause. Humans. Yes, our species alone is having an environmental impact similar to the impact of a huge meteorite! The planet would be far better off without humans. It's asking too much that we eliminate humans altogether, but the next bet is to limit their numbers. The Northern Beaches should at least declare a limit on the number of humans able to live here. In fact, I would contend that we have already exceeded this number! The whole world needs to similarly hang up the FULL sign, forcing us all to make reproductive and lifestyle choices before the environment becomes so degraded that limiting our numbers will no longer be a choice!

I feel that people need to be aware that they need to dispose of used batteries properly. This should be made easy for everyone by some sort of regular collection system, to prevent batteries ending up in the garbage collection.
I do not want any extra person to come and live on the Northern beaches in the next 20 years. There are already too many people here. Too many people, too many cars, difficulty to park to shop , slow traffic. You have already wrecked the area by building 8 town houses for instance when there were only 2 houses before .You are blind as to how this area is not pleasant any more . I do not want these 39 000 people to move here. There are plenty of other areas elsewhere in Australia to accomodate them .
It is vital that we protect our wetlands. Since moving to Warriewood Valley 15 years ago, I have notice how the wetlands have become more and more choked with Pampas grass, with less water available to native birds etc. More action needs to be taken here. The high rise development of Meriton so close to the wetlands has also polluted the water. We need to ensure that we don't have further intense development similar to this. Good luck!
You have missed so much. No effective public transport. When I moved to avalon we had a regular bus service to the city , now we don't. You continue to miss that dog owners are in the majority and want access to surf beaches by timed access. Station beach may go ahead but it's still not a surf beach. So much more but no room
I am in increasingly concerned about the welfare of the 3 or 4 major trees growing in the new B Line Carpark in Berry Reserve. By my reckoning they would be approximately 60 plus years old. Ever since the work was done in the carpark they are showing great distress and are in need of emergency care. Before the carpark was built I went to Council and was assured that these trees would not be taken out. But now they are withering before our eyes. If the Council considers itself to be environmentally aware these trees must be saved... so many other smaller trees were taken out of Berry Reserve for the carpark, but these remaining large trees are a very important part of Narrabeen life and must be cared for.
Response to council enviro policy draft - Protect Create Live Protect - Theme 2: Waterways and Catchments Our goal Our catchments and waterways will be healthy and resilient; valued and enjoyed by our community. They will be protected and enhanced as an integrated system; connecting built, natural and cultural elements. Comment Moving to chemical-free benefits each catchment Waterways need to be not only protected; but regenerated. Tactics need to be chemical-free. This starts with an audit of the use of pesticides across council operations 1 and the catchments that council has authority over eg golf courses, schools. It has been proven that pesticides, herbicides and fungicides are a hazard to microbes, insects and aquatic life 2 . Their health and existence are essential to the recovery of waterways health. Techniques needed are cutting and removing weeds, saturated steam weeding 3 4, hand weeding and the enhancement of refuges at the margins 4 , by killing weeds without chemicals and complementing plantings to support beneficial insects and endangered fauna 4 5 . Treatment should to start in shopping centres with saturated steam 3 4 instead of herbicide spraying onto pavements and gutters that run directly into waterways. This will reduce the impact of toxic urban run-off. Strategies to grow more flowers and native plants to support the 'good bugs' around playing fields will counteract the effect of the 'bad bugs', so insecticides will not need to be used 5 6. These points are also applicable to 'Protect – Theme 1: Bushland'; 'Protect – Theme 3; Coast' and 'Protect – Theme 4 – Biodiversity' as they are all connected.

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Live - Theme 7: Sustainable Living
Council will lobby and advocate on behalf of our community to ensure that local, state and federal policies reflect and enforce the efforts needed to help our community transition to living more sustainably

Comment
Work sustainably
Residents of the Northern Beaches are disadvantaged by the continuing shift of state government jobs further west. Setting up a state government working hub that could provide a social, secure, serviced location would enable support and communication for meetings and office resources. 'Telecommuting' may be a current buzzword. It will allow work opportunities without the commute – well even if it is a few days a week. Council is positioned to propose this concept to a state government looking for innovation and cutting commuter traffic. Enabling residents to keep jobs in this sector adds to the diversity of the local community. This could also apply to local govt. Encouraging tertiary institutions to make use of the hub concept would also cut commutes for many students and academics. If shops as we know them are being under-utilised; this could be a new function.

Live sustainably
Council needs to continue to promote home composting that significantly reduces transport and waste disposal costs.

Council and residents using locally recycled soil and mulch will cuts costs and dramatically improve soil carbon, microbial bio-diversity and water-holding capacity in local gardens, playing fields and parks.

Council needs to continue to support food produce markets. This cuts 'travel miles' for food and builds resilience to difficult times.

Council should support shared housing to improve density without high-rise; or the need for new building and infrastructure. This change to better use of real estate has social benefits, to solve pensioner poverty, loneliness and depression. It may encourage private food growing and eco retro-fitting. (Retrosuburbia, Holmgren, David, 2018 Melliadora Press). Council could also support a 'Share my Garden' community program matching unit dwellers with private gardens.

Penelope Jacobs, BA Vis Comm. SCA, former co-developer and co-ordinator, Kimbriki Eco House and Garden and resident.

a great initiative that will have a great positive effect of the future of our beautiful northern beaches!

Hello I ride a push bike, the northern Beachers has lots of parks including golf clubs and sports fields, surely a few meters can be taken of the edges for of road and off footpath cycle ways
Support the three key directions in the Strategy. Main issue is people need to walk the talk i.e. practice what they preach when it comes to advocating for stronger State, Federal and Local emission reduction targets and making choices themseleves to live more sustainably.
Public Bins: more public bins up and down the northern beaches, there is consistently issue with not being able to find bins to dispose of rubbish. this is a huge issue considering our proximity to the coastline. Bins that are available are generally very full at any given. This is achievable to implement immediately. Regenerative practices: There is not one mention of the word let alone any practices regarding regenerative practices. In construction domestic and residential and bush care. This is a vital and necessary practice we need to have in order to maintain and repair the damage from land clearing, dune erosion, construction and all other human activities. Single use plastic: Too many shops, cafes and retail are using single use plastics, we know and understand the effects of single use plastic and items very well and it isn't possible to create a healthy local environment with too many single use items in circulation Circular economy: moving toward this will eliminate waste and continually using resources we have available locally will reduce mass consumption and keep valuable assets in circulation. which will reduce the need for more therefore consuming less. It can be started on a small scale very easily and momentum will easily carry this to a larger scale quite effortlessly.
I am seriously concerned with the environmental impact of the telecommunications towers that are being erected without serious review or safety consultation with the local residents and workers. The health implications are considerable and very serious long term. The effect the EMR has on the local environment and this includes trees, insects and animals. The 5G is said to be safe according to Telstra and Optus and ARPANSA yet it is not true. The levels of EMR completely exceed the safe levels recommended by enormous amounts. "The radiation is a serious issue and relates back to immune dysfunction, severe medical and neurological problems in humans. With animals they found bone marrow suffered - which produces the immune system, enzyme activity damaged, nuclear DNA damaged. Any level of microwave radiation affects biology not just the stronger signals. The new 5G wireless technology involves millimetre waves producing photons of much greater energy than even 4G and wifi. Allowing this technology to be used without proving it is safe is reckless - the millimetre waves are known to have a profound effect on all parts of the human body." https://envirowatchrangitikei.wordpress.com/5g/ I am concerned for insects and animals and humans. The enormous 5G tower in the Dee Why Library car park is not safe and residents and visitors were never consulted. The workers within the library were not consulted. 5G harms life. You want to know how to protect the environment - halt the roll out of 5G before it harms us all. Demand safety and research BEFORE. Faster internet will not matter unless we are all safe. A clean environment and recycling will not matter if human health is not maintained and made a priority. You can't see it so it isn't important will not be justified if society suffers enormous health risks for the Electromagnetic Radiation we know is emitted from technology. I do not consent to 5G in my environment. My children do not consent to 5G in their school, playground, sports field, local library, hospital, shopping mall. We demand our health is considered safe. Please do more to ensure the community is safe. Stop to roll out of 5G. Investigate the safety. Nothing matters more than ensuring the population is safe. Then address the climate emergency please!
Overall the draft document contains worthy but generalised information but is too light on the detail of what is to be done in a planning sense to meet the urgent need to implement practical measures to mitigate and prepare for climate change as spoken of in Theme 8 of the draft document. i.e. "Continually incorporate best available Climate Change knowledge and practices

into strategic land use planning".

Well Northern Beaches Council, the best and latest information, undoubtedly is the UN Intergovernmental Panel on Climate Change's (IPCC) Special Report on the Ocean and Cryosphere in a Changing Climate (SROCC) was approved at the IPCC's 51st Session (IPCC-51) in September 2019 in Monaco, which states:

"While sea level has risen globally by around 15 cm during the 20th century, it is currently rising more than twice as fast – 3.6 mm per year – and accelerating, the report showed".

According to the report, global warming has already reached 1°C above preindustrial levels, with: profound consequences for ecosystems and people; a warmer, more acidic and less productive ocean; melting glaciers and ice sheets causing increased sea level rise; and coastal extreme events becoming more severe.
The global ocean, the report notes, has warmed unabated since 1970 and has taken up more than 90% of the excess heat in the climate system, with consequences now visible in increased ocean acidification, stratification and loss of oxygen.

In context of the Northern Beaches CC mitigation planning, it is likely by 2050 current 1% AEP coastal impact increases to 50 % AEP.

This means that predicted range of permanent elevation of sea level elevate the tailwater depths with highly adverse consequences to existing Flood Hazard areas in terms of frequency and magnitude. Similar increases in berm heights of barrier sand deposits of the four ICOLL's will occur in line with sea level rise. Council should immediately establish and maintain regular survey data by recording of height and volume and rates of deposition of berms in order to be enable accurate update in timely fashion of Flood Planning Levels in existjng and expanded future Flood Hazard zones.

Council appears to need to give better attention to the fact that its protections in s.733 of the L G Act depends entirely on a successful defence in cases where harm is alleged to have been caused by Council, in respect of things done or omitted to be done, only if it can be found to have always acted in good faith on best available information available to it, in a timely and direct fashion.
In that context I submit that Council is now confronted with a serious situation of risk should it fail to rapidly move to update its adaptation and mitigation planning.

The Northern Beaches Council is to be congratulated for producing this (Draft) Environment and Climate Change Strategy 2040 document. It posits this council as a globally conscious and responsible agent and this document as providing a model of a hopeful future.

Herewith some important points and oversights....

Biodiversity
I note your image of a kangaroo and of a little penguin.
Wildlife corridors are essential to ensure habitat critical mass and safe access. Currently, there are discontinuous areas of habitat and most of the roads in the NB Council area such as McCarr's Creek road, Mona Vale road and Wakehurst Parkway demonstrate our prevailing human disregard for the right to exist of threatened wildlife. There should be zero wildlife 'roadkill' and zero wildlife injury or death caused by cats, foxes and by dogs.
Please include comment on unrestrained dogs as hazards. They terrorize birds such as visiting spoonbills in wetland areas …
The little penguin colony, which should still be the pride of the area, as noted on p.24 and p.25 is at serious risk, from people and unrestrained dogs (irresponsible people) and strategies to absolutely maintain this colony as viable MUST be executed immediately and explained in the document.
The document makes no mention of koalas. Tragically, most of the area's groups of koalas such as at Oxford Falls have been extinguished.

Water conservation

Public toilet facilities are a source of waste of our previous water. Toilets are often left flushing and taps running…… Invasive species Rabbit elimination is needed, notably at the headlands where the erosion is serious.
Excellent that there is a plan. Would be great to see strong actions supporting biodiversity protection and environmental quality such as 1) a reduction in domestic pet numbers via increased registration fees & dramatically increased fees for those choosing large dogs or multiple dogs in recognition of the environmental damage and costs borne by the community from excessive dog excrement polluting waterways, parks & landfill, and wear and tear and loss of utility from dog parks; 2) erect massive signs that impede views where trees in parks/ reserves have been killed; 3) ban the use of round-up in council land and start active tree planting campaigns so there is more shade and fauna protection in parks/ reserves
I think the strategy provides the right balance by recognising and valuing the natural values of our local environment. No net loss of bushland should not include offsets that take place outside our council area. We must protect and enhance the bushland that we have left. It is disgraceful to see bushland continuing to be cleared for developments especially where there is known habitat for threatened species. I like that the health of bushland will be monitored but this should include direct monitoring of some of our key flora and fauna so that we can see how their status is changing over time. This is most important for threatened species. One issue that I think is overlooked is the number of domestic and feral cats roaming our neighbourhoods. Residents should be better educated about the toll cats have on native animals.
My family strongly supports protection and preservation of our precious natural environment. We also strongly support responsible climate action policy on behalf of our council, for everyone's case. Therefore we support council's efforts to create this strategy. On the other hand we are concerned about pressure for inappropriate development for our area, which we understand council has to deal with. State government urban density targets are one example of concern, another example is the recent recommended plan for netball courts along Careel Creek - we need our green spaces and water ways to be protected and preserved to keep the Northern Beaches' qualities and environment we love.
I can't find any reference to Air Quality in the Strategy. Since this is such an important area of community health, over which Council has jurisdiction, in so far as approvals to pollute are concerned, I would expect to see it covered as a Priority 1 The winter air quality in many area of the LGA is regularly poor due to the modern domestic wood burning fires that emit volumes of toxic but invisible PM 2.5 particles, I submit that council should be planning to address this serious health problem over the period ;by: Firstly, Introducing a policy (there is none) that has the targets of ; Declaring no burn zones in existing high pollution locations. ...short term. Banning the installation of all new wood burners across the LGA.....short term Adopting a goal of phasing out the burning of wood in all area.... longer terms
It is all very well to want to reduce waste but the fact is we DO have waste and the reduction in size of our waste bins is an issue which has left MANY beaches residents furious.The roads around Forestville are a nightmare thanks to the inept roadworks on Warringah rd and surrounds ,there are nails and debris scattered all over Warringah rd, I have had 2 flat tyres in 1 year, never happened until the roads were ripped up. We NEED a strong council who will defend the beaches area and refuse to let developers destroy the remaining bushland by building housing when the roads and facilities cannot cope with more people and cars and the effects on the community.We DO NOT want to be living on top of each other, we want to keep the bushland and protect the flora and fauna of the area.

Where is the plan to mitigate the disgusting number of native animals killed on the roads? I have asked this question before but received no response. More roads are built but no one has an answer on how to protect the animals so I am asking again,WHAT is the response to my query? I am a home owner in Forestville and have a vested interest in the safety of the native (some endangered) fauna in the area.If the Northern beaches become overdeveloped it will devastate the valuable and irreplaceable flora and fauna, and that would be a tragedy. I recently found a road killed bandicoot in my area , they are endangered so the problem is very real, please respond to my concern.
I made a well thought out submission earlier this week but have received no acknowledgement as yet. Can you confirm to me that you have received it. [redacted]
Consider EV garbage trucks, EV lawnmower and edgers rebate off rates.
Climate change is over reaction from council and will not change the weather in the long term We should accept that coal fired power supply is needed more than wind turbines Adequate water supply by building dams to help the farmers is a much bigger issue
Stop trying to control the weather and start fixing things you do have control over - the average processing time for a DA is 87 days. Why?
Climate Change Strategy (Theory) There are many, many scientists 100% believing in Climate Change and many, many scientists saying it is not true. I suspect actuality is probably somewhere in the middle, maybe a third as bad as the scaremongerers are advising and maybe with 3 times the time period. That said, I still believe it is a good idea to find more fuel efficient machinery etc. and reduce our dependence on fossil fuels, particularly petroleum fuel, which we mostly import. FIRE HAZARD REDUCTION I would have thought that the fastest way to reduce adding carbon dioxide into the air, would be to find alternate ways to do some (maybe a third) of the hazard reduction without the use of carbon dioxide producing fire. Surely in the 21st Century we can develop efficient mechanical hazard reduction machinery which can do some of the hazard reduction. I suggest Council should look into efficient mechanical hazard reduction machinery. I also suggest Council should look into using this mechanical hazard reduction where reasonably possible and use fire hazard reduction where mechanical hazard reduction (mowing, mulching etc.) can't reasonably be used. I'm not suggesting stopping fire hazard reduction burning, rather suggesting we reduce where mechanical can reasonably replace it. Coupling some mechanical hazard reduction with strategically planting of lower burn trees, could help reduce the bush fire threat and reduce our carbon dioxide footprint at the same time. I would suggest the best targets for mechanical hazard reduction would be the 15 metres each side of roads, cycleways and walkways, and 15 or so metres surrounding parks, and homes backing on to bushland. This may or may not be the answer, however I think Council should look at this as one way to make a big impact with these two considerations.
I agree with working towards lower emissions, more trees and more use of renewable's for electricity.

We are made up of 70% water, so is the planet. I think this is no coincidence. Our thinking should be more towards fresh water. I believe more needs to be done with capture of water during rain and then slow absorption into the environment which what would have happened prior to European settlement. This would increase transpiration in dry times putting more moisture into the atmosphere and creating more rain. Use of desalinated sea water for industrial, commercial and watering of green spaces will better use our most precious resource. We are 70% water after all.
I was happy to see the Council declare a Climate Emergency, but now for the actions. The easiest first step would be to protect the bushland that we already have, rather than clearing bushland that is absorbing carbon, and creating more hard surfaces in catchment areas that then take pollution into our creeks and waterways. I would also encourage Council not to allow building in areas where there are vulnerable and protected species. Our world needs to protect all living things for our environment to remain sustainable for future generations.
I really enjoyed reading through this strategy and appreciate the work the Council has put into delivering this. From a first glance it is evident there is a lack of inclusiveness in the strategy in terms of diversity and participation. The ESRG being +35 year olds may be an avenue for diversifying in age and cultural backgrounds. The lack of Aboriginal and Torres Strait Islander perspectives and knowledges in this strategy is really disappointing. Bushland Action Plan: - put the bushland first and humans second - bushfire management should use Indigenous fire burning techniques and knowledges that allow wildlife to escape easier and protect the land better overall - developers should be banned from bushland areas unless they can create harmoniously with the existing ecosystems Waterways and Catchment Action Plan - better monitor and patrol construction-based waste into waterways - encourage mangroves and important wetland areas - remove single use plastics altogether obviously - ban restaurants from single use takeaway items especially sushi soy sauce fishes - ban styrofoam - advocate for sustainable fishing & fishing accessories with local businesses Coast Action Plan: - implement beach cleaning programs as essential part of lifeguarding duties - stop developing on eroding areas - stop astroturf at beaches - regularly check bins at beaches so they don't overfill - stop developing beach areas and allow for natural movement in the land - create better marine and coastal reserves for wildlife and ecosystems - STOP THE DRUM LINE and SHARK NETS - we are in their environment Biodiversity Action Plan - "reducing the impact of invasive species" = this should also include all man-made dangers to native species eg. chemical waste, material waste, harmful machinery.. etc. - improve education programs for adults on local biodiversity not just children -less development more biodiversity reserves Sustainable Built Environment Action Plan - explore other energy options besides solar - incentivise solar

- rooftop gardens for food produce & native foods - food waste collected and composted - community gardens in each suburb Adaption and Resilience Action Plan - "understanding and actively managing risks from bushfires, coastal erosion and inundation and flooding in the community" = lets just prevent these harmful natural disasters by looking deeper at the cause of the problem rather than just "managing" the problem. they are a result of ecological breakdown and other larger issues
I am very impressed with this strategy (and the fact that Council have declared a Climate Emergency). My concerns rest with implementation and enforcement. In my local area there has been a devastating loss of trees in the last 5 or 6 years and an associated loss of vital habitat for wildlife. I do not see any enforcement of the offset rules when mature trees are removed and I am concerned about offsetting in general as there is no real substitute for retaining flora and fauna in situ - even if that is "inconvenient" to residents. Also, my recent experience with the decision made by council regarding the Station Beach off leash dog area has shown that Council may have great aspirations regarding the importance of environmental custodianship but that individual councillors fail to put those aspirations into practice when faced with real life issues. There is no excuse for choosing an environmentally sensitive beach for an off leash dog exercise area when we have many kilometres of more suitable options. I hope that strategies such as Protect, Create, Live - when fully operational will end the ongoing habitat destruction we are seeing currently at the far Northern end of the Northern Beaches. Caveat: - for your info, I do not live in Waratah Road and I have never met any members of Protect Palm Beach. I am a dog owner and lover but feel that native species (including aquatic species) should always take precedence over humans and their pets.
I have read and seriously considered the draft proposal...Thank you for the opportunity to comment on this historically important Northern Beaches Council strategy proposal.. Council initiative and declaration of Climate Change Emergency will add vital moral and practical impetus - and leadership at this critical period in human development... Clearly and to be brief, the Mayor's reference to "a host of challenges" and " this strategy will guide our community to act now....." shows us the scale and diversity of these challenges...The competing and often conflicting interests of the natural environment (Biodiversity, healthy eco systems provide the foundation for ALL life to thrive) and the built environment cannot be underestimated,...For example, there are suggestions NBC might build a bridge over Dee Why lagoon entrance, that a boardwalk might be included in the Manly to Palm Beach walk track, that Frenchs Forest High School relocate to the old tip site at Aquatic Centre, the introduced tree species in Dee Why Centre are a few cases of built environment conflicting with the natural environment...As the Strategy says, Council's ability to influence varies but is extremely important....In my view, the fundamental cause of the extinction of species, loss and degradation of our natural environment has been (and continues to be) development and the incremental built environment...However, as we are all contributors - directly or indirectly - we must resolve these pressures Emphasis on the way we as individuals live and consume is very important. Approached wisely it offers one of the most beneficial opportunities we can all partake...As a suggestion, a constant, clever and factual community/public education (a regular, short attention grab on NBC page in Manly Daily) comes to mind !! The importance of Politics and Globalisation on the success or otherwise requires constant vigilance...In my experience the wider and better informed the community are of the goals and problem resolutions the more cohesive and democratic the ownership the community has/feels...Thoughtful and aware community committees play an important role. Notwithstanding some of my comments, it gives me hope - and pleasure - to fully agree with the

values, commitments and aspirations of Protect. Create. Live. Northern Beaches Environment and Climate Change Strategy 2040 (Draft). I commit to contribute as best I am able. Thank you to all involved with this historic Climate Change document....." The longest journey begins with the first step "
I believe that in the council, there should be more awareness and education about pollution and harm to the environment for others who may not know. This could be on social media, bus signs or anywhere that would attract attention from young and possible older members of the public.
this is a great idea to enhance that we find a close enough 'solution' or more so protection plan for our planet
I believe that this plan appears very effective. It is vital that we value our environment and take into consideration as many sustainable practices as possible in order to make a change.
In my opinion, this looks great! I'm so glad the council is putting this strategy into place.
Climate change is a big problem and it needs to be stopped. If we dont act now our world will be ruined.
The draft strategy genuinely reflects the values held by our community!
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Everyone in our young generation is serious about climate change, this is because we realise that it will greatly effect our future. Many young people that live on the Northern Beaches often post about their involvement with the climate protests on their social media pages. Everyone (excluding the 1 in a millions) is willing to change to keep our environment healthy. Despite how it may seem, the young people of the northern beaches aren't stupid and we realise how serious this issue is.
I suggest that you start incorporating green roofs and walls into the designs of building and increasing the amount of green spaces to reduce the effects of climate change.
From skimming the above information of these strategies they seem great!! Reducing waste, reducing greenhouse gas emission and protecting biodiversity are all amazing goals. But the question I have is ... where will you get all of the money from? Achieving these goals takes MONEY!! It's why most of them haven't happened yet. Because the people in charge don't want to 'waste' tax payers money. I know it is not a waste of money, but how will we get the people in charge to dedicate huge of sums of money to do these projects?
aight lads lets give free parking to electric people
I believe they are being unrealistic. The progress they suggest in 20 years is enormous compared to what we have done in the last 20. Their goal of higher usage of solar panels is unattainable due to their cost, something that many families cannot afford. And i don't think our government will be paying for it. Reducing waste is also a big ask, considering our rapidly growing population. It may not be feasible to have less waste in 20 years when we have almost double the population.
The goals seem unattainable and a very long shot for the resources that are available for the council. these goals and strategies are fantastic ones, and are a real breakthrough for the environmental impact of the northern beaches. If these strategies are put into place this will be extremely beneficial for the environment and the future of this area.

This is a step in the right direction, however, it would be preferable if the council made more realistic goals than to delay current plans when the deadline arrives.
I am ashamed of how much waste we create and our carbon footprint, even in our household alone. It's hard to make a change ourselves when there are easier cheaper options we can choose, unfortunately at the cost of our environment. But I am proud that our council is trying to make a change and difference. I hope you will read this, and take these thoughts and ideas into consideration. Detail the methods you are going to implement. It's good to have the goals, but you need a more specific detailed report on the steps you will implement to ensure you will achieve these goals. For example, in reducing emissions, how will you replace our current energy with clean sustainable energy without there being outages? Or in sustainable built environments, detail what will you do to be able to support encourage and enable green infrastructure development. As a country, we have a massive recycling problem, with most of it going into landfill. Invest in new technologies that recycle plastics and other materials, that can be used to create new materials. For example, the new recycled materials could be used for housing as the population grows or even towards the structures that harness sustainable energy reducing emissions (solar panels etc). Unfortunately a problem with these materials is people may prefer to buy say a cheaper option, as recycling these materials does come at a cost ($) which does effects the cost of the product, but if you provide an incentive, people may be more likely to buy and use these materials. For example, a requirement that when constructing new building a percentage of the house must be made from recycled products. With the increase in new technologies constantly getting upgraded, more and more devices like computers, monitors, phones and laptops will be thrown away. Investing in more ways to recycle these old devices will provide some of the materials to use again, instead of having to make all brand new parts and components. To preserve our precious beaches and fauna, banning single use plastics will prevent the harmful plastics going straight into the ocean or eventually going to the ocean endangering the declining sea life already around the world. You need to take charge as a body of government and implement laws of change. Unfortunately it's quite difficult to buy produce and products without the unnecessary plastics, but laws can change that. If single use plastics aren't there to be enticed by, people won't use it or buy it. If there is a more environmentally friendly way, like biodegradable plastics, use that, or even better, try not have to use plastics at all. After we stop using single use plastics, we can move to the plastics used in other food packaging, reducing landfill overall. Or if a full ban is not on the table, at least introduce and provide eco friendly alternatives to use, as customers become used to these ideas, you can then ban single use plastics that are directly harming the environment. Having a diverse range of beautiful native fauna and flora, is an even bigger reason to urgently stop the already increasingly amount of plastic our waterways, bushland and environment. Yes you may get backlash for implementing these ideas, but eventually people will get use to the idea, and isn't it better to have a safe, healthy, clean place to live instead of a destroyed world full of rubbish. If we lead by example, strictly following your proposed strategies, we can not only change our community's impact on climate change and the environment, but be an example for our state, country, and possibly the world to change. Overall, the draft is easy to understand, the layout is clear, but there are some areas where more details would be necessary to ensure in the future these plans are achieved (by 2040). But the message is clear; we have to do something now to save what we have left, and our council is willing to do something about it.
It was lovely I've got protect, create, live card with Herbal seeds in it. I am suggest some plogging (jogging while picking up rubbish)event on the beach. I am working preschool and would be lovely to someone who comes from council to have a talk or story telling as well. Lastly,I think we should have an event focusing on the importance of

insects in our world. The number of insects in the world has decreased 60% in the last decade. Without insects our world will not be able to pollinate, which is good for the planet.
I look forward to commenting on specific action plan draft, especially those relating to environmental protection and management. It is critical that the strategy clearly conveys the legal obligations upon us all to protect listed places and species in our area. The plan gives the impression that all the activities that are required of us a purely voluntary. It needs to absolutely stressed that all citizens are bound by a range of explicit conservation and planning laws that contain extremely strong penalties, with significant financial and goal sentences. State that the Council is also bound by all such legal obligations. You should mention the range of laws that are governing nature conservation, including the Commonwealth's EPBC Act and the NSW TSCA. People need to know, or will not be constrained in their damaging activities.
I do not want my rates spent on renewable energy projects. These only serve to cost us money, make our power more expensive, make our industries less competitive with overseas countries, especially those which are burning our exported coal to make cheap power. It does nothing to reduce global warming (climate change or whatever they want to call it when their predictions prove to be wrong) as Australia contributes less than 2% of the so called global warming gasses. Conversion to renewable energy here is closing down our industries and lowering our standard of living. Anyway, climate action is a matter for the Federal Government. Council should focus on getting us the savings that were promised by the mergers.
Acknowledgement of country: the plan only makes one mention of Aboriginal people in the document, and when acknowledging the traditional owners, the council does not acknowledge who they are in particular eg. the Garigal clan of the Guringai people Bushland action plan: indigenous knowledge of cultural burning could come in handy as opposed to back burning, prioritise existing bushland -carbon sinks Waterways and catchments: mangroves are soo important as they are a major resource for carbon sinks, seaweed farms in Pittwater?, recycling needs to be more clear and specific so it doesn't end up as litter Coast: no PEP 11 seismic testing or gas drilling whilst we're in a climate emergency, stop ships and boats from littering and letting sewage into water Biodiversity: Indigenous cultural burning - less animals at risk whilst doing backburning processes, give bee farms for free? Sustainable built environment: accessibility of solar panels for low income housing, renters etc, easy access to solar energy, commit to stopping adani by ruling out their contracters eg. GHD engineering(through a motion) Green neighbourhoods: save our existing trees before planting new, solar grids so we share energy, encourage gardens in schools, vertical gardens on buildings Sustainable living: 2030 net carbon neutral, infrastructure for electric cars, make solar more accessible, sophisticated recycling systems Adaption and resilience: promote just transitions, lobby higher governments,

Aspiration: net zero emissions by 2030 HAS TO HAPPEN, run education sessions/info nights for community, partner with Northern Beaches Climate Action Network groups, grants to local environmental groups
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I would like to see deciduous trees planted between the palm trees on the southern side of Dunbar Park. It can be very hot walking along the path beside the path, and trees would make a big difference, yet give sun in the winter when the trees have lost their leaves. Thank you.
I submit that we need to enable partnerships between peninsula schools, both public and private, local government and sporting clubs. We don't need to carve up more land for playing fields. We just need to make better use of the ones we already have. School ovals are mostly unused on weekends. Let's partner with schools, build toilet facilities/changing sheds & instal bubblers, and improve access/security to school ovals so they can be used on weekends for sport. It's a win-win : schools get upgrades to their ovals (maybe even resurfacing to all-weather surfaces), sporting groups have increased grounds to access and our natural environment isn't carved up any further to satiate the need for more sports grounds.
I am very much in favour of the Draft Environment & Climate Change Strategy 2040, in particular driving behaviour change through well resourced Environment Centres and programs. The EC's long-term immersive engagement with children at all school levels and parents via P&Cs provides the means to effect such change in the broader environment areas such as clean waterways, sustainability, and renewable energy. After much recent brutalism to effect major change in our built environment this strategy represents a vital counterweight!
I think the following aspiration is an excellent one "Our goal-Protect and enhance the extent and quality of all bushland to preserve its unique value for future generations". But is this just a "motherhood statement" ? In reality we are losing more bushland and wildlife habitat on a daily basis. There are also huge threats to Manly Warringah War Memorial Park (for example) from the proposed Northern Beaches Tunnel and the planned relocation of Forest High School. Council has actively supported BOTH of these environmentally destructive schemes! The comunity has to regularly fight inappropriate developments (which encroach into bushland) because legislation never seems strong enough to protect our environment. In the case of Manly Dam...Development Applications have been lodged which detail the need to remove vegetation for asset protection zones within the park - even its "State Park" status is seemingly not strong enough to rule this out.. I also have grave concerns regarding the reduction in funding for Council's environment programs and bush regeneration contracts. Important areas of bushland (for example, the coastal walk between Dee Why and North Curl Curl) are being overun with invasive weeds. There seems to be a lack of education in the community regarding the value of protecting our bushlands and native species. Householders grow noxious weeds without realising the impacts and Council Officer inspections have been reduced radically. Residents who live adjacent to parks and bushland should have an obligation of stewardship and be provided with the knowledge tools to assist them. So many people use adjoining parks as dump sites and the lack of awareness of the importance of our nature world is blindingly obvious. For example important habitat trees are regularly cut down for views or maybe because they simply shed leaves. A program of education regarding the importance of native gardens versus "English style " neat gardens would be useful. The management of Crown Lands has recently been transferred from State Government to Council but the community has been kept in the dark in regards to future outcomes. Large areas of sensitive and vulnerable bushland are at stake. I believe that any land claims by the MLALC

of bushland parcels (deemed justifiable) should not then involve ultimate sale for development but result in fair compensation and transfer back to community ownership.

Council's tree canopy policy has not yet been ratified. Why the long delays? Hopefully this will give a substantial fillip to efforts to protect remnant trees and the need to plant more indigenous species. Currently the unmarked trucks of tree "removal" companies roam the streets with impunity and many trees seem to be cut down illegally on a daily basis...surely two trees should be planted for every one removed? Why can't Council also commit to planting locally endemic species in our parks and gardens rather than weedy Agapanthus or exotic Chinese Elms? This would also help provide people with a knowledge of (and pride in) our local biodiversity.

On another matte, I believe that Council should NOT use our protected bushland areas to participate in the flawed and discredited biobanking scheme. This might be useful for funding but it means other areas of valuable habitat will be wilfully destroyed. The outcome is always net environmental loss. Some of our most valuable areas of bushland seem to end up having "State Significant Schemes" built on top of them- for example a large area of irreplaceable Duffys Forest Ecological Community was lost for the Northern Beaches Hopital. Surely it is time for the last remnants of DFEC to be listed Federally as endangered and then properly conserved..

Lastly there should be an audit of all threatened, endangered and vulnerable plant and animal species on the Northern Beaches..and recovery plans created and implemented for all of them.

I thoroughly support the spirit of the draft strategy and hope that the goals of environmental protection and enhancement can be achieved. Education is key in much of this- both within the school system but also the broader community. If we can engender a real love of our beautiful native species, bushland, waterways and marine environment..then we can fiercely protect them as a community.

Northern Beaches Greens submission for Protect.Create.Live.

NBG local branch of NSW Greens extends from Dee Why to Palm Beach. Our members strongly support the Council's intention and role in implementing environment and climate change policies, particularly where they align with our core values of ecological sustainability, grassroots democracy and social justice.

ROLE OF COUNCIL IN FACILITATING LOCAL ACTION

Very supportive of council's role in promoting sustainability in the community. Strengthened by –

Educating community via workshops, market days, website, Coastal Enviro Centre, free classes, awareness building and training.

Facilitating uptake of renewable energy on public and private property through bulk buy initiatives, raising awareness of renewable investment opportunities for households, consumer advice service administered by council.

Assisting and expanding existing environment groups, community, schools and bush regeneration programs by providing greater access to council resources, incentives, infrastructure and publicity.

Educating businesses and advocating for them to become more efficient with resources, waste, energy use, recycling, re-use, repair and reductions in packaging etc

CLIMATE ADAPTATION

Council will inevitably become the insurer of last resort in the absence of other levels of govt taking enough responsibility for impacts of climate change such as extreme weather events, sea-level rise, damage to council assets, the natural environment and private property.

We Greens believe it is in residents best interests that NB council advocate, set an example and a high standard for the community, through modelling action on climate adaptation.

Many opportunities exist for building resilience and adaptation including –

Increase localization of activities related to sustainability, such as local food production through community gardens, effective multi -use of green spaces such as street and verge gardens, school garden programs, food swaps, markets, gardening in aged care facilities and for mental health patients. This will result in reduced food mileage/emissions and increase diversity of food suppliers.

Identify and make accessible air-conditioned, structurally secure public buildings, such as libraries, council chambers, shopping centres, cinemas and clubs during periods of high temperatures and extreme weather.

Ensure all new buildings in design and materials, both public and domestic, plus all council infrastructure, are resilient enough for extreme weather events – by implementing appropriate planning codes and guidelines in line with world's best practice.

Integrated tree planting and tree canopy protection in all new urban and densification developments. Strengthen existing tree preservation to reduce urban heat effect – re-enforced with strongly maintained planning and building codes and an expanded, accessible council arboreal advice service.

Turn tree retention into a community asset and a planning priority by publically and proudly advising all new developments of the environmental ethos of the northern beaches council. Where substantial tree canopy already exists, it is essential to limit the extent of excavation, percentage of hard surface site cover and damage to tree roots and water courses, particularly on steep slopes, where endangered spotted gum communities exist. Their instability as a consequence of inappropriate developments nearby is seriously increasing their rate of removal. If council is keen to increase tree canopy cover, then all urban development in those areas must respect strict requirements for their healthy survival.

Council could actively promote the economic and health benefits of forest bathing, known in Japan as shinrin yoku. Not only good for physical and mental well-being, it is proven to reduce stress hormone production, improve feelings of happiness, as well as lower heart rate and blood pressure, boost the immune system and accelerate recovery from illness.

Retain green spaces and permeable surfaces such as natural bush street verges to enhance environmental outcomes in drought and high rainfall events leading to flooding. Aim for much less use of hard surfaces and concrete in infrastructure projects - 'touch the earth lightly.'

Where possible cover public pathways, cycle ways, access routes, parking areas and outdoor spaces with solar panels to provide shade and clean energy, while enabling active transport options to continue during wet and/or warmer weather.

MITIGATION OF CLIMATE CHANGE

The priority for council here is to encourage decarbonising - to reduce impacts of climate change, while advocating for a strong stand against all activities which will make matters worse.

The council strategy must therefore -

Set an example with clear ambitious targets for becoming carbon neutral and for steady carbon emission reductions over a designated timeframe.

Limit wasteful and unnecessary energy consumption - such as night time lighting, plus encourage businesses/homes to reduce as well.

Encourage resilience planning and build flexibility into coastal recreational activities and industry - such as tourism, boating and fishing. Improve user awareness of the significance of protecting the marine environment and sensitive ecosystems from pollution and excessive use - to resist damage from climate extremes.

Review assets and all council business connections, including superannuation and insurance, to divest from any fossil fuel investments. Ensure all future council business will focus on companies which align with Paris goals and are divesting from fossil fuels.

Oppose seismic testing and development of offshore fossil fuel projects, either gas or petroleum along the coast of the northern beaches. Push for PEP 11 drilling and exploration licence to be blocked by the federal govt.

PROTECTING OUR NATURAL ENVIRONMENT

We suggest that council

Acknowledge the role of local indigenous people in caring for country and promote their long and sustainable management of ecological diversity on the northern beaches. This could be achieved by increasing awareness through more signage (or a phone app) to identify place names, historical connections, plus flora and fauna in local Garigal language - perhaps along the new coastal walkway.

Increase council vigilance in enforcing environmental protections and controls by rezoning sensitive areas, by adequate staffing of rangers to ensure compliance, by legally prosecuting enviro damage, by enviro checking planning approvals, by encouraging tree retention, emphasizing biodiversity protection and care for water catchments for lagoons, creeks, estuaries and beaches.

To reduce threats to native species at risk, plan to eradicate feral foxes and cats in sensitive areas and introduce an education program, followed by a ban on the sale of rabbits and cats - which have not been de-sexed. Educate chook owners on the danger to powerful owls from use of toxic poisons in rat management.

BUSHLAND

Protect existing bushland and acknowledge significance of building up the carbon sink by increasing the recreational areas covered by bushland and by creating pockets of biodiversity and green corridors for movement of wildlife and healthy catchments.

Fund and promote strategically located bush regeneration projects and provide training opportunities/ qualifications/recognition for young people and volunteers. Plan for rewilding of disturbed areas and green buffer zones between urban densification and transport corridors.

Conduct a council tree audit and actively monitor the loss or retention of urban trees. Provide incentives in council rates for existing properties/ new developments where above average numbers of trees or biodiversity hotspots are retained, endangered species are protected, or bushland is regenerated.

Map and identify urban backyard and bushland corridors, plus biodiversity hotspots and apply significance to them in planning, by naming them and emphasizing their importance for quality of life, climate change resilience and enhancing property values.

Recognise the value of urban and bushland vegetation in flood mitigation, particularly roadside verges, as a sponge for absorbing excess water, also as an effective, cost saving opportunity to

reduce stormwater runoff and erosion.

COAST, WATERWAYS AND CATCHMENTS

We strongly support council's goal to protect the coastal environment, existing waterways and catchments, while recommending that -

Risks must be anticipated from extreme weather events such as flooding and simple cost saving measures undertaken, such as the retention of natural road side verges and riparian zones kept vegetated/wild to mitigate impacts from increased water flows on surrounding property, infrastructure and the landscape.

Expand and enforce greater protection for catchment areas such as Manly Dam, Dee Why and Narrabeen lagoons by opposing inappropriate development in those areas which will also be prone to flooding.

Use mesh screens/netbags on all outfalls to collect waste. Propose that marinas and other high use coastal users invest in Seabins for skimming up debris and rubbish in waterways.

Consider strategic opportunities for rewilding and returning privately owned waterfront land to public ownership to reduce future costs from inundation. Employ the significant stabilising role of vegetated dunes and embankments to create buffer zones from coastal erosion impacts and sea level rise.

Acknowledge, protect and enhance the capacity of blue carbon sinks – seagrass beds, saltwater marshes and mangroves – to provide a far greater carbon storing capacity than forests, while acting as effective buffer zones and coastal environment stabilisers. Reconsider the Station Beach dog trial impact on sea grass beds located at Palm Beach. Lead and increase community understanding of blue carbon sinks and importance of biodiversity for environmental resilience.

Establish clear guidelines and plans for managing endangered coastal properties and low lying areas at risk of flooding. Council must anticipate, plan and articulate the requirements for engineered infrastructure such as building seawalls, bridges, levees, drainage facilities etc and the consequences of such actions, including funding, equity, community costs, insurance and future problems arising.

WASTE

Northern Beaches Greens firmly support the development of a circular economy with extended producer responsibility in the absence of any effective national system to deal with ever increasing problems of waste management. We encourage council to work with other levels of govt and to collaborate with other councils to develop a strategy to establish better systems overall.

Our limited natural resources are being consumed recklessly and we suggest that council instigate a program that challenges and impacts behaviour through some form of data collection and assessment of average waste per person – by setting goals to reduce consumption and by rewarding re-use and recycling initiatives by individuals, business, schools and households.

Plastics and container recycling stations need to be far more known and accessible - eg located in all supermarket car parks, schools, provide more public locations.

Advocate for or invest in plastic re-use technology. Support local businesses to re-use and repair, so that northern beaches residents take greater responsibility for dealing with own waste production, while providing local employment.

Facilitate effective waste reduction programs specifically for the northern beaches coastal environment. Lead by banning single use plastics, cutlery, straws, etc – take a firm stand such

as countries like France have done, to set a plastic free environmental agenda.

TRANSPORT

Essential that we get more cars off roads, therefore the Northern Beaches Greens are not with Council in its support for the Beaches Link Tunnel, because it will commit commuters to car use rather than public transport. We advocate for a trackless tram alternative with far greater long term carrying capacity, that will be faster and cheaper to implement and less damaging for the environment, particularly if it is solar/electric powered.

All future development or urban consolidation must be preceded by adequate public transport and other infrastructure services. All new developments must include recharging facilities for electric vehicles. Council should set an example, such as has been done in the ACT, by planning for their future vehicle fleet to be electric.
We hope council will lobby fed and state govts for increased investment in electric powered public transport and will oppose the sale of our public transport to private providers, who are likely to increase costs and reduce services. We would like to see a well-connected East/West light rail/metro link built between Dee Why and Chatswood running past the new hospital at French's Forest and connecting to other rail services.

On the northern end of the peninsula, the B-line has trapped many commuters into driving to carparks that are frequently full already.
With the state govt intention to sell the northern beaches public bus service, minus subsidies, Keoride will become far more expensive to use. Therefore to reduce car usage, council could support a flexible mini bus service, operating north of Mona Vale, that responds to an i-phone app employing demand technology, to determine its route and frequency.

We strongly support council's development of cycle ways and public walkways and want them integrated with accessible and affordable accommodation. To encourage local employment, sustainable tourism and less road use, council could re purpose under-utilised golf courses by transforming them into low impact tourist/ camping destinations on the northern beaches. Combined with accredited bush regeneration training courses, this could represent a low cost, low impact win/win for students and the environment.

Northern Beaches Greens appreciate the opportunity to respond to your environment and climate change strategy and commend your willingness to take action on behalf of us all.

Pru Wawn
Submission co-ordinator

Sustainable Northern Beaches has prepared a detailed submission on the Draft Environment & Climate Change Strategy. It is being submitted by email.

I wish to submit that I support the Submission made by Sustainable Northern Beaches in its entirety.
I would like to emphasise its view that Council should set higher targets for reduction of its own)operational) carbon emissions.
The following commitments should be strengthened:
- A 100%, not 60%, reduction in carbon emissions by 2030 (not 2040)
- Net zero emissions by 2030, not 2045.

These strengthened commitments can be achieved by:
- Over 2020-2025 minimise Council's energy use through efficiency measures and Council PV installation
- By 2026, and potentially in combination with other Councils, enter a Power Purchase Agreement for 100% renewable electricity. This could, but may well not, then have a higher cost.

However, after usage minimisation and with the continuing cost reduction of renewable sources, the cost will not be large within the Council's budget. - By 2030 have its light vehicle fleet 100% electric, and purchase offsets for any small residual fuel use by heavy vehicles or equipment
The ongoing protection of our environment is important to the local Aboriginal community, of which I am a member. Darug Nation and Guringai , Garigal and Gaimariagal are the important nations and clans of this area. There are many Aboriginal sites along beaches and sandstone escarpments that need protection and signage. Middens are along every beach and many remnant creeks, such as MCarrs Creek. The midden along the dog exercise park at Etival street has already been destroyed. the council plans a dog beach at Station beach on Pittwater and it will destroy the 20,000 year old Aboriginal middens at the edge of Pittwater. These middens also are along the middle of the sand dunes at Palm Beach. There were still artefacts sucha s silcretw scrapers being revealed in the middens in the 1980s. Angophra Reserve Avalon, has an Aboriginal burial site that is 3,000 years old and it is a skeleton of a woman with her arms crossed over an infant. The site was partially excavated by Aboriginal site officers with Val Attenbrow from the Australian Museum in 1984. It is the most significant Archaeological site on the eastern seaboard of Australia. Thi site and some in Riverview parade need protection from graffiti and desecration. The Metropolitan Aboriginal Land Council has legal responsibility for these sites, but do very little. Every beach on the Northern Beaches coast has middens and in some sites, ochre mining sites such as at Long Reef. The site of Gamariagal habitation by Narrabeen Lagoon is on the now located NSW Academy of Sport oval. The Aboriginal elder William de Serve lived in a shack and fished in the lagoon up until council bulldozed the houses in 1957-9. Evidence of Aboriginal habitation is to be seen along Station Beach near the Customs Shed. The son of Chief Bungaree , Bowen lived with his family on this beach when he had a job as Black Tacker with the Customs officer. Bowen tracked bushrangers and was killed in 1856 at Bushrangers Hill Newport.
Car parks need to be covered in solar panels with free EV charging stations..
Those who oppose alternative energy and a change to more sustainable living are not only dooming themselves to a painful death, but their selfishness will also be devastating to every other living creature or plant. Thank goodness for some leadership by Mayor Reagan. Falinski is determined to undermine progress and his nasty response quoted in Pittwater Living shows where his priorities lie. Please act now as fast as possible.
Well done council
You could have more recycling bins e.g. bins for soft plastics and the soft plastic waste could go to a recycling plant in australia or another country.
Why is the Council promoting a surge in the numbers living on the Northern Beaches in 2040? I would have thought collaboration with the State Government and all councils would be working on having people moving to regional areas and concentrating on employment there.. This the priority. LEPs, DCPs, the environment, waste, town planning etc should only be considered when all these matters have been resolved. What about climate change? who will manage that? we the ratepayers should have a say in all discussions. Who is on the Committee? I understand 5 people have been selected. Who are they? Are they being paid and if so how much? I am quite angry at how the council has handled this whole project.

Response to Draft Northern Beaches Environment and Climate Change Strategy

Thank you for providing the community with the opportunity to comment on the Council's Draft Northern Beaches Environment and Climate Change Strategy. I am Convenor of the Northern Beaches Greens but am submitting this this response as an individual. Additionally, I commend responses from Kristyn Glanville, on behalf of Manly Greens, and Pru Wawn on behalf of Northern Beaches Greens.

I applaud the strategy's extensive coverage of environmental issues, including the urgency to take action on climate change. It will be important to see this translates into concrete action in the future.

I've included most of my comments interactively but am just adding a couple below - concerning Aboriginal Environmental Custodianship - that I think would strengthen the Council's approach to sustainability and social justice inherent in environmental policy.

Acknowledgement of Country

Because it leads the strategy paper it's important to make the Acknowledgement of Country meaningful and this could be strengthened in a number of ways.

A couple of points:

• Naming the group or groups who lived and whose descendants still live here would be more respectful than just calling them Aboriginal – the non-indigenous term. I know this is tricky because of different conventions – but it could be decided with reference to Aboriginal people from the area such as Professor Dennis Foley or the NSW Aboriginal Land Council.

I've previously checked with the NSW Land Council and they say the name of the people from Pittwater is "Gadigal". I'm not sure if that extends throughout the whole of the Northern Beaches. They say Guringai was a name made up by the non-indigenous community.

• Current formulations of Acknowledgements of Country are becoming more personalised and tailored to the situation in which they are made – and this is particularly relevant when in the context of an environmental statement.

• Perhaps something along the following lines would work:

We acknowledge the traditional owners (or custodians) of the Northern Beaches, the Gadigal people of the Eora Nation, and pay our respects to their Elders past, present and future.

First Nations people have lived on this land and navigated its waters for many millennia. The environment we enjoy and significant heritage sites across the Northern Beaches are continuing reminders of their presence amongst us.

Aboriginal Environmental Custodianship

I believe it would strengthen our environmental strategy if we explicitly included Aboriginal custodianship in the Northern Beaches Environment and Climate Change strategy. I would suggest the following – the first paragraph is in line with Sections 2 (2) (a) and (b) of the NSW Constitution:

Northern Beaches Council recognises on behalf of residents that Aboriginal people, as the traditional custodians and occupants of the land:
(a) have a spiritual, social, cultural and economic relationship with their traditional lands and waters, and
(b) have made and continue to make a unique and lasting contribution to the identity of the Northern Beaches.

As such, Council will: • Consult and cooperate with traditional owners on environmental policy. • Institute a co-management strategy employing Aboriginal rangers to protect local land, water, flora and fauna. (This could be developed in cooperation with Macquarie University – through connections with indigenous rangers.) • Support native title claims. • Protect Aboriginal sites on Crown, council and private land that are being degraded by visitation, vandalism, erosion or other causes – eg sacred sites such as graves and artwork throughout the Northern Beaches. • Institute an ongoing program of community education about Aboriginal land usage, sacred sites, other archaeological sites and history stretching over tens of thousands of years on the Northern Beaches. • Progressively adopt indigenous names for the area – particularly where they are known or relevant.
I hope you are planning to replace the thousands of dog poo bags with compostable ones like Mosman Council have.
This is indeed an ambitious plan and our organisation CABPRA totally endorses the strategy and goals outlined in this paper and only hopes the the action plans can realise a solid strategy for achieving these goals. As i sit writing this today there is devastation from the bush fires and whilst we all know we have to change our way of living to help this sick planet but it requires drastic changes in how we approach planning and development and some tough stances made with developers which requires the help of state government. Great work though and we await the detail of the action plans.
Good to see a progressive Climate Strategy from Northern Beaches Council. Climate change is now accelerating as scientists accurately warned it would after 2015 if insufficient action was not taken by 2010, but is still not (yet) out of control. However the final tipping point for the commencement of irreversible runaway climate change may come as early as 2030. Hence it was great to see Northern Beaches Council recently vote to declare a Climate Emergency, for that is exactly what it has become, due to the inertia of most governments in most of the world during the previous two to three decades. I think the Council's declaration should be proudly mentioned in the introductory section of this document and the reasons why urgency on climate action is required at a local government level should be more strongly emphasised. For various reasons climate change is still polarising the community (perhaps to a lesser extent on the Northern Beaches than other parts of the country) but if Council leads by example and education the majority of laggards will eventually follow, especially as the impacts of rising global temperatures become ever more obvious. Mitigation is far better than having to adapt to the coming climate chaos if we waste the last chance 2020s in further inaction. Even though local councils may appear to be relatively small players they do influence policy at a state and federal level. I believe the public is largely ahead of where the state and federal governments are at in 2019 and will welcome Northern Beaches Council attempts to mitigate climate change at a local level as outlined in this strategy.
I support the Environment and Climate Change Strategy (draft). URGENT RESPONSE An urgent response is required to protect bushland, biodiversity, waterways and rural land from ongoing threats including inappropriate development, illegal land clearing, soil loss and degradation. Trees and vegetation reduce temperatures and mitigate against climate change. Protection of biodiversity and habitat increases the resilience of native flora and fauna. Protecting our environment provides cleaner air, water, and soils, which contribute to survival.

Protecting rural land in Oxford Falls Valley, Duffys Forest and Ingleside protects soils and contributes to food security in the Northern Beaches.

THREATS
Since 2014, a substantial area of bushland has been lost due to development. Major infrastructure projects, such as the widening of Warringah Road and construction of Frenchs Forest Hospital, has resulted in the removal of numerous majestic native trees, as well as a significant area of the endangered Duffys Forest Ecological Community.

The Manly Vale Public School construction has resulted in the loss of good quality bushland including a heritage conservation area within the Manly Warringah War Memorial Park. Rainfall runoff has resulted in soil being washed downstream into Mermaid Pool.

In non-urban land inappropriate development has also resulted in the loss of bushland and biodiversity, including within riparian land and core habitat for native fauna.

Currently bushland loss continuing due to the widening of Mona Vale Road, as well as inappropriate development and illegal land clearing in non-urban land.

The transfer of Crown land is also a concern, as the land is no longer subject to the Principles of Crown land management, which take into account the conservation values of the land.

The transfer and privatisation of Crown land puts at risk the conservation values of the land.

The transfer to Council is a potential risk if environmentally sensitive areas are not zoned for environmental protection and there is no Plan of Management to protect the environment.

In the Northern Beaches Towards 2040 document, there is no reference to the Oxford Falls Regional Crown Reserve or State Park, so it is uncertain what their status is at present, and whether they are still Crown land 'owned by the people of NSW'.

FUNDING & OFFSETS
Biodiversity offsets required to compensate for vegetation loss associated with the Mona Vale Road (RMS) widening could be used to protect core habitat, buffer areas and other strategic environment sites on the Northern Beaches.

On the Northern Beaches government funding for road construction and widening is likely to exceed about $1 billion, so far. By comparison, funding to protect natural habitat is negligible.

Funding to protect natural assets, such as waterways, can be seen as an investment. Manly Reservoir and Narrabeen Lagoon are both used for primary contact recreation. The water quality in these two catchment is dependent on protecting the remaining bushland in the surrounding catchment.

Continuing encroachment and loss of bushland is taking place in areas previously identified as environmentally sensitive. Future generations will inherit the consequences of eroding environmental values in non-urban land within Narrabeen Lagoon Catchment. The catchments of Narrabeen Lagoon and Manly Dam provide a refuge for wildlife and aquatic species, which are vulnerable to climate change impacts.

Council and State Government do not appear to monitor the loss of habitat and the decline appears to be a hidden statistic. The data is apparently not required as a key performance indicator in Council's annual budget. If Council or government do not record or reveal the decline in habitat, this indicates that they do not regard it is as a priority. As custodians of our environment, those in authority could be seen as abrogating their responsibility.

The people acutely aware of the loss are local residents and other people that appreciate the bush and nature. This includes residents who submit objections to inappropriate development

with unacceptable environmental impacts. Behind the scenes financial incentives are a driving force for developer driven outcomes. Vested interest and private property 'rights' can have a disproportionate influence on planning decisions and also can demonstrate a blatant disregard for the natural environment and heritage values. Acquisition to protect environmentally sensitive areas is a cost effective way of protecting natural areas from inappropriate development. It provides reliable long term protection for the land and has associated benefits for recreation and education. Acquisition can avoid the ongoing challenge and legal complications of confronting illegal land clearing, over-development and planning proposals that disregard the environment. Urgent action is required to provide reliable long term protection for our environment.
I support the intention of the NB Environment & Climate Change Strategy 2040 draft document. We must act aggressively & with clear action plans to face up to the climate crisis scenarios which lay before us. I want to see natural bushland left intact, not fragmented by development which makes native animal habitat unviable. The interruption to land around the new NB hospital & associated roadworks along north & south ends of Wakehurst Parkway is of concern to the survivabilty of wallabies & other wildlife. Remove cats from the natural environment. Reduce waste. Get rid of single use coffee cups which are the only option at council venues including Manly Swim Centre. If ceramic cups are considered unsafe near the pool get washable/reusable plastic cups. Reduce plastic usage. How can the plastics industry be required to pay for/deal with the waste it produces. Reduce water wastage. Have shower taps at Manly Swim Centre & other council facilities which turn off at regular intervals. That is require constant turning on, not constant water flow. Can shower water be used for toilet flushing at these facilities. Put in more water bottle refill stations. Put in fishing line/hook bins at fishing spots. Thank you
Theme 2 Waterways and Catchments: "Actively working to remove single use plastics and other litter from our network". Add, "including stopping this pollution at the source." (ie. through business engagement). Theme 3 Coast: "Actively working to remove single use plastics and other litter from our coast" Add, "including stopping this pollution at the source." Theme 7 Sustainable living: "We aspire to achieve... Net zero emissions in our community by 2030. Reducing carbon emissions in our community by more than half by 2040. Net zero emissions by 2050" I understand this is in line with the NSW targets etc but I believe we can do better. We need to drawdown CO2 rapidly in the next 10 years so the target should be "reducing... by more than half by 2030". And we need to include a desire to offset what we can't reduce. Let's make the aspiration a commitment- its totally achievable through investment in CO2 drawdown projects. "Reducing single use plastics" would be more meaningful with a target. I appreciate there could

be many methods of measurement. An overarching measurement could be looking at packaging rather than waste. Perhaps, "Transition away from single use plastic packaging and promoting circular economy principles" It could be mentioned to be in alignment with Australian Packaging Covenant Organisation 2025 targets (100% reusable, recyclable or compostable packaging; 70% of plastic packaging being recycled or composted; 30% of average recycled content included in packaging (we've actually already achieved this!); The phase out of problematic and unnecessary single-use plastics packaging. "We will: Minimise the use of single use plastic" Change to, "Reduce the use of single use plastic and disposable items and transition to increased use of reusable items" Not sure whether this should be in Theme 8 or Theme 6 as it aligns with both goals. Add "We are committed to: Promoting urban food forests as a means to mitigate climate change, reduce food transport emissions and build resilience in our community" Carbon drawdown is not only about trees, could there be a goal: "build up the humus in the soil to capture carbon" Overall, the plan is great and shaping up to be even better- well done to everyone that contributed. I'm most excited by the aspiration to achieve net zero emissions by 2030. Let's just make that a commitment and offset what we can't reduce. It's more than achievable!
For the last three years I have been observing breeding pairs of powerful owls in the Newport, Avalon and Clareville area. One pair in particular almost every day, I have a breeding pair that roost in my backyard. I am a powerful owl project volunteer and I am also writing a story for Australian Geographic on Powerful Owls. I have concerns about the future welfare of the owls. Local residents should be protecting local wildlife and the NBC needs to implement planning and education programs. Habitat destruction The owls feed extensively in the urban landscape and backyards and I have noticed a decrease in the prey the owls are securing. I am also getting feedback from other residents who are wildlife aware, that numbers are decreasing. I believe that tree clearing has contributed to a decline in the volume of native wildlife species. In the Clareville area alone there have been a significant number of large trees taken out of backyards in the last few years. Palms are also being heavily cleared, palms provide food and habitat for bats and ringtails – the owls favourite prey. Backyards are critical areas for prey species. If Native wildlife is to continue surviving in our suburbs NBC needs to recognise backyards as important wildlife refuges, there isn't enough bushland alone to support our owls. I would like to see an active campaign with education and council assistance to encourage and enable local residents to help local wildlife by establishing their own backyard refuges. Dogs We recognise the negative impact cats have on native wildlife, however Dogs also have a negative impact. If we released koalas back into Angophora Reserve today it wouldn't be long before they'd be taken by dogs or run down by cars. While observing owls I have noticed dogs frequently roaming reserves day and night. I have seen and photographed native animals, mostly bandicoots and brushtails killed by dogs. Dogs will grab and bite, and the animal will crawl off to die without the owner realising.

When you allow recreational access to a reserve and allow dogs on leash, many dog owners will let their dog off the leash and let them run ahead to hunt through the bush. If they don't kill native species, they still cause a significant disturbance, I have seen owls abandon favourite roost trees when dogs are let off leash.

Many dog owners believe (incorrectly) that only cats pose a threat to native wildlife and their dogs do no harm, even though there is significant evidence and studies that prove the negative impact of dogs. Some studies even conclude that dogs are worse than cats with twice as many deaths being recorded by dogs than cats in urban areas and reserves.
I'd like to see signs in areas frequented by dogs owners educating them on the negative impact of dogs on native wildlife.

Cars

We need more signage and an active campaign to get people to slow down and think about the native wildlife. The speed limit on Hudson Parade is 35km/h but most of the traffic is at 60km/h or more. There have been 2 powerful owls that I know of killed by cars in Clareville alone. We still have ancient signs warning of koala crossings but there is nothing to warn motorists about bandicoots or owls.

Backyards act as informal wildlife corridors and roads intersect these corridors. I'd like to see new signs erected to bring attention to the local wildlife that exists at present and a campaign started to educate people to drive responsibly, particularly in the dawn and dusk hours.

The NBC environment and climate change strategy 2040 has a positive message about conserving and preserving native wildlife, however the challenge of conserving threatened species is great and positive action is needed if we wish to see these species in our local areas in 20 years' time. Conserving existing bushland alone isn't enough.

Comments f
The areas that have not been addressed are
Urban hazards
• noise pollution
• light pollution (research on blue light pollution has been found to impact severely upon humans health as well is wildlife)
• run-off from pesticides into water and soil
• air pollution
• chemical residues flowing from industrial areas such as Brookvale into lagoons such as Manly
Management of conflict around asset protection zones.

Actions that need more attention .

The goals and aspirations in dealing with canopy cover loss or bushland loss need to be changed to percentages . These need to be measurable .

The Green Grid connectivity issue is vital and needs addressing immediately .
The Council should be purchasing bushland to create connectivity and to preserve the large tracts of high quality bushland such as the areas around Redhill . This then impacts upon budgets for 2020

There should be 100% no net loss of bushland either on Council or state land . The Council should be aiming through planning controls to prevent loss of bushland on private land . This means the LEP must clearly defined comments on this issue .
Having observed the Land and Environment Court accept the argument that because an action was not listed as prohibited then it is permissible; it is imperative that the LEP and DCP are not able to be twisted in this manner .

I personally am opposed to the new northern beaches tunnel . Given that 39,000 additional people will be moving into the area by 2036, there will be far more cars and the roads will become even more gridlocked than they are today . It is imperative that the bus rapid transport

systems are put into place urgently running from Newport to the city, DY to Chatswood and Mona Vale to Macquarie Park . There needs to be major disincentives put in place by the Council to discourage the use of private cars on these routes .

Kara Taylor

From: [redacted]
Sent: Monday, 21 October 2019 4:57 PM
To: Council Mailbox
Subject: Environment and Climate Change Strategy (draft) - SUBMISSION

Categories: TT

Dear Sir and Ms

Within the last 8 years I have made countless submissions and correspondence to Pittwater Council and, more recently, Northern Beaches Council regarding air pollution from burning wood and its impact on air quality. During those 8 years the significant impact of wood burning pollution on winter air quality and health has been undeniably established. However, in those 8 years, there has been not the slightest improvement in Council's awareness, approach or action on this substantial issue.

The Strategy references the protection of the environment extensively, ecosystems, plants, animals and waterways but entirely overlooks the quality of the air essential to our very existence.

It is essential that Council include air pollution and air quality in this Strategy, taking all available measures to ameliorate this significant problem - policy, planning, compliance, education and liaising with State Government legislators.

By excluding air quality from the draft the Strategy lacks integrity and credibility.

Burning wood is not carbon neutral.

Yours sincerely

[redacted]

Kara Taylor

From: [redacted]
Sent:
To:
Cc:
Subject: Fw: Submissions closing soon - Environment and Climate Change Strategy 2040 (draft)

Hi Kara and Jacqui,

The draft strategy is excellent, well done!! It is extremely well written and presented. You have clearly taken into consideration comments and adjusted sections in response to the Environment SRG's views. All the consultation you've carried out and changes incorporated will ensure this plan stands the test of time, delivers results and is relevant to the community.

I have included my comments on the interactive PDF.

kind regards,

[redacted]

From: Northern Beaches Council <noreply=northernbeaches.nsw.gov.au@cmail19.com> on behalf of Northern Beaches Council <noreply@northernbeaches.nsw.gov.au>

[redacted]

Subject: Submissions closing soon - Environment and Climate Change Strategy 2040 (draft)

Northern Beaches Council

No Images? Click here



[redacted]

Thank you to those who have provided feedback.

It's not too late to have your say on the draft Protect. Create. Live - Northern Beaches Environment and Climate Change Strategy 2040.

1

We need your help to make this plan happen.

Submissions closing this Sunday 10 November 2019.

Regards

Community Engagement Team
On behalf of the Environment and Climate Change Group

Visit the project page



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Northern Beaches Council
Community Engagement

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Kara Taylor

From: [redacted]
Sent: Sunday, 10 November 2019 8:22 PM
To: Council Mailbox; Kara Taylor
Cc: [redacted]
Subject: Submission [redacted] to "Protect. Create. Live. Environment and Climate Change Strategy."
Attachments: [redacted]Submission NB Council Oct 2019.pdf; APPENDIX A SolarAmbassador_Flyer.pdf; APPENDIX B Solar Ambassador FAQs.pdf

Dear Kara,

Please find attached the submission from the [redacted]

Please don't hesitate to reach out and [redacted] there are any questions. And we are looking forward to the final strategy and to working with council in the future in putting it all into action and helping our community to reduce its carbon emissions.

Kind regards,

[redacted]

[redacted]

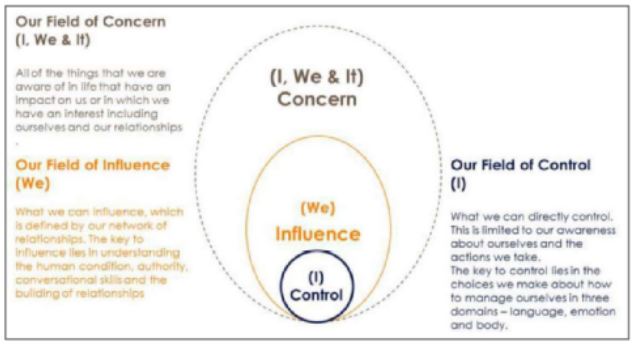
Submission to the Draft Northern Beaches Environment and Climate Change Strategy 2040

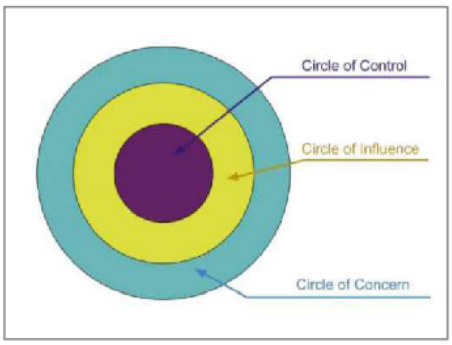
[redacted]

We are pleased to see the strategy linked into State, National and Global strategies including the United Nations Sustainable Development Goals. We appreciate council's commitment to action on climate change and to council's aspiration to achieve net zero emissions by 2030, which aligns with [redacted]urrent strategic objective. We appreciated the differentiation between strategies focused on climate change mitigation versus climate change adaptation and the inclusion of infographics that clearly communicate to the wider community the impacts of climate change and reminder that climate change impacts are being experienced now.

Key aspects not mentioned include the fact that Australia has one of the highest per capita CO2 emissions and ecological footprint and therefore the need to significantly reduce consumption levels in our society.

We agree with the listing under 'Council's ability to influence'. It would be great to see a differentiation between the circles of control versus influence (Covey, 1992). For example, council can control what energy it uses – ideally renewable, locally produced and community-owned - whereas only influence the type of energy used by the local community via education and targeted projects that counteract identified barriers to the use of renewable energy by the local community.





The Council can influence via

- Advocacy
- Education
- Leading by Example
- Applying its Key Levers (LEP, DCP etc.)
- Funding
- Engagement and collaboration

[redacted]

[redacted]

The latter is a powerful tool for council to 'super-charge' its Circle of Influence by 'collaborat[ing] with our local environment groups, volunteers, stakeholders, the community and other change makers to leverage the great work they are doing to amplify the collective impact'.

Additional strategies to increase council's Circle of Influence include for example:

- Using a Human-centred Design Approach to overcome obstacles/ pain points and optimise value proposition of desired solutions
- Community-based social marketing (CBSM)
- Developing a Theory of Change and prioritise potential projects or initiatives based on the possible impact, confidence in its success and resource requirements in order to determine the actions and activities that will provide the 'best bang for buck'

These approaches will support the management of the required behavioural change and allow the development of innovative projects and programs that help to 'nudge' our community towards a more sustainable trajectory.

We appreciate the reference to 'collective impact'. A collective impact approach requires collective impact assessment and a shared measurement platform to ensure that projects and initiatives can be monitored, fine-tuned and optimised to ensure that the objectives and key performance indicators (for example CO2e emission reductions or % of renewable and/or locally produced energy) achieved (Preskill, Parkhurst, & Splansky Juster, 2014). Measurement is key for results-based evaluation and program optimisation. As the old adage goes 'we cannot manage what we cannot measure'.

These indicators could link into a locally relevant assessment and indicator of overall quality of life in Warringah, similar for example to the Genuine Progress Indicator (GPI) used by Maryland and Vermont in the US, or a localised version of the Measures of Australia's Progress (MAP) used by the Bureau of Statistics (Ida Kubiszewski, 2014). Ida is currently working with Kangaroo Island on the development of a local indicator of overall quality of life, health and well-being and a similar project could be beneficial to support council in monitoring and optimising its strategic programs and initiatives.

We believe that the level and nature of the collaboration needed to achieve Council's commitments, let alone aspirations, should not be under-estimated. It will be a challenge to Council and require a significant culture change. It will need leadership and resourcing.

As a climate related community group, we are eager to work with Council to ensure the commitments to achieve the following commitments

- 50% of suitable premises with solar panels by 2050 (Theme 5)
- Reducing carbon emissions in our community by more than half by 2040 (Theme 7)
- Net zero emissions by 2050
- Council's getting to net zero emissions by 2045

[redacted]

[redacted]

RECOMMENDATIONS

We would like to make the following recommendations:

1. We would urge Council to raise its ambition to convert its aspirations in these areas to commitments.
2. The report should indicate what methodology it will use to measure community and council emissions. This needs to be via a creditable external agency whose methods and assumptions are understandable by the community. The source of data on homes fitted with solar should also be stated.
3. Reference should be made in the report to the process that Council will now follow to ensure its commitments are met. Action plans will be needed covering in detail what will be done and how the actions will be resourced for the immediate year ahead, and in broad brush terms, in future years. These actions plans should be formulated, where appropriate, with input from collaborating community groups. The action plans should be posted on the Council website.
4. The action plans should include clear performance indicators to ensure that the impact of actions and projects can be evaluated. Project performance should be tracked on a regular basis and be summarised in a collective impact assessment report that is presented to council and the community on a regular, ideally annual, basis.
5. The implementation of a formative evaluation process should be used to fine-tune program delivery and ensure that intended outcomes and impact are achieved[1]. The progress achieved via each year's action plan should be reviewed on its expiry and the results of the review and the progress being made towards achieving the Council's commitments and aspirations should influence the detail of the following year's action plan.

SOLAR AMBASSADOR PROGRAM

We would hope that the action plan for the immediate year under Theme 5 would include developing a Solar Ambassador program in collaboration with [redacted] Beaches. We believe that by working with the community gr[redacted] Northern Beaches Council would have a much greater chance of success in achieving its objective of having a high percentage of suitable roofs in the Council area fitted out with solar.

We would help recruit volunteer Solar Ambassadors who would help doorknock on houses with suitable roofs, engage the owners or residents in conversation and leave a flyer that succinctly explains the benefits of solar and how to go about getting it installed.

The flyer would reference a website that had more comprehensive documentation on each step of the princess and a set of FAQs.

The resource requirements from Council would be minimal and would include:

- Setting up a process for formally accrediting volunteer solar ambassadors and giving them some form of identification. This could involve vetting and a requirement to attend a one-day training course, which could be run [redacted]

1 https://ssir.org/articles/entry/evaluating_collective_impact

[redacted]

[redacted]

- The design of the Solar Ambassador flyer, with input from a copywriter and graphic artist and arrange the printing thereof.
- Adding a Solar Ambassador Site to council's website in order to post the documents on its website.

[redacted]eers have created DRFAT content of template documents which are temporarily hosted on th[redacted]site. The project could start with a pilot trial in a selected street, which would allow us to gather data in regards to the inputs, outputs and impact of the trial which then can be used to optimise and fine tune the program before the recruitment of volunteers and commencement of the roll-out of the program at sc[redacted]AFT template documents (Flyer ad FAQs) are attached and links to additional draft text is provided in the documents.

We hope that once the Protect Create Live has been adopted that a Solar Ambassador program will be one of the items on next year's climate action plan.

NORTHERN BEACHES RENEWABLES – VIRTUAL POWER PLANT
We would suggest that council include a feasibility study/ proof of concept for a Northern Beaches Virtual Power Plant in the climate action plan. The business model would need to be developed as part of the feasibility study and could potentially be Public Private Partnership (PPP) as a collaboration between council, a community energy organisation and a community energy retailer.

In 2012 Warringah council had commissioned a consulting study and report on localised renewable energy production. The study was commissioned at that point by David Bell and his area. The final consulting recommended a PPP to localise produce and retail energy as this would provide significant benefits in terms of resilience and sustainability. Based on this previous work, which would be even more applicable to the larger amalgamated council area, a localised renewable energy plant could ensure that the ambitious renewable energy targets are achievable.

In the past our local area had the Mackellar County Council, jointly operated by Manly Council and Warringah Shire Council, which supplied the Northern Beaches with electricity and gas. The Northern Beaches council could again spearhead localised renewable energy production and set an example for other councils to follow suit.

POWER PURCHASE AGREEMENT – COMMUNITY SOLAR PLANT
Some organisations, universities and even councils in recent years have entered Power Purchase Agreements with large-scale solar plants, including for example a recent PPA entered into by City of Sydney Council for purchase of renewable energy from a community solar plant in the Shoalhaven.
The Northern Beaches council could immediately shift its energy to renewable energy by entering a PPA with a solar plant. A solar plant owned by local community investors could further strengthen community engagement and allow residents to get a personal stake in the localised transition to clean energy.

[redacted]

The volunteer-based, local not-for-profit community energy organisation Clearsky Solar Investments is interested in exploring the development of a solar plant owned by the local Northern Beaches community with a Power Purchase Agreement with council to provide 100% community-owned renewable energy to the Northern Beaches council and help council achieve net zero emissions from electricity in the coming years.

[redacted] would be interested in opportunities to help council further develop these projects under the upcoming development of council's climate action plan.

CONTACT DETAILS

[redacted]

REFERENCES

Parkhurst, M., & Preskill, H. (2014). Learning in action: evaluating collective impact. *Stanford Social Innovation Review*, *12*(4), 17-19

Covey, S. R. (1992). *The Seven Habits of Highly Effective People.* Simon & Schuster

Kubiszewski, I. (2014). Beyond GDP: are there better ways to measure well-being? The Conversation. http://theconversation.com/beyond-gdp-are-there-better-ways-to-measure-well-being-33414 (accessed 26.10.2019)

You have just had a visit from a Northern Beaches Council volunteer solar ambassador. [redacted] made the visit because you appear to have a solar-friendly roof.

Did you know that investment in a solar system typically pays 'interest' of 20%. This assumes most of the power generated is consumed on site, but even if the house is unoccupied and all power is exported to the grid, the return would be at least 10%. The money would continue to roll in for the 25 years – the lifetime of the panels. Read on to see how easy it is to get solar happening on your roof.

Start by getting quotes from some installers

Ask friends and neighbours for their solar installer recommendations. You can discover all the Clean Energy Council accredited installers near you by entering your post code on: https://bit.ly/2Q5yzXt Even easier, you can register your interest on the Solar Quotes or Solar Choice websites and get 3 quotes emailed to you. We would recommend getting quotes from local installers who has been in the business many years and have many satisfied customers.

Before finalising the quote, the installer should be prepared to come to your home and talk through what they are proposing and do a shade analysis. They should advise if you need a new meter.

How big a system should you go for?

Ask for a system that exploits all suitable roof space facing North East and West. But leave space for a future solar hot water system if you don't already have one. Suitable means not obstructed by vents and skylights and only infrequently shaded, by vent pipes, trees and buildings. With a big system your self-consumption % will be smaller and hence the return smaller, but you will be ready for a future battery or electric vehicle charging station.

Should you include a battery?

Not now, if you want to maximise the return on your investment. You can add a battery later when prices are lower. Whatever inverter you use in your installation there will be a range of batteries that will be compatible. If the economics of your system is not important for you, then by all means get a battery now. You will be contributing to the common good both by helping to bring battery prices down and placing less demands on the grid. It is solar, not batteries that reduce emissions.

Choosing between quotes

Any installer is using reputable panels (Risen, LG, Trina, Jinko, Phono, Sunpower, Seraphim, Canadian Solar, Suntech, REC, JA Solar, Tindo, Opal Solar, Longi, Winaico, SolarWatt) and reputable inverters (ABB, SMA, Fronius, Goodwe, SolarEdge, Delta, Huawei Sungrow, Enphase.) will be fine. Higher price panels have greater efficiency which might be important if roof space is limited. Higher price inverters produce more power for the same amount of sunshine, have better monitoring systems and can (at a high cost) can provide limited battery power during a blackout.

Warranties for installations are typically 5 years, and product warranties 10 years

Still have questions?

You can confidently go ahead with just the above information, but if you want to dig deeper, visit our websit[redacted]

If you do decide to go ahead – thanks for helping Council meet its community emissions reduction target

NORTHERN BEACHES COUNCIL SOLAR AMBASADORS PROGRAM – FAQ's

OK. You have studied the quotes and have chosen the installer you want to go with.

These are some of the questions you might want answers to in order to feel confident before you sign the contract.

Is the size of the system right for my circumstances?

You are either going to use all the suitable and available space on your roof, or just a part of it. It is true that only using part of your roof may give a higher return on investment in the short term. However, as your circumstances change, for example you get an EV or a battery, you may regret not having filled your roof. Maximising your immediate return my compromise your future return. Remember the panels last 25 years and electricity tariffs will only increase over time.

If you have a very large roof and only a single-phase supply (just two wires connecting your house to the grid) you may not be able to use the full roof as Ausgrid sets a limit on the peak kW of your system

Are expensive panels and inverters worth the extra expense?

So long as the panels are from a reputable manufacturer you only need to opt for more expensive panels if they have a feature you need for your circumstances. For example, if you have limited roof area you might want to use panels with high efficiency. If you have shading issues you will need panels that are as robust as possible against shading.

The same applies to some extent for inverters. If you are using two different roof sections facing different directions an inverter which can independently optimise each array (dual MPPT) makes sense. If at some stage in the future you want to be able to have a limited amount of power through blackouts (we don't think the extra cost of this is worth it), you will need an inverter that can handle this along with a suitable battery. But even with a vanilla inverter, unlike panels, paying more my be wise. Moore expensive inverters are likely to last longer (up to 12 years) and have higher efficiency – which means they produce more grid power output per solar power input.

By the way, it is quite normal (and even desirable) for the inverter rating in kW to be lower than the peak capacity of your panels. Your panels only produce peak power under exceptionally favourable circumstances, so it is best to size the inverter for the typical power output as it then runs more efficiently. The inverter is not damaged when occasionally it has to handle more than its rated power.

Should I pay for a third-party monitoring system

The only third-party monitoring system we would recommend is Solar Analytics. You have to pay a monthly subscription fee ($6/month). For that you get some nice features not available with the monitoring systems that come with inverters. One of the most useful features is that you get an email alert the moment your system starts to under perform due to a panel or inverter fault. Early detection could avert a lot of foregone revenue. You don't have to decide now. Wait until you see how good your inverter's monitoring system is. Does it monitor household consumption as well as solar generation and export? Does it have a nice user interface on your mobile or computer?

Should I get a battery now?

We don't recommend it if return on investment is your motivation. Although it is satisfying to be able to exploit your excess daytime solar generation to power your home at night and be less at the mercy of your electricity retailer batteries are expensive right now and only last 10 years. Although without a battery you have no alternative but to export excess power to the grid, you can still get a good price for it so overall you are better off without a battery. This will change as battery prices come down to below $500 per kWh of capacity. So make sure you plan for where you will mount the battery when you get one.

If, for all that, you do decide to get a battery – good on you! You will help to bring the price down for others and be able to be a pioneer in participating in various schemes that are emerging for getting paid for exporting power when the grid needs it. Check out the [redacted] site

What is the best way to finance the system?

If you can afford it, best to pay for it yourself. Otherwise take out a personal loan or add it to your mortgage. If your household income is less than $180,000 you can access a low interest rate green loan scheme offered by the NSW Government. Avoid payment plans offered by some installers.

What are the worst-case scenarios?

Here is a list of some of the things that could go wrong and how to avoid them

There is a delay in getting permission from Ausgrid. To avoid this,ensure that the contract specifies that you get your deposit back if permission has not been obtained by a specified date. Ensure the installation does not start until permission is obtained.

A related problem is that *you may need to replace your meter before the system* can be switched on. To avoid your system being idle, get assurance from the installer that they will handle the meter upgrade and that they will get a firm date for the changeover from Ausgrid. The installation should not start until the date is known

Your installer substitutes inferior panels or inverters for those specified in the quote. To avoid this, make sure there is nothing in the small print of the contract that would allow it.

The final cost is much larger than the initial quote. An initial quote may be based on a Google maps view of your roof. It is normal (and indeed you should insist upon it) that the installer will come to your place before coming up with a detailed design and final quote, which you can either accept or reject.

The installation causes your roof to leak. It is the installer's responsibility to fix any damage they cause, make sure the installer is aware of this obligation. It could be useful to have some spare tiles. You can read up on your rights under Australian Consumer law here

The installation has some unexpected surprises. To avoid this make sure the installer explains where everything is to be located and where the cable runs will go. Before the final payment go through this check list

The energy produced by the system over a full year is less than your installer predicted. Monitor the power. During installation make sure your get an assurance from your installer that they will come back to track down and fix the reason for poor performance. It is important that on the initial site

visit that the installer does a full year analysis of shade impact so that shade is taken into account in the design and the energy yield estimate

One or panels or the inverter fails. If it is during the warranty period, it is the responsibility of your installer to rectify the problem. If your installer has gone out of business, you should contact the local representative of the company that supplied the item. This is the reason for using one of the brands we recommend. All of the recommended brands have a presence in Australia. You can expect the inverter to need replacement after 10-12 years. The normal warranty for inverters is 5 years but you can pay extra to extend to 10 years.

Your system is damaged by a storm event of animals chewing through cables. Make sure your home insurance covers your solar system for storm damage. You should also get your system inspected by your installer every 5 years to make sure it is working at peak efficiency and that the insulation on the cables is in good condition to minimise even further the miniscule risk of a fire

Your next door neighbour's trees or building extension shades your panels. Try to anticipate whether this is likely before committing to the installation as there is little you can do should this happen

You move house. Not much you can do about this one. Hopefully the increase in value of your property will more than compensate for the loss of the income stream.

The way grid electricity is priced changes. As more and more people install solar there will be less and less income for the energy retailers and distributors – so less to spend on maintaining the poles and wires. Who knows what their response will be but one idea that has been floated is to increase the grid connection fee and charge for peak demand over the billing period rather than for the actual energy consumed. So even if you are self-sufficient most days, your demand during one cloudy week would determine your month's bill. The feed-in tariff may also vary from hour to hour and day to day depending on how much is being produced. By the time this happens there will be smart controllers available that give you the best outcome given the grid pricing regime

Should I change my electricity retailer?

Once your solar system is installed it may well be an advantage to switch retailers. This is very easy to do. Once you have identified the retailer and plan you want to switch to, you just call them or fill in a form on their website. All you need to tell them is your NMI number – which you will find on the section of your bill that records actual usage in kWh. The new retailer then makes it happen without any further intervention on your part.

There are a couple of websites that allow you to enter the details from your current bill and that identify for you plans from various retailers that would result in more money in your pocket. The website we like best is www.wattever.com.au as this one takes into account solar exports and allows you to specify green power. To find out more, and to be aware of some of the pitfalls that might be hidden in the small print it is worth reading [redacted]uide: https://wattever.com.au/essential-guide-comparing-electricity/

The NSW government also provides a tool for calculating your savings if you switch to another plan https://energysaver.nsw.gov.au

You may want to pay extra by opting for Green Power from the grid – then you can truly say that your house is 100% powered by renewable energy (and if you have an EV, your transport as well). You may also want to reward one of the smaller retailers committed to promoting local renewable

energy even through their offering is less attractive than a plan offered by one of the big three energy companies. Predatory pricing is not unknown in the industry! Greenpeace have published a Choice style ranking if the environmental commitment of energy retailers.

Am I really making a difference?

We know that the globe has to get to zero carbon emissions by 2050 and that global emissions must peak by 2020 and have dropped by 50% relative to the peak by 2030 if we are to stay below 1.5 degrees of warming. To what extent is your household a lifter or a leaner in this respect? Sadly you can't count the first ten years of clean power your panels produce as the subsidy you would have received through small scale certificates means that that generation was in fact paid for by people opting to buy Green Power. (You could of course forego the subsidy, in effect buying the certificates yourself and thus rightfully claiming emissions avoided). Any of the energy exported over the last 15 years of your system's life could be used to offset emissions associated with other aspects of your lifestyle such as meat eating and flying. Best to try to reduce these and to plant as many trees as you can if you really want to pull your weight, but the bigger the solar system the closer you will get to living a zero -carbon life.

Kara Taylor

From: [redacted]
Sent: Saturday, 9 November 2019 2:55 PM
To: Council Mailbox
Cc: [redacted]
Subject: Environment and Climate Change Strategy Comment
Attachments: NBCouncilEducationProposalNotes.docx

Categories: TT

Hi Kara, following my earlier comments I have attached a supplementary comment regarding a proposal to include a state of art Environmental Education Facility as part of this strategy – see attached. The rationale is based on my observations that most people in our community, young and old, do not have a very clear understanding of the impact of climate change and how they can play their part in transitioning to a sustainable lifestyle. Maybe Council could take a lead in setting up an engaging educational facility on the Northern beaches – it would need to be really well conceived so it captured the minds of young and old.

My early ideas are attached – and they are not based on Council having to fund the whole thing. I think the business community and philanthropists could be very interested. Happy to sit down and expand my ideas if you like.

[redacted]

A Sustainable Living Education Initiative

Ideas to stimulate discussion

What is the Problem we are seeking to address?

- Our country is not making adequate progress in meeting the IPCC goal of reducing our emissions by 45% by 2030 and zero emissions by 2050 (1.5degC option)
- If we do not dramatically increase our rate of progress the IPCC says we will face major disruption to the natural processes we have come to rely on.
- There is a reluctance in our community to react. The voting pattern confirms that the community is currently not prepared to step out and facilitate urgent action
- There is a need to change the communities attitudes

Program Objectives

To create within our community a high level of commitment to take action and willingly undertake measures that lead to a sustainable lifestyle.

To be successful the initiative should have the following outcomes:

- Schoolkids and citizens of all ages being prepared to move out of their comfort zone and actively engage in the process of transitioning to a sustainable lifestyle
- Schoolkids in particular being aware that they should actively support initiatives in our community and political arena that commit to action on climate change. Older schoolkids will soon vote and are still at home and able to guide parents thinking.
- Citizens of all ages becoming prepared to focus on the manifestos of political parties and vote for those that have a really effective platform for dealing with climate change issues.
- A highly effective Program that has a rapid impact on community attitudes and that leads to a willingness to undertake very ambitious sustainable living goals.
- A Program that can be expanded to reach a large proportion of the community in a relatively short period - maybe over a 5 yrs period

The Program Development

How would such a Program be brought into existence?

Changing peoples' attitudes is a very difficult task. Different approaches will be required for different age groups and different sections of the community. To effectively meet the above Objective will require a very carefully crafted Program that is compelling, inspiring, effective, and convincing in the absolutely need to deal with the transition to sustainable lifestyle as soon as possible. Progress along these line to date has been painfully slow and not nearly fast enough the meet the IPCC target of reaching 45% reduction in carbon emissions by 2030.

To design and implement a successful Program will require the input from a wide range of experts with the following expertise such as:

- Experienced teachers - just what is required to attract and maintain the interest of teenagers, parents, and the wider community. In particular an effective and compelling **Call To Action**
- Educational support equipment suppliers - what is the experience in this field for the impact of modern educational equipment - 3D VR experiences, touch screens, hands on interfaces, music, social media, games, competitions, etc
- Local government - has experience in providing community educational programs

- Dept of Education - have groups of teachers dedicate to teaching sustainability in our schools (AGEE - Australian Association for Environmental Education) and may be in a position to provide facilities in school-space
- Schoolchildren - to provide ideas on how to engage. A boring Program would soon fail.
- Experts - to advise on the science behind the measures that we need to adopt to transition to a sustainable lifestyle.
- Museum staff - with discovery project experience
- Environmental groups experience - to provide an input of how the community reacts to environmental initiatives
- Financial expertise - to look at options for financing the Program - governments, crowdfunding, philanthropy, and ???

Possible Program structures for consideration:

1. Special venue option - a dedicated Sustainable Lifestyle Educational Centre. Not easily expanded to reach the wider community
2. Visiting school bus option - aimed at regular visits to schools (and elsewhere) by a well-equipped bus. Easily expandable for schools
3. Northern Beaches initiative - reaching out such as Melbourne Museum **Gut Tunnel** display, Questacon, Coal Loader, Coastal Environment Centre, Kimbriki
4. Council based - regular events by a travelling exhibition
5. Social media based

To get things moving - A Sustainable Lifestyle Education Thinktank?

One approach would be to bring together a carefully selected enthusiastic group of those with the above experience for a facilitated two-day conference to examine the options and if possible to settle on an effective Program design.

- Has this been done before – such as the New York Climate Museum, the Perth Scitech facility (which already has a travelling exhibition in action)
- Who has the expertise and standing to organise such a conference?
- What would be its chance of success - is it really worth contemplating?
- How could we evaluate whether it's worth the effort?
- Who would fund the conference?

Comments

The whole educational experience would have to be **something really special** - combining all the mechanisms to stimulate interest - see the attached idea for a program based on using a visiting school bus.

Next Steps

What are the next steps in evaluating whether the conference is worth the effort?

[redacted]

Draft Environment and Climate Change Strategy

SUBMISSION

November 9

[redacted]

Thanks for the opportunity to comment on this draft strategy. [redacted] but this is my own submission. I have commented only on the Themes on which I had something to contribute. I fully support the Strategy and sincerely hope its aspirations can be achieved. We cannot afford to do otherwise.

Comments

Theme 1 Bushland

Work to protect existing bushland and enhance its ecological value using best practice restoration techniques.

Comment: Information on this work should be available to the general public. Just what is being done? What are the problems? How much does it cost? How can I help - by controlling weeds in my garden – by joining bushcare etc. At present even members of the volunteer bush regeneration groups I'm involved in are unaware of what contractors are doing on their sites. There are supposed to be work plans for each site so that contractors and volunteers are acting as a team.

Capture quality baseline data on our bushland and continue to monitor and report to the community.

Comment: I think Pittwater Council staff put together detailed maps and species lists of Pittwater LGA ecological communities and plants species in each reserve. This could be data you could build on and it should be made available to the public to help raise awareness and appreciation of our bushland.

Managing and protecting bushland should include: 1. assisting residents to recognise selected weeds – eg Asparagus Fern - and manage these on private land. 2. Council Management of these weeds on road reserves.

Motivate, inspire, educate and support our community and stakeholders to value, protect and enhance our bushland, including facilitating environmental volunteering

Council should not over-rely on the internet to publicise its work in caring for bushland and getting people to volunteer. A lot of people have no idea that urban bushland needs management, what this involves and that volunteers can get involved. Motivation and education is complicated – has to be done in many different ways over a long time. As I live in Avalon, my suggestions may be more relevant to the Pittwater area:

- Signage about bushcare on each reserve,

- occasional street stalls in shopping centres staffed by bushcare volunteers eg Mona Vale, Avalon, Warriewood Square, beside the Narrabeen Lagoon walkway at Jamieson Park, on the track behind Mona Vale dunes between Golf Ave and Robert Dunn Reserve near Mona Vale Hospital. Speaking to people face to face is essential.
- Pittwater Place Mona Vale. Suggest a week-long bushland management display beside top of escalators, with before and after photos of bush regeneration sites, some weed specimens, photos / stuffed native animals /birds that need the bush etc etc Contact: [redacted] Speaking to people face to face is essential
- Be more pro-active: For instance: letterbox residents of MacPherson St Warriewood inviting them to get together to look after Narrabeen Creek behind properties on the north side of the road. It's great habitat for small birds and Eastern Waterdragons. I doubt bushcare happens here at present. Don't give up if not much interest is shown at first.
- Letterbox areas near where bushcare groups are already working, but often struggling to maintain numbers.
- Bushcare volunteers would probably be willing to help with letterboxing.

Theme 3 Coast

Improve the condition of our coastal and marine environment using regeneration and habitat enhancement techniques

Motivate, inspire, educate and support our community and stakeholders to value, protect and enhance our coastline

How will anyone know about these commitments and intentions?

1. Take the opportunity to erect a series of discreet but attractive interpretive signs along the coastal walkway, providing information relevant to each location.

2. Create an app for phones: - the information to pop up at various stopping points on the walkway eg: One Amazing Fact: Our coastline of today is only about 8000 years old. Where were the beaches then? You could put up a huge amount of information and graphics about vegetation, geology, birds, whales & dolphins, waves and tides, bush regeneration work along the way, distances.

Theme 4 Biodiversity

Caring for bushland overlaps with this topic, so my comments in Theme 1 Bushland also apply here.

It's important to plant local native canopy tree species as these offer native birds and other fauna the best habitat. Replanting /replacing lost Eucalypts, Angophoras and Turpentines is vital as no other introduced trees would have the same invertebrate fauna supporting birds, bats and microbats. Many of our existing mature trees have long ago had damage – mostly invisible - done to their root systems and are senescent as well. Younger trees growing over many years where their root systems are healthy and undisturbed would not pose the same danger of dropping branches. Convincing people to plant these trees needs a hard sell, appealing to emotion and reason.

Theme 5 Sustainable Built Environment

Excellent aspirations.

Seek out, support and encourage precinct scale solutions to reducing resource use.

Comment: Encourage property owners of residential and commercial complexes to install solar panels on their roofs to create the equivalent of small local power stations

Theme 6 Green Neighbourhoods

More excellent aspirations. See comments about biodiversity and canopy tree species above. However loss of canopy trees in this area is high, partly because of development of larger houses replacing older smaller ones – with maximum site coverage - and the State Government policy of allowing "granny flats" under the Exempt and Complying Development process. Council needs to strongly oppose this, specially where tree loss occurs.

Work to minimise disruption from trees to utilities and other community services

Canopy tree planting is quite limited by proliferation of overhead powerlines. Can Council prevail on the powerlines people to bundle these quickly and wherever possible, and investigate undergrounding as well.

A request : Could you please convince Warringah Mall to plant canopy trees along its Pittwater Rd boundary?

Northern Beaches Council
Draft Environment and Climate Change Strategy

[redacted]

Introduction

I was pleasantly surprised to see that Council has presented a well thought-out Strategy and included a suite of Commitments and "We Will" undertakings to show how it will undertake the Strategy. I am also impressed at the opportunity for respondents to provide comments via the interactive document.

Although I have a wide range of interest in environmental issues, the main thrust of my comments for this Strategy relate to the measures that Council will undertake to address Climate Change. The IPCC has made it clear that we need to move a lot faster to prevent serious outcomes – and there are no rational grounds for disputing this. So I expect Council to align their activities to the need for reducing emissions by 45% by 2030, and by 50% by 2050. The measures outlined in the Strategy are welcome but in my view do not go far enough.

My second are of prime concern is to measure and report on progress on an annual basis. Time is of the essence and both Council and the community will need to join together in this journey over the next 20 yrs. To make sure we are on target to meet our goals we need to measure and report on progress annually. In doing we will see where we are making adequate progress and if not make the appropriate changes. Regular feedback on the impact of our endeavours will give the community confidence that progress is happening. Right now no-one really knows how we stand.

Thankyou for the opportunity to comment – we in the community are ready to become involved and look forward to joining with Council in the journey ahead.

[redacted]

Comments on Draft Northern Beaches Environment and Climate Change Strategy 2040

MESSAGE FROM THE MAYOR

COMMENT

It is very pleasing to hear that *NBC will act as a role model for our community by adopting ambitious corporate commitments and driving change in our community*.

In many ways Council is like a typical household and can embrace the same measures as is needed in our community. Measures such as: Lighting (LED), space heating (with energy management), Low emission vehicles, controlled solar gain (awnings), zoning of working space, offsetting carbon emissions, installing solar PV, water efficiency (raintanks, grey water reuse), use of public transport, and more. Council could easily spruik its commitment and create a running example of what measures it has taken and provide an annual assessment of the impact on its carbon footprint.

SUMMARY

COMMENT

It is very pleasing to see that Council has included Commitments and Aspirations and says it will undertake a wide range of measures.in its strategy. And *to keep on track and measure progress* is a very very important part of making this strategy work. An annual review of progress will be necessary to enable improvements that may be required. These should include: Carbon emissions, water use, electricity use, solar PV uptake (domestic and commercial), and use of public transport.

VISION

COMMENT

Again its good to see a confirmation of using measurable commitments to reach goals. A significant omission from the vision is an acceptance of the need to aggressively tackle climate change. A vision that embraced to IPCC recommendations for limiting the impact to 1.5degC would be an imperative.

COMMITMENTS

It's wonderful to see this suite of ambitious but achievable commitments embodied in the Strategy.

ASPIRATIONS

COMMENT

Working closely with the community is an important role for Council to take – and acting as an example in its own operations will have a lot of impact. Regular reporting will be required to spruik the outcomes and to encourage households to follow suit.

OUR STRATEGIC LINE OF SIGHT

COMMENT

Council says the Line of Sight aligns with the 2015 Paris Agreement and with the UN Sustainable Development Goals – good to see but some greater detail is necessary, in particular the commitment of achieving the 1.5degC goal.

COMMENT

The NBC website FAQs state: "*Towards 2040* will inform decisions about strategic land use planning including the assessment of planning proposals to rezone land and the preparation of Council's new Local Environmental Plan (LEP) and Development Control Plan (DCP). It will also inform broader policies and strategies, such as Council's local housing strategy. Together, these documents will provide a comprehensive and consistent planning framework. *Towards 2040* will also form the basis of collaborative and advocative planning work undertaken with the NSW Government and other relevant stakeholders."

We believe that the strategic line of site section in this document including the strategy alignment with 2015 Paris agreement and UN Sustainable Development Goals, should also be clearly stated in the Towards 2040 strategy document.

OUR PLANS

COMMENT

The Plan Structure diagram is confusing. Does this Environment and Climate Change document have the same level of influence on LEP, DCP, NSW planning etc as Towards 2040?

If yes we think that the connector lines should come from the bottom of this document into the top of the Long Term Strategies and LEP, not the sides.

If no, then what is the strength of this document? How does Council ensure that its goals and commitments are incorporated into the subsequent documents and planning? Is it necessary to add all this document's aspirations, goals, targets and commitments into the Towards 2040 document?

We also think it would be clearer if the "Towards 2040" and "Shape 2028" names were added to the appropriate boxes.

COMMENT

The Plan Structure diagram needs reworking to better illustrate the relationships, and the naming of the boxes needs to be consistent with the document titles. For example, the Community Strategic Plan is really Shape 28? And presumable the LEP and DCP will be informed by the Environment and Climate Change Strategy via a series of Action Plans.

INFLUENCES

COMMENT

Climate Change – well stated impacts, and we need to see the measures to combat climate embedded in the following Themes. A vision that embraces to the IPCC recommendations for limiting the impact to 1.5degC would be an imperative. When it comes to working with the community an upfront engagement of local advocacy groups would be very worthwhile.

Climate Change Mitigation – the Aspiration to reach net zero emissions by 2030 is welcome. Any residual emissions can easily be offset to reach net zero.

Population Growth – this is the Elephant in the room. It is doubtful if the world can ever effectively cope with climate change if the world population continues to grow. Although Council is required by the NSW Govt to meet population projections, Council in every forum should take the opportunity to explain the implications of a growing population and lobby for a sustainable population strategy.

Councils ability to Influence

Advocacy – important – well stated

Education – very important and an opportunity to engage with local advocacy groups to develop a vibrant community plan to address pressing issues.

Leading by example – a golden opportunity is for Council to Walk the Talk. In many ways Council is like a typical household and can embrace the same measures as is needed in our community. Measures such as: Lighting (LED), space heating (with energy management), Low emission vehicles, controlled solar gain (awnings), zoning of working space, offsetting carbon emissions, installing solar PV, water efficiency (raintanks, grey water reuse), use of public transport, and more. Council could easily spruik its commitment and create a running example of what measures it has taken including an assessment of the impact on its carbon footprint.

Engagement and collaboration – See comments above. Council moves will include *embracing innovation and inspiring the community.* Collaborating with local groups up front could produce some great outcomes – for example a local virtual grid concept as advocated by [redacted]

Additional Matters

[redacted]

Comments on Draft Northern Beaches Environment and Climate Change Strategy 2040

THEME 1: BUSHLAND

We aspire to achieve…
No net loss of bushland
COMMENT
Councils Aspiration of *No net loss of bushland* is an absolute necessity. All over our LGA we are currently witnessing Death by 100 Cuts – as small and not so small areas of native bushland is cleared. Providing bushland offsets does not replace native bushland. And wildlife corridors must be preserved and improved if we are to avoid a lifeless landscape in the coming years.
We are committed to...
• Maximising the retention of bushland
COMMENT
There needs to be a focus on NATIVE bushland
• Improving the quality of existing bushland
COMMENT
Ok but the most important requirement is to stop cutting it down
• Improving the connectivity of wildlife corridors
COMMENT
More wildlife overpasses may be required as well.
• Balancing bushland protection with the need for responsible bushfire management
COMMENT
The wording should be reversed to: Balancing bushfire management with bushland protection
We will...
COMMENT
Strong agreement with these commitments
• Work to protect existing bushland and enhance its ecological value using best practice restoration techniques
• Protect our bushland and its associated biodiversity through strategic land-use planning and development controls
• Capture quality baseline data on our bushland and continue to monitor and report to the community
• Actively engage in partnerships, research and innovation opportunities to improve the way we do things
• Improve and manage sustainable recreational access whilst protecting environmentally sensitive lands
• Consider scenic and cultural landscapes and heritage in strategic land-use planning, development controls and when undertaking works
• Motivate, inspire, educate and support our community and stakeholders to value, protect and enhance our bushland, including facilitating environmental volunteering
• Work to prevent unlawful actions, such as illegal clearing and dumping, and reduce pollution by implementing enforcement and compliance activities to protect the bushland from destruction
COMMENT
Is there a facility for individuals to easily report illegal activity – perhaps an APP.
• Promote more wildlife friendly gardens

Additional Matters

Recommendations

[redacted]

Comments on Draft Northern Beaches Environment and Climate Change Strategy 2040

THEME 2: WATERWAYS AND CATCHMENTS

We aspire to…
Improve the condition of all our waterways

We are committed to...
COMMENT
Strong agreement with these commitments
• Protecting our receiving waters and riparian areas
• Protecting and improving the condition of creeks and riparian vegetation
• Minimising threats to aquatic ecosystems
• Reducing the impact of urban runoff on our waterways
• Actively working to remove single use plastics and other litter from our network
COMMENT – It seems that our system of democratic governance is finding it impossible to legislate for the effective recycling of most plastics. In Europe those plastics that are not extracted for recycling are sent to incinerators rather than to landfill. Incinerators burn plastics and many other waste products to produce electricity and heat. Europe has successful managed to control emissions - Surely we can do the same here (check out Vienna)

We will...
COMMENT
Strong agreement with these commitments
• Prioritise and implement works to improve our impacted waterways, including activities to minimise the impact of the natural environment on people and property
• Progressively improve our stormwater network so that we discharge to our waterways in an environmentally sensitive way without increasing risks to the community
• Protect our waterways with strategic land-use planning and development controls including water sensitive urban design
• Integrate the management of our waterway systems so that they better protect receiving environments
• Balance the way we manage our waterways to consider both improving the condition as well as minimising impacts of natural hazards
• Capture quality baseline data on our waterways and continue to monitor and report to the community
COMMENT
Strong support for Monitor and Report
• Actively engage in partnerships, research and innovation opportunities to improve the way we do things
• Improve and manage sustainable recreational access whilst protecting environmentally sensitive lands
• Ensure scenic and cultural landscapes and heritage are considered in strategic land-use planning, development controls and when undertaking works
• Motivate, inspire, educate and support our community and stakeholders to value, protect and enhance our catchment and waterways
• Work to prevent unlawful actions, such as illegal discharges, by implementing enforcement and compliance activities to protect waterways from pollution and destruction
COMMENT
Is there a facility for individuals to easily report illegal activity – perhaps an APP.

- Promote more wildlife friendly gardens?

Additional Matters

Recommendations

[redacted]

Comments on Draft Northern Beaches Environment and Climate Change Strategy 2040

THEME 3: COAST

We aspire to...
Ensure our coastal environment, amenity and processes are protected into the future

We are committed to...
• Our beaches have the highest water quality rating
• Maintaining our beaches, headlands and rockpools to a high level of community satisfaction
• Maximising retention of natural coastal habitat and improve the quality of coastal vegetation
• Reducing the impact of urban runoff on the coast
• Actively working to remove single use plastics and other litter from our coast

We will...
• Preserve the natural character from human activity using policy and strategic land-use planning and development controls
• Reduce pollution entering our coastal environment using best practice source controls, treatment measures and better detection systems
• Improve the condition of our coastal and marine environment using regeneration and habitat enhancement techniques
• Create inclusive opportunities for our community to enjoy the coast, by delivering high quality, sustainable, resilient and appropriate facilities whilst protecting environmentally and culturally sensitive lands
• Actively engage in partnerships, research and innovation opportunities to improve the way we do things
• Motivate, inspire, educate and support our community and stakeholders to value, protect and enhance our coastline
• Work to prevent unlawful actions, such as illegal clearing and development, by implementing enforcement and compliance activities to protect our coastline from damage
COMMENT
Is there a facility for individuals to easily report illegal activity – perhaps a APP.
• Promote more wildlife friendly gardens?
• Work to allow coastal processes to naturally shape the coastal environment through our policies, strategic land use planning and development controls

Additional Matters
COMMENT
Council needs to tread carefully when it comes to accepting some or all of the responsibility for restoration works. There are going to be an avalanche of requests for Council support as the water level rises due to climate change, and the prospect of ongoing litigation seems very likely.
Recommendations

[redacted]

Comments on Draft Northern Beaches Environment and Climate Change Strategy 2040

THEME 4: BIODIVERSITY

We aspire to…
Maintain our local native plant and animal species, populations and communities

We are committed to...
• Maximising retention and ecological condition of key habitats
• Reducing the impact of invasive species
• Improving the connectivity of wildlife corridors
• Improving biodiversity in the urban environment

We will...
• Prioritise high value conservation sites and implement on-ground works, such as bush regeneration and invasive species control, to protect our biodiversity and enhance the ecological value and function of our environment
• Prepare and implement a strategic approach to biodiversity land management and use this to inform our strategic land use planning and development controls
• Capture good quality baseline data and continue to monitor and report to the community
COMMENT
Strong support for Monitor and Report
• Actively engage in partnerships, research and innovation opportunities to improve the way we do things
• Motivate, inspire, educate and support our community and stakeholders to protect and enhance our biodiversity
• Work to prevent unlawful actions, such as illegal clearing and development, by implementing enforcement and compliance activities to reduce the loss of biodiversity
• Consider the impacts of climate change on biodiversity and understand pathways for adaption

Additional Matters

Recommendations

[redacted]

Comments on Draft Northern Beaches Environment and Climate Change Strategy 2040

THEME 5: SUSTAINABLE BUILT ENVIRONMENT

We aspire to achieve…
All new buildings being net zero emissions by 2030
COMMENT
This is a very important aspiration, and something that should be easily achievable with the use of residual offsets.
We are committed to...
• Reducing resource consumption in our community
• 50% of suitable premises with solar panels installed by 2030
COMMENT
A very important commitment. With the help of the Solar industry and with Council involvement it will be possible to meet this commitment. One proposal that may turn out to be really effective is that of the local environmental group Clean Energy for Eternity who is advocating a Solar Ambassador concept. If we are to meet the IPCC goal of reducing emissions 45% by 2030 (2005 base) this commitment will play an important role – and it will involve Council liaising with the community.

We will...
• Support and encourage renovations, retrofits and refurbishments to lower energy and water use in our community, including driving conversion to renewable energy, especially solar panels
• Help our community to understand the benefits of building sustainably
• Improve local planning controls to ensure residential and non-residential buildings and infrastructure are sustainably designed and built
• Encourage state and federal government to rapidly drive down emissions and water use through actions such as better building standards for residential and non-residential buildings and relevant infrastructure; eg. increasing BASIX, implementing standards for non-residential development and best practice infrastructure delivery
COMMENT
Our current level for BASIX requirements is far too low. Home energy ratings for a start should be no less than a 7.5 NatHERS rating right now, and by 2030 maybe 8.5. Some serious lobbying needs to take place with senior Govt ministers to bring this about.
• Implement the Northern Beaches Move Transport Strategy to improve travel infrastructure, public transport, mass transit, and community behaviour
COMMENT
The B Line bus service has seen a significant increase in public transport use. One of the barriers to further use is that with fewer B Line stops patrons have to drive and park at fewer locations, and the available parking is soon at capacity. It seems inevitable that much more parking will be necessary to attract more patrons.
• Actively engage in partnerships, research, innovation and investigate potential for incentives to provide opportunities for our residents and businesses to increase uptake of sustainable choices to reduce their footprint
• Seek out, support and encourage precinct scale solutions to reducing resource use

Additional Matters

Recommendations

[redacted]

Comments on Draft Northern Beaches Environment and Climate Change Strategy 2040

THEME 6: GREEN NEIGHBOURHOODS

We are committed to…

- Increasing the existing urban tree canopy to expand the local green grid
- Planting a minimum of 5,000 trees each year
- Ensuring development integrates and supports the surrounding natural environment

We will…

- Identify, design and deliver priority local green grid corridors, connections and shared uses. We will integrate this into our planning instruments
- Support, encourage and enable green infrastructure development through our planning instruments and regulations
- Implement relevant tree plans and strategies such as the Draft Northern Beaches Council Urban Tree Canopy Plan 2019 to protect and enhance our urban trees. Key directions in the plan include protecting urban trees, maintaining tree canopy covers, improving tree health and diversity and inspiring the community to protect and enhance urban trees
- Work to minimise disruption from trees to utilities and other community services
- Select tree canopy species that compliment the local natural environment

Additional Matters

Recommendations

[redacted]

Comments on Draft Northern Beaches Environment and Climate Change Strategy 2040

THEME 7: SUSTAINABLE LIVING

We aspire to achieve...
Net zero emissions in our community by 2030
COMMENT
This is a bold aspiration and will need a major effort to reach this goal. Community engagement will be of prime importance.
We are committed to...
• Reducing carbon emissions in our community by more than half by 2040
COMMENT
The IPCC target is to reduce emissions by 45% by 2030 (2005 base, 1.5degC). This rate of reduction amounts to significantly more than 50% by 2040. It is a complex assessment of just how much the community should contribute to the national target of 45%, but in simple terms it would appear that the Councils goal of 50% does not align with the IPCC recommendations. Why not? The Climate Emergency Council status that has adopted should surely mean we adopt the IPCC recommendations. And why chose a year of 2040 when the IPCC (and others) have settled on 2030??
• Net zero emissions by 2050
COMMENT
Agreed this is the appropriate target- needs annual tracking and reporting (see more later)
• Maintaining or reducing overall drinking water use in our community by 2040
COMMENT
Needs a target to mean anything.
• Diverting 85% of waste from landfill by 2040
• Reducing the rate of waste generation per person by 2040.
COMMENT
Needs a target to mean anything
• Reducing single use plastics
COMMENT
Needs a target to mean anything

We will...
• Motivate, inspire, support and encourage our community to reduce their waste production, energy and water use, and other consumption, food, long distance travel etc., through engagement, education and incentives. To do this we will:
review and maximise Council's Environment Centres and other programs to deliver the goals and commitments in the strategy; and
support community groups to deliver sustainable living choices
COMMENT
To *Motivate, inspire, support and encourage our community* is not easy and will require a more effective program than has been the case so far. Because this mission is so important considerable effort should be directed to develop a world class initiative involving the best educative minds available. Possible options: A NB climate museum, a travelling sustainable living exhibition (such as the Melbourne Museum Gut Tunnel), annual Sustainable Fairs with lots of schools involved, inter school competitions centered around sustainable living activities, showcasing Council and community success stories – and other enlightened possibilities that could be developed via community engagement.
• Minimise the use of single use plastic

• Support innovative solutions to reduce waste and minimise waste transport
• Reduce waste to landfill through service delivery, including diverting food and green waste to composting, and provision of recycling alternatives and educating the community in ways to minimise waste production at home and maximise recycling
• Drive water efficiency and reuse in our community, including through reuse of grey, black and stormwater
COMMENT
As we move ahead with water conservation it will become more important to reuse greywater and blackwater. Council should investigate and plan for this before a water crisis occurs.
• Implement the Northern Beaches Move Transport Strategy to accelerate our transition to low emissions vehicles and increase our active travel trips
• Actively engage in partnerships, research and innovation opportunities to improve uptake of sustainable living choices
• Council will lobby and advocate on behalf of our community to ensure that local, state and federal policies reflect and enforce the efforts needed to help our community transition to living more sustainably
COMMENT
The most important measure our State Government can take is to put in place measures to decentralise our population. Centres like Newcastle, Bathurst, and Nowra should be provided with huge incentives to attract people away from Sydney. These measures would be costly but the cost of an ever increasing population in Sydney will be much higher. Council should advocate for decentralising whenever possible.

Additional Matters

Recommendations

[redacted]

Comments on Draft Northern Beaches Environment and Climate Change Strategy 2040

THEME 8: ADAPTATION AND RESILIENCE

We aspire to…
Reduce the risk of natural hazards and climate change to our community and our environment

We are committed to...
• Understanding and actively managing risks from bushfires, coastal erosion and inundation and flooding in the community
• Public infrastructure designed, constructed and maintained to address climate change
• The community being prepared, educated and resilient to natural hazards and climate change

We will...
• Undertake community education and engagement to improve preparedness and resilience
• Drive innovation and research to be leaders in natural hazard management and climate change mitigation and adaptation
• Continually incorporate best available climate change and natural hazard knowledge and practices into our strategic land use planning, development controls, construction and operations
• Collect good quality, meaningful data and leverage local knowledge to support and enable decisions
• Enhance our approach to how we manage natural hazards
• Advocate, collaborate and network with stakeholders to represent the needs of our community and environment and leverage outcomes from regional approaches and projects. This includes active involvement in regional initiatives such Resilient Sydney, and implementing the Resilient Sydney Strategy
• Maintain and enhance, strong collaboration with emergency services and relevant agencies
• Build our skills and capacity to respond during a natural hazard emergency to reduce the impact and facilitate recovery
• Improve our community's connectedness and their access to information to empower them to make appropriate decisions during an event.
• Continue to identify properties affected by natural hazards to ensure strategies are in place to reduce their impact

Additional Matters

Recommendations

[redacted]

Comments on Draft Northern Beaches Environment and Climate Change Strategy 2040

NORTHERN BEACHES COUNCIL OPERATIONS

We aspire to achieve ...
Net zero emissions by 2030.
COMMENT
Because Council has direct control over its operations this Aspiration should be achievable – with the use of Offsets if necessary to cope with tail end emissions.
We are committed to...
• A 60% reduction in carbon emissions by 2040
COMMENT
In line with Councils recent decision to declare a Climate Emergency, the commitment should be to a 100% reduction and brought forward to 2030
• Net zero emissions by 2045
COMMENT
As above, Council should commit to 100% by 2030 for its own operations
• A 10% reduction in our drinking water use by 2040
COMMENT
By 2040, with 20 yrs to improve town water supply and domestic use this figure should be significantly higher. Grey water reuse for watering operations and stormwater capture should make significant savings.
• Diverting 85% of waste from landfill by 2040
• 90% recycling of construction waste by 2040
• All suitable sites being powered by renewable electricity by 2030
• Increasing the frequency of everyday sustainable behaviours in our community
• Increasing the number of environmental volunteers
• Delivering our environmental education programs and facilities to a high level of community satisfaction
COMMENT
As before: To *Motivate, inspire, support and encourage our community* is not easy and will require a more effective program than has been the case so far. Because this mission is so important considerable effort should be directed to develop a world class initiative involving the best educative minds available. Possible options: An NB climate museum, a travelling sustainable living exhibition (such as the Melbourne Museum Gut Tunnel), annual Sustainable Fairs with lots of schools involved, inter school competitions centred around sustainable living activities, showcasing Council and community success stories – and other enlightened possibilities that could be developed via community engagement.
We will...
• Regularly monitor, report and publicise our sustainability initiatives
COMMENT
In meeting Councils Commitments nothing could be more important than the regular monitoring, reporting, and publication of progress. This will provide a real incentive to embrace the need for a transition to sustainable living. To be effective the reporting should be on an annual basis for most indicators including:
• Reduce carbon emission from our operations by using alternative processes, different ways of working, products and vehicles
• Monitor our waste generation and minimise waste, maximise recycling and reduce waste to landfill
• Build the capacity of staff to support and implement initiatives

• Strongly and consistently consider sustainability criteria in all Council's procurement activities, including electricity contracts and investments
• Actively seek opportunities for capture of water and wastewater and find ways to reuse it
• Reduce drinking water use by continually improving the way we use water, especially for irrigation and our swimming pools
• Retrofit Council buildings to make them use
less energy and water and incorporate green infrastructure. Examples include solar panels and efficient lighting, appliances, air conditioning, and pool water heating
• Make Council buildings and other assets connected and automated to be smarter and more efficient
• New builds and infrastructure to be exemplars of best practice in sustainability and embrace innovation
• Lobby and advocate on behalf of our community to ensure that local, state and federal policies reflect and enforce the efforts needed to help our community transition to living more sustainably

Additional Matters
COMMENT
In meeting Councils Commitments nothing could be more important than the regular monitoring, reporting, and publication of progress. Such feedback will provide a real incentive for the community to embrace the need for a transition to sustainable living. To be effective the reporting should be on an annual basis for most indicators including: Electricity use, Gas Use, Water Use, GHG emissions, % Suitable Council buildings with solar PV, Council annual renewable energy generation, Council vehicle emissions. Relevant parameters that are easily obtained should also be included. Some careful thought needs to be directed to this process so it does not involve unrealistic Council effort and more importantly so it is in a suitable form for presenting and inspiring the community.

Recommendations
The following commitments should be strengthened:

A 100%, not 60%, reduction in carbon emissions by 2030 (not 2040)

Net zero emissions by 2030, not 2045.

These strengthened commitments can be achieved by:

- Over 2020-2025 minimise Council's energy use through efficiency measures and Council PV installation
- By 2026, and potentially in combination with other Councils, enter a Power Purchase Agreement for 100% renewable electricity. This could, but may well not, still have a higher cost. However, after usage minimisation and with the continuing cost reduction of renewable sources, the cost will not be large within the Council's budget.
- By 2030 have its light vehicle fleet 100% electric, and purchase offsets for any small residual fuel use by heavy vehicles or equipment

[redacted]
Comments on Draft Northern Beaches Environment and Climate Change Strategy 2040

IMPLEMENTING THE STRATEGY

The strategy will be supported by 11 action plans:

Climate Change

Environmental Education and Sustainable Behaviours

Bushland

Waterways and Catchments

Coast

Biodiversity

Sustainable Built Environment

Sustainable Living

Adaption and Resilience

Northern Beaches Council's Operations

Urban Tree Canopy Plan (draft 2019)

Additiona[redacted]tters
Referring to Council statement : "*Council will be evaluating our progress against the goals, commitments, and aspirations in this strategy annually. A detailed assessment, report and review will be completed every two to four years"*
COMMENT
It is very pleasing to see Council committing to regularly undertake this very important function. To provide timely feedback to the community, and to give assurance that Council is "walking the talk" it would be more effective to issue a progress report every year. If Council is evaluating progress annually as stated, there should be no reason for not reporting annually

[redacted]**ecommendations**
That Council will report on Implementation progress annually.

Kara Taylor

From: [redacted]
Sent: Sunday, 10 November 2019 11:07 PM
To: Council Mailbox
Subject: Submission to Protect. Create. Live Environment and Climate Change Strategy (draft

Categories: SL

Please see points below
In this draft document council states

The draft strategy is the result of extensive research and consultation
With ownership in both public and private hands being able to balance competing priorities means it is important that Council works with our community and key stakeholders to realise our goals.
Despite the above statements not one landowner from the deferred area was part of any consultation, peer group. Considering the reason we became deferred was due to Warringah Council excluding us from consultation & making decisions that were not evidence based.
1.Climate change
Council still is building high rise on existing & potential flood zones. as well as storm surge areas including Dee why Narrabeen Collaroy & Manly. These areas are already subject to substantial flooding in heavy rainfall.
2. Bushland
Fire management The recent fires in NSW show how fire management is not working. .The majority of thses fires started in national parks & reserves which are overgrown & not effectively managed. Land management & fire management needs to move back to how the Indigenous Australians managed our land As stated in much literature & with evidence in early painting of the 1700,s & early 1800's including the State library which states below
For thousands of years before the first Europeans arrived, Indigenous Australians had been living on and manipulating the land and the environment. Indigenous Australian methods of agriculture, horticulture and aquaculture included crop-growing, fish-trapping and controlled burning ('fire-stick farming') to encourage new growth in native plants and to facilitate hunting.

the painting below is Working the land ... Joseph Lycett's c.1817 watercolour, Aborigines Using Fire to Hunt Kangaroos, depicts the innovative use of fire burning.*Credit:National Library*

This is evident that bushland in this area was not overgrown or inaccessible as it is now & their meeting places, engravings,middens & history being overgrown & lost on the northern beaches.As commented on the interactive text document a more consistent & effective fire regime is required which is part of nature instead of the current emergencies.
3 Waterways
Water particularly stormwater recycling & catchment needs to be improved.
More stormwater recovery pits before this water reaches streams, lakes & our oceans. Leachate improvements at Kimbriki tip as well as improvements to curl curl lagoon (old tip site). More scheduled cleaning of these pits.
improved management practices to prevent overflow from north head & warriewood sewage works. Integration to reuse these recycled products.
4. Sustainable Built Environment
Unlike residential rural industrial land Council has ignored pleads by the Deferred landowners to be included in exempt development code for renewable energy. Currently the deferred area landowners require a DA to place solar panels on their homes yet the 10 adjoining residential neighbours beside me dont. Nor does the similar size & land use properties at Duffys Forest.

1

Why is council not building sustainable footpaths or water recovery gutters. Technology has changed in the last 20 years & despite this council using the current " in click" words. More work needs to be done to upgrade the infrastructure to a sustainable footprint. The burden should not just be on the future landowner. Council needs to proactively improve its infrastructure to combat its footprint.



5.Green canopy

This direction must not put lives or our safety in danger. Correct trees species & size must be used. our local schools have had to remove large dangerous trees from their grounds. With climate warming & less rainfall the effect of limb drop of large gums will become more prevalent. Council must ensure large dangerous trees are removed from our open spaces & planted with more appropriate tree canopy. The trees you want to plant now may not necessarily be appropriate in 10 or 20 years. Your climate change introduction states strong winds will become more prevalent therefore trees on roads & cycleways must be safe to withstand wind storms.

6. Transport

with future technology including driverless cars & buses Council needs to look at our aging population & new infrastructure & services to allow people to age in place. Buses like the hop skip jump bus of manly should be in all suburbs & would pick up people on designated routes to take them to shops club ect. This bus/car would be driverless. What future infrastructure is being put in place to enable this type of system to work effectively. Battery operated push bikes are becoming more popular as well. New bike/ driverless car lanes need to be planned now. I can walk the 1.5 km to my local shops now but will I be able to in 10 years will you. Our transport system needs to become more niche specific especially with the aging population & intensification of population along the coast.

7. Biodiversity

the oxford dictionary states biodiversity is

the variety of plant and animal life in the world or in a particular habitat, a high level of which is usually considered to be important and desirable.**we have biodiversity with the majority of the area specific found in our local national parks & reserves**

Our native animals are already adapting to changes in their environment. They already live with us in not only rural areas but in residential & industrial. Go to Belrose tip in summer & see the wallabies the Health monitor that feeds in the food waste pit. Brush turkeys have invades the suburbs. Bats are all through the peninsula. This great & mysterious world revolutionises us & animals & plants to its changing environment. Look at past ice ages. Who would have thought australia had dinosaurs but we are digging them up in queensland.

Renewable energy & new technology will play an important part in the future. We need to ensure we are keeping up with this technology & planning for its implementation now. Sustainable practices must include a revised bush management & fire regime similar to how this area was kept in the 1700's by the aboriginal land custodians.

I look forward to seeing your revised Draft document in the near future

[redacted]

[redacted]

Mr Ray Brownlee
CEO
Northern Beaches Council
PO Box 82
MANLY NSW 1655

Dear Mr Brownlee,

Re: Submission to 'Towards 2040' - Draft Local Strategic Planning Statement

Thank you for the opportunity to provide feedback on Northern Beaches Council's *Draft Local Strategic Planning Statement* (LSPS).

[redacted] reduce the incidence of cancer in [redacted] closely with key stakeholders with health and built environment expertise to reduce the incidence of skin cancer by improving access to adequate shade in NSW. [redacted] also promotes healthy lifestyle behaviours, including physical activity, which reduce the risk of certain cancers.

[redacted] is committed to supporting your Council to reduce skin cancer in your LGA and has prepared the following submission that will:

1. Outline the importance of well-designed shade for the prevention of skin cancer
2. Explain the role of local policy in shade provision and skin cancer protection
3. Offer specific comments and suggestions regarding your draft LSPS
4. Provide further information and contacts to assist your LGA in planning for good quality shade.

1. Skin cancer and shade

Skin cancer is the most common cancer in Australia. At least 95 per cent of melanoma skin cancer and 99 per cent of non-melanoma skin cancers are caused by overexposure to ultra-violet radiation (UVR) from the sun.[1] UVR is a carcinogen, and two in three Australians are expected to develop skin cancer before the age of 70.[2] In Northern Beaches LGA, the incidence rate of melanoma between 2011 and 2015 was 64.0 per 100,000 population, which was higher than the NSW average rate.[3]

Across NSW, UVR levels are high enough to damage unprotected skin for at least 10 months of the year.[1] Unlike temperature, UVR can't be seen or felt and damage to unprotected skin can still occur on cool or overcast days.

The good news is that skin cancer is highly preventable. In addition to personal protective behaviours (Slip Slop Slap Seek Slide), there is evidence that well-designed and correctly

[redacted]

[redacted]

positioned shade, from both natural vegetation and built structures, can reduce exposure to UVR by up to 75 per cent.[4]

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

2. The role of local policy in shade provision and skin cancer prevention

Local planning provisions have a key place in ensuring the practical planning and delivery of shade, as does other policy that encourages the retention and addition of shade in a range of settings. As such, the Institute urges Council to 'step up' its priority for natural and built shade by:

1. recognising shade as a key planning, design and health issue for your LGA
2. recognising the range of co-benefits of shade in addition to protection from UVR ie comfort, shelter, aesthetics, biodiversity, reduction of the urban heat island effect, less evaporation, climate resilience, cooling of surrounding areas, improvements in health and wellbeing etc.
3. preparing policy to specify high quality design principles for shade in new private developments (for example by updating Development Control Plans for residential and commercial development)
4. preparing policy to ensure the provision of adequately budgeted and well-designed shade in public spaces and as part of public infrastructure eg in playgrounds, recreation areas, commercial and activity centres, transport interchanges, bus and tram stops, along footpaths and streets etc.

Shade: A planning and design priority that prevents skin cancer, 2019 provides a summary of the benefits of shade.

Guidelines to Shade - A practical guide for shade development in New South Wales, 2013 provides practical design details and guidance for Council.

3. Specific comments and suggestions regarding Council's draft LSPS

[redacted]ecognises the LSPS as the key strategic land use planning document for your LGA for the following 20 years, and hence considers it vital to include within it specific references to shade provision.

[redacted]ould like to commend Council on recognising in the LSPS the importance of healthy communities, greener urban environments and quality open space.

[redacted]commends Council for explicitly stating 'Strategic principles for managing growth and change' (p32) that require future planning proposals to satisfy various criteria, including a range of issues that relate to natural and built shade.

[redacted]

[redacted]

The attached example LSPS text relating to shade provision provides detailed suggestions to assist you in finalising your LSPS. The example text outlines:

- Why shade (both natural and built) is important
- The co-benefits of well-designed shade and green spaces
- What is well-designed shade?
- Detailed LSPS actions relating to review of DCPs, consideration of shade in specific types of DAs and public infrastructure assessment, and commitment to shade provision in Council projects and infrastructure provision.

[redacted] would like to provide suggested improvements to the Planning Priorities and Actions within the LSPS to ensure the issue of well-designed shade, both built and natural, is adequately addressed. Please refer to the comments in the table following.

In addition, the Institute also notes the following documents accompanying the draft LSPS that are relevant to shade issues:

- *Background Paper - Planning for our Environment*
- *Northern Beaches Social Infrastructure Study - Issues and Opportunities Background Paper*

[redacted] would like to suggest that the role of well-designed shade and its role in UV protection should be acknowledged in these documents, particularly in the following places in *Planning for our Environment:*

- p20 –"Shade… protects us from the sun's rays" should be amended to: "Shade…provides protection from over-exposure to UV radiation".
- p23 - 'The Opportunities' should also include: "providing shade for protection from over-exposure to UV radiation".
- p24 – 'Actions Council will consider for the new planning framework' under 'Priorities in Practice' should also include: "Ensuring well-designed and appropriately placed natural shade is planned and budgeted for throughout the LGA, using best practice principles such as the *Guidelines to Shade - A practical guide for shade development in New South Wales, 2013".*

[redacted]

[redacted]

LSPS Directions and Planning Priorities	Relevant Actions	[redacted] comments and *suggestions*
Landscape		
PP 1: Healthy and valued coast and waterways	1.1 to 1.9	[redacted]ecognises the range of actions that Council is committed to regarding its coast and waterways. [redacted] *considers that well-designed and correctly positioned shade is a priority for outdoor recreation destinations and foreshore parks, particularly in areas such as beachfronts where UV radiation is at its highest at particular times of the year, and where visitors are likely to be wearing less clothing that protects them from UV radiation.* [redacted] *is willing to collaborate with Council to plan for increased shade along foreshores and major outdoor recreation destinations, and to help communicate the importance of year-round UV radiation protection to residents and visitors.*
PP2: Protected and enhanced bushland and biodiversity	2.1 to 2.7	[redacted] recognises that the protection of biodiversity co- benefits of natural shade, as outlined in the attached document *Shade: A planning and design priority that prevents skin cancer.* Hence the Institute is supportive of the actions relating to

[redacted]

[redacted]

		biodiversity, and notes that specific suggestions relating to DCP provisions etc are made later in this submission.
PP2: Protected and enhanced bushland and biodiversity	2.6 Embed green infrastructure into the NSW planning system and make funding available through developer contributions, rate reductions or levies	[redacted] *considers that the provision of shade (both [redacted]uilt) is a type of green infrastructure that should be included in developer contributions plans, and in other fiscal policies of Council.*
PP5: Greener urban environments	-	[redacted] *commends Council's commitment to 'greener [redacted]ments', but makes the following suggestions to ensure that the critical consideration of shade is given equal prominence in this issue:* • *at p62, add "protection from over-exposure to UV radiation" at the end of the second sentence (currently ending with 'UHI effect')* • *Add an information box, similar to the current one regarding the Urban heat island effect, relating to shade with the following suggested text:* *Ultra-violet (UV) radiation is a type of natural hazard. At least 95 per cent of melanoma skin cancer and 99 per cent of non-melanoma skin cancers are caused by overexposure to UV radiation from the sun. Well-designed and correctly positioned shade, from both natural vegetation and built structures, can reduce exposure to UV radiation by up to 75 per cent.* • *Figure 33 should explicitly contain a reference to shade*

[redacted]

		that explains that it 'provides protection from over-exposure to UV radiation' as well as provides 'comfort in hot weather and shelter' as well as other cobenefits. • ***at p63, add to the second paragraph** (after 'combatting UHI effect'): "and providing protection from over-exposure to UV radiation"* • ***at p65**, include the following in the 'Principles': "prioritise shade and recognise its role in protecting in over-exposure to UV radiation".*
PP5: Greener urban environments	5.1 Implement the Urban Tree Canopy Plan, including the protection of iconic trees and tree-lined areas	[redacted]*suggests that Council ensure that the consideration of well-designed and appropriately located shade is an integral part of the Urban Tree Canopy Plan.*
PP5: Greener urban environments	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	[redacted]*uggests that Council add "UV radiation" to the end of Action 5.2.* *The Institute would be willing to add its expertise to the implementation of this action.*
PP5: Greener urban environments	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 5.4 Prepare design guidelines to inform LEP and DCP controls, including requirements for roof	[redacted]*suggests that the following be added to:* • *Action 5.3: "well designed and correctly positioned built and natural shade".* • *Action 5.4: "built and natural shade".* *Page 3 of the attached example LSPS text relating to shade provision provides some practical examples of DCP issues*

[redacted]

[redacted]

[redacted]

	colours, wind circulation, green roofs, green walls and water sensitive urban design	*relating to shade, which could also be used in design guidelines referred to in 5.4.*
PP5: Greener urban environments	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	*[redacted] suggests that the 'provision of shade for protection from over-exposure to UV radiation' should be one of the elements that guides the development of the local Green Grid.*
PP6: High quality open space for recreation	-	*[redacted] notes that Figure 35 (p68) shows that* recreational walking is the most common form of sport and recreation undertaken by NSW residents. *[redacted] suggests that at p69, the following be added to the 'Principles': "Provide adequate built and natural shade in all open space and recreation areas and recognise its role in protecting in over-exposure to UV radiation".*
PP6: High quality open space for recreation	6.1 Prepare LGA-wide studies including a social infrastructure and open space study and an open space and recreation strategy 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	*[redacted] suggests that Council ensure that the consideration of well-designed and appropriately located shade is:* • *an integral part of the studies and plans at Action 6.1* • *included in DCP controls regarding open space and recreation. The Institute would be willing to add its expertise to such controls, either in collaboration with Council, or with NSROC or another joint collaboration forum.*

[redacted]

[redacted]

PP6: High quality open space for recreation	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 6.5 Investigate the provision of sports fields in new housing development areas including Warriewood Valley and potentially Ingleside	[redacted]*uggests that Council ensure that the consideration of well-designed and appropriately located shade is an integral part of the Sportsground Strategy, and in the provision of new sports fields in new areas.*
PP6: High quality open space for recreation	6.4 Deliver new open space in Frenchs Forest Planned Precinct	[redacted]*suggests that Council ensure that the consideration of well-designed and appropriately located shade planned and budgeted for in this Precinct.*
Efficiency		
PP7: A low-carbon community, with high energy, water and waste efficiency	-	[redacted]notes Council's commitment to furthering its actions in a range of sustainability and efficiency projects and advocacy at p75, including: • An identified range of opportunities for Council to lead in energy efficiency and sustainability • Promotion of the Green Star Communities rating for planned precincts • Lists of projects that Council where has already been a 'sustainability leader' • 'Net Zero Carbon Buildings Commitment' [redacted]*suggests that Council ensure that the consideration of well-designed and appropriately located*

[redacted]

[redacted]

		shade is an integral part of these initiatives and partnerships. *At p76, the Institute suggests adding the following to the 'Principles': "prioritise shade and recognise its many benefits, including protecting in over-exposure to UV radiation".*
PP7: A low-carbon community, with high energy, water and waste	7.1 Deliver Frenchs Forest Planned Precinct as a low-carbon, high-efficiency precinct and a Green Star Community 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 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 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 7.5 As part of Protect, Create, Live and Move, develop action plans for public transport,	[redacted]upports the development of 'the low-carbon, high efficiency Precincts and Green Star Communities' and the actions under this Planning Priority. [redacted]*further suggests that the provision of well-designed built and natural shade and its many benefits (in addition to UV protection) be:* • *an additional feature of the low-carbon, high efficiency Precincts and Green Star Communities* • *specifically examined in the Environment Study, Employment Study and Local Housing Strategy.* • *addressed in DCP controls* • *included in improved building standards* • *included in the action plans for public transport, sustainable living and green neighbourhoods*

[redacted]

[redacted]

	sustainable living and green neighbourhoods	
Resilience		
PP8: Greater community resilience to natural hazards and climate change.	-	[redacted] *suggests that Council recognises UV radiation as another type of natural hazard that Council can assist in mitigating in its community.* *See the explanation at PP5 above.* *To assist in mitigating UV radiation, Council could consider the development of a shade and UV protection strategy or policy, either on its own or as part of NSROC. The Institute would be pleased to assist Council in this regard.*
PP8: Greater community resilience to natural hazards and climate change.	8.5 Develop Protect, Create, Live and associated action plans for adaptation and resilience	[redacted] *recommends that the consideration of shade be included in the Protect, Create, Live Strategy and associated action plans.* *Well-designed built and natural shade can be used effectively to cool urban surfaces and hence contribute to higher energy efficiency of adjoining buildings, hence contributing to climate change resilience. Guidelines to Shade - A practical guide for shade development in New South Wales, 2013 provides practical design details and guidance for Council in this regard.*
PP8: Greater community resilience to natural hazards	8.6 Prepare a climate action plan for the LGA and a climate adaptation plan for Frenchs Forest	[redacted] *recommends that the consideration of shade be included in the climate action plan for the LGA and the climate adaptation plan for Frenchs Forest Planned*

[redacted]

[redacted]

and climate change.	Planned Precinct	*Precinct. See comments in 8.5 above.*
PP8: Greater community resilience to natural hazards and climate change.	-	[redacted]*uggests an additional Action 8.8: Recognise UV radiation as a natural hazard and plan for well designed and correctly positioned natural and built shade to protect against over exposure to UV radiation.*
Infrastructure and Collaboration		
PP9: Infrastructure delivered with employment and housing growth	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 9.2 Develop LEP and DCP controls that safeguard transport and infrastructure needs, including a review of the SP2 infrastructure zone 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	[redacted]*considers that the provision of well-designed and appropriately located built and natural shade is a type of infrastructure that must be:* • *aligned with future growth* • *coordinated with social and green infrastructure* • *addressed in DCP controls* • *included in any precinct level planning*
PP9: Infrastructure delivered with employment and housing growth	9.6 Advocate to increase the range of essential infrastructure applicable under Section 7.11 of the Environmental Planning and Assessment Act 1979 (EP&A Act)	[redacted]*considers that the provision of well-designed and appropriately located built and natural shade must be:* • *included in the consideration of developer contributions* • *adequately budgeted and planned for through Council's Delivery Program*

[redacted]

[redacted]

	9.9 Fund infrastructure improvements through Council's delivery program and contribution plans	
People		
PP11: Community facilities and services that meet changing community needs	11.1 Complete a social infrastructure study, open space and recreation strategy, childrens services strategy, community centres strategy, social plan and specialized plans for specific demographics (young people, older people, people with a disability or people from a culturally or linguistically diverse background) 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 11.4 Prepare place plans that respond to the findings of these studies	*Similar to the comments at PP9 above, the Institute considers that the provision of well-designed and appropriately located built and natural shade is a type of social infrastructure that must be:* • *coordinated with social infrastructure study, open space and recreation strategy, childrens services strategy, community centres strategy, social plan and specialised plans for specific demographics* • *addressed in DCP controls* • *included in specific place plans*
PP11: Community facilities and services that meet changing community needs	11.10 Prepare a public transport plan to improve access to community facilities	[redacted]*onsiders that the provision of well-designed and correctly positioned shade contributes to the comfort and appeal of using public transport interchanges and approaches and should be included in the Public Transport Plan.*
PP 12: An inclusive, healthy, safe and socially connected	-	Page 103 shows some statistics for health issues in the LGA.

[redacted]

[redacted]

community		[redacted] *recommends that the incidence of melanoma be included here – 64.0 per 100,000 for the LGA, compared to 51.0 for NSW (see reference no 3 at the end of this letter)*
PP 12: An inclusive, healthy, safe and socially connected community	-	*At p104, the Institute suggests adding the following to the 'Principles': "Provide well designed shade throughout the community and recognise its many benefits, including protecting in over-exposure to UV radiation".*
PP 12: An inclusive, healthy, safe and socially connected community	12.1 Engage early with State agencies in precinct and place plans to plan for healthy, safe and socially connected communities	[redacted] *notes Council's willingness to engage with state agencies to plan for healthy communities, and offers its expertise and collaboration in this regard.*
PP 12: An inclusive, healthy, safe and socially connected community	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	See comments at Actions 7.1 and 8.6 above.
PP 12: An inclusive, healthy, safe and socially connected community	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	See comments at Action 11.1 above.

[redacted]

[redacted]

PP 12: An inclusive, healthy, safe and socially connected community	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	[redacted] *recommends adding "the provision of well designed built and natural shade" to the end of this Action.*
PP 12: An inclusive, healthy, safe and socially connected community	12.7 Develop wellbeing indicators to monitor community health and community facilities and services provision	[redacted] *suggests that "Solar UV radiation and skin cancer incidence" be included in the wellbeing indicators'.*
PP 12: An inclusive, healthy, safe and socially connected community	12.8 Prepare a public transport plan that identifies and improves public transport service to concentrations of vulnerable population groups	See comments at Action 11.10 above
Great places		
PP17: Centres and neighbourhoods designed to reflect local character and lifestyle	Actions 17.1 to 17.4	[redacted] reinforces the importance of well designed natural and built shade in contributing to comfortable and functional neighbourhoods and centres. *The Institute suggests that the consideration of shade be an integral part of:* • *LEP local character study* • *scenic and cultural landscapes study* • *public domain guidelines* • *DCP controls* • *design excellence provisions*

[redacted]

[redacted]

			• *improvement of design criteria for the public domain* • *local character statements for key areas* • *place planning*
Connectivity			
PP19: Frequent and efficient regional public transport connections	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 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		See comments at Actions 20.1 to 20.5 and 21.1 below.
PP20: Sustainable local transport networks	-	[redacted]*suggests that the principles at p143 should include "Provide well-designed and correctly positioned shade to facilitate walking and cycling".*	
PP20: Sustainable local transport networks	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 20.2 Develop LEP and DCP controls that incorporate these above studies; support active travel and emerging technology in new	[redacted]*otes Council's commitment to sustainable local transport networks and considers that shade contributes to people feeling more comfortable in being outside, encourages walking and cycling, and protects them from UV radiation while they are being active.* *Hence, the provision of well-designed and correctly positioned shade should be:* • *planned and budgeted for as part of any transport*	

[redacted]

[redacted]

	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-serviced by public transport in exchange for public benefit 20.3 Investigate improvements to transport interchanges such as ferry wharves and bus stops to support multi-modal trips 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 ... 20.5 Prepare place plans that encourage active travel and use of emerging technology, such as public domain improvements and bike parking	*infrastructure, particularly walking and cycling routes and transport interchanges* • *addressed in DCP provisions* • *included in any place plans* Guidelines to Shade - A practical guide for shade development in New South Wales, 2013 provides practical design details and guidance for Council.
PP 21 Road space and facilities to match changing community needs	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	[redacted] *considers that the provision of well-designed and correctly positioned shade should be part of the implementation of the Movement and Place Framework. See relevant comments at PP 20 above.*

[redacted]

[redacted]

Jobs and skills		
PP22: Jobs that match the skills and needs of the community	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	*Shade is an integral feature of successful commercial and employment centres - it contributes to people feeling more comfortable in being outside, encourages walking and cycling, and protects them from UV radiation while they are being active.* *Hence, the provision of well-designed and correctly positioned shade should be an integral part of 'improving amenity and design of centres and non-residential buildings'.*
PP 23 Frenchs Forest as a sustainable health and education precinct	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: • a low-carbon precinct with high efficiency in energy, water and waste…etc…	See comments at Action 7.1 above.
PP 24 to 27 (regarding individual centres)	-	*At p 169, under the 'Principles' for Manly, the Institute suggests adding the following to "Maximise sunshine on the beach, harbor and foreshore areas, The Corso and East and West Esplanades": "while providing well designed shade to protect from over-exposure to UV radiation"*
PP29: A thriving, sustainable tourism economy	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	See comments at PP1.

[redacted]

[redacted]

		[redacted] suggests that the 'Measures' section be reframed so that "Solar UV radiation and skin cancer incidence" and a range of other health indicators be added to the performance indicators. This should be done in recognition of the monitoring framework of Action 13 in 'A Metropolis of Three Cities'.
Implementation	-	

[redacted]

[redacted]

4. Summary

[redacted]mmends Council on the range of healthy built environment issues that are included in its draft LSPS[redacted] key message is that the provision of well-designed, appropriately located and properly budgeted built and natural shade is integral to assisting the community in reducing its over-exposure to UVR, and hence in reducing the risk of skin cancer in the community.

Local planning strategies and DCP provisions have a key place in ensuring the practical planning and delivery of shade, as does policy that encourages the retention and addition of shade in a range of settings. Council's draft LSPS is critical to setting the agenda for the development of such policy in the future, and the Institute has been pleased to provide practical suggestions on how this can be done.

5. Further information and assistance

Resources regarding how to design good quality shade for UVR protection, tools for performing shade audits, and shade case studies are provided in the *Additional Information* section below.

We can provide assistance in developing local government policy and strategy relating to shade, and can refer you to technical documents for the planning and construction of shade. A consultant [redacted]has been engaged to assist in preparing this submission and to offer further support to Council [redacted]

Further information and assistance can be obtained from[redacted]

[redacted]

Thank you for the opportunity to comment on Council's draft LSPS. Please keep the Institute informed as to the progress of the LSPS and any further relevant planning policy related to shade.

Yours sincerely,

[redacted]

[redacted]

References

1. Armstrong BK, Kricker A. 1993. *How much melanoma is caused by sun exposure?* Melanoma Research 3(6):395-401.
2. Australian Institute of Health and Welfare 2016. *Skin cancer in Australia. Cat. no. CAN 96. Canberra: AIHW*
3. Cancer Institute NSW Statistics Portal https://www.cancer.nsw.gov.au/data-research/access-our-data/cancer-statistics-nsw#//
4. Parsons, P., Neale, R., Wolski, P. & Green, A. 1998, *The shady side of solar protection*, Medical Journal of Australia, 168: 327-330.

Additional information

i. Cancer Council NSW, 2013*: Guidelines to Shade - A practical guide for shade development in New South Wales*
ii. Cancer Institute NSW, 2017: *NSW Skin Cancer Prevention Strategy*
iii. Cancer Institute NSW, 2019: *Shade: A planning and design priority that prevents skin cancer* (also attached to this submission)
iv. Cancer Institute NSW, 2019: *Sun protection behaviours in NSW, 2017*
v. Cancer Institute NSW, undated: *How schools, councils, community groups and sporting organisations created shade: 10 Case Studies*
vi. Fallding, J for NSW Skin Cancer Prevention Strategy Shade Working Group, 2019: *Shade Provision: Suggested text for inclusion in Local Strategic Planning Statements* (also attached to this submission)
vii. *cancer.nsw.gov.au/shade-and-uv*
viii. *cancercouncil.com.au/cancer-prevention/sun-protection/shade-and-sun-protection*
ix. *healthstats.nsw.gov.au*

[redacted]

[redacted]

4 October 2019

CEO
Northern Beaches Council
Dee Why

Dear Sir

Submission on Draft Northern Beaches Environment and Climate Change Strategy 2040

[redacted] welcomes Northern Beaches Council Draft Environment and Climate Change Strategy: "Protect. Create. Live" and supports its adoption by Council. We believe that this strategy recognises the challenges that climate change places before us and sets out appropriate goals and strategies to address them.

Regarding the specifics of the document, we would like to suggest the following amendment to Theme 1: Bushland and Theme 4: Biodiversity. Both mention a commitment to improving the connectivity of wildlife corridors. We would like to see this commitment reinforced by inclusion of a specific action, such as "We will identify wildlife corridors within our region and investigate ways to protect and enhance them."

Finally, [redacted] would like to commend those who contributed to this ambitious document, including members of staff and members of the Environment Strategic Reference Group.

Yours Sincerely

[redacted]

[redacted]

Kara Taylor

From: [redacted]
Sent: Tuesday, 22 October 2019 5:58 AM
To: Council Mailbox
Subject: ENVIRONMENT & CLIMATE CHANGE STRATEGY (draft) - SUBMISSION...

Categories: TT

TO WHOM IT MAY CONCERN -

Please note: put simply, there are no borders, no State divisions within the atmosphere above and around us all. Therefore, wood fires burning in one State and the carcinogenic wood smoke from these suffered by those in other States within our entire country, drifts elsewhere and anywhere, adversely affecting the air EVERYONE BREATHES.

So, do we need to add smoke from wood burning within a council area which has neither snow nor ice, nor below zero temperatures, to that lethal mix? Do we need to see newborn babies choking in suburban homes where the entire neighbourhood is engulfed in wood smoke due to its topography, because the inversion layer disallows the dispersion of said smoke?

We are all informed of the scientific facts and figures explaining the detrimental health effects wood smoke has on us all - if not, check it out NOW. We DO NOT NEED WOOD SMOKE ON THE NORTHERN BEACHES AND IT IS TIME WOOD FIRES IN ALL ITS GUISES OF FIRE PITS, WOOD BURNING PIZZA OVENS, WOOD HEATERS, WERE BANNED JUST AS BACKYARD BURNING WAS BANNED LONG AGO FOR OUR COLLECTIVE GOOD HEALTH.

Let's apply 'THE PREVENTICARE PRINCIPLE' and set a precedent, saving on the National Health Bill, and CLEAR OUR AIR FROM WOOD SMOKE RIGHT NOW! The statistics, for example in Tasmania, have shown overwhelmingly how the health of humans - particularly that of men - improves when wood smoke is taken out of the equation and air quality is clarified from this insidious polluter.

Sincerely,

[redacted]

1

[redacted]

Submission on Northern Beaches Council's '*Protect. Create. Live. Environment and Climate Change Strategy*'

Introduction

[redacted] Manly, Curl Curl, and part of the Frenches Forest ward for the Northern Beaches local government area. The [redacted]upport policies adopted by Council which promote our core values, which relevantly to this policy include ecological sustainability, social justice, and grassroots democracy.

[redacted] strongly support the role of Council in implementing environment and climate change policies and strategies at the local level, and reflect the will of our local community to protect and enhance the local environment we love so well.

1) **Role of Council in facilitating local action**

We broadly agree with the role of Council identified in the strategy for promoting ecological sustainability. We suggest strengthening the framing of this to make explicit the role of Council to:

a) Equip people to live more sustainability – there is a knowledge and convenience jump which can act as a barrier to people making changes. Council's website, workshops, and the Coastal and Manly Environment Centres can be places which act as a repository of information for people who want to live more sustainability. This could be implemented through existing Council structures (for example the Manly Environment Centre acting as Council's "portal" for community members and local business to obtain practical advice and assistance on implementing environmental sustainability measures).
b) Advocacy with, and assistance for, local businesses to upskill and implement sustainability measures. Many areas of environmental sustainability for business, such as container deposit schemes, are best facilitated where a large number of businesses can participate to develop viable solutions such as 'returnr' takeaway container deposit scheme. Many businesses would benefit from education in how they can operate in a more sustainable manner.
c) Facilitation of private investment by families and small business in renewable energy, eg facilitation of community investment of solar gardens on Council or public land (such as rooftops), or bulk buy initiatives where households can

choose to join a PPA negotiated by Council with an external solar farm. Such initiatives come at little cost to Council other than administration.

d) We support the role of Council to work with and build on existing community groups protecting the environment, and making it easy for groups such as clean up crews or bush regeneration volunteers to liaise with Council on resources available at Council to assist their activities.

2) Climate adaptation

We consider Council has an important role in advocating for the interests of the Northern Beaches for action to be taken by other levels of government on climate change. Many of the costs of climate change related extreme weather and urban heat will fall upon Council, in the form of having to repair coastal erosion, damage to Council assets, and assist landowners with damage to private property. As such, it is in Council's own interests to advocate for action on climate change by all levels of government. In saying that, Council only has direct jurisdiction to carry out adaptation policies in the local area. We support Council taking measures for climate change adaptation and resilience, and note the following suggestions:

a) Considering innovative ideas for Council land to promote climate adaptation in ways which promote community building. Many Council green spaces are covered by turf, which while providing pleasant greening, are canvases for new opportunities for communities and families to engage with public space in a way which promotes climate resilience. For example, use of surplus Council land or wasted/unproductive space (such as kerbside grass) can be adaptively used for community gardens or families/streets growing fruit and vegetables. Innovative use of such spaces provides opportunities for land to be used as a carbon sink (through increase vegetation), improves potential for food security (as more food is grown locally in case of drought in rural areas), and reduced emissions associated with transporting food from other places.
b) Addressing the potential for urban heat, including recognising and preserving the shade and reflection provided by trees, rooftop and side gardens on buildings. Planning codes and Council assets should promote use of light and reflective paint on buildings and road surfaces and paths. Planning codes should prevent potential for heat being trapped in urban environments, including through the materials used and integration of trees/vegetation to provide shade. In particular, the strategy should enable Council to:
    a. monitor the canopy cover for key areas in the LGA for canopy cover by Council-planted trees and by resident-planted trees and shrubs. As part of the Council's long term strategy, the extent of the canopy cover can be reported and compared with the cover in other LGAs. In addition, an important KPI could be to have the canopy cover increase over time.
    b. Measure the heat-island effect on hot days in areas where a heat-island effect is known to occur on hot days. Technology for this is readily available and can be used to assist in assessing tree-planting or road re-sheeting wth lighter-coloured materials.
    c. Participate with other Councils in initiatives to assess re-sheeting materials developed from waste products and to mandate their use for

road re-sheeting once their suitability for use in the Northern Beaches has been established.

c) Building and promoting resilient infrastructure. Council should be planning public spaces which are resilient to extreme weather events, such as flooding, high winds, storms, and high temperatures.
d) Designing planning codes which promote resilient buildings. For example, mandating passive design elements which promote energy and water efficiency and reduce the need for air conditioning through good design, and innovative integration of solar panels, water tanks, etc to promote there being local energy and water security.
e) Investment in public spaces which provide shade and cooling, to provide respite to residents vulnerable to high heat.
f) Public spaces should be designed to anticipate extreme weather and enhance environmental outcomes. For example, use of permeable surfaces to promote groundwater being recharged (providing resilience to drought), conversely designing adequate greenspace to capture water (providing resilience to flooding).

3) Mitigation of climate change

Council should make clear that the priority for all levels of government should be to prevent climate change through decarbonising. Adaptation to climate change should be seen as a response to those impacts which can't be prevented – but not a reason to not make the changes necessary to prevent the worst impacts. We support Council adopting ambitious targets to reduce its carbon emissions and be net carbon neutral in its operations. We suggest the strategy deal with:

a) Opposing seismic testing and development of offshore fossil fuels projects off the Northern Beaches generally. This is due to the potentially devastating impact on the environment, recreational use, and coastal dependent industries like fishing and tourism of seismic testing and pollution associated with offshore gas/petroleum.
b) Resilience planning with coastal dependant industries (Eg fishing, tourism, recreational fishers) to be flexible in response to ecosystem stress (eg if a particular part of the marine environment is under stress, a strategy for diverting activities temporarily to other places).
c) Council review its own investments, banking providers, consultants, and insurers. Council should divest from any investments that fund fossil fuels and divert business from companies that do not have a clear plan to divest their own business from fossil fuels.
d) Where Council is committing to carbon emission reductions over a phased timeframe, however suggest Council should include:
    - Clear and incremental goals for achieving Council's goals, and these goals should not leave most of the 'heavy lifting' until the distant future.
    - Clearer identification and explanation of different goals set for Council and the community, and rationale for why these may differ.
    - Identification of how implementation will be monitored and reviewed against Council's strategic goals.

- More ambitious timeframes for Council to reduce its carbon emissions and achieve carbon neutral operations.

e) Encourage reduction of lighting out-of-business hours in commercial buildings, to reduce wasteful and unnecessary energy consumption contributing to carbon emissions from the Northern Beaches, as well as contributing to disturbance to native nocturnal wildlife.

4) Protecting our natural environment

Council has a central role in protecting our natural environment, as it is generally the owner or manager of public land in the area. We make the following suggestions and comments:

a) The Strategy must emphasise and promote the role of local Indigenous people in caring for country, and their knowledge in understanding and managing the local ecology of the Northern Beaches.
b) Set a high priority in the Northern Beaches Council local strategic planning statement *Towards 2040* for compliance with strong environmental controls in the new LEP and the DCPs.
c) Council should emphasise it has a proactive role in enforcement of environmental controls. There are many areas where Council has a direct role in enforcement of environment protection measures, such as enforcing erosion and sediment controls in planning approvals, and prosecuting intentional damage to mangroves and trees.
d) Council should acknowledge more clearly how its priorities may interact and compete, and how trade-offs will be resolved. For example, if a priority is protecting catchment for lagoons, beaches, estuaries, etc, then the strategy should articulate how Council will deal with and prioritise conflicts with interests of individuals and other community concerns. For example, to realistically achieve some goals of protecting or enhancing the environment, it may mean resumptions or rezonings of privately owned land in environmentally sensitive locations, or approving higher density development in more appropriate locations to reduce development pressure on other areas. Each of these examples carries a corresponding potential concern by impacted individuals or community position. It should be acknowledged how these competing will be resolved.

5) Bushland

Council's goal is to protect the existing bushland. However, it should adopt a more ambitious goal to increase the amount of bushland, given the role of bushland as a carbon sink, places for recreation, and pockets of biodiversity. We suggest:

a) Promoting regeneration or rewilding of disturbed areas, such as through bush regeneration projects, resumptions in key catchment locations (to expand footprint of bushland corridors), and use of zoning and planning laws (to sterilise privately owned land from more intensive uses impacting on nearby wildlife or vegetation).

b) Promoting and recognising the connectivity of bushland corridors with urban trees located on private and public land.
c) Recognise the role of urban and bushland vegetation in flood mitigation, by creating opportunities to capture water rather than generating stormwater runoff.

6) Waterways and catchments

Council's goal is to protect the existing waterways and catchments. However, it should adopt a more ambitious goal to increase the protected catchment area, and potential for expansion or rewilding of waterways and their catchments. We raise the following suggestions:

a) Improve the ability of public land to act as places for ground water to recharge, and be resilient to extreme weather events such as flooding.
b) Anticipating how waterways such as lagoons and creeks will change or create risk, where extreme weather events such as storms arise.
c) Better recognise the role of creeks and estuaries for regulating temperature, and thus mitigating urban heat from new development, and climate change related temperature rise.
d) The potential for rewilding of disturbed waterways to expand biodiversity and better act as carbon sinks, places for recharging of groundwater, and capture stormwater.
e) Recognising and expanding protection for the catchment areas of places like Manly Dam, and opposing development on public or private land which undermines that catchment area or its buffers (eg opposing the proposed relocation of Forest High to playing fields in Frenches Forest, as this would remove greenspace which provides important buffer between the Manly Dam catchment area, and more development areas)

7) Coast

We generally support the protection of the coastal environment, given the expanding understanding of how the ocean and coastal environments act as carbon sinks, and provide a role in regulating temperature thus mitigating temperature increases associated with climate change. We make the following suggestions:

a) Prioritise the improved management of sewage outfalls with a view to ending discharge of secondary treated effluent, as this is an ongoing pollutant disturbing the chemical balance of the water where waste is entering and potentially disrupting those ecosystems. Council should consider:
    a. Any opportunities for local industry to engage in resource recovery of human effluent;
    b. Establishing a Community Consultative Committee to assess and advocate for Sydney Water to invest in full tertiary treatment of effluent from the North Head Wastewater Treatment Plant.
b) Consider strategic opportunities for rewilding and returning privately owned waterfront land to public space where feasible. Council should recognise the

role of vegetated coastal dunes as carbon sinks and their significant role in stabilising dunes from issues such as coastal erosion, which will be exacerbated due to climate change. Public open space and vegetation between areas of development and the ocean can also provide important buffer between these two land uses.

c) Council should promote innovation in managing coastal ecosystems experiencing stress (eg recognising need for periods of respite during stress or breeding season). This may include engaging with impacted industries or recreational activities (such as fishing) to temporarily shift activities from stressed environments until they have had a chance to recover.
d) Council should consider its priorities in terms of the equity of expending its limited funds to protect private dwellings as against other projects to enhance or increase publicly owned land, and clearly articulate how it would prioritise and manage conflicts.

8) Waste

The strategy does not clearly articulate how a circular economy approach to waste is necessary to protect the environment in the Northern Beaches, and generally reduce the impact of Northern Beaches residents on the broader environment. Waste has an impact on the local environment, through generating litter that pollutes local bush and waterways. Council should also promote patterns of consumption which encourage and enforce recycling and reuse rather than continued depletion of limited natural resources which end up in landfill.

a) Waste prevention and avoidance should be the cornerstone of Council's approach.
b) Where avoidance is not feasible, the Council should facilitate and/or deliver expansion of recycling of new waste streams, such as encouraging or delivering soft plastics collection points.
c) Consider opportunities to prevent or capture methane emissions associated with food and green waste.
d) Council should consider how it can act as a facilitator to close the loop, for example, connecting the local Kimbriki tip with local industry to find new ways for waste streams to be locally reused and recycled, generating local employment opportunities, and avoiding the carbon emissions associated with local businesses obtaining raw materials from outside the area.
e) Act as a facilitator for local shopping centres and businesses to reduce their waste generation, and use planning controls and development approvals to require new developments to implement measures to avoid waste generation (such as including conditions in planning approvals requiring the occupier to restrict use of single use plastics).

9) Urban development

Critical to any protection of the environment is ensuring that urban development is carried out in a sustainable way, and recognising the relationship between our urban

environments and undisturbed areas of bushland, vegetation and waterways. Critical to this is recognising:

a) The importance of preserving our environmental heritage. Our environment is part of the heritage of Indigenous and non-Indigenous Australians, and our connection to pre-colonial history.
b) The principle of intergenerational equity. Protecting our environment is critical to ensure future generations can enjoy the same connection to nature as we do, and that short term thinking in managing our environment will have negative health, economic, and social consequences for future generations.
c) It is inappropriate for greenfields/urban release development to take place in places like Terrey Hills/Ingleside, which form part of the green lungs for our area and catchment/buffer for bushland.
d) The liveability of medium and high density development patterns is dependent on there being high quality public open space, with well preserved areas of parkland, bush, and coast for people to relax and participate in recreational activities.

10)Management of Urban Water

The strategy should also better engage with how urban water interacts with waterways, and mechanisms for better capturing urban water to ensure water security into the future. For example:

a) Use of planning controls to promote permeable surfaces in new urban developments and public spaces, and minimise potential for stormwater run-off including during extreme weather events.
b) Urban stormwater should be better captured to provide opportunities for groundwater recharge or water recycling, rather than as stormwater run-off into the sea.
c) Acknowledging the importance of sediment and erosion controls in protecting waterways from new developments.
d) Mechanisms to require new developments to capture rainwater, such as requiring or facilitating the installation of rainwater tanks for all new buildings or homes.

11)Backburning Interval Regulations

There have been inconsistencies in backburning, with some areas re-burnt within 2 years which can stress some bushland species to an unsustainable point. There are some rare or vulnerable plants within the Northern Beaches and it is important that these species are given their best chance to survive and propagate without being burnt again while still just seedlings.

12)Protecting and enhancing existing biodiversity

The Northern Beaches is home to a number of rare and vulnerable species, which continue to be vulnerable to threatening processes such as inappropriate development, pollution, and climate change. We suggest the strategy should support the following:

a) A plan to monitor or eradicate feral foxes and cats in sensitive areas, such as the Little Penguin Breeding areas in Manly, which is the only mainland breeding colony in Australia. Only 28 breeding pairs of Fairy Penguins remain which makes them very vulnerable.
b) Increasing biodiversity in urban spaces, through the plantings selected for public spaces and landscape plans approved by Council for new developments. A broader range of plantings on footpaths could create habitats for small birds and other species. Unnecessary pruning of urban habitat should be kept to a minimum.

13)Urban Tree Canopy

We support a strategy to protect and enhance the urban tree canopy, including because of its potential to provide shade and cooling in urban areas, as well as its ability to contribute to biodiversity by providing habitat for native birds and other species. We note the adverse impacts for communities associated with the loss of urban trees, including loss of natural filtration of air pollution, and loss of visual amenity.

We note that Council has stated its support for the Beaches Link Tunnel. This would appear to be at odds with the stated strategy of Council to preserve urban trees, as the Beaches Link Tunnel would result in clearing large corridors of land for tunnel access. While it is not always possible to preserve tree canopy when large infrastructure projects are implemented, we note that this highlights the importance of ensuring the justification of that project in the first place. For reasons noted below, the environmental justification of the Beaches Link tunnel is limited due to its role in cementing cars as the dominant form of transport in the Northern Beaches.

14)Transportation

Australians have one of the world's largest ecological footprints per capita and that owning and driving more petrol and diesel powered cars, significantly increases that environmental footprints. Council's longterm strategy states *"we are aspiring to reduce private car use by 30%... This is an essential part of living sustainably in our environment as transport contributes 29% of NB emissions."* We note that there is a commitment: to lobby and advocate on behalf of our community, to ensure that Local, State and Federal policies reflect and enhance the efforts needed to help transition to living more sustainably. We further suggest:

a) Ensuring development is only approved where there is adequate public transport and other necessary services. The Northern Beaches suffers from issues relating to urban sprawl, which puts pressure on existing greenspaces as development continues to encroach on catchment areas and vegetation corridors. Sprawl also cements cars as the dominant form of transport, as public transport is less efficient to implement in areas of low density.

b) Council should strengthen its goals for reductions of private car use.
c) Council should promote public transport oriented patterns of urban development, and lobby for adequate investment in public transport by Federal and State governments.
d) Enhancing the existing transport strategy to oppose development of the Beaches Link Tunnel, which will engrain the car as a dominant form of transport, and detract from investment in dedicated public transport servicing the local community, such as a local bus or tram network to facilitate local travel between home, school, work, and retail.
e) Population growth should be accommodated within areas which are already environmental disturbed and have good access to public transport (ie to reduce reliance on cars).

Conclusion

Thank you for considering this submission. Please do not hesitate to contact us regarding any further questions or comments.

Kind regards

[redacted]

DRAFT NORTHERN BEACHES ENVIRONMENT & CLIMATE CHANGE STRATEGY 2040

[redacted]

November 8 2019

[redacted] commends Council for the production of an excellent document, drawing on the community vision and built around sustainability. The direction it represents is the right one for the Northern Beaches.

This submission contains a number of comments and suggestions about the details of the document. We hope that they contribute positively to Council's review of the Draft Strategy after this period of public display, and also to the development of the many more detailed strategies that will follow.

[redacted]

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INTRODUCTION

[redacted] a registered community group and Incorporated Association [redacted] as been active in the Northern Beaches for over 10 years [redacted] mbers are a group dedicated volunteer professionals who *are passionate about using their expertise to make a better world.* Using advocacy not protest we have always sought to offer constructive comments on how to transition to a sustainable lifestyle.

[redacted] our group made several submissions to the Ingleside planners on how Ingleside can become "a shining example of how a modern community can live sustainably and in harmony with the natural environment".

More recently, as [redacted] we have increased our scope of advocacy to focus on the wider issues of sustainable development in the Northern Beaches.

Our areas of special interest are in developing:

A carbon neutral community

All energy supplied by renewable energy resources. Suitable houses and commercial buildings fitted with solar panels. A community wide virtual power network that supports the national grid. Electric vehicles with community charge points.

A liveable, healthy, pedestrian friendly community

A wide range of housing options including affordable housing. Walkable precincts with denser housing around village centres. Walking tracks and cycleways around the entire precinct. Easily accessible small parks and playgrounds. Adequate community facilities such as halls, business space, health, and retail services. Community gardens close to village centres. Trees for shade. Preservation of unique local character

A minimum water usage, zero waste community

Water harvesting and storage. A precinct-wide water and ecological waste-water treatment management system with reclaimed water usage in parks, gardens, and toilets. Local recycling of all waste, eliminating the need for landfill disposal.

A community supported by public transport and safe local roads

Hop-on-hop-off commuter buses looping continuously around local village centres. Regular and frequent public transport to the CBD, Chatswood, and employment hubs. Through roads to bypass village centres. A network of bike lanes making cycling an attractive option. Vegetated buffer mounds for traffic noise mitigation.

A community living in harmony with the natural environment

A healthy biodiversity rich environment. Clean waterways protected by generous riparian zones. Conservation of existing natural bushland and mature trees. Protected scenic areas such as escarpments and ridge lines. Generous wildlife corridors connecting the parklands with wide buffer zones around sensitive features such as upland swamps and endangered habitat.

[redacted] preciates the work Council has undertaken to facilitate community feedback for this Strategy.

[redacted]

[redacted]

The Environment and Climate Change Strategy

[redacted]commends Northern Beaches Council on its commitment to *'bring together diverse community groups to make the community's vision a reality'*, to *'seek to find balanced and integrated solutions to complex problems'* and on its acknowledgement that *'genuine community participation goes beyond 'having a say' on isolated issues'*. The opportunity to work with Council on these big picture challenges has been a key driver fo[redacted]ince its inception.

The Environment and Climate Change Strategy document sets out the good intentions of NBC to show leadership in working towards zero carbon living. We feel that the strategy and actions plans can provide inspiration and excitement within the community.

Sustainability is the fundamental thread running through the Strategy document. It needs to be embedded into our minds, not only to mitigate and adapt to Climate Change but to be the inspiration – the light bulb moment for a change of thinking about the need for change in the way we live.

The other element that needs to be embedded in all our minds is the critical point that everything we do must be directed to making sure we achieve zero carbon emissions by 2050, a goal in line with that of State Government.

Once individual members of the community understand the importance of the Themes and Goals as set out in the Strategy and see the personal benefits, we can all come together to really make progress.

There is, however, a missing element - that of biophilic design.

Biophilic Design

[redacted]trongly advocates that Council apply the philosophy of biophilia to its strategic planning.

Biophilia is the innate and genetically determined affinity of human beings with the natural world. Before the Industrial Revolution the human lifestyle was aligned with nature. We are now at a point where mechanical and technological innovation has taken away our awareness and connections with nature, disconnecting it from life in our modern cities. Biophilic design, when considered from the start of any project, can be a game changer.

Biophilic design is a building and landscape design that enhances human physical and mental well-being by fostering the existing connections between people and nature.

"True and lasting sustainability depends on combining low-environmental-impact and biophilic design. Low-environmental-impact design aims to minimise the damaging effects of the built environment, whereas biophilic design provides the rationale and motivation to maintain and be good stewards of our buildings, landscapes and communities. If only one approach to sustainability is used, the resulting creation tends to fail both people and nature over time."
Stephen Kellert: 'Nature by Design: The Practice of Biophilic Design"

This concept of being carers of our buildings, landscapes and communities is encapsulated in the certification and design framework tool known as the *Living Building Challenge* (LBC). It provides a better, more holistic approach to the design of the built environment than other rating tool.

[redacted]

Not only does it provide themes in the form of 7 Petals covering all the technical or tangible aspects such as water, energy, materials it also includes the not-so-tangible themes of place, health + happiness, equity and beauty that are not a part of other programs.

By including the LBC and biophilic design principles into Council commitments as described on page 15 of the Strategy – 'Council's Ability to Influence' - Council could both inspire the community and lead by example.

Inspirational community education could be structured to follow the 6 elements in the LBC:

1. Place based relationships – geographic, historic, ecological connections to place to name a few.
2. Light and Space – natural light, shadow interplay, spaciousness, inside-outdoor spaces
3. Evolved Human – nature relationships, exploration, prospect, refuge, attraction and beauty
4. Environmental Features – colour, water, views, façade greening
5. Natural Patterns and Processes – sensory variability, information richness
6. Natural Shapes and Forms – biomimicry, simulation of natural features

Studies show biophilia is very relevant in many ways with the added benefits such as:

- fostering healing in hospitals – reducing stress, lowering blood pressure, assisting pain relief
- exposure to nature – lowering rates of adult diabetes, myopia, obesity, allergies, asthma
- improving work performance – lower days off work, increased productivity
- improving employee recruitment and retention
- improving student morale - happier, enthusiastic school children + teachers

Biophilic design is an emerging field. Used together with the Living Building Challenge, this package is being rapidly recognised as the way to create a built environment that is inspirational, healthy, restorative and functional.

It is our strong recommendation that the practical and holistic actions presented in Living Building Challenge be followed in all aspects of the Protect, Create, Live vision of the Northern Beaches Environment and Climate Strategy 2040

[redacted]

DRAFT STRATEGY INTRODUCTION

Message from the Mayor

[redacted]COMMENT
We are pleased to learn that *NBC "will act as a role model for our community by adopting ambitious corporate commitments and driving change in our community* (p.3). 'Walking the Talk' by Council, will be an essential ingredient in successfully driving change within the community.

To do th[redacted] suggests Council use its own sustainability story of achievements across any number of energy efficiency, renewable energy generation, water conservation and waste reduction measures to inspire and engage the community. We would like to see Council provide an annual assessment of the impact of its actions on its carbon footprint.

Summary

[redacted]COMMENT
[redacted]ommends Council on the production of an excellent document, drawing on the community vision and built around sustainability. Alignment of this strategy with Global, National, State and regional plans makes it a game-changer for NBC and a real step-up for Local Government planning.

However, tracking and measuring progress against targets will be critical, with an annual review against key measures necessary to enable improvements that may be required. Essential measures include GHG emissions, electricity consumption, installed solar PV capacity (domestic and commercial) and rate of uptake, water use, and use of public transport.

Vision

[redacted]COMMENT
Council indicates its intention to implement measures that are measureable and meaningful. However, looking through the Commitments in the Chapter Themes, it is not immediately obvious what the targets are nor how the indicators might be measured. At this stage[redacted] assuming that this level of detail will be included in the specific action plans.

A significant omission from the vision is an acceptance of the need to aggressively tackle climate change. A vision that embraced the IPCC recommendations for limiting the impact to 1.5degC should be an imperative.

Our Strategic Line of Sight

[redacted]COMMENT
We are pleased to see the Strategy framed within a Global – Local context, and aligned to state, national and global processes, structures and targets, with particular reference to the Sustainable Development Goals and the Paris Agreement. SNB would like to see this 'Strategic Line of Sight' also embedded in the 2040 Local Strategic Planning Statement.

Our Plans

[redacted]COMMENT
The plan structure diagram is confusing. For example, the Environment & Climate Strategy is on the same level as Long Term Strategies, however our understanding is that this is the first of the Long Term Strategies. We think it would be clearer if the "Towards 2040" and Shape 2028" names were added to the appropriate boxes.

[redacted]

Challenges and Opportunities

[redacted]COMMENT
[redacted]uld like the following climate change mitigation targets set for greenhouse gases:

- Net zero emissions by 2050 (Community-wide)
- 50% reduction in community-wide GHG emissions by 2040
- 50% of suitable premises with solar panels installed by 2030

Influences

[redacted]OMMENT
We believe that Local Government has a key role to play, in accelerating action on sustainability and climate change and support the Council's stated intention to 'do things differently, to do them better' (p.14). SNB would like to see the Northern Beaches Council embrace a leadership role in low-carbon and sustainable urban living, including using technological innovations to help foster sustainable behaviour across the community.

Given the urgent need for action on climate change, Council should consider targets for a wide range of actions to be used both as a 'call to action' as well as a measurable and easily grasped measuring stick for the community.

[redacted]

THEMES

THEME 1: BUSHLAND

We aspire to achieve…

No net loss of bushland

[redacted]COMMENT

'No net loss of bushland' should certainly be a commitment but, as an aspiration, it is an uneasy statement. Aspiration is without quibble. Aspiration is a 'dare to dream' proposition. On the other hand, the term 'net loss' is an equivocation. And what does it mean? Does it mean that for every future hectare of bushland lost Council will buy land elsewhere in the LGA and plant up a similar sized an area? Or replant the same diversity and number of species? Or both? Or do more?

Even then canopy trees will take 100 years to even begin to restore the eco-services that were in play. And building the same complex biodiversity of existing bushland may take 1000 years. How can Council even begin to restore this loss?

Compounding the problem is the current practice of offering developers the chance to offset their bushland destruction elsewhere as this has no benefit for the local bushland.

A valid aspiration would be to aspire to 'no loss of existing bushland'. We recognise, however, that realism probably lurks behind the current offering. Perhaps NBC feels that it is inevitable that we will lose more existing bushland to further urban development - housing and infrastructure - and is unwilling to 'aspire' to something unachievable. However, if it is the right aspiration, then despite the almost guaranteed failure in the short-term, we should still be aspiring to that standard. At the very least it will help focus community minds on the unacceptable practice of continuing to tear down existing native bushland.

The Strategy Summary says this document's aspirations are ambitious. We would urge to make this first aspiration just that.

We are committed to…

- *Maximising the retention of bushland*
- *Improving the quality of existing bushland*
- *Improving the connectivity of wildlife corridors*
- *Balancing bushland protection with the need for responsible bushfire management.*

[redacted]COMMENT

All of the above commitments would still support an unequivocal aspiration of 'no loss of existing bushland.

With regard to balancing the protection of bushland with fire management - responsible fire management must be seen as an-going ecological tool that, if done well, enhances the quality and quantity of our bushland. However we would like the actual wording to be reversed to: 'Balancing bushfire management with bushland protection'.

'No net loss of bushland' should certainly be added as a commitment.

There also needs to be a commitment to and a focus on 'native' vegetation, and a plan to carry our native bushland into urban areas and into the hearts of our villages and centres.

[redacted]

We will...

- *Work to prevent unlawful actions, such as illegal clearing and dumping, and reduce pollution by implementing enforcement and compliance activities to protect the bushland from destruction*

[redacted]COMMENT

Could NBC provide an online facility for individuals to easily report illegal activity with some anonymity?

- *Promote more wildlife friendly gardens*

[redacted]COMMENT

Encourage water provision, wildlife porous fencing, and ropes into swimming pools to allow animals to climb out.

Additional [redacted]OMMENT

Northern Beaches Council's major asset is its bushland, otherwise known as our urban forest. This urban forest provides society with physiological, sociological, economic, and aesthetic benefits. But how precious is it? We don't know because Council has no methodology in place to value it.

If Council doesn't place a value on its urban forest it is harder to insist that the community places value on the retention of bushland or trees. Putting a dollar value on a tree sharpens the argument and may well blunt the chainsaw.

Both the City of Sydney and the City of Melbourne have published their tree valuation methodologies along with a number of other cities and organisations. We would urge NBC to adopt one of these existing formulae so that we can understand both the incredible value of our urban forest as well as the cost of cutting it down.

We would also advocate that Council push for a standardised tree valuation methodology throughout NSW.

[redacted]ecommendations

1. Replace the aspirational statement 'No net loss of bushland' with 'No loss of existing bushland'.

2. Add 'No net loss of bushland' to the list of Commitments

3. Add a commitment to both 'focusing on native vegetation', and a 'plan to carry our bushland into our urban areas'.

4. Provide an online facility for individuals to easily report illegal activity with some anonymity.

5. Establish a tree valuation methodology to assess the value of our urban forest

6. Place the value of our urban forest on Council's asset register

7. Advocate for a standardised tree valuation methodology throughout NSW.

THEME 2: WATERWAYS AND CATCHMENTS

We are committed to...

- *Protecting and improving the condition of creeks and riparian vegetation*

[redacted]OMMENT

To protect and improve the condition of our creeks we first need to map them from source to sea. Astonishingly this is not the case with Cicada Creek and may well be the same for a number of creeks within the LGA. In the case of Cicada Creek, despite the first European settler remarking on the ability of this creek to provide water all year round, the wellspring is not mapped. It simply first appears as a concrete channel.

Secondly the current minimum standards for riparian zones are inadequate given the existing use of our creeklines as wildlife corridors and the amount of urban runoff flowing into all our streams. These small waterways provide vital ecological services and must be provided with generous riparian zones in order to continue this essential work.

- *Actively working to remove single use plastics and other litter from our network*

[redacted]COMMENT

It seems that our system of democratic governance is finding it impossible to legislate for the effective recycling of most plastics. In Europe those plastics that are not extracted for recycling are sent to incinerators rather than to landfill. Incinerators burn plastics and many other waste products to produce electricity and heat. Europe has successful managed to control emissions. Vienna is a great example. Surely we can do the same here.

We will...

- *Prioritise and implement works to improve our impacted waterways, including activities to minimise the impact of the natural environment on people and property*

[redacted]COMMENT

Specific actions to protect seagrass beds from boating impacts (mainly propeller chop) could include:

- Establishing exclusion zones for propeller-powered vessels over seagrass beds.
- Education of boating community focussing on tinnie owners.
- Placing physical barriers at low tide extent of seagrass in Pittwater, North Harbour etc.
- Working with RMS waterways on enforcement of exclusion zones.

- *Progressively improve our stormwater network so that we discharge to our waterways in an environmentally sensitive way without increasing risks to the community*

[redacted]COMMENT

Specific actions could include:

- Education of builders and contractors on need for care and maintenance of sediment control barriers on building sites.
- More proactive enforcement and penalties for contractors who breach sediment control regulations.
- More gross pollutant traps on creeks and streams – seek state government funding assistance.

[redacted]

- *Protect our waterways with strategic land-use planning and development controls including water sensitive urban design*

[redacted] COMMENT

WSUD is needed in all developments:

- This is relatively easy with DAs – just put the controls in the DCP.
- It is harder with CDCs – needing state government to put requirements into the SEPP Exempt and Complying Development.

- *Integrate the management of our waterway systems so that they better protect receiving environments*

[redacted]COMMENT

Engage with RMS on compliance around foreshore and waterways.

- *Balance the way we manage our waterways to consider both improving the condition as well as minimising impacts of natural hazards*

[redacted]COMMENT

Council must consider the impact of concrete structures on creeks and streams, such as high alkalinity on freshwater crustaceans and institute a planned program for their removal

- *Improve and manage sustainable recreational access whilst protecting environmentally sensitive lands.*

[redacted]COMMENT

See above re seagrass protections.

- *Work to prevent unlawful actions, such as illegal discharges, by implementing enforcement and compliance activities to protect waterways from pollution and destruction*

[redacted]OMMENT

Need a facility for individuals to easily report illegal activity – perhaps an app.

[redacted]RECOMMENDATIONS

1. That Council maps every creek and stream rising in the NBC LGA

2. That Council provides generous riparian corridors to all creeks including those deemed 'low value' to buffer and support the restoration of the Creeks and their natural flow regimes, assist with flood mitigation, provide an adequate wildlife corridor, and to allow our creeks and streams to deliver the ecological services we expect of them

3. That all NBC creek beds and riparian zones be restored from their headwaters, removing concrete channeling, pipes and dams.

4. That Council provides wide underpasses where creeks cross under existing roads so that the natural flow regime and attendant ecological process are unimpeded.

[redacted]

THEME 3: COAST

We will...

- *Preserve the natural character from human activity using policy and strategic land-use planning and development controls*

[redacted]COMMENT
Council needs to consider the long-term buyback of properties on fore dunes so the dunes can be restored to their original role of buffering storm wave action.

- *Reduce pollution entering our coastal environment using best practice source controls, treatment measures and better detection systems*

[redacted]COMMENT
Specific actions could include:
- More proactive enforcement and penalties for contractors who breach sediment control regulations.
- More gross pollutant traps on creeks and streams
- Council could also seek state government funding assistance.

- *Improve the condition of our coastal and marine environment using regeneration and habitat enhancement techniques*

[redacted]COMMENT
See above re fore dune restoration comments.

- *Create inclusive opportunities for our community to enjoy the coast, by delivering high quality, sustainable, resilient and appropriate facilities whilst protecting environmentally and culturally sensitive lands*

[redacted]COMMENT
Avoid building seawalls on the beachfronts.

- *Work to prevent unlawful actions, such as illegal clearing and development, by implementing enforcement and compliance activities to protect our coastline from damage*

[redacted]COMMENT
The community needs a facility for individuals to easily report illegal activity – perhaps an app.

Additiona[redacted]omment
• Work to allow coastal processes to naturally shape the coastal environment through our policies, strategic land use planning and development controls

[redacted]

THEME 4: BIODIVERSITY

Background

'At a landscape scale we need to increase connections between our natural areas

[redacted]OMMENT

To be effective this statement needs a measurable goal of how many kilometres of exclusion fencing and underpasses are to be installed on major arterial roads such as Mona Vale Road, the Wakehurst Parkway and Forest Way.

Connectivity needs to be restored between Garigal National Park and the Manly Dam area and to be re-established between Redhill and the Manly Dam bushland.

Garigal National Park Stage III, which includes all the bushland from Garigal National Park through to Redhill, needs to be implemented urgently. The declaration of Garigal Stage III would enlarge the area of undisturbed bushland that acts as the lungs for the Northern Beaches as well is a reservoir for our biodiversity.

Connectivity on local roads is vital and needs to be investigated. There needs to be a plan to build selective fencing which complement the uses of underpasses by native animals. For example there are many examples in Belrose where this could be implemented. The Council needs to keep records of how many connectivity points are implemented and have a detailed plan for more connectivity in the future.
Connectivity through the canopy is also important for birdlife and mammals. Local street trees that provide this connectivity arch need to be preserved. Two trees of the same species and of different ages should replace trees that have to be removed. There should be a register that is regularly maintained, to track which trees have been planted in public areas and/or private areas to determine whether planted trees survive. If they don't survive they should be replanted.
There should be a register of all trees like the tree program in Melbourne. Well-educated staff are urgently required to implement this system. They need to be adequately resourced

'Bringing nature into our streets and suburbs will improve their character and liveability, encourage connection with nature and improve attractiveness of active travel'.

[redacted]OMMENT

Trees are vital as cooling agents from the urban heat island effect. If residents are going to be encouraged to use active transport, then a network of canopy trees needs to be planted urgently along roads. For example the cycle path from DY to Narrabeen along Pittwater Road is excellent. The Council is to be commended for having built it. However in summer it is just too hot to ride or walk. It desperately needs some trees to be planted to provide adequate shade.

'Development, pollution and invasive species, both plants and animals, are constantly increasing the pressures on our local biodiversity (IPBES, 2019)'

[redacted]OMMENT

To implement effective action on invasive species, especially weeds, NBC needs to employ far more bush regenerators and prioritise all of the areas to be weeded and maintained. For example, the sand dunes along the beaches from Collaroy to Mona Vale are in desperate need of weeding and replanting. There are many other areas in the Northern Beaches that are completely overrun with weeds.

[redacted]

'Invasive species need to be removed and suppressed to prevent them from competing with native species'

[redacted]COMMENT

There is now evidence to suggest that native animals, even threatened species, can survive with a very low level of predation by feral animals. The Council needs to investigate this research and then adequately implement invasive species controls. There should be a measurable goal of the number foxes per square kilometre. This goal should be revisited each year given the research on this topic. Feral cats may now be able to be controlled by the implementation of Eradicat, a control currently being used in Dryandra in WA. The Council needs to investigate this method of control and if feasible needs the staff to implement it. As stated above the goal should aim to achieve having a specific number of feral animals per hectare.

'It will require a community wide effort and careful and considered planning to ensure we protect and enhance our extraordinary local biodiversity'

[redacted]COMMENT

The Council needs to enforce a policy of **nuisance cats** where domesticated cats repeatedly kill native species. WIRES has had multiple eastern pygmy possums brought in by one member of the public. Everyone should contain their cat within their house or in a cat run. The Council needs to keep records of incidents like this and use the current legislation to control domestic cats.

We aspire to…

Maintain our local native plant and animal species, populations and communities etc

[redacted]COMMENT

These goals, while commendable, need to be specific. There should be measurable outcomes and these outcomes should be revisited regularly given current research in the area.

We will...

- *Prepare and implement a strategic approach to biodiversity land management and use this to inform our strategic land use planning and development controls*

[redacted]COMMENT

Council staff involved in this biodiversity land management need adequate resources. At present they are understaffed and are not able to respond easily to compliance issues.

- *Motivate, inspire, educate and support our community and stakeholders to protect and enhance our biodiversity*

[redacted]COMMENT

The Council needs a two-pronged approach – a carrot to educate, motivate and inspire the community and stakeholders. However a stick is also required with enforcement of legislation to ensure that the small percentage of the population who do not adhere to protecting and enhancing our biodiversity are held accountable by our legal system. The Council needs a much greater number of well-educated compliance officers who can act quickly upon reports. It is imperative that all levels of the Northern Beaches Council including senior managers take these comments on board and act accordingly.

[redacted] 14

THEME 5: SUSTAINABLE BUILT ENVIRONMENT

We aspire to achieve…

All new buildings being net zero emissions by 2030

[redacted]COMMENT

To achieve that goal, a series of achievable and measurable actions are required.

We are committed to...

- *Reducing resource consumption in our community*
- *50% of suitable premises with solar panels installed by 2030*

[redacted]COMMENT

'Suitable premises' must be quantified, first by mapping. In the late 1990s SEDA mapped sites across NSW for solar access as candidates for rooftop PV, and found that approximately 1/3 were eminently suitable, 1/3 partially suitable, and 1/3 unsuitable.

These percentages are likely to be very similar on the Northern Beaches given the following:

- The northern peninsula has many shaded sites that are quite unsuited to rooftop PV. Even so, the village commercial centres (Careel Bay shops, Avalon and Newport shopping centres) have several hectares in total suitable for rooftop PV.
- The central and southern districts have many residential and commercial sites well suited to rooftop PV.

Suitable sites need to be quantified and annual targets set for installation. Barriers to installation need to be identified, and strategies to overcome these created and implemented.

Cost is less likely to be a barrier now, as the payback on PV is now generally less than 3 years.
In what is effectively ten years, if the target (as mentioned by Mayor Regan) is 60,000 PV systems, then at least 6,000 must be installed each year. That is about 23 each and every working day, starting now.

We will...

- *Support and encourage renovations, retrofits and refurbishments to lower energy and water use in our community, including driving conversion to renewable energy, especially solar panels*

[redacted]COMMENT

How? We suggest by removing any unnecessary planning barriers, through education and pro-active design and construction advice promoting world's best practice.

However most building work is on renovations, retrofits and refurbishments and many do not appear on council's DA radar (Complying Development using the NSW Housing Code). How will council reach these people? Our suggestions are:

- By advertising and promotion in the real estate world (online and Manly Daily etc) especially the Liveability Real Estate program;
- By working with Certifiers to make them aware of the consumer and industry education programs (see below).
- By working with design and construction industry organisations who deliver leading sustainability training (such as BDAA Sustainability Design Specialist Masterclass courses; APHA Passive House Designer and Trades courses).
- Recognise that although new dwelling construction is approx. 2% of existing housing stock per year, there is a significant culture of 'knock down rebuild' on the northern beaches.

[redacted]

- Focus also on home unit builders and smaller scale medium density developers, many of whom will be highly resistant to any interference in their usual business model. This will take highly targeted interventions from a hand picked selection of individuals, with the cooperation of organisations such as the Green Building Council, and the Living Futures Institute.

- *Help our community to understand the benefits of building sustainably*

[redacted]COMMENT

SNB supports community understanding of the benefits of building sustainably in terms of protecting the environment, reducing waste, saving energy and money, improving indoor air quality and propose this be achieved through workshops, seminars and personal engagement. However education and truly effective community engagement means more than just posting on council's website and an ad in the Manly Daily.

- Seminars at times convenient to residents, on a range of detailed topics, heavily promoted and repeated are effective. (eg. Willoughby's 'Dream Homes' long running series)
- Engaging with ReNew to run 'Speed date a Sustainable Designer' sessions (ref Lane Cove, Blacktown councils), where residents book 20 mins with a designer or techie with proven track record and reputation, to discuss their individual projects or houses.
- Monkey see, monkey do: seeing working examples is a powerful way to motivate people (it works on all of us): seeing working built examples in the flesh. Engaging with Sustainable House Day (also facilitated by ReNew) in September, but also working with supportive locals with sustainable houses to open their houses more often than once per year. Perhaps combine that with the designer and/or builder being present to present or answer questions etc.

- *Improve local planning controls to ensure residential and non-residential buildings and infrastructure are sustainably designed and built*

[redacted]OMMENT

Here are a few suggestions as to how to improve local planning laws:

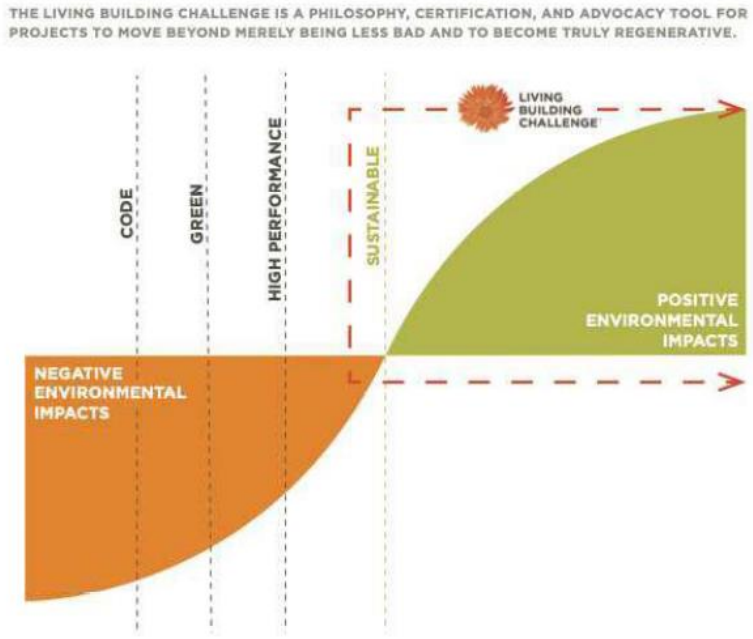
- Council should work with NSW Dept of Infrastructure Planning & Environment to create a 'special case BASIX' for NBC LGA. This was agreed by Minister Stokes for Ingleside (prior to change in planning circumstances).

But BASIX alone will not achieve the goal here. In its current form BASIX is just an aspirational policy, with the following failures:

- it is an inadequate and inaccurate measure of design compliance,
- inadequate certification,
- no 'as built' measurement or testing,
- cannot be a measure of that success (partial or otherwise),
- NatHERS tools (and DIY tool's emulation of NatHERS) for thermal comfort is fraught:
- 15 years behind in software development of the tools compared to any other software in general use,
- Over reliance on thermal mass and simplistic R value in insulation,
- Poor modelling of lightweight structures,
- No consideration of humidity control or condensation risk, especially in insulation detailing and constructed systems,
- Rewards large building unduly,
- Makes poor assumptions about glazing performance, compensating for the Australian glazing industry's poor products in the global context.

[redacted]

World's best practice in building rating schemes is generally accepted to be found in the Living Building Challenge (LBC) which sets 'the ideal' as the indicator of success.



It contains seven 'petals' or themes, and twenty imperatives, as shown here:

The Living Building Challenge is composed of 20 Imperatives grouped into seven petals. Some Imperatives are not required for all Typologies.

PETAL	IMPERATIVE	TYPOLOGY: New Building	Existing Building	Interior	Landscape + Infrastructure
PLACE	01 Ecology of Place				
	02 Urban Agriculture				
	03 Habitat Exchange				
	04 Human Scaled Living				
WATER	05 Responsible Water Use				
	06 Net Positive Water				
ENERGY	07 Energy + Carbon Reduction				
	08 Net Positive Energy				
HEALTH + HAPPINESS	09 Healthy Interior Environment				
	10 Healthy Interior Performance				
	11 Access to Nature				
MATERIALS	12 Responsible Materials				
	13 Red List				
	14 Responsible Sourcing				
	15 Living Economy Sourcing				
	16 Net Positive Waste				
EQUITY	17 Universal Access				
	18 Inclusion				
BEAUTY	19 Beauty + Biophilia				
	20 Education + Inspiration				

CORE IMPERATIVE
SCALE JUMPING ALLOWED
HANDPRINTING IMPERATIVE
IMPERATIVE REQUIRED FOR TYPOLOGY
REQUIREMENT DEPENDENT ON SCOPE
NOT REQUIRED FOR TYPOLOGY

[redacted]

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Council could also develop a more robust LEP & DCP by establishing working groups with local industry experts to workshop controls to optimise sustainability outcomes. These are often detailed and can have complicating interactions between them, needing an ongoing testing & review. There are many practitioners well qualified and willing to assist council staff in this way. (Note that this was practiced successfully in Pittwater during the formulation of Pittwater 21).

Note that the Living Building Challenge contains 'Beauty' as a theme – a topic with which planning law and codes have typically struggled with in the past. Its importance in our daily lives and interactions with the built environment cannot be overstated though, and it also relates to biophilic design and the necessity of interactions with nature (also addressed elsewhere in our submission). Buildings which are seen as beautiful are generally loved, and loved buildings are generally kept for longer periods and well maintained, which is more sustainable than the average Sydney building's lifespan of 42 years.

- *Encourage state and federal government to rapidly drive down emissions and water use through actions such as better building standards for residential and non-residential buildings and relevant infrastructure; eg. increasing BASIX, implementing standards for non-residential development and best practice infrastructure delivery*

[redacted]COMMENT
Collect and collate broad baseline data on the status of all buildings (residential, commercial and industrial) within the Northern Beaches LGA with regard to the relevant eco-indicators using appropriate metrics to measure improvements. These would include but not be limited to energy use per sq. m. of floor area: average and mean area use per resident: gas usage: photovoltaic installations including number of kilowatts per building, etc.

See above re BASIX for residential buildings.

Re National Construction Code (NCC), which covers non-residential, the 2019 update contained some useful increased stringency, but it still maintains a minimum compliance which on its own is not sustainable. The Living Building Challenge's imperatives can be applied usefully to the non-residential sector.

Also the comments above re promotion of rooftop PV apply. Apart from meeting the operational energy needs of the businesses within, excess power can be made available to the residents on residential sites that are not suitable for their own rooftop PV. Connection can be either by means of physical or virtual micro-grids, or by financial connections through debentures (such as ClearSky offer) - it does not matter where the PV is located. Council can encourage this through education, and certain provisions in LEP and/or DCP (eg, PV panels could be exempt from building height limits, provided they do not add to overshadowing of neighbouring properties, etc).

- *Implement the Northern Beaches Move Transport Strategy to improve travel infrastructure, public transport, mass transit, and community behaviour*

[redacted]COMMENT
The B Line bus service has seen a significant increase in public transport use. One of the barriers to further use is that with fewer B Line stops patrons have to drive and park at fewer locations, and the available parking is soon at capacity. It seems inevitable that much more parking will be necessary to attract more patrons.

[redacted] 18

Provision of EV charging points will contribute to EV uptake, but not to easing congestion and parking pressures. Therefore the public transport plans in the Move strategy must be given highest priority. Focussing on pedestrian and cyclist accessibility and safety are paramount. It is noted that Council's road safety and cycling safety team have been doing excellent work with limited budgets and support (more support from senior management would enable them to increase their reach and impact).

- *Actively engage in partnerships, research, innovation and investigate potential for incentives to provide opportunities for our residents and businesses to increase uptake of sustainable choices to reduce their footprint*

[redacted]COMMENT

The CRC for Low Carbon Living (soon to wind up) has provided some excellent opportunities, and its successor (to be announced soon?) will hopefully offer similar or increased opportunities. Similarly, academic research bodies (such as ISF) and industry research groups can provide good information and material for incorporation into policies and programs.

- *Seek out, support and encourage precinct scale solutions to reducing resource use*

[redacted] COMMENT

This is a great idea, with few examples facilitated at LGA scale in Australia (like – any??). It could be as simple as connecting one building site that has excavation material with another needing clean fill. Although Kimbriki fulfils this role to an extent now, and recognising that it generates income for council, it also generates emissions form the transport to and from, and materials handling. A direct site-to-site transfer would be more efficient.

A more sophisticated example would be a microgrid sharing electricity within a precinct. This would allow rooftop PV to be shared amongst several or many consumers. It may (likely) require the cooperation of the existing utility supplier (poles and wires), but can also be set up to provide benefit to that utility (less exposure to future risk being one).

[redacted] 19

THEME 6: GREEN NEIGHBOURHOODS

Our goal…

The built environment integrates nature and connects our community through green and blue networks to support active travel and healthy lifestyles. We design our communities around nature.

[redacted]COMMENT

It is an inherent human inclination to affiliate with nature and this has been widely demonstrated to have beneficial effects on human health and well-being. This affiliation with nature is known as biophilia and the emerging practice of integrating nature into our neighbourhoods and houses is known as biophilic design – see page 3.

We support providing connected green spaces which afford the opportunity for the community to participate in outdoor activities with associated health and well-being benefits.

We are committed to…

Increasing the existing urban tree canopy to expand the local green grid

[redacted]COMMENT

The Northern Beaches is blessed with one of the highest urban tree canopies in metropolitan Sydney which provide shade, reduce the risk of people suffering heat stress, mitigate the urban heat island effect, assist in climate change adaption and reduce the costs of energy for cooling.

However, mature canopy trees are under significant and increasing pressure from development, clearing for views and for bushfire protection. We support tree planting to maintain, and ideally to increase the existing tree canopy in the face of increasing development pressures. At the rate of 5,000 trees per year this requires 14 trees per day to be planted. In addition to planting trees, Council should ensure that mature trees are valued appropriately, and protected to the greatest extent possible. Council should also ensure that development conditions for landscaping and planting are enforced.

We will…

Identify design and deliver priority local green grid corridors, connections and shared uses. We will integrate this into our planning instruments

[redacted]COMMENT

We support the inclusion of green infrastructure development in planning instruments and regulations (LEP, DCP) and recommend that existing healthy native bushland in development areas be surveyed and mapped and provided as an overlay on development plans to guide planning approval for any future land clearing applications.

Such a map would also inform proximity to utilities and any potential conflicts with other community services and assets.

We further support the selection of local endemic trees, which will complement the local environment and will replace any trees lost to storm or other misadventure.

[redacted]

THEME 7: SUSTAINABLE LIVING

Our goal

- *Our community is actively working towards being energy, water, waste and transport smart so that we can meet net zero carbon emissions by 2050.*

We aspire to achieve...

- *Net zero emissions in our community by 2030*

[redacted]COMMENT

This target is a bold aspiration. A major community engagement effort in support of transition to low carbon and sustainable urban living will be essential to deliver the desired outcome.

[redacted]pports Council's aim to accelerate action and inspire innovation whenever possible in order to meet the target. We recommend that a trajectory to 2030 be developed, with annual measurable actions defined. SNB would like to see Council commit to targets that are in line with the best available science, including recommendations of the peak science organisation on climate, the IPCC.

We are committed to...

- *Reducing carbon emissions in our community by more than half by 2040*
- *Net zero emissions by 2050*

[redacted]COMMENT

We will need a year-by-year action plan to achieve these GHG emission targets with robust metrics, and a tough compliance regime. Then we need a contingency plan year by year to provide a path to catch up if we slip behind.

[redacted]ould like to see annual tracking and reporting for metrics where data should be readily available to Council. Key performance indicators related to GHG emissions could include:
a) Council GHG emissions [tonnes CO2-e]
b) community-wide GHG emissions [tonnes CO2-e]
c) % renewable energy in Council's electricity energy mix
d) Clean energy generation by Council installed PV capacity [kWh]

- *Maintaining or reducing overall drinking water use in our community by 2040*

[redacted]OMMENT

Firstly [redacted]ould like to see 'maintaining' struck out as an option. With Sydney's water supply running down and an expensive new Desalination Plant planned, SNB is of the view that it should be possible to commit to doing better than 'maintaining' the level of use of drinking water in our community. Reduction is essential. Council should set a realistic target that can be measured and then track progress.

As we move ahead with water conservation it will become more important to reuse water as far as possible, including stormwater, greywater and potentially blackwater. Council should move as quickly as possible to drive water efficiency and re-use in the community, and should investigate and plan for this well ahead of any water crisis occurring.

[redacted]commend the development of precinct-wide water recycling which, together with monitored and policed water restrictions will bring down household water use. Blackwater of course is

[redacted]

challenging, a[redacted]nderstands that re-use of blackwater will require either modifying NSW Health Guidelines, or ignoring them in certain areas, e.g. re-use of treated waste water.

- *Reducing the rate of waste generation per person by 2040*

[redacted]COMMENT
SNB supports the commitment to reducing generation of waste per person. But by how much? We need targets that can be measured, monitored and reported.

- *Diverting 85% of waste from landfill by 2040*

[redacted]COMMENT
We recommend that Council educate the community on the principles of a circular economy where waste is seen as a resource, not as something to be discarded at end of life, with the aim being to conserve natural resources and find alternative uses for otherwise valuable materials. We recommend a zero organic waste to landfill target.

Secondly, because organic waste in landfill decomposes to methane in landfill, and has at least 20 times the carbon intensity of CO2, we think that an important part of the strategy should be addressing the part of the waste stream that impacts most directly on the goal and net zero carbon emissions by 2050 target. Diversion of organic waste, including food waste, should be a high priority.

- *Reducing single use plastics*

[redacted]COMMENT
[redacted]also suggests that Council consider setting a zero organic waste to landfill target and eliminating, rather than simply reducing single use plastics.

This commitment also needs to have a series of year-to-year targets to zero behind it. 2040 is too far out, but 2030 should be achievable. Council could consider 'leading by example' on single use plastics, by adopting a Policy to eliminate single use plastics, as North Sydney Council has recently done.

We will...

- *Motivate, inspire, support and encourage our community to reduce their waste production, energy and water use, and other consumption, food, long distance travel etc., through engagement, education and incentives.*

[redacted]COMMENT
To *motivate, inspire, support and encourage our community* is not easy and will require a more effective program than has been the case so far.

[redacted]ecommends a Sustainable Living Program be developed along the lines of the **Sustainable Living Expo** presented by Climate Action Pittwater in 2010 and 2011 in association with Pittwater Council which covered all aspects of sustainable living and proposed an ongoing series of workshops and seminars throughout the year to ensure that up-to-date information and practices are communicated to the community to encourage uptake of sustainable principles and embedding them in the normal day-to-day life of the community



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We will…

Implement the Northern Beaches Transport strategy to accelerate our transition to low emissions vehicles and increase our active travel trips

[redacted]OMMENT

Targets are needed for number of private car trips reduced. Increasing the effort, support and budget for Council's existing excellent Road Safety and Cycling and Walking Teams would be a good first step in the action plans.
Extending the budget on footpath building, maintenance and widening should also be in the first steps.
Council should also investigate the provision of EV charging points with private providers.
[redacted]commends Council extend the KeoRide service intensity to shorten waiting times and increase usage.

We will…

Actively engage in partnerships, research and innovation opportunities to improve uptake of sustainable living choices

[redacted]OMMENT

We support Council in its intention to engage in partnerships, research and innovation opportunities to improve uptake of sustainable living choices. Because this mission is so important[redacted] encourages Council to apply best practice education for sustainability approaches to the challenge of activating change towards low carbon and sustainable urban living. A key strategy could be showcasing Council and community success stories of change.

We will…

Council will lobby and advocate on behalf of our community to ensure that local, state and federal policies reflect and enforce the efforts to help our community to transition to living more sustainably

[redacted]OMMENT

We support Council to advocate for policy alignment and to help achieve synergies and more rapid decarbonisation from the local to the global level. Council has a role to play, with positive advocacy on the need for more rapid decarbonisation of Australia's economy, at both the national and at the sub-national levels. This includes advocacy for a sustainable population policy, and decentralisation to the regions, to strengthen local communities and social well-being.

[redacted]

THEME 8: ADAPTATION AND RESILIENCE

We will...

- *Undertake community education and engagement to improve preparedness and resilience*

[redacted]omment

Community education and engagement will need to be targeted as appropriate in different localities. For example Collaroy will require specific engagement with regard to storm damage and erosion, Duffys Forest with regard to bushfire, and some like Great Mackerel will need both. Ku-ring-gai Council has a great program - Climate Wise Communities

- *Continually incorporate best available climate change and natural hazard knowledge and practices into our strategic land use planning, development controls, construction and operations*

[redacted]Comment

Leadership in natural hazard management should include considering innovative engineering and building design solutions to hazards that may not fit easily into current common practice. For example, Lake Macquarie City Council has adopted a policy in their DCP that allows houses in low flow flood zones to float with rising floodwaters, tethered and serviced a la marina pontoons.

- *Advocate, collaborate and network with stakeholders to represent the needs of our community and environment and leverage outcomes from regional approaches and projects. This includes active involvement in regional initiatives such Resilient Sydney, and implementing the Resilient Sydney Strategy*

- *Maintain and enhance, strong collaboration with emergency services and relevant agencies*

[redacted]Comment

Aligned with the point above on innovation and research, allowing solutions outside the current scope of old Standards and statutory bodies (such as RFS), by using best research from bodies such as ANU (using bushfire as the example here).

- *Continue to identify properties affected by natural hazards to ensure strategies are in place to reduce their impact*

[redacted]Comment

But this must be done with accuracy and rigour (not like the clunky slip hazard mapping produced by GHD for Pittwater some years ago, that took a coarse grained approach and identified hundreds of properties as being at risk, where there was no risk at all).

[redacted]

NORTHERN BEACHES COUNCIL OPERATIONS

We aspire to achieve ...

Net zero emissions by 2030.

[redacted]OMMENT

Because Council has direct control over its operations this aspiration should be achievable – with the use of Offsets if necessary to cope with tail end emissions.

We are committed to...

- *A 60% reduction in carbon emissions by 2040*

[redacted]OMMENT

In line with Councils recent decision to declare a Climate Emergency, the commitment should be to a 100% reduction and brought forward to 2030

- *Net zero emissions by 2045*

[redacted]COMMENT

As above, Council should commit to 100% by 2030 for its own operations.

- *A 10% reduction in our drinking water use by 2040*

[redacted]OMMENT

By 2040, with 20 years to improve town water supply and domestic use this figure should be significantly higher. Grey water reuse for watering operations and stormwater capture should make significant savings.

- *Diverting 85% of waste from landfill by 2040*
- *90% recycling of construction waste by 2040*
- *All suitable sites being powered by renewable electricity by 2030*
- *Increasing the frequency of everyday sustainable behaviours in our community*
- *Increasing the number of environmental volunteers*
- *Delivering our environmental education programs and facilities to a high level of community satisfaction*

[redacted]COMMENT

As we have previously commented - to *motivate, inspire, support and encourage our community* is not easy and will require a more effective program than has been the case so far. Because this mission is so important considerable effort should be directed to develop a world-class initiative involving the best educative minds available. Possible options include

- A NB climate museum
- a travelling sustainable living exhibition (such as the Melbourne Museum Gut Tunnel),
- annual Sustainable Fairs with lots of schools involved,
- inter school competitions centred around sustainable living activities, showcasing Council and community success stories
- other enlightened possibilities that could be developed via community engagement.

We will...

[redacted] 25

• *Regularly monitor, report and publicise our sustainability initiatives*

[redacted]COMMENT

In meeting Council's Commitments nothing could be more important than the regular monitoring, reporting, and publication of progress. This will provide a real incentive to embrace the need for a transition to sustainable living. To be effective the reporting should be on an annual basis for most indicators including:

- Electricity use,
- Gas Use,
- Water Use,
- GHG emissions,
- % Suitable Council buildings with solar PV,
- Council annual renewable energy generation,
- Council vehicle emissions.

Relevant parameters that are easily obtained should also be included. Some careful thought needs to be directed to this process so it does not involve unrealistic Council effort and more importantly so it is in a suitable form for presenting and inspiring the community.

[redacted]RECOMMENDATIONS

The following commitments should be strengthened:

- A 100%, not 60%, reduction in carbon emissions by 2030 (not 2040)
- Net zero emissions by 2030, not 2045.

These strengthened commitments can be achieved by:

- Over 2020-2025 minimise Council's energy use through efficiency measures and Council PV installation
- By 2026, and potentially in combination with other Councils, enter a Power Purchase Agreement for 100% renewable electricity. This could, but may well not, then have a higher cost. However, after usage minimisation and with the continuing cost reduction of renewable sources, the cost will not be large within the Council's budget.
- By 2030 have its light vehicle fleet 100% electric, and purchase offsets for any small residual fuel use by heavy vehicles or equipment

[redacted] 26

CONCLUSION

IMPLEMENTING THE STRATEGY

[redacted]OMMENT
[redacted]upports the broad vision and direction of this high quality Northern Beaches Council draft Strategy document. It is now necessary to move to the process of determining the objectives, the actions, carrying them out, with the end result of achieving the goal, the critical and most important goal of the entire program, as determined by the IPCC, and as incorporated into the State Government and the Northern Beaches Council, – **'Zero Carbon by 2050'.**

That process is as follows:
- Research
- Strategy development
- Objectives, Goals, Actions, KPI's, Standards
- Measurement – regular and continuing
- Feedback – regular and continuing

Research
Research is necessary in a number of areas in the draft document.
Hopefully, a lot of the research exists – eg. By the GSC, the State Planning Dept, and the NB Council. For example, relating to the Sustainable Built Environment – what do we have now in terms of dwellings (free standing, units, terraces, 'affordable' houses, social housing etc), social infrastructure (libraries, schools, community buildings, transport, parks etc)?

What do we need in people and skills and social infrastructure to add to the above in order to produce a balanced NB local Social, Economic and Environment area, with the right number and type of dwellings and infrastructure?

We know there is not enough 'affordable' and social housing, for people who provide vital services in NB, and who have to travel long distances to get to the NB (eg a plumber had to come from Hornsby this morning to fix a water pipe on Scotland Island). It could well be that the research reveals that a large percentage of the dwellings needed will be for 'affordable' and social housing.

What sort of dwellings would the people of the NB like to see, or are willing to accept? – a high level of sustainability of course – a low emissions footprint (?) What sort of cost can people afford – for rent – for purchase?

It would be silly, and very expensive, not to know these things, before ploughing into the Strategy. And the same applies to all the other segments in the draft document. So, more serious community engagement is going to be necessary, along with the other research, acknowledging that useful work has already been completed. The above is signalled in Population Growth p12.

Strategy Development
The research will give the basis for the development of Objectives, Goals, Actions, Standards, to address all the segments in the draft - 'Protect. Create. Live. - Northern Beaches Environment and Climate Change Strategy- 2040' – as well as Performance Indicators, Measurement and Feedback systems, all to meet the Vision and the achievement of 'Net Zero Carbon by 2050'.
The main ways of doing this will be to discover all the existing research from organisations like the GSC, the State Government, the existing NBC research with community groups, plus whatever additional research is necessary with these organisations.

[redacted]

Then, through a series of facilitated workshops, to work with all the research to determine the Objectives, Goals, Actions.

The Standards will address those aspects referred to in the NB Environment and Climate Change Strategy draft document (eg. Resource Consumption, all Buildings, Water, Energy, Local Planning Controls to result in a high level of Sustainability, Basix, Transport etc.

Measurement and Feedback
This will be followed by the most appropriate ways of Measuring and giving Feedback to all the stakeholders All of this needs to be undertaken on a regular and continuing basis, and all tied back to the Delivery Program (4 years), the Operation Plan (annual) and the financial controls of the NB Council.

> *'Council will be evaluating our progress against the goals, commitments, and aspirations in this strategy annually. A detailed assessment, report and review will be completed every two to four years' Pg 42*

[redacted]**OMMENT**
It is very pleasing to see Council committing to regularly undertake this very important function. To provide timely feedback to the community, and to give assurance that Council is "walking the talk" it would be more effective to issue a progress report every year. If Council is evaluating progress annually as stated, there should be no reason for not reporting annually.

[redacted]

CONCLUSION

Members [redacted] have taken the Draft Environment & Climate Change Strategy, and in order to make the most of the time available, allocated the tasks of reviewing and commenting on each Theme, to those individual members of the group with expertise and interest in that Theme.

Feedback from each individual member was than collated in a format similar to that of the Strategy Report. Sections of that report for which there was no comment were not included.

The collated response was then submitted in PDF form via email.

However, when the individual comments were reviewed as a whole, a few common concerns that apply to multiple Themes stood out.

These concerns are:-

- Addressing Climate Change to the maximum extent possible within Council's ability and control is the overriding issue.
- There are lots of goals. To be meaningful, these need to be translated to strategies, targets, and actions, with rigorous progress measures and progress audits in all areas. In conjunction with this, measure baseline quantities of the resources we have now.
- Targets are sometimes absent or may not reflect best practice. All themes could benefit from a critical review - especially for carbon footprint, building sustainability, and water use ('maintenance of existing' is not an option). Also, we recommend short-term and intermediate targets to demonstrate a prompt start and commitment to achieving the long-term goals.
- The many plans and documents, the relationship between them, their relative priorities, and the timing and specification of deliverables to flow from them, is confusing. Could we have a clarification of these points?
- The need for strong advocacy on behalf of the NB community to state- and federal-level authorities to achieve the best outcomes for NB – and to avoid bad outcomes.
- Community support is vital. We encourage NBC to lead by example and, working with the community through education and demonstration, enthuse the wider NBC community about the NBC activities.

[redacted] 29

Kara Taylor

From: [redacted]
Sent: Friday, 8 November 2019 12:39 PM
To: Council Mailbox
Subject: Attn: Kara Taylor
Attachments: Cl;imate Change Action Ideas.docx

Categories: SL

Hi Kara

It's [redacted]

A few weeks ago we ran a Climate Action evening in Avalon [redacted] One section was about the NBC Environmental and Climate Change Strategy, where we had people in groups for a bit of a brain-storming session. Attached is the transcript of ideas. They seem to be actions rather than direct comment on the Draft Strategy, however, there were about 100 people at the event who made comments, which will boost your Community Connection figures.

If you want to ask me anything, give me a call [redacted]

Transport
• Bike share (like Goget cars.) • Keep driving change for more & Improved bike paths, not just for recreation but for transport. - real and safe ones not just an imprint of a bike on the main road. • Connect cycle paths • Create a safe bike lane that allows electric bikes and scooters between the city and Palm Beach • More share cars. • Community members sharing cars - council help website • Implement continuous ride-share routes to reduce vehicle numbers (they do this all over Asia). Less parking needed etc. • Encourage/invest in electric charging stations all over the Northern Beaches. • NRMA have started installing charge stations for electric cars. Do it up the Peninsula at all service stations. • Encourage children walking to school in groups supervised by parents/community members - School walking bus. • Provide proper transport in school zones. Small buses just for school kids. • Create incentives for schools for parents to car-pool or kids walk to school (no more 4WD with 1 kid drop off) • Free public transport • 100% renewables for all public transport • Electric or hybrid powered buses • Electric and Hydrogen based transport. • Fewer buses with no-one on them, particularly school buses eg.689. • Extend B -line to Palm Beach. • Increase the B line; did it actually reduce cars on the roads? • More public transport routes on the Northern Beaches, more regularly • More services providing access to B Line. • Keep Keo cars to pick up from houses - increase it. • Light rail (again) • Make Sydney easier to use public transport • Flexible working hours - keeping cars off the road. • Ban vehicles on the road which are not being environmentally friendly • Mandatory use electric/hybrids for council business (like Bankstown council)
Education
• Commercials that relate to an older out-of-tech generation • Information regarding where is our recycling going? And soft plastics. • Roofs & streets • Sustainable house advice to people. • Understanding the importance and preciousness of our water • Education on why solar panels are good. • Having sister/sister: brother/brother councils in other parts of the country to share ideas and stories to give a bigger picture of the effects of global warming in our diverse country • Eco groups in schools. Bronze, Silver and gold awards to Eco schools. • Introduce wild school

- Compulsory ethics and education about climate change - acceptance of political action on the curriculum.
- Engage speakers for school talks
- Support local schools undertaking environmental activities including funding recycling bins in schools.
- Barrenjoey's sustainability team is in the process of launching a recycling system and shifting to carbon neutral but lacks funding which was refused in a recent meeting with Rob Stokes and Jason Falinski. The team would love to get involved with council.
- Teach kids how to grow their own food locally; learn how to design and implement sustainable technologies - incorporate sustainability as a core element in all studies/education paths.
- More talk about climate change in school - science classes (than 5 years ago) and in geography, teaching kids about growing own food - all schools adopt "Nude Food" program - i.e. No plastic packaging.
- Sustainability to be a core subject in schools
- Teaching younger generations will; program for primary schools (Jane Goodall) impact future community members.

Home

- Encourage inter-generational living - make it easier

- Look at harvesting & recycling water.
- Encourage tanks at houses.
- Don't use drinkable water.
- Grey water to flush toilets.
- Create our own renewable energy,
- Air to water technology.

- Stop eating beef or at least reduce consumption of meat and dairy in every household
- Grow food locally.

- Turn lights off

Fossil Fuel Energy Reduction

- Community owned and operated renewable energy operation, with a view to be energy self-reliant as possible.
- ENOVA
- Local solar grid.
- Council to promote solar power on schools and homes.
- Buildings to be fitted with solar panels given rebates.
- Subsidies for solar panels for schools and businesses.
- $100 billion dollars to convert every Australian house to off grid solar battery @ 18kw/no system.
- Use Sovereign fund to convert all homes to solar.
- Encourage solar on all schools, clubs and other public places. We need to use our institutions, using buildings that are already running (Barrenjoey School) that can be used for solar generators, education centres for the entire community.
- Support batteries for private households Have a Solar Farm somewhere. Turn off street lights 12noon - 5pm.
- 100% renewable energy for council buildings a.s.a.p

Planning

- Small, cheaper eco-friendly affordable housing (low rise) in a blended community environment. Turning the quarter acre block into multiple housing providing income for single owners.
- Ease planning for experimental sustainable architecture.
- Increase taxes on holiday homes.

- Higher environmental standards for new buildings (more of the green buildings covered in plants).
- New housing to require solar.
- Ecological building methods and materials - hemp etc.
- Council adopt a policy that would require solar panels and water tanks to be put on all new dwellings and commercial buildings?

- Mandatory use of recyclable plastic in new roads and upgrades.
- Stop clearing land for apartment blocks.
- Cut down few trees & plant more.
- Prepare for coastal retreat.

Waste & Recycling

- Recycling/reusing building materials (more pressure on building companies to take care of demolition of specific materials)
- Look at building waste.

- Introduction of household compost collection (successful in Newcastle and Central Coast) where homes receive small bins where they collect food waste which is collected by Council during their weekly waste collection.
- Composting veggies in green waste bins.
- Free compost and free compost/worm bins.
- Council providing compacting bins and a compost bin for natural food waste local landscape companies can use it for soil)

- Models for waste management.
- High school composting, plastic reduction, waste reduction and education such as the Mater Maria Catholic College.
- Create a recycle centre for the community (like the Bower in Marrickville).
- Take renewables, e.g. clothing (school uniforms), books for school kids more seriously, re-use these things.
- Make dairy-contaminated cardboard and paper recyclable (e.g. pizza boxes)

Other

- No harbour tunnel.
- Council opposes any offshore drilling.
- Advocate for less disastrous land clearing.
- Ban Palm oil.

- Blockchain-based voting and governance.
- Develop our own digital direct democracy system. (eg. Estonia)
- housing young people into meaningful work for a sustainable future.
- Create change and status towards people committed to the socialisation of Care for the benefit of children, the disable and elderly. United we stand, divided we fall.

- No Astra Turf.

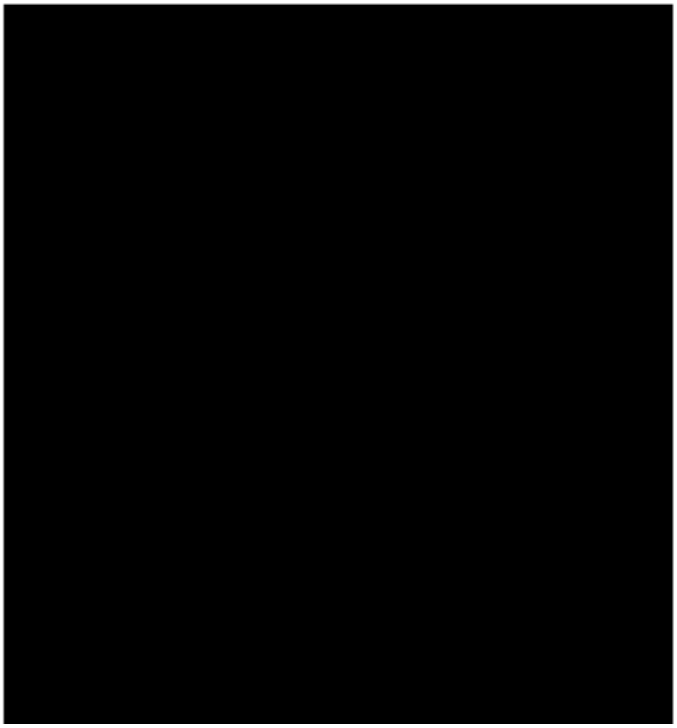
- Encourage food and fuel growth in public spaces.
- Seaweed plantation off the coastline (Co2 offset).
- Get a precious plastics container running (on line website with info.).

- Publicise "success stories" such as no plastic bags.
- More transparency required about the impacts of products on the environment - An environmaent6al star rating for example.
- Invest Council funds directly into sustainable energy
- Support Climate Change school strikes if possible.
- All schools support climate strike.
- No pesticides in local parks.

- Stop destroying koala habitat
- Return Koalas to Avalon not only as a physical outcome but to send a clear message that we as a community are motivated for big ideas.
- Why do we need a new suburb in Terry Hills and along the Mona Vale Road.
- Dead wildlife along the Mona vale road since new demolition of plants for the road
- Sponsor an Australian native Animal (Koalas) give an option to buy a koala for a birthday present and money put towards Wires to take care of animals hurt by new road in Mona Vale

Business

- Promote "ocean friendly" businesses via app.
- Council support to help businesses transition away from plastic (plastic bags, straws etc.)
- Rewards and incentives to businesses that use sustainability as a fundamental driver.
- Ban plastics
- Ban single use plastic bags
- Demand that businesses take responsibility for and reduce excess packaging.
- Patronise businesses that demonstrate action to reduce packaging.
- Target Coles and Woolworths to start the reduction of plastics. Even start simple - package loo roll in paper.



Kara Taylor

From: [redacted]
Sent: Friday, 8 November 2019 12:50 PM
To: Kara Taylor
Subject: FW: Protect. Create. Live. Environment and Climate Change Draft Strategy
Attachments: comments.PNG

Hi Kara,

Please see below an email from one of our Youth Advisory Group members re: Climate Change Strategy – great to see initiative from a young person and thought this might be beneficial to your team (could use this as an additional consultation). Please let me know what you think/if available.

Also, not sure if you've seen the post we did on KALOF for the survey, but it had some comments on it which I thought you might want to capture, have attached a screenshot.

Cheers,

[redacted]

[redacted]

Subject: Protect. Create. Live. Environment and Climate Change Draft Strategy

[redacted]

Would someone from council be interested to talk to a group of passionate Year 9 and 10 (14-16 year olds) Geography students at NBSC (Manly Selective Campus) about the Protect. Create. Live. Environment and Climate Change Draft Strategy?

The elective geography class (which I helped to get started at my school!) will be looking into the strategy sometime soon.

Also, in regards to the Year 9 Geography Challenge, it's been deemed unrealistic to complete it this year due to the short time frame and similarity to their assessment they just completed and we will likely just do it next year, sorry about that.

However, there is a Year 10 class who are keen on doing it, so there is a possibility for them to do the challenge. I'll get this confirmed, and if it is confirmed I'll send you all the details asap, thanks!

1

Kara Taylor

From: [redacted]
Sent: Friday, 8 November 2019 1:44 PM
To: Council Mailbox
Cc: [redacted]

Subject: Submission re Protect Create Live
Attachments: 0_SolarAmbassador_Flyer.pdf; 4_FAQs.pdf

Categories: SL

Dear Kara

Thanks for the opportunity of making a submission on the strategy,

The purpose of my submission is to flesh out in more detail what [redacted]as in mind with respect to the Solar Ambassadors program which I presented to Council at its meeting in August.

We believe that by working with our group Council would have a much greater chance of success in achieving its objective of having a high percentage of suitable roofs in the Council area fitted out with solar

We would provide volunteers (from the pool that door-knocked to raise the issue of climate change in the recent election) who would door-knock on houses with suitable roofs, engage them in conversation and leave a flyer that succinctly explained the benefits of solar and how to go about getting it installed.

The flyer would reference a website that had more comprehensive documentation on each step of the princess and a set of FAQ's

All Council would need to do would be to

- set up a process for formally accrediting volunteer solar ambassadors and giving them some form of identification. This could involve vetting and a requirement to attend a one day training course (which could be run by [redacted]

- get the flyer designed, with input from a copywriter and graphic artist and arrange the printing thereof.

- post the documents on its website

We have drafted the content of all documents and are temporarily hosting them on our website.

We could start with a trial in a particular street and in the light of that experience fine tune the program before we recruited volunteers and rolled out the program at scale.

I have attached drafts of the text of the flyer and FAQ's The links in the documents are all live so you can download the draft text of the remaining documents in the package.

We really hope that once the Protect Create Live has been adopted that a solar ambassador program will be one of the items on next year's action plan

KInd regards

1



Protect. Create. Live

Northern Beaches Environment and Climate Change Strategy 2040

northern beaches council

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Acknowledgment of Country

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

Message from the Mayor

We are extremely fortunate on the Northern Beaches to have a natural environment that features rare flora and fauna, coastal beaches, harbours, lagoons, catchments, waterways and extensive bushland.



All of this literally on our doorsteps, or in our backyards. It is undeniably what makes us special, supports our health and active lifestyles, connects us and is what we value most about our region. It supports a diverse economy, including a rich tourism and recreation industry.

Our built environment is improving the way we get around with better bike paths, rapid bus networks and greener buildings. Look around and you will see more and more rooftops supporting solar panels, more people carrying keep cups and more electric vehicles on our roads.

Our environment is in many ways amazing and diverse, but it still faces a host of challenges. Population growth and accompanying development, consumption patterns and the adverse effects of climate change all pose threats to our environment.

The Protect. Create. Live – Environment and Climate Change Strategy was developed with extensive consultation with the community, and reflects its values. It provides a roadmap for how we can shape a bright environmental future by addressing the challenges and embracing opportunities. It will guide planning decisions, policy making and identifies strategies for helping improve and protect our environment.

This strategy includes:

- Protecting the environment that we have, the health of our waterways and beaches, the diversity in our plants and animals and the extent of our bushland;
- Creating a sustainable built environment that connects people together and with the outdoors; and
- Helping people to make sustainable living choices everyday, like reducing car use, purchasing green energy and producing less waste.

Northern Beaches Council will act as a role model for our community by adopting ambitious corporate commitments and driving change in our community.

This strategy will guide our community to act now to tackle the challenges our environment faces and protect it in the long term. It will protect our extraordinary nature, create a better built environment and a brighter future.

Michael Regan, Mayor





Summary

Protect. Create. Live - Northern Beaches Environment and Climate Change Strategy 2040 is our plan for a healthy and diverse natural environment that is respected, supported and celebrated. It defines key strategies for how we live well in the built and natural environment.

The unique natural environment of the Northern Beaches stretches over 254km² from Port Jackson to Broken Bay and Pittwater, and out to Middle Harbour and Cowan Creek. Our land and water environments are home to diverse and rich flora and fauna and are a key part of the identity of the Northern Beaches.

We are committed to delivering real reductions in the way we use our resources, improvements in how we protect and access our natural areas and how we build and design our neighbourhoods. We have included commitments and aspirations for the whole community to work towards together to focus our efforts, keep us on track and measure our progress.

The strategy is built around three major directions:

Protect

We will protect and enhance our natural environment.

Create

The places, parks, structures, district urban landscapes, homes, neighbourhoods and the connections between them will be built sustainably to protect our environment.

Live

We will live sustainability everyday to reduce our waste generation and resource use. We will prepare for the current and future impacts of natural hazards and climate change.

Northern Beaches Council - Operations - Community Engagement & Collaboration

To work towards being a zero emissions and water wise organisation through innovation and efficient resource use. We will drive change within our community

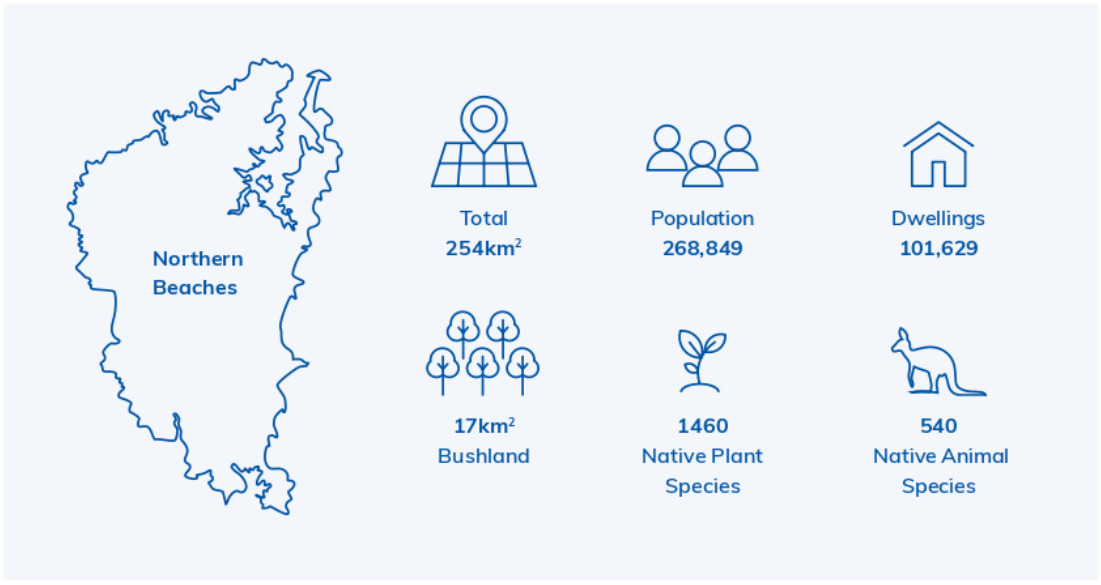
Vision

The community developed Shape 2028 Northern Beaches Community Strategic Plan with a clear focus on the environment as shown in the community outcomes:

"We aspire to protect the natural and built environment from the risk and impacts of global and local pressures"

"We aspire to be leaders in managing our resources sustainably and for the long term ensuring that development is balanced with our lifestyle and environment"

This strategy, including our goals, commitments, aspirations and strategies, were developed with input and feedback from stakeholders, including Council's Environment Strategic Reference Group, and the community through workshops and focus groups. The commitments we have chosen are ambitious, and our aspirations even more so, as they need to drive the urgent action needed to address the challenges our environment faces. The commitments were selected to help us reach our goals. They are memorable, meaningful and measurable and act as indicators for their respective themes.



"In planning for the future, we acknowledge the deep knowledge and resilience of Aboriginal people who have already responded to dramatic climate change and sea level fluctuations, not once but many times. The rock art, shell middens and rock engravings are reminders that people have long sought to look after this country sustainably.

In looking to the future, we acknowledge that the First Australians have set us a challenge - to develop strategies to ensure that we can pass on the environmental wealth of this land to future generations far beyond those closest to us. We look now to 2040 and sow the seeds for much more." (AHO, 2019)

Commitments

Our commitments are ambitious but achievable. We will aim to meet these by the years listed, if not before. The Protect. Create. Live. commitments are for our entire Northern Beaches Community to work towards together.

Aspirations

Our aspirations are where we would ideally like to be and aim to accelerate action and inspire innovation wherever possible.

"A healthy environment goes hand in hand with economic growth and jobs, and is an indispensable foundation for sustainable development."

EUROPEAN UNION COMMISSIONER KARMENU VELLA

Council will use this strategy to direct our future planning, actions and resources. It will direct our efforts in advocacy and partnerships with key agencies to deliver the community's aspirations for a more sustainable future.

To realise our vision we need everyone to take action and do their bit. Council will work closely with our community, our key partners and stakeholders to protect, create and live in our extraordinary Northern Beaches.



Our Strategic Line of Sight

Various legislation requires Council to take action to protect our environment and consider the impact on future generations in the decisions we make today. The environment and our effects on the environment don't stop at our local government boundaries, we therefore have a responsibility to also consider relevant international, Federal and State Government targets and strategies in what we do locally. This strategy aligns with the following:

Global

- 2015 Paris Agreement
- UN Sustainable Development Goals



National

- Renewable Energy Target – ~23.5% electricity from renewable sources in 2020
- Australia's 2030 climate change target - 26-28% emissions reduction by 2030 on 2005 levels

State

- Net-zero emissions by 2050

Region

- Our Greater Sydney 2056 - North District Plan
- Resilient Sydney – A strategy for city resilience 2018

Local Area

- Northern Beaches Council Community Strategic Plan, Local Strategic Planning Statement and other long term strategies

Our Plans

This strategy provides a long-term vision (20 years) for the environment on the Northern Beaches.

It will be supported by short term action plans (4 years) which will provide more specific detail on what will be done to achieve the goals, aspirations and commitments in this strategy.

Our new planning framework provides a platform for achieving our community's vision for the Northern Beaches - 'a safe, inclusive and connected community that lives in balance with our extraordinary coastal and bushland environment'.

This strategy will help us deliver the Protection of the Environment and the Environmental Sustainability community outcomes within Shape 2028 - The Northern Beaches Community Strategic Plan. The strategy has also been developed to help us deliver the sustainability objectives of the Paris Agreement, the Greater Sydney Region Plan and priorities of the North District Plan; the United Nations Sustainable Development Goals and the Resilient Sydney Strategy. It aligns with our new Local Strategic Planning Statement which bridges the gap between Regional, District and Local Plans and informs our strategic land use planning and development controls.

Northern Beaches Council - Plan Structure





Challenges and Opportunities

Our environment faces a range of challenges, many of which are global challenges, with threats that we must actively manage locally. Our climate is changing rapidly, our cities are growing and technology is transforming the way we live, work and play. We have access to more information than ever before and with this diverse opportunities to do things differently, to do them better.

Climate Change

Climate change is already affecting the way we live. It will continue to impact both our natural environment and the liveability of the Northern Beaches and demands urgent local and global action. Council declared a climate emergency in August 2019 noting that we must take the opportunity to work collaboratively with the community and key stakeholders to accelerate action. We need to significantly reduce carbon emissions to minimise risks and address predicted affects of effects of climate change, including impacts from sea level rise and frequency of extreme weather events, bushfires, coastal storms, floods and drought.

Climate change is affecting biodiversity and water quality as ecosystems respond to increased temperatures. Severe storms and rising sea levels have potential to erode Aboriginal heritage sites. We may see changes to insurance premiums and maintenance and repairs costs, while heatwaves will impact public health.

Impacts of Climate Change



Adapted from NCCARF Coastadapt infographic

The climate has already changed. More change is unavoidable as it is locked in to the climate system from past emissions.

1°C
Oceans around Australia have warmed by around 1°C since 1910

0.19m
Increase in global average sea level between 1901 and 2010

There has been a decline of around 11% in April-October rainfall in the southeast of Australia since the late 1990's

Adapted from Australian Government, 2015 and BOM 2018

Climate Change Mitigation

Greenhouse gas emissions drive climate change with emissions being predominantly generated through electricity and gas usage, transport choices and waste generation. As a community the Northern Beaches contributes almost 2 million tonnes of emissions from these sources annually.

Our first priority as a community is to commit to mitigating the future impacts of climate change by reducing our emissions. We will do this by changing the way we live, how we develop and by adopting creative solutions.

It is also important that we address the emissions created in producing and transporting the food we eat, clothes we wear etc. and we aim to reduce over consumption and food wastage (IPCC, 2019).

Australia signed the Paris Agreement in 2015 and committed to limit global temperature increase by the end of the century to 2°C and strive to limit it to a 1.5°C increase. To do this we need drastic and immediate change (IPCC, 2018).

At a local level on the Northern Beaches we acknowledge the seriousness of this task. We believe it is imperative that we put significant local effort into reducing our emissions to prevent more severe climate change. This is reflected in each section and every theme of this strategy, within the ambitious commitments and even more so in our aspiration to strive to achieve net zero emissions by 2030.

Climate Change Adaptation

The global nature of climate means that we are already experiencing change and that some level of change is unavoidable (IPCC, 2018). Past emissions remain in the atmosphere for decades and during this time continue to cause temperature increase, essentially locking future change into the system.

It is critical we prepare for the changes already locked into the system. We do this by being prepared for what is to come and adapting the way we design and build our structures today. These buildings, roadways, stormwater pipes, seawalls etc. will stand for the next 50 to 100 years, so they need to be able to withstand the future impacts.

"Climate change adaptation helps individuals, communities, organisations and natural systems to deal with those consequences of climate change that cannot be avoided."

-AUSTRALIAN GOVERNMENT, 2019

Population Growth

Like the rest of 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. It is expected that our population increase will come from residential expansion, as there are large numbers of older children (late teens, twenties and even thirties) expected to leave home over the coming years, and from in-bound migration, most notably from overseas, as well as areas to the south (profile.id, 2019).

Each year the Northern Beaches attracts nearly 3 million domestic and international visitors. Visitors are enticed here by the area's natural beauty and are an important part of our economy.

We know that development can put significant pressure on our environment. This includes the impacts that come from increasing consumption and an expanding urban footprint. We need to make sure that we manage any growth so it occurs in the right locations and is supported by sustainable infrastructure. If we don't change the way we live, in particular the amount we as individuals and collectively as a community consume, then we will not be able to achieve our goals and commitments in this strategy.

To address this challenge, we need to:

- plan for local jobs;
- ensure housing is both suitable and sustainable;
- provide suitable supporting infrastructure; and
- protect our natural environment.

Our transport network remains a key infrastructure challenge. You can view the community's aspirations to reduce trips by car, increase trips by public transport and in turn reduce our carbon emissions from transport by 30% in our Move: Northern Beaches Transport Strategy.

Where growth is needed, we will design our new houses, offices, industries and public infrastructure to be sustainable and resilient and to create liveable communities that integrate the built and natural environment.

The Relationship Between Adapting to Climate Change and Emissions Reduction

Climate change mitigation means reducing or avoiding greenhouse gas emissions to minimise the rate and magnitude of climate change

Climate change adaptation means taking steps to prepare and respond to the effects of the changing climate

Ways to Mitigate

Enhancing Energy Efficiency Lighting
uses 8-15% of the average Australian household electricity. Switching to LED's can significantly reduce energy usage

Increased Uptake of Renewable Energy
19% of Australia's electricity came from renewable sources in 2018

Improvements in Industrial Processes
For example improved maintenance and operation of boilers can reduce energy use by up to 5% in steam, hot water and process heating systems

Increased Uptake of Sustainable Transport
21% of people in Sydney usually travelled to work by public transport in 2016

Enhancing Carbon Sinks
A carbon sink is anything that absorbs more carbon than it release. Bushland, soils, oceans and the atmosphere can act as carbon sinks



Environmentally-responsible building design



Mangrove and saltmarsh planting and restoration of catchments



Water Conservation



Urban Growing

Ways to Adapt

Changing The Use Of Land
can protect buildings and infrastructure from existing and new hazards and can allow for changes in the landscape

Upgrading or Hardening the Design of Buildings and Infrastructure
CSIRO wind design standards for all new housing can reduce the risk of damage from wind by 50-80%

Adjusting Activities and Lifestyle
To manage increasing heat some sporting organisations are changing the time games are played, to avoid the heat in the middle of the day

Emergency and Business Continuity Planning
Even without factoring in climate change, the total economic cost of natural disasters in Australia is forecast to rise to $23 billion annually by 2050

Increasing Community Understanding of Climate Risks
To build capacity in the community to adapt to the changing climate

Some actions can have mitigation and adaptation benefits

Adapted from Australian Government, 2015

13



Influences

Our environment faces a range of challenges, many of which are global challenges, with threats that we must actively manage locally. Our climate is changing rapidly, our cities are growing and technology is transforming the way we live, work and play. We have access to more information than ever before and with this diverse opportunities to do things differently, to do them better.

Politics and globalisation

Global politics, megatrends and financial movements can have strong influences locally. Climate change policies and pledges, carbon pricing and financial trade markets are some examples that have the potential to impact the ability to successfully deliver this strategy.

Federal and State government policy changes impact our ability to meet our local commitments. Council will advocate on behalf of the community to deliver our commitments.

Technological Change

Driverless cars and electric vehicles are on their way. Smart city advances are fast tracking decentralised power grids, intelligent building management, and transforming how we communicate. Drones and remote mapping technologies are already being used to manage our natural areas.

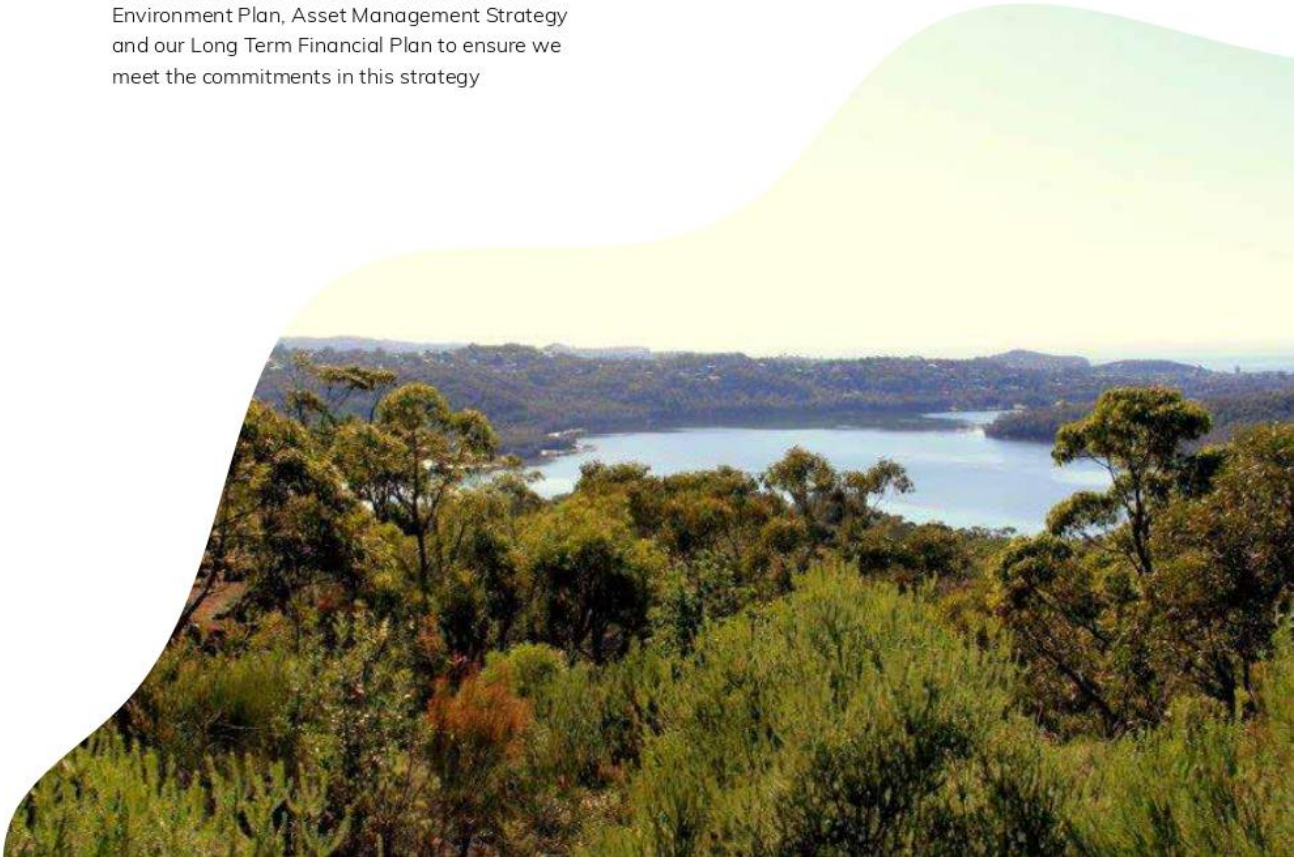
We already have access to large amounts of data and this continues to grow. Technological innovations are transforming rapidly and we have an opportunity to respond and adopt these to make smarter decisions and allocate resources more efficiently.

Council's ability to influence

The level of influence Northern Beaches Council has varies. However Council can play a key role in our community to reduce barriers, influence people's attitudes and transform behaviours to facilitate change. Council will use these guiding principles to maximise our impact and drive the change needed to achieve our goals:

- Advocacy: Council will lobby and advocate on behalf of our community to ensure that local, state and federal policies reflect and enforce the efforts needed to tackle climate change and protect our environment
- Education: Council will work to educate the community on our extraordinary natural environment, how climate change and the way we live impacts it and why it is important that it is actively protected and enhanced
- Leading by example: Council will embed sustainability in our own business practices. We will trial new technologies and approaches and facilitate and accelerate uptake in our community. Council will undertake projects to reduce emissions and support and enable our community to do the same
- Key levers: Council will use the key levers of the Local Strategic Planning Statement, Local Environment Plan, Asset Management Strategy and our Long Term Financial Plan to ensure we meet the commitments in this strategy
- Funding: Council will deliver the strategy as a priority across its diverse portfolio. This will be done with consideration for quadruple bottom line responsibilities to balance the environmental, social, economic and governance outcomes. Council will seek opportunities to access grant funding and leverage external sources of funds to increase our impact
- Engagement and collaboration: Council will engage and collaborate with our local environment groups, volunteers, stakeholders, the community and other change makers to leverage the great work they are doing to amplify the collective impact. This will include embracing innovation and motivating and inspiring the community to achieve behaviour change

It will take mobilising our entire community to achieve the goals, commitments and aspirations in this plan. Collaboration, engagement and education has been incorporated throughout the themes to ensure the natural environment is protected, valued and enjoyed by our community, and the community is motivated, inspired and supported to live more sustainably.





Protect

Our Natural Environment

The natural environment is key to our Northern Beaches bush and beach identity and is made up of our bushland, waterways and catchments, coastline and marine waters. A healthy environment is vital to our everyday lives and contributes to our lifestyle and quality of life.

Our natural environment is under pressure every day in many ways, from pollution, development and invasive species. It is vital that we act now to avoid future impacts from climate change, and take steps to build resilience for the changes that are already coming.

We will drive behaviour change to protect our environment through our Environment Centres and programs and use planning controls to achieve environmentally sensitive developments.

We are the custodians of our ecosystems, our plants, animals and waterways. It is up to us to protect their abundance, extent, diversity and quality. If we do this we will protect our natural environment for its intrinsic value and ensure that future generations will be able to enjoy living, hiking, biking and paddling in our extraordinary nature.

Theme 1: Bushland

Background

Our bushland is made up of many native plant communities which together cover 155km² of the Northern Beaches. The bushland is vital habitat for our native animals from the threatened Eastern Pygmy Possums and Powerful Owls, to the more common Ring Tail Possum and Swamp Wallaby. The plants in bushland areas clean our air and together with the soil, filter the water running into our waterways and act as our very own carbon sink.

Our bushland is under continual pressure from existing and expanding development. Development is reducing the amount of bushland we have and increasing the fragmentation of what remains. Climate change is also predicted to put stress on our bushland from more extreme weather events such as storms, heat waves and changes in rainfall patterns leading to drought and bushfires.

Council manages 17km² of this bushland and a further 114km² is in the local national parks. The remainder of our bushland is found in state government owned land, schools, golf courses and in private ownership. With ownership in both public and private hands being able to balance competing priorities means it is important that Council works with our community and key stakeholders to realise our goals.

Council also needs to balance bushland management with the need to protect people and property from bushfire. This balance is important as about 1 in 5 properties in the area are affected by bushfire. Natural hazards including bushfire are discussed in more detail in Theme 8.



Our goal

Protect and enhance the extent and quality of all bushland to preserve its unique value for future generations



155km² Bushland

114km² in 3 National Parks

17km² Council Management

We aspire to achieve...

No net loss of bushland

We are committed to...

- **Maximising the retention of bushland**
- **Improving the quality of existing bushland**
- **Improving the connectivity of wildlife corridors**
- **Balancing bushland protection with the need for responsible bushfire management**

We will...

1.1 Work to protect existing bushland and enhance its ecological value using best practice restoration techniques

1.2 Protect our bushland and its associated biodiversity through strategic land-use planning and development controls

1.3 Capture quality baseline data on our bushland and continue to monitor and report to the community

1.4 Actively engage in partnerships, research and innovation opportunities to improve the way we do things

1.5 Improve and manage sustainable recreational access whilst protecting environmentally sensitive lands

1.6 Consider scenic and cultural landscapes and heritage in strategic land-use planning, development controls and when undertaking works

1.7 Motivate, inspire, educate and support our community and stakeholders to value, protect and enhance our bushland, including facilitating environmental volunteering

1.8 Work to prevent unlawful actions, such as illegal clearing and dumping, and reduce pollution by implementing enforcement and compliance activities to protect the bushland from destruction

1.9 Promote more environmentally friendly gardens.

Theme 2:
Waterways and Catchments

Background

Waterways and adjacent riparian areas support a variety of aquatic and terrestrial life, provide habitat and breeding grounds for many aquatic plants and animals and are an essential part of larger ecosystems. They are also an important part of the scenic landscape of our region.

The Northern Beaches' waterways are a mix of creeks, wetlands, lagoons, estuaries, groundwater and constructed waterways. We have seven major catchments that drain to our coastal lagoons, directly onto the beaches or into North Harbour, Middle Harbour and Pittwater.

Our lagoons, creeks and wetlands support Threatened Ecological Communities as well as a broad range of plants and animals. These include endangered species such as the Hairy Pipefish and the Bush Stone Curlew, as well as a number of migratory birds protected by international agreements.

Our waterway systems, including natural creek lines, the constructed stormwater network and all the associated structures used to be seen as just a way to take away nuisance water, the faster the better. This saw a preference for straightening creek lines and lining the channels with concrete. The increased speed of flow carries pollutants, including litter and plastics, from gutters and roads to natural creek lines to waterways and to the ocean.

Now we value our waterways for their part in local and regional ecosystems, contribution to our own standard of living, and their aesthetic value. We want to restore our waterway systems to as natural a condition as we can. Allowing our waterways to meander and slow down the flow of water improves the water quality entering our receiving waters - our lagoons, harbours and beaches, as well as providing riparian and in-stream habitat.

There are significant challenges balancing the protection of our waterways with development while also considering the impact of flooding and erosion in these areas. Flooding and prolonged periods of drought from climate change will alter the natural flow patterns of our waterways. Through mitigation, we are doing our bit to reduce future climate change and protect our waterways. We need to embrace Water Sensitive Urban Design principles to improve the ability of urban environments to capture, treat and reuse stormwater. Bringing water into our environment also helps to cool our urban areas and reduce the impacts of the increased heat waves that we expect with our changing climate.



Our goal

Our catchments and waterways will be healthy and resilient; valued and enjoyed by our community. They will be protected and enhanced as an integrated system; connecting built, natural and cultural elements.



7	Major Catchments
20	Major Creeks
5	Coastal Lagoons
3	Major Estuaries (Sydney Harbour, Hawkesbury River, Pittwater)
600km	of stormwater pipes

We aspire to...

Improve the condition of all our waterways

We are committed to...

- **Protecting our receiving waters and riparian areas**
- **Protecting and improving the condition of creeks and riparian vegetation**
- **Minimising threats to aquatic ecosystems**
- **Reducing the impact of urban runoff on our waterways**
- **Actively working to keep single use plastics and other litter out of our network**

We will...

2.1 Prioritise and implement works to improve our impacted waterways, including activities to minimise the impact of the natural environment on people and property and reduce pollution

2.2 Progressively improve our stormwater network so that we discharge to our waterways in an environmentally sensitive way without increasing risks to the community

2.3 Protect our waterways with strategic land-use planning and development controls including water sensitive urban design

2.4 Integrate the management of our waterway systems so that they better protect receiving environments

2.5 Balance the way we manage our waterways to consider both improving the condition as well as minimising impacts of natural hazards

2.6 Capture quality baseline data on our waterways and continue to monitor and report to the community

2.7 Actively engage in partnerships, research and innovation opportunities to improve the way we do things

2.8 Improve and manage sustainable recreational access whilst protecting environmentally sensitive lands

2.9 Ensure scenic and cultural landscapes and heritage are considered in strategic land-use planning, development controls and when undertaking works

2.9 Motivate, inspire, educate and support our community and stakeholders to value, protect and enhance our catchment and waterways, including facilitating environmental volunteering

2.10 Work to prevent unlawful actions, such as illegal discharges, by implementing enforcement and compliance activities to protect waterways from pollution and destruction

Theme 3: Coast

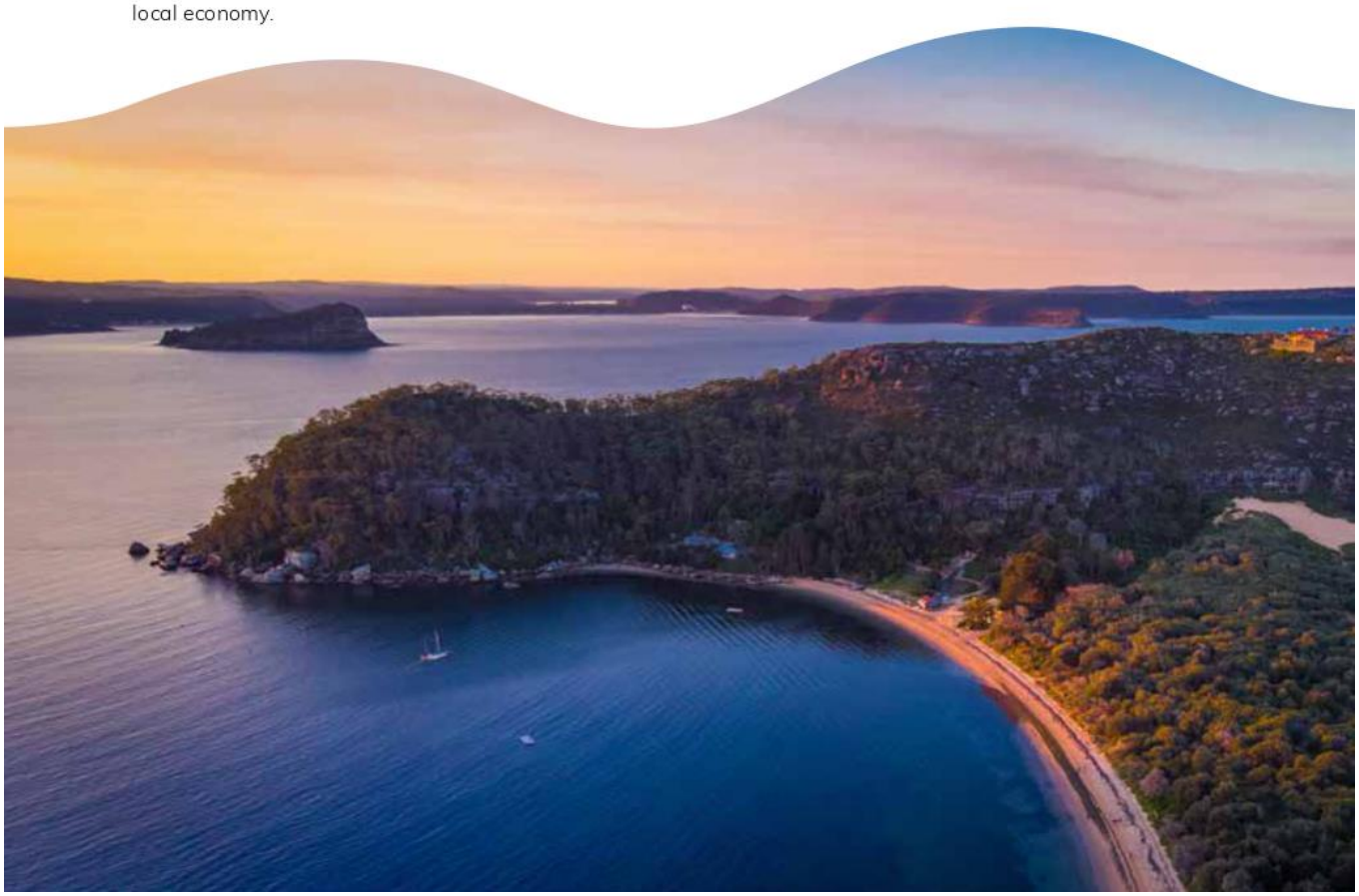
Background

We are the Northern Beaches and our iconic coastline, stretching from Manly to Palm Beach and round to Pittwater and Middle Harbour, is a large part of our identity. It is where we choose to spend a lot of our free time. We fish, swim, surf, snorkel, and paddle in our waters and trek, run and picnic along the coastal beaches and walkways. The coastal area includes the natural and built foreshore, our beaches, dunes, rocky headlands, cliffs, intertidal areas, marine waters, harbours, estuaries, and reefs.

Our 80km of iconic open coastline and 24 ocean beaches supports a rich biodiversity of plants and animals, including those within the five aquatic reserves, four intertidal protection areas as well as two national surfing reserves. It draws visitors from all over the world, which boosts our local economy.

History has shown us how susceptible our coastline is to erosion. Climate change is expected to bring more damaging coastal storms as well as a higher sea level. We need to manage current risks to the coast and mitigate future climate change by making more sustainable choices. Natural hazards including coastal erosion are discussed in further detail in Theme 8.

Development on the coast needs to prepare for the changes we know are coming, as well as the other impacts on our coast like water quality and loss of dune vegetation.



Our goal

Protect and enhance our unique coast and its processes to support a healthy natural environment and provide excellent recreation, views and amenity.



80km	Coastline
24	Ocean beaches
27	Coastal and public rock pools
36km	Coastal walkway
5	Aquatic Reserves
2	National Surfing Reserves
4	Intertidal Protected Areas

We aspire to...

Ensure our coastal environment, amenity and processes are protected into the future

We are committed to...

- **Our beaches having the highest water quality rating**
- **Maintaining our beaches, headlands and rockpools to a high level of community satisfaction**
- **Maximising retention of natural coastal habitat and improve the quality of coastal vegetation**
- **Reducing the impact of urban runoff on the coast**
- **Actively working to keep single use plastics and other litter off our coast**

We will...

3.1 Work to allow coastal processes to naturally shape the coastal environment, whilst preserving the natural character, through policies, strategic land use planning and development controls

3.2 Reduce pollution entering our coastal environment using best practice source controls, treatment measures and better detection systems

3.3 Prioritise and implement works to improve the condition of our coastal and marine environment using regeneration and habitat enhancement techniques, and minimise the impact of coastal processes on people and property.

3.4 Create inclusive opportunities for our community to enjoy the coast, by delivering high quality, sustainable, resilient and appropriate facilities whilst protecting environmentally and culturally sensitive lands

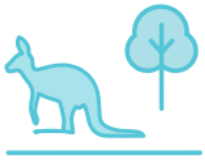
3.5 Actively engage in partnerships, research and innovation opportunities to improve the way we do things

3.6 Motivate, inspire, educate and support our community and stakeholders to value, protect and enhance our coastline, including facilitating environmental volunteering

3.7 Work to prevent unlawful actions, such as illegal clearing and development, by implementing enforcement and compliance activities to protect our coastline from damage

3.8 Capture good quality baseline data and continue to monitor and report to the community

Theme 4: Biodiversity



Background

The Northern Beaches is home to an extensive diversity of plants, animals and microorganisms, living throughout our terrestrial, aquatic and marine environments. Together they form our rich biodiversity and make up complex ecosystems of soil, water, air, plants and animals that interact together.

> "I can't imagine anything more important than air, water, soil, energy and biodiversity. These are the things that keep us alive".
>
> DAVID SUZUKI

Biodiverse, healthy ecosystems provide the foundation for all life to thrive; they clean the air, the water and provide fertile soil. They also distribute fresh water, regulate the climate, provide pollination and pest control and reduce the impact of natural hazards (IPBES, 2019).

Both our natural and urban areas have their place in enhancing biodiversity and supporting an increasing number of threatened and endangered species on the Northern Beaches. Whilst our natural areas are critical in supporting most of our local biodiversity and threatened species, urban habitats including parks, tree lined streets and even our backyards act as wildlife corridors and contribute to connectivity of biodiversity across the Northern Beaches. The endangered Swift Parrot feeds on winter flowering street trees like the Swamp Mahogany before flying to Tasmania to breed; the Eastern Bentwing-bat has chosen many of our larger stormwater pipes as a winter roosting spot with the females migrating to maternity caves far from the Northern Beaches during the warmer months. We have the only known breeding population of Little Penguins in mainland NSW.

To protect our biodiversity we need to consider and protect each different scale, from the worms which process nutrients in our estuaries, to reducing the impact of invasive species and domestic animals on our native wildlife.

Natural areas cover almost half of the Northern Beaches including 350 bushland reserves, three national parks and 80km of coastline. At a landscape scale we need to increase connections between our natural areas. Bringing nature into our streets and suburbs will improve their character and liveability, encourage connection with nature and improve attractiveness of active travel.

Development, pollution and invasive species, both plants and animals, are constantly increasing the pressures on our local biodiversity (IPBES, 2019). Climate change impacts including increased temperatures, drought and bushfires are predicted to impact the variety of our local native species. Some of our plants require fire to germinate their seeds. Too frequent fire prevents them growing enough to flower and set seed, which could significantly alter our natural bushland and diminish the diversity of fauna it supports. Elevated water temperatures can increase the frequency of algal blooms in our waterways and change the species able to survive in our aquatic reserves.

We need to mitigate future climate change by taking action now to reduce our emissions. Development needs to be coordinated to protect core bushland areas, support and enhance wildlife corridors and allow natural waterways to meander through our suburbs. Invasive species need to be removed and suppressed to prevent them from competing with native species.

It will require a community wide effort and careful and considered planning to ensure we protect and enhance our extraordinary local biodiversity.



Our goal

Protect our local native plants and animals, and restore our ecosystems so they are healthy, resilient and valued by our community.

540	Native animal species
1,460	Native plant species
48	Plant community types
60	Threatened species
13	Threatened Ecological Communities
50	Wildlife Protection Areas

Did you know?

We have an "Area of Outstanding Biodiversity Value" protecting our little penguins, the only mainland colony of little penguins in NSW.



We aspire to...

Maintain our local native plant and animal species, populations and communities

We are committed to...

- **Maximising retention and ecological condition of key habitats**
- **Reducing the impact of invasive species**
- **Improving the connectivity of wildlife corridors**
- **Improving biodiversity in the urban environment**

We will...

4.1 Prioritise high value conservation sites and implement on-ground works, such as bush regeneration and invasive species control, to protect our biodiversity and enhance the ecological value and function of our environment

4.2 Prepare and implement a strategic approach to biodiversity land management and use this to inform our strategic land use planning and development controls

4.3 Capture good quality baseline data and continue to monitor and report to the community

4.4 Actively engage in partnerships, research and innovation opportunities to improve the way we do things

4.5 Motivate, inspire, educate and support our community and stakeholders to protect and enhance our biodiversity, including facilitating environmental volunteering

4.6 Work to prevent unlawful actions, such as illegal clearing and development, by implementing enforcement and compliance activities to reduce the loss of biodiversity

4.7 Consider the impacts of climate change on biodiversity and understand pathways for adaption



Create

A Sustainable Built Environment

The way we create our built environment influences how we move around, how comfortable our homes and workspaces are, the amount of resources we use and the liveability of our neighbourhoods. Our built structures typically remain in the environment for a long time. Our buildings are a major energy consumer and account for almost one quarter of Australia's carbon emissions (ASBEC, 2016).

Development is a constant pressure of urban living. We have the opportunity to use our land use planning instruments and controls to design and build our neighbourhoods well so they fit within our natural environment, rather than damage or destroy it, and reduce resource use. To do this Council will need to work closely with the community, other levels of government and key stakeholders so that we are all working towards the same goals. If we get this right from the start it will reduce other urban hazards such as air, noise, light, water and soil pollution and exposure to UV. Our built environment will be livable and inclusive and compliment our natural one.

Electricity and transport together are responsible for 85% of our community's carbon emissions on the Northern Beaches. Transitioning to renewable energy, building more efficient homes and workplaces, greening our suburbs and changing the way we move around are key strategies to reducing our impact on the environment.

Theme 5:
Sustainable Built Environment

Background

It is important that we design our neighbourhoods so they are liveable and function well, encourage active travel and integrate with our natural environment. We also need to build our homes, offices and infrastructure as sustainably as we can because they will be around for the next 50 to 100 years. Our existing buildings and homes can be renovated and retrofitted to reduce our environmental footprint.

Designing and building our neighbourhoods, homes and workplaces right will improve our overall community resilience. It will mean better connected places for us to move around. We will be better prepared to live with the climate change impacts of increased heat stress, storms and rising sea levels. We will reduce air, noise, light, water and soil pollution and exposure to UV.

With electricity consumption responsible for 56% of our community emissions, it is great to see that our community has already begun the switch to renewable energy. By the end of 2018 our community had installed over 8,500 individual solar installations, which together reduces over 37,000 tonnes of carbon emissions each year. We need to continue to make this transition away from energy sources that create emissions whilst also reducing the total amount we use.

After electricity, travel is our next biggest emission reduction challenge and supporting different transport options is key for us to achieve our commitments and aspirations. We need to plan our cities to reduce the need to travel and in turn improve liveability and connectedness and support our local economies. We will do this by implementing the Move: Northern Beaches Transport Strategy 2038 which includes more specific and detailed goals, commitments, aspirations and strategies.

Urgent action is needed to address the challenges and acknowledge the scale and longevity of influence the structures being built today will have on our environment.

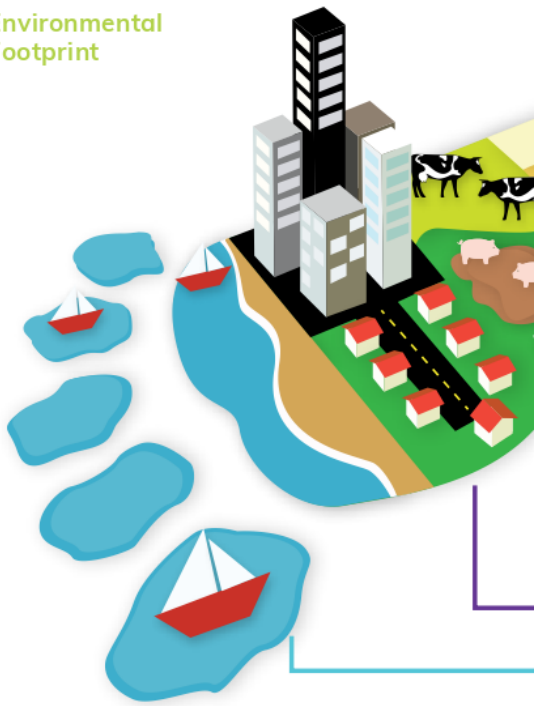
We are using more resources than nature can regenerate - built-up land, crops, grazing, fishing - and releasing more carbon dioxide than bushland can sequester
(GLOBAL FOOTPRINT NETWORK, 2018)

By 2020 three major volume home builders will offer carbon-neutral homes

It costs on average $20k more to build a zero energy home, and utility bill savings will pay back the cost in 10yrs
(CRC Low Carbon Living, 2019)

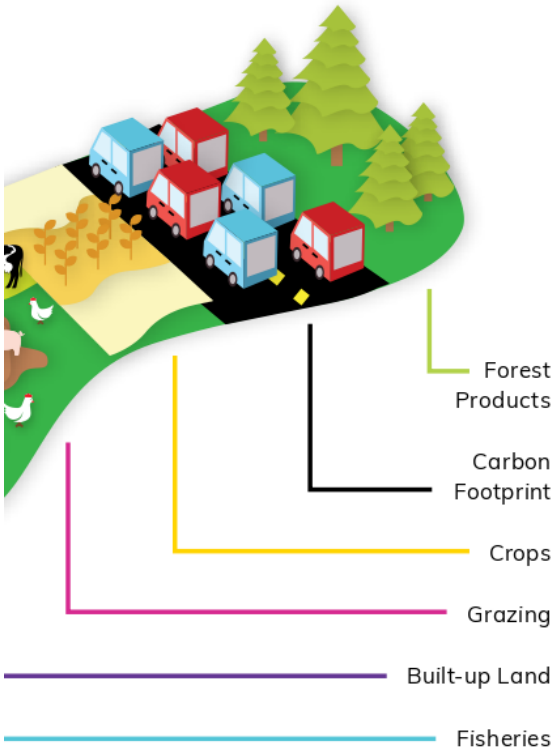
A 5kW solar PV system in Sydney will have a payback period of 4-5 years
(Alternative Technology Association, 2018)

Environmental Footprint



Our goal

Our homes, work places, buildings, infrastructure and neighbourhoods are designed, built and maintained with low environmental footprints, to improve liveability and support community resilience.



We aspire to achieve...

All new buildings being net zero emissions by 2030

We are committed to...

- **Reducing resource consumption in our community**
- **50% of suitable premises with solar panels installed by 2030**

We will...

5.1 Support and encourage renovations, retrofits and refurbishments to lower energy and water use in our community, including driving conversion to renewable energy, especially solar panels

5.2 Help our community to understand the benefits of building sustainably

5.3 Improve local planning controls to ensure residential and non-residential buildings and infrastructure are sustainably designed and built

5.4 Encourage state and federal government to rapidly drive down emissions, water use and other pollution through actions such as better building standards for residential and non-residential buildings and relevant infrastructure; eg. increasing BASIX and implementing standards for non-residential development.

5.5 Partner with all levels of government to deliver best practice infrastructure e.g. the Beaches Link Tunnel and the rapid public transport expansion and associated infrastructure.

5.6 Implement the Northern Beaches Move Transport Strategy to improve travel infrastructure, public transport, mass transit, and community behaviour

5.7 Actively engage in partnerships, research, innovation and investigate potential for incentives to provide opportunities for our residents and businesses to increase uptake of sustainable choices to reduce their footprint

5.8 Seek out, support and encourage precinct scale solutions to reducing resource use

5.9 Undertake proactive inspections, education programs and environmental auditing to minimise air, noise, water, light and soil pollution and exposure to UV. This includes implementing the NSW Wood Smoke Reduction Program.

Theme 6:
Green Neighbourhoods



Background

A green neighbourhood is made up of a network of green spaces, urban waterways, natural systems and semi-natural systems including parks, creeks, native bushland, wetlands, private gardens and tree lined streets that connect communities to the natural landscape. These components are identified by the NSW Government Architect as "Green Infrastructure" and collectively make up what is known as the green and blue grids.

"Increased use of green infrastructure and other ecosystem-based approaches can help advance sustainable urban development while reinforcing climate change mitigation and adaptation."

INTERGOVERNMENTAL SCIENCE-POLICY PLATFORM ON BIODIVERSITY AND ECOSYSTEM SERVICES

Green infrastructure complements other infrastructure, surrounds and connects buildings, streets and utilities and is as crucial as transport, culture and communications. It also helps us cool our urban areas as every 10% increase in tree canopy can reduce land surface temperatures by over 1°C (Resilient Sydney, 2018).

This strategy, along with the Draft Northern Beaches Urban Tree Canopy Plan 2019 is key to delivering and protecting green infrastructure and expanding the green grid, including our urban tree canopy.

We are lucky to have one of the highest tree canopy coverage rates in Sydney, but according to 202020 Vision we are also losing it in the highest percentage rates too. We want to turn this around and create a better quality green grid through the Northern Beaches, incorporate green infrastructure into our buildings and bring water into our public spaces.

Green Infrastructure and the green and blue grid

An urban green and blue grid helps to improve the quality of our urban environment and also helps to adapt and mitigate the effects of climate change. Well designed and planned green infrastructure helps to absorb flood water, cool the urban environment, clean the air, provide spaces for local food production, provide habitat for plants and animals as well as space for recreation, sport and leisure.

Council supports the NSW Government's draft Greener Places Policy which identifies Green Infrastructure as being as crucial to our neighbourhoods as transport, cultural and communications infrastructure. This policy identifies the need to plan and design green infrastructure as a three dimensional envelope that surrounds and connects buildings, streets and utilities. It can frame and shape the growth of sustainable communities by promoting access to open space, nature, culture and sport, which will improve the appeal to visitors and the quality of life for all (Government Architect, 2018).



Our goal

The built environment integrates nature and connects our community through green and blue networks to support active travel and healthy lifestyles. We design our community around nature.

Every 10% increase in tree canopy can reduce land surface temperatures by 1°C

The canopy cover for street trees in the Northern Beaches is 39%

We are committed to...

- **Increasing the existing urban tree canopy to expand the local green grid**
- **Planting a minimum of 5,000 trees each year**
- **Ensuring development integrates and supports the surrounding natural environment**

We will...

6.1 Identify, design and deliver priority local green grid corridors, connections and shared uses. We will integrate this into our planning instruments

6.2 Support, encourage and enable green infrastructure development, including vertical and roof gardens, through our planning instruments and regulations

6.3 Implement relevant tree plans and strategies, including finalising and implementing the Draft Northern Beaches Council Urban Tree Canopy Plan 2019 to protect and enhance our urban trees. Key directions in the plan include protecting urban trees, maintaining tree canopy covers, improving tree health and diversity and inspiring the community to protect and enhance urban trees

6.4 Work to minimise disruption from trees to utilities and other community services

6.5 Select tree canopy species that compliment the local natural environment



Live

Sustainably in our Environment

The way we live in our environment is changing rapidly in response to many factors including climate change, globalisation and new technologies. We have ever increasing access to data and information, our cities are getting smarter and this is opening up new opportunities like remote working and localising power generation and ownership.

We have the chance now to use these advances to help us make positive changes to the way we choose to live in our environment. Smarter everyday actions and habits collectively have the potential to significantly reduce our environmental footprint.

Northern Beaches Council as an organisation is committed to sustainability and addressing climate change and wants to take up the challenge to improve the way we do things and reduce our environmental footprint. We signed up to the Cities Power Partnership and pledged to actively help residents to move towards renewable energy and reducing emissions. We are setting goals, commitments and aspirations for Council's own operations in Theme 9 so that we can understand the challenges at an individual business level and share our knowledge to help our community to do the same. We will do this through maximising the effectiveness of our environment centres and other education and capacity building activities with the wider community, including schools, local residents and businesses to help them meet their commitments.

Climate change is also bringing rapid, complex environmental change. It is predicted to increase the impacts of natural hazards so it is important that we are prepared for what is to come and so we can recover quickly when difficult conditions arrive.

Theme 7:
Sustainable Living

Background

Everyday we make many choices about the way we live in our environment, that result in us consuming energy and water, and producing waste. The amount we use and consume is set to rise as the Northern Beaches population grows and climate change impacts increase.

Australians have one of the world's largest ecological footprints per capita. If the rest of the world lived like we do in Australia, we would need over three and a half earths to sustain our demands on nature (Global Footprint Network, 2019).

We know that on average larger households, with more people and larger spatial footprints, produce more emissions. Owning and driving more petrol and diesel powered cars, taking long-haul overseas flights and meat consumption significantly increase an individual's environmental footprint.

As the Northern Beaches becomes home to more people we need to balance the pressures that come with this by reducing our consumption and making our everyday choices sustainable ones. This will be done by making walking and cycling more attractive, safe options; by bringing more renewable energy powered transport onto our roads. We need to switch off our heaters, put our jumpers on and drink from reusable bottles and coffee cups. Our waste needs to be reduced by using our food scraps and green waste to make compost and mulch and more of our waste needs to be recycled. As a community we need to support a stronger circular economy and where possible buy and source products locally. Making these simple everyday changes will reduce the running costs of our homes and businesses and at a community scale will add up to make a big difference.

With transport making up 30% of our emissions, helping our community take up lower emissions transport options such as electric vehicles, public transport, walking and cycling is crucial. Through our Move: Northern Beaches Transport Strategy 2038



Our goal

Our community is actively working towards being energy, water, waste and transport smart so that we meet net zero carbon emissions by 2050.

6,900 hrs

Over 200 bushcare volunteers who do 6,900hrs work each year

19.2K

Each year our community generates over **19,200** garbage trucks of waste

9,330

Our community uses 9,330 olympic swimming pools of drinking water each year

Our commitment to net zero emissions by 2050 aligns us with the Paris Agreement and NSW Government objectives

We aspire to achieve...

Net zero emissions in our community by 2030

We are committed to...

- Reducing carbon emissions in our community by more than half by 2040
- Net zero emissions by 2050
- Maintaining or reducing overall drinking water use in our community by 2040
- Diverting 85% of waste from landfill by 2040
- Reducing the rate of waste generation per person by 2040.
- Reducing single use plastics

We will...

7.1 Motivate, inspire, support and encourage our community to reduce resource consumption and emissions production. We will promote making choices to reduce waste production, energy and water use by buying and sourcing products locally. We will do this through engagement, education and incentived and by:
  - reviewing and maximising Council's Environment Centres and other programs to deliver the goals and commitments in the strategy; and
  - supporting community groups to deliver sustainable living choices

7.2 Minimise the use of single use plastic and disposable items by promoting use of reusable items

7.3 Support innovative solutions to reduce waste, minimise waste transport and support a circular economy.

7.4 Reduce waste to landfill through service delivery, including diverting food and green waste to composting, and provision of recycling alternatives and educating the community in ways to minimise waste production at home and maximise recycling

7.5 Drive water efficiency and reuse in our community, including through reuse of grey, black and stormwater

7.6 Accelerate our transition to low emissions vehicles and increase our active travel trips by implementing the Move - Northern Beaches Transport Strategy

7.7 Actively engage in partnerships, research and innovation opportunities to improve uptake of sustainable living choices

7.8 Council will lobby and advocate on behalf of our community to ensure that local, state and federal policies reflect and enforce the efforts needed to help our community transition to living more sustainably

"Net zero carbon is when the amount of carbon dioxide emissions released on an annual basis is zero or negative."
WORLD GREEN BUILDING COUNCIL

CO_2

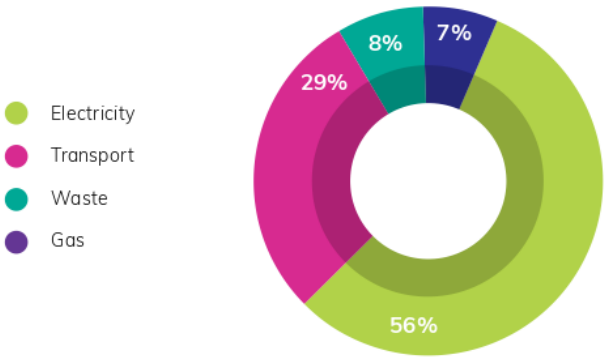
2 Million Tonnes

In 16/17 the **total carbon** emissions from electricity, gas, waste and transport for the Northern Beaches Region was almost 2 Million Tonnes

23,000 MegaLitres

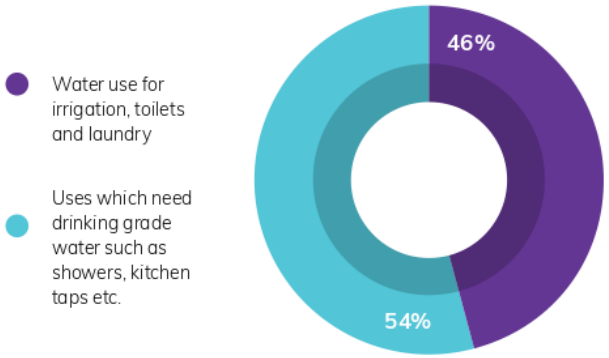
The water use was over 23,000 Mega Litres, which is over 9,000 Olympic swimming pools of water.

Carbon emission in the Northern Beaches by resource type



Reductions targeting electricity and transport should deliver higher emissions reductions

Drinking water consumption on the Northern Beaches



Finding alternate sources for this water will reduce our drinking water use


Charge
Ahead
We're making
the change
to electric
northern
beaches
council
Ahead

Theme 8:
Adaptation and Resilience

Background

Adaptation and resilience is about responding to and being prepared for the current and future impacts of climate change and natural hazards. Our region will be exposed to various climate change impacts such as sea level rise, more intense storms and flooding, leading to increased risks to buildings and infrastructure, heat waves and increased bush fire risk (BOM and CSIRO 2018, and OEH, 2016). We will also see impacts on the diversity of our plants and animals (IPBES, 2019). Our local Aboriginal heritage sites will be exposed to more severe erosion (AHO, 2019). These impacts will influence the way we live, play in and experience our natural environment and need to be balanced with ecological needs.

Our community will continue to be exposed to urban hazards from past and present development activities, such as air, noise, light, water and soil pollution and exposure to UV. These hazards are heavily influenced by land use, with major road corridors linked to noise and air pollution, industrial areas posing risk of stormwater contamination and residential areas contributing woodsmoke pollution, especially in winter. These hazards are discussed previously in Theme 2: Waterways and Catchments and Theme 5: Sustainable Built Environment.

While Council and the community will do their bit to mitigate future climate change, managing or 'adapting to' expected future risks and changes already locked into the system will help to minimise the extent of impacts. By implementing adaptation measures we will:

- Increase social, economic and environmental resilience to the impacts of climate change across all sectors;
- Increase our capacity to recover quickly from disruptions;
- Improve community safety and wellbeing;
- Ensure the built environment, especially critical infrastructure, is resilient to natural disasters and climate change influences;
- Enhance financial advantages and performance; and
- Ensure a sustainable balance between human activity and the natural environment.

The effects of climate change are broad and therefore strategies which address adaptation and resilience are also included in other sections of this strategy.

> "It is about being prepared for what is to come."
>
> ROB, COMMUNITY FOCUS GROUP



Our goal

To build resilience in our community and our natural and built environments, so we are prepared for and can adapt to climate change and natural hazards.



1 in 5 properties in the Northern Beaches are potentially affected by flooding



The number of extreme heat days in Sydney are set to rise from an average of 3 to 11 per year



Pre-planning can reduce disaster recovery costs by a factor of 10

Natural Hazards

are those elements of the physical environment, harmful to humans and caused by forces extraneous to them. More specifically, it includes all atmospheric, hydrologic, geologic and bushfire phenomena that, because of their location, severity, and frequency, have the potential to affect humans, their structures, or their activities adversely. (New York: Oxford University Press, 1978)

We aspire to...

Reduce the risk of natural hazards and climate change to our community and our environment

We are committed to...

- **Understanding and actively managing risks from bushfires, coastal erosion and inundation and flooding in the community**
- **Public infrastructure designed, constructed and maintained to address climate change**
- **The community being prepared, educated and resilient to natural hazards and climate change**

We will...

8.1 Undertake community education and engagement to improve preparedness and resilience

8.2 Drive innovation and research to be leaders in natural hazard management and climate change mitigation and adaptation

8.3 Continually incorporate best available climate change and natural hazard knowledge and practices, including innovative solutions, into our strategic land use planning, development controls, construction and operations

8.4 Collect good quality, meaningful data and leverage local knowledge to support and enable decisions

8.5 Enhance our approach to how we manage natural hazards

8.6 Advocate, collaborate and network with stakeholders to represent the needs of our community and environment and leverage outcomes from regional approaches and projects. This includes active involvement in regional initiatives such as Resilient Sydney, and implementing the Resilient Sydney Strategy

8.7 Maintain and enhance, strong collaboration with emergency services and relevant agencies

8.8 Build our skills and capacity to respond during a natural hazard emergency to reduce the impact and facilitate recovery

8.9 Improve our community's connectedness and their access to information to empower them to make appropriate decisions during an event.

8.10 Continue to identify properties affected by natural hazards to ensure strategies are in place to reduce their impact

8.11 Continue to monitor and record Aboriginal and salvage sites, undertake conservation work where appropriate and deliver education and training programs.

Theme 9:
Northern Beaches Council Operations

"If Council can do it, it shows it is possible."

COMMUNITY FOCUS GROUP



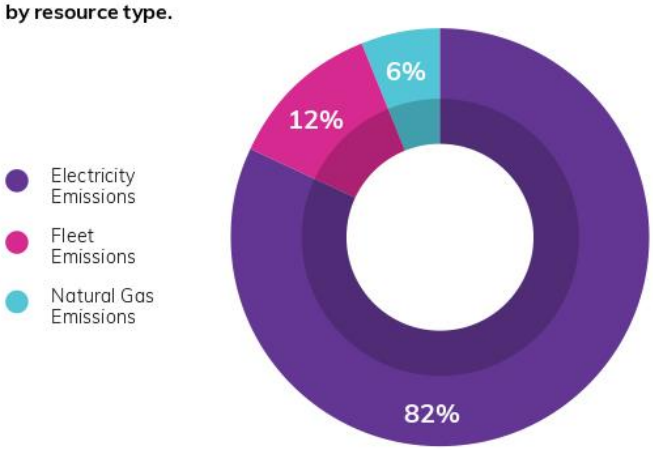
Northern Beaches Council as an organisation is responsible for approximately 2% of the emissions in our area (Kinesis, 2018). While this may not seem like a significant amount, it is important that Council acts as a best practice leader by lowering its corporate environmental footprint. Council will learn from experience what it takes to operate more sustainably and use this knowledge to help lead our community to do the same. To do this Council has set our commitments to stretch further than those for the community.

Council will drive the change within our community to do the same by using our influence where it is most significant. Council will meet our commitments by using:

- Community Strategic Plan
- Planning instruments - the Local Strategic Planning Statement, Local Environment Plan and Development Control Plan
- The Asset Management Strategy and subsequent Asset Management Plans
- Long Term Financial Plan; and
- Collaboration, engagement and education to motivate and mobilise our community.

For larger, more diverse issues and challenges, we will advocate and lobby state and federal agencies for policy change.

Northern Beaches Council's carbon emissions broken down by resource type.



Reductions targeting electricity consumption should deliver higher emissions reductions

Our goal

To work towards being a net zero emissions and water wise organisation through innovation and efficient resource use. We will drive change within our community.

We aspire to achieve ...

Net zero emissions by 2030.

We are committed to...

- A 60% reduction in carbon emissions by 2040
- Net zero emissions by 2045
- A 10% reduction in our drinking water use by 2040
- Diverting 85% of waste from landfill by 2040
- 90% recycling of construction waste by 2040
- All suitable sites being powered by renewable electricity by 2030
- Increasing the frequency of everyday sustainable behaviours in our community
- Increasing the number of environmental volunteers
- Delivering our environmental education programs and facilities to a high level of community satisfaction

We will...

9.1 Regularly monitor, report and publicise our sustainability initiatives

9.2 Reduce carbon emission from our operations by using alternative processes, different ways of working, products and vehicles

9.3 Monitor our waste generation and minimise waste, maximise recycling, reduce waste to landfill and support a circular economy

9.4 Build the capacity of staff to support and implement initiatives

9.5 Strongly and consistently consider sustainability criteria in all Council's procurement activities, including electricity contracts and investments

9.6 Actively seek opportunities for capture of water and wastewater and find ways to reuse it

9.7 Reduce drinking water use by continually improving the way we use water, especially for irrigation and our swimming pools

9.8 Retrofit Council buildings and other assets to make them use less energy and water and incorporate green infrastructure. Examples include solar panels and efficient lighting, appliances, air conditioning, and pool water heating and water sensitive urban design

9.9 Make Council buildings and other assets and other assets connected and automated to be smarter and more efficient

9.10 New builds and infrastructure to be exemplars of best practice in sustainability and embrace innovation

9.11 Lobby and advocate on behalf of our community to ensure that local, state and federal policies reflect and enforce the efforts needed to help our community transition to living more sustainably

Implementing the Strategy



The strategy will be supported by 11 action plans:

- Climate Change
- Environmental Education and Sustainable Behaviours
- Bushland
- Waterways and Catchments
- Coast
- Biodiversity
- Sustainable Built Environment
- Sustainable Living
- Adaptation and Resilience
- Northern Beaches Council's Sustainable Operations
- Urban Tree Canopy Plan (draft 2019)

Protect. Create. Live - the Northern Beaches Environment and Climate Change Strategy 2040 will be implemented by Council in partnership with key stakeholders and the community.

These action plans will be short term (4 years) and will guide our Delivery Program and Operational Plans. They will include specific projects and actions that Council will undertake to deliver the high level strategies in this document and drive us towards achieving our commitments.

It is clear a variety of tools will be needed in the action plans including innovation and research, strategic land use planning and development controls, on-ground works, compliance, collaboration, education and engagement for behaviour change.

This last two points are important; Council alone cannot achieve the goals, commitments and aspirations in this strategy, as many of the actions needed to achieve them fall beyond the direct control of local government. As a Council we will need to play a strong collaboration and advocacy role to bring relevant stakeholders together to deliver our outcomes.

Implementation of this strategy across the diverse operations of Council will consider the quadruple bottom line principles of sustainability to deliver equally on environmental, social, governance and economic outcomes. We will endeavour to deliver this strategy within our existing resources in line with the Long Term Financial Plan. We will seek opportunities to leverage external sources of funds where we can.

Council will be evaluating our progress against the goals, commitments and aspirations in this strategy annually. A detailed assessment, report and review will be completed every two to four years. This will allow us to adapt the commitments, aspirations and goals in light of fast paced changes in the market, knowledge, technology, science as well as federal and state policies.

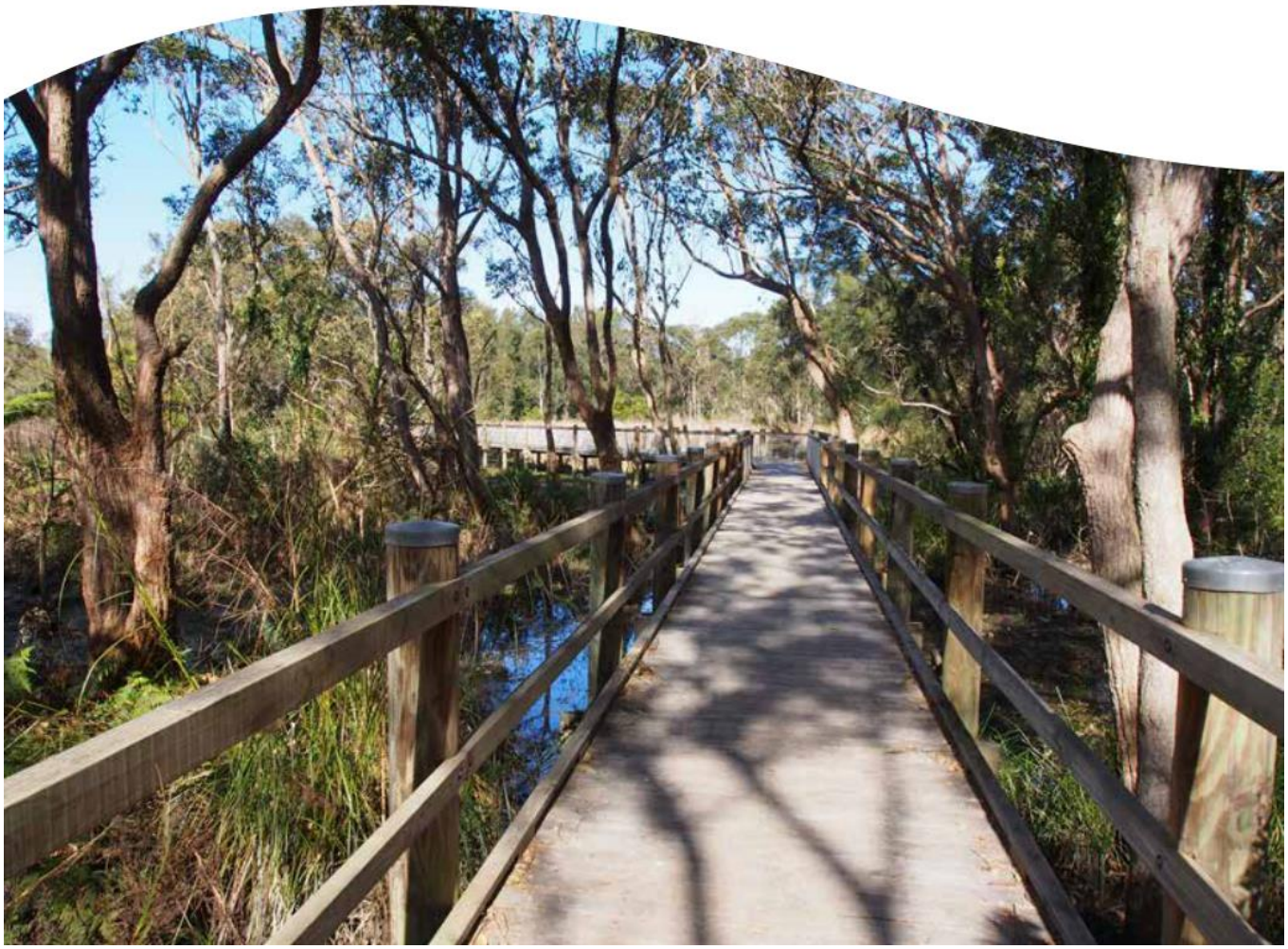
Moving Forward

We will work closely with our community and stakeholders to deliver the strategies in this document. Importantly we will track our progress and report this to the community on a regular basis.

We will tackle the challenges of climate change, population growth, globalisation, technological advancement and funding head on to meet our goals, commitments and aspirations.

In delivering the Protect. Create. Live – Northern Beaches Environment and Climate Change Strategy 2040 we will:

- Protect our environment;
- Create homes, work places and neighbourhoods to support growth sustainably; and
- Live sustainably in our environment.



Glossary

Name	Definition
Amenity	Refers both to the desirable or useful feature of a facility of a building or place as well as the pleasantness or attractiveness of that place.
BASIX	Is a performance based regulatory scheme that delivers energy and water efficiency outcomes in line with the requirements of the Building Code of Australia. BASIX applies to all new residential buildings and to alterations and additions with a cost of works more that $50,000.
Biodiversity	The variety of species and ecosystems and the ecological processes that they are part of.
Bushland	Refers to the land which supports remnant vegetation or land which is disturbed but still retains a predominance of the original vegetation and structure.
Carbon Footprint	The amount of carbon emitted by an individual or organisation in a given period of time, or the amount of carbon emitted during the manufacture of a product.
Carbon Neutral	Refers to achieving net zero carbon dioxide emissions by balancing carbon emissions with carbon removal (often through carbon offsetting) or simply eliminating carbon emissions altogether (the transition to a "post-carbon economy").
Circular Economy	A circular economy is an alternative to a traditional linear economy (make, use, dispose) in which we keep resources in use for as long as possible, extract the maximum value from them whilst in use, then recover and regenerate products and materials at the end of each service life.
Corridors	Areas of land that provide connectivity between habitats and enable species movement and genetic exchange.
Ecological Condition	The state of ecological systems, which includes their physical, chemical and biological characteristics and the processes and interactions that connect them.
Environmental Footprint	The effect that a person, company, activity etc. has on the environment, for example the amount of natural resources they use and the amount of harmful gases they produce.
Ecosystem	A biological community of interacting organisms and their physical environment.
Local Green Grid	The Northern Beaches' local green grid forms part of the Greater Sydney Green Grid and is composed of four layers: the hydrological or blue grid; the ecological grid; the recreational grid; and the agricultural grid.
Net Zero Emissions Building	A highly efficient building that is fully powered from on-site and/or off-site renewable energy sources and offsets.
Net Zero Emissions	(As for carbon neutral) refers to achieving net zero carbon dioxide emissions by balancing carbon emissions with carbon removal (often through carbon offsetting) or simply eliminating carbon emissions altogether (the transition to a "post-carbon economy").
Our Community Carbon Emissions	In this strategy we have included emissions from electricity and gas use, transport and waste production for people living in the entire Northern Beaches Local Government Area in the community emissions profile. It does not include the emissions produced in the manufacture, growing or transport (the life cycle) of products we purchase or consume.
Resilience	In this strategy refers primarily to the capacity of our social and ecological systems to absorb stresses and maintain function. It also refers to the ability to adapt, reorganise and evolve to leave our systems better prepared for future impacts of climate change.
Strategic Land	Use planning and development controls – This refers to the various policies and plans which direct the way we undertake development and plan future growth. Such documents include the Community Strategic Plan, Local Strategic Planning Statement, Local Environment Plan, Development Control Plan and policies.
Sustainable	A responsible interaction with the environment to avoid depletion or degradation of natural resources and allow for long-term environmental quality.

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Council Policy

Voluntary Planning Agreements

Policy Statement

This Policy sets out Northern Beaches Council's position relating to voluntary planning agreements (VPAs) under section 7.4 of the *Environmental Planning and Assessment Act 1979*.

The current legal and procedural framework for VPA obligations is set out in Division 7.1 of Part 7 of the Act and Division 1A of Part 4 of the *Environmental Planning and Assessment Regulation 2000*.

A Practice Note *Planning Agreements* (July 2005) was issued by the Department of Infrastructure Planning and Natural Resources for the purposes of clause 25B of the Regulation. While Council is not legally bound to follow the Practice Note, Council will be guided by the Practice Note, including any amendments to the Practice Note or any replacement Practice Note. If there is any inconsistency between the Practice Note and this Policy, then Council will be guided by this Policy.

As at the date of this Policy, the Department of Planning, Industry and Environment had exhibited for comment a new draft VPA Practice Note (exhibited in early 2017), however it is yet to be finalised. Accordingly, this Policy may be amended following finalisation of the draft Practice Note.

This Policy and any outcomes sought through the VPA process will also be undertaken in the context of delivering the vision, goals and outcomes of the Northern Beaches Community Strategic Plan.

Scope and Application

This Policy applies to all VPAs entered into by the Northern Beaches Council, and applies to all land in the Northern Beaches Council local government area (LGA), including any land owned by the Council.

This Policy also applies to land outside of the Northern Beaches Council LGA in case of a joint VPA between Council and another council or planning authority for land outside of the Northern Beaches Council LGA.

Section 7.4 of the Act sets out the circumstances under which a VPA may be entered into. It provides that a *'…planning agreement is a voluntary agreement or other arrangement between a planning authority (or 2 or more planning authorities) and a person (the developer):*

a) who has sought a change to an environmental planning instrument, or

b) who has made, or proposes to make, a development application or application for a complying development certificate, or

c) who has entered into an agreement with, or is otherwise associated with, a person to whom paragraph (a) or (b) applies,

under which the developer is required to dedicate land free of cost, pay a monetary contribution, or provide any other material public benefit, or any combination of them, to be used for or applied towards a public purpose.'

Principles

The guiding principles of this Policy are:

a) To establish a fair, transparent and accountable framework governing the use and preparation of VPAs by Council.

b) To enhance the range and extent of public benefits arising from a VPA.

c) To ensure a consistent approach is undertaken in the negotiation and preparation of all VPAs that is efficient, fair and accountable.

d) To supplement the application of section 7.11 or section 7.12 of the Act.

e) To align with Council's corporate and strategic planning context, including Council's Local Strategic Planning Statement, Community Strategic Plan, Delivery Plan, Operational Plan, Development Contribution Plans or other Infrastructure Planning Documents.

f) To ensure greater probity and establish a probity framework for the negotiation, preparation and implementation of VPAs.

g) To facilitate public participation and to allow the community to gain an understanding of the benefits of appropriate VPAs for the provision of public benefits.

Types of VPA contributions

The contribution negotiated under a VPA could comprise of one or more of the following (to Council):

a) a monetary contribution,

b) provision of any material public benefit including (without limitation) public facilities,

c) dedication of land free of cost, or

d) a combination of the above,

to be used for or applied towards a public purpose.

Consideration of a VPA offer

Council will ultimately require that a VPA provides a positive planning outcome for the Northern Beaches community. There must be a demonstrable public benefit arising from a VPA and this should be clearly demonstrated in the VPA offer documentation. This information will help Council to consider the VPA offer. However, Council has the discretion not to enter into a VPA for any reason, including if the development contribution is not considered to deliver a sufficient demonstrable public benefit.

In consideration of a VPA offer, the following will be taken into account:

a) Whether it is acceptable and reasonable to use a VPA.

b) Whether the offer proposed in a VPA can be achieved via an alternate mechanism such as a condition of development consent.

c) Whether the VPA meets the requirements of the Act and the Regulation.

d) Whether the VPA meets the current and future demands created by the development for new public infrastructure, amenities and services.

e) Whether the VPA aligns with Council's corporate strategic documents.

f) Whether compensation is required for the loss of, or damage to, a public amenity, service, resource, the natural environment or asset caused by the development through its replacement, substitution, repair or regeneration.

g) Whether the VPA rectifies an existing deficiency in the provision of public facilities and services on the Northern Beaches.

h) Whether future recurrent funding related to the proposed public benefit is sustainable.

i) Whether the public benefit accrues over time.

j) Whether the VPA is directed towards proper or legitimate planning purposes, ordinarily ascertainable from the statutory planning controls and other adopted planning policies applying to development.

k) Whether or not there is a nexus between the public benefit and the development application or application for instrument change (note section 7.4(4) of the Act does not require any nexus between the public benefit and the development application or application for instrument change).

l) Producing outcomes that meet the general values and expectations of the public and protect the overall public interest.

m) Providing for a reasonable means of achieving the relevant purposes and outcomes and securing the benefits.

n) Protecting the environment and community against planning harm.

o) Whether there any relevant circumstances that may operate to preclude Council from entering into the proposed VPA.

Notwithstanding the above, Council is not obliged to enter into a VPA.

In addition, Council will ensure:

a) All dealings relating to VPAs, including assessment and implementation, will be subject to strict compliance with the Northern Beaches Council Code of Conduct.

b) That planning decisions will not be bought or sold through VPAs.

c) That a VPA will not improperly fetter the exercise of its functions under the Act, Regulation or any other act or law.

d) That VPAs are not used for any purpose other than that contemplated by section 7.4 of the Act.

e) That undue weight is not given to a VPA in consideration of a development application or application for instrument change.

f) That the consideration, negotiation and assessment of a proposed VPA will, to the extent reasonably practicable, be separate from the consideration of the planning merits of a development application or an application for instrument change. Council will, consistently with section 4.15 of the Act, take into consideration relevant provisions of a proposed VPA when evaluating a development application.

g) That the interests of individuals or interest groups will not outweigh the public interest when considering a VPA.

h) That it will not improperly use its position to extract disproportionate public benefits from developers under VPAs.

i) That it will not use VPAs as a means to overcome revenue raising or spending prohibitions to which it is subject or for other improper purposes.

Probity

northern beaches council

Public probity is important to Council and it will ensure that the consideration of any VPA is fair, transparent and is directed at achieving public benefits in an appropriate manner free of corruption or perception of bias.

In this regard, Council will:

a) Comply with the requirements of the Act and Regulation in respect of VPAs.

b) Provide a copy of this Policy to any person who seeks to enter into a VPA with Council.

c) Ensure all parties operate in accordance with Council's Code of Conduct.

d) Ensure that Council officers and Councillors understand the circumstances in which VPAs are appropriate.

e) Ensure that Council officers and Councillors understand their particular role and responsibility, some of which carry the potential for conflicts of interest.

f) Ensure that the community understands Council's role, including how the VPA operates and how Council will assess VPAs objectively.

g) Notify VPAs in accordance with the Act and Regulation, to ensure they are open and transparent, and to achieve maximum public awareness of the matters contained in a VPA and the potential benefits of a VPA.

h) Ensure appropriate delegations and separations of responsibilities in considering development applications or applications for instrument change that involve VPAs. This involves ensuring processes adequately address the level of risk of corruption of a process while at the same time being appropriate to the likely level of risk.

i) Ensure that modifications to approved development should be subject to the same scrutiny as the original development application and include notification to the Development Contributions Working Group prior to determination.

j) Take every step to ensure that conflicts of interest are ameliorated to the greatest extent possible. This may include independent assessment by a third party where Council has an interest and not entering into any contractual arrangement which purport to guarantee outcomes that are subject to separate regulatory processes.

k) Ensure that appropriate probity mechanisms are in place.

The procedures that will be implemented to address these matters may include, but not be limited by, the following:

a) The Councillors will not be involved in the preparation of the VPA but will ultimately decide whether to accept any VPA offer as part of their duties as Councillors.

b) The Development Contributions Working Group and Development Contributions Committee will assess a VPA offer on behalf of Council in accordance with this Policy and make appropriate recommendations to Council.

c) Council will, in all cases, ensure that Council staff with key responsibility for providing advice on development application approvals, approving development applications or ensuring compliance, do not have a role in the assessment of the commercial aspects of the VPA nor on the conditions of the VPA except where advice is required on matters relating to the conditions of consent for a particular proposal.

d) Council may involve an independent person(s) to facilitate or otherwise participate in the consideration of a VPA offer, particularly where this will lead to a better outcome.

e) Council will ensure that all discussions with a developer and their consultants relating to a VPA are sufficiently documented.

f) Council will ensure that Council staff involved in VPA considerations are free from conflicts of interest.

g) Where Council has a commercial stake in a development that is the subject of a VPA, it will take appropriate steps to ensure that it avoids a conflict of interest between its role as a planning authority and its commercial interest role in the development consistent with the ICAC strategies for managing dual roles in its publication *Corruption Risks in NSW development approval processes: Position Paper (September 2007)*.

How will Council value development contributions under a VPA?

If the public benefit under a VPA offer is the provision of land for a public purpose, Council will seek to value the benefit on the basis of the market value of the land. This market value is to be provided by the developer and independently verified by a registered property valuer.

If the public benefit under a VPA offer is the carrying out of works for a public purpose, Council will generally seek to value the benefit on the basis of the estimated value of the completed works via a cost estimate prepared by an independent quantity surveyor.

In all instances, the costs of the valuation of the benefits are to be at no cost to Council.

It is acknowledged that in some cases the public benefit may be an intangible benefit that can only be assessed in qualitative terms, such as a particular design outcome for a proposed building. In this case, the Council and the developer will negotiate the manner in which the development contribution is to be valued.

Unless otherwise agreed, all benefits under a VPA will be dedicated at no cost to Council and free of any encumbrances, except any permitted encumbrances as agreed by Council. The Council may attribute a value to benefits provided under a VPA, for the purposes of determining the value of the VPA contributions being offered by the developer.

Application of Section 7.11 or Section 7.12 development contributions

A VPA may wholly or partly exclude the application of section 7.11 or section 7.12 to development the subject of the VPA. As a general position, a developer should assume that contributions under these sections will apply to the development. This is a matter which can be negotiated between the Council and the developer having regard to the circumstances of the case.

Where the VPA is made in conjunction with an application for instrument change that is seeking to vary Council's planning controls to improve the land value, then the VPA contributions should relate to the land value uplift sought. In this case whether section 7.11 or section 7.12 development contributions are also proposed to be paid in addition to any VPA contribution will be relevant to any decision by Council to accept a VPA offer.

Where a VPA is proposed to deliver works in kind, material public benefit or land in lieu of section 7.11 or section 7.12 development contributions levied on an existing development consent, then the VPA contribution would in this case be an alternate to the development contributions (either in full or part). An application to modify the consent by deletion or modification of the existing section 7.11 or section 7.12 conditions of consent would also need to be made.

Where certain infrastructure provision or works would normally be required to be provided as part of a development by way of a condition of development consent, then these would be considered to be in addition to any VPA contribution. No reduction in the VPA contribution would be accepted in recognition of works required to be carried out in connection with the proposed development or already required via a condition of consent.

In all other circumstances Council will generally only favourably consider excluding the application of section 7.11 or section 7.12 where the public benefit to be delivered via the VPA contribution exceeds the public benefit to be delivered under a Development Contributions Plan. A VPA cannot exclude the application of sections 7.11 or 7.12 to a particular development, unless the consent authority for the development or the Minister is a party to the planning agreement (section 7.4(3A) of the Act).

Where section 7.11 or section 7.12 is not excluded by a VPA, Council will generally not agree to a provision allowing benefits under the VPA to be taken into consideration in determining a development contribution under section 7.11 or section 7.12.

Modification or discharge of obligations

Council may agree to a provision in a VPA permitting the developer's obligations under the VPA to be modified or discharged in the following circumstances:

a) The developer's obligations have been fully carried out in accordance with the VPA, or

b) The development consent to which the VPA relates has lapsed, or

c) The developer is able to satisfy the Council that good reason exists for some change to the VPA and that the public benefits provided under the modified VPA are appropriate in the circumstances, or

d) The developer has fully and completely assigned the developer's interest under the VPA in accordance with its terms.

Such a provision will require the modification or revocation of the VPA in accordance with the Act and Regulation.

Assignment and dealings by the developer

Council will not permit the assignment of any or all of the developer's rights or obligations under the VPA, nor will Council permit any dealing in relation to any part or the whole of the land the subject of the VPA unless:

a) The developer has, at no cost to Council, first procured the execution by the person with whom it is dealing of all necessary documents in favour of Council by which that person agrees to be bound by the VPA as if they were a party to the original VPA, and

b) If the proposed dealing involves a mortgage, charge or other encumbrance in relation to the party's right, title and interest in the land, such documents provide for a VPA by the person to the effect that they, and any receiver appointed by them, will not enjoy rights greater than those of that party, and

c) The party is not in breach of the VPA, and

d) The Council is satisfied that the assignee is capable of complying with the obligations under the VPA.

This does not affect the operation of any of other requirements of the VPA.

Provision of security under a VPA

Council will generally require a VPA to make provision for security to cover the developer's obligation under the VPA. The form of security will generally be an unconditional bank guarantee from an Australian bank in favour of Council to the full value of the developer's obligation under the VPA and on terms otherwise acceptable to Council.

Notations on Certificates under Section 10.7(5) of the Act

Council will generally require a VPA to contain an acknowledgement by the developer that Council will make a notation under section 10.7(5) of the Act about the VPA on any certificate issued under section 10.7(2) of the Act relating to the land the subject of the VPA or any other land.

Registration of VPAs

Council will generally require a VPA to contain a provision requiring the developer to agree to registration of the VPA under the *Real Property Act 1900* at the developer's expense pursuant to section 7.6 of the Act. The developer will be required to provide the Council with the written agreement of each person with an estate or interest in the land in a form sufficient to effect the registration of the VPA at NSW Land Registry Services.

Dispute resolution

Council will require a VPA to provide for mediation of disputes between the parties to the VPA before the parties may exercise any other legal rights in relation to the dispute.

References and Related Documents

- *Environmental Planning and Assessment Act 1979*, particularly Subdivision 2 of Part 7
- *Environmental Planning and Assessment Regulation 2000*, particularly Division 1A of Part 4
- *Real Property Act 1900*
- *Practice Note on Planning Agreements* published by the Department of Infrastructure Planning and Natural Resources (July 2005)
- *Draft Practice Note on Planning Agreements* published by the Department of Planning, Industry and Environment (November 2016)
- Northern Beaches Council Code of Conduct

Definitions

Act means the *Environmental Planning and Assessment Act 1979,*

Council means the Northern Beaches Council*,*

Developer is a person who has sought a change to an environmental planning instrument (which includes the making, amendment or repeal of an instrument), or who has made or proposes to make a development application, or who has entered into an agreement with or is otherwise associated with such a person,

Development application has the same meaning as in the Act,

Development contribution means the kind of provision made by a developer under a Voluntary Planning Agreement, being a monetary contribution, the dedication of land free of cost or the provision of a material public benefit to be used for or applied towards a public purpose.

Development Contributions Committee means the Northern Beaches Council committee responsible for the preparation, implementation and management of development contributions Plans in the Northern Beaches area, and making recommendations to Council regarding Voluntary Planning Agreements,

Development Contributions Working Group means the Northern Beaches Council group that supports the Development Contributions Committee in the preparation, implementation and management of development contributions plans and Voluntary Planning Agreements in the Northern Beaches area. The Working Group undertakes assessments of offers for a Voluntary Planning Agreement,

Instrument Change means a change to an environmental planning instrument to facilitate a development the subject of a Voluntary Planning Agreement,

Planning obligation means an obligation imposed by a Voluntary Planning Agreement on a developer requiring the developer to make a development contribution,

Practice Note means the Practice Note on Planning Agreements published by the Department of Infrastructure Planning and Natural Resources (July 2005),

Public includes a section of the public,

Public benefit is the benefit enjoyed by the public as a consequence of a development contribution which may be tangible and / or intangible,

Public facilities means public infrastructure, facilities, amenities and services not including water supply or sewerage services,

Regulation means the *Environmental Planning and Assessment Regulation 2000*,

VPA means a Voluntary Planning Agreement.

Responsible Officer

- Executive Manager Strategic & Place Planning
- Executive Manager Development Assessment
- Executive Manager Environment and Climate Change
- Executive Manager Financial Planning & Systems
- Executive Manager Property

Review Date

October 2023

Revision History

Revision	Date	Status	TRIM Ref
1	October 2019	Drafted VPA Policy	2019/483818

Guideline

Voluntary Planning Agreements

1.0 Purpose

This Guideline underpins the Northern Beaches Council Voluntary Planning Agreements Policy (VPA Policy) adopted by Council on DATE. This Guideline should be read in conjunction with the VPA Policy.

This Guideline sets out the procedures and requirements relating to all VPAs entered into by the Northern Beaches Council, and applies to all land in the Northern Beaches Council local government area (LGA), including any land owned by the Council.

This Guideline also applies to land outside of the Northern Beaches Council LGA in case of a joint VPA between Council and another council or planning authority for land outside of the Northern Beaches Council LGA.

2.0 Principles

The guiding principles of this Guideline, and related Policy, are:

a) To establish a fair, transparent and accountable framework governing the use and preparation of VPAs by Council.

b) To enhance the range and extent of public benefits arising from a VPA.

c) To ensure a consistent approach is undertaken in the negotiation and preparation of all VPAs that is efficient, fair and accountable.

d) To align with Council's corporate and strategic planning context, including Council's Local Strategic Planning Statement, Community Strategic Plan, Delivery Plan, Operational Plan, Development Contribution Plans or other Infrastructure Planning Documents.

e) To establish a probity framework for the negotiation, preparation and implementation of VPAs.

f) To facilitate public participation and to allow the community to gain an understanding of the benefits of appropriate VPAs for the provision of public benefits.

3.0 What is a VPA?

Section 7.4 of the Act sets out the circumstances under which a VPA may be entered into. It provides that a *'…planning agreement is a voluntary agreement or other arrangement between a planning authority (or 2 or more planning authorities) and a person (the developer):*

a) who has sought a change to an environmental planning instrument, or

b) who has made, or proposes to make, a development application or application for a complying development certificate, or

c) who has entered into an agreement with, or is otherwise associated with, a person to whom paragraph (a) or (b) applies,

under which the developer is required to dedicate land free of cost, pay a monetary contribution, or provide any other material public benefit, or any combination of them, to be used for or applied towards a public purpose.

4.0 Requirements of a VPA

Section 7.4(3) of the Act provides the mandatory requirements of a VPA. Council's VPA Policy and Guideline are designed to ensure these requirements are met for every VPA.

The Act does not preclude a VPA containing provisions in addition to the mandatory matters that may be necessary or desirable in particular cases. Council has prepared a template VPA that must form the basis for a VPA and this template is Council's preferred form for a VPA. Please refer to Attachment A.

5.0 Explanatory note

Clause 25E(1) of the Regulation requires that an explanatory note must accompany a VPA that:

a) summarises the objectives, nature and effect of the proposed VPA, amendment or revocation, and

b) contains an assessment of the merits of the proposed VPA, an amendment or revocation including the impact (positive or negative) on the public or any relevant section of the public.

Each explanatory note must be prepared jointly by the parties proposing to enter into the VPA.

Council has prepared a template explanatory note. Please refer to Attachment B.

6.0 Preferred process

The preferred process relating to the consideration, notification and entering of VPAs is as follows:

a) Where a developer proposes a VPA in connection with an application for instrument change or development application, it should indicate to the Council its intention to accompany its application with a VPA offer before making the application. The Council will indicate whether or not it agrees, in principle, to negotiate a VPA with the proponent after an initial consideration of the appropriateness of the VPA offer. Both the developer and the Council must consider who should be the parties to the VPA.

   This process will be undertaken by a Responsible Officer in consultation with the Development Contributions Working Group/Development Contributions Committee.

b) The VPA offer must address each key term required by the VPA Policy and this Guideline. If the VPA offer is considered appropriate, the VPA and agreed explanatory note should be drafted and should accompany the development or instrument change application to Council so that the VPA, explanatory note and application can be exhibited together. The application must clearly record the developer's offer to enter into the VPA if the application is approved.

c) An assessment of the VPA application will be undertaken by the Development Contributions Working Group on behalf of the Development Contributions Committee.

d) Following consideration of the draft VPA and explanatory note by the Development Contributions Committee, a recommendation will be made to the Council whether the VPA offer should be supported by Council.

e) If Council resolves to support the terms in the draft VPA and explanatory note, the proposed draft VPA and explanatory note will be publicly notified and exhibited in accordance with the Act, the Regulation and clause 10.0 below. Any subsequent amendments to the proposed draft VPA and explanatory note will be re-notified if there is a material change.

f) Following exhibition of the draft VPA, the Committee will consider any post exhibition amendments and make a recommendation to Council who will determine if it wants to accept the draft VPA.

g) If Council resolves to accept a draft VPA, then it can be entered into.

7.0 Demonstrable public benefit Council will ultimately require that a VPA provides a positive planning outcome for the Northern Beaches community. There must be a demonstrable public benefit arising from a VPA and this should be clearly demonstrated in the VPA offer and application documentation. This information will help Council to consider the VPA offer/application.

An outline of potential public benefits is set out in the table at Attachment C however it should be noted that Attachment C is not intended to be exhaustive.

8.0 Implementation plan

In most circumstances, the Council will require an implementation plan. This will be incorporated in the VPA and may include:

a) The timetable for provision of planning obligations under the VPA.

b) The design, technical specification and standard of any work required by the VPA to be undertaken by the developer.

c) The manner in which a work is to be handed over to Council.

d) The manner in which a material public benefit is to be made available for its public purpose in accordance with the VPA.

e) A warranty period for work, materials, buildings and any other property that form part of any public benefit. These warranties would generally be for a minimum of 12 months for materials and services such as electrical works and 15 years for structural items.

Council will require a VPA to make provision for payment by the developer of Council's costs of and incidental to preparing and entering into the VPA as well as administering and enforcing the VPA. Cost may include the payment of an independent registered property valuer and/or quantity surveyor to establish the value of the key items of the VPA.

9.0 Pooling of development contributions

Where a proposed VPA provides for a monetary contribution by the developer, the Council may, in accordance with section 7.3 of the Act, pool money paid for different purposes and apply that money progressively for different purposes.

Where a proposed VPA provides for a monetary contribution by the developer, the VPA should provide that money paid under the VPA may be pooled with money paid under other VPAs and applied progressively for the different purposes under those VPAs.

Pooling may be appropriate to allow public benefits, particularly essential infrastructure, to be provided in a fair and equitable way.

10.0 Public notification of a draft VPA

The Act requires that, a draft VPA must be publicly notified and available for public inspection for a minimum period of 28 days. Council may decide to notify a VPA for a longer period at its discretion.

Council will also notify the application to which a draft VPA relates in accordance with relevant environmental planning instruments and the requirements of any gateway determination.

Council will publicly re-notify and make available for public inspection a draft VPA and the application to which it relates if, in Council's opinion, a material change is made to the terms of the draft VPA or the application after it has been previously publicly notified and inspected. Such a change may arise as a consequence of public submissions made in respect of the previous public notification and inspection of the draft VPA or the application, or their formal consideration by Council, or for any other reason.

11.0 Public comment on a draft VPA

All public submissions to a draft VPA will be considered before finalisation of the VPA for execution. Council may also resolve not to proceed with a VPA as a result of matters raised in a public submission or for any other appropriate reason in Council's absolute discretion.

12.0 When is a VPA entered into?

A VPA can be entered into at any time after the VPA is publicly notified in accordance with the Act and Regulation as agreed between the parties after which obligations under the VPA take effect.

Council may also impose conditions of consent requiring compliance with the VPA and the delivery of the relevant VPA contributions at the required time.

Council will usually require a VPA in connection with an application for instrument change to be executed before the Council submits the relevant draft planning instrument change to the Minister to be made, or before Council makes the instrument change under delegation. If the VPA is not executed at an appropriate time, the Council may (or may request the Minister to) not proceed with the instrument change, in accordance with Section 3.35 of the Act.

13.0 Monitoring and review of a VPA

Council will routinely monitor the performance of the developer's obligations under a VPA and report them in accordance with the Act.

Council will require the VPA to contain a provision establishing a mechanism under which the VPA is periodically reviewed with the involvement of all parties. This will include a review of the developer's performance under the VPA and obligations specified in the Implementation Plan.

14.0 Recurrent charges

Where a VPA proposes works or dedication of land and/or building assets, Council may require the developer to provide supporting documentation outlining the lifecycle costs to Council, including operation or ongoing service delivery, as well as likely maintenance and replacement costs. This information will assist Council in determining whether to accept a VPA offer and what contribution towards those recurrent costs should be made by the developer.

All VPAs that involve the provision of public infrastructure through works to be carried out by the Developer should include a reasonable contribution toward ongoing maintenance and replacement costs of the infrastructure. The developer may make monetary contributions towards ongoing maintenance and replacement costs or may offer to maintain infrastructure delivered for a certain period of time after handover.

The amount of any monetary contribution acceptable to Council will depend on the type and value of the works being handed over to Council, whether repair and maintenance works are likely to be needed and the anticipated costs of maintenance and repair works.

If the developer proposes to maintain the works after completion, a bond or bank guarantee will be required by Council to cover the likely maintenance works in the event the developer defaults.

VPAs may also require a developer to make contributions towards other recurrent costs of public facilities such as operational or service provision costs.

15.0 Council's costs of negotiating, entering into, monitoring and enforcing a VPA

The Council will require a VPA to make provision for payment by the developer of the whole of Council's costs of and incidental to negotiating, preparing, advertising and entering into the agreement (including reasonable legal costs in obtaining advice in connection with the VPA) as well as administering and enforcing the agreement. This also applies to any amendment to a VPA.

16.0 Costs associated with delivery of the planning obligations

All costs associated with the delivery of the planning obligations under the VPA are to be borne by the developer.

17.0 References and related documents

- *Environmental Planning and Assessment Act 1979*, particularly Subdivision 2 of Part 7
- *Environmental Planning and Assessment Regulation 2000*, particularly Division 1A of Part 4
- Practice Note on Planning Agreements published by the Department of Infrastructure Planning and Natural Resources (July 2005)
- *Draft Practice Note on Planning Agreements* published by the Department of Planning, Industry and Environment (November 2016)

18.0 Attachments

A. Voluntary Planning Agreement Template

B. Explanatory Note Template

C. Potential Public Benefits

19.0 Definitions

Act means the *Environmental Planning and Assessment Act 1979*,

Council means the Northern Beaches Council,

Developer is a person who has sought a change to an environmental planning instrument (which includes the making, amendment or repeal of an instrument), or who has made or proposes to make a development application, or who has entered into an agreement with or is otherwise associated with such a person,

Development application has the same meaning as in the Act,

Development contribution means the kind of provision made by a developer under a Voluntary Planning Agreement, being a monetary contribution, the dedication of land free of cost or the provision of a material public benefit to be used for or applied towards a public purpose,

Development Contributions Committee means the Northern Beaches Council committee responsible for the preparation, implementation and management of development contributions Plans in the Northern Beaches area, and making recommendations to Council regarding Voluntary Planning Agreements,

Development Contributions Working Group means the Northern Beaches Council group that supports the Development Contributions Committee in the preparation, implementation and management of development contributions plans and Voluntary Planning Agreements in the

Northern Beaches area. The Working Group undertakes assessments of offers for a Voluntary Planning Agreement,

Explanatory note has the same meaning as in the Regulation,

Instrument Change means a change to an environmental planning instrument to facilitate a development the subject of a Voluntary Planning Agreement,

Planning obligation means an obligation imposed by a Voluntary Planning Agreement on a developer requiring the developer to make a development contribution,

Practice Note means the Practice Note on Planning Agreements published by the Department of Infrastructure Planning and Natural Resources (July 2005),

Public includes a section of the public,

Public benefit is the benefit enjoyed by the public as a consequence of a development contribution which may be tangible and / or intangible,

Public facilities means public infrastructure, facilities, amenities and services not including water supply or sewerage services,

Regulation means the *Environmental Planning and Assessment Regulation 2000*,

VPA means a Voluntary Planning Agreement.

20.0 Responsible Officer

- Executive Manager Strategic & Place Planning
- Executive Manager Development Assessment
- Executive Manager Environment & Climate Change
- Executive Manager Financial Planning & Systems
- Executive Manager Property

21.0 Review Date

October 2023

22.0 Revision History

Revision	Date	Change	HPE CM Ref
1	October 2019	Drafted VPA Guideline	2019/489894

Attachment A – Voluntary Planning Agreement Template

Planning Agreement

PARTIES

The Northern Beaches Council 725 Pittwater Road, Dee Why, New South Wales (Council)

And

of ##, (Developer)

BACKGROUND

(For Development applications)

A. On, ##, the Developer made a Development Application to Council for Development Consent to carry out the Development on the Land.

B. That Development Application was accompanied by an offer by the Developer to enter into this Agreement to make development contributions towards the Public Facilities if that Development consent was granted.

(For changes to Environmental Planning Instruments)

A. On, ##, the Developer made an application to Council for the Instrument Change for the purpose of making a Development Application to Council for Development Consent to carry out the Development on the Land.

B. The Instrument Change application was accompanied by an offer by the Developer to enter into this Agreement to make development contributions towards the Public Facilities that Development Consent was granted.

C. The Instrument Change was published in NSW Government Gazette No. ## on ## and took effect on ##.

D. On, ##, the Developer made a Development Application to Council for Development Consent to carry out the Development on the Land.

OPERATIVE PROVISIONS

1. Planning agreement under the Act

The Parties agree that this Agreement is a planning agreement governed by Subdivision 2 of Division 7.1 of Part 7 of the Act.

2. Application of this Agreement

(Specify the land to which the Agreement applies and the development to which it applies)

3. Operation of this Agreement

(Specify when the Agreement takes effect and when the Parties must execute the Agreement)

4. Definitions and interpretation

4.1 In this Agreement the following definitions apply:

Act means the *Environmental Planning and Assessment Act 1979*.

Dealing, in relation to the Land, means, without limitation, selling, transferring, assigning, mortgaging, charging, encumbering or otherwise dealing with the Land.

Development means ##.

Development Application has the same meaning as in the Act.

Development Consent has the same meaning as in the Act.

Development Contribution means a monetary contribution, the dedication of land free of cost or the provision of a material public benefit to be used for or applied towards a public purpose.

GST has the same meaning as in the GST Law.

GST Law has the meaning given to that term in *A New Tax System (Goods and Services Tax) Act 1999* (Cth) and any other Act or Regulation relating to the imposition or administration of the GST.

Instrument Change means a change to the ## Local Environmental Plan ##.

Land means Lot ## DP ##, known as ##.

Party means a party to this agreement, including their successors and assigns.

Public Facilities means ##.

Regulation means the *Environmental Planning and Assessment Regulation 2000.*

4.2 In the interpretation of this Agreement, the following provisions apply unless the context otherwise requires:

a) Headings are inserted for convenience only and do not affect the interpretation of this Agreement.

b) A reference in this Agreement to a business day means a day other than a Saturday or Sunday on which banks are open for business generally in Sydney.

c) If the day on which any act, matter or thing is to be done under this Agreement is not a business day, the act, matter or thing must be done on the next business day.

d) A reference in this Agreement to dollars or $ means Australian dollars and all amounts payable under this Agreement are payable in Australian dollars.

e) A reference in this Agreement to any law, legislation or legislative provision includes any statutory modification, amendment or re-enactment, and any subordinate legislation or regulations issued under that legislation or legislative provision.

f) A reference in this Agreement to any agreement, deed or document is to that agreement, deed or document as amended, novated, supplemented or replaced.

g) G.A reference to a clause, part, schedule or attachment is a reference to a clause, part, schedule or attachment of or to this Agreement.

h) An expression importing a natural person includes any company, trust, partnership, joint venture, association, body corporate or governmental agency.

i) Where a word or phrase is given a defined meaning, another part of speech or other grammatical form in respect of that word or phrase has a corresponding meaning.

j) A word which denotes the singular denotes the plural, a word which denotes the plural denotes the singular, and a reference to any gender denotes the other genders.

k) References to the word ‘include’ or ‘including’ are to be construed without limitation.

l) A reference to this Agreement includes the agreement recorded in this Agreement.

m) A reference to a party to this Agreement includes a reference to the servants, agents and contractors of the party, and the party's successors and assigns.

n) Any schedules and attachments form part of this Agreement.

5. Development contributions to be made under this Agreement

SCHEDULE 1 – REFERENCE SCHEDULE

Specify the development contributions to be made under the agreement; when they are to be made; and the manner in which they are to be made.

Item	Name	Description
1	Advanced Payments	
2	Contributions	
3	Dedicated Land	
4	Public Benefits	

6. Application of the development contributions

SCHEDULE 2 – DEVELOPER'S WORK

Specify the times at which, the manner in which and the public purposes for which development contributions are to be applied.

Item of Work	Development Stage	Final Inspection Stage	Relevant Drawing Numbers

7. Application of section 7.11 and section 7.12 of the Act to the development

SCHEDULE 3 – PUBLIC BENEFITS

Public Benefits Offer and development contributions

Table 1 identifies the development contributions payable in respect of the proposal calculated in accordance with the relevant Development Contributions Plan.

Contribution based on a total development cost of $			
Contributions	**Total development cost (as defined in the Development Contribution Plan)**	**Levy rate**	**Payable**
Section 7.12 Levy			

8. Registration of this Agreement

(Specify whether the Agreement is to be registered as provided for in section 7.6 of the Act)

9. Review of this Agreement

(Specify whether the Agreement is to be registered as provided for in section 7.6 of the Act)

10. Dispute resolution

10.1 Notice of Dispute

If a party claims that a dispute has arisen under this Agreement (Claimant), it must give written notice to the other party (Respondent) stating the matters in dispute and designating as its representative a person to negotiate the dispute (Claim Notice). No party may start court proceedings (except for proceedings seeking interlocutory relief) in respect of a dispute unless it has first complied with this clause 10.

10.2 Response to Notice

Within ten (10) business days of receiving the Claim Notice, the Respondent must notify the Claimant of its representative to negotiate the dispute.

10.3 Negotiation

The nominated representative must:

a) meet to discuss the matter in good faith within five (5) business days after service by the Respondent of notice of its representative;

b) use reasonable endeavours to settle or resolve the dispute within 15 business days after they have met.

10.4 Further Notice if Not Settled

If the dispute is not resolved within 15 business days after the nominated representatives have met, either party may give to the other a written notice calling for determination of the dispute (Dispute Notice) by mediation under clause 10.5 or by expert determination under clause 10.6.

10.5 Mediation

If a party gives a Dispute Notice calling for the dispute to be mediated:

a) the parties must agree to the terms of reference of the mediation within five (5) business days of the receipt of the Dispute Notice (the terms shall include a requirement that the mediation rules of the Institute of Arbitrators and Mediators Australia (NSW Chapter) apply);

b) the Mediator will be agreed between the parties, or failing agreement within five (5) business days of receipt of the Dispute Notice, either party may request the President of the Institute of Arbitrators and Mediators Australia (NSW Chapter) to appoint a mediator;

c) the Mediator appointed pursuant to this clause 10.5 must:

   i. have reasonable qualifications and practical experience in the area of the dispute; and

   ii. have no interest or duty which conflicts or may conflict with his function as mediator, he being required to fully disclose any such interest or duty before his appointment;

d) the Mediator shall be required to undertake to keep confidential all matters coming to his knowledge by reason of his appointment and performance of his duties;

e) the parties must within five (5) business days of receipt of the Dispute Notice notify each other of their representatives who will be involved in the mediation;

f) the parties agree to be bound by a mediation settlement and may only initiate judicial proceedings in respect of a dispute which is the subject of a mediation settlement for the purpose of enforcing that mediation settlement;

g) in relation to costs and expenses:

   i. each party will bear their own professional and expert costs incurred in connection with the mediation; and

   ii. the costs of the Mediator will be shared equally by the parties unless the Mediator determines a party has engaged in vexatious or unconscionable behaviour in which case the Mediator may require the full costs of the mediation to be borne by that party.

10.6 Expert Determination

If the dispute is not resolved under clause 10.3 or 10.5, the dispute may, by agreement between the parties, both acting reasonably having regard to the nature of the dispute, be resolved by expert determination, in which event:

a) The dispute must be determined by an independent expert in the relevant field:

   i. agreed upon and appointed jointly by Council and the Developer; or

   ii. in the event that no agreement is reached or appointment made within 30 business days, appointed on application of a party by the then current President of the Law Society of New South Wales;

b) the expert must be appointed in writing and the terms of appointment must not be inconsistent with this clause;

c) the determination of the dispute by such expert will be made as an expert and not as an arbitrator and will be in writing and contain the reasons for the determination;

d) the expert will determine the rules for the conduct of the process but must conduct the process in accordance with the rules of natural justice;

e) each party will bear its own costs in connection with the process and the determination by the expert together with an equal proportion of the expert's fees and costs; and

f) any determination made by an expert pursuant to this clause is final and binding upon the parties except where the determination is in respect of, or relates to, termination or purported termination of this agreement by any party, in which event the expert is deemed to be giving a non-binding appraisal and any party may commence litigation in relation to the dispute if it has not been resolved within 20 business days of the expert giving his or her decision.

10.7 Litigation

If the dispute is not finally resolved in accordance with this clause 10, either party is at liberty to litigate the dispute.

10.8 Continue to perform obligations

Each party must continue to perform its obligations under this Agreement, notwithstanding the existence of a dispute.

11. Enforcement

11.1 Nothing in this Agreement prevents Council from exercising any function under the Act or any other Act or law relating to the enforcement of any aspect of this Agreement (including the breach of this Agreement by the Developer) or any matter to which this Agreement relates.

11.2 Until such time as the development contribution has been paid in full the Developer must:

a) Notify Council in writing of the name and contact details of any Certifying Authority to which it has applied for a Construction Certificate at the same time that such application is made;

b) At the time it lodges any application for a construction certificate notify the Certifying Authority in writing of the existence and terms of this Agreement;

c) Procure and provide to Council a written acknowledgement from the Certifying Authority addressed to Council confirming that the Certifying Authority will not issue a Construction Certificate until Council provides written confirmation that the development contribution has been paid.

11.3 The Developer acknowledges and agrees that Council has a caveatable interest in the Land from the date of Development Consent and shall be entitled to lodge and maintain a caveat on the title to the Land notifying Council's interest created by this Agreement.

11.4 The Developer will upon execution of this Agreement deliver to Council a caveat in registrable form with the consent to caveat signed by the Developer notifying Council's interest created by this Agreement together with a cheque in favour of NSW Land Registry Services for the registration fee on the caveat.

11.5 Council will provide such written consents and registrable documents to the Developer to enable the Land to be mortgaged provided that the mortgagee acknowledges Council's interest in the Land under this Agreement and agrees to the registration of this Agreement in accordance with its terms.

11.6 Upon registration of the Agreement on the title to the Land in accordance with clause 8 or payment of the development contribution to Council or surrender of the Development Consent, the Developer will be entitled to withdrawal of the caveat.

12. Notices

12.1 Any notice, consent, information, application or request that must or may be given or made to a Party under this Agreement is only given or made if it is in writing and sent in one of the following ways:

a) Delivered or posted to that Party at its address set out below.

b) Faxed to that Party at its fax number set out below.

c) Emailed to that Party at its email address set out below.

Council

Attention: CEO, Northern Beaches Council

Address: PO Box 82 Manly, NSW, 1655

Fax Number: 02 9971 4522

Email: council@northernbeaches.nsw.gov.au

Developer

Attention:

Address:

Fax Number:

Email:

12.2 If a Party gives the other Party three (3) business days' notice of a change of its address or fax number, any notice, consent, information, application or request is only given or made by that other Party if it is delivered, posted or faxed to the latest address or fax number.

12.3 Any notice, consent, information, application or request is to be treated as given or made at the following time:

a) If it is delivered, when it is left at the relevant address.

b) If it is sent by post, two (2) business days after it is posted.

c) If it is sent by fax, as soon as the sender receives from the sender's fax machine a report of an error free transmission to the correct fax number.

12.4 If any notice, consent, information, application or request is delivered, or an error free transmission report in relation to it is received, on a day that is not a business day, or if on a business day, after 5pm on that day in the place of the Party to whom it is sent, it is to be treated as having been given or made at the beginning of the next business day.

Approvals and consent

Except as otherwise set out in this Agreement, and subject to any statutory obligations, a Party may give or withhold an approval or consent to be given under this Agreement in that Party's absolute discretion and subject to any conditions determined by the Party. A Party is not obliged to give its reasons for giving or withholding consent or for giving consent subject to conditions.

13. Assignment and dealings

Until the development contribution is paid in full, the Developer cannot sell, transfer, assign, novate, charge, encumber or otherwise deal with the Land or attempt or purport to do so unless the Developer:

14.1 Gives Council no less than ten (10) business days' notice in writing of the proposed sale, transfer, assignment, novation, charge, encumbrance or other dealing with its rights in respect of the Land;

14.2 Procures that any buyer, transferee, assignee or novatee promptly executes an Agreement in favour of Council whereby the buyer, transferee, assignee or novatee becomes contractually bound with Council to perform the Developer's obligations under this Agreement;

14.3 In the event of a proposed charge, mortgage, encumbrance or other dealing with the Land, provides to Council a bank guarantee unlimited in time from a bank and on terms acceptable to Council to secure the payment of the development contribution.

14. Costs

Council's costs of and incidental to the preparation and execution of this Agreement and any related documents and registration of same shall be borne by the Developer.

15. Entire Agreement

This Agreement contains everything to which the Parties have agreed in relation to the matters it deals with. No Party can rely on an earlier document, or anything said or done by another Party, or by a director, officer, agent or employee of that Party, before this Agreement was executed, except as permitted by law.

16. Further acts

Each Party must promptly execute all documents and do all things that another Party from time to time reasonably requests to affect, perfect or complete this Agreement and all transactions incidental to it.

17. Governing law and jurisdiction

This Agreement is governed by the law of New South Wales. The Parties submit to the nonexclusive jurisdiction of its courts and courts of appeal from them. The Parties will not object to the exercise of jurisdiction by those courts on any basis.

18. Joint and individual liability and benefits

Except as otherwise set out in this Agreement, any agreement, covenant, representation or warranty under this Agreement by 2 or more persons binds them jointly and each of them individually, and any benefit in favour of 2 or more persons is for the benefit of them jointly and each of them individually.

19. No fetter

Nothing in this Agreement shall be construed as requiring Council to do anything that would cause it to be in breach of any of its obligations at law, and without limitation, nothing shall be construed as limiting or fettering in any way the exercise of any statutory discretion or duty.

20. Representations and warranties

The Parties represent and warrant that they have power to enter into this Agreement and comply with their obligations under the Agreement and that entry into this Agreement will not result in the breach of any law.

21. Severability

If a clause or part of a clause of this Agreement can be read in a way that makes it illegal, unenforceable or invalid, but can also be read in a way that makes it legal, enforceable and valid, it must be read in the latter way. If any clause or part of a clause is illegal, unenforceable or invalid, that clause or part is to be treated as removed from this Agreement, but the rest of this Agreement is not affected.

22. Modification

No modification of this Agreement will be of any force or effect unless it is in writing and signed by the Parties to this Agreement.

23. Waiver

The fact that a Party fails to do, or delays in doing, something the Party is entitled to do under this Agreement, does not amount to a waiver of any obligation of, or breach of obligation by, another Party. A waiver by a Party is only effective if it is in writing. A written waiver by a Party is only effective in relation to the particular obligation or breach in respect of which it is given. It

is not to be taken as an implied waiver of any other obligation or breach or as an implied waiver of that obligation or breach in relation to any other occasion.

24. GST

25.1 Unless otherwise indicated, all amounts payable by one party to the other party in relation to a supply under this Agreement have been calculated exclusive of any GST which may be imposed on the supply.

25.2 If any supply made under this Agreement is, or becomes, subject to GST, the party to whom the supply is made ("**Recipient**") must pay to the party making the supply ("**Supplier**"), as consideration, in addition to any consideration payable or to be provided elsewhere in this Agreement, subject to issuing a Valid Tax Invoice, an additional amount on account of GST, such amount to be calculated by multiplying the consideration by the applicable rate of GST.

25.3 Any amount in respect of GST payable under clause 25.2 must be paid to the Supplier immediately on receipt of the Valid Tax Invoice.

25.4 If any party is required to reimburse or indemnify the other party for a cost or expense ("**Cost**") incurred by the other party, the amount of that Cost for the purpose of this Agreement is the amount of the Cost incurred, less the amount of any credit for, or refund of, GST, which the party incurring the Cost is entitled to claim in respect of the Cost.

25.5 If GST is linked with the abolition or reduction of other taxes and charges, all amounts payable by the Recipient to the Supplier under this Agreement (excluding GST) must be reduced by the same proportion as the actual total costs of the Supplier (excluding GST) are reduced either directly as a result of the abolition or reduction of other taxes and charges payable by the Supplier or indirectly by way of any reduction in prices (excluding GST) charged to the Supplier. Both parties must also comply with relevant provisions of the *Trade Practices Act 1974* (Cth).

Execution

Dated:

Executed as an Agreement:

Note: this explanatory note providing details on this Agreement may not be used to assist in construing this Agreement.

Attachment B – Explanatory Note Template

Explanatory Note

Proposed draft Planning Agreement

Under section 7.4 of the *Environmental Planning and Assessment Act 1979*

1. Parties

   ## Northern Beaches Council (Planning Authority)

   ## (*Planning Authority)*

   ## *(Developer)*

2. Description of subject land

3. Description of proposed change to environmental planning instrument/development application

4. Summary of objectives, nature and effect of the proposed draft Planning Agreement

5. Timing of delivery of the public community benefit (*Note: Information is to be provided on the timing of delivery of the proposed benefits in relation to the issuing of construction, occupation or subdivision certificates.)*

6. Other Matters

Signed and dated by all Parties

Note: This template has been drafted for a proposed draft planning agreement, but applies equally to a proposed amendment or revocation of a VPA.

Attachment C – Potential Public Benefits

The following is a list of possible requirements that Council may have for planning agreements. This list is not exhaustive and developers are encouraged to discuss with Council these or other requirements that may be included in a planning agreement. Planning agreements may involve monetary contributions, partial or full construction of new facilities, expansion, upgrades, augmentations, embellishments, fit-outs and resourcing of existing facilities or any other public benefit as agreed to by Council.

Infrastructure	Accessibility improvements – accessible parking, kerb ramps, modifications to public buildings or areas Roads – design and construction Open space – parks, public places, embellishment Drainage and storm water controls Traffic measures Transport outcomes Pedestrian and cycleway linkages and footpaths Telecommunication networks Power, water, gas Communications and information technology such as WIFI public space Bridges (vehicular and pedestrian) Flood management / mitigation works
Facilities	Community buildings e.g. meeting rooms, halls, libraries Child care centres Public toilets Youth spaces Public leisure facilities Performance spaces Civic spaces Public car parking areas and commuter parking Bus shelters Family care facilities Sport, recreation and activity centres Business, research and creative industries incubator space and ancillary uses Affordable Housing
Public domain improvements	Paving – paths, streets and open space areas Plantings – streets and open space areas

	Furniture – seats, bins Banners Public art in streets, open space and other public domain space Kerbs and gutters Treatment and/or features in public places Facilities such as kiosk in parks and open spaces Turf Public leisure, sport and recreation facilities Environmental management improvements such as water and energy minimising devices Restoration and management of natural areas including beaches, bushland, creeks and lagoons Water quality devices Water bubblers, lockers and other amenities Signage including suburb identification, way finding, parking, interpretation and information signs for pedestrians, cyclists and vehicular users
Other	Cash contributions Land such as dedications for parks, facilities, pedestrian connectivity and new roads Contributions for the development of community facilities plans and cultural facilities plans Aboriginal site protection Other benefits in line with Council plans and strategies, including plans of management, flood plain management plans, traffic and transport plans, masterplans, development controls plans, local environmental plans and management plans Maintenance / Rehabilitation in perpetuity e.g. pest control and bush regeneration Other public benefits that provide a positive planning outcome for the people of the Northern Beaches and meet the objectives of the Act

SUBMISSIONS RECEIVED ONLINE (YOUR SAY) PEX2019/0003 Planning Proposal 10-12 Boondah Road and 6 Jacksons Road, Warriewood

1	I strongly oppose the development of more apartment blocks. The area is already overcrowded. More ovals/sporting fields/parks would be a better use if the space and would benefit the whole community. Warriewood is already overcrowded and the traffic of the streets will become worse. And a lot of people in high density housing always causes problems down the track!
2	Please, please do not reduce the amount of available on street parking available with this development. As a long term resident of the northern beaches I am increasingly distressed to see on street parking being diminished or set time limits (such as that proposed in the business area of Garden St) or the reduced street parking along Warriewood Rd and McPherson St with the Arcare retirement home and the two adjacent new residential developments. The amount of new developments in Warriewood Valley with little or no street parking to cover the number of residents and their visitors is ridiculous. My children have participated in sport in the Boondah Rd fields, and at certain times it can be challenging to find a park. With the introduction of more dwellings and the usual new curb and guttering and 'streetscape' modifications such as traffic flow modifications I am concerned that yet more on street parking will be lost. I understand that Warriewood Valley has room for more development and residential areas, I just wish Council would ensure that our current available street parking remains and without charge. Don't turn us into the Eastern Suburbs.
3	The glib "assurances" made in the proposal provide me with no confidence that endangered species' habitat and native bushland will not be destroyed by this development. The near-certainty that the developers will create insufficient parking spaces (less than 2 per unit) within the proposed building will mean that more cars are parked on the street. The attendant danger, particularly to old and young pedestrians and cyclists is obvious. If more population is the council's aim then the relatively open area of the community centre at 2 Jacksons Road could be redeveloped. This is adjacent to a B-Line bus stop. The community centre could be incorporated into the new development as a "gift" from the developer.
4	Residents of the northern beaches prefer to keep the green land and not drive past more housing. Keep the natural state of the land. We have too many houses that the roads can cater for, the last thing we need is more cars on the road.
5	No development way to many people here now . Roads carnt cope now even worse after this
6	Please don't fill up that space with more tightly packed unit towers. We need to utilise the area for the playing fields
7	I DO NOT agree with any increase in height in this area. It does not fit in with the existing structures in the area. I assume the 15m height will be on top of the minimum height required for a structure in the flood plain, making it even worse. The offer of the sporting field is in an inadequate 'bribe'. It us a tiny area adjacent to an existing field that will do little to increase field capacity in the LGA. The increase in traffic at the intersections of Jacksons Rd, Warriewood Rd and Pittwater Rd are already under pressure, and this development will only exacerbate it.
8	This is so sad for the Wetlands, wildlife, and the local community who enjoy the little pure green spaces we have left. Traffic is already atrocious. There isn't even enough parking for the B-Line service, how can the Council get this so wrong all the time? Why are you doing this to our community? How do these people sleep at night knowing they keeping stretching the people who have invested their lives to live here. Put in some infrastructure around supporting the current population before injecting even more condensed living into our local area. We need a PCYC (or similar) up this end of the beaches for the huge teenage population that have nothing to do.

9	The infrastructure in Warriewood is over capacity and can not accommodate more medium - high density housing. The tragic has continued to become worse in recent years since the multi story development on noonday and Macpherson st and this will only add to the problem.
10	Please don't consider this proposal. As a resident of Warriewood, we experience the daily struggle with the overdevelopment in this area. We don't need more flats! We need schools and roads to keep Warriewood a liveable area. Considering the history of this area, community gardens to help all people, young and old, would be a great initiative for the proposed land if it cannot stay rural- what for environment prospects should be the best options. Thank you for considering our say, we trust you will look after our environment and liveability in Warriewood!
11	I totally oppose this planning proposal for all 4 proposed changes. A potential 4 storey, high density development is inappropriate for the area both in how it will look and the lack of supporting infrastructure in the surrounding areas. Our roads are already heavily congested, our public transport is inadequate for the current population and our schools are already running out of room to expand. The other high density units along Boondah do not provide adequate parking for residents and especially visitors - so few off street parking spaces for the number of units. The whole area is already overcrowded without adding even more high density housing. We don't need it and we don't want it.
12	When does common sense prevail? There is no need to extend building height to 15m. While I do not support the planning proposal at least keep consistency with the current landscape. Has council been to Warriewood lately? Infrastructure does not support the current landscape and population. Why are we increasing the issues instead of resolving them. Consider the current residents and those accessing schools in the area. Travelling to and from schools in the area is also challenging and interferes with students. When is enough, enough?
13	I oppose this submission, for these reasons: These buildings are too tall surrounding children's playing fields. I worry about my children's security due to the increased traffic this will bring in an already dangerously crowded area where small children often wander onto the road. I am also concerned about the increased visibility on children from residential windows - they cannot be protected from photography and other perverse invasive activity. I was under the impression from previous communications that this are would be dedicated to the community in terms of increasing sports fields capacity, with Futsal courts and netball courts. This increases the good health and closer community ties in our area and is highly preferable. It in turn decreases youth suicide, health problems and will help cater to Manly Warringah sports - for which we hold the highest number of football players in all of NSW. I HIGHLY object to any more road closures in the Warriewood valley. The past several years have seen so many roads closed (Garden st, Warriewood Rd, MacPherson st) that many residents feel council is not working for its residents but rather property developers. We need to uphold the green space for healthy lifestyle which the Northern Beaches is known for, not be the area in the newspapers which has the highest rate of chopping down trees in NSW.
14	I am opposed to this proposal. New playing fields do not compensate for over development in sensitive areas. I am very concerned about rezoning of land and amendments to our LEP provide increased density and height for developers profit. The residents of Northern Beaches Council area should not be expected to lose their natural and public amenity ie loss of and increased pressure on natural resources, increase on roads and other infrastructure, for private profit and at potential high future costs to ratepayers to deal with these stresses.
15	I am against further high rise apartments in the area. This does not fit in with the surrounding city scape.

16	Adding more playing fields at 6 Jackson Road, is a great initiative, But parking and general traffic in this area during the weekend is hectic already and the proposal is to increase this by building Units just round the corner, It also appears the transport impact report does not cover weekends. Would it possible to add a carpark to the southern end of the new sport field along Jackson road to alleviate the traffic on Boondah. (move sport field North to allow room) There are a lot of Units around this area already, It would be good to see some more developments that have housing.
17	The Northern Beaches doesn't need high rise apartment buildings. Don't turn this extraordinary area into another Gold Coast. The Council decisions and promise reversals have made locals cynical and angry. Who is the Applicant and who benefits from yet another privatisation and monetisation of public lands, like theft of Mona Vale Hospital grounds?
18	Build more schools. Roads are already to busy! Struggle to find Parking at the supermarket. Development has to stop!
19	Having read the traffic impact statement, and noting the 'generous' donation of land to Council, I submit that the Developer has little regard for the impact on the protected Warriewood wetlands and the Warriewood Valley suburb. The traffic impact statement brushes aside relevant issues concerning the area, particularly Boondah Road and Macpherson Street which, in real terms, is already a 'high' density area. The resultant traffic caused by this development cannot be serviced by any plans identified by the traffic impact statement. The playing fields bring not only large volume car parking, but bus parking as well. This has not been addressed. There will also be additional traffic problems caused by parents searching for car parking to collect children. It also does not mention the existing 400 units in the Oceanvale complex, nor the townhouse development due for completion shortly, in addition to the land currently for sale located on the Macpherson Street bridge. Additionally the Arcare complex will bring further traffic to this area. The area bounded by Pittwater, Jackson and Macpherson Streets already represents overdevelopment and this proposal should be referred to the State Government, particularly in light of the donation of land. I strongly oppose rezoning this land. I strongly oppose developers 'paying off' Council in order to push through plans which do not meet the criteria of sensible planning and environment and resident safety. The traffic on Pittwater Road is congested; accessing and using Pittwater Road during the weekend is impossible for local residents and further congestion on Jackson , Boondah and Macpherson Street will amplify this, which can only be solved by the Main Roads Department overhauling this area again. Ratepayers should not be expected to pay for infrastructure to accommodate a developer who clearly feels that there is no responsibility in development. This Planning Proposal is about causing further dangerous conditions on Boondah Street and all other roads leading to main arteries. It also will have an extreme negative impact on the Warriewood wetlands. I am appalled that the developer feels they can pay Council off to turn a blind eye with a 'donation' of land.

20	I wholeheartedly disagree with this ridiculous overdevelopment of an area that is already OVER DEVELOPED and at capacity. The schools are full to the brim as are the roads. The figures that have been listed for car parking is underestimated. There is no way that a 1 bedroom unit will only have 1 car, a 2 bedroom, 2 cars and 3 bedroom, 3 cars. We all know this doesn't happen and then where will these cars park? Also, have you tried getting out of Jackson Road/Pittwater Rd of a morning, it is a nightmare with traffic backed up. The same also happens on a weekend especially during soccer and netball season (April to August). And what about Powderworks Rd and Mona Vale Rd, not to mention Garden St. All are at standstill at various times of peak hour. Schools are at capacity and the NSW Government has just said that as of Term 4, all students in the catchment must attend that school. Narrabeen North PS and Narrabeen Sports High are at capacity, with promised money to upgrade from the State Government, nowhere to be seen... It will be years before it is upgraded and where will these kids attend school. We need land for additional schools, not land for more housing! Warriewood Valley is hugely overdeveloped and no thought by Northern Beaches Council to supply the area with additional infrastructure like schools, roads or additional playing fields has occurred. We do not need any more cheaply built (Opal towers anyone...), expensively sold off units under the guise of 'affordable housing' when none of it is affordable. The development is in a known flood area not to mention a nature corridor. They are proposing raising the road of Boondah, knowing it is a flood area. And with one road in and out, what about bush fire issues? I implore the council to reject this application and to buy back this piece of land for recreational, sporting and community gardens as well as for building additional school infrastructure. The residents of Warriewood do NOT need any more units and over development.
21	There is no info structure to support this development. The roads are over crowded the school are jammed to busting point. This development will impact the very way of life the northern beach's represents.
22	I do not think this development should go ahead. It will add too much pressure to the already clogged roads and infrastructure. Warriewood does not need any more high density living. I do not think that the proposed area should be rezoned.
23	Our schools and roads are already over full. We have lost our local hospital and much development has been done on the wetlands with various degrees of success and much interruption to our beautiful native wildlife. Please don't take away some of the last natural corridor we have. Narrabeen north Public School is immediately adjacent to this area and has far too many demountables as is. It simply won't cope with that many more residents.
24	No please
25	Too much increase on our utility and infrastructure. In particular the stormwater with the increased hard surface area putting an excessive amount to an already overloaded area! Boondah road is already busy enough being a back road. With the intended additional amount of dwellings adding a lot more cars to the streets causing more noise and disruption with traffic. Not to forget the amount of disruptions that will be caused by all the unforeseen factors like utilities and road upgrades etc to accomodate this development
26	Please find our objection to this ridiculous over development of the last known rural space in Warriewood which also happens to be a nature corridor. Developers are wanting to build 4 storey, 15m high apartments and add 120 apartments to an already over crowded area. Heaven knows how the schools, roads etc will cope! Kind regards, [redacted]

27	I believe that this proposal should not go through as the area is already too congested. Narrabeen North Public School does not have room to accommodate the extra development, neither do the roads which are already gridlock. It would be devastating for the community of this were to go ahead. There is so little farm land left in Warriewood, which brings so much appeal.
28	I am against the proposal. We are an easy going relaxed coastal community. 15m high 4 storey apartment buildings are going to change the DNA of our community as we know it. We live in a truly unique place were people ride horse in our community and we are on the beaches and have all the needed amenities. Our local schools have kids pouring out of temporary building that have been in place for 20 years. I known school are not a local government problem but it's an example of how over crowded we already are. As it is, town house developments in Warriewood don't have enough car spaces, with most families having 2 car plus a teen driver making 3 cars, cars are all over the streets. Our roads can't cope with the current demands, I have taken 40mins sometimes to travel 2 kms.
29	The addition of 150 more dwellings in this already over populated area is unacceptable. The impact on current infrastructure would be negative. The area is prone to flooding, or at least water retention for a considerable time following heavy rain. The area is close to the shops and transport but there is no guarantee that either facility will be utilised without the use of a car. Whilst returning by foot from Warriewood Square last Saturday morning round 11am, cars were queued up from the round about at the shops to Pittwater Rd waiting for the lights to change. The traffic coming on to Jackson's Rd at school drop off and pick up to,es blocks the two round abouts and the exit of Oak St. There is no safe pedestrian passageway from the proposal to Warriewood Square or the Bline bus. Of more concern is the safe passage for children from the proposed development to Narrabeen North Public School or Narrabeen Sports High. Parking in the area is insufficient, especially on weekends when ther is sport at Narrabeen Sports High, Jackson's Reserve and Boonah Reserve and the Indoor Sports Centre. There are also activities daily at the Nelson Heather Centre and Ted Jackson Centre. The parking is insuffient such that the local streets are clogged. The nose to kerb (although there is no kerb) on Boondah Rd, and the lack of footpaths is dangerous for pedestrians. The Bline car park at Rat Park is way too small. There is a need for an additional floor of parking now, however if this development goes ahead ther could be a further need, especially in wet weather and later at night when more people drive to the car parking facility. I believe that Council has allowed the deterioration of this rural area as it is an 'eyesore' however more housing is not the answer. Kerb and guttering and water management are well overdue, and the road is in a terrible condition. There are so many community facilities that could provide a resource to the community as a whole, that could be developed here. The proposed use of the small parcel of land in Jackson's road is a waterway and if developed would be better utilised as a well maintained walkway access to Jacksons Rd. There is so much housing in the Warriewood Valley now and the local roads,especially Wakehurst Parkway are not coping. On Wednesday this week when the Wakehurst Parkway was closed, all traffic was diverted to Pittwater Rd and it was a nightmare at 4.30 when I was travelling from Brookvale to Narrabeen. Heaven knows what it was like in peak hour. Wakehurst Parkway cannot handle any more traffic. Driving around Narrabeen Bridge is always slow.
30	I object strongly to the height being raised to 15 metres. Is this now going to be the start of NBC with it's Dee Why planning approach coming to Pittwater. Pittwater Council would not be allowing this increase in height.
31	I walk the dog regularly past all these three sites and 6 Jackson road is all trees and bushland, a vital nature corridor connecting the wetlands. Although I like the idea of the extra playing fields this proposal will destroy all the native swamp oak trees and other native flora and fauna and should be left alone to form part of the wetlands corridor to safeguard the endangered bandicoots and other native species. We are so lucky that they are still living in this area and more habitat loss will just make it so much harder for our native species to survive. As for developing 10+12 Boondah Road, this may be possible, again only if the native flora and fauna are protected. As a condition of development this area should also be cat free and cats should not be allowed to live in this sensitive area

32	No! No! No! No! You are killing our community. It's gridlock already. There is not enough infrastructure. Mona Vale Public School has just been told they need to cut 350 kids. The feel of a community is all but gone. There is barely any rural space left anyway. Draw a line in the sand and have some backbone. It's time to stop
33	I do a lot of work in and around Warriewood Square / Jackson's road as a driving instructor and the level of access in and out of Warriewood Square, Jackson's road through to both Pittwater Rd and Boondah Rd and Garden St is getting worse at peak times, afternoons and Saturday's. Adding further apartment population's from Boondah is a recipe for gridlock. This area should be maintained to preserve the precious wetlands, and for future access solutions to Warriewood Square and to the surrounding sporting fields. Why doesn't the Northern Beaches Council buy this land?
34	Dear Sirs. I own lot 251 being unit 66/ 16 Boondah Road Warriewood. I bought this unit on the understanding that no further medium/high density was to be approved for the area and that council had actually declined applications for additional developments in the area. Four storey units will be higher than anything in the area and will devalue the property, not to mention that it will look down onto my ground floor unit and potentially restrict sunlight as well. I respectfully advise that I am opposed to this proposal and that it should not be approved.
35	I don't agree to the new height limit it is out of character for this area as it is so close to sensitive wet lands and subject to flooding. Also the roads are struggling to support the huge increases in traffic. Please take note of all the hard work done in the strategic plan for our area, we thought this was our say though it seems you are dismissing all existing plans we made as a community.
36	Developments in the Warriewood area should allow for senior members of the community who want to still live at home in the area to be provided with an alternative to move into one level homes when they decide to downsize. Providing 1 and 2 bedroom units is not the answer. Provision should be made for at least 10% of new developments to allow for one level 'villa type homes' or at least some town houses for earlier retirees and make the area more liveable rather than having all three and four storey high-rise buildings. Developers seem to only care about maximising profits not the final impact on the community. Sadly, the little bit of suitable environment left for the fauna and flora is being eaten away by hungry developers. Birdlife and other fauna are desperate searching for other homes as they are overtaken by these high-rise units. Perhaps now we should make provision to grow trees on top of these developments. My comments with regards to the transport assessment and estimated impact on traffic; with due respect to the expertise, have the persons ever travelled along Warriewood at all over the last two years to realize the actual impact on traffic due to these developments have in the area? What about the potholes generated by the heavy equipment requiring road repairs using funds needed for other community development and services?
37	Please find attached a letter of support provided to the applicant by Manly Warringah Football Association.
38	Please don't overbuild our suburb. Four stories is too high. Too many people, too many cars. Jacksons and Boondah is already jammed with cars. I support extra playing fields but I don't believe that thin strip of land will contribute anything. Rezone to medium density. The schools are at capacity - there is no infrastructure to support such a large increase in Warriewood's population. How many more demountables can you fit on one site? (Mona Vale). Build more schools and improve road and public transport before you squeeze in extra residents.

39	Supporting this PP. People population is increasing, and housing is a huge priority across all suburbs of Sydney. People need homes to live and this is an ideal location. It is walking distance to amenities and public transport, i.e. shops, schools, transport including B1, beaches. Will keep some cars off the road. That's a great thing. Will suit young families as well as older residents. It is very much a fit for the area with Meritons already established units in the street, new aged care facility around the corner and is on the Warriewood Valley Release Area. It would be great to upzone the remaining two properties next to this PP to similarly increase housing stock and provide more dwellings in this ideal central location. Footpaths need to be constructed through to Jacksons Road, so people can walk safely to their destinations. Boondah Rd should ideally be redirected so it doesn't dissect playing fields, and also kerbed and gutted. All in all, a big tick for this PP.
40	Boondah Road is at capacity. The sporting fields and traffic between Jackson st and Boondah Road is already congested. Adding more units will make things worse. The building height worries me. Meriton has already tried to Extend their units at this location and it was not approved. So why would you approve a new lot of units. I am extremely opposed to more units.
41	I currently reside in Boondah Rd Warriewood and would like to express how central my home is to all neighbouring services. Within half kilometre of my residence, I have access to – Warriewood shopping Centre, Narrabeen Secondary School, Rat Park & facilities, including golf driving range and markets, Warriewood Cinema and surrounding businesses, Indoor and outdoor sports facilities and fields, Heather Nelson & Ted Blackwood facilities, B Line buses and regular bus services, Warriewood wetland tracksl occasionally walk to Narrabeen Lakes and the rock pool at North Narrabeen Beach for a swim, which is less than I kilometre away. Given that Boondah Rd is centrally located and within close proximity to all of the above facilities and services, I can easily access all of them by foot. I rarely use my car. By observing the amount of foot traffic up and down Boondah Rd, I suspect residents in the Meriton complex and surrounding residences do the same. I support the proposed residential development on the site for the above reasons of central location, convenience and reducing car traffic, which all future new residents could similarly enjoy. At present, the proposed site is unsightly and overgrown with lantana and scrub. This planning proposal should be given the green light to ease the growing population burden. As an aside, ideally, the Southern Buffer should be developed as a whole.
42	I support the above Planning Proposal. It is 1). Consistent with the local character with Meriton's next door and Warriewood Square behind. 2). Perfect block near B1, shops, schools lake and beaches. No need for car. 3). The owners have been more than patient with Council in waiting for appropriate zoning. 4). We need employment and the removing private lands also need to be rezoned.
43	Being a resident who does not drive a car I believe Boondah Road Warriewood is the perfect site for both residential and or commercial development. It is only a very short walk to shopping, schools and very importantly on the doorstep of direct public transport on the main road. It would be a crazy situation in which council would prefer to have development further away from such vital facilities which would cause further traffic congestion on our roads. I am in full support of the proposal for residential development on 10-12 Boondah Road.
44	The Southern Buffer has been not been maintained and updated for many many years. The proposed Development at 10-12 Boondah Road is the first step to complete the Southern Buffer. It is also a fantastic opportunity for the council to acquire land for the Community. I believe this to be an opportunity for council to upgrade the whole Southern Buffer. Boondah Road needs to be curbed and guttered, the playing fields need to be reconfigured and the Road re routed so as not to divided the playing fields; at present it is a danger to pedestrians and users of the fields. With the already increased population and the soon to be redeveloped Primary and High School, council need to use this opportunity to upgrade the infrastructure including roads, shops and housing to accommodate our area. The Southern Buffer is a perfect location as it is in walking distance to both schools, the shopping centre and the B Line. This Planning proposal is the first step forward to improve and utilised this area.

45	I support this fantastic Planning Proposal based on the following : Infill urban development opportunity - The redevelopment of the site represents an opportunity to provide housing opportunities in a location that is well located to access existing retail and commercial facilities. The concept demonstrates the opportunities available to augment the existing open space areas immediately adjacent to the site to increase the provision of active open space via their Voluntary Planning Agreement (VPA) offer. Consicency with the adjoining development - The site is an extension to the adjoining residential development in the Warriewood Valley urban release area to the north. The concept enhances the open space network and retains and enhances creekline corridors and buffers to the Warriewood wetlands. The Planning Proposal represents an opportunity to deliver a compatible urban infill providing additional housing opportunities which will be well located to employment, services, education, recreation and transport facilities. The proposal will fit well with the existing developments to the north (Meritons) and south (Warriewood Square) of the site. Consistency with the planning framework - The Planning Proposal is consistent with the Greater Sydney Region Plan, the North District Plan, the Pittwater Local Planning Strategy 2011 and the Warriewood Valley Planning Framework 2010, and the Warriewood Valley Strategic Review 2013 and 2018 Addendum. Development constraints - The Planning Proposal is supported by an analysis of the opportunities and constraints of the site in particular the urban design, environmental, natural hazard and transport context of the site. The site is identified as bushfire prone land and subject to flooding. The concept has been designed having regard to these constraints. Similarly, the concept has had regard to environmental constraints and accommodates riparian corridors and buffers to environmentally sensitive lands. Transport and Connectivity Improvements - The Planning Proposal has the potential to provide accommodation that is well located within a 10 minutes' walk to bus transit provided by B-Line. Summary - I ask that the Northern Beaches Council resolve to support the rezoning as detailed in the Planning Proposal for 10-12 Boondah Road and 6 Jackson Road Warriewood and then forward the Planning Proposal for a Gateway Determination to the Department of Planning with the following outcomes: Amend the Land Zoning Map to show the site as part R3 Medium Density Residential, and part RE1 Public Recreation zone in accordance with the configuration shown on their proposed Zoning Plan; Impose a building height of 15m on the Height of Buildings Map in accordance with the configuration shown on the attached proposed Height of Buildings Plan; Delete the land from the Minimum Lot Size map; and Amend Clause 6.1(3) of the Pittwater Local Environmental Plan (PLEP) 2013 to reflect the development potential of the land as a sector within the Warriewood Release Area with a yield of 110 to 130 dwellings. Thank you, [redacted]
46	Please see attached letter of objection.
47	Please see attached letter of submission.
48	Please see attached submission Letter.

Attachment to (37)



Attachment to submission ID 20418 [redacted]

Attachment to 40

1

Manly Warringah Football Association
101 South Creek Rd
Cromer NSW 2099
+61 2 9982 6228
admin@mwfa.com.au
www.mwfa.com.au

9 September 2019

MWFA letter of support for new sportsfields in Narrabeen

Attention: Northern Beaches Council

To whom it may concern,

I am writing this letter in relation to a proposal to create new sportsfields at Boondah Reserve as part of a broader plan for a development at 10-12 Boondah Rd and 6 Jacksons Rd, Narrabeen.

The Manly Warringah Football Association (MWFA) controls and administers football on the Northern Beaches and works closely with Northern Beaches Council in relation to implementing a Sportsfield Strategy that states the need to increase the number of sports fields on the Northern Beaches.

The MWFA is the largest football association in NSW with 18,500 grassroots players and 500 elite players, and we are strong advocates of increasing sportsfields for football players and teams. We deal with the Northern Beaches Council Parks Department in a consistent and positive way towards implementing this strategy.

My letter addresses the component of the proposal that caters for the development of the area that will greatly increase the number of sportsfields in the area. The suggested changes, are a tremendous positive step forward increasing capacity in an area of the Northern Beaches that has stretched capacity.

I offer no commentary or opinion on the planning and development component of the proposal.

Kind Regards

[redacted]

David Mason
MWFA CEO

Attachment to 46

[redacted]

General Manager
Northern Beaches Council

By online lodgement:

Objection to
Planning Proposal for 10-12 Boondah Road and 6 Jacksons Road, Warriewood
Ref: PEX2019/0003

Dear Sir,

I wish to strongly object to the above planning proposal.

Without going into to the pros and cons of the proposed rezoning, and the many undesirable impacts that would arise from the proposed over-development of this site (and the short-comings, assumptions and unsupported claims in the accompanying documents), my objections are based on the following broad concerns.

Adverse Impact of "Spot Rezonings"

Spot rezonings such as this proposal seriously damage and devalue the planning process, and erode the community's faith in sound and consultative land use planning and development control.

The community and Council have gone through a plan making process, an often extended exercise involving significant community engagement, to devise an LEP and supporting documents that express the community's agreed intention for the land use(s), development intensity and the character of an area. To have the efforts and express wishes of the many potentially annulled and largely reversed at the behest of a few individuals is to render the plan making process and those who contributed to it almost meaningless. In essence spot rezonings represent planning and land use change by incrementalism, and opportunism, rather than by consensus.

The community's faith in planning and development control is then further eroded when, after an unsolicited or opportunistic rezoning has gone ahead, the subsequent development is progressively amended – through the DA modification process (and even via post-completion "approval" of as-built non-complying elements) – to push or exceed the boundaries of the development consent or DCP.

In essence what this rezoning application for 10-12 Boondah Road and 6 Jacksons Road at Warriewood is seeking is for Council to ignore or over-ride that stated wishes of the community, and its own LEP, by changing the rules (zoning) for the personal benefit a few landholders/developers but at the detriment of the local and wider community and the site's environment (physical and visual). The proponent's arguments, and their reports, in favour of the rezoning are subjective, unsubstantiated and in some cases spurious or irrelevant while the costs to the community and the locality are downplayed or ignored entirely.

Additionally Council, and the assessing officer(s), should feel under no compulsion to approve any part of this unsolicited and opportunistic rezoning application – which is, in essence, an ambit claim. Importantly, Council should not feel obliged to negotiate with the proponent to "trade" any elements of the application.

It is my submission that the proposal should be rejected in its entirety, and that Council should refuse every aspect of the proposal that is non-compliant with the current land use zoning and DCP requirements.

VPA Offer of Little Real Benefit

The offer of entering into a Voluntary Planning Agreement (VPA) to deliver the proposed additional playing fields (one full size field, which is not physically possible in the area available and with the field shown in the planning proposal being placed hard against the Warriewood Square internal road with no safe "run-off" curtilage, and one mini-field) is of little real, if any, benefit to Council – as the requested trade-off is the proponent's release from any Section 94 contribution obligations "that would otherwise be levied on our proposed development".

So the effective savings to Council (compared with undertaking these works in-house or by contract) would only be in terms of the project management costs for such woks. I would argue that these relatively minor savings would be "eaten up" in the time/cost of Council staff having to provide quality control and monitoring of the works/delivery of this VPA. Additionally VPA's have very often proved to be "a challenge" for the Council involved – as developers attempt to scale back, modify, inordinately delay, or simply under-deliver or avoid their obligations once their development objectives have been achieved (and the companies concerned have sometimes even been dissolved) – leaving the Council, and community, out-of-pocket and disadvantaged.

Vegetation Clearing Removal

Despite being impacted by weeds, and in parts stormwater flows, I object to the proposed removal of the 50-60 metre wide band of largely native vegetation (trees and understorey) now running along the western side of the Boondah field (east of Warriewood Square) as well as the likely impacts on the more narrow band of riparian vegetation flanking Narrabeen Creek through the proposed development area.

These areas of vegetation play a valuable role in screening the excessive bulk and built form of Warriewood Square (the multi-storey carpark and other developments) from the Boondah playing fields, and from Pittwater Road and other areas to the east. These areas of bush are also connected to the larger Warriewood Wetlands, which enhances their habitat and biodiversity values (this is not an isolated remnant).

Clearing and removal of these areas of vegetation would have unacceptable impacts in terms of the locality's visual quality and amenity (particularly the Boondah playing fields), local habitat and biodiversity values, and water quality management/improvement functions.

There are many other issues and problems with this planning proposal. However I do not have the time to address them all. Suffice to say "spot rezonings" are a contradiction to any open and orderly planning process that is intended to represent all interests, VPAs can be

fraught and of little real value to a Council or community, and the proposal as it now stands would have a multitude of adverse impacts on the built, visual and environmental values of its locality – and should be rejected entirely.

Yours sincerely,



[redacted]

29 September, 2019

Attachment to (47)

[redacted]

General Manager
Northern Beaches Council

By online lodgement:

Objection to
Planning Proposal for 10-12 Boondah Road and 6 Jacksons Road, Warriewood
Ref: PEX2019/0003

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It is my submission that the proposal should be rejected in its entirety, and that Council should refuse every aspect of the proposal that is non-compliant with the current land use zoning and DCP requirements.

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Yours sincerely,

[redacted]

[redacted]

29 September, 2019

Attachment to 48

[redacted]

General Manager
Northern Beaches Council

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Planning Proposal for 10-12 Boondah Road and 6 Jacksons Road, Warriewood
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fraught and of little real value to a Council or community, and the proposal as it now stands would have a multitude of adverse impacts on the built, visual and environmental values of its locality – and should be rejected entirely.

Yours sincerely,



[redacted]

29 September, 2019

Submissions via post/email

[redacted]

From: [redacted]
Sent: Wednesday, 25 September 2019 3:27 PM
To: Council Mailbox
Subject: Submission for PEX2019/0003 10-12 Boondah Road Warriewood.

Categories: NF

Listed below are my objections to the above proposals.
If approval is granted I TOTALLY object to height rise bldgs above 3-storeys in the WV.
We would like to maintain a low-rise valley & not morph into another Dee Why to satisfy developers' greed for higher n higher!
I would prefer to see more open & green space such as much needed extension of the existing sporting fields in the Sthn end.
There needs to be much needed upgrade of the extremely dangerous road that Boondah Rd has become. After the death of a girl & another accident waiting to happen with motor bikes & utes hooning along there, there needs to be calming implements installed certainly before more people coming into the mix! Curb, guttering & at least a footpath would be helpful & make it a SAFE passage for pedestrians!..not a country road in the middle of nowhere!!
I like to be able to get to the wonderful BLine bus into the City in one piece!!
I would like to see heaps of trees & landscaping, such as in Meriton, to reflect the Wetlands & Creek precinct & would certainly hope there would NOT be any encroachment on the Wetlands area!

Thanking you & on behalf of my 3 neighbours in [redacted]

Kind regards
[redacted]

Sent from my iPhone

Scanned 27-09-2019

RECEIVED
NORTHERN BEACHES
COUNCIL
27 SEP 2019
MAIL ROOM

[redacted]

Northern Beaches Council
1 Park Street
Mona Vale
NSW 2013

[redacted]

20 September 2019

Your ref: PEX2019/0003

Planning Proposal: 10-12 Boondah Road

Dear Sir/Madam

We refer your letter 10 September 2019, we object to this proposal on the following basis;

1. We object to rezoning the land, also that this proposal is not medium density but in fact High density in aspect at least.

2. We object to the building height of 15 metres, even Meriton could not achieve this desired height in adjacent building P at 14/16/18 Boondah Road.

3. The lot size amendment is not relevant within the above objections.

4. Re amendment of clause 6.1(3), this is totally unacceptable, excluding the key fact the resultant precedent would be catastrophic.

Regarding the proposals, the immediate association of the gift of land to Council, sadly for Council, this so called gift is immediately construed as a bribe to achieve totally unacceptable planning intentions. On the other hand we salute Council for theirtransparancy in making this bribe clear for all to see.

Yours faithfully

[redacted]

SCANNED
NORTHERN BEACHES
COUNCIL
27 SEP 2019
20

WRA Warriewood Residents Association
INC9896003

Warriewood Residents Association Incorporated
[redacted]

29 September 2019

Mr. Ray Brownlee
Chief Executive Officer
Northern Beaches Council
PO Box 882
MONA VALE NSW 1660

Attention: Phil Jemison

PEX2019/0003 Planning Proposal 10-12 Boondah Road and 6 Jacksons Road, Warriewood

Dear Mr. Brownlee,

The Warriewood Residents Association participated in the 2013 Strategic Review of the Warriewood Valley. It remains our policy that developments in the confines of the Warriewood Land Release Area should comply with the outcomes of the Review. Spot rezoning wherever it occurs erodes trust in the planning system and therefore should not occur.

This proposal does not comply with both the physical and environmental outcomes of the review. The Strategic Review designated the area of the Southern Buffer as RU2 for the dual reasons that the overland flow from a flooding Narrabeen Creek was necessary to continue to nourish the adjoining wetlands, and allow time to develop a holistic approach to the complete area. This proposal appears to contradict these aims.

The planning Proposal seeks to:

Rezone from RU2 to R3.

As stated above we believe that land owners and the Warriewood community had an opportunity for their say during the extensive consultation conducted by council prior to the outcome of the 2013 Strategic Review.

At that time there was no proposal for rezoning, and the Warriewood Strategic Review kept the area RU2. As such the land in the southern Buffer should remain as designated RU2 until another strategic review determines otherwise. Should this

proposal proceed it will set in train a domino effect creating claims from other adjoining land owners. Because of the domino effect the impacts of this spot rezoning proposal must be considered within a holistic view and not in isolation. This is because with the ever increasing dwelling numbers in the Warriewood Valley there needs to be community consensus on what the Sothern Buffer should be used for.

Increase the height to 15 m.

Pittwater Council decided, against the WRA's wishes, to amend the 2 storey limit from 2 to 3 storeys at 12.5 m back from the road frontage after the Strategic Review. There was however total agreement that 4 storeys were not suitable for the Warriewood Valley and the Warriewood Valley Master Plan reflects this. Therefore, 3 storeys are not a pass card for 4 storey blocks of apartments.

Minimum Lot size of 1 ha deleted.

This destroys the intent of the RU2 zoning and therefore should not be agreed to because it will further erode the outcome of the Strategic Review.

Increase the dwelling yield to 120 dwellings.

This destroys the intent of the RU2 zoning and therefore should not be agreed to because it will further erode the outcome of the Strategic Review.

Land swap offer to council.

When this is done and a fair exchange can be demonstrated, and it will not contravene the intent of the planning system and it will also enhance the desired outcomes of the planning scheme it is a good idea.

The destruction of the creek line vegetation, a key feature of the Warriewood Valley Master Plan, should not be greed to.

The idea to trade off creek and mature vegetation for a greater density may seem a good idea to some, however environmental consequences must be considered with great care as were the environmental consequences of preserving the Warriewood Wetlands during the design of the Warriewood Valley Master Plan. The tree lined creek corridors are the one feature that makes the Warriewood Valley such a fine example of urban development and this must not be allowed to be destroyed here.

Further, there does not seem to be consideration of the downstream consequences of hard channeling the overland flow from Narrabeen Creek into the already stressed pipes under Jacksons Road and the Mullet Creek area adjacent to the commercial areas in Garden Street.

The Warriewood Residents Association would urge the Norther Beaches Council to resolve the use of the Southern Buffer in a holistic way acceptable to all stakeholders involved.

The Warriewood Residents Association is always happy to discuss this letter with council if there is any further information required.

Yours faithfully,

[redacted]

[redacted]
President WRA

cc. Members of WRA, Hon. Rob Stokes MP, All Norther Beaches Councillors, PCA

Narrabeen Football Club

NARRABEEN FOOTBALL CLUB

A section of Narrabeen Youth Club Inc.

Registered Charitable Organisation YO4364-38 ABN 91 603 223 428

www.narrabeenfc.com.au

26th September 2019

To Whom It May Concern:

Narrabeen Football Club supports the proposed combining of the land at 6 Jacksons Rd Warriewood with the existing Boondah Playing fields for the purposes of creating much needed additional playing space and amenities.

This additional playing space would not only greatly benefit Narrabeen Football Club but would also benefit all other Manly Warringah Football Association clubs.

Narrabeen FC member numbers have nearly tripled in the past 6 years making it one of the fastest growing clubs in what is now the largest Football Association in NSW.

The playing fields at Boondah Reserve see thousands of people each weekend during the playing season and the current fields/amenities are extremely outdated and far from adequate.

I am happy to discuss this matter by phone or in person if required.

Regards,

[redacted]

Club President

Narrabeen Football Club

[redacted]

1

Manly Warringah Football Association
101 South Creek Rd
Cromer NSW 2099
+61 2 9982 6228
admin@mwfa.com.au
www.mwfa.com.au

9 September 2019

MWFA letter of support for new sportsfields in Narrabeen

Attention: Northern Beaches Council

To whom it may concern,

I am writing this letter in relation to a proposal to create new sportsfields at Boondah Reserve as part of a broader plan for a development at 10-12 Boondah Rd and 6 Jacksons Rd, Narrabeen.

The Manly Warringah Football Association (MWFA) controls and administers football on the Northern Beaches and works closely with Northern Beaches Council in relation to implementing a Sportsfield Strategy that states the need to increase the number of sports fields on the Northern Beaches.

The MWFA is the largest football association in NSW with 18,500 grassroots players and 500 elite players, and we are strong advocates of increasing sportsfields for football players and teams. We deal with the Northern Beaches Council Parks Department in a consistent and positive way towards implementing this strategy.

My letter addresses the component of the proposal that caters for the development of the area that will greatly increase the number of sportsfields in the area. The suggested changes, are a tremendous positive step forward increasing capacity in an area of the Northern Beaches that has stretched capacity.

I offer no commentary or opinion on the planning and development component of the proposal.

Kind Regards

[redacted]

David Mason
MWFA CEO

[redacted]

From: [redacted]
Sent: Friday, 27 September 2019 4:06 PM
To: Council Mailbox
Subject: PEX2019/0003 10-12 Boondah Rd Warriewood NSW 2102

Categories: NF

In reference to the above I would like to reiterate my 4 neighbours & my concern re the proposal for buildings exceeding 3 storeys on Boondah Road.
We would totally oppose that proposal
& I know that Harry Triguboff (Meriton) was blocked from 4-5 storeys so why should Council give in to these new developers?
3 storeys blend in with the trees but not 4-5!

Regards
[redacted]
4 residents.
Sent from my iPhone

[redacted]

From: Pittwater Natural Heritage Association <pnhainfo@gmail.com>
Sent: Friday, 27 September 2019 5:17 PM
To: Ray Brownlee
Subject: Planning proposal PP0005/16

Categories: sent to information management

Mr Ray Brownlee
General Manager
Northern Beaches Council
Dear Sir

Re: Planning proposal for 6 Jackson's Road and 10-12 Boondah Road Warriewood
Application PP0005/15

Pittwater Natural Heritage Association believes that the remaining land around Warriewood Wetlands should not be rezoned for residential or commercial purposes. We object to the above proposal for the following reasons:
It will cause the loss of an unacceptable amount of bushland. The site of this proposal contains a significant amount of trees and understorey which have value as habitat, a carbon dioxide sink, and act to clean stormwater as it runs into the Warriewood Wetlands. If Northern Beaches Council is, as it states, committed to retention of bushland then it should protect bushland on this valuable site adjacent to Warriewood Wetlands.
The site is in a flood zone so this development will adversely affect the hydrological regime in the vicinity of the wetlands
We believe that the land should be purchased by the NSW State Government and used for a mix of bushland protection purposes and public open space.
Yours Sincerely

[redacted]
Secretary

Pittwater Natural Heritage Association

Find us on Facebook for the latest news!

PITTWATER NATURAL HERITAGE ASSOCIATION INC.
Protecting Pittwater's Environment



northern
beaches
council

PLANNING PROPOSAL

Amendments to Manly Local Environmental Plan 2013

HERITAGE LISTING OF 21 WHISTLER STREET, MANLY

October 2019 (V1)

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Part 1 – Intended Outcomes

The intended outcome of this Planning Proposal is to list 21 Whistler Street Manly, legally described as Lot B DP 368451, as a heritage item of local significance in the Manly Local Environmental Plan 2013

Part 2 – Explanation of Provisions

The proposal seeks to amend Manly LEP 2013 as follows:

Amend Heritage Map (HER_003) to add the property on 21 Whistler Street, Manly, as a General Heritage Item.

Amend Schedule 5 – Environmental Heritage to add the property (Lot B DP 368451) as item I286

Site Description

The land subject to this Planning Proposal is legally described as Lot B DP 368451. The property is also described as 21 Whistler Street, Manly.

The site has an area of approximately 270m^2. To the east of the site is a state heritage listed art deco electricity substation and a residential apartment building. To the north, west and south are a mixture of commercial and residential developments of varying age, height and style. Further to the west across Belgrave Street is the state heritage listed Ivanhoe Park. To the south is Manly Wharf and to the southeast is The Corso.

Existing improvements on the subject site include a modified single storey late 19th Century building with a mid-20th Century two storey addition on the northern edge. The subject property is zoned B2 Local Centre under the Manly Local Environmental Plan 2013. The land is also subject to a 15m height limit and a floor space ratio of 3:1.



Figure 1: Aerial image – subject site marked by red cross hatching

Background

Development Application (DA2019/1669) was lodged with Council on 11 October 2018. The application sought consent for the demolition of the existing building on 21 Whistler Street, Manly and the construction of a shop top housing development. The development application was referred to Council's Heritage Advisor for comment due its proximity to a number heritage

items within the vicinity, the closest being the State Heritage listed electricity substation at 34 Whistler Street, Manly.

During the assessment of this development application, the property was identified as being of potential heritage significance due to its association with Thomas Rowe, a celebrated architect and the first Mayor of Manly Council. While the development application did provide a Heritage Impact Statement noting this connection, it considered the building and the connection to be of low significance and not worthy of retention and protection. It recommended a photographic archival recording and the development of an interpretation strategy. Council's heritage advisor after reviewing the relevant information established that the building was of significance due to the link and should be retained and protected.

Given the discrepancy between the Heritage Impact Statement and Council assessment of the level of heritage significance, a heritage consultant (Full Circle Heritage) was engaged to undertake an independent assessment in April 2019.

The results of the assessment indicated that based on the material available, the building could meet the threshold for inclusion in the Manly Local Environmental Plan 2013 as an item of local heritage significance. The assessment found that 21 Whistler Street, Manly contained the remains of the former service wing of a much larger dwelling called 'Roseville' that Rowe himself designed and constructed in 1876/7. Rowe owned the property for a number of years and resided there for a period while serving as the first Mayor of Manly Council. The assessment concluded with the recommendation to undertake additional research and assessment to obtain a greater understanding of the heritage significance of the building, including an assessment against the NSW Heritage Office's guidelines and criteria for heritage listing. Based on the recommendation Council engaged a heritage consultant to undertake the additional research and assessment.

Robertson and Hindmarsh Architects (RHA) were engaged in June 2019 to undertake the additional research. RHA concurred with the findings of Full Circle Heritage, that the property contained the remnants of the service wing of 'Roseville' and further expanded on that research. The assessment indicated that the property was a rare example of a Rowe building in Manly and furthermore the survival of the service wing demonstrated Rowe's philosophy and approach to sanitation and public health in building design.

In summary, the consultant found that the property met four criteria of the NSW Heritage Office's criteria for a heritage listing being:

- Historical significance as it shows evidence of a significant human activity and is associated with a historical phase being the development of Manly; and
- Associative significance due to its links to Thomas Rowe, a celebrated architect and the first Mayor of Manly; and
- Technical significance due its evidence of Thomas Rowe's approach to sanitation and health in building design; and
- Rarity as the only remaining large service outbuilding in the Manly town centre from the 19th Century period.

Further information on how the property meets the established criterion for inclusion can be found in the site specific merit test assessment (page 9), or alternatively in RHA's report, which is attached to this Planning Proposal.

In addition, RHA also recommend that Council proceed to place an Interim Heritage Order (IHO) on the property. Council resolved at its meeting of 24 September 2019 to place an IHO on the property, which was published in the Government Gazette on the 27th of September 2019. Subsequently on 16 October 2019, the Northern Beaches Local Planning Panel determined

DA2019/1669 for the property by way of refusal. The heritage significance of the property and the IHO formed one of the reasons stated for refusal.

In accordance with the terms of the IHO, Council now has six months to decide whether to list the property as an item of heritage in the Manly Local Environmental Plan 2013 or not. To list the item requires the preparation, adoption and gazettal of a Planning Proposal to amend the Manly Local Environmental Plan 2013. This Planning Proposal aims to achieve this outcome.



Figure 2: Street view of 21 Whistler Street (Robertson & Hindmarsh Pty Ltd, 1 July 2019)

Part 3 – Justification

Section A – Need for the Planning Proposal

1. Is the planning proposal a result of an endorsed local strategic planning statement, strategic study or report?

No. This Planning Proposal is not the result of an endorsed local strategic planning statement, strategic study or report. It is the result of a detailed heritage research and investigation which identified the property has local heritage significance resulting in the issuing of an Interim Heritage Order.

The Planning Proposal does give effect to an objective of the publically exhibited Draft Northern Beaches Local Strategic Planning Statement *Towards 2040:*

Priority 18: Protected, conserved and celebrated heritage

2. Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

Yes. Items of heritage significance are required to be listed in a local environmental plan and the listing gives weight to its protection. As such, the Planning Proposal is the only way of achieving this outcome.

Section B – Relationship to strategic planning framework

3. Will the planning proposal give effect to the objectives and actions of the applicable regional, or district plan or strategy (including any exhibited draft plans or strategies)?

a) Does the proposal have strategic merit?

Yes, the Planning Proposal will give weight and effect to the following objectives and actions of the following plans;

Greater Sydney Regional Plan 2056: Objective 13 (Environmental heritage is identified, conserved and enhanced)

The subject property has been identified as being of heritage value by meeting four of the criteria established by the NSW Heritage Office. Formally listing the property meets this objective by allowing for the conservation of the property and its heritage values. Listing the property will also allow for future enhancement works.

North District Plan: Planning Priority N6 (Creating and renewal of great places and local centres, and respecting the District heritage)

The Planning Proposal will give weight to this priority by respecting the heritage of Manly by conserving remaining fabric with strong links to the development of the centre. Additionally, retained heritage properties can function as a catalyst for the renewal of centres, such as Manly.

b) Does the proposal have site-specific merit?

Yes, the property has undergone a range of heritage research and investigation, which has indicated the property is of heritage significance. The investigation revealed that the property meets four of the NSW Heritage Office's criterion for listing which is detailed below:

(a) An item is important in the course, or pattern, of NSW's cultural or natural history (or the cultural or natural history of the local area)

No. 21 Whistler Street, Manly is associated with a significant phase in the development of New Brighton (later Manly), prior to the formation of the municipality, as a villa suburb, with the quality of the building stock controlled by the scale of the lots in the subdivision. This remnant of the New Brighton Estate is of Local Significance in terms of its rarity and for historical significance.

The remnant of "Roseville" demonstrates the series of substantial speculative suburban villas set in large grounds designed and erected for professional men by Thomas Rowe within villa subdivisions during the 1860s and 1870s, including "Tresco" and "Villa Caprera" in Elizabeth Bay and "Roseville" at Manly.

No 21 Whistler Street meets the requirement for the criterion of historical significance because it:

- shows evidence of a significant human activity
- is associated with a significant activity or historical phase

(b) An item has strong or special association with the life or works of a person, or group of persons, of importance in NSW's cultural or natural history (or the cultural or natural history of the local area)

No 21 Whistler Street, Manly is associated with a significant human occupation (ie the provision of healthy environments) as well as with a significant person, Thomas Rowe, the first Mayor of Manly, and one of the founders of the Institute of Architects

No 21 Whistler Street meets the requirement for the criterion of historical association significance because it:

- shows evidence of a significant human occupation
- is associated with a significant person

(c) An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW (or the local area)

No 21 Whistler Street, Manly is associated with a significant technical achievement (ie the provision of healthy urban environments in the absence of urban services infrastructure) as well as with a significant person, Thomas Rowe, the first Mayor of Manly and one of the founders of the Institute of Architects.

No 21 Whistler Street meets the requirements for the criterion of technical significance because it:

- shows or is associated with, creative or technical innovation or achievement
- is the inspiration of a creative or technical innovation or achievement

(f) An item posses uncommon, rare or endangered aspects of NSW's cultural or natural history (or the cultural or natural history of the local area)

No 21 Whistler Street, Manly is rare as the only large nineteeth century outbuilding surviving in the Manly Town Centre and is rare as a physical manifestation of a way of life that has been made redundant by the provision of piped water supply and piped sewerage services to urban areas

No 21 Whistler Street meets the requirements for the criterion of rarity because it:

- provides evidence of defunct custom, way of life or process with regard to the provision of water and the removal of waste
- is the only example of its type remaining in the Manly Town Centre area

Additional information on how the property meets these criteria can be found in the attached Robertson and Hindmarsh report.

4. Is the Planning Proposal consistent with a council's local strategy or other local strategic plan?

The Planning Proposal is consistent with the Northern Beaches Community Strategic Plan *Shape 2028*; Goal 12 (d) 'Values and celebrates our diverse heritage and cultural differences'. Listing the property as an item of heritage under Schedule 5 of the Manly Local Environmental Plan 2013 will protect the property allowing Thomas Rowe's contribution to the development of Manly to be conserved and protected.

The Planning Proposal will also give effect to an objective of the publically exhibited Draft Northern Beaches Local Strategic Planning Statement *Towards 2040* and Priority 18: Protected, conserved and celebrated heritage.

Listing the subject property as an item of heritage will enable the protection and conservation of its heritage values. Retaining the building would also allow for the recognition and celebration of these values, as well as the role Thomas Rowe played as the first Mayor of Manly.

5. Is the Planning Proposal consistent with applicable State Environmental Planning Policies?

The Planning Proposal is considered consistent with the relevant State Environmental Planning Policies.

Table 1. Compliance with State Environmental Planning Policies (SEPPs)

SEPPs (as at September 2017)		Applicable	Consistent
1	Development Standards	YES	Yes
19	Bushland in Urban Areas	NO	N/A
21	Caravan Parks	YES	YES
33	Hazardous and Offensive Development	YES	YES
36	Manufactured Home Estates	NO	N/A
44	Koala Habitat Protection	YES	YES
47	Moore Park Showground	YES	YES
50	Canal Estate Development	YES	YES
55	Remediation of Land	YES	YES
64	Advertising and Signage	YES	YES
65	Design Quality of Residential Apartment Development	NO	N/A
70	Affordable Housing (Revised Schemes)	YES	YES
	(Aboriginal Land) 2019	NO	N/A
	(Affordable Rental Housing) 2009	YES	YES
	(Building Sustainability Index: BASIX) 2004	NO	N/A
	Coastal Management 2018	NO	N/A
	(Concurrences) 2018	NO	N/A
	(Education Establishments and Child Care Facilities) 2017	NO	N/A
	(Exempt and Complying Development Codes) 2008	YES	YES
	(Gosford City Centre) 2018	NO	N/A
	(Housing for Seniors or People with a Disability) 2004	NO	N/A
	(Infrastructure) 2007	YES	YES
	(Kosciuszko National Park – Alpine Resorts) 2007	NO	N/A
	(Kurnell Peninsula) 1989	NO	N/A
	(Mining, Petroleum Production and Extractive Industries) 2007	NO	N/A
	(Miscellaneous Consent Provisions) 2007	NO	N/A
	(Penrith Lakes Scheme) 1989	NO	N/A
	(Primary Production and Rural Development) 2019	NO	N/A
	(State and Regional Development) 2011	NO	N/A
	(State Significant Precincts) 2005	NO	N/A
	(Sydney Drinking Water Catchment) 2011	NO	N/A
	(Sydney Region Growth Centres) 2006	NO	N/A
	(Three Ports) 2013	NO	N/A
	(Urban Renewal) 2010	NO	N/A
	(Vegetation in Non-Rural Areas) 2017	NO	N/A
	(Western Sydney Employment Area) 2009	NO	N/A

	(Western Sydney Parklands) 2009	NO	N/A
Sydney Regional Environmental Plans (Deemed SEPPs):			
8	(Central Coast Plateau Areas)	NO	N/A
9	Extractive Industry (No 2 -1995)	NO	N/A
16	Walsh Bay	NO	N/A
20	Hawkesbury – Nepean River (No 2 – 1997)	NO	N/A
24	Homebush Bay Area	NO	N/A
26	City West	NO	N/A
30	St Marys	NO	N/A
33	Cooks Cove	NO	N/A
	(Sydney Harbour Catchment) 2005	NO	N/A

6. Is the planning proposal consistent with applicable Ministerial Directions?

The Planning Proposal is consistent with the relevant Ministerial Directions.

Ministerial Direction 1.1: Business and Industrial Zones

This direction applies as the land subject to the Planning Proposal is zoned B2 Local Centre which is a business zone. The Planning Proposal is consistent with this direction as it does not prevent the use of the site for employment generating purposes and it does not seek to change any other control applying to the site.

Ministerial Direction 2.3: Heritage Conservation

The objective of this direction is to conserve items, areas and places of heritage significance and it applies to all relevant planning authorities. In accordance with section (4) (a) of the direction, the planning proposal will contain provisions that facilitate the protection of the item. Further, a study of the item and its heritage significance has been undertaken, which gives further weight to this direction.

No inconsistency with the direction is sought.

Ministerial Direction 3.1: Residential Zones

This direction applies to the site as the zoning of the property allows for residential development. The Planning Proposal is consistent with this direction as it does not prevent the use of the site for a range of residential purposes and it does not seek to change any other control applying to the site.

Table 2. Compliance with State Environmental Planning Policies (SEPPs)

Ministerial Direction	Comment
1. Employment and Resources	
1.1 Business and Industrial Zones	Applicable – see above commentary
1.2 Rural Zones	Not applicable
1.3 Mining, Petroleum Production and Extractive Industries	Not applicable
1.4 Oyster Aquaculture	Not applicable
1.5 Rural Lands	Not applicable
2. Environment and Heritage	
2.1 Environmental Protection Zones	Not applicable

2.2 Coastal Management	Not applicable
2.3 Heritage Conservation	Applicable – see above commentary
2.4 Recreation Vehicle Areas	Not applicable
2.5 Application of E2 and E3 Zones and Environmental Overlays in Far North Coast LEPs	Not applicable
3. Housing, Infrastructure and Urban Development	
3.1 Residential Zones	Applicable – see above commentary
3.2 Caravan Parks and Manufactured Home Estates	Not applicable
3.3 Home Occupations	Not applicable
3.4 Integrated Land Use and Transport	Not applicable
3.5 Development Near Regulated Airports and Defence Airfields	Not applicable
3.6 Shooting Ranges	Not applicable
3.7 Reduction in non-hosted short term rental accommodation period	Not applicable
4. Hazard and Risk	
4.1 Acid Sulfate Soils	Consistent
4.2 Mine Subsidence and Unstable Land	Not applicable
4.3 Flood Prone Land	Consistent – no changes to flooding provisions proposed
4.4 Planning for Bushfire Protection	Not applicable –The property is not identified as bushfire prone land
5. Regional Planning	
5.1 Implementation of Regional Strategies	Not applicable
5.2 Sydney Drinking Water Catchment	Not applicable
5.3 Farmland of State and Regional Significance on the NSW Far North Coast	Not applicable
5.4 Commercial and Retail Development along the Pacific Highway, North Coast	Not applicable
5.5 – 5.8 Revoked	
5.9 North West Rail Link Corridor Strategy	Not applicable
5.10 Implementation of Regional Plans	Not applicable
5.11 Development of Aboriginal Land Council land	Not applicable
6. Local Plan Making	
6.1 Approval and Referral Requirements	Consistent
6.2 Reserving Land for Public Purposes	Not applicable – no land reservation proposed
6.3 Site Specific Provisions	Consistent
7. Metropolitan Planning	
7.1 Implementation of A Plan for Growing Sydney	Consistent
7.2 Implementation of Greater Macarthur Land Release Investigation	Not applicable
7.3 Parramatta Road Corridor Urban Transformation Strategy	Not applicable
7.4 Implementation of North West Priority growth Area Land Use and Infrastructure Implementation Plan	Not applicable

7.5 Implementation of Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	Not applicable
7.6 Implementation of Wilton Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	Not applicable
7.7 Implementation of Glenfield to Macarthur Urban Renewal Corridor	Not applicable
7.8 Implementation of Western Sydney Aerotropolis Interim Land Use and Infrastructure Implementation Plan	Not applicable
7.9 Implementation of Bayside West Precincts 2036 Plan	Not applicable
7.10 Implementation of Planning Principles for the Cooks Cove Precinct	Not applicable

Section C – Environmental, social and economic impact

7. Are there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?

It is unlikely that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of amending the Manly LEP 2013 to include the property as an item of heritage.

8. Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?

It is unlikely that other environment effects will result from amending the Manly LEP 2013. The proposed amendments aim to protect the heritage significance of the subject site and as such any environmental effects are likely to be positive.

9. Has the Planning Proposal adequately addressed any social and economic effects?

The Planning Proposal will ensure social and economic effects are adequately addressed through the formal addition of the property on 21 Whistler Street, Manly, as a heritage item. In particular, heritage listing safeguards the environmental, economic and social benefits of this limited resource for present and future generations.

In terms of social effects, the Planning Proposal hopes to safeguard Manly's local history. The adaptive reuse of heritage buildings reduce the consumption of resources and the areas ecological footprint. In addition, the adaptive reuse of heritage buildings can provide impetus for revitalising a neighbourhood, through the creation of unique precincts that embrace and celebrate the heritage and stories of the area. This in turn provides economic uplift and benefit for the broader Manly locality.

Section D – State and Commonwealth interests

10. Is there adequate public infrastructure for the planning proposal?

The land subject to the Planning Proposal is currently supported by adequate infrastructure. In addition, the Planning Proposal does not create the requirement for new or augmented infrastructure.

11. What are the views of State and Commonwealth public authorities consulted in accordance with the Gateway determination?

The Planning Proposal is being prepared in accordance with consultation guidelines and provisions prepared by the former Department of Planning and all statutory consultation will occur in accordance with the requirements of any future Gateway Determination, including any State or Commonwealth authorities.

Part 4 – Maps



Figure 3: Existing Heritage Map (HER_003) – Manly LEP 2013

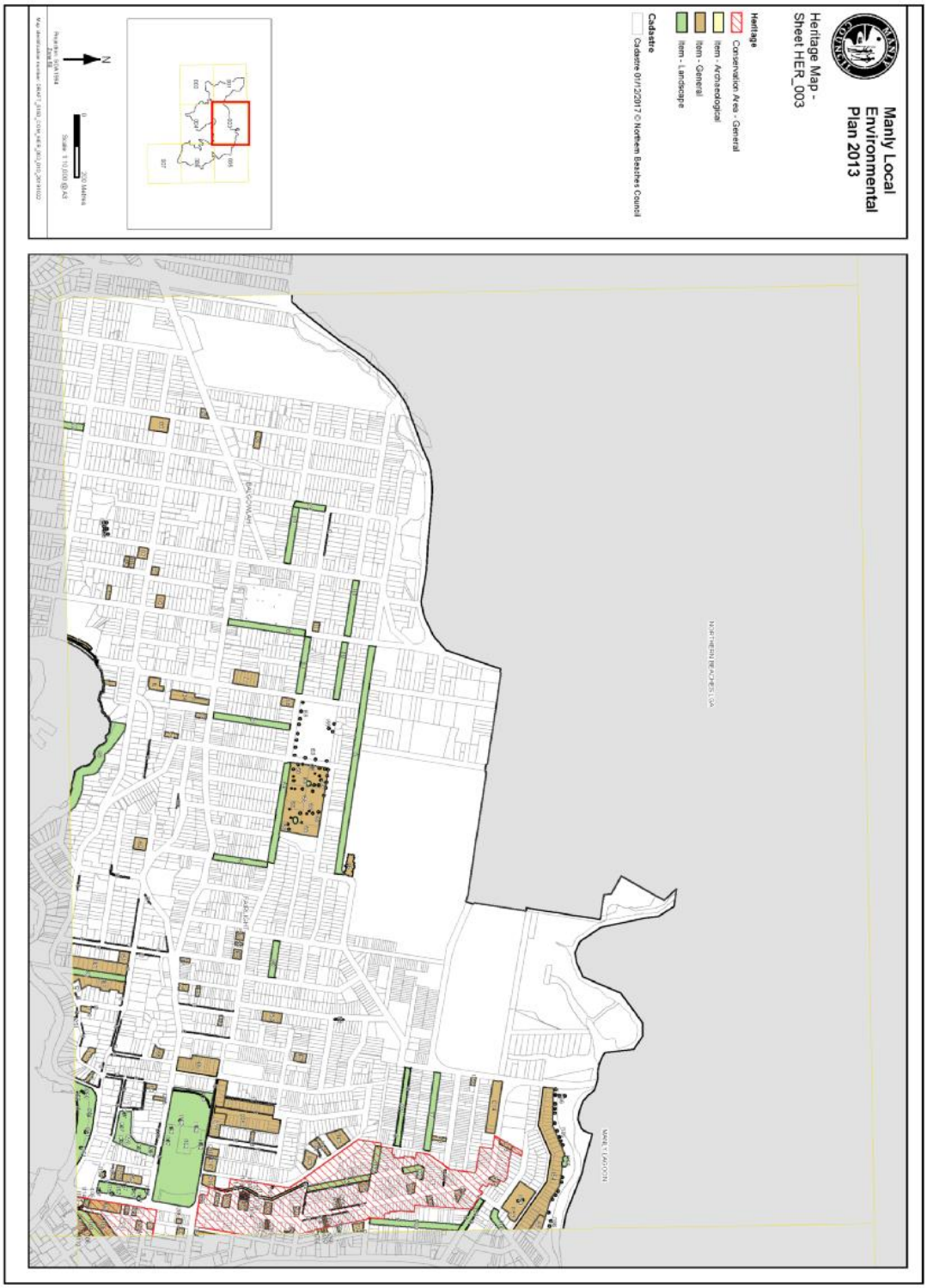

Figure 4: Proposed Heritage Map (HER_003) – Manly LEP 2013

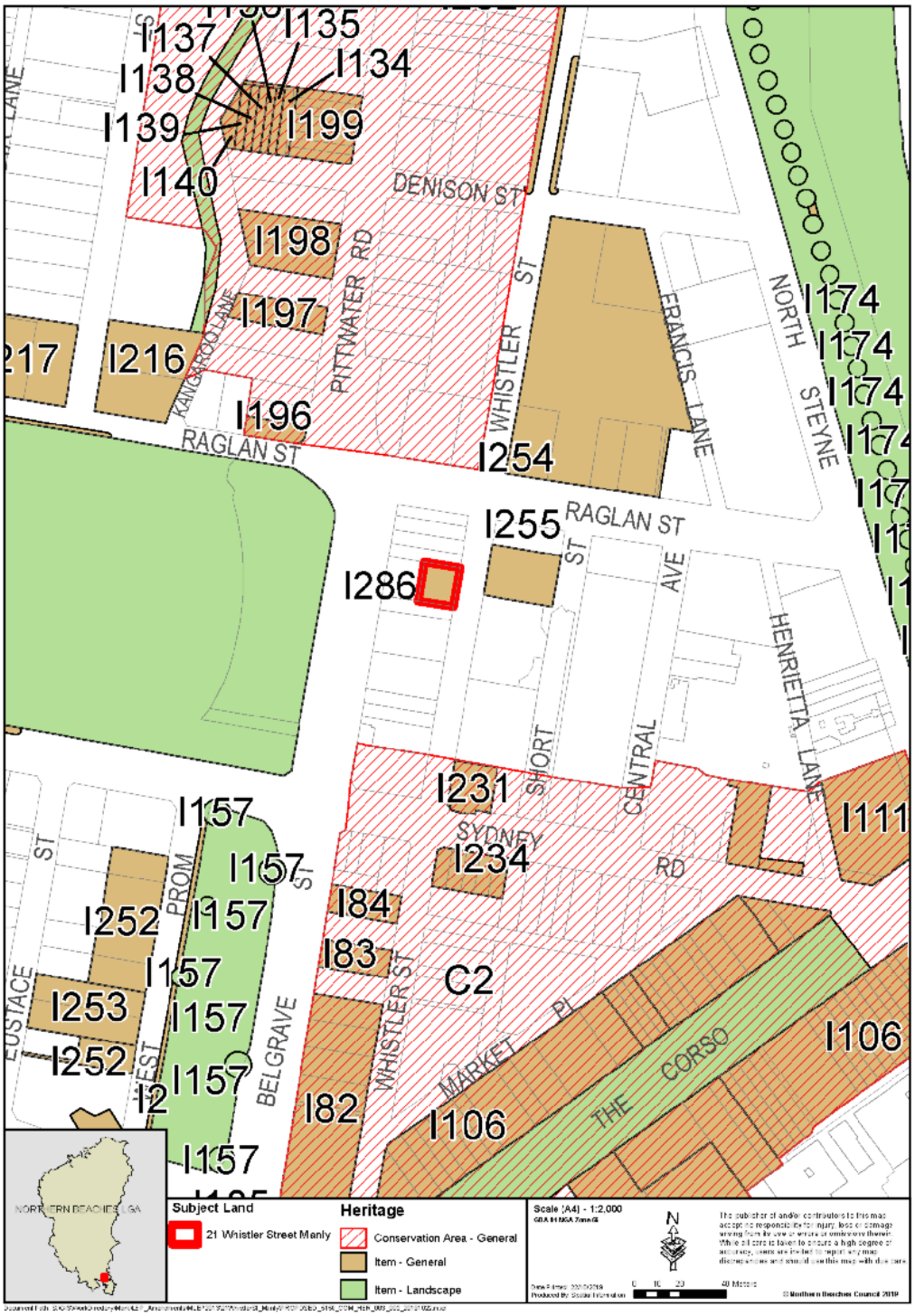

Figure 5: Extract from Proposed Heritage Map (HER_003) – Manly LEP 2013

Part 5 – Community Consultation

Statutory public exhibition of the Planning Proposal will take place following the receipt of a Gateway Determination (the Determination). The Planning Proposal will be exhibited for a minimum of 28 days or otherwise directed by the Determination.

Should the Planning Proposal proceed to exhibition, consultation will be undertaken as follows:

- A public notice in the Manly Daily notifying of the public exhibition and exhibition period;
- Notification to affected and adjoining land owners;
- Notification to the NSW Heritage Office;
- Electronic copies of the exhibition material placed on Council's website;
- Printed copy of the Planning Proposal placed in Manly Customer Service Centre.

No other state agencies have been identified at this stage as requiring consultation; however, the Determination may identify relevant agencies. Should the Determination require consultation with other agencies they will be notified of the proposal and given the opportunity to provide a response.

Part 6 – Project Timeline

Task	Anticipated timeframe
Submission to DPIE for Gateway Determination	February 2020
Gateway Determination	April 2020
Government agency consultation (if required)	May 2020
Commencement of public exhibition	June 2020
Completion of public exhibition	July 2020
Consideration of submissions	July 2020
Consideration of a proposal post-exhibition	August 2020
Date of submission to the Department to finalise the LEP	August 2020
Forwarding of the plan to the PCO for publication	September 2020
Gazettal of LEP Amendment	October 2020

Further Investigation & Comparative Review
21 Whistler Street,
Manly



No 21 Whistler Street, Manly (Photo: Robertson & Hindmarsh Pty Ltd, 1 July 2019)

for
Northern Beaches Council

Prepared by
Robertson & Hindmarsh Pty Ltd
Architects
ABN 47 000 915 622
Phone: 02 9439 7779
Email: rharch@ozemail.com.au

1 July 2019

Robertson & Hindmarsh Pty Ltd

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1.0 Introduction

The property at No. 21 Whistler Street, Manly, is subject to a Development Application involving the demolition of the buildings on the property. Northern Beaches Council commissioned a report from Full Circle Heritage to provide an independent review of the heritage issues associated with the works proposed in DA2018/1669 for No. 21 Whistler Street, Manly. This included a review of the Statement of Heritage Impact prepared by Heritage 21, supplementary documentary investigation to assist with determining the heritage significance of the place, and an analysis of any possible heritage impacts based on those findings. This report was inconclusive as to whether the site should be heritage listed. It did conclude that the building on the site had the potential to meet the threshold for local heritage listing, however recommended further investigation and comparative analysis be undertaken, considering factors such as:

- the prevalence of Thomas Rowe buildings in the Manly area;
- how this building compares with other remaining Thomas Rowe buildings still in existence;
- how this building compares with the other mid-late Victorian era buildings in the Manly Town Centre; and
- how this building compares with other outbuilding/domestic service buildings remaining in Manly.

Full Circle Heritage recommended that additional work be undertaken to fully assess the heritage significance of the property to allow Council to make an informed decision about the site.

Council's Brief for the additional work, dated June 2019, stated:

This review will involve:

1. **Review existing reports**
   Review DA documentation, specifically the Statement of Heritage Impact - Heritage 21 (September 2018) and Supplementary Heritage Statement, also by Heritage 21 (April 2019);
   Review the Independent Heritage Review – Full Circle Heritage (April 2019)

2. **Site inspection**
   Inspection of site and its context.

3. **Further investigation and Comparative Assessment**
   Considering the recommendations of the Independent Heritage Review report by Full Circle Heritage, undertake any necessary further investigations, focusing on the comparative assessment outlined in 4.3 of this report.

4. **Assessment of Heritage Significance**
   Considering the further investigation and comparative assessment work, assess the site against the NSW Heritage Assessment Criteria and make a recommendation as to whether it meets the threshold for local listing.

5. **Recommendations**
   Considering the circumstances (current DA pending involving demolition), further investigation and the assessment of heritage significance, make clear recommendations to Council as to how it should proceed with this matter.

Robertson & Hindmarsh Pty Ltd was engaged by Northern Beaches Council on 26 June 2019 to undertake the additional work recommended in the Full Circle Heritage report dated April 2019.

2.0 Report authors

The authors of this report are:

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3.0 Referenced documents

This report is to be read in conjunction with the following reports (especially their History sections):

- Statement of Heritage Impact, September 2018 by Heritage 21,
- Supplementary Heritage Statement, April 2019 by Heritage 21,
- 21 Whistler Street, Manly: Independent Heritage Review – DA 2018/1669, April 2019 by Full Circle Heritage.

4.0 History

The research and preparation of a full history of the site was specifically excluded from this report by Northern Beaches Council in its brief dated June 2019. However, the following table is a summary chronology derived from the previous reports on the property and supplemented by additional historical research by Robertson & Hindmarsh Pty Ltd which was found to be necessary to properly inform this study.

Date	Item	Reference
1842	100 acres granted to John Thompson	
1855	Subdivision of Ellensville includes the block bounded by Raglan and Whistler Streets & the Promenade. 11 lots Map by Reuss & Browne	NLA Map F 642C
c.1855	Map of Brighton, Manly Beach shows lots 1-11 & one building (on lot 20)	NLA Map F 642A
1867	Rowe family living in Tudor House, Victoria Street, Darlinghurst	Sydney Mail 19 Jan 1867
1868	Thomas Rowe notes that he had not long been a resident of Manly and supported the erection of a punt at the Spit as it took 1½ hours to get to Sydney Location of his residence not determined. Short-lived residency in Manly at that time	SMH 29 August 1868
1869	Rowe family lived in Arlington Terrace, Upper William Street, Darlinghurst	Sydney Mail 20 February 1869
c. 1869 – c.1876	Rowe designed "Tresco", Elizabeth Bay which was part of the villa subdivision designed by Rowe & which included houses to his design. Rowe family lived in Arlington Terrace, Darlinghurst Rowe served as Alderman for the Bourke Ward of Sydney	SHR Listing for Tresco Obituary
1872	Two desirable villa residences, Elizabeth Bay, to let or sell. Designed by Thomas Rowe	SMH 19 March 1872
1875	Manly in 1875, illustration in the Illustrated Sydney News. Settlement concentrated around the Corso	ISN 16 Jan 1875
October 1875	Rowe tenders for the erection of a cottage at Manly, probably "Roseville" & outbuildings. Masons and Bricklayers work	SMH 19 October 1875
By August 1876	Thomas Rowe Freeholder, Petition to create the Municipal District of Brighton Lots 8, 9, 10 & 11 of the Brighton Estate owned by Thomas Rowe (architect & 1st Mayor of Manly)	SMH 15 August 1876
February 1876	Rowe tenders for plastering and cementing cottage at Manly Beach	SMH 19 February 1876
September 1876	Damage to garden fence of residence of Thomas Rowe	NSW Police Gazette 13 September 1876
December 1876	Letter to the Editor from Thomas Rowe, "Roseville", Manly	SMH 6 December 1876
March 1877	Death of Charlotte Jane Rowe (nee Piper), first wife of Thomas Rowe at Roseville. Aged 38	SMH 21 March 1877
1877	Plan of 19 Villa Sites the pick of Manly Beach (located to the north of Raglan Street) shows Rowe's allotments to the south of Raglan Street	SLNSW ML Z/SP/M5/1943
1877	"Caprera" at Elizabeth Bay Point designed by Thomas Rowe for sale or to let	SMH 3 February 1877

Date	Item	Reference
By 1879	Rowe's cottage in Manly had become a local landmark, other buildings were noted as being 'near the residence of Thomas Rowe'	SMH 23 April 1879
1879	To LET, handsome commodious COTTAGE (new), containing 9 rooms bathroom, pantry, storeroom, kitchen, laundry, and every convenience, with splendid tanks, situated in the most sheltered part of this rising and picturesque suburb facing the park (ie Rowe's Manly house)	SMH 14 June 1879
May 1880	Sale of the premises and surplus furniture of "Roseville", Manly by Thomas Rowe	SMH 5 May 1880
November 1880	Rowe family living in another of the houses he had designed and erected, "Caprera", Elizabeth Bay	SMH 27 November 1880
By 1881	Redman Terrace, East Esplanade, Manly Attributed to Thomas Rowe	
1883	Subdivision of the "Roseville" Manly property into four allotments in addition to the house allotment. The auction notice shows the internal plan of "Roseville" as well as the internal plan of the outbuildings (see Figure 4.1)	ML M5/ 742 Manly Subdivision Plans
1884	Sale of "Caprera", Elizabeth Bay within Rowe's villa subdivision, as Thomas Rowe leaving for Europe. (SHR listed as Ashton)	SMH 20 Feb 1884
1885	"Roseville" property purchased by Samuel Bennett Bailey.	SMH 8 November 1887
1887	Property's name changed to "Restormel". Bankruptcy of Bennett Bailey	SMH 8 November 1887
By 1887	MWS&DB survey (Sheet 29) showed an extended outbuilding along the Whistler Street boundary & also a water closet building north of the house	Manly Local Studies Collection
1887	Description of "Restormel" including rooms. Additional rooms had been added by this time	
1899	Death of Thomas Rowe, President of the Metropolitan Water and Sewerage Board. At "Mona", Darling Point	ATCJ 21 Jan 1899 Evening News 14 Jan 1899
From 1903	Street name changed from East Promenade to Pittwater Road	
1912	North (lawn) part of the site fronting Raglan Street advertised for sale. By this date property had been brought under the Real Property Act	Figure 7 in Full Circle Report
1913	Bennett family remain in occupation	
By 1914	Street name changed from Pittwater Road to Belgrave Street (house was No. 40)	
By December 1915	"Restormel", Board and Residence Winter terms, handy surf	SMH 8 Dec 1915 Daily Telegraph 20 May 1916
1916	Furnished Flats, "Restormel", bed sitting rooms, double and single rooms. Mrs McCormack late of White's Flats, Corso	Daily 16 Dec 1916
1916	North half of the site sold but Bennett Family retained the south half covering Lots 8 & part 9 of the Brighton Estate subdivision. South portion contained the house and the outbuildings along the Whistler Street boundary	Figure 8 in Full Circle Report
By 1918	40 [Belgrave St] McKormack, Mrs K, apartments [Shops to Belgrave Street frontage] No 44 Kleemo, E Butcher No 46 Bank of Queensland No 48 Sam Sing & Co, fruiterers	Sands 1918
1919	Mortgage taken out on the property & property transferred to the five Bennett children. Mortgage could reflect the redevelopment of the site	
1920	40 AC Camfield 40A McEwan, Douglas	Sands 1920

Date	Item	Reference
	40A Gordon & Nichols 42 Field, Clifford 44 Davis, Sydney & Co 44* Klemo, E 46 Bank of Queensland 48 Sam Sing	
By 1923	21 Whistler Street noted as a separate address from 40/40a Belgrave Street	
1931	Additions and Alterations 40A Belgrave Street Removal of wine licence	CREJ 17 July 1931 SMH 5 June 1931
By 1936	Current commercial building on Belgrave Street frontage believed to have been constructed however this has not been confirmed by tenders. Rate books & BA files would confirm this	
1939	Sale of double fronted block comprising two double fronted shops and dwellings and cottage fronting Whistler Street	SMH 19 & 22 April 1939
1939	Entire property sold to Ernest Harman	
1940	Discussion of wine licence refers to demolition of premises at No. 40A. No date given	
1950	Property subdivided into its current form (Lots A & B DP 368451)	Figure 9 in Full Circle Report
1950	Pastry Shop, Blue Wren at 40 Belgrave Street	SMH 4 Feb 1950
1967	DA for alterations & additions to the cottage facing Whistler Street	Figures 10 & 11 in Full Circle Report
Between 1967 & 1975/6	Construction of two-storey addition at north end of original one-storey outbuilding	

The Full Circle Heritage report has already examined, through the Certificates of Title, the subdivision of the site which culminated in "Roseville"/"Restormel" and the outbuilding occupying the southern half of the original allotment amalgamated by Thomas Rowe. Our research shown in the foregoing tabulated Chronology, shows the intensification of use of the remaining southern section of the site through the construction of shops along the Belgrave Street frontage and the conversion of the house into flats before the shops and house were demolished to permit the construction of the current 1930s commercial building fronting Belgrave Street.

The documentary research indicates that the original rooms for the Kitchen and Wash House of "Roseville" remain within the current building at No. 21 Whistler Street. The kitchen fireplace in the original "Roseville" Kitchen has been bricked up, plastered over, and converted to a standard room fireplace (see Figures 5.7 & 5.8), probably when the addition to the south was constructed (by c.1890). The fireplace in that second kitchen shows physical evidence of it having been a kitchen fireplace (bricked up opening, mantel shelf position and height, etc) (see Figure 5.11).

The current Bathroom is located in part of the original space for the "Roseville" Wash House. The doorway from the original "Roseville" Kitchen into the current Hall passes through what was shown on the 1883 auction notice (see Figure 4.1) as the original location of the Wash House copper.

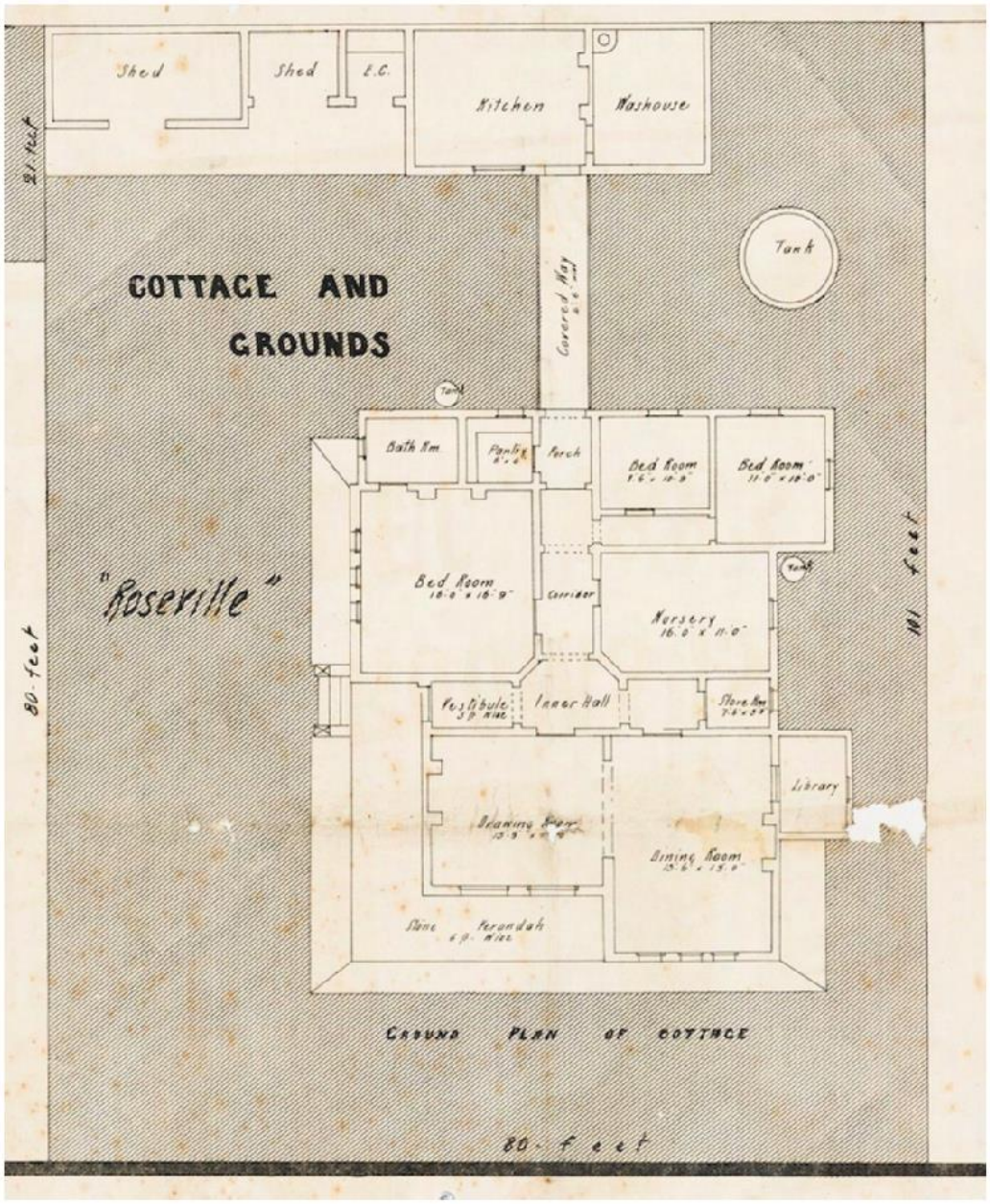

Figure 4.1: Plan of "Roseville" from the December 1883 auction notice. The plan indicates the location of the above-ground and underground water supply tanks as well as the configuration of the outbuilding with the Earth Closet. The underground tank may remain in-situ under the ground. The only part of the outbuilding still remaining is the section containing the spaces for the Kitchen and Wash House.

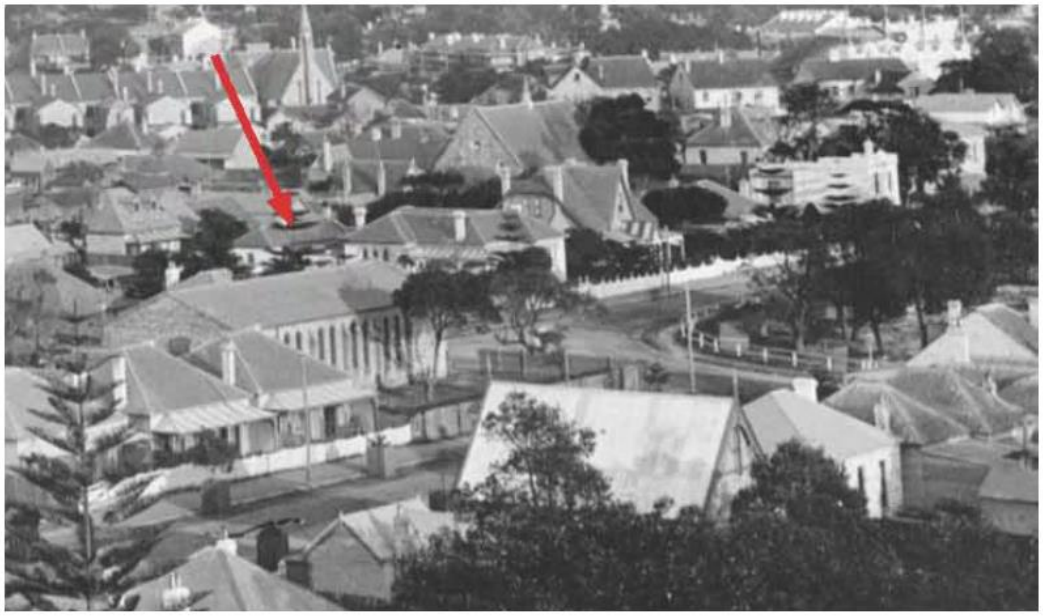

Figure 4.2: Outbuilding to "Roseville"/"Restormel" (now part of No. 21 Whistler Street) shown arrowed (Photo: Extract from Kerry & Co photograph, nd – but post-1890 as it shows the configuration of the outbuilding as shown on the 1890 MWS&DB Manly Detail Sheet 29). Note that the parapet wall on the south end of the outbuilding is still extant and indicates it was constructed on the southern boundary of the allotment for "Restormel".

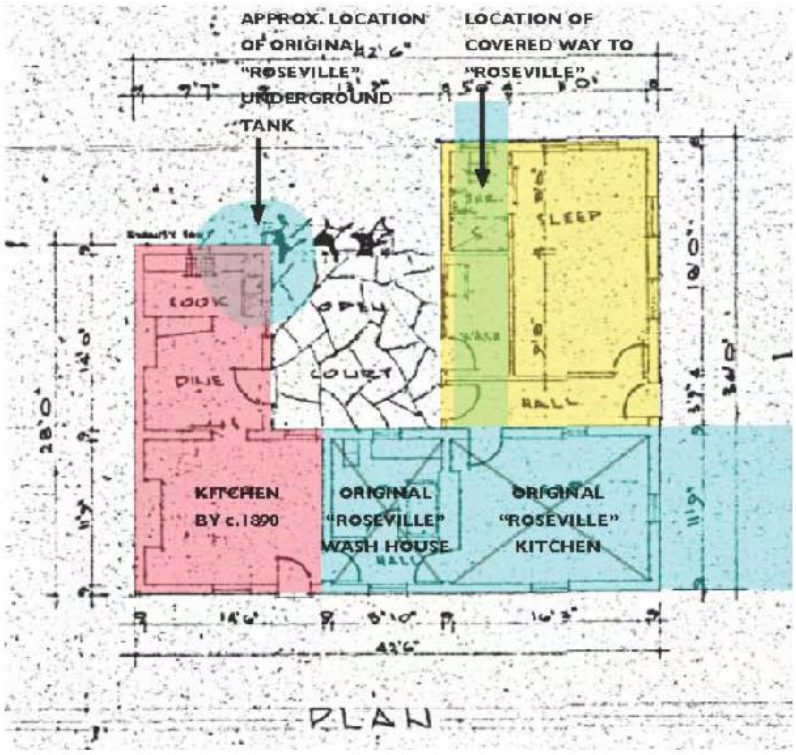

Figure 4.3: No. 21 Whistler Street as depicted in the 1967 plans for alterations and additions to the building. Blue = structures constructed by Thomas Rowe as a part of "Roseville" as shown on the 1883 auction notice at Figure 4.1, Red = structures added by c.1890 as shown on the MWS&DB Manly Detail Sheet 29 and in the Kerry & Co photograph at Figure 4.2, Yellow = additions proposed in 1967.

5.0 Physical description

5.1 Exterior

No. 21 Whistler Street is located on the west side of the street in the block between Sydney Road & Raglan Street. The street in this block is undergoing transformation and upscaling through demolition and redevelopment of the existing properties (see Figures 5.1 to 5.3).

This physical description is based on an inspection of the exterior by one of the report authors on 1 July 2019 and the comprehensive photographs of the interior taken by Full Circle Heritage in April 2019.

The subject property comprises a number of phases of construction that have been partially elucidated in the report by Full Circle Heritage and in the earlier sections of this report. This report's Figure 4.3 depicts the important phases of development with regard to the extant fabric of the original Kitchen and Wash House. The current building comprises a single-storey section and a two-storey section at the north end of the one-storey section.

The initial one-storey building, constructed as a rear service wing to the main house, "Roseville", is located on the boundary line of the property fronting Whistler Street. When constructed, it defined the then rear boundary of the property that fronted Belgrave and Raglan Streets. The building is a brick building that has been rendered externally and has a gable roof currently covered with tiles with a masonry parapet wall at the south end of the building. There is the remnant stub of a chimney at the south end of the building abutting the parapet and an intact chimney two-thirds of the way along the ridge of the building. There are three double-hung timber windows and an entry door in the one-storey section of the building. These openings do not appear on the 1883 subdivision plan of the property.

At the north end of the building is a two-storey addition with a steel roller door and a recessed pedestrian door at street level and a steeply-pitched gable roof over the first-floor accommodation.

Single-storey additions have been made to the rear of the one-storey section of the building. One of these additions (the southern addition) appears on the 1890 MWS&DB Manly Detail Sheet, by which time "Roseville" was named "Restormel", and was probably constructed between 1883 and 1890 (see Figure 4.3). The southern rear addition was extended further after 1967. The northern single-storey rear wing was constructed in 1967 and the two-storey northern addition was constructed between 1967 and 1975/6. Further research of the Building Application files is necessary to pinpoint the exact date of construction and, combined with examination of the Rate Books, a more detailed sequence of buildings and occupants on the site can be determined.

Inspection of the street frontage demonstrates the documentary evidence is correct. The projecting foundation course extends part of the way along the Whistler Street frontage, indicating the extant extent of the original Kitchen and Wash House (see Figures 5.5 & 5.6). The projecting foundation course returns around the north end of the one-storey section, indicating the northern end of the building as seen in the Kerry & Co photograph (see Figure 5.4). The finished nature of this end of the building indicates that the section of the outbuilding containing the earth Closet and shed may have been of a lesser standard of construction and may not have been accommodated under an extension of the pitched roof. The Kerry & Co photograph shows a hip roof at the north end of the original Kitchen and the structural timbers for the hip end of the roof may still be intact within the existing roof. Likewise, the original south end of the building over the Wash House may have had a hip roof before the building was extended to the extent shown in the Kerry & Co photograph and those hip roof timbers may also be extant within the current roof.

The current windows in the Whistler Street façade do not appear in the 1883 plan of the house. The 1883 plan does show a window and door on the west side of the outbuilding in the original kitchen and so it can be assumed that there were no windows facing the lane on the rear boundary as the plan appears to accurately depict the doors and windows in the main house. This would be logical from a security point-of-view. The windows in the exterior wall would definitely have been installed by 1923 when No. 21 was first noted as a separate address. However, the joinery details of the windows would indicate a nineteenth century origin and so they were probably installed when the addition to the south of the original Wash House was made prior to 1890.



Figure 5.1: Looking south along Whistler Street. No. 21 Whistler Street is in the middle distance on the right (R&H photo, 2019)



Figure 5.2: Looking north along Whistler Street. No. 21 Whistler Street is on the left in the far distance(R&H photo, 2019)



Figure 5.3: No. 21 Whistler Street viewed from the south (R&H photo, 2019)



Figure 5.4: No. 21 Whistler Street: north end of the foundation course returning along the north face of the building (R&H photo, 2019)



Figure 5.5: No. 21 Whistler Street: detail of foundation course terminating on the north side of the front door (R&H photo, 2019)



Figure 5.6: No. 21 Whistler Street: detail of foundation course terminating on the north side of the front door (R&H photo, 2019)

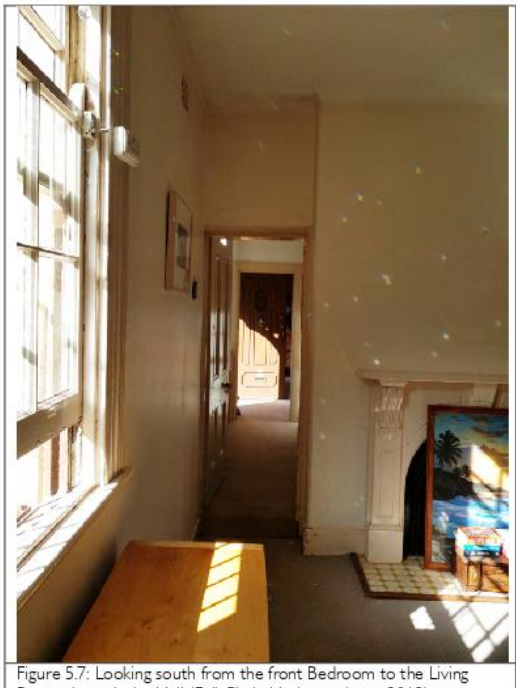

Figure 5.7: Looking south from the front Bedroom to the Living Room through the Hall (Full Circle Heritage photo, 2019)



Figure 5.8: Fireplace in the front Bedroom which was formerly the original Kitchen. Note the original external door on right (Full Circle Heritage photo, 2019)



Figure 5.9: "Exterior" side of the window in the west wall of the front Bedroom which was the original kitchen window looking into the yard of "Roseville" (Full Circle Heritage photo, 2019)

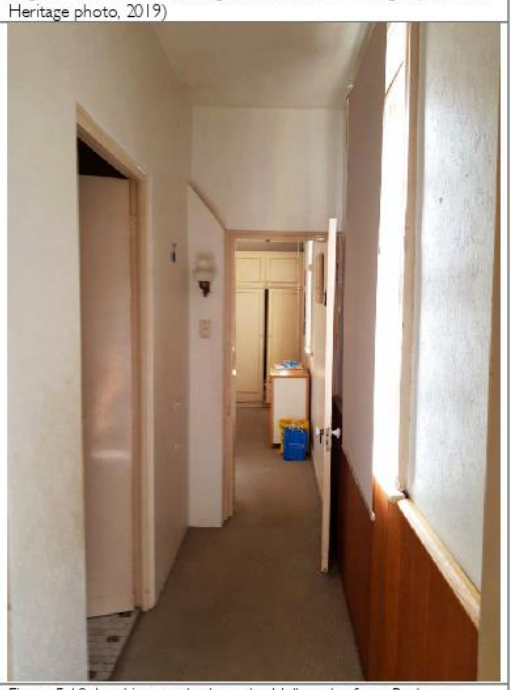

Figure 5.10: Looking north along the Hall to the front Bedroom showing the tapering top of the rear of the original Kitchen fireplace (Full Circle Heritage photo, 2019)

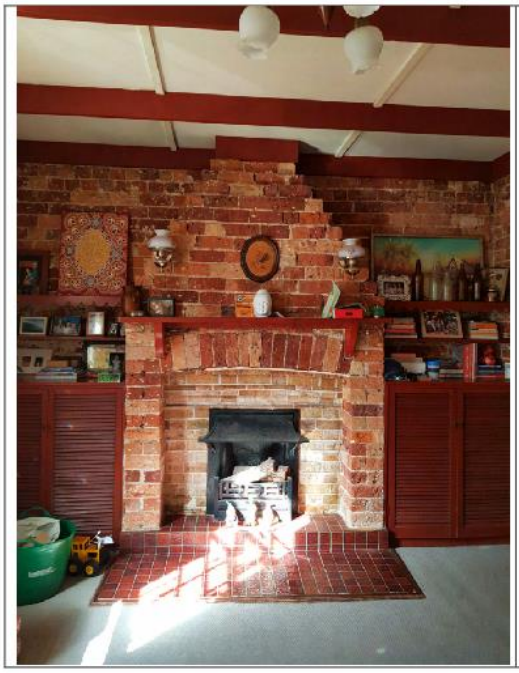

Figure 5.11: Living Room fireplace which was originally the second Kitchen fireplace. Note height of the mantel shelf and the fireplace opening. Also note the depth of the fireplace opening (Full Circle Heritage photo, 2019)

5.2 Interior

This description is limited to the nineteenth century rooms in the single-storey section of the building and is based on the photographs taken by Full Circle Heritage in April 2019.

There are two rooms in the existing building that survive from the time when the outbuilding contained the Kitchen and Wash House designed by Thomas Rowe for his villa, "Roseville". The existing front Bedroom at the north end of the single-storey section was the original Kitchen. The kitchen fireplace has been removed, the opening reduced in size and a smaller cast iron fireplace register and timber fire surround installed. The timber fire surround is of a style dating from the Victorian period and was probably installed when the building was extended to the south and the Kitchen moved into the new extension. The tiled hearth in front of the fireplace is unusually large and reflects the original hearth in front of the cooking fireplace. The bedroom also contains a door in the west wall and the timber door is an original panelled external door. This is the door that originally led into the covered way connecting the Kitchen to "Roseville". In the adjacent hall behind the bedroom's west wall is a blocked up window with a projecting masonry sill. This was the window depicted beside the Kitchen door in the 1883 plan of "Roseville" and its outbuildings. The 1967 plan (Figure 4.3) shows a window in the north wall of the front Bedroom and this window is also shown in the Kerry & Co photograph (indicating the window had been installed by c.1890).

No trace remains of the Wash House copper or other fixtures. The current Bathroom contains the projecting rear section of the original Kitchen chimney breast.

The fireplace in the current Living Room appears to have originally been a kitchen fireplace as indicated by the height and depth of the opening as well as the height of the timber mantel shelf. The size of the tiled hearth also indicates a past use as a Kitchen fireplace. This room was added by about 1890 and probably constituted a second Kitchen. The addition was made to the south of Rowe's Wash House and extended to the south boundary of the site (hence the use of a parapet wall end to the building to create fire separation). The remnants of plaster on the walls of this room indicate that it was originally plastered.

6.0 Comparative Analysis

The brief required examination of four aspects of the building's design and history to inform any assessment of significance. The following aspects to be investigated stem from the brief:

6.1 The prevalence of Thomas Rowe buildings in the Manly area:

As additional historical research was excluded from this section of the project it must be noted that, without extensive research of Tender Notices, Rate Books and Building Applications, the extent of Thomas Rowe-designed buildings in Manly cannot be determined with any certainty.

Thomas Rowe was involved in the design of buildings and civic improvements from the late 1860s in Manly including public swimming baths, a public wharf and the planting of Norfolk Island pines. Whilst these features all survive, the configurations have largely been altered. He tendered works in his capacity as Mayor.

Rowe's son, Percival, who trained with his father, designed the now-demolished Oddfellows hall in 1878. Part of Redman's Terrace survives on East Esplanade and these terrace houses are similar in character to houses erected by Rowe as an investment in Victoria Street, Potts Point and are also thought to be his design (AIA Biography, Thomas Rowe).

In our quick perusal of Tender Notices the following Notices lodged by Thomas Rowe were uncovered. They consisted of three villas, one cottage (probably "Roseville"), alterations to two residences and a pair of semi-detached houses. It should be noted that their location cannot be determined without additional research.

1873:
SMH, 4 April 1873
First Class Villa Residence (see below)

SMH, 10 April 1873
Villa Residence at Manly Beach for A Forsyth Esq
1. Excavation & Masons Work & Brickwork
2. Carpenters, Joiners and Finish Trades
3. The whole in one sum
Location not able to be identified. Probably for Archibald Forsyth.

1875:
SMH 19 October 1875
Tender for the erection of a cottage, Manly Beach
Masons and Bricklayers Work
["Roseville" ?]

1876:
SMH 21 Feb 1876
Plastering & Cementing a Cottage, Manly Beach
["Roseville" ?]

SMH 28 September 1876
Erection of a villa residence, Manly Beach
1. Excavation & Masons Work
2. Carpenters, Joiners and Finish Trades
3. The whole in one sum
[unidentified]

1877:
SMH 1 June 1877 & others
Erection of a villa residence, Manly Beach
1. Excavation & Masons Work
2. Carpenters, Joiners and Finish Trades
3. The whole in one sum
[unidentified]

SMH 7 June 1877
rebuilding of Brighton Villa after a fire

[Possibly Brighton Cottage in Whistler Street in Sands, 1876,
occupied by J Gould, Builder]

1878:
SMH 30 Jan 1878
Restoration additions to Hope Lodge, Manly

1879:
SMH 15 September 1879
Two semi-detached weatherboard cottages at Manly Beach
[possibly 80-82 Pittwater Road – architect for these heritage items not identified]

1881:
SMH 20 June 1881
Residence at Manly Beach for Rev RS Wills
by Percival CK Rowe. Plans at Thomas Rowe's office

SMH 20 June 1881
Erection and Completion of a Villa at Manly Beach for James Todd, Esquire
by Percival CK Rowe. Plans at Thomas Rowe's office

Of these buildings tendered by Thomas Rowe, the pair of semi-detached cottages at 80-82 Pittwater Road might be the 1879 building that is already listed on Schedule 5 of the LEP, but their design is a typical Victorian period design and not easily attributable to Rowe through any of the details.

Rowe also tendered for the rebuilding of Brighton Villa after a fire in 1877 (SMH 7 June 1877) and the erection of a villa at Manly (SMH 23 June 1877). Substantial villas at Manly were also designed by other architects who lived locally including [John] Smedley after whom Smedley's Point is named.

The above-mentioned tenders from the Rowes probably represent a substantial portion of the houses erected in Manly during this era but again, this cannot be determined without extensive additional research (eg searching all tenders for Manly Beach). Given the number of listed buildings in Manly from the 1870s, it would seem that the majority of Rowe's work in the area no longer survives but the research simply has not been done. These buildings are likely to be on the Whistler Street side of The Corso, as the south side of The Corso was subdivided later.

Rowe also designed residences in Darlinghurst, Marrickville, Burwood, Elizabeth Bay and on the North Shore during the late 1860s and 1870s. Many of these have not been identified as his work but may have been listed without the architect having been identified. The majority of his projects that are listed are, like those in his obituary, his public buildings, churches and hospitals. A detailed examination of his domestic designs is sorely needed. His contribution to sanitary reform and the improvement in building construction standards whilst an Alderman for the City then Manly councils has not been identified either.

6.2 How this building compares with other remaining Thomas Rowe buildings still in existence:
The c. 1890 Metropolitan block plans show the layout of the villa subdivision at Elizabeth Bay and the layout of "Roseville" (by then named "Restormel") at Manly. The two substantial Gentleman's villas that Rowe designed and lived in at Elizabeth Bay – "Tresco" (c. 1869) and "Caprera" (c. 1877) both survive today and are listed on the State Heritage Register whereas, what survives of "Roseville" at Manly, which the Rowe family occupied between these two residences, is not listed. The sequence of tenders indicates that Rowe also altered the houses for later owners so the later works to "Roseville" in the mid-1880s may have also been his work. It would appear that the Rowe family occupied the villas, for a while, if the houses he designed and built had not been sold or leased. However, the move back to Manly may also have been for health reasons, possibly that of his first wife who died young. As a result, the sequence of family residences, the full extent of which has not been determined, is of significance in that it demonstrates his expanding family and also his increasing wealth and status, eventually resulting in his move to "Mona" in Darling Point.

What survives of the villa subdivision at Elizabeth Bay has been identified as being of state significance, with the two houses that the Rowe family occupied listed on the State Heritage Register. The full extent of the survival of the villa subdivisions from the 1870s in Sydney has not been studied, however most were in waterfront suburbs or on riverbanks (ie Elizabeth Bay, Potts Point, Hunters Hill and Manly). All of this housing stock is in private ownership so the service wings have been altered.

There has not been a monograph prepared on the work of Thomas Rowe. The works listed in the various obituaries are only the commercial buildings (with some churches and synagogues). None of his residential work is listed in those obituaries.

6.3 How this building compares with the other mid-late Victorian era buildings in the Manly Town Centre:
Comparison with other mid- to late-Victorian buildings surviving in the Manly Town Centre is difficult since the subject property was constructed as a kitchen and service block for a much grander house and not as a stand-alone house, even though that is now what it is. As a service building designed to be concealed behind the main building the subject building is aesthetically simple, unadorned, functional and utilitarian. There is no architectural style or pretence. In its simplicity it resembles the simple houses found in areas such as The Rocks and other colonial settlements in the colony in the early years of the nineteenth century (albeit with Victorian details) and the surviving outbuildings for substantial houses from the 1870s.

Having designed a number of hospitals, Thomas Rowe was well aware of the current theories regarding the spread of disease. In the design of a hospital according to the principles set by Florence Nightingale, such as the Catherine Hayes Hospital and the Sydney Hospital, the sanitary areas were separated from the wards by breezeways. In the design of his cottage at Manly, Rowe created a separate block for the kitchen, washhouse and earth closet. This was a common feature in houses of the 1840s but not of the 1870s, by which time the kitchen was usually accommodated in a rear wing. This concern may have been due to the low-lying site of "Roseville" and, more likely, the lack of any town services. There was no town water supply or piped sewerage system in the Manly area so the separation of the noisome cooking and toilet facilities from the house was based on considerations of health and sanitation. As Mayor, Rowe introduced by-laws that forbad the use of cesspits and so the use of an earth closet and a distant underground water cistern were practical demonstrations of the by-laws in action.

None of the other houses identified as having been the work of Thomas Rowe, including the villas in Elizabeth Bay have a separate service block connected by a covered way, indicating that the outbuildings of these houses were stables etc. This is likely to relate to the lack of any municipal services such as town water or sewerage in Manly and their availability elsewhere, such as at his Elizabeth Bay subdivision and houses. The 1883 plans for the house show tanks and an earth closet, as there was no town water supply during the 1870s.

6.4 How this building compares with other outbuilding/domestic service buildings remaining in Manly:
Because of the peculiarity of Whistler Street functioning as a rear lane for the Belgrave Street properties any outbuildings are clearly visible from Whistler Street. Most other outbuildings of this nature in other locations within the Manly Town Centre would not be readily visible from public streets because of the lack of rear lanes/streets near which such buildings would normally be constructed. In this case, the property is of significance as it demonstrates the layout that was to become enshrined in municipal by-laws, ie the use of earth closets and not cesspits, and the ability to empty the earth closets from a lane and not through the house.

Rowe, as an Alderman, was responsible for sanitary reforms in Sydney and the introduction of by-laws in Manly requiring Earth Closets. His own residence was a model installation prior to the existence of the municipal by-laws imposed during his term in office. The surviving plans show the location of the earth closet as being within the portion of the out building that no longer survives. The by-laws required that closets had to be emptied via a lane and not through the house, however, the villa subdivisions of Manly are without rear lanes.

Manly's municipal by-laws were published in the NSW Government Gazette in January 1878 and are signed by Thomas Rowe as Mayor. What survives of "Roseville" still partially demonstrates these municipal reforms that Rowe was to implement across the entire municipality. In comparison with other municipalities' by-laws the Manly provisions are stricter, with no cesspits permitted and greater separation between closets to prevent the spread of disease.

In order to uncover any similar outbuildings constructed in the rear yards of properties not visible from public streets, the method used to assess this aspect of the subject building's significance was to examine all 35 of the 1890 MWS&DB Detail Survey Sheets for Manly (supplied by Manly Library) looking for outbuildings and then comparing those detail sheets to the current aerial views of the Manly Town Centre (available through Google Earth and also SIX Maps). This comparison should have highlighted any extant 1890 outbuildings in the area covered by the 1890 plans. The area covered by the 1890 plans was the area bounded by the Quarantine Reserve in the south, Manly Lagoon (originally known as Curl Curl Lagoon) in the north, the Pacific Ocean in the east, and Hill Street, Fairlight in the west.

This comparative survey using the 1890 plans and the current aerial photographs of the area concluded that no large pre-1890 outbuildings, other than the subject building at 21 Whistler Street, remain in the Manly Town Centre. Small outbuildings, such as outhouses, may remain but they were too small to see on the current aerial photographs. In Manly there are very few listed buildings erected between the 1850s when the suburb was first laid out as a villa subdivision and 1875 when "Roseville" was built. The heritage listings include a pair of Gothic Revival style houses at 80-82 Pittwater Road, (I202 and 203), a Gothic Revival Style villa at 226 Pittwater Road (I212) and a large house (now subdivided) on land once owned by Rowe (possibly Dun Aros I115) The architect of these buildings has not been identified on the listings, however, at least one of the buildings is probably Rowe's work. He may have sold the land he owned with a design. The semi-detached timber houses could be the work of Rowe but could also be designed by the architects Thornley and Smedley or Benjamin Backhouse who also undertook work in the area.

7.0 Assessment of Heritage Significance

The criteria used to assess the significance of this property are the criteria contained within the 2001 NSW Heritage Office publication, *Assessing Heritage Significance*, which were gazetted in April 1999. Contained within that publication are guidelines to assist in determining whether an item or place could be included or should be excluded from listing as a heritage item at either the State or Local levels.

7.1 Application of the Assessment Criteria to 21 Whistler Street, Manly

The following section analyses the elements of No. 21 Whistler Street that do and do not meet the NSW Heritage Council's criteria for heritage listing.

Criterion (a) An item is important in the course, or pattern, of NSW's cultural or natural history (or the cultural or natural history of the local area).

Guidelines for INCLUSION • shows evidence of a significant human activity • is associated with a significant activity or historical phase • maintains or shows the continuity of a historical process or activity
Guidelines for EXCLUSION • has incidental or unsubstantiated connections with historically important activities or processes • provides evidence of activities or processes that are of dubious historical importance • has been so altered that it can no longer provide evidence of a particular association

Discussion:

No. 21 Whistler Street, Manly dates from a significant phase in the development of New Brighton (later Manly), prior to the formation of the municipality, as a villa suburb, with the quality of the building stock controlled by the scale of the lots in the subdivision. This remnant of "Roseville" is a physical demonstration of the series of substantial speculative suburban villas set in large grounds designed and erected for professional men by Thomas Rowe within villa subdivisions during the 1860s and 1870s, including "Tresco" and "Villa Caprera" in Elizabeth Bay and "Roseville" at Manly. Thomas Rowe's examples at Elizabeth Bay are listed on the State Heritage Register.

This remnant of the New Brighton Estate is significant in terms of its rarity and for its historical significance as a physical remnant of this period of villa development in Manly.

The underlying significance of this remnant of "Roseville" is that the separation of the kitchen, washhouse and earth closet facilities in a separate wing, connected by a covered walkway to the main house, demonstrates the architect's, Thomas Rowe's, attention to the requirement for health and sanitation in an urban location that did not have any municipal services such as a piped water supply or a piped sewerage system. In order to ensure health, he eschewed the usual cesspit so that there was no cross-contamination between the contents of the cesspit and the underground water storage cistern that was required to ensure drinking and bathing water. Whilst such a separation may seem to be anachronistic it, in contrast, was very much concerned with the future health of the inhabitants of Sydney. As the first Mayor of Manly, Thomas Rowe drafted and introduced by-laws that enshrined the practice he pioneered at "Roseville" in banning cesspits and requiring the use of earth closets that had to be serviced from a rear street or service lane (and not through the house).

In addition, the separation of the kitchen from the main house not only kept cooking smells out of the house but also restricted any possible spread of fire from the Kitchen to the main house. However, no above-ground physical evidence remains of the earth closet and no evidence of the original Kitchen remains (other than the

room volume, door, window, chimney breast, hearth and chimney). Likewise, no physical evidence of the Wash House remains other than the room volume. Evidence may remain of the underground water tank/cistern

Significance:
No. 21 Whistler Street, Manly is associated with a significant phase in the development of New Brighton (later Manly), prior to the formation of the municipality, as a villa suburb, with the quality of the building stock controlled by the scale of the lots in the subdivision. This remnant of the New Brighton Estate is of Local Significance in terms of its rarity and for historical significance.

The remnant of "Roseville" demonstrates the series of substantial speculative suburban villas set in large grounds designed and erected for professional men by Thomas Rowe within villa subdivisions during the 1860s and 1870s, including "Tresco" and "Villa Caprera" in Elizabeth Bay and "Roseville" at Manly.

Conclusion:
No. 21 Whistler Street meets the requirements for the criterion of historical significance because it:
- shows evidence of a significant human activity
- is associated with a significant activity or historical phase

Criterion (b): An item has strong or special association with the life or works of a person, or group of persons, of importance in NSW's cultural or natural history (or the cultural or natural history of the local area).

Guidelines for INCLUSION
- shows evidence of a significant human occupation
- is associated with a significant event, person, or group of persons

Guidelines for EXCLUSION
- has incidental or unsubstantiated connections with historically important people or events
- provides evidence of people or events that are of dubious historical importance
- has been so altered that it can no longer provide evidence of a particular association

Discussion:
No. 21 Whistler Street, Manly was designed by architect, Thomas Rowe. Rowe was a prominent architect in the mid- to late-nineteenth century who championed the construction of healthier urban environments and the construction of urban service infrastructure such as piped water supply and piped sewerage services. After petitioning the government to establish the Municipality of Manly and, as the first Mayor of Manly, Rowe wrote and promulgated by-laws that encapsulated his pioneering work on health and sanitation. His house, "Roseville", incorporated these principles and was a working example of those principles. The remnant of "Roseville" at No. 21 Whistler Street is the physical manifestation of part of that important section of the house demonstrating Rowe's health and sanitation principles, (ie the separate kitchen, washhouse and earth closet facilities).

Thomas Rowe was also instrumental in the establishment of the Institute of Architects of NSW (the precursor of the Royal Australian Institute of Architects).

Significance:
No. 21 Whistler Street, Manly is associated with a significant human occupation (ie the provision of healthy urban environments) as well as with a significant person, Thomas Rowe, the first Mayor of Manly, and one of the founders of the Institute of Architects.

Conclusion:
No. 21 Whistler Street meets the requirements for the criterion of historical association significance because it:
- shows evidence of a significant human occupation
- is associated with a significant person

Criterion (c): An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW (or the local area).

Guidelines for INCLUSION
- shows or is associated with, creative or technical innovation or achievement
- is the inspiration for a creative or technical innovation or achievement
- is aesthetically distinctive
- has landmark qualities
- exemplifies a particular taste, style or technology

Guidelines for EXCLUSION
- is not a major work by an important designer or artist
- has lost its design or technical integrity
- its positive visual or sensory appeal or landmark and scenic qualities have been more than temporarily degraded
- has only a loose association with a creative or technical achievement

Discussion:
Along with George Allen Mansfield, Thomas Rowe was one of the two leading designers of substantial residential buildings in Sydney during the 1870s, both of whose work had become known throughout the Pacific (Rowe having won the limited competition to design the royal palace in Honolulu for the Kingdom of Hawaii).

Rowe was known for housing improvements and as a designer of hospitals and for his concerns regarding fireproof construction, sanitation and water supply. He served as an Alderman on both Sydney and Manly Councils and as a member of the Metropolitan Water, Sewerage and Drainage Board. In particular, the sanitary improvements included in the 1875 design for "Roseville" such as earth closets and separate street or lane access for night soil removal was implemented throughout the Municipality via the by-laws drawn up by Thomas Rowe as Mayor of Manly. Normally the sanitary arrangements of a residence are not of significance, however, in this case Rowe implemented reforms in Sydney (overhead cisterns) and in Manly (earth closets in place of cesspits) aimed at limiting the spread of disease. This remnant of "Roseville" still has the ability to demonstrate how the residence functioned in an urban environment without the usual urban infrastructure.

For its contribution to the streetscape and as a remnant of a well-known landmark property in Manly, the residence of the first Mayor of Manly, Thomas Rowe, from 1877-78 is a significant remnant of a distinct architectural phenomenon (Victorian villas for professional men). Prior to the formalisation of street numbers, the villas subdivision to the north was referred to as being near Thomas Rowe's residence. The majority of the surviving residential buildings on the flat land at Manly are small workers cottages or semi-detached houses or terraces.

Almost no trace of the mid-1850s to 1870s villa subdivisions of New Brighton survives. Although it is only the outbuilding that survives, this appears to be the largest surviving remnant in the Manly Town Centre area, demonstrating the subdivision alignment and the villas erected thereon and can be correlated to the Charles Kerry photograph held in the Powerhouse Museum.

Significance:
No. 21 Whistler Street, Manly is associated with a significant technical achievement (ie the provision of healthy urban environments in the absence of an urban services infrastructure) as well as with a significant person, Thomas Rowe, the first Mayor of Manly and one of the founders of the Institute of Architects.

Conclusion:
No. 21 Whistler Street meets the requirements for the criterion of technical significance because it:
- shows or is associated with, creative or technical innovation or achievement
- is the inspiration for a creative or technical innovation or achievement

Criterion (d): An item has strong or special association with a particular community or cultural group in NSW (or the local area) for social, cultural or spiritual reasons.

Guidelines for INCLUSION
- is important for its associations with an identifiable group
- is important to a community's sense of place

Guidelines for EXCLUSION
- is only important to the community for amenity reasons
- is retained only in preference to a proposed alternative

No. 21 Whistler Street does not meet the guidelines for inclusion under Criterion (d).

Criterion (e): An item has potential to yield information that will contribute to an understanding of NSW's cultural or natural history (or the cultural or natural history of the local area).

Guidelines for INCLUSION • has the potential to yield new or further substantial scientific and/or archaeological information • is an important benchmark or reference site or type • provides evidence of past human cultures that is unavailable elsewhere Guidelines for EXCLUSION • the knowledge gained would be irrelevant to research on science, human history or culture • has little archaeological or research potential • only contains information that is readily available from other resources or archaeological sites

No. 21 Whistler Street does not meet the guidelines for inclusion under Criterion (e).

Criterion (f): An item possesses uncommon, rare or endangered aspects of NSW's cultural or natural history (or the cultural or natural history of the local area).

Guidelines for INCLUSION • provides evidence of a defunct custom, way of life or process • demonstrates a process, custom or other human activity that is in danger of being lost • shows unusually accurate evidence of a significant human activity • is the only example of its type • demonstrates designs or techniques of exceptional interest • shows rare evidence of a significant human activity important to a community Guidelines for EXCLUSION • is not rare • is numerous but under threat

Discussion:
No. 21 Whistler Street is the only remaining large service outbuilding remaining in the Manly Town Centre from the villa phase of development in Manly. It is rare as a service wing from the mid- to late-nineteenth century that demonstrates the pattern of urban settlement at a period when urban services had not been provided and it demonstrates the requirement to separate toilet facilities from the habitable rooms of the main house, the requirement to collect earth closet waste via a "night soil" lane, and the necessity of separating the toilet facilities from the water collection and storage infrastructure.

Furthermore, it demonstrates at a domestic scale, the attention to fire-proofing that architect, Thomas Rowe, incorporated into his projects by virtue of physically separating the fire-prone kitchen area from the main house.

Significance:
No. 21 Whistler Street, Manly is rare as the only large nineteenth century outbuilding surviving in the Manly Town Centre and is rare as a physical manifestation of a way of life that has been made redundant by the provision of piped water supply and piped sewerage service to urban areas.

Conclusion:
No. 21 Whistler Street meets the requirements for the criterion of rarity because it:
• provides evidence of a defunct custom, way of life or process with regard to the provision of water and the removal of waste
• is the only example of its type remaining in the Manly Town Centre area

Criterion (g): An item is important in demonstrating the principal characteristics of a class of NSW's
– cultural or natural places; or
– cultural or natural environments

(or a class of the local area's
– cultural or natural places; or
– cultural or natural environments).

Guidelines for INCLUSION
- is a fine example of its type
- has the principal characteristics of an important class or group of items
- has attributes typical of a particular way of life, philosophy, custom, significant process, design, technique or activity
- is a significant variation to a class of items
- is part of a group which collectively illustrates a representative type
- is outstanding because of its setting, condition or size
- is outstanding because of its integrity or the esteem in which it is held

Guidelines for EXCLUSION
- is a poor example of its type
- does not include or has lost the range of characteristics of a type
- does not represent well the characteristics that make up a significant variation of a type

No. 21 Whistler Street does not meet the guidelines for inclusion under Criterion (g).

7.1.2 Statement of Significance (No 21 Whistler, former Kitchen Wing of "Roseville")

The surviving kitchen wing of Thomas Rowe's "Roseville" is of at least local significance as a remnant of one of the series of gentlemen's residences designed and erected by Rowe in villa subdivisions in Manly and Elizabeth Bay and occupied by his family namely "Tresco" (1869), "Roseville" (1875) and "Caprera" (c. 1877, occupied c.1880-1884). In contrast to the other two residences, it is the service wing that remains in this case and the surviving physical and documentary evidence indicates the sanitary reforms that Rowe would subsequently implement across the entire Municipality of Manly during his term as the first Mayor.

Rowe's "Roseville" was a well-known local landmark and the vestige that remains in Whistler Street is one of the few remaining physical reminders of the intended villa development of New Brighton which was developed from the mid-1850s until the mid-1870s. The alignment to Whistler Street provides evidence of the lots created for the villa subdivision of New Brighton, which fronted East Promenade. Prior to the implementation of planning controls the villa subdivisions were controlled by the size of the lots and the architectural scale and character of the residential architecture.

The surviving portion of "Roseville" in Whistler Street, Manly is a remnant of the extensive body of residential architecture by Thomas Rowe that included both residences for professional men and terraces built as investments. The full extent of his body of residential work, including the houses he designed on a speculative basis, has not yet been examined in detail. Rowe's involvement as an Alderman developing and implementing reforms in sanitation and building standards in Sydney and Manly sets his work apart from that of his main contemporaries.

This remnant example is the only 1870s residence designed by Rowe that has been identified in which the service wing remained separate for health reasons, indicating the lack of town water and sewerage that existed prior to the formation of the municipality and the public and civil engineering works for which successive mayors, starting with Rowe, agitated.

The design of "Roseville" was a model of how water could be collected for domestic use and sanitary arrangements made in the absence of reticulated water supply and piped sewerage. The location of the service wing on the lane is indicative of the need for night soil collection to be undertaken without passing through the residence. At Rowe's insistence, cesspits were banned by municipal by-law and the surviving plans of "Roseville" demonstrate the use of earth closets which were permitted as an improvement on cesspits.

8.0 Conclusion and Recommendations

The previous rationale for not listing the building in 2007 was an assessment of its physical fabric, without picking up the association with the first Mayor of Manly, Thomas Rowe, or that it formed part of the outbuilding complex of a large villa he designed for his family that faced Belgrave Street and the park. Very little survives of Rowe's body of work in Manly undertaken between c. 1868 and 1890.

It is our opinion that No. 21 Whistler Street (the former outbuilding of "Roseville", later "Restormel") meets the criteria for listing as a Local item of environmental heritage under the Northern Beaches LEP under the following criteria:

- Historical significance
- Associative significance
- Aesthetic/Technical significance
- Rarity

As part of the listing process, a more thorough history should be prepared utilising the Rate Books and Building Application Registers to determine the sequence of buildings on the site and owners of the site.

In addition, we recommend that further research be undertaken regarding the interwar building fronting Belgrave Street as it was an integral part of the site until 1950 when the site was subdivided into its current form of two allotments. This building also has the potential to be a heritage item, as it demonstrates the intensification of development and expansion of the commercial centre of Manly.

Dr Scott Robertson
for
Robertson & Hindmarsh Pty Ltd

Manly Parking Permit Scheme Framework

December 2019

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This framework applies only to the existing Manly parking permit scheme.

Any new on-street parking permit schemes in the Northern Beaches Council Local Government Area (LGA) will be administered and operated in accordance with Roads and Maritimes Services (RMS) Permit parking guidelines.

1. Summary

The framework aims to improve parking for residents and other users in locations where there is insufficient off-street parking and where on-street parking is restricted. It will help Council balance the needs of the local community with those of the broader community in areas that experience high parking demand.

The multi-use parking permit will be reviewed in 12 months from implementation.

The framework will be reviewed in three years.

It has been developed in consultation with the Manly residential and business community to address the parking demands in the Manly area.

The following on-street parking permits in the existing Manly parking permit scheme areas will be managed through this framework:

Permit Type	Number of permits
Residential parking permit	Two per eligible residential property Third permit per eligible residential property on application under extenuating circumstances
Multi-use parking permit	One per eligible residential property
Business parking permit	One per eligible business
Support worker parking permit	To eligible support worker vehicles
Car share parking permit	To eligible car share vehicles
Special issue parking permit	Dependant on application by eligible charities, volunteers and not-for-profit services at the discretion of the CEO

This document only applies to the management of parking permits issued through the existing Manly parking permit scheme in the following areas:

1. Little Manly
2. Balgowlah
3. Ocean Beach
4. Ethel Street West
5. Fairy Bower
6. Tower Hill
7. Tower Hill Extension
8. Isthmus
9. Ivanhoe Park
10. Ivanhoe Park Extension.

2. Manly residential parking permits

2.1 Description

Resident parking permits enable residents to park on-street and avoid time limits in their scheme area.

2.2 Eligibility

To be eligible for a residential parking permit, the applicant must:

- reside permanently at the address within the existing Manly parking permit scheme area
- be the registered owner of the vehicle
- or have full private use of a company vehicle
- second place or residence applications are not eligible to apply for a residential parking permit, however can apply for a multi-use parking permit.

All permit holders must take responsibility to ensure the permit is valid and used in accordance with the terms and conditions.

The vehicle must:

- be registered in NSW or classified as a vehicle temporarily in NSW under clause 9 of Schedule 1 of the road Transport (Vehicle Registration) Regulation 2017
- not exceed 4.5 tonnes gross vehicle mass or greater than 7.5m in length
- not be a truck, boat, bus, caravan, motor home, trailer (all) or tractor.

The following properties are not eligible for residential parking permits:

- a household which occupies a dwelling which was approved with the condition that no parking permits be issued
- a household that has a second dwelling that has not been subdivided on a lot for which parking permits are already issued
- a dwelling not approved for residential use
- hotels, backpacker hostels, bed-and-breakfast, Airbnb properties, guesthouses and serviced apartments, including their guests
- premises used by educational bodies for the accommodation of students
- premises used by employers for the accommodation of employees
- crisis accommodation funded by government
- private health facilities, public hospitals, mental health facilities and nursing homes
- residential parks, holiday parks
- garages or storage sheds/units
- federal and state government owned or leased properties, with the exception of residential land owned by NSW Department of Land and Housing Corporation.

2.3 Number of Permits

Eligible residents can apply for:

- up to two residential parking permits
- an additional third residential parking permit in extenuating circumstances.

Third permit criteria

In extenuating circumstances, a third residential permit may be issued. All residential eligibility and vehicle registration criteria needs to be met and all required documentation must be submitted with the application.

Circumstances may include additional vehicles registered to the residential address and limited off street parking. This would support larger families living at the same residence.

Customer Service will not be able to issue the third permit at the time of application, as a site assessment may be required.

2.4 Proof of Residence

Owner occupiers

Owner occupiers can apply for parking permits provided they live at the dwelling on a permanent basis.

Tenants

Tenants can apply for residential parking permits provided they live in the dwelling on a permanent basis and present a current and valid residential tenancy agreement signed by both parties. The residential tenancy agreement is an acceptable agreement under the NSW Residential Tenancies Act 2010 No 42.

If a Tenancy Agreement is expired & operating on an 'Periodic or Ongoing Tenancy Agreement' you will need to provide a letter from your Landlord/Agent confirming the ongoing nature of the agreement. Should the tenants change and a new tenancy agreement be presented during the permit year, all previously issued permits will be cancelled.

Boarding house residents

Boarding house residents can apply for a parking permit provided they live in the boarding house on a permanent basis. Applicants must provide a current and valid occupancy agreement or rental agreement signed by both parties. The rental agreement or an occupancy agreement must be an acceptable agreement under the Boarding Houses Act 2012.

2.5 Acceptable documentation for owner occupiers, tenants and boarding house occupants

Three forms of identification are required when applying for a residential parking permit.

All applicants must provide the following with their application:

- a valid driver licence
- valid vehicle registration papers.

If a vehicle is registered to a company, written confirmation is required on official letterhead detailing full private use of the vehicle and registration details.

Applicants must also present one other form of acceptable documentation as described in Table 1.

All documentation is required to show the applicants name and the applicants address located in the existing Manly parking permit scheme area.

Please note:

1. Utility bills must be from the most recent billing quarter.
2. Official government documents must be no more than 12 months old.
3. Statutory Declarations are not an acceptable form of documentation to prove residency within a scheme area.

2.6 Permit replacement

If the permit is lost or stolen, or if the vehicle is stolen, a replacement permit may be issued on presentation of a valid police report.

Permits will be replaced for the sale of a vehicle or damaged windscreen upon return of the original permit and presentation of the associated paperwork.

2.7 Validity

Residential parking permits are only valid in the scheme area to which they are issued for on-street parking spaces signposted 'permit holders excepted'.

Resident parking permits will be valid for a maximum of 12 months and will be required to be renewed as per each scheme area renewal period.

All permit holders must take responsibility to ensure the permit is valid and used in accordance with the terms and conditions.

Please note:

1. The vehicle registration will be printed on the permit.
2. The permit must be affixed to the vehicle windscreen as per the terms and conditions.
3. A parking permit does not guarantee a parking space within a parking permit scheme area.
4. A parking permit does not provide exemptions from other parking restrictions or laws such as bus zones, loading zones, no stopping or no parking.

Table 1: Accepted documentation

	Utility or phone bill*	Building insurance	Contents insurance	Bank statement	Official Government documents	Lease agreement
Owner occupiers	✓	✓	✓	✓	✓	n/a
Tenants	✓	n/a	✓	✓	✓	✓
Boarding house residents	✓	n/a	✓	✓	✓	✓

* Sydney water bills are not acceptable for this purpose

3. Multi-use permit

3.1 Description

A multi-use parking permit may be used for visitors, tradespeople and carers of a rateable residential property.

3.2 Eligibility

To be eligible to apply for a multi-use parking permit, the applicant must:

- live permanently at an address within an existing Manly parking permit scheme area
- take responsibility to ensure the permit is valid and used correctly
- provide documentation of support a second place or residence application
- it is not a requirement to provide a driver licence when applying for a multi-use parking permit.

Applicants must also provide three of the documents tabled in Table 1: Accepted documentation to confirm their residential status within an existing Manly parking permit scheme area.

The vehicle must not:

- exceed 4.5 tonnes gross vehicle mass or greater than 7.5m in length

Please note:

1. The expired multi-use parking permit must be presented to Council at the annual renewal before a new multi-use permit will be issued.
2. If the applicant moves to a new residential dwelling within one of the existing Manly parking permit scheme areas, the existing multi-use parking permit must be presented to Council before a new multi-use parking permit can be issued.
3. If the vehicle is stolen, a replacement multi-use parking permit may be issued on presentation of a valid Police report.
4. Statutory Declarations to report lost multi-use parking permits will not be accepted.

3.3 Validity

Multi-use parking permits are only valid in the scheme area to which they are issued for on-street parking spaces signposted 'permit holders excepted'.

Multi-use parking permits will be valid for a maximum of 12 months and will renew as per each scheme area renewal period.

The permit must be clearly displayed on the dashboard of the vehicle.

All permit holders must take responsibility to ensure the permit is valid and used in accordance with the terms and conditions.

Please note:

1. A multi-use parking permit does not guarantee a parking space within an existing Manly parking permit scheme area.
2. A multi-use parking permit does not provide exemptions from other parking restrictions or laws such as bus zones, loading zones, no stopping or no parking.
3. The multi-use parking permit will be printed in a different and unique colour to all other parking permits issued within the existing Manly parking permit scheme areas.
4. The multi-use parking permit remains the property of Northern Beaches Council at all times and may be cancelled at any time and with no notice if the permit is sold, leased or not used as intended.

3.4 Twelve month review period

Council will monitor the impacts of parking within all ten existing Manly parking permit scheme areas.

Council will review the multi-use permit in twelve months from implementation.

3.5 Permit replacement

If a permit is lost or stolen, or if the vehicle is stolen a replacement permit may be issued on presentation of a valid police report.

3.6 Number of permits

Residents may only apply for one parking multi-use parking permit.

4. Business parking permit

4.1 Description

A business parking permit exempts a business vehicle from time limits in spaces signposted 'permit holders excepted'.

4.2 Eligibility

Business permits will only be issued to vehicles registered in the name of the business or the name of the proprietor.

The business must be located in Manly parking permit scheme.

To be eligible for a business permit, the vehicle must:

- be registered in NSW or classified as a vehicle temporarily in NSW under clause 9 of Schedule 1 of the road Transport (Vehicle Registration) Regulation 2017
- be registered in the name of the business or the proprietor
- not exceed 4.5 tonnes gross vehicle mass or greater than 7.5m in length
- not be a truck, boat, bus, caravan, campervan, trailer (all) or tractor.

Businesses are not eligible to apply for a multi-use parking permit.

Business permits will not be issued to properties rated residential or Airbnb properties, serviced apartments, guest houses, including their guests.

4.3 Number of permits

Registered businesses may be eligible for one Manly business parking permit. In situations where a business occupies one or more shops, suite or floor (with single or separate commercial or retail agreements) no more than one business permit will be issued to each registered business.

4.4 Proof of business vehicle

The applicant must provide the following documentation at the time of application:

- current vehicle registration papers in the name of the proprietor of the business
- business registration certificate.

In addition one of the following must also be provided:

- current valid commercial lease as per the Retail Leases Act 1994 No 46
- utility bill (recent quarter).

4.5 Validity

Business parking permits are only valid in the existing Manly parking permit scheme area where the business is located.

All permit holders must take responsibility to ensure the permit is valid and used in accordance with the terms and conditions.

Council may include restrictions to the time and day that the permit can be used based on the operational requirements of the business.

The permit must be affixed to the vehicle windscreen.

Please note:

1. The vehicle registration will be printed on the permit.
2. The permit must be affixed to the vehicle windscreen as per the terms and conditions.
3. A parking permit does not guarantee a parking space within a parking permit scheme area.
4. A parking permit does not provide exemptions from other parking restrictions or laws such as bus zones, loading zones, no stopping or no parking.

4.6 Permit replacement

If the permit is lost or stolen, or if the vehicle is stolen, a replacement permit may be issued on presentation of a valid police report.

Permits will be replaced for the sale of a vehicle or damaged windscreen upon return of the original permit and presentation of the associated paperwork.

5. Car share parking permits

5.1 Description

Car sharing programs allows multiple users to have access to one vehicle. Council recognises the value that car share schemes provide through reduced private vehicle ownership and reduced parking demand.

A car share permit will be available to car share providers to continue to provide shared vehicles where existing schemes are operating.

5.2 Eligibility

To be eligible to apply for a car share parking permit the applicant must:

- ensure that the vehicle is registered to the car share company
- must provide valid business registration certificate and ABN
- must provide a current RMS registration certificate issued by the RMS and certificate must show receipt of payment.

5.3 Validity

The car share vehicle must be parked in the existing Manly parking permit scheme area displayed on the permit.

The vehicle registration number will be printed on all car share parking permits.

The permit must be affixed to the vehicle windscreen as per the terms and conditions.

All permit holders and users of the vehicle must take responsibility to ensure the permit is valid and used in accordance with the terms and conditions.

Please note:

1. A parking permit does not guarantee a parking space within a parking permit area.
2. A parking permit does not provide exceptions from other parking restrictions or laws, such as bus zones, loading zones, no stopping or no parking.
3. Should the vehicle be sold or discontinued for the use of car share, the permit must be returned to council to obtain a permit for the replacement vehicle (if required).

6. Support worker parking permits

6.1 Description

Support worker parking permits exempts the vehicle of a support worker or service provider from time limits while they are providing in-home support.

The permit is issued to the service provider rather than the recipient of the in-home support.

6.2 Eligibility

Accredited support worker organisations must apply on behalf of support workers.

Independent support workers must demonstrate to the satisfaction of Council that they are providing support services on behalf of an approved support worker organisation.

To be eligible for a permit the vehicle must:

- be registered in the name of the service provider. If the vehicle is in a private name, the service provider must supply a letter explaining that the permit will be used for the purpose of providing in-home support only
- be registered in NSW or classified as a vehicle temporarily in NSW under clause 9 of Schedule 1 of the road Transport (Vehicle Registration) Regulation 2017
- not exceed 4.5 tonnes gross vehicle mass or greater than 7.5m in length
- not be a truck, boat, bus, caravan, campervan, trailer (all) or tractor.

6.3 Number of permits

Accredited service providers will be eligible for one support worker parking permit per registered vehicle.

6.4 Validity

A permit may be issued to a service provider who provides in-home support services to a resident living in an existing Manly parking permit scheme area.

Permits will be valid for one year from date of issue.

The permit must be affixed to the vehicle windscreen.

All permit holders and users of the vehicle must take responsibility to ensure the permit is valid and used in accordance with the terms and conditions.

Support worker parking permits are valid in all existing Manly parking permit scheme areas.

Please note:

1. A parking permit does not guarantee a parking space within a parking permit area.
2. The vehicle registration will be printed on the permit.
3. A parking permit does not provide exceptions from other parking restrictions or laws, such as bus zones, loading zones, no stopping or no parking.

6.5 Permit replacement

If a permit is lost or stolen, or if the vehicle is stolen, a replacement permit may be issued on presentation of a valid police report.

Permits will be replaced for the sale of a vehicle, if the windscreen is broken or if the vehicle is written off upon return of the original permit and associated paperwork.

7. Special issue parking permits

7.1 Description

Council recognises the value that charity, schools, volunteer and not for profit services provided to the local community so makes provision for special issue parking permits to exempt them from time limits in existing Manly parking permit scheme areas sign posted 'permit holders excepted'.

Requests for consideration to receive special issue permits are at the discretion of the CEO.

7.2 Eligibility

To be eligible, the charity, volunteer or not for profit organisation must be located within an existing Manly parking permit scheme area.

Please note that requests must:

1. Be on official organisation letterhead or from an organisational email address.
2. Provide a description of the services that the organisation performs in the community.
3. Detail days and times that the special issue permit/s are required.
4. Detail the total number of permits being requested (consideration is based on parking availability within the scheme area).
5. Provide the preferred Manly parking permit scheme area for the requested permits.

Private businesses will no longer be eligible to apply for Manly parking permits unless they meet the requirements detailed in 'Section 4 business parking permits'.

7.3 Validity

Special issue parking permits are only valid in the existing Manly parking permit scheme area where the organisation is located.

All permit holders must take responsibility to ensure the permit is valid and used in accordance with the terms and conditions.

Council may include restrictions to the time and day that the permit can be used based on the operational requirements of the organisation.

Use of the permit outside of the days/time specified on the permit may result in a penalty notice being issued.

The permit must be affixed to the vehicle windscreen or displayed on the vehicle dashboard.

Please note:

1. The vehicle registration will be printed on the permit.
2. The permit must be affixed to the vehicle windscreen as per the terms and conditions.
3. A parking permit does not guarantee a parking space within a parking permit scheme area.
4. A parking permit does not provide exemptions from other parking restrictions or laws such as bus zones, loading zones, no stopping or no parking.

7.4 Number of permits

The number of special issued permits will be dependant of operational requirements.

The decision to provide special issue parking permits will be at the discretion of the CEO.

7.5 Permit replacement

If a permit is lost or stolen, or if the vehicle is stolen a replacement permit may be issued on presentation of a valid police report.

Fees and Charges

Fees and Charges apply to all Manly parking permits and are detailed in the annual Fees and Charges.

The fees and charges will be included following adoption by council.


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	Submission from the Community	Council Response
1 part 1	This revised scheme sounds great and is in-line with how I use the scheme currently. My two concerns: - What is the price for the visitor permit? and what format does this take? (ie online system or a physical pass like what we currently have) - I would like to see some guiding principle's for special issue parking permits to ensure existing issues with schools and skiff clubs (getting 50 permits!?!) don't continue - as this is the core reason the scheme is over-subscribed in the first place! There needs to be more of a framework to guide CEO decision making to prevent existing issues (ie rolling over for squeaky wheels) with a paper trail and an independent annual review to ensure any exceptions are clearly justified and equitably applied. Some thoughts for guiding principles include: - Any exemptions should be weighed against the objectives of this review (ie need to meet RMS guidelines and prevent over-subscription - its a resident scheme)	The fee structure for the residential, business, support worker and car share parking permits has been adopted by Council on 27 August 2019. The multi-use and special issue parking permit will be placed on the agenda for the Council Meeting to be held on Tuesday 17 December 2019. The fee for the Multi-use permit will be based on a sliding scale dependant on the number of residential permits issued to the property. Council will monitor the issuing of the Special Issue permits on a case by case basis for profit and non for profit associations as detailed in the Framework. Your comments relating to suggested guiding principles have been noted by the project team.
1 part 2	- Employees for non-profits, schools etc should have the same access to parking as employees of other businesses (ie there is no public provision - Pay for it). - Visitors for non-profits, schools etc should have equal access with visitors to other businesses (ie no public provision - pay for it). - Visitors staying overnight (ie royal & surfs) & commercial accommodation providers should be encouraged to use on site parking or park outside the Manly CBD and catch the hop, skip and Jump bus in. A number of hotels in Manly charge $50 per night to their guests to use on site parking. Any historical arrangements whereby council supports accommodation providers to use council car parking buildings should be charged at the market rate by Council at a minimum (ie $50 per night). - Maximum of 3 permits per organisation to support ad-hoc needs unless extreme extenuating circumstances can be established (ie this needs to avoid creating any precedent that will undermine the intent of this policy).	
2	Consideration will need to be given for home owners who have company owned vehicles (i.e. registered in the name of and owned by their employer), where those cars are parked overnight at their own homes or used in or around their scheme areas. In my own personal example, my wife has her own her registered in her name and to our home address. However, I drive a company owned vehicle which I used to travel to and from work (North Sydney) and am permitted to use this for personal use. As this vehicle is not registered to my home address, but I park at home and frequently use my car around the Manly area, consideration needs to be given to access a parking permit for this circumstances.	The Framework will be update to include consideration of residential parking permits for company vehicles. Applicants will need to provide a letter from their employer on official letterhead and vehicle registration confirmation.
3	The Residential Parking Permits should have the car registration printed/written on the permit. Should a car be sold, the permit would need to be returned prior to another being issued for another vehicle. A modest fee for a first permit would be acceptable, but the fee for a second permit should be quite substantial. Something also needs to be done about the abuse of disabled parking spaces - a generous time limit should be imposed on the beachfront. There are people parking there, acting like they are personal parking spaces. The whole disabled parking scheme is being abused by able people.	The vehicle registration number will be printed on all permits with the exception of Special Issue and Multi-use parking permits. Comments to replacement permits noted. The fee structure for the residential parking permits has been adopted by Council on 27 August 2019. Mobility parking scheme permit holders are provided with special parking conditions. Further information can be found at: https://www.rms.nsw.gov.au/roads/using-roads/mobility-parking/using-your-permit/special-parking-conditions.html
4	We welcome the provision of a multi use permit for each property. Being a retired couple, it is absolutely imperative for our physical and mental well being in allowing children and friend visitors. We object strongly to the 'supposedly' equal treatment of people ho have off street parking and those who do not. The former have paid for their parking and the latter have not. the proposal merely 'gifts' to some at the expense of the other group. Very very unfair. We would support this only if there was a considerable charge levied for the second residential permit. Think of the equivalent cost paid by owners of off street parking.	The Multi-use parking permit will provide parking opportunities for visitors and family members. A decision has been made by Council that will allow residents with off-street parking to apply for residential parking permits. The scheme will be reviewed in three years.
5	This revised proposal doesn't appear to be do anything to free up parking spaces. As a householder who has no off-road parking, it is infuriating to drive around my local area trying to find a park only to find neighbours who have a garage and driveway or underground unit parking can't be bothered driving into them. Parking is limited. Therefore, those who have no alternative but to park in the street, surely need to have priority.	The Multi-use parking permit will provide parking opportunities for visitors and family members. A decision was made by Council following meetings with Families for Manly, Manly Residents Association and Greater Manly Residents Association to not consider off-street parking spaces.
6	Absolute crap. How about the council stops removing car parking spaces in the misguided idea that people will stop driving cars and stop buying cars and catch a bus. I boycott mainly now. I spend elsewhere. Manage on council manage on..... how bout another underground aquarium car park that will bankrupt the council..... how bout increasing instead of limiting the parking spaces that developers put in... bravo dumb dumbs	Your comments have been noted by the project team.
7	The multi use permit seems to solve a lot of my concerns however under section 2.5 proof of eligibility it states that a vehicle registration must be provided...I cannot understand why this would be necessary. As I have said in my previous submissions I do not own a car but use a hire car On occasions NOT a car share system. Could you please amend the eligibility for a multi use permit to exclude the vehicle registration I am also still concerned that as a ratepayer I am being penalised for not having a car and thus am being treated on a different basis to other ratepayers who can receive up to 3 permits AND a multi use permit.	Section 3. Multi-use permit does not have any requirement for a vehicle registration to be provided. The Multi-use permit will not have a vehicle registration printed on it as it will be transferable between vehicles.
8	Hi we do n ot own a car but from time to time rent one. So that's why we have a permit. We'd like your reassurance this will still be possible, as it's ridiculous we should be penalised for being environmentally aware and also because we pay our rates like everyone else! Also three permits per household seems quite unfair	You will be eligible to apply for a Multi-use parking permit that can be transferred between vehicles. Residents will be eligible for two resident parking permits and can apply for a third under extenuating circumstances.
9	Thank you for coming up with this scheme, which hopefully will limit illegal trading of permits. I would like to stress that parking within the permit area is good, but any suggestion of limiting parking to within a certain distance of the property within the area is not.	Your comments have been noted by the project team.
10	I would like to see a special permit available for all Northern Beaches Council ratepayers to enable them to park for an extra 2 hours in the areas marked Permit holders only. I am an older person who lives in Balgowlah Heights and at the moment it is not financially viable for me to catch the ferry to the city because there is nowhere to park my car in Manly for 4 or 5 hours without having to pay a lot of money.	The Northern Beaches Beach Parking permit is currently valid for 4 hours free parking on Manly beach front. The Hop, Skip and Jump bus or Sydney Buses may have a service that you can use to travel to Manly. Council has no plans to provide any further parking concessions to Northern Beaches residents in the Manly area.
11	Visitor Permits are still very important as many people will get isolated from their family and friends that don't live with them. This can cause health, mental, isolation etc. Yes we know it is very difficult in many parts of Manly for parking but we have also paid a lot to be here.	The Multi-use parking permit will provide parking opportunities for visitors and family members.
12	A much fairer solution	Noted
13	Thanks for the work of the council on this. I have two brief points/concerns: 1) eligibility criteria for resident permits includes a NSW driving licence. However please consider that there are residents in Manly such as myself who are not permanent Australian residents (I am working on a 4 year type-457 visa) and therefore do not have a NSW driving licence (it is not required: https://www.rms.nsw.gov.au/roads/licence/visiting-nsw.html). Therefore I suggest amending the requirement to state a driving licence valid for use in NSW is required. Otherwise getting a parking permit imposes an additional cost penalty on temporary residents. 2) overall it seems like the revised scheme could increase the number of issued permits? I could be wrong as I am sure you have done analysis on this. If it did increase permits this would be a concern as parking is already very difficult (my partner and I rent on East Hill with only 1 vehicle between us). 3) a significant problem for us is also on summer evenings when outside visitors park on our streets around the skiff club to spend the evening there or on the east esplanade beach. Perhaps reducing the time on 2P spots could help this?	Council will review the requirement for the applicant to hold a valid NSW driver licence. Council will review the parking permit scheme in 3 years and may introduce further eligibility conditions. The number of current permits issued and new permits issued under the revised scheme will be analysed. We proposed to review time restrictions and hours of operation in each scheme area in the future.
14	We object to campervans being excluded from the parking scheme. We are retirees, my husband is a veteran. We own a campervan which is the only means we can afford to have a holiday. In addition we use this vehicle as a car to get around Manly - shopping, medical appointments, visiting family etc. As ratepayers and long-term residents we feel it is extremely unfair to prohibit us from parking this vehicle in the street we live in.	Council will remove the campervan restriction in the Framework that is adopted by Council.

15	Hi, as a tenant and business operating in manly, we would like to raise the concern that limiting us to one permit per business will make running the business unproductive. It would be extremely unfair to now say that we will in future be allowed only one parking permit.It would be very disruptive to us to have to come out every 2 hours to move our cars. We would have to close the shop, drive a few laps before finding a new parking spot. This would impact on our time to serve the community productively and also increase the carbon pollution we would cause from driving every 2 hours so as not to get a fine. We hope you can review this and let us know of a better outcome.	The parking priority in the Manly area is to provide parking for residents through the permit scheme. Council provides a range of parking options in four car parking stations in the Manly area.
16	As a business owner in manly, It would be greatly appreciated for the revised framework to include a parking permit for a business owner. It would be a massive struggle for me to not have one. So I really appreciate this being reviewed.	Council has included criteria to Manly business to obtain one business parking permit.
17	Multi Use Permit What does "multi " mean? is it a specific number?Will the permit show the residence it is being used for? The notes refer to applicant changing their vehicle or their vehicle being stolen. This does not make sense to me, is it a mistake? Business The residential parking permit requires the applicant to reside permanently at the address within the existing Manly parking permit scheme area. The is no such requirement for the businesses to be located permanently at an address within the existing Manly parking permit scheme area, surely this should be the case? How many permits can a business apply for? Reviews Will the reviews be on a resident parking area basis ie will it be possible for each specific area to have different rules depending of the particular parking issues of that specific area	The multi-use parking permit will be able to be used for a number of purposes by the resident, such as for family or visitors, carers, tradespersons or domestic services. A unique code will be printed on each permit so that is identifiable to Council. The multi-use parking permit will not have a vehicle registration number printed on it therefore it is a requirement for the old permit to be returned to Council prior to a new permit being issued. This will apply if the car is written off of the windscreen is damaged. Council will amend the eligibility criteria to reflect that the location of the business must be in an existing parking permit scheme area. Businesses can only apply for one permit. At this stage we cannot determine what the outcomes of the review will be. Your comments relating to different rules have been noted by the project team.
18	I would like to object to the exclusion of campervans in the parking permit scheme. We have 2 vehicles. One is a VW Transporter van which we have converted into a camper. This vehicle is used on a day to day basis as our second vehicle.	Council will remove the campervan restriction in the Framework that is adopted by Council.
19	I strongly support the amended proposed policy, however suggest the multiple use permit include the residential address to assist monitoring of appropriate use as this is clearly the permit type that is most open to abuse.	Council will not be printing the address of the applicant on the multi-use parking permit. A unique code will be printed on each permit so that is identifiable to Council.
20	I note in the revised framework that a signed lease needs to be provided by tenants. How does this work when tenants are on ongoing leases - we have not been on a formal lease for some years and have previously provided copies of rental statements to the Manly council offices as proof of residency.	Council will accept a letter from the landlord or real-estate confirming tenancy.
21	The changes made are an improvement but fall short of dealing with the issue of passes to spaces. The Waverley Council scheme has to deal with similar challenges and is much fairer and complies with NSW legislation: https://www.waverley.nsw.gov.au/residents/parking/permits/residential A maximum of three permits are provided but less are provided depending upon the number of off street parking spaces. Why are off street parking spaces no longer considered as part of this solution? Also the proposed rules for the third permit are too vague and should be clarified to ensure that they are applied consistently and fairly.	Council are aware of the requirements of the Waverly parking permit scheme. A decision was made by Council following meetings with Families for Manly, Manly Residents Association and Greater Manly Residents Association to not consider off-street parking spaces.
22	When is the cost of these permits going to be shown? The cost of these permits better not be going up. Indeed as a resident paying rates my parking permits and visitor permits should be free. Why should I have to pay high prices to have visitors come to my house such as my childs grandparents or indeed get my washing machine fixed? I have no off street parking and have lived here for close to 20 years. As a house with no off street parking my permits should be free compared to those houses that have off street parking. What's happening with council's continual approval of development (not enough parking), allowance of shops that don't have parking, and review of businesses like the one at the end of Golf parade (close to Pittwater) who park 4 vans on the street and yet have their off street carpark full of washing machines and fridges? The business permits should be attached to the address of the business not the owner who may not even work there. It should also be linked to "open hours" of the business only...not after 5pm etc. If the business is closed eg. The washing machine business parks their 4 vans on the street overnight meaning less spaces for residents. Will you be removing the "free parking" at Manly for all Northern beaches residents? What other "free bus" services are going to be provided for outside Manly residents or parking areas outside manly, to avoid traffic congestion in Manly. How are you going to get "cars" off the road in general on the Northern beaches?	The fee structure for the residential, business, support worker and car share parking permits has been adopted by Council on 27 August 2019. The multi-use and special issue parking permit will be placed on the agenda for the Council Meeting to be held on Tuesday 17 December 2019. The fee for the Multi-use permit will be based on a sliding scale dependant on the number of residential permits issued to the property.
23	We must congratulate council for listening to the residents of the Manly Vehicle parking permit scheme region which should go a long way to overcoming the current problems being experienced through the sale of parking permits to non- residents. I I will be very interesting to see how many car spaces become available for residents after these new regulations come into force. Pleasantly noticed was the ability of residents with on-site parking spaces not being discriminated against as appeared to be the case with the initial NBC proposals.	Your comments have been noted by the project team.
24	After reading the draft parking permit scheme, I am concerned about how this effects a large household. We live on East Esplanade which has no parking, we have one off street car park and 5 cars. Parking is only an issue on weekends, we currently rotate the permits which I see is no longer possible due to rego details per car. If reading correctly this can be done by the multi use permit. Could you think about allowing 2 rego numbers on a permit to support large households, there are not many four bedroom dwelling in Manly but this could support those with many adult children. Also wondering about the fees that will be charged	Residents can apply for a third parking permit under extenuating circumstances. You will also be eligible to apply for a multi-use parking permit. The fee structure for the residential, business, support worker and car share parking permits has been adopted by Council on 27 August 2019. The multi-use and special issue parking permit will be placed on the agenda for the Council Meeting to be held on Tuesday 17 December 2019. The fee for the Multi-use permit will be based on a sliding scale dependant on the number of residential permits issued to the property. At this stage Council is not considering two registration numbers on permits.
25	In our case we have two permanent carpark permits We have a nanny and grandma who look after our kids during the week. School pick up's and caring etc.. Would the opportunity be for us to purchase two additional visitor/ carers permits? I feel due to the lack of parking in this area . Residents should be given the opportunity to park near their dwelling	Eligible residents may only apply for one multi-use parking permit.
26	there should only be two permits per house if garage less permits per garage not if's buts or maybes. You leave a little while in the scheme people will rort it. CEO s writing letters who cares the title one park per business . Need to go hard or it will be a joke. I'm sick of watching commuters using our streets. Also sick of smith lane renters of back sheds with permits fer als nobe . Backpackers just sleeping in the streets a joke as wel. Look after the residents.	A decision was made by Council following meetings with Families for Manly, Manly Residents Association and Greater Manly Residents Association to not consider off-street parking spaces.
27	I again wish to highlight what, in my opinion, is an omission within the proposed Residential Parking Permit draft. I am an owner and rate payer of a property at Manly and use this property as a holiday residence only. It is not rented and is only used by family members. There does not appear to be a provision for owners who are not permanent residences to apply for Residential Parking Permits . I would ask that exemptions are made for rate paying non resident owners who maintain properties for their own personal use, as intermittent use of the property would not in my opinion place extra burden on parking within the Manly area. It appears the policy discriminates against non resident owners who are rate payers and choose to hold a property in the area for family use only and not for rental gain. In addition to the above, one of the cars I would require a parking permit for is a company owned car which I use exclusively, this car as outlined in the draft would be ineligible for a Permit. May I ask for a reply to my concerns outlined above .	Council needs to put in place a framework to manage the scheme, prevent misuse of parking permits and to ensure that permanent residents are provided with parking opportunities. Council will consider the parking needs of owners that live in the property on temporarily basis providing the property is used for family only accommodation. The Framework will be update to include consideration of residential parking permits for company vehicles. Eligible applicants will need to provide a letter from their employer on official letterhead and vehicle registration confirmation.

28	Many thanks for taking into consideration the needs and wishes of Manly residents in your revised draft of the Manly Parking Permit Scheme (Version 2). In general I totally agree with everything that you are now saying in relation to residential parking permits and multi-purpose parking permits. I also think it's important to revisit this scheme in three years' time, and in particular to review the Multi-Use permits after 12 months to see if the proposed new framework has solved the problem of the illegal selling of parking permits. I will leave any comments about the business, car share, support worker and special issue permits to those more familiar with these matters. However I have noticed a slight problem with your just-released draft. On page 7 (Multi-use permits), there are two sections labelled 3.2 (3.2 Eligibility, 3.2 Validity). As a result the last two subsections need to be re-numbered as 3.3 and 3.4 respectively. In addition, in 3.2 Eligibility, you talk about "or the windscreen is damaged" in point 2 of the 'Please note' subsection. This phrase should be deleted as it implies that the sticker will be affixed to the windscreen, whereas in the 'Validity' section you say that the permit must be clearly displayed on the dashboard.	Noted: This section will be removed as it does not apply to the multi-use permit.
29	The two permits per household & one multi use permit are a fair and just outcome for larger residences with extended family & adult children still living at home. I congratulate council for taking into consideration the broad dynamics of it's rate paying owners & I feel the framework has been very well thought out.	Your comments have been noted by the project team.
30	As a resident on North Steyne behind the Queenscliff Surf Club parking is always at a premium for not only us but our visitors. As residents of an apartment we have one very small and tight parking space which we use . Our son visits us very frequently as he has a hearing disability and often stays overnight. He will not qualify for a parking permit and, as the proposed permit we will have is tied to our rego no, - he will not be able to use ours. This means he will have to be constantly moving his car and paying for metered spaces whenever he visits or stays. As retired residents we also have many visitors who are also retirees and having to pay large parking costs when they come to visit is also a major concern and will cause our visitors to come less frequently especially given the lack of walking ability from some of these friends.	You will be eligible to apply for a multi-use parking permit that can be transferred between vehicles.
31	I live in Pine st Manly. system is rigorously policed by parking rangers then nothing will change.	Your comments relating to enforcement will be shared with the rangers and parking officers.
32	Two things: 1. in streets where parking is in high demand, the spaces should be marked by painting lines on the road. This way cars can see where they must park. 2. set aside an area in each street specifically for motorbikes and mark that area too. Cars can't park in the motorbike area and motorbikes can't park in carspace area In my street, Eustace St, on average there are between twenty and thirty motorbikes parked at any time. This means about 20% of the available parking space is wasted because motorbikes park anywhere they can.	Once the framework and new scheme is implemented Council will commence investigating line marking and increasing motorcycle parking.
33	I'm not particularly happy with the current proposals, as they don't appear to cater for my situation—unless the multi-use permit would work for me? I ride a scooter, which doesn't really require a parking permit since it can't be displayed and I never take up a parking space anyway. But what I do need a permit for is the occasional car or van I hire for a short period. I need to be able to park this briefly for a few days or weeks a year, max. I currently have a permit but rarely use it. However, it is essential for the few times I need it. I am also a member of GoGet—though I rarely use it. Sometimes I need to hire a car for a trip away, or when friends and family come to stay and we need it to travel around—since we can't just fit on my scooter. Since I am reducing my impact on the parking situation by riding a scooter and only hiring a car/van when absolutely necessary, I don't see why I should be penalised from getting a permit because I'm unable to specify the vehicle registration of the car/van that I would ultimately hire. I think you need to include some allowance for this type of situation, because I don't think it is uncommon in Manly, judging by the number of scooters you see.	You will be eligible to apply for a multi-use parking permit that can be transferred between vehicles. We will also investigate where we can increase formal motorcycle parking in the scheme areas.
34	I still do not understand what happens if you have more than one tradesman at a time which has been my experience when renovating my house. Can you apply for additional multipurpose parking permits that are for a specific period with relevant documentation	Eligible residents may only apply for one multi-use parking permit.
35	Thanks for the opportunity to comment, I consider the latest draft does a reasonable job and should satisfy the majority of residents and free up street parking for locals. I have however one issue and that is the exclusion of campervans from eligibility (Clause 2.2) I own a campervan which from the outside is identical to a 'normal' T5 Volkswagen Transporter. 95% of the time it fulfills the role of a second car, it is 5.2m long, 2.1m high with the roof in normal mode and weighs less than 2.4 tonnes. (A size and weight consistent with a large 4wd) When the rear seats are up which is most of the time it seats 4 people legally. The rear seats fold down to form a bed when needed. It has a fridge and sink with a roof that only pops open (up) when camping. I need to park it on the street as the units where I live are non compliant with current BCA requirements and has a 1980mm height limit to the basement parking. Did you mean in Clause 2.2 to exclude motorhomes instead of campervans? Motorhomes are based on a truck or bus chassis and would exceed the 4.5 tonnes GVM and 7.5m length.	Council will remove the campervan restriction in the Framework that is adopted by Council. However, due to the current misuse of permits and leasing of campervans on the street for short-term accommodation, council may need to review this in the future. Any vehicle that exceeds 4.5 tonnes GVM and 7.5m in length will not be eligible to apply for a parking permit, this would include most motorhomes.
36	I am a resident without a parking space.There is a clear shortage of parking spots. I just returned at 6.30pm on a Sat and have had to hunt. I believe that it would be fairer if there are 2 parking permit for each dwelling without dedicated parking and one otherwise. My sister visits frequently to see me and our elderly father. At the moment I buy a spare permit for her. In the future where on earth will she park? I am happy to specify her rego but it is important that she can visit me as I'm single and she is my only family.	A decision was made by Council following meetings with Families for Manly, Manly Residents Association and Greater Manly Residents Association to not consider off-street parking spaces. You will be eligible to apply for a multi-use parking permit that can be transferred between vehicles. We will also investigate where we can increase formal motorcycle parking in the scheme areas.
37	We support the revised submission	Your comments have been noted by the project team.
38	I am very concerned that we will not have any parking permits for visiting family members. Why not have two parking stickers per eligible property for friends and family.	Parking is in high demand in the Manly area therefore eligible residents may only apply for one multi-use parking permit.
39	Hi, my feedback has not been reflected in this framework. I live in the Tower Hill permit zone but drive a work vehicle- therefore I am not the registered owner. There will be other people in this position- can't a letter from my work saying I'm a employee and drive the vehicle be enough plus my proof of residence documents? This isn't covered in the new draft document.	The Framework will be update to include consideration of residential parking permits for company vehicles. Applicants will need to provide a letter from their employer on official letterhead and vehicle registration confirmation.
40	The views of hundreds of houses that have no off street parking appear to have been ignored. Why should houses with off street parking have the same number of permits as residences without off street parking. The whole point of having off street parking is to enable residents to use that space and avoid uses on street spaces that need to be used by other residents. If they have an off street parking space why should they need the same number of spaces as those without off street parking? It's unfair and bias towards houses with off street parking and will do nothing to ease the parking situation in the area. As stated in my previous submission I see every day residents with a driveway still parking on the street. They should be encouraged to park on the driveway they have. Having less parking permits would be a logical way of doing that.	A decision was made by Council following meetings with Families for Manly, Manly Residents Association and Greater Manly Residents Association to not consider off-street parking spaces.
41	This sounds like a good solution to me! It will meet my need for one parking permit for my car and the need to sometimes provide a permit for tradespeople or guests. This week I had a tradie receive a parking ticket and he was just really doing his job, not fair for him to have to risk steep fines. This will provide a solution for the situation. I am happy to pay for this additional permit.	Your comments have been noted by the project team.
42	I would like to thank all those who have worked on revised parking permit proposal. I think you have taken most of our concerns on board and the revised proposals, I believe, are fair and equitable for residents.	Your comments have been noted by the project team.
43	My concern as a 71 yo home owner/rate payer. I will no longer be eligible for a parking permit. I do not own a vehicle but visits (not limited to 2 hours) from family and freinds are invaluable to me as I live alone. I'm sure there are many older people in my situation and would like to know if we are covered by this new plan and also the associated cost. I look forward to your reply.	You will be eligible to apply for one multi-use parking permit that can be used by family and friends.
44	Regarding the residential parking permits. We have 2 vehicles registered in our company name which are registered to the business address. This means we can not get permits for our cars. I think it's time we considered the residents who pay the rates.	The Framework will be update to include consideration of residential parking permits for company vehicles. Applicants will need to provide a letter from their employer on official letterhead and vehicle registration confirmation.

45	Well done. very fair , and how nice for the residents to have a say	Your comments have been noted by the project team.
46	I fully support the Revised Framework this provides a common sense approach and will not unnecessarily disadvantage residents. By linking address and vehicle rego a overall reduction in the number of permits should be achieved. The Multi use permit is an absolute necessity for visitors, trade persons etc. Good to see our concerns have been addressed. Thank you.	Your comments have been noted by the project team.
47	I applaud and endorse the Council for the sensible draft solution proposed for parking permits. Further, I wish to acknowledge the thoughtful community involvement adopted that the Council and especially wish to acknowledge Council personnel for their sympathetic participation during the public forums and the manner in which they interacted and happily discussed community suggestions.	Your comments have been noted by the project team.
48	Regarding the framework - residence with off-street parking should not be permitted to obtain permits unless there are extenuating circumstances - disabled. Furthermore, to confirm residency people should have to present both vehicle registration and a utility bill/ bank statement addressed to the property. Registration papers alone are not good enough.	A decision was made by Council following meetings with Families for Manly, Manly Residents Association and Greater Manly Residents Association to not consider off-street parking spaces. The Framework states that applicants must supply three forms of ID, a valid driver licence and one other form of ID that is listed to confirm residency.
49	Our principal place of residence is in the Little Manly area. Our only vehicle is registered at our country property where we spend some time as well. We always drive back to our Manly address where we stay for extended periods. As our vehicle is registered at a different address, it would appear that despite being a Manly resident, we will not be eligible for a resident parking permit under the proposed new scheme. Would Council please take this circumstance into account and allow residents such as us to apply for a parking permit please?	Council needs to put in place a framework to manage the scheme, prevent misuse of parking permits and to ensure that permanent residents are provided with parking opportunities. Council will consider the parking needs of owners that live in the property on temporarily basis providing the property is used for family only accommodation. The Framework will be update to include consideration of residential parking permits for company vehicles. Eligible applicants will need to provide a letter from their employer on official letterhead and vehicle registration confirmation.
50	Significant improvement of previous scheme. I assume no fees on first 2 resident permits. The multi use permit must be easily transferable between vehicles. The scheme details mentioned in 3.2 note 2 that 'if applicant changes vehicles, the multipurpose permit must be exchanged. That makes no sense. In summary there should be 2 resident permits plus 1 multi - use, not tied to a car registration but to a property permit per residence and the others per description. Multi use permit fee should not exceed current 3rd permit fee.	Noted: This section will be removed as it does not apply to the multi-use permit. The fee structure for the residential, business, support worker and car share parking permits has been adopted by Council on 27 August 2019. The multi-use and special issue parking permit will be placed on the agenda for the Council Meeting to be held on Tuesday 17 December 2019. The fee for the Multi-use permit will be based on a sliding scale dependant on the number of residential permits issued to the property. Council will monitor the issuing of the Special Issue permits on a case by case basis for profit and non for profit associations as detailed in the Framework.
51	I support the Manly Parking Permit Scheme Revised Framework (draft). In particular no restrictions for homes with off street parking.	Your comments have been noted by the project team.
52	We are very happy with the proposed parking plan and feel all issues have been considered and resolved fairly and successfully. The only issue that remains is with the stipulation around service provider permits. These absolutely need to be issued to the resident to give to service providers for use only when providing servicing to and at the household. This avoids the service permit being abused by service providers living in the greater manly area using the permit for personal reasons Service providers can vary both staff and vehicles. Home care nurses, cleaners, gardeners, nannies etc. and may be required for anywhere from days to months and are managed by the owner and their families. These permits need to be issued to property owners. If issued to service providers they are no longer under the care of property owners and open to misuse, theft, loss etc. where the owner is then accountable or adversely effected	Support worker parking permits will be issued to service provider to display on the vehicle registered to the organisation. Residents are eligible to apply for a multi-use parking permit that is transferable between vehicles.
53	This proposal is marginally better than the last one but there are still issues with it. (1) It is not acceptable to put a proposal out for consultation without detailing the fees that will apply to it. (2) There is still a problem with "visitor" permits (tradespeople, relatives, dinner guests etc). As permits are tied to number plates there is now an effective limit of one visitor per household at a time. If I have two visitors for dinner, or two tradespeople, or two family members (or any combination of above), the only solution is to move my car out of my garage and park it in the street (using my residents parking permit) and let them park in my garage. How ridiculous! There has to be a way of allowing me to have more than one visitor at a time without the whole system being rorted. Remember there is NO PARKING PROBLEM IN THE BALGOWLAH PRECINCT so this entire scheme is a retrograde step for us. (3) I am worried about Business Permits and the potential mis-use. I own a business and it's registered office is my residential house. So I could apply for a "Business" permit and park outside my house, as my car is registered in my name? Council should be clearer about what is a "Business" in this context, it is for example more than someone who just happens to work from home and bill through a corporate entity. There are no genuine "Businesses" in Cormack Street Balgowlah and Business Permits should not be issued in this street.	The fee structure for the residential, business, support worker and car share parking permits has been adopted by Council on 27 August 2019. The multi-use and special issue parking permit will be placed on the agenda for the Council Meeting to be held on Tuesday 17 December 2019. Residents are eligible to apply for one multi-use parking permit that can be used by family, guests, etc. Council will review the eligibility requirements for businesses that are located in properties rated residential and made necessary amendments.
54	We are a 3 vehicle house with no off street parking Its unreasonable for council to restrict me to two passes . 3 should be the maximum .	The fee for the Multi-use permit will be based on a sliding scale dependant on the number of residential permits issued to the property.
55	(1) Car Share parking... spaces in Pine Street, between Collingwood and Smith are available for Go Get. There is very limited parking available in that section of the street for ratepayers and residents and the Go Get designated spaces should be moved elsewhere. (2) There still remains NO comment about our requests to ban Overnight camping or at minimum, put up signs. Again, the location is Pine Street, between Collingwood and Smith streets. There is a backpackers hostel in this street and they allow people camping on the road, to use their facilities.	Council will monitor the issuing of the Special Issue permits on a case by case basis for profit and non for profit associations as detailed in the Framework.
56	I wanted to say a big 'thank you' to Northern Beaches council for listening to the concerns raised in my earlier submission. The revised draft responds to each of the concerns in a logical manor. With two grown children living at home (because of the prohibitive cost of housing in Sydney) and with four registered cars to our address as a result, the new scheme recognises the nuances of extended family life living in Manly. My wife and I very much appreciate you listening to our concerns and taking the appropriate action.	Your comments have been noted by the project team.
57	1. Generally, an owner pays more to buy a property if it has off-street garaging. A garage is high-value. 2. If a property has no existing off-street parking, but space for a garage, it is an owner's choice to either build a garage or a pool/storage etc in that space So, with this new scheme, if you paid less for a no-car-space property, you are rewarded with extremely low-cost on-street parking, taking up places that should be equally available for the whole general public. If you own a no-car-space property and build a pool instead of a garage, you are rewarded by having a new pool as well as extremely-low-cost-on-street parking, taking up places that should be equally available for the whole general public. So, these permits should be either equally available to all residents, irrespective of nil or any number of off-street garaging spaces owned by a property. If these unbelievably-low-cost-high-valued permits will still be available only to those who currently have no off-street parking, then there should be a huge corresponding reduction in Council Rates to those owners who have paid for their own garaging, and will have no access to these permits	All residential properties will be eligible to apply for two residential parking permits and a third parking permit in extenuating circumstances. Rates are calculated from property valuations supplied by the NSW Value General.
58	Dear Committee Could you confirm that all permits issued , with the exception of multi use permits, will have the registration number of the vehicle on the permit to prevent resale. Also how will the resale of special use permits be managed?	The vehicle registration number will be printed on all permits with the exception of special issue and multi-use parking permits. The special issue permit will have the organisations name and unique code so that it is identifiable by council. Any misuse will prevent in the permits being cancelled and the organisation may be eligible to apply for permits in the future.
59	Please think of the end users. It is crazy to expect us to register the number plates. What does this achieve? We own a property and business residence in Manly. We have a family of 4, all drivers, and whilst we appreciate and expect we can only park 2 cars at once we need the flexibility to chose what cars get parking when. We are also a business that has more than one car. What is hoped to achieve by asking people to register their plates? Yes by all means restrict the parking but make it work for people with more than one car?	The vehicle registration number will be printed on all residential parking permits as a method to prevent the on-selling of permits.

60	I visit Dad (who is 92) a couple of times a month for a few days each time I understand why you are addressing parking in the Manly area . The last couple of times I have been to Dad's I have had to park in the Quest parking,$200 for the weekend,as there wasn't any street parking My sisters and I have elected to keep our father in his own home but this requires a large amount of support .We have one career who works Monday , another career who works on Tuesday,Wednesday,Thursday and Friday .My sister ,who works full time ,lives with Dad so that she can support Dad in the evenings and overnight .We have a sister who lives in Orange and between us we try to cover support on weekends . Dad has many Grandchildren who also visit and a cleaner once a week. As I read the permit plan ,my understanding of it is that the permits will be linked to a car registration number and back to the owner of the unit . As you can see from my notes we have an elderly father and we have decided to keep him at home with a lot of outside support ,rather than a nursing home. Our system at the moment is that we have 3 additional parking permits that are kept in Dad's unit until they are required.On any given day there could be a permit on a cleaners car ,a carers car and the nurse who visits , other days nobody requires a permit .Our carers are not employed through an agency .They are employed by my sisters and myself .Having the registration numbers on the permits would certainly mean that we wouldn't be able cover the various cars required. I would love to talk to someone regarding our situation. We have made the decision to keep Dad at home ,but to do this we certainly require flexibility with our use of parking permits . Thank you for your consideration .	You will be eligible to apply for a multi-use parking permit. Support worker services also will be eligible for parking permits in the Manly scheme areas.
61	This plan will result in us wasting fuel to car shuffle. We are 50 metres from Queenscliff Surf Club and our street is a parking lot. I recognise the need to stop the trading of passes...and if the only way is to link to vehicles then so be it. However the cost of the visitor/carer/trades pass will be important as we have two adult children living at home with girl/boyfriends living on and off at home. We might have 3 or 4 cars to deal with; assuming we don't have a family visitor. Anyway, a little better than the initial plan subject to the cost of the additional pass.	The fee structure for the residential, business, support worker and car share parking permits has been adopted by Council on 27 August 2019. The multi-use and special issue parking permit will be placed on the agenda for the Council Meeting to be held on Tuesday 17 December 2019. The fee for the Multi-use permit will be based on a sliding scale dependant on the number of residential permits issued to the property.
62	Thank you for listening to community feedback and preparing the updated framework for the Manly parking schemes. We believe the revised framework is simpler and fairer, in particular, it does not penalise larger households with off street parking who have multiple cars registered to that address. The multi-use permit is a good idea and should reduce the administrative burden council staff would likely have experienced with all the various tradespeople, carer etc permits in the first draft.	Your comments have been noted by the project team.
63	Our Family is a family of three people. We are home owners and pay rates We live in an Art Deco apartment with no off street Parking. We are in the Fairy bower precinct We all still work and need our cars during the day for work. If we are only allowed only two permits how will we be able to park our cars. This is a case by case issue	Residents can apply for a third parking permit under extenuating circumstances. You will also be eligible to apply for a multi-use parking permit.
64	The updated parking scheme is a much better format now. Residents able to park on their streets and large families with older kids living at home able to access enough parking permits for their cars is a much more sensible arrangement.	Your comments have been noted by the project team.
65	Sounds fabulous with many options. Love the trades and careers inclusion that has been difficult in the past.	Your comments have been noted by the project team.
66	I'm concerned with the ability to park a business registered vehicle that is also used for personal use. My only vehicle is registered to the company I work for (been with for 5+ years) and is also used before and after work and on weekends for personal use. This company operates out of area. I've been unable to find anywhere in the framework that sets out how this would be looked at as it only mentions business vehicles with the address in the area of Manly, and personal vehicles that are registered to the individual. I don't believe I am able to apply for a permit under the current framework and would like this looked into. Or, if there's an exemption that can be put into place for this kind of situation as I know there would be a few others in the area with a similar concern. E.g. still give licence plate to have the permit attached to and show documentation of business registration + proof of residency as normal.	The Framework will be update to include consideration of residential parking permits for company vehicles. Applicants will need to provide a letter from their employer on official letterhead and vehicle registration confirmation.
67	Can consideration be given to the streets that are just outside the scheme. These streets are likely to be extremely congested as people without permits look for parking for cars, boats and trailers. Can council advise how this will be managed.	At this stage Council are only reviewing the existing Manly parking permit scheme.
68	We have been following closely the new rules for off street parking. We are wondering why people who may have a garage or even two or, more than two off street parking areas attached to their residents have the same right to have two off street parking permits. This has been a problem for us here in Manly as well as for many other people in the Manly parking areas. I was led to believe that people with off street parking may have some type of restrictions placed on them in order to make them use their garages. They often use their garages to store things as well as just do not bother to use their garage to save them driving in and opening up. Surely you could have done something about this to force people to use their off street parking. We were led to believe that this would be considered. I did go down to one of the sessions and explain this to the council. Other people there were also concerned about it too. Will you please look into this for us as it causes us angst especially when we cannot find parking at anytime of the day or evening. Also, I think there was a point when some tenants in our block were not given the parking permit by the owner. Is there provision for tenants? If they are not given a permit by the owner what is the procedure for them to obtain one?	A decision was made by Council following meetings with Families for Manly, Manly Residents Association and Greater Manly Residents Association to not consider off-street parking spaces. Only residents are eligible to apply for permits through the Manly parking permit scheme, this includes owner occupiers and tenants. The beach parking permit is issued to the ratepayer and it is up to them to pass on to the tenant.
69	I was horrified to see that Campervans were to be excluded as eligible vehicles for the revised parking scheme. We have a Campervan that is well within your length and weight limits. Unfortunately, it can't fit into the garage because of the height(2.2 mt). The problem we have with this proposal is that the camper van is our 2nd "car" in that it is regularly used. It is not just a recreational vehicle (like a boat or caravan). I understand that camper vans were included because someone was advertising their van as a air BNB letting. Obviously this is completely unacceptable, but don't penalise the vast majority of owners who would not contemplate something like that. Our van is effectively a Fiat delivery van which has been Professionally converted. I note a Fiat delivery van would be quite acceptable under the new scheme, yet our van is not. This seems quite discriminatory and unfair. Can you please give some thought as to how Campervans used for "legitimate" purposes can be included in the new parking scheme. We do need the 2nd vehicle and can't afford to buy an additional car. Please feel free to contact me if you have any further questions.	Council will remove the campervan restriction in the Framework that is adopted by Council. Any vehicle that exceeds 4.5 tonnes GVM and 7.5m in length will not be eligible to apply for a parking permit, this would include most motorhomes.
70	I wish to lodge an objection to one element of the proposed Manly Parking Permit Scheme (revised). My wife, a Registered Nurse, owns a campervan which she uses to drive to work at Royal North Shore hospital as well as our normal shopping and travel activities. This vehicle meets all the requirements for parking at multi-level shopping centres (less than 2.2 m in height etc) and is only marginally longer than a 4WD at 4.9m. The vehicle is for personal use on a daily basis, not occasional recreation. I can understand the logic of constraints on caravans, trailers and boats but modern campervans are built for day to day activities not just recreation. This is especially relevant where one relies on such vehicle for transport to work and shops.	Council will remove campervan restriction in the Framework that is adopted by Council. Any vehicle that exceeds 4.5 tonnes GVM and 7.5m in length will not be eligible to apply for a parking permit, this would include most motorhomes.

71	I wish to comment on Section 3 Multi-use permit. Sub-section 3.2 Eligibility for the Manly Parking Permit Scheme Revised Framework. Section 3 proposes appropriately that Multi-use Permits may be used for visitors, tradespeople and carers of a rateable residential property. However, Subsection 3.2 unfairly restricts eligibility to applicants who must live permanently in the area. Restricting eligibility to permanent residents only is unreasonable to non-permanent resident ratepayers. For example, the proposed restricted eligibility does not recognise the fact that it is typically the ratepayer/owner of the property who contracts and engages with tradespersons to undertake alterations additions, minor maintenance and improvement work and not the tenant or resident who is not the ratepayer. Indeed, it would be highly unlikely for a permanent resident who would be eligible for a Multi-use permit and who rents or leases a property from a ratepayer to engage and pay for tradespeople to do work on the property. Even emergency work/repairs usually requires the ratepayer's authority and funding. I would therefore ask that consideration be given providing for non-resident ratepayers to be eligible for a Multi-use permit (or Tradespersons Permit	Council needs to put in place a framework to manage the scheme, prevent misuse of parking permits and to ensure that permanent residents are provided with parking opportunities. Council will consider the parking needs of owners that live in the property on temporarily basis providing the property is used for family only accommodation. Under the current scheme you are not eligible to apply for a parking permit through the scheme as a ratepayer that leases their property.
72 part 1	The Framework Section 3.2 states that to be eligible for a permit vehicle not be a truck, boat, bus, caravan, campervan, trailer (all) or tractor whilst in Section 8 states that Permits will no longer be issued for trailers, boats or caravans with no mention of campervans. Can you please clarify if campervans, especially small campervans are to be excluded from permit eligibility? We use a campervan the size of a small van as our main car and other people we know also use their small campers as everyday cars or second cars. We chose to buy a small campervan because of its ease of use for domestic trips around the local the area combined with the versatility of an occasional camping trip. We also use our van to transport elderly parents which allows them easier access. If campervans are no longer eligible this would be most unfair. People's choice of motor vehicles should not prevent them from eligibility unless of course those vehicles take up more than one standard parking space. Smaller campervans are not the same as caravans which are exclusively used for camping. Also how will "campervans" be defined as there are many vans in the area which have seating arrangements that can convert into a bed and there are other vans used jointly for work and other purposes as well as camping. Whilst caravans and camper trailers are exclusively used for camping, people buy small campers because they can use them as everyday or second cars as well. Residents with small campers should not be discriminated against because their chosen mode of transport just happens to double up as the occasional camper.	Council will remove the campervan restriction in the Framework that is adopted by Council. Any vehicle that exceeds 4.5 tonnes GVM and 7.5m in length will not be eligible to apply for a parking permit, this would include most motorhomes.
72 part 2	Council should not include small campervans from parking in Manly as they take no more space than another eligible vehicle and residents rely on these vehicles for domestic transport no differently to how other residents rely on other eligible vehicles. In any case it may be difficult for Council to determine whether a small van constitutes a 'campervan' as many vans have bedding capacity and seating can easily be converted from passenger use to bedding use. Many work vans also double up as campers. To prevent us from parking a car which we use as normal transport is unfair. I don't think too many residents with small campers would be aware of what Council is proposing. Does Council have any data on the number of permits issued to campervans? One idea to free up more parking is to do a stock take of garages used for non-vehicle related storage and allow owners and other residents to park across driveways to such garages. I think this is a far bigger issue than campervans. I know a resident who was threatened with a fine from a ranger because he parked across his own driveway to his garage which he uses to store his surfboards. Now the driveway space is not utilised by anyone adding to parking woes. Thanks for your time in considering this submission. We would appreciated it if you could please acknowledge receipt of this submission.	
73	Strongly object as resident living here over 30 years as ratepayer. Our cars are parked off-street immediately in front of our house. One is a van and used as daily commuter.	Council will look at removing the campervan restriction in the Framework that is adopted by Council. Any vehicle that exceeds 4.5 tonnes GVM and 7.5m in length will not be eligible to apply for a parking permit, this would include most motorhomes.
74	This framework will only have very minimal impact, as the main issue at the moment is continuously diminishing car parking spaces (anyone who been living in the area noticed), has there been any additional parking spaces in the past 10 years in Manly?	Parking is removed and replaced with other parking restrictions to improve safety or to provide dedicated parking to specific user groups, such as loading zones and mail zones. Due to limited space available, there is not the capacity to increase on-street car parking.
75	Could you please consider changing the Resident Parking Permits from "Two per eligible property" to "One per person and per bedroom in an eligible property". The problem with giving two per property is that a single person in a studio apartments gets the same amount of permits as a large 5 bedroom house with 5 people living there. Generally, larger properties have more street frontage and small apartments have none, so issuing two per property is incompetent and overlooks people living in larger share houses. Thank you for your consideration.	Two residential parking permits will be available per rateable residential property. A third permit may be issued due to extenuating circumstances. Due to the high demand for the limited on-street car parking, it is necessary to place a restriction on the number or permits allocated.
76	Can I please check the multi-use visitors permit, is that one permit that can be transferred from vehicle to vehicle? The way I read this it goes on to talk about broken windscreens or vehicle transfers which is a little misleading. My mother isn't driving her car at the moment because of health reasons, so I am using it, assume in that situation a stat dec can be completed? I don't have my own car.	The multi-use parking permit will be transferable between vehicles. The framework will be updated to remove the reference to broken windscreens and vehicle transfers. Stat decs will not be accepted for any parking permit.
77	When will Tower Hill permits be due for renewal.	Tower Hill permits are proposed to renew 1 May 2020
78	How can visitors to my residence park for more than two hours near my location? e.g. my elderly family is due for Christmas Lunch - where do they park for more than two hours? e.g. my family are not local, and may stay with me for a few days - how can park nearby for this period? How is this being covered in the framework? There is no on-site parking available, and their vehicles are not located at my address - what is the proposed solution?	The Multi-use parking permit will provide parking opportunities for visitors and family members. The proposal to provide day visitor parking passes was not supported by the majority of the community.
79	Business Parking I am a small business owner providing architectural consulting services with a tenancy in Manly. There are 2 partners who each regularly attend separate client or site meetings across the northern beaches and we have no on-site parking available with our tenancy. For the last 10 or so years we have obtained 3 business parking permits, including 1 extra for our principle staff member, who drops off her children before coming in to work and regularly uses her car to obtain samples and visit supplier showrooms across the Northern Beaches. We all rely upon on street parking in the ocean beach precinct. The new policy will be severely detrimental to my business and cannot be supported. Additional business parking permits should be obtainable on merit, where the use of a car is an essential part of operating the business.	The Northern Beaches Beach Parking permit is currently valid for 4 hours free parking on Manly beach front. Parking priority in the Manly area is to provide parking for residents through the permit scheme. Council provides a range of parking options in four car parking stations in the Manly area.
80	Please could you qualify the size of a campervan? As I'm sure you know many residents have campervans under 7.5M in length. I have a campervan as a third vehicle which I and the kids use for surfing. Will it be possible to gain a third permit, as we now have for the vehicle.	Council will look at removing the campervan restriction in the Framework that is adopted by Council. Any vehicle that exceeds 4.5 tonnes GVM and 7.5m in length will not be eligible to apply for a parking permit, this would include most motorhomes.
81	The time limit in streets to the west of Pittwater Road, that currently have a 2 hour limit between 8am and 10 pm, be increased to a 3 hour limit. Also, between 9am and 9pm, instead of 8am to 10pm.	Once the new framework has been introduced in Manly, Council will investigate changes to parking conditions. Any changes need to be approved the Local Traffic Committee and will involve community engagement.
82	With regards to the multi-use permit. What is the proposed fee? I couldn't find this in the draft framework. Why are you only offering one? We use to have access to three? Why are you reviewing after 12 months when the additional permit is being reviewed after three years? Why is this different? There is a huge lack of trust with Council regarding changes to this permit scheme. Mainly brought about by lying about RMS requirements. Can all reviewing be done together so changes can't be slipped through unnoticed?	The fee structure for the residential, business, support worker and car share parking permits has been adopted by Council on 27 August 2019. The multi-use and special issue parking permit will be placed on the agenda for the Council Meeting to be held on Tuesday 17 December 2019. The fee for the Multi-use permit will be based on a sliding scale dependant on the number of residential permits issued to the property. As the multi-use permit is a new permit, we have placed a 12 month review on the permit so that we can made any necessary changes based on usage. We will review the impact of the residential parking permit changes are three years. The demand for parking in the Manly scheme areas exceeds the current demand therefore Council needs to place a restriction on the number of permits that are available. Any new on-street parking permit schemes in the Northern Beaches LGA will be administered and operated in accordance with Roads and Maritime Services (RMS) Permit parking guidelines.

83	So sad to see that Council has watered down its parking policy to allow people to use their garages for everything but car parking. I think there is probably a middle path between two parking permits per dwelling with or without garages and no parking permits. If you have a garage. Perhaps reduce the number of permits by one if there is a garage at the property??? It would make such a difference to our streetscape, parking availability and tidiness if people used their garages for at least one car. In many other places and countries, residents are issued with a certain number of scratchable parking permits for visitors, tradespeople, etc. In London you are given extra ones when you have a baby! This could also apply to people with disabilities who need carers to visit. Can you please consider the introduction of these as the multi-use permit is open to al lot of abuse. We need to reduce car ownership and useage and Council needs to continue to advocate for better public transport solutions and no privatisation rather than to give in to the vocal car lobby. How about higher costs for gas guzzlers? Lower fees for electric cars???	A decision was made by Council following meetings with Families for Manly, Manly Residents Association and Greater Manly Residents Association to not consider off-street parking spaces. Your comments relating to public transport and a fee structure based on car type has been noted by the project team.
84	It is vital to remember that some families have 3 cars. All registered to the one address. We do not have off street parking. Please do not make it impossible to live in our own home by taking away one permit. Council needs to be aware that removing 2 hour parking spaces for businesses and making them loading zones and 15 minute parking it seriously impacting on resident parking. Please have more community consultation when this occurs	Residents are eligible to apply for a third residential parking permit due to extenuating circumstances. Your comments relating to improved community consultation have been noted.
85	Why does the multi-use permit attract a fee? We used to be able to get one for free and the second for about $40? Why can't it be in the fees like the other permits? Because of my circumstances I only want one permit and that's the multi-use one. Why should I pay a fee if others are getting their first permit for free?	A fee has been established for all Manly parking permits. The fee structure for the residential, business, support worker and car share parking permits has been adopted by Council on 27 August 2019. The multi-use and special issue parking permit will be placed on the agenda for the Council Meeting to be held on Tuesday 17 December 2019. The fee for the Multi-use permit will be based on a sliding scale dependant on the number of residential permits issued to the property.
86	I do not agree with this out line as it is very unrealistic: this does not include family needs . our children have not left their home and there has always been enough parking on our street.	Your comments have been noted by the project team.
87	I have a business which I have had for 6 years and its been there for 30 years. We have up to 8 Staff to which at the moment we utilise 3 passes as best we can. Offering businesses as a blanket approach only one pass is not going to cut it. There should be a means test or based on m2 or type of business. I am in the Ocean beach part on Pittwater Rd and we use the kangaroo lane and Denison area to park. We will lose a lot of money if only one pass is issued for us. Please consider an alternate method of issuing passes.	The Northern Beaches Beach Parking permit is currently valid for 4 hours free parking on Manly beach front. The parking priority in the Manly area is to provide parking for residents through the permit scheme. Council provides a range of parking options in four car parking stations in the Manly area.
88	A much improved solutions for residents parking in Manly district than previously proposed and expect it will get good support.	Your comments have been noted by the project team.
89	We live in Fairlight and have no garaging. We use two permits per year which are not tied to our registration. We airbnb our property and have been able to give the users our permit for that timbering as we are then out of area. Also, what happens when we need to have our car serviced and have another car not with the same registration. What happens if we have a family or friend to stay, last minute for a few days. Your saying that the permit has to be attached to their registration number. How can that possibly work. How much is this other ticket for visitors, trades people going to be. Is it for 12 months use. It is totally pointless if we have to apply for another permit each time a trade, or family/friend comes to stay. The permits (all of them), do not need to be attached to the registration numbers - this is not Mosman council, this is northern beaches and we have on our side a lot of homes in the restricted parking 2 hour areas without garages. It is rather dand of the council to follow the Mosman rule. Totally understand if it is in the centre of each suburb, Manly, dewehy where there is a lot of housing and business, but not up in the areas behind them where it is mainly residential. We need to have more flexibility with our parking permits. Totally understand people sell, misuse the tickets, there needs to be found a better system for stopping this than punishing those in and around the restricted areas. What happens christmas day, australia day, boxing day, any public holiday when families and friends gather at peoples homes for celebrations. Can they only stay two hours and the party is over.	You will be eligible to apply for a multi-use parking permit for family and friends. All resident parking permits issued will have the number plate printed on the permit.
90	I think the revised framework is fair. I was VERY OPPOSED to the previous draft which effectively penalised residents who had parking space on their property. Those residents have paid handsomely to have those parking spaces as part of their home. People who have chosen not to buy a property with parking should NOT be given priority to on street parking spaces. Accordingly, I strongly support this revised framework.	Your comments have been noted by the project team.
91	We have no garage and so rely on the street parking. We each have a car. If I get 2 permits tied to say my car an my husbands, what will my 2 children do for parking every day? Also, my mother often visits. She is 75 and not able to walk too far. At the moment I lend her my pass for the day so she can park closeby and I move my car and walk back to the house. What will I do for her going forward? How will she be able to come and visit me for the day, or for xmas day, birthdays etc? I understand the need for restrictions to the program, but I feel that tying the permit to a specific car registration is too limiting. If each residence is eligible for say 2 permits, does it really matter on any particular day which 2 cars use that permit? 2 cars is 2 cars. Also, my car is a company car and registered in my company name. How do I accsess a permit if my car registration is in my company name and company address? I feel like a lot of the practicalities of this scheme have not been fully thought through in detail.	You will be eligible to apply for a multi-use parking permit for family and friends. Residents can apply for a third parking permit under extenuating circumstances. The Framework will be update to include consideration of residential parking permits for company vehicles. Applicants will need to provide a letter from their employer on official letterhead and vehicle registration confirmation.
92	The draft changes are a great improvement on the initial framework, however the issue of exclusion of Arthur St Fairlight from the Ivanhoe Park Scheme remains unaddressed. The exclusion of Arthur St from the existing parking permit scheme whilst all surrounding streets are included is problematic. Non-permit vehicles from the surrounding area get parked there and make it very difficult for Arthur St residents to park. The effective banning of trailers, campervans etc. from the existing parking permit scheme areas will further exacerbate this problem as people seek to relocate them to areas where they can be legally parked. As a resident of Arthur St this is a major issue that should be remedied and has remained a problem since the inception of the scheme years ago.	The Manly parking permit framework will only apply to the existing Manly parking permit scheme areas. Any new on-street parking permit schemes in the Northern Beaches LGA will be administered and operated in accordance with Roads and Maritime Services (RMS) Permit parking guidelines. Council will include campervans to be eligible for a residential parking permit providing the vehicle does not exceed 4.5 tonnes GVM or 7.5m in length. Due to the high demand for parking and limited space, Council will be prioritising parking for residents so that they can park close to their homes.
93	I think the new policy is an improvement on that originally proposed BUT the issue we will have that while we can get twoothree parking stickers attached to our number plates we can only get one visitor permit. Why does this cause a problem if we have our three daughters over for lunch - in theory they could park in our garage and we could park on the street. Well the three have big SUVs which wont fit into our garage spots - too long due to the way our garage is set up. So what do we do?	Due to the high demand for the limited on-street car parking, it is necessary to place a restriction on the number or permits allocated. 2P parking will remain in place and after this time it may be necessary for visitors to move their vehicle.
94	Thank you NB Council for listening to the community's concerns. The Manly Parking Permit Scheme Revised Framework has taken a reasonable and fair approach with this revised framework. In providing permits with certain proof of eligibility required and by printing vehicle rego on the permit we'll have a much better system in place. My only question is what happens if a permit is stolen out of a vehicle? Can the original permit be disabled and a new permit issued?	If a permit is stolen from a vehicle, a replacement permit may be issued on presentation of a valid Police report.
95	The revised scheme changes are far more equitable to all residents. I am pleased the Council saw the need to allow some on-street parking options for residents with off street parking. I attended an information session and provided comments arguing against the original proposal. I thank Council staff for their efforts in community consultation and thank council generally for listening and acting on concerns raised by residents.	Your comments have been noted by the project team.
96	This seems a sensible compromise and should be adopted.	Your comments have been noted by the project team.
97	As a councillor I am writing on behalf of a number of residents who have raised the following issues: 1. Include relevant fees for various permits in the framework document 2. Under Business permit - include the reference that this is limited to the zone that the business operates in 3. For the multi use permit the requirement to produce an NSW driver's licence not be mandatory as many may not have this.	1. The fees will not be included in the framework document as they are an annual fee and subject to the annual CPI increase. The fees and charges will be made available on the webpage and application form. 2. This has been included in section 4.5 Validity. Council will review if this information has been placed in the correct location with in *'Section 4. Business Permit'* 3. Applicants need to confirm their residential status and Council will amend this to reference other documentation to confirm their residency in the Manly parking permit scheme area.

98	This revised framework is much improved on the original. My only two comments are; 1) The framework now takes into consideration larger households with multiple adult children - with the ability to apply for an 'additional residential parking permit' - but it still doesn't inherently allow more parking spaces where street car parks are readily available. Larger residential properties often have double the street frontage of smaller properties (eg semis) and these households pay on average much higher annual rates. Larger properties (full sites) should be automatically eligible to a third parking permit if the want to have one for a 3rd car registered to the property. The amount of off-street parking at a property should not factor in. Surely the council wants to encourage off street parking and therefore should not penalise those with off-street parking (by making it harder to get a third parking permit). 2) The proposed multi-use permits must still be affordable option for a family who has guests who come to stay with them for a few days or a week but also not be an unreasonable amount for a trades person who needs to park nearby for 3-6 months during a typical house renovation project.	Council will not consider changing the parking permit allocation based on the size of the property. Residents can apply for a third residential parking permit under extenuating circumstances. A fee has been established for all Manly parking permits. The fee structure for the residential, business, support worker and car share parking permits has been adopted by Council on 27 August 2019. The multi-use and special issue parking permit will be placed on the agenda for the Council Meeting to be held on Tuesday 17 December 2019. The fee for the Multi-use permit will be based on a sliding scale dependant on the number of residential permits issued to the property. Residents can apply for a works zone for extended house renovations.
99	I am pleased to see that Council has taken onboard the issues with residents who have provided some off-road parking but still needing parking permits. I have been told a neighbour spent nearly $100,000 excavating rock for one (1! only) car parking space under his semi-detached property. He will pay rates on the added amenity to his property, so it's only fair that he should be able to access on-road spaces as his wife also needs a permit, and they have a teenager who is just getting a driving licence, and may soon need to get to work or University at odd hours. Eliminating permits for those who don't live here or pay rates (via onselling of existing permits) and linking them to car registrations and addresses is a great idea,	Residents can apply for a third residential parking permit under extenuating circumstances.
100	I have lived in Fairlight in the one house for 40 years without parking. We are now after all these years in the process of building an on site garage that everyone had said over the years could not be done. As at one stage with a big family we had 6 cars at our home so I think I am in the best position to advise on the difficulties with the parking scheme. For instance we have a 5 bedroom house but were only entitled to the same permits as a one bed room unit. Whilst I understand why it has been suggested that the permits carry licence plate numbers I feel that will become an administrative nightmare as people change cars or at times have to borrow cars when repairs are being made or simply borrowed for other reasons. In such a case the resident will be vulnerable for fines and I do not think that is fair or is in the spirit or intention of the scheme. As I see it the whole reason for the scheme is to protect residents and if possible allow them parking in preference to non residents, not to expose them to potential fines if they are driving a new car or borrowed car. Council should be pushing for better and quicker public transport for the area and then less cars may be required. Everyone seems to be getting light rail but the Northern Beaches gets nothing.	If a vehicle is replaced then the resident is required to apply for a new parking permit. This is the current process with all other parking permit schemes that are managed by Council across the LGA in the Palm Beach and Church Point area. Council has an adopted position to support Mass transport improvements for the Northern Beaches. Currently no light rail is proposed for the area. It must also be noted that light rail would attract large scale development to ensure that it is viable.
101	I have concerns about the Special issue parking - does not seem to have tight enough Number of permits and open to discretion of CEO. Maybe should say charity should be registered, schools should be for registered teachers etc of NB. Volunteers should be for recognised organisation active on Northern Beaches and NFP also active in Northern Beaches. Otherwise appears to be a loophole for many outside of the area to get free parking permits. Given the residents of NB Councils excessive rates we need to get income so they don't go up!	The allocation of special issue permits will be managed to ensure that they are issued only to genuine Manly based organisations. The name of the organisation will also be printed on the permit. The eligibility criteria contains information that is required by the organisation to support their application. Council is under no obligation to issue permits to any organisation.
102	These rules look OK, As the properties generally are narrow blocks, I am unclear how the 2 permit per property will work? One per property and justify the second would be more appropriate. So I would like to know how a person can use the boat ramp and legally park the car and trailer. I pay my registration for my car, boat and trailer, Your current scheme is essence means I cannot use the ramp. I will need to drive to Roseville boat ramp. This a very poor greenhouse outcome as I will need to drive the car / trailer significantly further, and then drive the boat all the way up the harbour, to be in the same position.	A decision has been made by Council to allow two permits per property. A third permit may be issued based on extenuating circumstances. Council will investigate the option of providing permits for existing boat and trailer permit holders only.
103	Congratulations to Council on listening to residents and reviewing the parking permits. However, I am very concerned that each residence will only be allowed to apply for one (1) visitor parking permit. As (I assume) the resident parking permits will not be allowed to be used by a resident's visitor (because each permit is tied to a specific car registration number, this restriction is onerous on residents who are able to garage their own car, but do need 2 permits for occasional social visitors / tradesmen etc (more than one at the same time). With 2 visitor permits available (tied to the address, not the car rego,) it would be far less restrictive to a resident's social life, e.g. having 2 visitors at the same time. This is,	The demand for parking exceeds the current on-street supply of parking spaces, therefore it is necessary to restrict the number of parking permits that are issues. Only one multi-use parking permit will be issued per eligible residential property.
104	We support the general principle of the scheme. However, would it be possible for the end of day cut off to be at 8.00 pm, or even 9.00 pm instead of the current 10.00 pm that applies in Woods Parade. Under the proposed arrangements, it becomes impossible for us to have evening visitors. This minor change would enable our visitors to arrive after 6.00 (or 7.00) pm and stay on after dinner without having to do a car-shuffle. We live in an owner occupied single dwelling.	Council will review the parking conditions in the area. Any changes will need to be approved through the Local Traffic Committee.
105	Why do I have to pay for a multi-use permit when I used to be able to get one for free? This is just revenue raising at the expense of residents. To make it worse you don't even say how much it is going to cost!	A fee has been established for all Manly parking permits. The fee structure for the residential, business, support worker and car share parking permits has been adopted by Council on 27 August 2019. The multi-use and
106	Hello, residents who do not have off street parking should be prioritised as having registration Linked permits. If you have off street parking you should not be eligible for a residency Permit. The zones are too big as people from way away park closer to The ferry in ocean beach and then I can't get a park when I come home. There are still not enough spots for residents. Either allocate fixed parking to residents who have. I parking or stop providing permits (with or without a registration) to those who have parking in their building. The multi use pass should be as per. North sydney or Paddington from schemes - whixh precent I selling. The multi use permit would allow on selling as is current practice on ocean beach for $300 upwards. This must be stopped.	A decision was made by Council following meetings with Families for Manly, Manly Residents Association and Greater Manly Residents Association to not consider off-street parking spaces. Your comments relating to the on-selling of the multi-use parking permit have been noted by the project team.
107	This revised proposal seems to more fairly deal with individual property owners right and entitlement to park adjacent to their residence, (which in the previous proposal was discimatorily denied per RMS guidelines , and was unacceptable) . The scheme should make it abundantly clear that " sale" of parking rights or permits is contrary to regulations and subject to significant fines. Some procedure to check and control issue of permits on a discretionary basis by council/officers etc would also help in "policing" the scheme.	Your comments have been noted by the project team.
108	this is a vast improvement on the previously proposed framework.	Your comments have been noted by the project team.
109	Thanks for realizing we need a mult-use permit however why is there now a cost to it, why only one and why is it reviewed after 1 year. It should be inline with other permits. First permit free and reviewed in 3 years with the rest of the scheme.	The fee structure for the residential, business, support worker and car share parking permits has been adopted by Council on 27 August 2019. The multi-use and special issue parking permit fees and charges will be placed on the agenda for the Council Meeting to be held on Tuesday 17 December 2019.
110	Our priority is to have a free visitor parking permit - and to have visitor parking to be valid on the street of residency alone.	The fee for the Multi-use permit will be based on a sliding scale dependant on the number of residential permits issued to the property.
111	Thankyou for reviewing the previous framework - the new one is better. 1. p12 Section 9 - Fees and Charges: What does "fees and charges previously adopted by Council" mean. Is this the charges currently in place, or those adopted by Council under the earlier framework? Can you please clarify the resident charges proposed under the revised framework. Current charges: Cars First Permit - Free; Cars Second Permit - $42.00; Cars Third Permit - $110.00 2. Third permits for residents should be permitted simply where a the eligibility criteria is met. Council should not construct vague and unclear "extenuating circumstances" which simply add more bureaucracy to an already complicated process. The only criteria should be: 1. Vehicle must be registered to the property and 2. proof of residency must be provided.	The fee structure for the residential, business, support worker and car share parking permits has been adopted by Council on 27 August 2019. The multi-use and special issue parking permit fees and charges will be placed on the agenda for the Council Meeting to be held on Tuesday 17 December 2019. The fee for the Multi-use permit will be based on a sliding scale dependant on the number of residential permits issued to the property.
112	I am an owner and has been a rates payer since 2009. I also happen to have a car which is registered in one of my parents name, due to confidential personal circumstances. However, since I am a driver of that car and responsible for its maintenance, insurance etc, I hold car insurance in my name. For circumstances such as mine, what does the council propose? I find it outrageous that as a rates payer, I might be denied a parking sticker to park on my own street, next to my own property. Please provide a comment how I can receive a parking sticker under the new rules. I shouldn't have to incur a stamp duty cost of transferring registration, when I pay rates! The council should be able to accept my explanation and some other proof, like the car insurance, which shows my name and address. A statutory declaration explaining circumstances should be enough too. I am sure I am not the only person in Manly who drives a car registered in someone else's name.	You may be eligible to apply for a multi-use parking permit as this permit will be available to residents. Council will no longer accept statutory declarations relating to the Manly parking permit scheme.

113 Part 1	We have a particular concern with paragraph 2.5 which while initially stating that: "All applicants must provide the following with their application: • a valid NSW driver licence • valid vehicle registration papers". then importantly specifies that: "All documentation is required to show the applicants name and the applicants address located in the existing Manly parking permit scheme area". We understand that this means in order to get a parking permit under the new scheme the applicant's driver licence and vehicle registration will have to show their address in the specific Manly parking permit scheme area where they reside such as, in our case, Tower Hill. This is unfair, fails the legal reasonableness test, and will prevent some owner occupier residents like ourselves from being able to obtain a parking permit. Further, it could potential have serious unintended and discriminatory consequence for many residents, especially elderly residents. We submit: • It is a reasonable expectation of a resident owner occupier who pay rates to the Northern Beaches Council to be able to legally park in their designated permit	The framework has been amended to include the need to show a driver licence to support their applicant. This will allow international and national licence holders to apply for a residential parking permit. Applicants will still need to provide council with documentation to support their residential status. If residents do not own a vehicle then they will be eligible to apply for a multi-use parking permit.
113 Part 2	• It is a reasonable expectation of a resident owner occupier who pay rates to the Northern Beaches Council to be able to legally park in their designated permit area one or possibly two vehicles on the street close to where they live twenty-four hours a day. This is particularly important for older residents; • To prevent them from doing so because they own another property elsewhere and for one reason or another have their driver licence and vehicle registration linked to that property is a serious infringement of this; • Version 2 of the draft Parking Permit Scheme Revised Framework states "the applicant must: reside permanently at the address within the existing Manly parking permit scheme area". Surely an owner occupier who lives at the address meets this requirement even if they travel for periods of time and/or have another property elsewhere which they also frequent: o The percentage of time Manly residents, including older residents and retirees, spend living at a property should not be the criteria for obtaining a parking permit under the new scheme. Many residents travel overseas for extensive periods or go to other places or holiday homes within any twelve-month period. This may vary dramatically over even short periods of time, making the stipulation of a constant presence implied by the phrase "reside permanently at the address within the existing Manly parking permit scheme area" impossible to monitor, is self-defined and unenforceable, and is therefore meaningless. The simple term resident owner occupier used elsewhere in the framework is the correct one to use; o Further, just because a person has their driver licence and vehicle registration linked to a property does not necessarily establish that they "reside permanently at the address". It may for some - but not for many others;	
113 Part 3	• On the face of it, one option for some people may be to simply change the address shown on their driver licence and their vehicle registration. In our view it is unreasonable and unacceptable to effectively require a Manly resident owner occupier and rate payer in a Manly parking permit scheme area such as Tower Hill to do this solely to meet the proposed new requirement for a parking permit; • Many people in NSW have two residence and, for a very wide range of legitimate historic, business, commercial, family, personal and financial reasons, have over the years chosen the address on their driver license and vehicle registration that best suites them and their needs, and wish to retain this; o One very current and poignant example of this is if their other property is in a bushfire prone area where they need to be able to show their driver licence to the police or SES in order to access this property during a bushfire emergency; o For the Northern Beaches Council to effectively compel them to change the address on their driver licence in order to obtain a Manly parking permit could have catastrophic consequences and would open the Council up to liability for any resulting property loss;	Council will consider the parking needs of owners that live in the property on temporarily basis providing the property is used for family only accommodation.
113 Part 4	It is of course appreciated that the Council needs to know that owner occupiers who hold such parking permits do in fact personally reside at the given address. To this end we suggest that the Parking Permit Scheme Revised Framework document should specifically state as a sub paragraph that owners occupiers who do not have their drivers licences and car registration papers linked to their Manly address provide four (rather than three) of the documents mentioned in Version 2 of the documents listed "Table 1: Accepted documentation in paragraph 2.5 Acceptable documentation for owner occupiers, tenants and boarding house occupants". Further, the four documents under Table 1 could be expanded to also include Northern Beaches Council rate notices for Manly residents (showing both the postal address and the Property Location and Description) and different utility bills and bank statements should be counted separately (e.g. water and electricity accounts to count as two documents). Other notices such as Strata levy notices could also be considered. In our case, we are longstanding sole owners and residents of a Manly property and spend most of our time here even though we travel and own another property. When not there, we do not rent or lease it out, or put it on AirB&B. As Senior Australians we simply want to be able to park a car on the street nearby when we need to and, for the reasons outlined above, believe this should be clearly allowed under the new Parking Permit Scheme without our having to change the address on our driver licences.	Council will consider the parking needs of owners that live in the property on temporarily basis providing the property is used for family only accommodation.
114	We own and operate manly paradise motel which was built in 1969 before parking was a consideation . We have a massive issue with parking availability for guests and the longstanding arrangement with council to pay for overflow parking in the Manly National car park as its needed and used has been changed by council to be econmically unviable . Could council therefore consider a minor admendment to the business parking permit to allow us to obtain the single permit in the name of the business manager rather than just the propritor so we can at least park our full time permanently empolyed managers vehicle if her space is required for a guest . Appropiate evidence of the managers employement can be provided.	Business parking permits will not be available to employees of local businesses.
115 Part 1	Executive Summary: I have followed with vested interest the Northern Beaches Council review of the current Manly parking permit scheme and apart from disappointment that you have failed so far to reduce the size of the parking permit zones so that local residents have fairer access to parking in their street, your proposals up until now had seemed reasonable. However after reading your latest November Version 2 (draft) received on Nov 2, 2019 and after a long discussion & review of the document with Michelle Carter on Nov 14, 2019 we agreed as a Manly property owner and a holiday resident I did not fit into any of the six categories of proposed vehicle parking permits. While this may have been an oversight of the drafting committee I am very concerned and potentially disappointed and angry, after owning a property and being a ratepayer in Manly for 20 years, if the current draft was approved without changes, I would not be eligible for the two parking permits my property has accessed for the last 20 years. Thus I am making this submission to address this oversight. Unfortunately for me, under the current draft (V2) I am not a permanent resident at my property and as such would not have a car and drivers licence registered to my Manly property. Despite this I have paid my council rates and strata fees on this property since 1999. I also, since 2015, when the property became an exclusively family holiday unit, pay all utility (gas & electricity) services and receive no income from the property.	Council will consider the parking needs of owners that live in the property on temporarily basis providing the property is used for family only accommodation.

115 Part 2	Facts: 1. My property is one of eight in a block in a small, very tight one way street within the Tower Hill zone. •Parking is always at a premium particularly in summer when residents compete with visitors •Owners from other parts of Tower Hill drive into our street in the early morning to have easier walking access to the ferry. •Owners/residents in our street with off street parking can also access parking permits & park on the street, to the frustration of those with no off street parking. •the owner resident, who has a double garage filled with items so that there is no car access to either garage, uses his parking sticker to park a large station wagon in the street and when there is no street parking parks across his double driveway. 2. My property is used by my wife, four children's families and I exclusively as a holiday unit on schod holidays, week-ends, and when we can take holiday breaks to Manly. 3. My property is not rented either permanently or short term to anyone or used for Air B&B which is illegal in our block of 8 units. 4. My property an old two storey block of 8 units built circa 1910 has never had any off street parking and has no capacity to have any. 5. Under the current proposals my use of the property as a part time resident excludes me from a parking permit. This is grossly unfair as using a parking permit for say only 30 weeks a year only reduces the parking congestion in Tower Hill compared to being a permanent resident. 6. A category for part time residents of holiday properties should be included in amendments to V2. This would allow these residents access to parking permits without making the new scheme subject to the current 'rorts' and misuse that Michelle said the council believes is happening with the existing scheme.	
115 Part 3	Recommendation The November Version 2 Draft needs to be amended to allow owners of holiday properties in Manly that are used by them exclusively but not permanently an entitlement to one or two parking permits where the property has no off street parking.Conditions could include: • Proof that the owner is the rate payer and also pays the utilities (gas and or electricity) and that all notices are addressed to the property address. • Proof that the owner has a car registered in an appropriate name. • The owner is the holder of a current Australian drivers licence • Any permits issued could have the car registration number/s affixed to the permit. Conclusion 1. Hopefully as discussed with Michelle Carter the above recommendation to allow parking permits to qualifying part time residents can be built into amendments to Version 2. The changes could be made by either extending an existing category or adding a new category such as part time residents of holiday properties in Manly subject to conditions (i.e. who are not permanent residents as defined in the current draft). This would address the oversight or anomaly in the current V2 draft. 2. To not add such a parking permit category would greatly prejudice access to parking of many owners. This would be grossly unfair on owners and rate payers such as myself who love Manly for all its attributes and currently enjoy access under the existing parking scheme which as you keep saying does not guarantee a parking spot in the street you Have your property in. 3. Should you like me to help council draft such an amendment I would be happy to help pro bono the council staff or just come in to discuss such.	
116	I would like to strongly reiterate my original submission in respect of campervans. In many cases a campervan may be the only vehicle in a household, and fits within a standard parking spot (ie. vehicle usually defined as less than 6m in length and 2.4m wide). Excluding campervans seems to unfairly inconvenience the many residents that have no option to park but on the street in their designated area. And yet a Ismalli household, with a garage, even, can have 2 (and possibly three) vehicle permits plus a visitor permit. This seems grossly inequitable and does not address the core issue of numbers of vehicles seeking a park (by residents) and numbers of spaces available. If Council's concern is of people staying overnight in vehicles, then provisions already exist. I would request Council doe smore to enforce the existing regulations to stop this happening. The new provisions matching a vehicle to a household will help to enforce existing regulations as any vehicles suspected of repeatedly being used for overnight stays can be traced to that specific household. Once again, existing regulations governing vehicle size and overnight stays more than adequately equip Council to address overnight stays. I cannot see there is any other reasonable purpose behind this exclusion form the parking permit scheme for campervans which are within that size and are not used for overnight stays.	Council will remove campervan restriction in the Framework that is adopted by Council. However, due to the current misuse of permits and leasing of campervans on the street for short-term accommodation, council may need to review this in the future. Any vehicle that exceeds 4.5 tonnes GVM and 7.5m in length will not be eligible to apply for a parking permit, this would include most motorhomes.
117	My husband with other local rate paying owner/occupiers[, has been trying unsuccessfully for years to have residential parking permits available in Queenscliff the same as they are in Manly, as we have similar difficult and limited parking availability. Even since the combined Northern Beaches Council was formed, this inequality and preferential entitlements still exist, and seems to be getting even more generous to the "chosen ones" of Manly and Balgowlah. Please explain why.	This review is only considering the current Manly parking permit scheme. Any new RMS Permit parking scheme will be required to comply with the mandatory guidelines that in place by RMS.
118	I run a legal business in Manly. One business permit is not enough as I have 4 staff members and it would be helpful to have at least one further business permit for my business to run smoothly. I therefore submit that the business permits for businesses with 5 or under people in them should be able to access two permits.	Council will only provide one permit to eligible businesses. The intent of the permit parking scheme is not to provide parking to employees. Parking is in high demand in the Manly area and the priority is to provide parking to residents. Increased parking opportunities also support local business through turnover.
119	Although I understand that changes to the current parking arrangements in Manly are required due to the high number of permits versus the limited number of parks I am concerned about the issuing of a parking permit being directly linked to a specific vehicle due to it's lack of flexibility. As a small business owner with staff our requirement for parking varies considerably within our team and a permit being linked to a specific car would make it difficult to juggle the requirements of our business.	Council will only provide one permit to eligible businesses. The intent of the permit parking scheme is not to provide parking to employees. Parking is in high demand in the Manly area and the priority is to provide parking to residents. Increased parking opportunities also support local business through turnover.
120	Hi I am a owner occupier in Manly. I think the parking is great but I also think that the manly parking permit should be send linked to the property not the bill. as I have quite a few friends that rent the owners of the property have kept the passes and either sold them or kept them. I think they should be kept with the property and if the tenant move then the sticker should be like the local pass that are attached to the car via a suction device. so that it can be transferred to the next person. also open it up for a temporary commercial vehicle pass that has a date on it. (Kirribilli area had something similar) where you can purchase a card from the council that has a scratch off section of date and day and street or section and they can park their that day.	Only eligible residents may apply for a residential parking permit. The Northern Beaches Beach permit will continue to be issued through the rates notice to the property owner.
121	Parking permit for local business	Eligible businesses may apply for one business parking permit.
122	We require 2 x Business Parking Permits for each Local Business Listed Below - (we are also tenants) Registered Business Address for BOTH Business's	Eligible businesses may apply for one business parking permit.
123	I agree with the above amendments to the parking permit scheme but if the vehicle is registered to the property then the permits must be free and included with our rates. It is appalling to have to pay to park in front of one's home when council also expects us to mow council's nature strip and fines us for parking on it even though we maintain it.	Parking permit schemes are established in areas where there is limited parking availability for residents. These schemes are for both property owners and tenants and the permits are not a service provided through rates. This is consistent with other parking permit schemes in place across the LGA in Palm Beach, Church Point, Rowland Reserve and Woorak/Muka Reserve.
124	Council must be even-handed in delivering the proposed parking permit scheme and must provide some form of parking access for non-resident owners (who don't rent their property and reside in their property when in Sydney but live outside of Sydney). These owners are full rate payers just like permanent residents or those that lease out properties and they should be eligible for access to Multi-Use Permits for their visitors, trades-people etc. They too, on occasion, have such needs. For example, because they are not in Sydney permanently and their needs would be typically less than permanent residents and landlords, Council could grant them 50% of the permit numbers provided to others. It is wrong to entirely exclude these non-residents owners when they too pay full rates to Council just like other owners. They are entitled to be included for the rates they pay and Council would know that their numbers would be small. Please consider this suggestion on the basis of fairness for those ratepayers who are currently being excluded.	Council will consider the parking needs of owners that live in the property on temporarily basis providing the property is used for family only accommodation.
125	So much better .... thank you!! I have a query re the multi use permit - why must the applicant, if they change their vehicle, take permit to council for a replacement? My understanding is that the applicant's car rego number will not be on the permit (as it is for trade people, visitors etc. and therefore has no connection with the applicant's vehicle).	This will be amended in the final version and will not be a requirement.

126	1. Small trucks and vans belonging to residents should not be excluded. A van or a small truck is often the only form of transport a resident has and they should be able to park it. Yes, exclude vehicles GMV > 4.5 t or a length in excess of 7.5m but not ALL TRUCKS AND VANS. 2. Having a current drivers licence as mandatory discriminates against the disabled and the elderly. Often residents have cars registered at their address but are driven by neighbours or their carers. We ask Council to delete the mandatory requirement for a current NSW drivers licence. 3. The multi-use permit will be used for tradespeople - yet small trucks and vans are excluded from being able to display a multi-use permit. This needs to be rectified. 4. The current draft will not adequately address the Black Market as no street address has been included on the Multi-Use permits. Some measure to limit the area in which these passes can operate is necessary to minimise on-selling. We ask Council to include the street name on the Multi Use permits.	1. Only vehicles over 4.5 GVM or over 7.5m in length will be excluded. 2. Council will amend the reference to requiring a driver licence for the multi-use parking permit. A driver licence will still be a requirement for residential parking permits. 3. This will be amended so that it is clearer. 4. The black market and on-selling of permits relating to the multi-use parking permit will be monitored over the 12-month review period. We are proposing to print the street name of the applicant on the multi-use permit however the permit will be valid within the scheme area.
127	I feel this is a much better and simpler plan, thank you. However it does not address the key problem of the Black Market - the street name must be included on the Multi-Use Permit otherwise it will be on sold. Personally I also think that banning trailers immediately is unfair and if it is to be done, it should be a transition over a year or so. But trailers could be part of the allocated two permits anyway so the same space is used on the street by each eligible resident. This would stop people just moving their trailer to adjoining streets and still having two cars parked on their own street. I dont think you need to demand a drivers licence - there are lots of other ID forms that work. At least the first permit should be free. Otherwise it is an effective rate increase on Manly residents.	The black market and on-selling of permits relating to the multi-use parking permit will be monitored over the 12-month review period. We are proposing to print the street name of the applicant on the multi-use permit however the permit will be valid within the scheme area. A driver licence will be required as part of the residential parking permit application. This requirement will be amended for residents that apply for a multi-use parking permit. Council will investigate the option of providing permits for existing boat and trailer permit holders only.
128 part 1	I think the draft parking scheme is a vast improvement on the original version but there are still a few problems with it. My concerns are as follows; Under Resident Parking permits the exclusion for trucks and camper vans needs to be removed. There is an exclusion for vehicle over 4.5t GVM and longer than 7.5 m and this should be a sufficient exclusion. There are tradespeople who drive trucks to work and residents who have small camper vans as their daily drive and these people will no longer be able to park in their street. Also the mandatory requirement to have a drivers licence to apply for a permit disadvantages the disabled, elderly and others who for whatever reason legitimately have a right to a permit but don't have a drivers licence. In relation to the Multi use permit, the exclusion for trucks needs to be removed. This permit is intended to be used by tradespeople some of whom drive trucks. To maintain this exclusion is nonsensical. Also under this the provisions for replacement of permits needs to be reviewed. These permits are not issued in relation to a particular vehicle so the theft of or damaged to a particular vehicle is not relevant to the issuing of a new permit. If the pass is stolen then yes - replacement is necessary. The blanket ban on trailers, boats, camper vans etc is discriminatory. Residents in the NBC LGA are amongst the most active in Sydney. We are engaged in outdoor activity and drive a range of vehicles and tow boats, trailers etc. This is what residents do! There is a sensible solution. Allow residents to use one of their two permits for camper vans, trailers, boats, caravans etc. Where the parking of this type of vehicle is clearly inappropriate (Manly CBD) manage this with changes to the street signs as was done a year of so ago in Kenneth Street - "Motor Vehicle Parking Only".	Council will look at removing the campervan restriction in the Framework that is adopted by Council. Any vehicle that exceeds 4.5 tonnes GVM and 7.5m in length will not be eligible to apply for a parking permit, this would include most motorhomes.
128 part 2	If you are not going to do this then at least allow for one renewal of existing trailer permits so that people have time to adjust to the change. If you don't provide a transition strategy you will create a new problem out the front of other houses in nearby streets that don't have timed parking. This will create conflict illegal activity and disharmony within the community and would be irresponsible policy. I used to see trailers along Kenneth Street with slashed tyres.	
129	I refer to the November 2019 revised framework (draft) for public exhibition for the Manly parking permit scheme. I note that reference to councils original premise as to why we have to have this change ... due to RMS requirements... is no longer at the centre of these proposed changes. I also note that the Council has listened to some of the concerns raised by the local residents and has amended the scheme to allow residents to have Two per eligible property parking permits, to enable residents to park on-street in their scheme area at the same cost as the current permits. This is great improvement. As is the introduction of a One per eligible property multi-use parking permit, to replace visitor and trades people permits. This is a much better solution than the one that was originally proposed. My understanding is that it will also function in the same way as the residents permit ie: no time restrictions for visitors to use on the day they are visiting. The only criticism I do have, is that this draft framework should have included the proposed fee that will apply for the multi-use parking permit. With regard to the Special issue parking permits, which are issued at the discretion of CEO, is that the discretion should have some form of maximum limit as this could be counter productive to why we are going through this change in the first place.	A driver licence will be required as part of the residential parking permit application. This requirement will be amended for residents that apply for a multi-use parking permit.
130	The revised draft scheme is certainly an improvement but there are still a number of issues which I would request council to re-consider. 1. I have 1 off street parking spot and 2 cars. Either of my cars may be parked on the street depending on which one is occupying the off street spot. Therefore, having the registration number printed on the parking permit does not work. I know there are many residents in the same situation as me. Having the address of the property printed on the permit could work and still avoid problems with on-selling permits. The other issue also is if vehicles are changed then new permits would need to be printed with new registration numbers...a further unnecessary cost. 2. I think the cost of the first permit should be free. Why should we have to pay for the privilege of parking on our street. Another unfair cost specifically aimed at Manly residents.	1. It will be a requirement to print the vehicle registration number on the residential parking permit. Council will not be printing the residential address on the permit. 2. Council charges a fee to residents for all other parking permit schemes in place across the LGA (Palm Beach, Church Point, Rowland Reserve and Woorak/Iluka Reserve).
131	We made a submission dated 2 June 2019 giving reasons why we felt that the RMS Guidelines were flexible enough to allow Council to achieve a parking scheme that is fair and reasonable and would meet the needs of the residents of Manly. We are pleased to see that the Scheme now proposed by Council achieves these aims. The new proposed Scheme is much simpler than the RMS Guidelines and addresses residents' concerns. Thanks you for listening to the Community.	Your comments have been noted by the project team.
132	I strongly believe that banning trailers will not alleviate the overall parking issues but instead will force residents like me to park my trailer in adjoining streets and hence just shift parking pressure, while not reducing the total number of vehicles being parked. Could I suggest that Council make trailers part of the allocated permit allowance. We have been paying for the boat trailer permit for a number of years now and recently upgraded our boat on a trailer because we live in an area that has a boat ramp and because we were relying on being able to continue purchasing a boat trailer permit. I ask that Council allow me to use my 2 permits on any registered vehicle (with a GVM less than 4.5 t and not more than 7.5m long) be it a van, truck, campervan, car, or trailer). I would still have to meet all other eligibility requirements and pay the requested extra fee as one of my vehicles would be a trailer.	Council will investigate the option of providing permits for existing boat and trailer permit holders only.
133	We have been paying for a boat trailer permit for many years and want to be able to continue using our boat and trailer on the boat ramp that is in Little Manly. I would suggest that council allow people to use one of their two permits on a boat trailer as long as they pay a fee as in the past. This would ensure that people who legitimately have a current boat and trailer and pay for that can continue to do so	Council will investigate the option of providing permits for existing boat and trailer permit holders only.
134	I am a keen boat user and we have been paying for a boat trailer permit for many years. We live right within 200metres of the b oat ramp at Little Manly and want to be able to make use of that boat ramp - one of the reasons we moved to this area in the first place. I would suggest that council allow people to use one of their two permits on a boat trailer as long as they pay a fee as in the past. This would ensure that people who legitimately have a current boat and trailer and pay for that can continue to do so	Council will investigate the option of providing permits for existing boat and trailer permit holders only.

135	i can't begin to describe how disappointed i am that this review is even under way, as a Greycliffe st Queenscliff owner occupier we feel that we are in the most difficult suburb in the new Northern Beaches council to park in, when we were Warringah, myself and other residents petitioned for parking permits same as the then Manly Council, i sat in several meeting with the chief traffic engineer, the then general manager and a number of other senior staff members only to be told that we couldn't have the Manly system as it was against RMS guidelines and Manly were actually breaking the law which Warringah wasn't going to do, so now as an amalgamated council i ask why are we being discriminated against and are you still knowingly breaking the law by allowing Manly residents the luxury of parking permits even though the majority have off st parking. we feel very second rate and by allowing permits and time limits in streets near to the Queenscliff bridge (Many side) you make our situation worse as commuters (even Stella Maris students) use our hard to park in streets. we feel that the amalgamated council is somewhat lopsided with the ex Warringah coming out second best. for what its worth i know a number of people living on the Manly side of Queenscliff bridge with one but mainly two off street parking available to them but they still get 2+ permits, how can this be considered fair when my daughter (who lives close to us also in Greycliffe st) often has to park a block away and cart shopping and 2 very young children home because our area is full with commuters or beach goers not wanting to pay to park on the beach front. this situation really needs to change as its getting worse and worse for us. Manly permits should be cancelled and street parking shouldn't have any time restrictions, just like us. now that would be fair don't you think???	This review is only considering the current Manly parking permit scheme. Any new RMS Permit parking scheme will be required to comply with the mandatory guidelines that in in place by RMS.
136	1. Small trucks, vans belonging to residents should not be excluded. A van or a small truck is often the only form of transport a resident has and they should be able to park it. Yes, exclude vehicles GMV > 4.5 t or a length in excess of 7.5m but not ALL TRUCKS AND VANS. 2. Having a current drivers licence as mandatory discriminates against the disabled and the elderly. Often residents have cars registered at their address but are driven by neighbours or their carers. We ask Council to delete the mandatory requirement for a current NSW drivers licence. 3. The multi-use permit will be used for tradespeople - yet small trucks and vans are excluded from being able to display a multi-use permit. This needs to be rectified. 4. The current draft will not adequately address the Black Market as no street address has been included on the Multi-Use permits. Some measure to limit the area in which these passes can operate is necessary to minimise on-selling. We ask Council to include the street name on the Multi Use permits. 5. Business permits should not need to be attached to cars only registered to the business. Often small businesses are run by mums and dads and their family car IS their business car too.	1. Only vehicles over 4.5 GVM or over 7.5m in length will be excluded. 2. Council will amend the reference to require a driver licence for the multi-sue parking permit. A driver licence will still be a requirement for residential parking permits. 3. This will be amended so that it is clearer. 4. The black market and on-selling of permits relating to the multi-use parking permit will be monitored over the 12-month review period. We are proposing to print the street name of the applicant on the multi-use permit however the permit will be valid within the scheme area. 5. The vehicle registration will be printed on all business parking permits.
137	If a property has existing off-street parking such as a garage, the number of permits available should be reduced accordingly. For example, if a house has a double garage sufficient for two vehicles, no permits should be made available for that property. Too often, garages are used for purposes other than vehicle storage so why should the occupier be provided with a permit in order to park on the street? Also, I constantly see non-residents parking in Tower Hill in the morning on their way to catch the ferry to work. They then return in the afternoon and drive off. They are clearly using resident permits provided by family, friends or purchased illegally. Suggest you introduce substantial fines to deter such offending. Thanks for the opportunity to voice my concerns.	A decision was made by Council following meetings with Families for Manly, Manly Residents Association and Greater Manly Residents Association to not consider off-street parking spaces. Your comments relating to the on-selling of the multi-use parking permit have been noted by the project team.
138	We are residents of Manly, Ivanhoe area and we have a camper van which we rely on for everyday transport. We are alarmed that we will not be able to park our daily driver car in front of our house. We use our camper for work, shopping, transporting elderly parents and the occasional camping trip. If we are not permitted to park on our street this would effectively mean that we have no car. There are many other vans which people use daily which can also be used for sleeping/camping. Is council proposing to get rid of all these cars as well? We would understand larger campers being excluded for permits however our van is the same length as a medium sized car and easily fits into shopping car spots. We use the van daily for its convenience. We strongly object to council effectively denying us the use of our daily car which we rely on everyday and we hope that common sense prevails such that only larger camper vans which cannot fit into a normal car spot be excluded.	Council will look at removing the campervan restriction in the Framework that is adopted by Council. Any vehicle that exceeds 4.5 tonnes GVM and 7.5m in length will not be eligible to apply for a parking permit, this would include most motorhomes.
139 part 1	I have reviewed the Manly Parking Permit Scheme Revised Framework and whilst I support the changes to the residential permit (i.e. allowing for two permits per dwelling regardless of off-street parking), the other issues raised in my original submissions (attached below) have not been addressed. The information in the Revised Framework on the proposed 'multi-use permit' is unclear - with no details on how the permit will work (e.g. Can you purchase one for the entire year or do you purchase one every time you need one? What is the maximum length of time for the permit? What are the fees? Is there a maximum number you can purchase in one year? Can you have more than one at any one time?). Section 3(3.2)(2) of the Revised Framework suggest that multi-use permits are linked to car rego (e.g. if the applicant changes vehicles...the current permit must be presented to Council before a new permit is issued) - this does not make sense given the permit is to be used for visitors and tradespersons. The conditions around this permit need to be clarified. I also note that my concerns regarding parking for short term rental accommodation have not been addressed. It is unclear how Council proposes to maintain Manly as an international tourist destination (which substantially contributes to the local economy) whilst significantly restricting parking for tourist accommodation, much of which is currently provided through short term rentals and small boutique hotels/ backpackers. Please see my concerns with the draft Manly Parking Permit Scheme outlined below: 1. Transport network • Manly has the lowest level of 30-minute public transport access of all of the Northern Beaches centres. Whilst access to Sydney CBD is good, access to other lower Northern Beaches suburbs is poor. Other locations where similar restrictive parking permit schemes have been implemented (e.g. North Sydney) have mass transit - allowing residents and visitors the option to travel without a car. Implementation of a new restrictive parking permit scheme should be deferred until transport accessibility in Manly is improved and/or made more flexible to allow residents to maintain current flexibility.	Eligible residents may apply for only one multi-use permit per property every permit renewal period. The permit will be transferable between vehicles and can be used by friends, family, carers, etc. Council will amend the criteria relating to applicants changing vehicles as this is not relevant for the multi-use permit. The parking permit scheme has been established to provide parking to residents with no or limited off -street parking as the priority. Secondary to this is to provide high turnover parking to support local business. Council manages four parking stations in the Manly area that may provide parking to support providers of accommodation. Your previous submission has been noted by the project team. Following the community engagement process undertaken, Council made changes to the proposed framework and re-engaged with the community.
139 part 2	2. RMS Parking Permit Guidelines • The RMS Guidelines indicate that RMS approval is only required for permit parking schemes on classified roads (the majority of roads in Manly are not classified roads). Therefore, can Council provide evidence of RMS' request to update the parking scheme? • The RMS Guidelines state that Councils are responsible for developing a parking strategy that includes proposed permit parking schemes, supported by parking studies and community consultation. Therefore, can Council provide a copy of the Parking Study that supports the proposed scheme? • The RMS Guidelines state that parking strategies are a tool to achieve objectives relating to enhanced use of public transport and walking/ cycling. As noted above, Manly has the lowest level of transport accessibility of all of the strategic centres on the Northern Beaches. Can Council explain how the low transport connectivity has been addressed in the proposed parking permit scheme? • The RMS Guidelines state that parking authorities have discretion over the total number of permits issued in their area of operations and how they distribute these permits across the relevant classes of permit parking schemes. There is no justification for the numbers that are set out in the draft scheme - there is no parking study, no research and no evidence. 3. Visitor parking permits • Section 3.2 states that 'in scheme areas that experience high parking demand by permanent residents, it may be necessary to reduce the number of visitor parking permits available for purchase' and 'if found that visitor parking is having an adverse effect on residents parking ability, Council reserves the right to remove the visitors parking scheme at any time'. This is not supported. All residents should have equal rights to visitor parking permits and the scheme should not be controlled by giving into the demands of residents who have likely purchased units without off-street parking spaces then complain they cant find an on-street parking space. Whatever visitor parking permit policy Council resolves to adopt - should be uniform across all of the precincts. It is unfair if all landowners are not afforded the same rights to apply for visitor parking permits.	Your previous submission has been noted by the project team. Following the community engagement process undertaken, Council made changes to the proposed framework and re-engaged with the community.

139 part 3	• Section 3.3 state that the maximum number of visitor parking permits per year is 20. This is severely inadequate. It is noted, that the number of permits and length of time is being imposed by Council, not RMS. On what basis was it decided to have only one-day permits and a maximum of 20? The RMS guidelines indicate the parking authority may offer long term permits. On what basis has this not been considered? 4. Short term rental accommodation • Section 3.2 states that short term rentals are not allowed to apply for visitor permits. The draft scheme makes no provision for Short Term Rental Accommodation (STRA). However, the RMS Guidelines state: Where a property is permitted to be leased for short term rental accommodation (STRA) and complies with relevant State Government policies and codes of conduct for STRA, applicants for parking permits must be able to demonstrate to the satisfaction of the parking authority that they are the legitimate resident or the owner of the property. Why does the RMS Guidelines allow for STRA, but Council's policy does not. I thought the whole idea of this scheme was to bring it inline with RMS Guidelines. Why has this not been addressed in the draft scheme? • The NSW Government's new regulatory framework for STRA allow for STRA for 365 days per calendar year when the host is present, and 180 days per year when the host is not present. I operate a STRA in Manly and offer guests the option of on-street parking. The proposed permit scheme makes no provision for STRA, with the only option being to purchase visitor spaces which are limited to 20, which is grossly under the maximum number of days permitted for a STRA. This needs to be addressed. It is also noted that Manly has been identified as a significant contributor to the issue of housing stress and homelessness in the Eastern Suburbs, and the majority of them drive because public transport into Manly is limited. STRA's contribute substantially by filling in the gap and undersupply of tourism accommodation in Manly. Therefore, any new Manly parking permit scheme needs to take this into consideration. Simply lifting a parking policy from another LGA is inadequate. It needs to be tailored to the needs of Manly, including supporting Manly's regional role as a tourism destination.	Your previous submission has been noted by the project team. Following the community engagement process undertaken, Council made changes to the proposed framework and re-engaged with the community.	
139 part 4	5. Residential parking permits Section 5.1 Application: 'if you have off-street parking, we request that you use it for the purpose of parking your vehicle. Council will require this information to be disclosed when you submit your application before it will be processed' - does this mean if you have an off-street parking space, you are unable to apply for a permit? If so, this has not been made clear to residents. All landowners should have equal rights to on-street parking. Or does Council plan to reduce rates for residents that are ineligible for on-street parking permits? This section also needs to specify that the number of off-street parking spaces refers only to parking spaces that meet current Australian Standards (e.g. clearance height and size). 6. Tradesperson parking permits • Section 5.2 restricts permits to residents. This is an issue for strata buildings where often the building manager or strata manager are responsible for organising tradespersons. • Section 5.3 restricts tradesperson permits to a maximum of three x one week parking permits (not over consecutive weeks). This does not address renovations and major building works which exceed one week. 7. Evidence base The draft scheme is not based on adequate research and evidence. • There is no information supporting research into other parking permit schemes identifying what other solutions there may be. The community has been presented with only one option, which evidently is not supported by the majority of Manly residents. Where is the research and evidence base? • The visual audit that was undertaken to determine the number of on-street and off-street parking spaces likely includes a number of off-street parking spaces that are too small to accommodate vehicles. Therefore I request this information not be included in the final report on which Councillors will be basing their decisions.	Your previous submission has been noted by the project team. Following the community engagement process undertaken, Council made changes to the proposed framework and re-engaged with the community.	
139 part 5	• A copy of the request from RMS to review the current operations of the Many Residential Parking Permit Scheme should be made available, along with evidence of examples of RMS forcing councils to comply • No details have been provided on where the profits from the new scheme will be invested. There should be a commitment that any profits from the new scheme are reinvested into transport related infrastructure in Manly. • No details have been provided on where the profits from the new scheme will be invested. There should be a commitment that any profits from the new scheme are reinvested into transport related infrastructure in Manly.	Your previous submission has been noted by the project team. Following the community engagement process undertaken, Council made changes to the proposed framework and re-engaged with the community.	
140 part 1	This application seeks to represent the property owners of 3 commercial properties in Manly, spokesperson for our 18 tenants, each operating as stand-alone businesses. After reviewing version 2 of the permit scheme, it seems clear, that some in roads have been made. However, the option of multiple permits for Manly businesses has been dismissed. It seems that focus is solely on residents. The commercial rate payers in Manly are more than just stakeholders in the Manly community, they are what gives Manly, as a destination – it's key selling points. The Manly cosmopolitan hub, as defined by the businesses in the CBD, differentiates us from the rest of the Northern Beaches and ensures that we standout across the world. For businesses to operate, basic access allowances must be made, instead of reducing policy allowances and effectively creating a restriction of trade. The allocation of 2 flexible vehicle use parking permits is essential to the ongoing success of Manly. Commercial Tenants, Local Business, Tradespersons, Managing Agents and Owners use permits for the following purposes: Maintenance contractors who require more that 2-hours onsite • Small fit out works that are not eligible for a works zone, and require more time than a loading zone permits • Meetings and workshop attendance for management at locations in and around Manly • Multiple deliveries, i.e. an entire commercial suite of furniture • Staff and management rewards, for better staff retention and best in-class operators	Eligible businesses may apply for one business parking permit and will not be eligible to apply for a multi-use permit.	
140 part 2	Please note our submission points, relevant to Councils specific framework document are listed in red by each point below: 3. Multi-use permit 3.1 Description A multi-use parking permit may be used for visitors, tradespeople and carers of a rateable residential property It is essential that this allowance is made available for commercial properties. 4. Business parking permit 4.3 Quantity Registered businesses may be eligible for one Manly business parking permit It is essential that a minimum of 2 permits are made available for rateable commercial properties so that current business operations are not disrupted, resulting in a loss of revenue. 4.4 Proof of business vehicle The applicant must provide the following documentation at the time of application: • Current vehicle registration papers in the name of the proprietor of the business • business registration certificate.		

140 part 3	It is essential that there is no vehicle registration, perhaps just the BUSINESS NAME be printed on the permit. This allows the permit to be allocated to essential staff and services, on an ad hock basis, ONLY when required. In addition, one of the following must also be provided: • current valid commercial lease as per the Retail Leases Act 1994 No 46 • utility bill (recent quarter). Please confirm if this is either /or. We currently have 4 tenants that have been on a month to month lease for 4 years. Hence these tenants would only be able to provide ONE of these options, which should suffice. In addition, some commercial office suites don't pay utility bills because they are on gross leases with billing direct to the landlord 4.5 Validity 1. The vehicle registration will be printed on the permit. It is essential that there is no vehicle registration, perhaps just the BUSINESS NAME be printed on the permit. This allows the permit to be allocated to essential staff and services, on an ad hock basis, ONLY when required.	The framework (draft) states that in addition to the proof of business vehicle that one of the following must also be provided: current valid commercial lease or utility bill (recent quarter). Council will be printing the vehicle registration on all business parking permits and this permit will not be transferable between vehicles. Permits issued to schools are at the description of the CEO. The intent of the parking permit is not to provide parking as a staff incentive/benefit or for meetings, contractors or deliveries
140 part 4	We note, with thanks, that there is no longer restrictions on applications for: Hotels, backpacker hostels, bed-and-breakfast Airbnb properties, guesthouses and serviced apartments, including their guests, Schools and premises used by educational bodies for the accommodation of students. We are adamant that permits should be made available to these operations. We thank you for including an option for businesses and are keen to further develop the scheme to encompass some of the recommendations above.	
141	**Manly Business Chamber** Dear Sir/Madam, On behalf of the Manly Business Chamber representing close to 200 businesses with vested interest in the Manly economy, we once again thank you for including a Business Permit within the revised Manly Parking Permit Scheme. We are now keen to see a Business Permit that sets out a practical framework and supports businesses with daily operations. Whilst the residential scheme acknowledges the diverse range of circumstances for domestic households, including: • eligibility to apply for two permits tied to vehicle registration • eligibility to apply for an additional permit in extenuating circumstances • a proposed multi-use permit on application that can be used by visitors, tradespeople and carers The business permit is restricted to a single permit, linked to registration of business or business owner. The Manly economy has long been driven by the tourist dollar, and whilst this will always be the case, we are now seeing a greater emphasis on commercial in Manly with greater investment and a move towards shop top development. To ensure this momentum continues at the very least the eligibility criteria for a business parking permit needs to acknowledge: • contractors • meetings • deliveries This is vital to continue Manly's economic growth and we are confident that an interchangeable business permit between nominated cars will allow the required flexibility.	Your comments have been noted by the project team.
142 part 1	Families for Manly INTRODUCTION Families for Manly has a distribution list of approximately 200 Manly residents. We started an online petition on 8th October opposing the original Framework. That was then updated with the new information when Council released its revised Draft. That petition has continued receiving signatures since the revised draft was released. At the time of writing we have 711 signatures on that petition. OUR SUBMISSION Families for Manly stated in our submission on the first Draft (13 October 2019) that residents deserve a simple, workable and fair Resident Parking Scheme. So we support the key changes, which allow for • Eligibility for residents to apply for two permits tied to vehicle registration, regardless of available off street parking • Eligibility for residents to apply for an additional permit in extenuating circumstances (to be reviewed in three years) • A proposed multi-use permit that can be used by visitors, tradespeople and carers (to be reviewed in 12 months) OUR SUBMISSION Families for Manly stated in our submission on the first Draft (13 October 2019) that residents deserve a simple, workable and fair Resident Parking Scheme. So we support the key changes, which allow for • Eligibility for residents to apply for two permits tied to vehicle registration, regardless of available off street parking • Eligibility for residents to apply for an additional permit in extenuating circumstances (to be reviewed in three years)	1. Council will remove the campervan restriction in the Framework that is adopted by Council. However, due to the current misuse of permits and leasing of campervans on the street for short-term accommodation, council may need to review this in the future. Any vehicle that exceeds 4.5 tonnes GVM and 7.5m in length will not be eligible to apply for a parking permit, this would include most motorhomes. 2. Council will investigate the option of providing permits for existing boat and trailer permit holders only.
142 part 2	This second Draft is definitely simpler and more workable and we thank Council for those improvements. However elements of the Revised Draft fail equity and fairness tests. It also still does not fix the most important problem, being the Black Market. So we cannot fully support the Revised Draft in its current form because it: 1. Still enables continued on-selling 2. Is an effective rate increase for Manly residents 3. It is unnecessarily harsh and discriminates against certain residents Residents have seven specific concerns with the revised Draft: 1. Small trucks, vans belonging to residents should not be excluded. A van or a small truck is often the only form of transport a resident has: it is their only car and they deserve to be able to park in their street. There a number of residents who work as tradespeople and drive trucks less than 7.5m long and with a GMV less than 4.5t . Those residents have the right to park where they live. The exclusion of vehicles based on a GMV > 4.5 t or a length in excess of 7.5m is sufficient; it is unfair to exclude ALL vans and trucks	
142 part 3	2. Immediately discontinuing resident trailer permits is unnecessary. Banning the few resident's trailers will not alleviate the overall parking issues. It will force residents to park their trailers in adjoining streets and hence just shift parking pressure, while not reducing the total number of vehicles being parked. Instead, we ask that Council make trailers part of the allocated permit allowance. This will effectively limit the total number of vehicles parked. Many residents have moved to the Northern Beaches for the coastal lifestyle and have a trailer to carry surf skis and other recreational equipment. In addition, many tradespeople live in the area, and hence have a trailer for their work. It is inequitable to deny Manly residents the right to park their own van or trailer on the street while allowing others in the NBC LGA to do so. In areas where trailer parking is clearly not appropriate, such as near Manly CBD, street signs can manage this. We request Council to allow residents the use their 2 permits on any registered vehicle with a GVM less than 4.5 t and not more than 7.5m long (be it a van, truck, campervan, car, or trailer) . They would still have to meet all other eligibility requirements and pay the requested extra fee if one of their vehicles is a trailer. 3. The mandatory requirement to have a current NSW drivers licence discriminates against the disabled and the elderly. It also unfairly treats those who may have a temporary licence suspension and those who choose, for whatever reason, not to drive. A number of residents in our community have retained their car and still have it registered at their address, but have stopped driving perhaps due to age or illness. They like to keep their own car for convenience, but are driven by neighbours, carers or family members.	3. Applicants applying for a residential parking permit will still be required to provide a driver license to confirm their residency. Council will remove the driver licence requirement from the multi-use parking permit. 4. The eligibility for a multi-permit will be amended to include trucks providing they do not exceed 4.5 tonnes GVM or 7.5m in length. 5. The black market and on-selling of permits relating to the multi-use parking permit will be monitored over the 12-month review period. The community told council through the extensive consultation that they require a permit to provide parking for friends and family so that social inclusion can be maintained. The scratch card proposal was not supported. This permit has been introduced with the requirement for a 12-month review and further changes may be made based on usage. 6. Council will engage with crisis service providers to determine the best method to provide parking when required. 7. A fee structure is consistent with other parking permit schemes in place across the LGA in Palm Beach, Church Point, Rowland Reserve and Woorak/Iluka Reserve.

142 part 4	4. The Multi-Use Permit will be used for visiting tradespeople yet small trucks and vans are excluded from being able to display a multi-use permit. Many tradespeople drive trucks / small vans that have a GVM less than 4.5t and are shorter than 7.5m. Clearly residents should be able to use their multi-use permit for visiting tradespeople with small trucks. We ask Council to delete the words truck and campervan from excluded vehicles for the multi-use permit so that residents can use it for visiting tradespeople. NB The note under Multi-Use Permits in the new Draft, regarding change of vehicle should be removed, as these permits are not issued in respect of a specific vehicle. The fourth note should also be amended to refer to the theft of the permit not the theft of the vehicle - again on the basis that these permits are not issued in respect of a particular vehicle. 5. The current Draft will not adequately address the Black Market, as no street address has been included on the Multi-Use permits. Some measure to limit the area in which these passes can operate is necessary to minimise the prospect of creating a Black Market for these passes. If this is not done, then the real problem is not being addressed. These permits should only be valid in the resident's street or in a street intersecting with the subject street / within a specified distance from the subject street. We have suggested 50 meters. We ask Council to include a requirement for the Multi Use permits to have a street name on them and define area of use.	
142 part 5	6. As drafted the Special Issue parking permits would not work for service providers like the Manly Women's Shelter. Crisis service providers need access to a multi use permit than can be put in a client's car when they arrive. Anyone seeking crisis help should not then also end up with a parking fine. We ask Council to ensure Crisis organisations are eligible to apply for Multi-Use Permits. 7. The proposed fee structure seems unjustified and inequitable. We note the RMS guidelines state that Council's can charge permit fees for "cost recovery". The fee structure being incremental in nature is not in line with a cost recovery model but rather a demand / revenue-raising model (2nd and 3rd permits significantly more expensive than 1st). The fees proposed are an effective rate increase and are inequitable. Charging for even the first permit has created a strong reaction in residents who believe there is fundamental inequity in a policy where Manly residents are denied the right to park even one vehicle for free in their street. Manly residents hence receive less amenity for their rates. Residents accept the higher fee currently charged for trailers but believe the first car permit should remain free. If the rest of the NBC LGA has the right to park for free on their street then Manly residents should have the same right for at least one vehicle. We ask Council to provide the first permit for free and to provide a cost recovery fee structure for the balance of the fees. We thank the Council again for the improvements to date and are available to discuss this submission in more detail. We look forward to working with Council to resolve these final issues so we can achieve a fair outcome for all residents.	
143 part 1	As I have received no acknowledgement to my NBC portal submission re V2 of the Manly parking permit scheme last Tuesday Nov 19, 2019 I am resending it by email following phone discussions with your officers (Leanne 2/11 and Genevieve 22/11). Unfortunately they were unable to find it or contact anyone in council who may have access and not only is it important that it is received but also urgent as submissions close this Sunday Nov 24, 2019. Below is my submission of Nov 19, which I also hope is on your website. Dear Sir, This submission is in response to the November 2019 Draft (Version 2) of the Manly Parking Permit Scheme. Executive Summary: I have followed with vested interest the Northern Beaches Council review of the current Manly parking permit scheme and apart from disappointment that you have failed so far to reduce the size of the parking permit zones so that local residents have fairer access to parking in their street, your proposals up until now had seemed reasonable. However after reading your latest November Version 2 (draft) received on Nov 2, 2019 and after a long discussion & review of the document with Michelle Carter on Nov 14, 2019 we agreed as a Manly property owner and a holiday resident I did not fit into any of the six categories of proposed vehicle parking permits. While this may have been an oversight of the drafting committee I am very concerned and potentially disappointed and angry, after owning a property and being a ratepayer in Manly for 20 years, if the current draft was approved without changes, I would not be eligible for the two parking permits my property has accessed for the last 20 years. Thus I am making this submission to address this oversight.	Council will consider the parking needs of owners that live in the property on temporarily basis providing the property is used for family only accommodation.
143 part 2	Unfortunately for me, under the current draft (V2) I am not a permanent resident at my property and as such would not have a car and drivers licence registered to my Manly property. Despite this I have paid my council rates and strata fees on this property since 1998. I also, since 2015, when the property became an exclusively family holiday unit, pay all utility (gas & electricity) services and receive no income from the property. Despite this I have paid my council rates and strata fees on this property since 1998. I also, since 2015, when the property became an exclusively family holiday unit, pay all utility (gas & electricity) services and receive no income from the property. Facts: 1. My property is one of eight units in the block in a small, very tight one way street within the Tower Hill zone. • parking is always at a premium particularly in summer when residents compete with visitors. • owners from other parts of Tower Hill drive into Upper Gilbert in the early morning to have easier walking access to the ferry. • owners/residents in Upper Gilbert St with off street parking can also access parking permits & park on the street, to the frustration of those with no off street parking. • one owner resident, who has a double garage filled with items so that there is no car access to either garage, uses his parking sticker to park a large station wagon in the street and when there is no street parking parks across his double driveway. 2. My property is used by my wife, four children's families and I exclusively as a holiday unit on school holidays, week-ends, and when we can take holiday breaks to Manly.	
143 part 3	3. My property is not rented either permanently or short term to anyone or used for Air B&B which is illegal in our block of 8 units. 4. My property an old two storey block of 8 units built circa 1910 has never had any off street parking and has no capacity to have any. 5. Under the current proposals my use of the property as a part time resident excludes me from a parking permit. This is grossly unfair as using a parking permit for say only 30 weeks a year only reduces the parking congestion in Tower Hill compared to being a permanent resident. 6. A category for part time residents of holiday properties should be included in amendments to V2. This would allow these residents access to parking permits without making the new scheme subject to the current "rorts" and and misuse that Michelle said the council believes is happening with the existing scheme. Recommendation The November Version 2 Draft needs to be amended to allow owners of holiday properties in Manly that are used by them exclusively but not permanently an entitlement to one or two parking permits where the property has no off street parking. Conditions could include:	

143 part 4	• Proof that the owner is the rate payer and also pays the utilities (gas and or electricity) and that all notices are addressed to the property address. • Proof that the owner has a car registered in an appropriate name. • The owner is the holder of a current Australian drivers licence • Any permits issued could have the car registration number/s affixed to the permit. Conclusion 1. Hopefully as discussed with Michelle Carter the above recommendation to allow parking permits to qualifying part time residents can be built into amendments to Version 2. The changes could be made by either extending an existing category or adding a new category such as part time residents of holiday properties in Manly subject to conditions (i.e. who are not permanent residents as defined in the current draft). This would address the oversight or anomaly in the current V2 draft. 2. To not add such a parking permit category would greatly prejudice access to parking of many owners. This would be grossly unfair on owners and rate payers such as myself who love Manly for all its attributes and currently enjoy access under the existing parking scheme which as you keep saying does not guarantee a parking spot in the street you have your property in. 3. Should you like me to help council draft such an amendment I would be happy to help pro bono the council staff or just come in to discuss such. Acknowledgement & a positive response to this submission would be greatly appreciated.	

Attachment A:

PITTWATER PARK, PALM BEACH PARKING DEMAND MANAGEMENT STRATEGY

The Pittwater Park, Palm Beach Parking Demand Management Strategies have been developed through the following principles, with principle one being the highest priority:

1. Prioritise the parking needs of local businesses within a 400m radius of them through increased provision of high turnover parking spaces within the existing parking opportunities.
2. Allowing for the parking needs of permanent off-shore residents while maintaining space for other users.
3. Ensure parking availability for local residents, recreational users and visitors to the area, observing Crown Land conditions of use.
4. Maximise availability of parking spaces through parking restrictions within Pittwater Park (south) car park to better manage peak parking demand.
5. Provide parking for commuters travelling between Central Coast and Palm Beach, where space allows.
6. Promote seasonable overflow parking alternatives to nearby sports fields and Governor Phillip Park.
7. Promote public transport mode of travel to Palm Beach, and between overflow parking and commercial areas/ferry wharf.
8. Ensure road safety in local streets and car parks is considered through all recommended strategies and that Roads and Maritime (RMS) Guidelines are adhered to at all times.

STRATEGY ONE

Improve accessibility through high turnover parking

1.1 Pittwater Park (south) – 78 car parking spaces, includes 3 accessibility spaces

1.1.1 32 4P (four hour) P Ticket, Northern Beaches Parking Permit parking spaces on eastern side between 6am – 9pm Saturday, Sunday and Public Holidays.

1.1.2 Two (2) P5 (five minute) parking spaces between 6am – 9pm every day. These will be located near the ferry wharf on the western side.

1.1.3 41 8P (8 hour) P Ticket, Northern Beaches Parking Permit parking spaces on western side everyday between 6am – 9pm Saturday, Sunday and Public Holidays.

- Existing conditions to remain for three (3) disabled spaces in Pittwater Park (south) as per Australian Road Rules.

1.2 Pittwater Park (north) – approx. 47 spaces

Great Mackerel Beach and Coasters Retreat residents

1.2.1 Seek approval through Department of Industry – Lands to implement a 12-month trial of Western Foreshore Permit in Pittwater Park (north). Subject to criteria established as per Item 1.2.4.

1.2.2 Implement 12-month trial of Western Foreshore Parking Permit for residents and ratepayers from Coasters Retreat and Great Mackerel Beach valid only for Pittwater Park (north), pending approval from Department of Industry – Lands. Subject to development of Northern Beaches Parking Strategy and review of parking permits schemes currently in operation.

1.2.3 Introduce annual parking fee for Western Foreshore Parking Permit if implemented permanently after 12-month trial. Fee to be determined with funding allocated to management of permit scheme and commuter infrastructure improvements.

1.2.4 Council to establish criteria for issuing of Western Foreshore Parking Permit through consultation with the community.
Note:
- One permit per property
- Permit not transferable between vehicles
- Permit linked to vehicle registration
- Vehicle must not occupy the same car parking space for more than 21 consecutive days

1.2.5 Remove Pay & Display and Northern Beaches Parking Permit permissions from Pittwater Park (north).

1.2.6 Implement time restrictions to existing two (2) P5 (five minute) parking spaces in Pittwater Park (north) to operate only between 6am –9pm everyday. Western Foreshore parking only between 9pm and 6am everyday.

Existing conditions to remain for one (1) disabled spaces in Pittwater Park (north).

Note: Construction of Palm Beach Walkway

- Four (4) parking spaces will be removed permanently from Pittwater Park (north) to allow construction of the Palm Beach walkway.
- It is expected that seven (7) additional spaces will be temporarily unavailable during construction of the Palm Beach walkway as a site compound will be established in this area. These seven (7) spaces will be returned as Western Foreshore Permit Parking after construction.

STRATEGY TWO

Increase parking supply

2.1 Engage with Palm Beach Returned Services League (RSL) regarding future development to possibly incorporate a multi-story car park.

2.2 Promotion of vehicle parking in Iluka Reserve for Pay & Display ticket holders, Western Foreshore Permit holders and vehicles displaying a Northern Beaches Parking Permit.

2.3 Maintain boat trailer parking in Woorak Reserve, as per existing conditions.

2.4 Through construction of Palm Beach walkway, promote Governor Phillip Park as available car parking for visitors.

2.5 Investigate opportunities to increase parking in Governor Phillip Park through Palm Beach Masterplan.

2.6 Formalise and extend northwards the angled parking in the road reserve opposite the intersection of Iluka Road and Barrenjoey Road (stairway to McKay Reserve). Subject to funding.

STRATEGY THREE

Overflow parking demand management plan

Between October and April

3.1 Develop an overflow and holiday parking management plan between October and March utilising 181 car parking spaces located in Careel Bay car park with consideration of the following:

- **3.1.1** Remove 12P parking restriction for vehicles in Careel Bay car park between October and March. Caravans, boat and trailer parking excluded.
- **3.1.2** Negotiate use of Palm Beach Returned Services League (RSL) bus to provide transport between Careel Bay and Pittwater Park between October and March.
- **3.1.3** Promote the L90 and 199 public transport service between Careel Bay car park and Palm Beach.
- **3.1.4** Relocate outbound bus stop to the entrance of Careel Bay car park to improve access and connectivity.
- **3.1.5** Construct concrete bus stop pad to current DDA requirements and install bus shelter to support 3.1.4
- **3.1.6** Implement variable message sign on approach to Careel bay car park from the south to inform of parking conditions in Pittwater Park and use of 'park and ride' scheme between October and March.

STRATEGY FOUR

Provide for local business

4.1 Implement a 12m loading zone on eastern side of Barrenjoey Road (from driveway south of Barrenjoey House). Engage with all businesses in the vicinity regarding operational requirements.

4.2 Liaise with Australia Post to change existing Mail Zone parking restrictions in Iluka Road (outside Palm Beach Cellars) to support:

- **4.2.1** ¼ (15 minute) parking 8.30-5pm Everyday
- **4.2.2** Mail Zone 5pm – 7pm Everyday

STRATEGY FIVE

Encourage active and sustainable journeys

5.1 Promote use of L90 and 199 bus service to travel to Palm Beach to visitors and employees of local business.

5.2 Promotion of Governor Phillip Park as available parking for visitors, through construction of Palm Beach walkway.

5.3 Liaise with State Transit Authority, Transport for NSW, Palm Beach & Hawkesbury River cruises and Fantasea Cruising to improve bus and ferry connectivity through timetable changes.

STRATEGY SIX

Safer and more convenient parking, access and infrastructure

6.1 Barrenjoey Road

6.1.1 Mark parking bays in Barrenjoey Road in locations where existing kerb and gutter is in place.

6.1.2 Implement motor cycle parking between driveways of 1137 Barrenjoey Road and 1139 Barrenjoey Road to improve sight distance for vehicles exiting Pittwater Park (south) - loss of two (2) car parking spaces).

6.2 Iluka Road

6.2.1 Implement recommendations detailed in draft Bitzios Report:

- Parking bays in identified areas,
- Line marking in identified areas,
- Formal kerb and gutter in identified areas,
- Marked centre lines on curves in identified areas,
- Staggered parking bays,
- Formalise cross over locations,
- Include construction of footpaths to improve pedestrian access between Pittwater Park and Palm Beach ferry wharf in Northern Beaches Walking Plan.

6.3 Nabilla Road

6.3.1 Include construction of footpaths to improve pedestrian access between Pittwater Park and Palm Beach ferry wharf in Northern Beaches Walking Plan.

6.4 Pittwater park (north)

6.4.1 Formalise Pittwater Park (north) with marked bays. Funded through proposed Western Foreshore Parking Permit fees & charges, if implemented.

STRATEGY SEVEN

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

7.1 Improve pedestrian access through new kerb ramps at the intersection of Palm Beach Road and Barrenjoey Road.

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

7.3 Ensure that pedestrian safety and access in Iluka Road and Nabilla Road is maintained through proposed future introduction of kerb, gutter and footpaths.

7.4 Seek RMS approval to implement 10km Shared Zone in Pittwater Park (north and south), Lucinda Park, Woorak Reserve, Iluka Reserve and Governor Phillip Park.

7.5 Ensure that all disabled parking spaces comply with current RMS guidelines.

7.6 Ensure lighting is to current standards in car parks and roads.

7.7 Undertake signage audit to maintain compliance and road safety.

STRATEGY EIGHT

Signage and way finding initiatives

8.1 Improve the awareness of available car parking areas by providing a parking signage and way finder plan for public and private car parks in the area:

- Woorak Reserve and Lucinda Park parking areas,
- Lucinda Park car park,
- Pittwater Park (north and south),
- Governor Phillip Park,
- Barrenjoey Road, near McKay Reserve.

8.2 Provide way finder signage in Governor Phillip Park to provide guidance to pedestrians walking to Palm Beach ferry wharf.

8.3 Provide way finder signage to visitors to the Palm Beach area directing them to Governor Phillip Park, local business, parks, local amenities, beaches, etc.

8.4 Update parking signage for Iluka Park and Woorak Reserve car parking changes.

STRATEGY NINE

Partnership with local stakeholders

9.1 Partner with National Parks and Wildlife and Currawong to provide education and parking awareness to visitors to encourage behaviour change relating to parking and promote public transport access.

9.2 Partner with operators of Fantasea Ferries and Hawkesbury River Cruises to provide education and parking awareness to visitors to encourage behaviour change relating to parking and promote public transport access.

9.3 Partner with operators of holiday accommodation to provide education and parking awareness to visitors to encourage behaviour change relating to parking and promote public transport access.

9.4 Partner with various business owners and operators in the Palm Beach area to provide education and parking awareness to visitors to encourage behaviour change relating to parking and promote public transport access.

9.5 Liaise with Central Coast Council to provide education and parking awareness to visitors to encourage behaviour change relating to parking and promote public transport access to holiday makers traveling from Palm Beach ferry wharf to the Central Coast.

9.6 Liaise with users of Careel Bay sports ground regarding use of Careel Bay car park between October and April.

9.7 Develop Transport Access Guide (TAG) for distribution to holiday accommodation, The Basin, Currawong, local business, residents and the general community regarding parking in Palm Beach.

9.8 Palm Beach Sailing Club to provide dates of special events and sailing regattas three (3) months in advance to ensure sufficient boat trailer parking in Woorak Reserve and Iluka Reserve.

9.9 Council to communicate TAG through website, relevant apps and social media.

9.10 Establish working group consisting of representatives from Northern Beaches Council, Coasters Retreat Residents Association, Great Mackerel Beach Residents Association, Palm Beach Whale Beach Residents Association, local clubs and the business community to monitor 12 month trial of Western Foreshore Parking Permit and changes to parking conditions, as referred to in the Pittwater Park Parking Demand Management Strategy.

STRATEGY TEN

Northern Beaches Parking Permit

10.1 Implement changes to the availability Northern Beaches Parking Permits and make unavailable to those who do not live permanently in the Northern Beaches Local Government Area.

10.2 Investigate opportunities to introduce a digital parking permit scheme to replace the current method of distributing the Northern Beaches Parking Permit.

STRATEGY ELEVEN

Technology and enforcement

11.1 Implement technology solutions to improve the efficiency of parking management and to enhance community liveability (subject to cost/benefit analysis).

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

11.3 Liaise with Compliance officers to ensure parking is monitored.

11.4 Implement a seasonal Enforcement Office to manage and monitor parking operations in the Palm Beach area between October and April.

11.5 Encourage active and sustainable travel for seasonal Enforcement Office through use of E-bike, Opal Card and walking.

STRATEGY TWELVE

Parking availability for Central Coast commuters

12.1 Encourage alternative commuter opportunities between Friday evening and Monday morning, such as utilising public transport, car-pooling or driving home on these days.

12.2 Promote Iluka Reserve and Carrel Bay as available car parking at peak times.

12.3 Remove opportunities for Central Coast commuters to obtain a Northern Beaches Parking Permit through introduction of improved technology and methods relating to distribution of parking permits.

4.0 REPORTS FOR APPROVAL BY COUNCIL DELEGATION

4.1 SCOTLAND ISLAND TRAFFIC MANAGEMENT PLAN

PROCEEDINGS IN BRIEF

There were two visitors to the Northern Beaches Council Local Traffic Committee meeting to speak on this item. Colin Haskell, The President of the Scotland Island Residents Association (SIRA), and Cass Gye, a resident on Scotland Island.

Colin advised, on behalf of SIRA, that the SIRA fully supports the Traffic Management Plan (TMP). With the initial proposal there was a misunderstanding among the community regarding the closure of roads. Two community meetings were held and the issue was clarified. He also mentioned the importance of Council's ongoing maintenance and capital works on the road to improve safety.

Cass also advised that she fully supports the TMP and that the registration of golf buggies was a good outcome for residents and will improve safety on the island. She suggested introducing a Roadworthy Certificate like the vehicles on Hamilton Island have. Cass also asked if Quad Bikes were eligible for registration but it was advised that these type of vehicles are unable to meet the necessary requirements for registration.

The RMS Representative stated that a separate application for the 10km/h Shared Zone needs to be presented to the RMS for approval.

The Committee concurred with the recommendation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

A. Implementation of the Scotland Island Draft Traffic Management Plan.
B. Timetable for the staged implementation of the scheme in consultation with RMS and NSW Police – Marine Area Command.

Council Decision – Approved

northern beaches council

SCOTLAND ISLAND PROPOSED PLAN OF MANAGEMENT FOR ROADS

TRAFFIC MANAGEMENT PLAN

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PO Box 1336 Dee Why
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1 Park Street
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ABSTRACT

This Traffic Management Plan (TMP) seeks approval limit access to all vehicles over 4.5 tonne GVM unless authorised by Northern Beaches Council. This is the first stage of two stages to improve safety on Scotland Island. The current 20km/h speed limit will continue to apply.

Registration will be required for all vehicles used on the island's roads, including golf buggies, under the conditional registration system including the requirement to have Compulsory Third Party Insurance. All drivers/operators will need to be licensed under the NSW or other state systems.

The final stage of the process will be to convert some public roads to a compliant shared zone with a universal speed limit of 10km/h. This will be the subject of a separate application to RMS and is delayed until the road network reaches a suitable standard.

INTRODUCTION

Scotland Island is located on Pittwater, north of Church Point between Taylors Point on the mainland and Elvina and Lovett Bays on the eastern foreshores of Ku-ring-gai Chase National Park (Figure 1).

Figure 1: Scotland Island, Pittwater



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Most of the island consists of bushland, with approximately 350 dwellings (~1000 residents), mainly located around the perimeter foreshore. Pedestrian and vehicle access to and from Scotland Island is restricted to water based transport either by passenger ferry, private boat or barge. The Church Point Ferry Service provides services from Church Point to a number of wharves on Scotland Island, Elvina Bay and Lovett Bay.

There are a small number of registered vehicles (approximately 30, comprising private cars and service vehicles) and golf cart type buggies (RMS conditional registration is required to enable legal use on a public road) which are used as transport on the island. However, walking is the principle form of transport around the island and to/from the ferry service and private boat.

A community vehicle reduces the need to operate private vehicles, by providing residents with practical, aged or disability and emergency transport. The vehicle is operated by volunteers and leased by Scotland Island Resident Association (SIRA) from Northern Beaches Council. The Scotland Island Rural Fire Brigade has two firefighting engines on the island as well as a long wheelbase personnel carrier, which is used for Medivacs.

BACKGROUND

The public roads on Scotland Island are generally sealed or formed with a varying road width of between 3-5m. The roads are listed below:

- Aoma Street
- Bayview Street
- Cecil Street
- Elsie Street
- Fitzpatrick Avenue
- Florence Terrace
- Harold Avenue
- Hilda Avenue
- Kevin Avenue
- Lowanna Street
- Pitt View Avenue
- Richard Road
- Robertson Road
- Thompson Street
- Vivian Street

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The roads are classified as 'public roads' and allow for registered motor vehicles and other vehicles that comply with the Road Transport (Vehicle Registration) Act 1997 to travel on them. Currently, private vehicles, construction vehicles, service authority vehicles and Fire Brigade trucks use the roads.

A proposal to close all roads on Scotland Island originated from representations to Council from the Scotland Island Resident Association (SIRA) in response to resident concerns regarding issues relating to the use of private vehicles on these roads (i.e. damage to roadway due to vehicle usage, pedestrian safety, and impact on residential amenity). This was later supported by the community, included as a potential option in Councils adopted Scotland Island Road Reserve Strategy (2011), and confirmed again by a consultation process undertaken by Council in 2013.

A further proposal was developed in response to serious concerns raised recently and brought to the attention of Northern Beaches Council, Roads and Maritime Services and NSW Police. This proposal (The Proposal) is to restrict access to the road network by means of Northern Beaches Council exercising it functions as described below to vehicles registered in NSW and holding a Scotland Island vehicle permit issued by Council.

Council will issue two types of permits:

1. Vehicle use on Scotland Island Only
2. Vehicle providing service on Scotland Island

The Roads and Maritime Services (RMS), under Section 50 of the Transport Administration Act 1988, has delegated to Council's powers in respect of most traffic control facilities on roads and road related areas that are not classified roads. The exercise of powers delegated to Council's is subject to a number of conditions that include the preparation of a Traffic Management Plan (TMP) prescribed works under the subject delegation. The preparation and submission of a TMP to the RMS for approval is required from Council prior to exercising the following powers under Section 116 of the Roads Act 1993:

1. The prohibition/restriction of the passage of traffic on a public road or road related area to any one or more of the following classes of traffic:
    a) Pedestrians
    b) Vehicles
    c) Motor vehicles

Accordingly, with the approval of the RMS, Council proposes to restrict/limit the use of vehicles on Scotland Island to only those vehicles authorised by Council. The following TMP has been prepared in accordance with the Roads and Traffic Authority's document 'Procedures for use in the Preparation of a Traffic Management Plan (TMP) - Version 2 December 2001' and will be used by Council as a basis for undertaking a public consultation and approval process.

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TRAFFIC MANAGEMENT PLAN

A. Description or detailed plan of proposed measures

Is a detailed plan of the proposed measures necessary?

YES

Council proposes to restrict access to public roads on Scotland Island to all traffic except vehicles authorised by Northern Beaches Council. Vehicles will be restricted to the use of registered vehicles approved by Council (e.g. small private vehicles, community vehicle, island contractors, waste collection, and RFS). The existing vehicle usage causes damage to the roads and restrictions are required to limit the size, movements and usage of these vehicles. The process of approval would need to be determined, but would include resident input. Council will also undertake a project in conjunction with the RMS to allow registration of currently unregisterable vehicles such as golf buggies.

Parking is to be restricted on roads to designated parking areas, as the proposed future road width will eliminate legal on street parking except for areas constructed for this purpose. Parking is to be in marked bays as residents generally objected to the excessive use of signage. All new developments would also be required to provide on-site parking where authorised vehicles are garaged.

The Traffic Management Plan for Scotland Island is proposed to both enhance the safety of pedestrians using the roads and to prevent damage to the roads themselves. The process for implementation of the proposed measures is as follows:

Restrict access by way of posted notice:

- Apply to RMS for restricted access under Section 116 Roads Act 1993.

Introduce a Permit System

- Permits would detail relevant conditions relating to use of a vehicle on Scotland Island i.e. 20 km/h speed limit, pedestrian priority and define areas where vehicles can drive and park.
- Permits for construction vehicles, including delivery trips, would include strict guidelines.
- Permits for long-term use of vehicles for personal use i.e. general access (including access for the disabled), shopping etc. would be determined by Council.
- Seek RMS approval for registration of golf buggies etc.

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Enforcement

- Restrictions would be enforced under Section 124 of the Local Government Act 1993.
- Breaches would be dealt with by way of on-the spot fines or summons.

B. Identification and assessment of impact of proposed measures

Is a detailed assessment required?

YES

The restriction of public roads to all traffic except authorised vehicles will propagate the following impacts:

- Restrict the type and number of vehicles using the public road
- Improve pedestrian safety and amenity
- Enhance the quality of the street environment

Additional assessment of traffic flow is not required due to low vehicle and pedestrian volumes. Residents generate the majority of the traffic and pedestrian movements on Scotland Island. The formal restriction of access under the Roads Act will have minimal impact on existing and future residents, as there is limited use of registered vehicles on Scotland Island. The proposal to introduce a permit system will affect a relatively small number of residents who currently use registered vehicles to access properties at the top of the island and trades persons requiring delivery of construction materials.

C. Measures to ameliorate the impact of re-assigned traffic

Is an assessment required?

NO

As the proposal will not involve any re-assignment of traffic, no measures are required.

D. Assessment of public transport services affected

Is an assessment required?

NO

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There is no public transport operating on Scotland Island. Existing ferry services operating to Scotland Island will not be affected by the proposal.

E. Details of provisions made for emergency vehicles, heavy vehicles, cyclists and pedestrians

Is an assessment required?

YES

Emergency vehicles and cyclists will have a general exemption to the road restrictions.

Heavy vehicles will be required to seek a permit from Council and will be bound by the restrictions/guidelines imposed as part of the permit approval process.

Pedestrian access and safety will be improved due to the restriction of vehicles on public roads to only authorised vehicles.

F. Assessment of effect on existing and future developments with transport implications in the vicinity of the proposed measures

Is an assessment required?

NO

It is considered that existing and future development on Scotland Island will not be impeded to any significant extent. The permit system will provide access to Scotland Island for general purpose, construction vehicles and vehicles delivering materials. Vehicle access to/from Scotland Island is restricted and only available via barge across Pittwater. The proposal will have no direct impact on the current access arrangements.

G. Assessment of effect of proposed measures on traffic movements in adjoining Council areas.

Is an assessment required?

NO

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The proposal will not affect, or cause any impact on adjoining local government areas. All impacts will be managed within the Northern Beaches Council LGA.

H. Public consultation process

Is an assessment required?

YES

Council has sent letters to property owners on Scotland Island seeking written comments on the principle option described in the SCOTLAND ISLAND PROPOSED PLAN OF MANAGEMENT FOR ROADS with respect to traffic management on the island, which included restricting volume and types of vehicles by closing roads to all vehicles except those approved by Council.

The consultation indicated that the majority of respondents supported some form of vehicle restriction. This TMP has been used by Council, as part of the consultation process to further assess the level of community support, which is supported by the RMS and approved by the Northern Beaches Council Local Traffic Committee.

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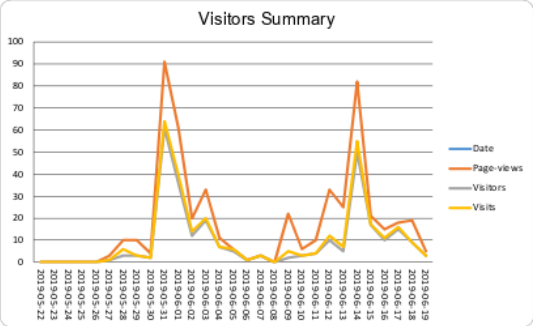
Project Report:	Scotland Island - Traffic Management Plan	22-May-2019	to	19-Jun-2019



Project Highlights	
Total Visits	309
New Registrations	0
Video views	0
Photo Views	0
Document Downloads	47

Admin Notes

ENGAGED PARTICIPANTS	4		
Engaged Actions Performed	Registered	Unverified	Anonymous
Contributed on Forums	0	0	0
Participated in Surveys	1	0	3
Contributed to Newsfeeds	0	0	0
Participated in Quick Polls	0	0	0
Posted on Guestbooks	0	0	0
Contributed to Stories	0	0	0
Asked Questions	0	0	0
Placed Pins on Places	0	0	0
Contributed to Ideas	0	0	0

INFORMED PARTICIPANTS	60
Informed Actions Performed	Participants
Viewed a video	0
Viewed a photo	0
Downloaded a document	33
Visited the Key Dates page	3
Visited an FAQ list Page	16
Visited Instagram Page	0
Visited Multiple Project Pages	47
Contributed to a tool (engaged	4

AWARE PARTICIPANTS	250
Aware Actions Performed	Participants
Visited at least one Page	250

ENGAGEMENT TOOLS SUMMARY									
Forum Topics	0	Guestbooks	0	Maps	0	News Feeds	14	Ideas	0
Qandas	0	Quick Polls	0	Stories	0	Survey Tools	2		

Tool Type	Engagement Tool Name	Tool Status	Visitors	Contributors		
				Registered	Unverified	Anonymous
SurveyTools	Scotland Island - TMP - Submission form	archived	1	0	0	0
NewsFeeds	Scotland Island Traffic Management Plan - May 2019	published	12	0	0	0
SurveyTools	Scotland Island - TMP - Comment form	published	16	1	0	3
NewsFeeds	Revised Traffic Management Plan - Information sess	published	2	0	0	0

INFORMATION WIDGET SUMMARY									
DOCUMENTS	4	PHOTOS	0	VIDEOS	0	FAQS	1	KEYDATES	1

Widget Type	Engagement Tool Name	Visitors	Downloads/Views
Document	Draft Traffic Management Plan - Scotland Island - December 2018	19	26
Document	Revised Draft Scotland Island Traffic Management Plan - May 2019	12	12
Document	Scotland Island Stakeholder Meeting - 9 December 2018	3	5
Document	Community Engagement Report Scotland Island TMP - Dec18_Feb19	2	4
FAQ	faqs	16	16
Key Dates	Key Date	3	3

Community Engagement Report Scotland Island Traffic

Management Plan

28 April 2019

Background

Scotland Island is located on Pittwater, north of Taylors Point on the mainland and Elvina and Lovett Bays on the eastern foreshores of Kur-ring-gai Chase National Park.
The Island, mainly consisting of bushland, is also home to nearly 1000 residents with approximately 350 dwellings primarily located around the perimeter foreshore.

There are a small number of registered vehicles (approximately 30) comprising of private cars and service vehicles. There are also golf cart buggies which are used as transport on the Island.

A Traffic Management Plan (TMP) for Scotland Island is proposed to both enhance the safety of pedestrians using the roads and to prevent damage to the roads.

The TMP seeks approval to apply a universal 10km/h speed limit on all public roads on Scotland Island and control access to all vehicles over 4.5 tonne GVM unless authorised by Northern Beaches Council.

Under the proposed TMP registration will be required for all vehicles used on the islands roads including golf buggies under the conditional registration system. Compulsory Third Party Insurance will also be required. All drivers/operators will also need to hold a State issued driver's license.

Golf Buggies and other vehicles, that would not be deemed standard on the mainland, will continue to be allowed on Scotland Island to assist with the mobility needs of the community.

Community Engagement Objective and Approach

The Draft Traffic Management Plan was open for public comment between 9 December and 17 February 2019

The objective of the engagement was to understand the views of the Scotland Island community on the final Traffic Management Plan and to cater for the needs of the community where possible.

Notifications were posted via Australia Post to all registered property owners (owner-occupiers and non-residents) informing them of the engagement process and steps to make comment.

A project page was also published on Council's Your Say page (yoursaynorthernbeaches.nsw.gov.au) outlining background to the project and providing community members with an opportunity to comment via an online submissions form.

A Community Meeting was held at the Rural Fire Services shed Sunday 9 December 2018 to allow for all community members to speak to council staff in relation to the project.

Key Findings
There were 17 written submissions were received from the community during the engagement period. The comments from the community meeting were also included in the figures below.

The 10km/h speed limit on all public roads on Scotland Island – 70% in favour – with additional works required on the roads being a requirement of implementation.

Control access to all vehicles over 4.5 tonne GVM unless authorised by Northern Beaches Council - 65% in favour – with the main issue being the additional cost that could deter services being provided or the cots being passed onto the community.

Registration will be required for all vehicles used on the islands roads including golf buggies under the conditional registration system – support for this – 65%

The main issues included the:

- Cost of the permits for vehicles to operate on the island
- Imposition of the additional regulation on vehicles on the island
- The existing condition of the road and drainage network
- The impact on the existing buggies on the island including the cost of compliance with the new rules
- The management of liability issues (noted as a concern to some community members in the event of an accident occurring).

Feedback received at the public forum was generally supportive of the need to have some form of regulation to cover non-standard vehicle types used on the island and the written submissions do not reinforce this as they focus on other issues.

The ongoing condition of the islands road network was also reoccurring theme. Council is planning a separate project to address this and while it has an impact on the overall implementation of this plan, delaying the implementation for this reason is not recommended.

All verbatim comments received are detailed in Appendix 1.

APPENDIX 1 – Verbatim comments

Comments
I refer to your letter to Scotland Island residents of 3 December 2018 Ref: 2018/761854. I would like to write in support of the Traffic Management Plan (the Plan) which I think is in the interest of residents. I wish to bring to your attention one concern. I am a home owner on Scotland Island and have a golf cart for transport for which we intend to seek conditional registration in line with the Plan. I am a non-resident of Australia and we come to our house about 3 times for a total of 4 months per year. Our children who live in Sydney come on weekends throughout the year. My concern is that the Plan stipulates that permit holders should hold a NSW driver's licence whereas I hold a Philippines drivers licence which I use and is valid for driving in Australia. So I hoped that the stipulation could be changed from a NSW driver's licence to a valid driver's licence.
I am a home owner of 10 years and full time resident on the Island. I have an RMS registered 4WD Toyota Hilux utility on the island which I use for heavy equipment and material transport for maintenance my home property. I often share (for free) my vehicle with my neighbours to assist them when asked. For many non waterfront properties, servicing the house and property becomes too expensive and difficult without an appropriate and accessible transport vehicle. Any restriction on my ability to use my vehicle on the island is non negotiable for me and my family. If council attempts to deny me the use of my RMS compliant and registered vehicle on Scotland Island I would be forced to take the matter to court. I am not convinced that a permit system for all vehicle types as proposed resolves the fundamental issues regarding road use on Scotland Island and seems redundant. In the council proposal I do not see any explanation or reasoning a permit system resolves any issue at all. What is the function of a permit for all vehicles? What issue does it address or solve? I am mindful of the key issues around vehicle use on these difficult roads shared by pedestrians and I never exceed 10km/hr. I support a 10km/hr speed limit and priority for pedestrians. My understanding is that the problem centres around the insurance, registration and regulation and safety of'buggys', electric/golf/4wd types. I think Council should focus on this issue rather than broadening a permit system out for registered vehicles already compliant under RMS / compulsory legislation. I use my vehicle for the sole purpose of moving materials / goods/ equipment to and from my home. I expect to transition to a more ecological and cost effective golf buggy vehicle type in two years time. My 4wd is large so I am mindful of not leaving or parking my vehicle in places for long periods that would be cause for inconvenience of other Islanders access to Wharfs in particular. Scotland Island is a small community and residents that act in a purely selfish mode and are not community minded tend not live here for very long. The 'system' as such is largely self regulating. I do not see how a permit system for all vehicles will improve access to parking and access to wharfs. Residents that are not waterfront are typically the owners of the vehicles under question. They are the residents that need them the most. I believe electric 'buggies' are an excellent solution for the roads here and should be encouraged and embraced as a sensible and ecologicaly positive mode of transport. They are very well suited to the island, hence their popularity. I would hope that Council does not act in a negative and discouraging way which obliges residents to adopt the use of larger vehicles This would lead to extra noise pollution and unsustainable congestion. I believe council should not act in a way that creates a bias and favours large vehicle adoption over small buggies. This would be a terrible mistake. I believe that the safety concerns raised are overstated as the average speed of these vehicles on the island is normally low. A 10km/hr limit would enhance this point. I advise count proceeds with caution as ill considered regulation could impact very negatively on residents access to their homes.

- The introduction of a policy for buggies should not impact the full registered road users. Introduction of a permit (yet another permit : boat permit, whatf permit, car parking permit, ...$$$$$$$$) penalises normal vehicles. - the introduction of a new process duplicates an existing process for regular road users . Those users often need to bring their vehicle to the mainland for registration and servicing . What is the benefit and purpose of the extra fee for those users? -the introduction of local speed limit is supported - the management plan needs to address the need of bigger vehicles, not just buggies, this include parking near wharves and along roads. Apart near Tennis, I am not aware of tension between vehicle users around the island. - It is Council responsibility to make the roads roadworthy - Scotland Island is not a place for over organised urbanism and items such as drawn parking spots on the ground would be largely seen as patronising and not accepted. - There has been a few instance recently of teenagers taking off with people's buggies and going to joy rides. The strategy may help making these people accountable. - Remains the issue of who will police the requirements.
I understand the need for some control of vehicles on the island, but what are the restrictions to buggies and what sort of fee are going to be imposed on those that already have them is my issue. We already by thousands of dollars between boat parking stickers for the mainland, boat parking stickers on the island, carpark stickers and etc. What else are we going to have to pay to have a buggie now, and what sort of buggie will be allowed to register? Any golf buggie?
Two weeks after attending this meeting I attempted to get Conditional Registration after getting my Golf Buggy to the standard required by RMS. I attended the RMS office at Warriewood, taking with me the application, supporting evidence of the need for Conditional Registration, and the relevant download from the RMS site. USELESS! The woman I was directed to immediately told me it was "illegal". I asked her to check with the RMS website and she repeated it was illegal. On telling her other vehicles have qualified I was told they were illegal! I told her of the meeting and it was like speaking to a brick wall. All I got was ":It's illegal!" The basis for this statement was not NSW legislation but a Scotland Island Community website which states , inter alia, " other modes of transport, such as golf buggies and quad bikes, are also used on the island. These vehicles are unable to be registered under current RMS regulations and their use is deemed illegal." As this seems to be at cross purposes to the spirit of the meeting I spoke with the SIRA President and handed him the print-out containing this statement (highligted by the RMS employee), and pointed out that the statement was incorrect and asked it be amended or removed. As no action was taken I later raised this issue some SIRA Committee Members and eve now this information appears on the website, While it does the RMS office will continue to use it as an excuse not to register complying vehicles. As it discriminates against those Scotland Island residents who are mobility impaired it appears to be in breach of a number of anti-discrimination laws, as Conditional Vehicle registration is available in all other areas of the State. The use of "mobility scooters" as an alternative means of transport for disabled persons is not feasible due to the state of the roads, including the mounds constructed on them to channel water and I am aware of a number of instances where people have fallen from their scooters. I have several comments to offer. 1) The Abstract fails to recognise that all wharves on SI, other than Tennis, which the ferry services have steep access/egress routes. Looking at a map one would be led to believe that both Vivian Street (a main access route) terminating at Bell Wharf and Lowanna Street, terminating at Eastern Wharf for example are what they purport to be: streets. In reality they consist of stairs both in excess of 100 steps. Elsie Street, linking Florence Terrace to Thompson Street is another steep stairway, with the steps only extending to halfway up the street. 2) It is debatable whether the larger population reside along the foreshore of the island, but further back in what is locally known as "the hinterland". There are a number of residences on the waterside perimeter which are built on extensive blocks of land, while those on the inland side of the lower ring road system, tend to be closer in size to the average suburban block, where the population is less likely to consist of week-end and holiday residents. There is also a considerable number of residents living on the top of the island. The map shows access can be gained via Fitzgerald Avenue, but in reality one would be hard pressed to find that access on the island itself. There are a number of bush tracks linking the top of the island with the southern ring road and only one partially sealed road which links to the northern lower ring road. 3) Recently Ausgrid and a tree removalist contractor engaged by that corporation were working on the island. While Ausgrid operated on one side of Cargo Wharf which, as the name implies is where cargo, including building supplies, are landed, and the contractor worked the other. The two trucks effectively blocked all access to and from Cargo Wharf due to the narrowness of the existing roads. Builders, for example, couldn't access materials needed for their work, but still had staff to pay, and the cost ultimately being shouldered by the clients. Admittedly, there are cases where this is due to encroachment by a few residents and some due to topographical factors most of the designated roads/streets have become exceedingly narrow to the extent that passing in most areas is impossible. A safety point recognised is that as a result of this perceived encroachment pedestrians are denied any area which could be construed as a footpath. The overriding factor I believe is the inactivity of the various local governments

who have administered the island over the decades. The question is now whether this situation is beyond repair. In the assumption it is I suggest altering the street/road/avenue/terrace designations to lanes where appropriate and either steps or stairs where appropriate. This would also be more in harmony with the semi-rural aspect of the island. One doesn't need a guide to have a number of these encroachments pointed out as they are blatantly obvious. 4) The community vehicle is not always available, e.g. being taken off-island for warranty requirements and other repairs. On other occasions there can be a problem with booking. For example, my wife and I were travelling overseas on holiday and booked the community vehicle to help transfer our luggage to the wharf, and meet with a shuttle. With minutes to go we were informed that the vehicle had been taken for the purpose of driving Council workers, leaving us to struggle with our bags to the nearest wharf. On another occasion after it was booked it never showed up. 5) The information concerning the closing of all roads to vehicles (mentioned in the Draft Management) as proposed by SIRA is not feasible. Firstly, it fails to recognise the transport needs of those residing at the top of the island. Secondly, it fails to take into account factors such as prevailing weather conditions and the competition in inclement weather this causes when the ferry arrives . I was surprised to read this as neither my wife nor I, who have been residents of the island for more than 30 years, or those I've discussed the proposal with since reading it, were not consulted in relation it. 6) Finally, the steep slope on Thompson Street, between Elsie Street and Richard Road via Harold Avenue, needs to be concreted and corrugated, similar to the access to Cargo Wharf. Currently it consists of a tarmacadam sealed surface which, when covered with leaf litter, as is often the case, becomes very slippery, not only for vehicles but pedestrians as well. Regardless of the ultimate outcome of this procedure, it's imperative that this stretch of roadway be made safer than it currently is.

Hello, Presently we are not in support of this TMP as there is not enough information on how general and large vehicle access permits will be allocated and implemented. We would like to know more about how the council determines eligibility for a "general purpose" vehicle permit? Eg distance from wharf, disability, small children, need to carry shopping etc? Are there any circumstances where applications for a vehicle permit on the island would not be accepted? Or does everyone who applies for this permit receive one? Are permit numbers restricted? Will there be a cost for a vehicle permit on the island? We are not in support the application if there is a cost associated with this permit, as it would be an unreasonable disadvantage to people living on the island who need to use vehicles that they would have to pay to use their own vehicle, especially after paying for mainland parking, boat tie up etc. We would also like to state that the argument that vehicles are damaging the roads should be removed as a justification for the TMP, as this effectively puts the blame for poor road maintenance of the island's public roads onto the residents of the island, where in actual fact all roads exist to service the residents, including their access via walking or via vehicles equally. There should not be any guilt associated with the use of vehicles on an island as steep or as large as Scotland Island, particularly for residents living at the non-waterfront properties. The justification is also misleading as the use of vehicles on the roads is not the only, and not necessarily the primary reason for degradation of the roads. A significant amount of damage to roads is caused by storm-water run-off, poorly built roads, unsealed roads, road erosion and the fact that there is little to no maintenance of these roads in comparison with roads on the mainland. We feel that the argument put forward in the TMP regarding vehicle use being the cause for the state of the roads is biased, inaccurate and ignores other factors and tries to confuse the issue, blaming the state of the roads on vehicle use. This is angling towards an island without vehicles, which is not viable for residents who rely on vehicles to transport elderly, children, food, furniture and supplies. The community vehicle is not available 24/7 and not able to cater to last - minute needs for access and transport. Therefore it is not possible to use this service as a substitute for having private vehicles on the island. Information regarding designated parking areas is also too vague to support at this stage - are there enough for every application, how close would they be to residents dwellings and again what is the criteria for approving a park? "All new developments would also be required to provide on-site parking where authorised vehicles are garaged." - is this "on site parking" imperative if the resident does not intend to have a vehicle on the island? Regarding access for larger construction vehicles, would there be a fee involved for these temporary permits? We are in support of the 10/km/h speed limits, priority to pedestrians and cyclists, registration of vehicles (and buggies) and the plan to upgrade the roads, however, overall, we are not in support of the TMP due to the restricted use / permits (our support of this could change depending on how restrictive the permits are, and wether or not fees would be involved). Thanks for your time,
I have had a look at the Scotland Island TMP and essentially, I disagree with the permits for legal vehicles and with the current plan for parking bays – it appears that you want to mark out parking bays on roads that don't exist and which are not policed, and you want to issue permits for vehicles that are already legal on the roads.But I agree that the legality of buggies does need to be sorted out.My comments and questions follow.Re: IntroductionI disagree with the statement that '[houses] are mainly located around the perimeter foreshore'.There is a considerable population that does not have direct water access – that's why we have vehicles on the island. If most people had direct water access, there would be far few vehicles.The intro mentions 'serious concerns' that were raised, but does not state what those concerns were/are. I have not seen any dangerous driving on the island, except for very particular people, or by visitors who have stolen a local vehicle, and this TMP will stop neither of those groups.Re: Permits for vehicles(1) I can't help but feel that this business of a 'permit' for vehicles that are already legal is from a very mainland perspective. Imagine a suburb on the mainland that has such very poor roads compared to all the suburbs around it (imagine!), and Council wants to restrict traffic driving there because it will damage the roads – then, yes, issue permits, that will stop casual users going on those roads. But people don't lightly bring a vehicle over to the island – you have to put it on a barge, book it weeks in advance, wait for high tide etc. Asking people to get a permit from the Council to bring a vehicle over will be an annoying extra, but it won't significantly alter the number and type of vehicles on the island.(2) What is the purpose of registering all vehicles with Council? You state that it will 'restrict the type and number of vehicles using the public road' – exactly how?If it is for the purpose of refusing vehicles over a certain size then state that size; why even implement a permit for all the others?If it is for the purpose of limiting the number of vehicles on the island then state what the maximum number is. How will you decide that maximum? Will it be one per house?(3) How are you going to decide who gets a permit and who doesn't? What if you have already issued all the permits and someone disabled moves on to the island? Will you continue to let able-bodied people drive their cars, but refuse one to a disabled person?(4) On p7/7, you state 'Pedestrian access and safety will be improved due to the restriction of vehicles on public roads to only authorised vehicles.' Could you please explain exactly how you believe this will work? As far as I can tell, you are simply going to issue a piece of paper to all the vehicles already on the island, and that is then going to make it safer for us. Please explain how you come to that conclusion.(5) The permit is supposed to include the relevant conditions relating to use of Scotland Island roads – the new speed limit, pedestrian

priority and areas the vehicle can drive. It sounds as though you are issuing a permit purely to tell people about the rules on the road. How does council normally communicate these rules to people? You don't have to issue permits to everyone who drives in the Northern Beaches area to do that, right? I don't agree that Scotland Island has to have permits for that reason. It is admin for the sake of admin.(6) The TMP states 'Permits for long term use of vehicles for personal use i.e. general access (including access for the disabled), shopping etc. would be determined by Council'. What criteria will the Council use to determine permission for a vehicle?(7) You even say 'The formal restriction of access under the Roads Act will have minimal impact on existing and future residents as there is limited use of registered vehicles on Scotland Island.' So you are implementing a measure that you already know will have limited impact?(8) You comment, '... will affect a relatively small number of residents who currently use registered vehicles to access properties at the top of the Island ...' Quite apart from the feeling that you are aiming this at me when I haven't done anything to deserve it – it really isn't just people at the top of the island who have a vehicle – you realise that the 'road' to the top of the island isn't included, right?(9) If a TMP is implemented, how is it to be policed? Any current problems are problems only because there is no policing on the island. If there are unregistered vehicles on the island, which are currently illegal, why have none of them been booked? Buggies have been on the island for years and years, no one has ever been booked. People might park in the way or in turning bays, but no one has ever been booked. There have been no accidents either, as far as I know. So exactly what difference is this TMP going to make in practise?(10) Why are there two types of permit – one for vehicles just used on Scotland Island and one for a vehicle 'providing service'. What does the second one cover?(11) I agree with the resident who raised the concern that tradespeople will pass on the additional costs of having a vehicle to customers – and possibly more – which would make engaging a tradie on the island even more expensive than it already is. The residents are already hostage to a very small number of people who work on the island, this would definitely make that situation worse.Re: On-site Parking for New Developments(1) There is a throwaway comment regarding new developments: 'All new developments would also be required to provide on-site parking where authorised vehicles are garaged.' How would this on-site parking link up to the roads where the road has not been built? E.g. Thompson St outside my house. I actually link to the 'fire trail' (which isn't a fire trail). If there were a new development on the non-existent Thompson St, would you approve on-site parking that links to the 'fire trail'?
And what about plots of land that have no access to a road at all? There are at least two three I can think of just off hand. Will they have to have on-site parking even though they have no road access…?Re: Parking BaysIt is disingenuous in the extreme to create parking bays because of the width of a road that doesn't actually exist yet! First build the roads – and then do the parking bays.There are already rules about where cars or buggies can park, which are consistently being broken, so why are they not being ticketed? I can tell you the answer to that – because no one polices the island. Residents handle that themselves, by asking the people involved to park better. Marking bays is just going to be annoying with little benefit. And people will not be happy about money being spent to police parking without money being spent to make the roads drivable.Re: Conditional Registration for BuggiesThis is the only thing in the plan that makes any sense. It is also the only thing that is a legal requirement which Council have to fix.Re: 10km/h speed limitWhile this looks like a good idea on the face of it, I'm not sure whether it will make any difference. Very few vehicles go faster than this anyway, as the roads are too bad. And if they do, who's going to know…? Are you going to introduce speed cameras? My personal view is that the only way anyone ever knows about traffic speeding is if one of the residents complains about it. And I'm pretty sure I know exactly who it would be…

I am opposed to the proposed DRAFT TMP for Scotland Island. Whilst I agree that vehicles should comply with RMS registration, I do not believe that paying for annual permits (or bonds for visiting vehicles) will increase community safety. This will just add yet another fee to living offshore and further increase the difficulty and expense in having tradesmen attend the island. I live full time on Scotland Island and regularly walk around it. NEVER have I felt endangered by a vehicle on the roads. I have felt danger from the low hanging power lines, overhanging branches and poorly surfaced roads. I do not believe that the small amount of vehicle use on the Scotland Island roads are causing undue damage, rather this is council's lack of upkeep. Having residents pay for a vehicle permit will not change this. I do not believe that the DRAFT TMP meets its desired outcomes for increasing community safety and decreasing damage to our roads.
Further to my email forwarded to Council on the 10 December 2018 1. As confirmed by Council at the residents meeting on 9 December, I would like the opportunity to address the Council's, Traffic Management Committee when it next meets to discuss the Scotland Island Traffic Management Plan 2. As a part of the review that consideration be given to increasing the weight limitation currently proposed (1.5tonne GVM) on privately owned registered vehicles so as not to exclude those vehicles. Despite having a fully registered and comprehensively insured vehicle for the past 26 years, under the current TM Plan my vehicle would be non compliant. This is as a result of Council and Police inaction in addressing the prolific increase in unregistered vehicles onto the Island. 3. As a component of the review, consideration and determinations as to the status of the "Access Road" to the top of the Island through Elizabeth Park. 4. Council to significantly increase funding to the Island in support of the "Road and Drainage Strategic Plan". 5. Council to provide "Hardship funding" for those financially disadvantaged by having to conditionally register their Buggies, but no assistance for anyone who has complied with the Law by maintaining a fully registered vehicle is ridiculous and discriminatory 6. Tradesman permits will further reduce the willingness of tradesperson to work on the Island and increase the cost to residents even further
Please add better plumbing to the roads- there is huge runoff.. very much in favor of: - heavy vehicles will require a permit - or pay a bond - roads will become a shared zone - 10km per hour limit - pedestrians will have right of way
I agree that there needs to be a traffic management plan restricting use of all NON - Electric vehicles on the island. I believe that the use of electric vehicles should be exempt. I am a pensioner and use my electric golf cart to aid me with my shopping - I live on the eastern side of the island and there are 200 steep steps from Eastern Wharf to my residence. My golf cart is essential to commute between my residence and either Cargo wharf or Tennis wharf when I have shopping or other items weighing more than 15 kgs. My hobby is wood work and I am unable to use the community vehicle to transport sheets of plywood to my workshop. I use my golf cart as there is no other option apart from a private contractor who charges $200 per delivery!!! Which is not economic. If permits are to be introduced I believe that there should be a Seniors Discount for those of us who need our electronic means of transport. Council also needs to facilitate the registration process given the isolation of the island and the fact that it would be impossible to bring golf buggies to the mainland for inspection.

As a resident of the island who operates a golf buggy, and has a young family who would find life without it extremely testing, we would welcome any proposal allowing continued use of such vehicles. However, The traffic management plan proposed, seems to dictate there will be many new restrictions for private vehicle owners, and many new costs associated with them, without much comment given as to the actual costs involved for residents, nor the benefits we might see for fees, permits, registrations paid. Nor does it offer a detailed assessment outlining how, if at all, we might see improvements to the roads and adjacent infrastructure such as storm water drains, gutters, kerbs, culverts etc. Also, what sort of improvements we are likely to see in regard to the "designated parking areas". Currently the roads around the island, as well as any areas people use for parking, are in varying states of disrepair, to the point where some are actually inaccessible when wet, or after storms. I should point out that the concerns of residents from SIRA in their representation to Council outlined in the Draft plan thus: "A proposal to close all roads on Scotland Island originated from representations to Council from the Scotland Island Resident Association (SIRA) in response to resident concerns regarding issues relating to the use of private vehicles on these roads, i.e. damage to roadway due to vehicle usage, pedestrian safety, and impact on residential amenity." I would like to see evidence of exactly what types of vehicles are doing the damage. I would argue that it is the vehicles employed commercially, or contracted to council (for example the trucks with GVM's greater than 4.5 ton who do the weekly recycling run - a service supplied by Northern Beaches Council), or the various utes with vehicle weights of over a ton - which incedentally includes the Community vehicle leased from Northern Beaches Council to SIRA - that do ALL the damage to the roads. There is no evidence at all to support that golf buggies, or the motorised scooters used by many, are causing ANY damage to the roads. These types of vehicles are actually employed at Golf clubs all over the world for the very reason that they cause no damage whatsoever to the very fragile surfaces they drive over. If council or SIRA would be amenable to providing evidence to the contrary, including providing some evidence as to the suitability of the existing roads providing access to vehicles over 4.5t GVM, with justification as to why these are not in better condition just to accommodate the EXISTING registered vehicle use, this might go along way to helping buggy owners understand why they should pay registrations and other fees, whilst expected to drive on roads that are like ungraded private farm access roads. Secondary to the roads, there are many areas that could be used for parking that are instead filled 365 days of the year with Junk and or skip bins (put there not just from residents, but also from council approved operators by the way). The enforcement and subsequent removal of these may help to alleviate the concerns about buggy/private vehicle parking space. Finally, Storm water systems also vary in quality causing washout of road surfaces in every storm event. Some other concerns about the nature and validity of the draft proposal follow: In regard to the services offered by various operators on the island such as: The ferry service The private barge services The community vehicle; These are simply not practical in all situations, sufficiently so, as to allow many residents to live there without a private vehicle. The timing of the services offered is not always practical, as outlined in two examples. A tradesman who begins work on sites all over Sydney expected to be on site at 7am,

cannot rely on a ferry service that begins at 6:20am each day, nor a community vehicle to carry his tools etc at a similar hour, and expect to be on time for work. He needs a private vehicle (and for most a golf buggy or similar is sufficient) on the island, that can reasonably access a private boat. He also needs the facility to park that buggy somewhere near the applicable wharf. A second example - A man or woman who works in the city may not arrive home in time for the last ferry offered at 7:25pm. (I know many people who work in the CBD and live only in Cromer or Collaroy who could still not get back in time for this service - and there are an increasing amount of professionals living on the island) He may also have children at school or in day care, or with relatives or baby sitters. It is not reasonable that this person be expected to walk home (A walk in the dark from April to October) - and many people have a walk of over a kilometre to certain ferry wharves offered. Also, two small children cannot be expected to do this without the assistance of a private vehicle. There are many other examples of personal situations where moving around by pivate means ie private boat and private vehicle are essential. So to hinder or restrict the use of, or parking of, private vehicles seems to punish a large proportion of working families who rely on their vehicles just to live a reasonably normal life. We realise that we have made a choice to live in an area that is water access only, but the community and it's individuals find various ways of making this choice a realistic and practical one for a family growing up in Sydney's Northern Beaches. We already live with a myriad of extra fees and charges that rate payers on the mainland do not endure... including but in no way limited to: exorbitant church point car parking fees, church point boat mooring fees, cargo wharf boat mooring fees. We need to know that Council considers in it's regulation and enforcement of necessary rules, the daily lives of the community affected, and that it offers genuine benefit back to its rate payers and wider island community. I would like to see a more detailed proposal outlining the all the exact costs that would be imposed on residents wishing to register vehicles of all types, including insurance requirements. As well as that, outlining the cost of permits for truck hire (ie removal trucks, delivery trucks). Also, a far more detailed assessment outlining how, if at all, we might see improvements to the roads and adjacent infrastructure as well as "designated parking areas". In every other suburb in the Northern Beaches Council LGA, residents can expect to see not just their council rates, but their vehicle registration and insurance costs at work not only to improve roads but at a minimum to have a presence there to repair damaged existing roads, or indeed ensure that the existing roads are designed and constructed to accommodate the types of vehicles that can access them. As residents, and this is mere opinion but popular opinion among all private vehicle operators that I know, This TMP is being drawn up to appease another group in the community, who for their own reasons can afford to live a lifestyle that allows them to operate without a private vehicle, and resent the use of private vehicles on the island. I don't think this group fully understands how damage is created and by which groups of vehicles. I also note that If we are expected to adopt this proposal, Council needs to complete this TMP to explain not only what restrictions will be imposed on the island, and how they will be enforced, but also where, how, and when we can expect improvements to be implemented on the roads and other areas accessible by vehicle. Without that, frankly it feels like we are dragging the island into the 21st century by way of introducing regulations and higher costs of living, while physically leaving it somewhere back in the 1930's. Most of us private vehicle owners would agree with me I feel, when i say either leave it alone, or complete a more thorough assessment and show us not just the TMP but the full community benefit.

I strongly disagree with the use of vehicles on the island as it fundamentally contradicts the unique beauty of living here. Walking is no longer the primary form of transport!! There are more buggies everyday and they are a nuisance to those of us that do walk and push wheelbarrows to move our goods. Buggy and other vehicle drivers tailgate us when we are walking forcing us to be dangerously followed or forced to stand aside. I personally have been hit on the elbow by a vehicle when I was carrying a large bag of shopping and there was not enough room for it to pass. The roads are not wide enough and an exclusion zone of 1m all round pedestrians and cyclists must be implemented - this already applies on the mainland. The Roads must be sealed - as pedestrians we are constantly breathing in the dust kicked up by buggies and vehicles - this must stop. We also have a problem with the dust from the road constantly covering our house inside and out. Until roads are sealed no traffic can be allowed. Safety - I have documented evidence of buggies being driven by children, mothers with babies on their lap (driving one handed) overloaded buggies, buggy driven by mentally disabled minor, children unrestrained (no carseats or seatbelts) children standing up in the front seat of vehicles and suspected DUI. There was also an incident of an overturned buggy with children involved. How will this be adequately policed it certainly is not at the moment. Other illegal vehicles - I have witnessed many instances of unregistered motor cycles (many would never be road legal) being ridden around the island without crash helmets being worn and ridden by teenagers too young to have a licence. Also a scooter pulling bicycle baby carriage!! collecting babies and children from the pre school. This must be adequately policed. House owners are creating crossovers over the nature strip to keep vehicles on their property without planning permission and in many cases causing erosion problems. Parking - parking in the park at Tennis wharf must be stopped as it impedes the pathway as well as making a mess of the amenity. Buggies drive on to the beach in order to turn - this is unacceptable!! New barriers must be installed immediately. There are similar problems with the areas around the other wharves, the foreshore access at Cargo wharf is frequently blocked with no access at all when the tide is high. Noise - we have gone from being a peaceful community to having constant traffic noise. If we are to have any buggies, golf carts, motorcycles or cars the cost of a permit must be prohibitive If every property has a vehicle the island will be unliveable. I would agree to vehicle use for aged or disabled residents only - everyone else has the ability to walk and this would be in line with council policy. My children grew up here walking everywhere and carrying their fair share of shopping - the current generation walk nowhere. I would suggest a 5k speed limit - this was the case in the past. In summary - Pedestrians must have priority and this needs to be made clear to all drivers. No one without a full driving licence should be allowed to drive any vehicle on the island, All mainland driving regulations and safety standards must be applied. The total number of vehicles must be limited. Vehicle must be kept entirely on the owners property and parked vehicles should in no way impede the use of or natural beauty of public land. Adequate enforcement must be actioned.
1. Have real estate agents explain on coming people have their Golf Buggies be Registered prior to landing. 2. 10 klm per hour or walking speed for buggies, slower coming off hills. 3. signs in all landings outlining laws by way of official police notices 4. publish all rules for buggies on SIRA news notices and in the local news paper 5. children and un licenced drivers not use them 6 all blocks clearly numbered and signage for streets be implemented

Dear Northern Beaches Council, My name is, i'm 22 years old, have spent my whole life on the island and after recently returning from finishing a degree in Architecture show great concern over the proliferation of vehicles and degradation of what used to be pedestrian orientated streets. I support the restriction of vehicles on the island to those who require them due to access related issues. My comments relating directly to the Traffic Management Plan: - The traffic management plan makes mention of the need to resolve parking for vehicles at public wharfs. The man. plan must address the issue of golf buggies parking in Catherine Park. The current area where residents park private vehicles (golf buggies) is land zoned as RE1 public recreation in the Pitt. LEP and i highly doubt this situation would exist at public parks on the mainland. Golf buggies along the foreshore not only has undermined significant stone walling but turned the pathway into a pitlane for a select few, which serves as an insult to residents walking home who are greeted by this sight in their public park. Private vehicles must be blocked from entering Catherine Park unless authorised by Council. - The man. plan states "All new developments would also be required to provide on-site parking where authorised vehicles are garaged". This strategy is worrying as many properties are of such slopping nature that a driveway would be catastrophic to already undermined road banks and fragile soils. In addition, the proposed arrangement of private vehicles authorised for certain residents means that once the garage/driveway is made clear on the site that property is then only tailored to a resident who requires a vehicle. - I would also like to comment on Councils aims of "enhancing the quality of the street environment". Such a statement should take note of the 'unique' quality of Scotland Island's street environment. Dirt trails amongst bushland was the street environment and councils ambition to turn the streets into shared zones with traffic calming devices, driveways and tarmac only promotes more traffic and degrades the experience of the pedestrian. 15 years ago you wouldn't have dreamed of driving a golf buggy on the island but road improvements have allowed for this. - Finally i'd like to comment on the daunting task council faces in restricting vehicles to certain residents. My family live 5 minutes by foot from the public wharf, as such my single mum and siblings accepted the fact that living on an island presents hardships related to transporting food and other necessities. Such is the nature of living offshore and the is an increasing entitlement among new residents that such difficulties are easily ablated by the acquirement of a vehicle. This approach loses sight of the uniqueness of the place and ruins the experience for everyone else, many of whom have managed without for many years. It is my opinion that too many young families have buggies and 'i need it to drop the kids off at the kindy' is not a valid arguement. Council should support the great initiative of the community vehicle, and use it as an argument to combat the woes of transporting shopping by hand.
Dear Sir/ Madam, As a resident and homeowner of 27 years on Scotland Island, along with coming to Scotland Island as a child / weekender, I am greatly concerned at the amount of golf buggies which are now everywhere. I have raised 3 children here , am a non waterfront resident and walk some distance to our home. This has always been a part of island life - keeps you healthy and well, maintains safe walkways/ roads and forges stronger community ties due to stopping and talking with people. It is a slower paced life and an inherent aspect of the charm and uniqueness of the place. I have been involved with grant projects and festivals that have enhanced our significant public open space, Catherine Park and am appalled at the beautiful entrance we created with the imput of an internationally renowned landscape architect and local resident being ruined , disrespected and overrun with golf buggy parking. The turning circle they make - particularly in wet weather - has also torn up the grass and is affecting marine life on the small beach to the north of the jetty. People drive them at breakneck speed and children have been seen driving, barely controlling the vehicles. One older woman was almost hit by kids who couldn't stop - she had to jump in the bushes. I will be very concerned if these buggies result in large signs and the over policing of our roads - also counter to our way of life here. Owners need to consider : do I need to always drive or can I walk this time? How fast they drive and where they park. Courtesy and respect for the many many residents who have brought up small children and grown older here is needed rather than assuming this is a 'right'. Parking needs to be away from Catherine Park - in front of the Scot. Island . Fire Brigade - after dropping and picking up unless a disability sticker is displayed. Our community addressed the old car issue in this way and also secured the Community vehicle which is an excellent and sustainable solution to transport needs. More driving in a community who used to predominantly walk is a retrograde step. With Thanks for your time.

I strongly support the adoption of the Traffic Management Plan and would like to suggest a few extra points needing clarification. 1. Long history of resident concern and action It would be appropriate to acknowledge the extremely long process of community engagement on this issue, beginning in 1998. In 2000 the extensive “Island Roads, Paths & Drainage Survey” was designed, distributed and analysed by a resident sub-committee of the Scotland Island Residents Association. This survey showed overwhelming support (88% of the 144 surveys returned) for the Island’s roads as being principally for pedestrian usage, with occasional vehicle use as the secondary priority. This position has been confirmed in subsequent surveys and it is long overdue for Council to turn this into effective management strategies. 2. Purpose of Traffic Management Plan On page 5, the draft states: The Traffic Management Plan for Scotland Island is proposed to both enhance the safety of pedestrians using the roads and to prevent damage to the roads themselves. I suggest that a further purpose is to maintain safe public access to wharves and to prevent damage to the foreshore, park and bushland reserves. At the two public wharves with road access, Tennis, and Cargo, there is considerable damage and compromised pedestrian safety from vehicles parking, driving and turning on the foreshore or adjacent park. 3. Parking, particularly at Tennis Wharf On page 5, the report says “Parking is to be restricted on roads to designated parking areas” but does not give details as to where these will be. There is no mention of the longstanding problem of buggies entering Catherine Park, using the pedestrian pathway as a road, and parking all along the foreshore. I have several times counted 14 in this location. I cannot put a date on it, but when the new playground was put in at Catherine Park, there was a community agreement passed at a sizeable meeting, that vehicles would not enter the park except for emergencies or community functions where it was genuinely necessary to take in equipmente.g. fairs, concerts. Resident working bees built the stone gardens at Tennis Wharf and planted native trees along the foreshore. For quite a lot of years this agreement was respected and the area around Tennis Wharf looked great – it is a really beautiful meeting place and recreational area with children playing, people chatting, swimming, sitting around, arriving and leaving. Once a couple of buggies started to park there, it grew to become “the new normal” and has become a source of considerable angst for those concerned about public safety and amenity, and preserving the foreshore’s natural environment. I walk across the foreshore of Catherine Park each time I go from my home to my boat and have been amazed how some people drive buggies along the pathway towards me, sometimes at quite a speed, as if it is a road and I need to step aside. Occasionally, parents drive right across the park to take their children to kindergarten, despite the easy access down steps from the road above. In wet weather I have seen deep ruts created in park by motor bikes and vehicles driving across the grass. Either side of the path has been turned into compressed dirt with the grass killed and topsoil washed away. This area is growing larger. The root zone of the significant bloodwood beside Tennis Wharf has been damaged by the constant vehicle use, as have the stone work, path, plants and grass. This area is a public park, beach and wharf access so I do not understand how vehicles can be permitted to drive and park in it. Please clarify what is the plan for addressing this problem. 4. Bikes, trail bikes, motor bikes Occasionally someone brings a trail bike onto the island, are they classified as a vehicle? Are bikes, trail bikes and motor bikes also subject to the 10kph limit? 5. Wet weather impact There is no mention of the different impact of heavy vehicles in wet weather. When issuing permits for visiting vehicles, could this be considered? Often the visiting vehicles are extremely heavy as they are moving vans or trucks with equipment for utilities and roads maintenance or construction vehicles. Their weight causes enormously more damage to the dirt roads after significant rain. Perhaps a condition could be put that access was suspended if there had been more than X mm of rain in the previous three days? 6. Temporary permits It is suggested that visiting vehicles could either buy a temporary permit or pay a bond subject to there being no damage to the roads. Realistically, who is going to inspect the whole route used by a truck before and after a specific vehicle and be able to allocate responsibility legally? 7. Enforcement Likewise, unless there is regular enforcement of the new code, particularly parking requirements, it will not be reliably adhered to. What is the provision for enforcement?
As a resident of the island who operates a golf buggy, and has a young family who would find life without it extremely testing, we would welcome any proposal allowing continued use of such vehicles. However, The traffic management plan proposed, seems to dictate there will be many new restrictions for private vehicle owners, and many new costs associated with them, without much comment given as to the actual costs involved for residents, nor the benefits we might see for fees, permits, registrations paid. Nor does it offer a detailed assessment outlining how, if at all, we might see improvements to the roads and adjacent infrastructure such as storm water drains, gutters, kerbs, culverts etc. Also, what sort of improvements we are likely to see in regard to the "designated parking areas". Currently the roads around the island, as well as any areas people use for parking, are in varying states of disrepair, to the point where some are actually inaccessible when wet, or after

storms. I should point out that the concerns of residents from SIRA in their representation to Council outlined in the Draft plan thus: "A proposal to close all roads on Scotland Island originated from representations to Council from the Scotland Island Resident Association (SIRA) in response to resident concerns regarding issues relating to the use of private vehicles on these roads, i.e. damage to roadway due to vehicle usage, pedestrian safety, and impact on residential amenity." I would like to see evidence of exactly what types of vehicles are doing the damage. I would argue that it is the vehicles employed commercially, or contracted to council (for example the trucks with GVM's greater than 4.5 ton who do the weekly recycling run - a service supplied by Northern Beaches Council), or the various utes with vehicle weights of over a ton - which incedentally includes the Community vehicle leased from Northern Beaches Council to SIRA - that do ALL the damage to the roads. There is no evidence at all to support that golf buggies, or the motorised scooters used by many, are causing ANY damage to the roads. These types of vehicles are actually employed at Golf clubs all over the world for the very reason that they cause no damage whatsoever to the very fragile surfaces they drive over. If council or SIRA would be amenable to providing evidence to the contrary, including providing some evidence as to the suitability of the existing roads providing access to vehicles over 4.5t GVM, with justification as to why these are not in better condition just to accommodate the EXISTING registered vehicle use, this might go along way to helping buggy owners understand why they should pay registrations and other fees, whilst expected to drive on roads that are like ungraded private farm access roads. Secondary to the roads, there are many areas that could be used for parking that are instead filled 365 days of the year with Junk and or skip bins (put there not just from residents, but also from council approved operators by the way). The enforcement and subsequent removal of these may help to alleviate the concerns about buggy/private vehicle parking space. Finally, Storm water systems also vary in quality causing washout of road surfaces in every storm event. Some other concerns about the nature and validity of the draft proposal follow: In regard to the services offered by various operators on the island such as: The ferry service The private barge services The community vehicle; These are simply not practical in all situations, sufficiently so, as to allow many residents to live there without a private vehicle. The timing of the services offered is not always practical, as outlined in two examples. A tradesman who begins work on sites all over Sydney expected to be on site at 7am, cannot rely on a ferry service that begins at 6:20am each day, nor a community vehicle to carry his tools etc at a similar hour, and expect to be on time for work. He needs a private vehicle (and for most a golf buggy or similar is sufficient) on the island, that can reasonably access a private boat. He also needs the facility to park that buggy somewhere near the applicable wharf. A second example - A man or woman who works in the city may not arrive home in time for the last ferry offered at 7:25pm. (I know many people who work in the CBD and live only in Cromer or Collaroy who could still not get back in time for this service - and there are an increasing amount of professionals living on the island) He may also have children at school or in day care, or with relatives or baby sitters. It is not reasonable that this person be expected to walk home (A walk in the dark from April to October) - and many people have a walk of over a kilometre to certain ferry wharves offered. Also, two small children cannot be expected to do this without the assistance of a private vehicle. There are many other examples of personal situations where moving around by private means -ie private boat and private vehicle are essential. So to hinder or restrict the use of, or parking of, private vehicles seems to punish a large proportion of working families who rely on their vehicles just to live a reasonably normal life. We realise that we have made a choice to live in an area that is water access only, but the community and it's individuals find various ways of making this choice a realistic and practical one for a family growing up in Sydney's Northern Beaches. We already live with a myriad of extra fees and charges that rate payers on the mainland do not endure... including but in no way limited to: exorbitant church point car parking fees, church point boat mooring fees, cargo wharf boat mooring fees. We need to know that Council considers in it's regulation and enforcement of necessary rules, the daily lives of the community affected, and that it offers genuine benefit back to its rate payers and wider island community. I would like to see a more detailed proposal outlining the all the exact costs that would be imposed on residents wishing to register vehicles of all types, including insurance requirements. As well as that, outlining the cost of permits for truck hire (ie removal trucks, delivery trucks). Also, a far more detailed assessment outlining how, if at all, we might see improvements to the roads and adjacent infrastructure as well as "designated parking areas". In every other suburb in the Northern Beaches Council LGA, residents can expect to see not just their council rates, but their vehicle registration and insurance costs at work not only to improve roads but at a minimum to have a presence there to repair damaged existing roads, or indeed ensure that the existing roads are designed and constructed to accommodate the types of vehicles that can access them. As residents, and this is mere opinion but popular opinion among all private vehicle operators that I know, This TMP is being drawn up to appease another group in the community, who for their own reasons can afford to live a lifestyle that allows them to operate without a private vehicle, and resent the use of private vehicles on the island. I don't think this group fully understands how damage is created and by which groups of vehicles. I also note that If we are expected to adopt this proposal, Council needs to complete this TMP to explain not only what restrictions will be imposed on the island, and how they will be enforced, but also where, how, and when we can expect improvements to be implemented on the roads and other areas accessible by vehicle. Without that, frankly it feels like we are dragging the island into the 21st century by way of introducing regulations and higher costs of living, while physically leaving it somewhere back in the 1930's. Most of us private vehicle owners would agree with me I feel, when i say either leave it alone, or complete a more thorough assessment and show us not just the TMP but the full community