

ATTACHMENT BOOKLET 3

ORDINARY COUNCIL MEETING

TUESDAY 27 AUGUST 2019

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Analysis of Submissions Summary
Draft Northern Beaches Bush Fire Prone Land Map
Submissions Received from Public Exhibition (1 December 2018 to 27 January 2019)

No.	Key Issues	Issues Summary	Consideration	Changes proposed to the Draft Map
				<i>Note: These changes were placed on public exhibition from 18 May 2019 to 14 June 2019</i>
1	Submissions supporting change	Submissions of support for map changes (2 Submissions) to: <ul style="list-style-type: none"> Hillside Road, Newport Elanora Road, Elanora Heights 	Submissions noted.	N/A
2	General submissions	Three submissions were resolved via telephone clarifications for the following issues (3 Submissions): <ul style="list-style-type: none"> How to use the online map Why only a small section of the property was covered by the bush fire prone land map Could a property be removed from the map as it was in a "buffer area" and a large tree on the property had recently been removed. 	Issues resolved via telephone clarifications	N/A
3	Angophora Reserve, Bilgola Plateau	Requests to re-consider vegetation categories (1 Submission) at Angophora Reserve, Bilgola Plateau.	The Bush Fire Mapping review is undertaken considering the requirements of the <i>NSW RFS Guide for Bush Fire</i>	Vegetation in Angophora Reserve has been reviewed and it is

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		Angophora Reserve is classified as category 1 vegetation. However, under the NSW coastal management SEPP, the Department of Environment map shows a good proportion of Angophora Reserve (maybe 40%) as Littoral Rainforest. The RFS documents classify rainforests as category 2 vegetation. The Draft Map should be amended to correctly reflect the available information and at a minimum part of Angophora Reserve shown as category 2 vegetation.	<i>Prone Land Mapping, Version 5b, November 2015.</i> In this document Category 2 vegetation is considered lower risk than Category 1 or 3. For the lower risk to be considered it must be a parcel that is isolated from larger uninterrupted tracts of vegetation and known fire paths. As the majority of the bush area is continuous Category 1 vegetation, the area will remain mapped as Category 1.	proposed that the Category 1 Vegetation be expanded slightly along the southern boundary, resulting in several properties being added to the vegetation buffer area on the Draft Map in proximity to Bilwara Avenue and Bilambee Avenue, Bilgola Plateau.
4	Bilgola Plateau Public School and Surrounds	RFS reviewed the extent of vegetation at Bilgola Plateau Reserve and Bilgola Plateau Public School, Bilgola Heights.	The extent of bush fire prone vegetation is proposed to be reduced at Bilgola Plateau Public School resulting in a number of properties being removed from the Draft Map along the eastern side of Lower Plateau Road and southern side of Loblay Crescent, Bilgola Plateau.	The extent of bush fire prone vegetation is proposed to be reduced at Bilgola Plateau Public School resulting in a number of properties being removed from the Draft Map along the eastern side of Lower Plateau Road and southern side of Loblay

No.	Key Issues	Issues Summary	Consideration	Changes proposed to the Draft Map
				Note: These changes were placed on public exhibition from 18 May 2019 to 14 June 2019
				Crescent, Bilgola Plateau.
5	Crown of Newport Reserve, Bilgola Plateau	<p>Requests to re-consider vegetation categories at Crown of Newport Reserve, Bilgola Plateau (2 Submissions):</p> <ul style="list-style-type: none"> One submission welcomes the map changes but questions whether it should be classified as bush fire prone land at all given vegetation characteristics and clearing. One submission believes the vegetation could support a bushfire and proposed changes on the draft map should not occur. 	<p>The Bush Fire Mapping review is undertaken considering the requirements of the <i>NSW RFS Guide for Bush Fire Prone Land Mapping, Version 5b, November 2015</i>.</p> <p>The entire area of Crown of Newport Reserve has been reassessed and is proposed to be included as Category 2 vegetation. In this regard, a number of properties are proposed to be added to the 30m buffer area surrounding this Reserve in proximity to Daly Street, Monterey Road, Kanimbla Crescent, Hillslope Road and Sybil Street, Newport.</p>	<p>The entire area of Crown of Newport Reserve has been reassessed and is proposed to be included as Category 2 vegetation. In this regard, a number of properties are proposed to be added to the 30m buffer area surrounding this Reserve in proximity to Daly Street, Monterey Road, Kanimbla Crescent, Hillslope Road and Sybil Street, Newport.</p>
6	Topography Considerations	<p>What provision is made for increased risk on up-slope topography when determining what properties should be included on the Draft Map? (6 Submissions)</p>	<p>The Bush Fire Mapping review is undertaken considering the requirements of the <i>NSW RFS Guide for Bush Fire Prone Land Mapping, Version 5b, November 2015</i>.</p> <p>This process maps the bush in different Categories. If a property is in a Category 1, 2 or 3 vegetation area or the adjoining</p>	N/A

No.	Key Issues	Issues Summary	Consideration	Changes proposed to the Draft Map
			buffer, it will be subject to a Bush Fire Assessment by an approved Bush Fire Consultant at the time a development application is submitted for any work on the site. This assessment is where the slope is factored in and the appropriate Bush Fire measure under the <i>Building Code of Australia's Australian Standard AS 3959-2009 'Construction of Buildings in Bush Fire Prone Areas'</i> is applied.	<i>Note: These changes were placed on public exhibition from 18 May 2019 to 14 June 2019</i>
7	Request for Compensation	Is Council going to compensate all the residents who have been charged extra for their insurance because they were on the Bush Fire Prone Land Map for the last 5 years? (1 Submission)	Bush Fire Prone Land Maps are continually updated based on research data and best practice, with an obligation to protect life, property and the natural environment. There is a legislative requirement to revise the map every 5 years. Council is not required to compensate landowners for mapping updates. The NSW Rural Fire Service has a statutory obligation to protect life, property and the natural environment through fire suppression and fire prevention. Improved land use planning decisions for developments in bush fire prone areas are intrinsic to the fire	N/A

No.	Key Issues	Issues Summary	Consideration	Changes proposed to the Draft Map
			management and environmental protection strategies of the Service.	<i>Note: These changes were placed on public exhibition from 18 May 2019 to 14 June 2019</i>
8	Public Exhibition Concerns	<p>Public Exhibition (2 Submissions):</p> <ul style="list-style-type: none"> • Council has placed this matter on exhibition over the Christmas / school holiday break in which a large proportion of the community is away or not informed of this issue. • All affected landowners should have been notified either by email or mail. 	<p>The Draft Map was placed on public exhibition for 58 days from 1 December 2018 until 27 January 2019, taking into consideration the Christmas holidays. Noting that a standard public exhibition period is 28 days.</p> <p>Public Exhibition included:</p> <ul style="list-style-type: none"> • Four (4) Manly Daily Advertisements • Four (4) – Northern Beaches Community Email Updates • Information on a Yoursay Project page on Council Website • Letters to landowners affected by proposed changes to the Draft Map (823 letters) 	N/A
9	No history of bush fires	There has been no bushfire near the submitters house for over 50 years, therefore the property should not be included on the Draft Map. (2 Submissions)	<p>The Bush Fire Mapping review is undertaken considering the requirements of the <i>NSW RFS Guide for Bush Fire Prone Land Mapping, Version 5b, November 2015</i>.</p> <p>Bush Fires can occur at any time and it is not unusual for several decades to pass</p>	N/A

No.	Key Issues	Issues Summary	Consideration	Changes proposed to the Draft Map <i>Note: These changes were placed on public exhibition from 18 May 2019 to 14 June 2019</i>
			between events. This process is to ensure that future building works close to bush fire prone areas is undertaken in line with the <i>Building Code of Australia's Australian Standard AS 3959-2009 'Construction of Buildings in Bush Fire Prone Areas'</i> to maximise protection when a Bush Fire impacts.	
10	Clarification Request - Mapping colours / categories / level of risk	Categories aren't clear. The map refers to yellow as vegetation buffer FAQs say all colours including yellow are bush fire prone land. FAQs say vegetation categories are 1,2, 3 (red dark and light orange) and show risk for those as high medium or lower. FAQs describe yellow as buffer areas What is the risk for yellow? (2 Submissions)	The Bush Fire Mapping Review is undertaken considering the requirements of the <i>NSW RFS Guide for Bush Fire Prone Land Mapping, Version 5b, November 2015</i> . If a property is identified on a bush fire prone land map (whether it is coloured red, dark or light orange or yellow) this acts as a trigger to consider the requirement of a bushfire assessment report when undertaking future development works. A bushfire assessment report will determine the level of risk and recommend how to manage this risk in association with the proposed development in line with the <i>Building Code of Australia's Australian</i>	N/A

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			<i>Standard AS 3959-2009 'Construction of Buildings in Bush Fire Prone Areas'.</i>	Note: These changes were placed on public exhibition from 18 May 2019 to 14 June 2019
11	Binburra Avenue, Avalon Beach	My property on Binburra Ave, Avalon Beach says part yellow, part no colour. If this mapping is to govern development on properties (or insurance costs?) it should all be no colour. It is not bush fire prone from direct fire as it is downhill from native vegetation with residential non-native non fuel burning backyards between my property and the bush uphill.	The Bush Fire Mapping review is undertaken considering the requirements of the <i>NSW RFS Guide for Bush Fire Prone Land Mapping, Version 5b, November 2015</i> . Around 95% of houses in Australia that burn down in bush fires are a result of ember attack. A buffer is added to include properties in the ember zone.	N/A
12	Binburra Avenue, Avalon Beach Wind behaviours and wind moisture content	My property (Binburra Ave, Avalon Beach) has never been subject to bush fire risk in 50 years - direct or from embers - nor will it. A southerly wind will not blow embers in my property's direction. Nor will a westerly. Nor will a north easterly because the topography of this local area means a NE wind blows as a NW wind around the side of the hill so any embers from any fire at some physical distance on the hill above me	If a property is in a buffer area, it will be subject to a Bush Fire Assessment by an approved Bush Fire Consultant. This assessment is where the slope is factored in and the appropriate Bush Fire measure under the <i>Building Code of Australia's Australian Standard AS 3959-2009 'Construction of Buildings in Bush Fire Prone Areas'</i> are applied. Fuel moisture levels in vegetation will vary during different weather conditions or droughts. Most vegetation will burn	N/A

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		<p>would be blown toward the sea. The chance of a moist East North East wind fanning a fire in the direction of my property are very low and hence any risk of embers would be very low.</p> <p>What allowance is made in the mapping for local topographical-caused wind behaviours - as were observed in previous regional devastating fires, as the reason the fires went away from where they were expected to go?</p> <p>What allowance is made for typically different moisture content in different wind directions eg moist southerly or easterly versus hot northerly or westerly winds in assessing buffer areas? (1 Submission)</p>	<p>during a bush fire if conditions are correct.</p> <p>Commonly winds will vary dramatically during bush fires so all wind directions are considered equally.</p>	
13	Concern with Increased Insurance Costs	Concerned with increased insurance costs resulting from inclusion on the map. (10 Submissions)	Homeowners insurance varies depending on the provider. A number of insurance providers compare like properties to determine premiums, therefore the proximity of a property to bushland may have already been accounted for. Landowners should	N/A

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			contact their individual insurance provider if they wish to determine any impacts on insurance premiums.	<i>Note: These changes were placed on public exhibition from 18 May 2019 to 14 June 2019</i>
14	Concerned with increased building costs and requirements	Concerned with increased building costs and requirements resulting from inclusion on the Draft Map. (9 Submissions)	<p>The NSW Rural Fire Service has a statutory obligation to protect life, property and the natural environment through fire suppression and fire prevention. Improved land use planning decisions for developments in bush fire prone areas are intrinsic to the fire management and environmental protection strategies of the Service.</p> <p>New development or building work on bush fire prone land must comply with the requirements of NSW RFS <i>Planning for Bushfire Protection, 2006</i> (anticipated to be updated mid 2019). This document outlines bush fire protection measures that may be required for new development, such as 'asset protection zones', 'emergency access' and site assessments for building construction requirements using the <i>Building Code of Australia's Australian Standard AS 3959-2009 'Construction of Buildings in Bush</i></p>	N/A

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			<i>Fire Prone Areas'.</i>	<i>Note: These changes were placed on public exhibition from 18 May 2019 to 14 June 2019</i>
15	Concerned with impact on property value	Concerned with impact on property value resulting from inclusion on the map bushfire prone land map. (1 Submission)	<p>It is a legal requirement that Council prepare a Northern Beaches Bush Fire Prone Land Map.</p> <p>Council has no evidence that property values would be unduly affected when land is included on a bush fire prone land map. Close proximity to bushland may enhance property values.</p>	N/A
16	Small infringement review requests	<p>The buffer area on the Draft Map only covers a small portion of the subject properties.</p> <p>Request a review of bush fire prone vegetation in proximity to the properties to determine whether the map boundary can be adjusted to remove the properties from the Draft Map (5 Submissions):</p> <ul style="list-style-type: none"> • 6 Narrabeen Park Parade, Warriewood • 13 Fisher Street, Balgowlah Heights • 34 Judith Street, Seaforth 	<p>The Bush Fire Mapping review was undertaken considering the requirements of the <i>NSW RFS Guide for Bush Fire Prone Land Mapping, Version 5b, November 2015</i>.</p> <p>The extent of bush fire prone vegetation in proximity to the following properties has been reviewed and the following amendments to the Draft Map are recommended:</p> <p>To be removed from the Draft Map:</p> <ul style="list-style-type: none"> • 6 Narrabeen Park Parade, Warriewood 	<p>Proposed amendments to reduce the extent of bush fire prone vegetation in proximity to these properties, resulting in removal of these properties from the Draft Map.</p> <ul style="list-style-type: none"> • 6 Narrabeen Park Parade, Warriewood • 13 Fisher Street, Balgowlah Heights • 34 Judith Street, Seaforth

No.	Key Issues	Issues Summary	Consideration	Changes proposed to the Draft Map
		<ul style="list-style-type: none"> 146 Prahara Avenue, Davidson 2 Kanya Street, Frenchs Forest 	<ul style="list-style-type: none"> 13 Fisher Street, Balgowlah Heights 34 Judith Street, Seaforth <p>To remain on the Draft Map:</p> <ul style="list-style-type: none"> 146 Prahara Avenue, Davidson 2 Kanya Street, Frenchs Forest 	<p>Note: These changes were placed on public exhibition from 18 May 2019 to 14 June 2019</p>
17	6-14 Macpherson Street, Warriewood and 53A Warriewood Road, Warriewood.	Vegetation on and surrounding the property has changed due to development and would no longer support a bushfire (9 Submissions).	<p>The Bush Fire Mapping review is undertaken considering the requirements of the <i>NSW RFS Guide for Bush Fire Prone Land Mapping, Version 5b, November 2015</i>.</p> <p>The extent of the bush fire prone vegetation in proximity to these properties has been reassessed and has been reduced in size on the Draft Map resulting in:</p> <ul style="list-style-type: none"> Property Nos.8 and 10 Macpherson Street, Warriewood being removed from the Draft Map. Property No.53A Warriewood Road, Warriewood being removed from the Draft Map. Property No.6 Macpherson Street, Warriewood will remain within the buffer zone on the Draft Map. 	<p>Proposed amendment to reduce the extent of bush fire prone vegetation in proximity to these properties, resulting in the removal of these properties from the Draft Map.</p> <ul style="list-style-type: none"> Nos. 8 and 10 Macpherson Street, Warriewood No. 53A Warriewood Road, Warriewood

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18	Bushland / bushfire management	<p>Request bushland management and burn-offs to reduce bushfire hazard (4 Submissions) at:</p> <ul style="list-style-type: none"> • Dee Why Lagoon • Manly Dam (Manning Street, North Balgowlah – noting threat to the public school) • Davidson High School, Frenchs Forest • Mimosa Public School, Frenchs Forest • (Laurel Road, West) - State owned land is not kept as a hazard 	<p>These concerns have been forwarded to NSW RFS's - Hazard Complaint Register. NSW RFS will inspect and respond to the submitter and Council via this separate assessment and response process.</p> <p>In general, due to the extensive amount of bushland that exists throughout the Northern Beaches, bush fire hazard management resources must be prioritised. Priority is given to managing areas classified as being of high to moderate bush fire hazard. It is of greater importance that these bushland areas be managed for bush fire hazard to, for example, prevent the spread of bushfire from higher hazard areas to the lower hazard areas in the event of a bushfire. Northern Beaches Council works in conjunction with the NSW Rural Fire Service to identify areas of Council land to be burnt as part of the hazard reduction program. The program is adopted annually, and burns are conducted as weather permits. Local</p>	N/A

No.	Key Issues	Issues Summary	Consideration	Changes proposed to the Draft Map
			<p>residents are notified before the burns are conducted.</p> <p>Council's Bushland and Biodiversity team manage over 350 sites across the Northern Beaches where bush regeneration contractors focus on reducing fire hazards and invasive weeds along the urban/bushland interface. Council also supports bushland regeneration initiatives such as the Bushcare program where volunteers are supported to work in bushland areas to restore biodiversity by removing weeds, thereby reducing fuel levels. Bushcare volunteers work in a number of reserves across the Northern Beaches, and residents are encouraged to join to help conserve and restore our natural areas.</p>	<p>Note: These changes were placed on public exhibition from 18 May 2019 to 14 June 2019</p>
19	Wyatt Avenue, Belrose	<p>Concerns regarding the Draft Map and the northern side of Wyatt Avenue, Belrose as follows (4 Submissions):</p> <ul style="list-style-type: none"> Mapping does not reflect the fire risk to these properties that sit on top of a ridge with a steep north 	<p>The Bush Fire Mapping review is undertaken considering the requirements of the <i>NSW RFS Guide for Bush Fire Prone Land Mapping, Version 5b, November 2015</i>.</p> <p>This has been reviewed and the Draft</p>	<p>Proposed amendment to expand the extent of Category 1 Vegetation north of Wyatt Avenue, Belrose, and to re-categorise vegetation to the rear of John Colet</p>

No.	Key Issues	Issues Summary	Consideration	Changes proposed to the Draft Map
		<p>facing slope and are connected to a large area of Cat 1 Vegetation and Garigal National Park.</p> <ul style="list-style-type: none"> Land and property was burnt during 1994 bushfires and Wyatt Avenue was evacuated. All properties on Wyatt Avenue are at risk of fire and ember attack and should be on the map. Evacuation Concerns: There are current Development Applications for vacant land at both 12 and 14 Wyatt Avenue, one for a high density residential boarding-house with max 48 lodgers and the other for a child care centre for 60 children. These developments, if approved, would be vulnerable to ember attack during a bush fire and would require special evacuation procedures. The "non fire prone rating" does not seem appropriate for this land. <p>Don't see the logic in rating suburban properties on the southern side of Wyatt Avenue, separated from</p>	<p>Map is proposed to be amended to match the latest site inspection of this area.</p> <p>It is proposed to expand the extent of Category 1 Vegetation north of Wyatt Avenue, Belrose, and to re-categorise vegetation to the rear of John Colet School from Category 2 to Category 1 vegetation. This will result in an amendment to the vegetation buffer area on the Draft Map and the inclusion of Property No.14 Wyatt Avenue, Belrose, on the Draft Map.</p> <p>Evacuation is to the East & South and a Bush Fire Neighbourhood Safer Place is located at Belrose School.</p> <p>All development in Bush Fire Prone Land is assessed in line with NSW RFS <i>Planning for Bushfire Protection, 2006</i> and the <i>Building Code of Australia's Australian Standard AS 3959-2009 'Construction of Buildings in Bush Fire Prone Areas'</i>.</p>	<p>Note: These changes were placed on public exhibition from 18 May 2019 to 14 June 2019</p> <p>School from Category 2 to Category 1 vegetation. This would result in an amendment to the vegetation buffer area on the Draft Map and the inclusion of Property No.14 Wyatt Avenue, Belrose, on the Draft Map.</p>

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		bushland by a defendable space (bitumen road) as more fire prone than land directly abutting a fire prone valley	All areas within 100 metres (buffer) of Bush Fire Prone Land (Category 1) are mapped considering the requirements of the <i>NSW RFS Guide for Bush Fire Prone Land Mapping, Version 5b, November 2015</i> .	
20	<p>Ingleside Planned Precinct and Elanora Heights</p> <p>Believes additional vegetation should be mapped as bush fire prone</p>	<p>Additional vegetation should be mapped (7 Submissions):</p> <ul style="list-style-type: none"> <i>Newcastle Bushfire Consulting Report, 24 January 2019</i> was submitted on behalf of the Garigal Deep Creek Residents Association which reviewed the Draft Map focusing on land surrounding Caladenia Close, Dendrobium Crescent, Wilga Road and Wilson Street, including the stretch of Powderworks Road from Wilson Street, east to Elanora Shops. Various map updates are recommended. Wilga Street / Wilson Street have some areas of very dense fire-prone vegetation that are not mapped, including along the full length of Wilga Street and Elanora 	<p>The Bush Fire Mapping review is undertaken considering the requirements of the <i>NSW RFS Guide for Bush Fire Prone Land Mapping, Version 5b, November 2015</i>.</p> <p>This is the framework for the development of the current Bush Fire Prone Map for the Northern Beaches LGA.</p> <p>Various map amendments are proposed to the Ingleside / Elanora Heights area based on the latest site inspections. Land has been added and removed from the map in various locations in Elanora Heights, resulting in several properties being added to the Draft Map in proximity to Powderworks Road, Wattle Road, Wilson Avenue, Mirbelia Pde and Wilga</p>	<p>Various map amendments proposed to the Ingleside / Elanora Heights area based on the latest site inspections. Land has been added and removed from the map in various locations in Elanora Heights, resulting in several properties being added to the Draft Map in proximity to Powderworks Road, Wattle Road, Wilson Avenue, Mirbelia Pde and Wilga Street, Elanora Heights.</p>

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		<p>Country Club which forms an unbroken link with Garigal National Park.</p> <ul style="list-style-type: none"> • Powderworks Road is lined by trees and property with continuous dense fire-prone vegetation. • The Golf Courses are categorised as 'buffer zone', despite every blade of grass and every tree being burnt in the 1994 fire and Elanora Country Club losing several buildings. The Golf Clubs connect with Garigal National Park. 	Street, Elanora Heights.	<p>Note: These changes were placed on public exhibition from 18 May 2019 to 14 June 2019</p>
21	<p>Ingleside Planned Precinct and Elanora Heights</p> <p>Bushfire Risk Assessment</p>	<p>The Draft Map does not reflect the latest information in the <i>Bushfire Risk Assessment for the Ingleside Planned Precinct by Meridian Urban on behalf of the Department of Planning and Environment, August 2018</i>. The distance should be 700m not 100m. The Bush Fire Prone Land Map should be amended to reflect this. (6 Submissions)</p> <p>Council website states that "Bush Fire</p>	<p>The Bush Fire Mapping review is undertaken considering the requirements of the <i>NSW RFS Guide for Bush Fire Prone Land Mapping, Version 5b, November 2015</i>.</p> <p>This is the framework for the development of the current Bush Fire Prone mapping for the Northern Beaches LGA.</p> <p>This has been reviewed and amended to</p>	YES (as per above)

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		<p>Prone Land Maps (BFPLMs) identify land that is at risk from bush fire attack, triggering specific requirements for development on affected land". All three stakeholders being Northern Beaches Council, RFS and DPE state they aim to support existing???????? and their safety is paramount and they will not put lives at risk with new development. It was also referenced at the meeting for the IRG at Monash Country Club on 19th December 2018 by the RFS, that it was now recognised that the current 100m buffer zone is not appropriate for development and it was NOW KNOWN a 700m buffer zone was what was required. Why isn't this reflected in the Draft Map? Current information cannot be bypassed and must be included.</p> <p>If this map were to be used as a pathway to development in the area then you could be putting many lives at risk due to the potential and real risk of bush fires. It is very important</p>	<p>match the latest inspections of the Ingleside area.</p>	<p>Note: These changes were placed on public exhibition from 18 May 2019 to 14 June 2019</p>

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		that the map reflects the very real bushfire risks in the area.		
22	The Warringah Pittwater Bush Fire Risk Management Plan 2010 compared to the Northern Beaches Bush Fire Prone Land Map	The Warringah Pittwater Bush Fire Risk Management Plan 2010 states that Dendrobium Crescent has catastrophic risk, whereas the Draft Map puts almost half the street as being "buffer zone".	<p>The Northern Beaches Bush Fire Prone Land Map (BFPLM) is a map prepared in considering the requirements of the <i>NSW RFS Guide for Bush Fire Prone Land Mapping, Version 5b, November 2015</i>. The BFPLM is certified by the Commissioner of the NSW RFS under <i>Section 10.3(2) of the Environmental Planning and Assessment Act 1979</i>.</p> <p>The purpose of a BFPLM is to identify land that is at risk from bush fire attack and triggers whether a development application is to be assessed against the requirements of NSW RFS <i>Planning for Bushfire Protection, 2006</i> and the <i>Building Code of Australia's Australian Standard AS 3959-2009 'Construction of Buildings in Bush Fire Prone Areas'</i>.</p> <p>The Warringah Pittwater Bush Fire Risk Management Plan 2010 looks at the risk for an area and allocates treatments for this risk based on priorities. The extreme</p>	N/A

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			<p>risk for this area allows for hazard reduction burning more often than some areas.</p> <p>Northern Beaches Council works in conjunction with NSW RFS to identify areas of Council land to be burnt as part of a hazard reduction program. The program is adopted annually, and burns are conducted as weather permits.</p> <p>Due to the extensive amount of bushland that exists throughout the Northern Beaches, bush fire hazard management must be prioritised. Bush fire hazard management is therefore mainly focused in areas classified as being of high to moderate bush fire hazard. It is of greater importance that these bushland areas be managed for bush fire hazard to, for example, prevent the spread of bushfire from higher hazard areas to the lower hazard areas in the event of a bushfire.</p>	
23	Ingleside Planned Precinct and Elanora	Evacuation Concerns (8 submissions):	The Bush Fire Mapping review is undertaken considering the requirements	N/A

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	Heights Evacuation Concerns	<ul style="list-style-type: none"> • Hope that details of safe refuge areas in the event of a fire and evacuation routes, will be made available shortly for residents of Dendrobium Crescent and Caladenia Close (zoned as catastrophic fire risk). • Wilga Road is the only escape route, and access for emergency vehicles, for hundreds of people in the 'catastrophic' zoned fire risk areas on Dendrobium Crescent, Mirbelia Parade, Caladenia Close in Elanora Heights, and we want to make sure that the vegetation maps of the area are up to date, especially if developers are still keen to develop along Wilga Road, making an unsafe exit route even more unsafe. • Council has closed off access to Mona Vale Road which is a fire hazard if fire did happen on the north west side residents would have nowhere to go. (Laurel Road, West) 	<p>of the <i>NSW RFS Guide for Bush Fire Prone Land Mapping, Version 5b, November 2015.</i></p> <p>Evacuation planning is part of the Risk Management Planning process along with the Community Protection Plan.</p>	

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24	Ingleside Planned Precinct and Elanora Heights Water Supply Concerns	Council still has not joined us to town water again putting us in danger. (Laurel Road, West) (1 Submission)	Council is not the supplier of water. Sydney Water is the utility service provider responsible for potable water and sewer, and any expansion of such services into any area is subject to a decision by Sydney Water regardless if it is a planned precinct/urban release area or rural area.	N/A
25	Ingleside Planned Precinct and Elanora Heights Hazard Management	I live on Laurel Rd West. I do remember the 90's bush fires. a lot has changed since then locals have kept their properties clear and safe, fire hazard reduction has been ongoing unlike prior to 90's. (1 Submission)	Opinion noted.	N/A
26	Requirement to review the map every 5 years	The map hasn't been updated since 2003 for the Ingleside/Elanora Heights area where the <i>Guide for Bush Fire Prone Land Mapping Version 5b November 2015's methodology</i> states the map is meant to be updated every 5 years, or annually if needed.	The Rural Fires and Environmental Assessment Legislation Amendment Act 2002 requires that Council map bushfire prone land in their Local Government Area. The original Pittwater Bush Fire Prone Land Mapping was undertaken by the NSW Rural Fire Service on Councils behalf in July 2004.	N/A

No.	Key Issues	Issues Summary	Consideration	Changes proposed to the Draft Map <i>Note: These changes were placed on public exhibition from 18 May 2019 to 14 June 2019</i>
			<p>A local government area wide review of the Pittwater Bush Fire Prone Land Map 2004 commenced in 2011, was publicly exhibited March to April 2012 and was subsequently certified by the NSW RFS Commissioner in 2013. The 4 March 2013 Pittwater Council Report specifically notes that “<i>many submissions were from groups of residents, for example the Wilga-Wilson residents Association</i>”.</p> <p>The EP&A Act requires the map to be reviewed every 5 years. The review of the Draft Northern Beaches Bush Fire Prone Land Map commenced in November 2018.</p>	
	Belief that the Planning for Bush Fire Protection 2018 has superseded the 2006 document.	The Planning for Bush Fire Protection 2018 has superseded the 2006 document.	NSW RFS <i>Planning for Bushfire Protection, 2006</i> is still in-force. It is anticipated that <i>Planning for Bush Fire Protection 2018</i> will become legislated by mid – 2019.	N/A
27	Clarification of the purpose of the Bush Fire Risk Assessment	General confusion about the purpose of the Bush Fire Risk Assessment for Ingleside Planned Precinct, prepared	The Bush Fire Risk Assessment for Ingleside Planned Precinct, Meridian Urban, August 2018 was commissioned	N/A

No.	Key Issues	Issues Summary	Consideration	Changes proposed to the Draft Map
				<i>Note: These changes were placed on public exhibition from 18 May 2019 to 14 June 2019</i>
	for Ingleside Planned Precinct, Meridian Urban, August 2018	by Meridian Urban on behalf of the Department of Planning and Environment, August 2018 compared to the Draft Map.	by the Department of Planning and Environment to determine the Bush Fire risk of the proposed plan. It identifies the current risk that is captured in the Warringah Pittwater Bush Fire Management Plan (2010). In this plan, treatments are assigned for the current risk in conjunction with the Community Protection Plan.	
28	Bungendore Street, Ingleside.	Submissions requesting mapping amendments in proximity to Bungendore Street, Ingleside (2 Submissions)	<p>The Bush Fire Mapping review is undertaken considering the requirements of the <i>NSW RFS Guide for Bush Fire Prone Land Mapping, Version 5b, November 2015</i>.</p> <p>In this document Category 2 vegetation is considered lower risk than Category 1 or 3. For the lower risk to be considered it must be a parcel that is isolated from larger uninterrupted tracts of vegetation and known fire paths. The area in Bungendore Road that is referred to is directly adjoining a very large area of Category 1 vegetation and has had two significant fire impacts in 1994 and 1979 so is a known fire path. It is</p>	No change proposed.

No.	Key Issues	Issues Summary	Consideration	Changes proposed to the Draft Map <i>Note: These changes were placed on public exhibition from 18 May 2019 to 14 June 2019</i>
			<p>recommended that this area remains mapped as Category 1.</p> <p>With reference to property No. 13 Bungendore Road, Ingleside:</p> <p>Substantial land clearing was identified on this property when undertaking the assessment. Council's position is that unauthorised works would require re-instatement and revegetation. In this regard feedback from the District RFS's on 8 March 2019 is as follows:</p> <p><i>"As stated in the 'Guide for Bush Fire Prone Land Mapping' Version 5b (November 2015) vegetation excluded from being mapped as bush fire prone includes areas of "managed grassland" including grassland on, but not limited to, recreational areas, commercial/industrial land, residential land, airports/airstrips, maintained public reserves and parklands, commercial nurseries and the like. As there is currently no certainty as to how this vegetation will be managed in perpetuity it will remain Category 1</i></p>	

No.	Key Issues	Issues Summary	Consideration	Changes proposed to the Draft Map <i>Note: These changes were placed on public exhibition from 18 May 2019 to 14 June 2019</i>
			<p>vegetation.”</p> <p>Feedback from RFS Headquarters on 5 April 2019 is as follows:</p> <p><i>“with regard to the recently cleared land at 13 Bungendore Street Ingleside it is my understanding that council wishes to map the area in question as bush fire prone. Our District office have indicated that there is no guarantee that the vegetation can be managed in the future based on information received from Council that they may be requiring revegetation. Because the land is currently cleared the NSW RFS is proposing to map the land as cleared unless we have been advised that a revegetation order will be place on the land in question.”</i></p> <p>On 17 July 2019 Council issued the landowner with a <i>Notice of Intention to Issue and Order 10 – Restore</i> works – for an unauthorised driveway - requiring restoration works including revegetation of the footprint of the unauthorised</p>	

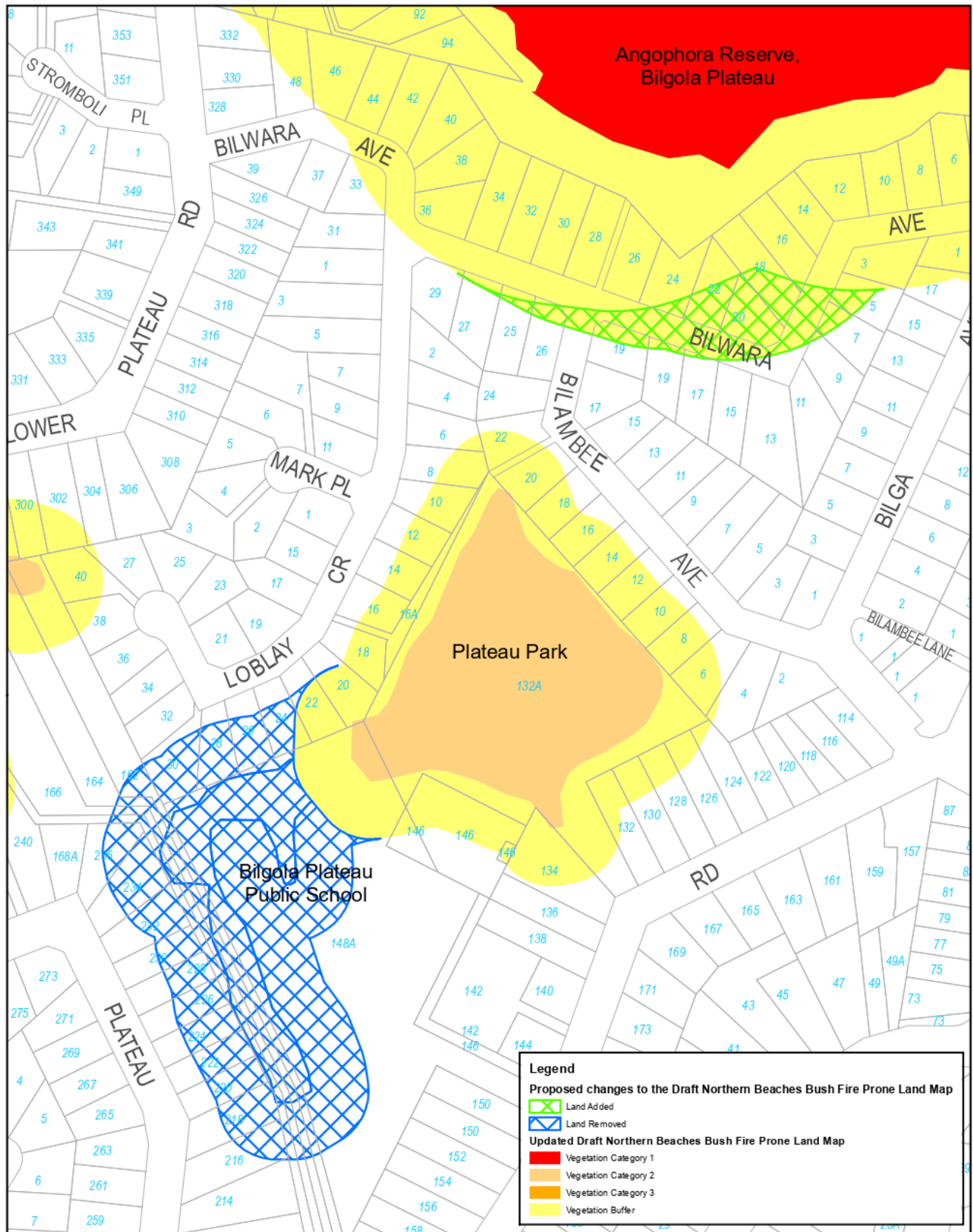
No.	Key Issues	Issues Summary	Consideration	Changes proposed to the Draft Map <i>Note: These changes were placed on public exhibition from 18 May 2019 to 14 June 2019</i>
			<p>driveway. Unauthorised works are not supported by Council. As such, it is recommended that mapping of vegetation on this property remains the same as that which is mapped on the current <i>Pittwater Bush Fire Prone Land Map 2013</i>.</p> <p>Note: The Northern Beaches Bush Fire Prone Land Map is required to be reviewed/updated every five years.</p>	
29	Safety Concerns – What precautions can be taken if in a Buffer Area?	What precautions/measures can be taken to protect property which is located within the 'buffer area'. Concerned for safety. (1 Submission)	Warringah Pittwater Bush Fire Risk Management Plan (2010) identifies the level of risk of different buffer zones, this plan coupled with the Community Protection Plan identifies treatment that needs to be undertaken.	N/A
30	Evacuation Concerns - Bert Close, Warriewood	Traffic in Jubilee Ave Warriewood through which we must pass to escape a fire, is currently a "disaster" in the ordinary pm peak hour. And following emergency situations e.g. when the tanker exploded on Mona Vale Rd, the traffic in Jubilee does not move. I expect a big bushfire will	The Warringah Pittwater Bush Fire Risk Management Plan (2010) coupled with the Community Protection Plan identifies steps that should be undertaken by all home owners in Bush Fire Prone areas. This should include a Bush Fire Survival Plan that looks at alternative strategies if people are unable to relocate safely.	N/A

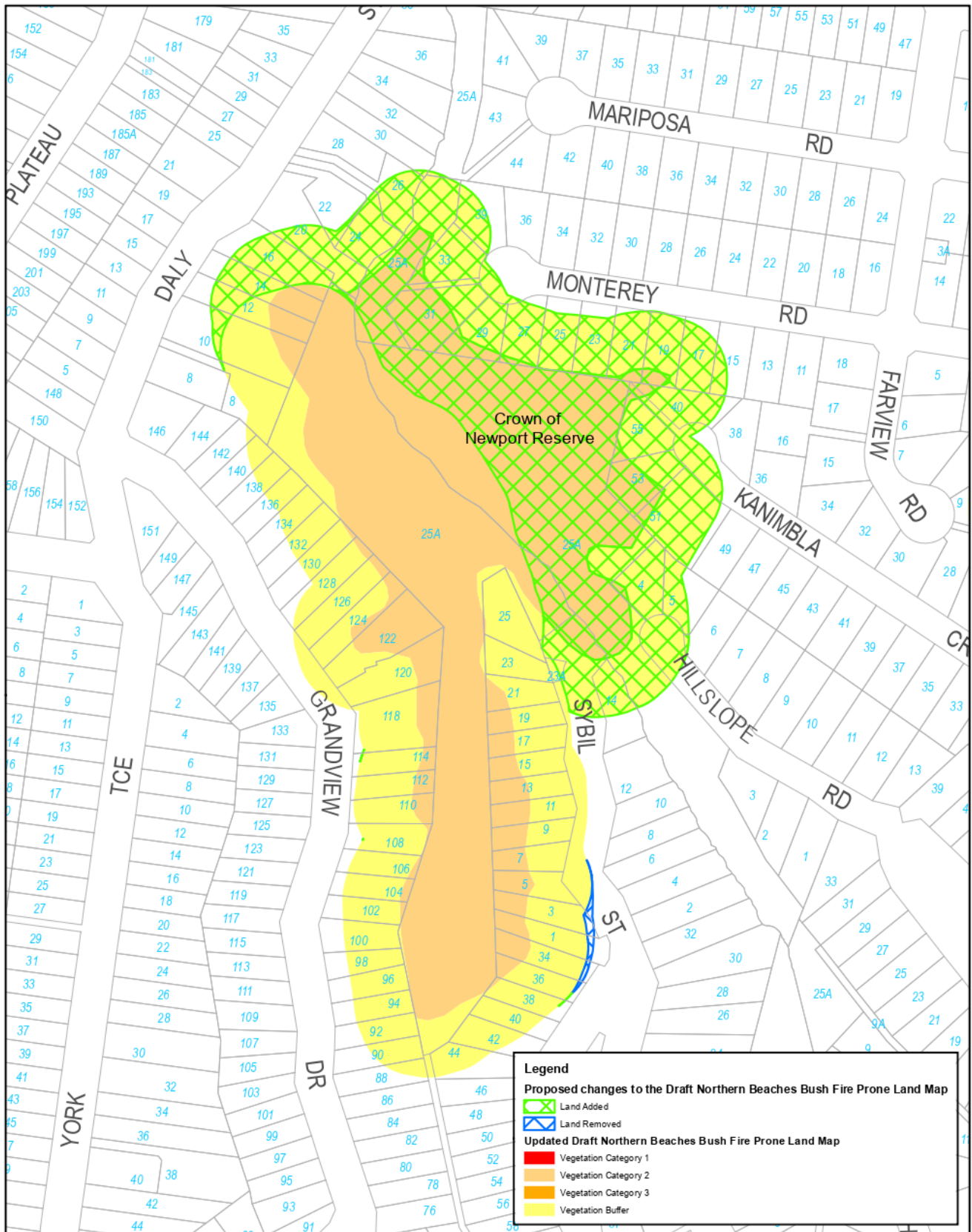
No.	Key Issues	Issues Summary	Consideration	Changes proposed to the Draft Map <i>Note: These changes were placed on public exhibition from 18 May 2019 to 14 June 2019</i>
		create similar traffic chaos as people try to escape the fire. Under current conditions vehicular escape may well be impossible, and walking may be at extreme personal threat due to a possible avalanche of burning embers. I hope Council has undertaken adequate evacuation modelling for our locality under such bushfire threat. I understand Council has a duty of care to provide the relevant infrastructure that will facilitate our safe passage away from the site that will protect us against injury or loss of life. At this point it seems we are vulnerable. I would be grateful if you would advise of Council's evacuation plan that will allow our little Bert Close community to evacuate its 22 families safely.		
32	Evacuation Concerns - New development at 8 Forest Way, Warriewood	Concerned with traffic impact an extra 81 dwellings at 8 Forest Way, Warriewood will have on evacuation of the surrounding area in the event of a bushfire.	The Warringah Pittwater Bush Fire Risk Management Plan (2010) coupled with the Community Protection Plan identifies steps that should be undertaken by all home owners in Bush Fire Prone areas. This should include a Bush Fire Survival	N/A

No.	Key Issues	Issues Summary	Consideration	Changes proposed to the Draft Map
			Plan that looks at alternative strategies if people are unable to relocate safely.	<i>Note: These changes were placed on public exhibition from 18 May 2019 to 14 June 2019</i>
33	Query future development on Bush Fire Prone Land	If tough measures are going to be acted upon from this draft plan for future developments, what happens to high risk bush fire prone land that has not been developed yet? 8 Forest Rd, Warriewood is a high fire risk Lot. With a proposal of 81 residences on this lot, doesn't this development which hasn't started yet contradict what the draft proposal is saying? Safety! With climate change and higher risk of bush fires at an all-time high and definitely progressing higher in the future, wouldn't it be wise to act now before a catastrophic event occurs?	The subdivision and construction of 81 Dwellings at 8 Forest Way, Warriewood is classified as 'Integrated Development' and was assessed by the NSW RFS. General terms of approval were included as conditions of consent. The proposal was required to comply with the requirements of NSW RFS <i>Planning for Bush Fire Protection, 2006</i> including evacuation. Any new proposals will have to comply with the appropriate Bush Fire Legislation at the time.	N/A

No.	Key Issues	Issues Summary	Consideration	Changes proposed to the Draft Map
				<i>Note: These changes were placed on public exhibition from 18 May 2019 to 14 June 2019</i>
34	Mona Vale Headland	<p>Recommendation from NSW RFS Headquarters when reviewing the Draft Map:</p> <p>The isolated parcel of vegetation on Mona Vale Headland is currently mapped as majority Category 1 with portions of Category 3. This vegetation is isolated and is under 2.5 hectares in area. It is recommended that similar to other vegetation parcels within the Local Government Area that this parcel of vegetation be downgraded to a Category 2. This will result in a change to the buffer from 100 metres down to 30 metres.</p>	Amend as per NSW RFS Headquarters recommendation.	Proposed change of vegetation category for bushland on Mona Vale Headland from Category 1 and Category 3 Vegetation to Category 2 Vegetation. In this regard, the buffer area is proposed to be reduced in some areas from 100m down to 30m. This would result in a number of properties to the north, south and west of the headland being removed from the Draft Map.

CHANGES PROPOSED TO THE DRAFT NORTHERN BEACHES BUSH FIRE PRONE LAND MAP PUBLIC EXHIBITION 18 May 2019 to 14 June 2019	
LOCATION	PROPOSED DRAFT MAP AMENDMENT
Angophora Reserve, Bilgola Plateau	Vegetation in Angophora Reserve has been reviewed and it is proposed that the Category 1 Vegetation be expanded slightly along the southern boundary, resulting in several properties being added to the vegetation buffer area on the Draft Map in proximity to Bilwara Avenue and Bilambee Avenue, Bilgola Plateau.
Bilgola Plateau Public School and surrounds	The extent of bush fire prone vegetation is proposed to be reduced at Bilgola Plateau Public School resulting in a number of properties being removed from the Draft Map along the eastern side of Lower Plateau Road and southern side of Loblay Crescent, Bilgola Plateau.
Crown of Newport Reserve and surrounding land	The entire area of Crown of Newport Reserve has been reassessed and is proposed to be included as Category 2 vegetation. In this regard, a number of properties are proposed to be added to the 30m buffer area surrounding this Reserve in proximity to Daly Street, Monterey Road, Kanimbla Crescent, Hillslope Road and Sybil Street, Newport.
13 Fisher Street, Balgowlah Heights	Proposed amendment to reduce the extent of bush fire prone vegetation in proximity to this property, resulting in removal of the property from the Draft Map.
Ingleside / Elanora Heights	Various map amendments proposed to the Ingleside / Elanora Heights area based on the latest site inspections. Land has been added and removed from the map in various locations in Elanora Heights, resulting in several properties being added to the Draft Map in proximity to Powderworks Road, Wattle Road, Wilson Avenue, Mirbelia Pde and Wilga Street, Elanora Heights.
34 Judith Street, Seaforth	Proposed amendment to reduce the extent of bush fire prone vegetation in proximity to this property, resulting in removal of the property from the Draft Map.
8-10 Macpherson Street, Warriewood 53A Warriewood Road, Warriewood	Proposed amendment to reduce the extent of bush fire prone vegetation in proximity to these properties, resulting in the removal of these properties from the Draft Map.
Mona Vale Headland and surrounding land	Proposed change of vegetation category for bushland on Mona Vale Headland from Category 1 and Category 3 Vegetation to Category 2 Vegetation. In this regard, the buffer area is proposed to be reduced in some areas from 100m down to 30m. This would result in a number of properties to the north, south and west of the headland being removed from the Draft Map.
6 Narrabeen Park Parade, Warriewood	Proposed amendment to reduce the extent of bush fire prone vegetation in proximity to this property, resulting in removal of the property from the Draft Map.
Wyatt Avenue, Belrose (North Side) and 14 Wyatt Avenue, Belrose	Proposed amendment to expand the extent of Category 1 Vegetation north of Wyatt Avenue, Belrose, and to re-categorise vegetation to the rear of John Colet School from Category 2 to Category 1 vegetation. This would result in an amendment to the vegetation buffer area on the Draft Map and the inclusion of 14 Wyatt Avenue, Belrose on the Draft Map.





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Proposed Changes to the
Draft Northern Beaches
Bush Fire Prone Land Map
- Crown of Newport Reserve

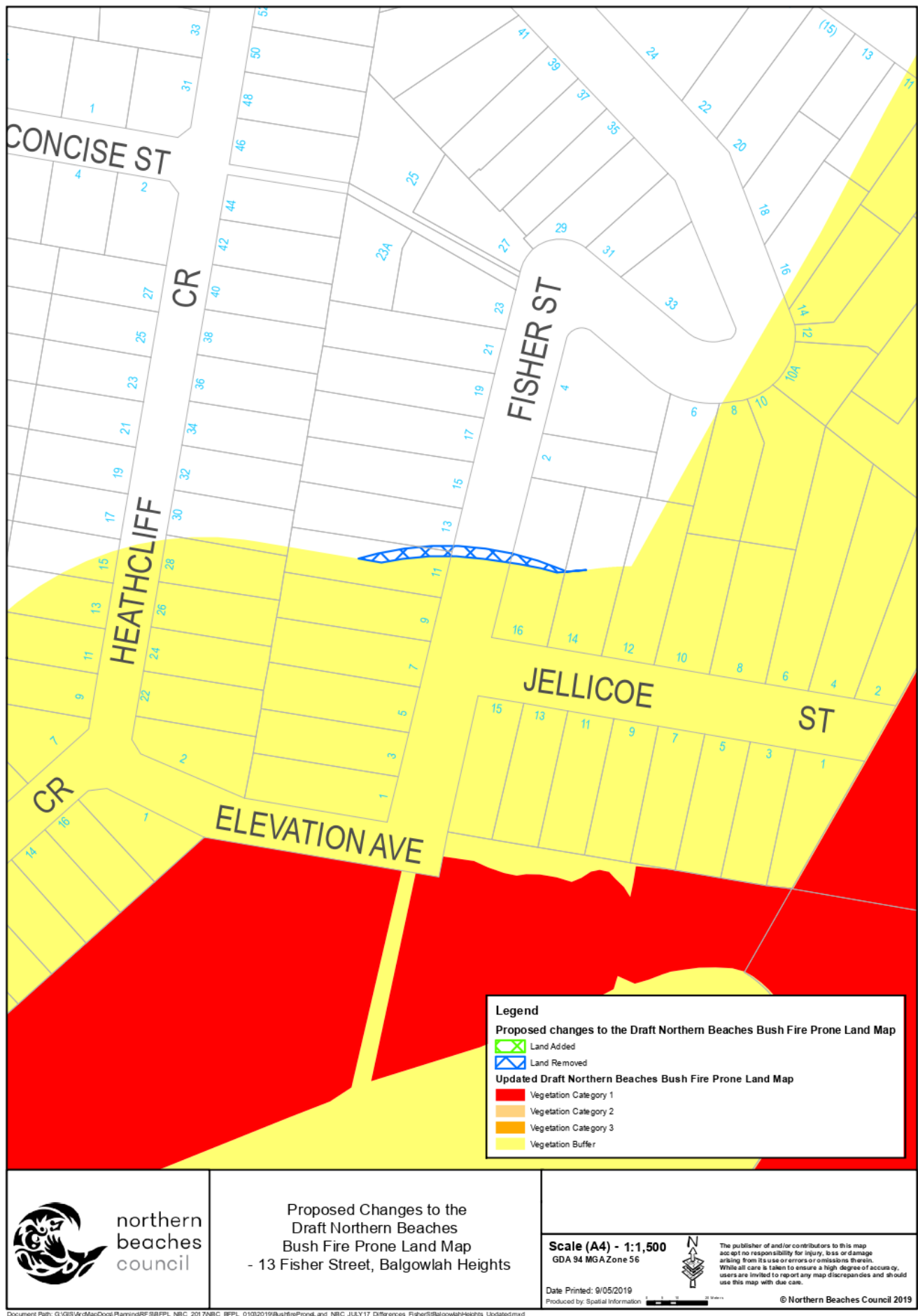
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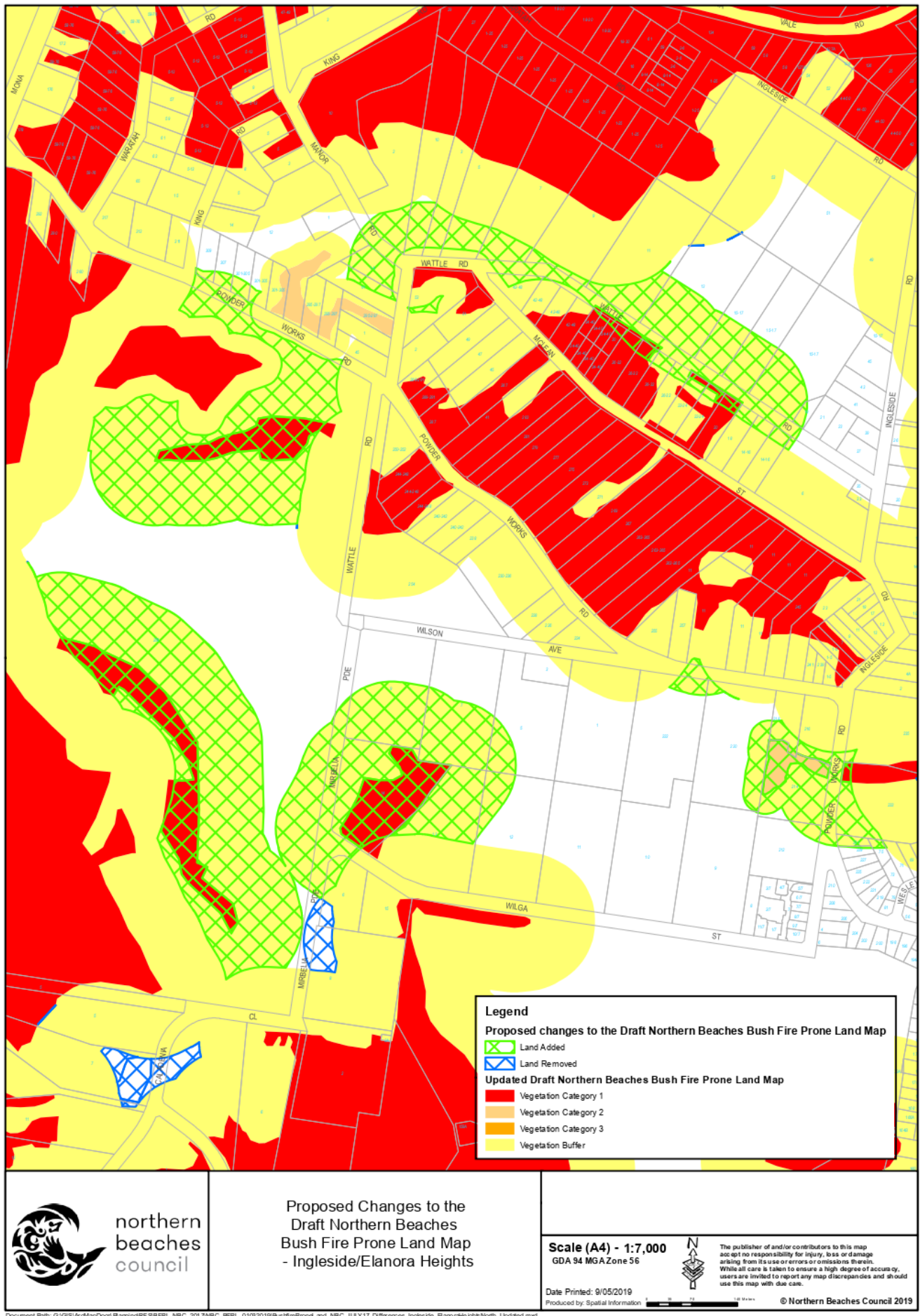
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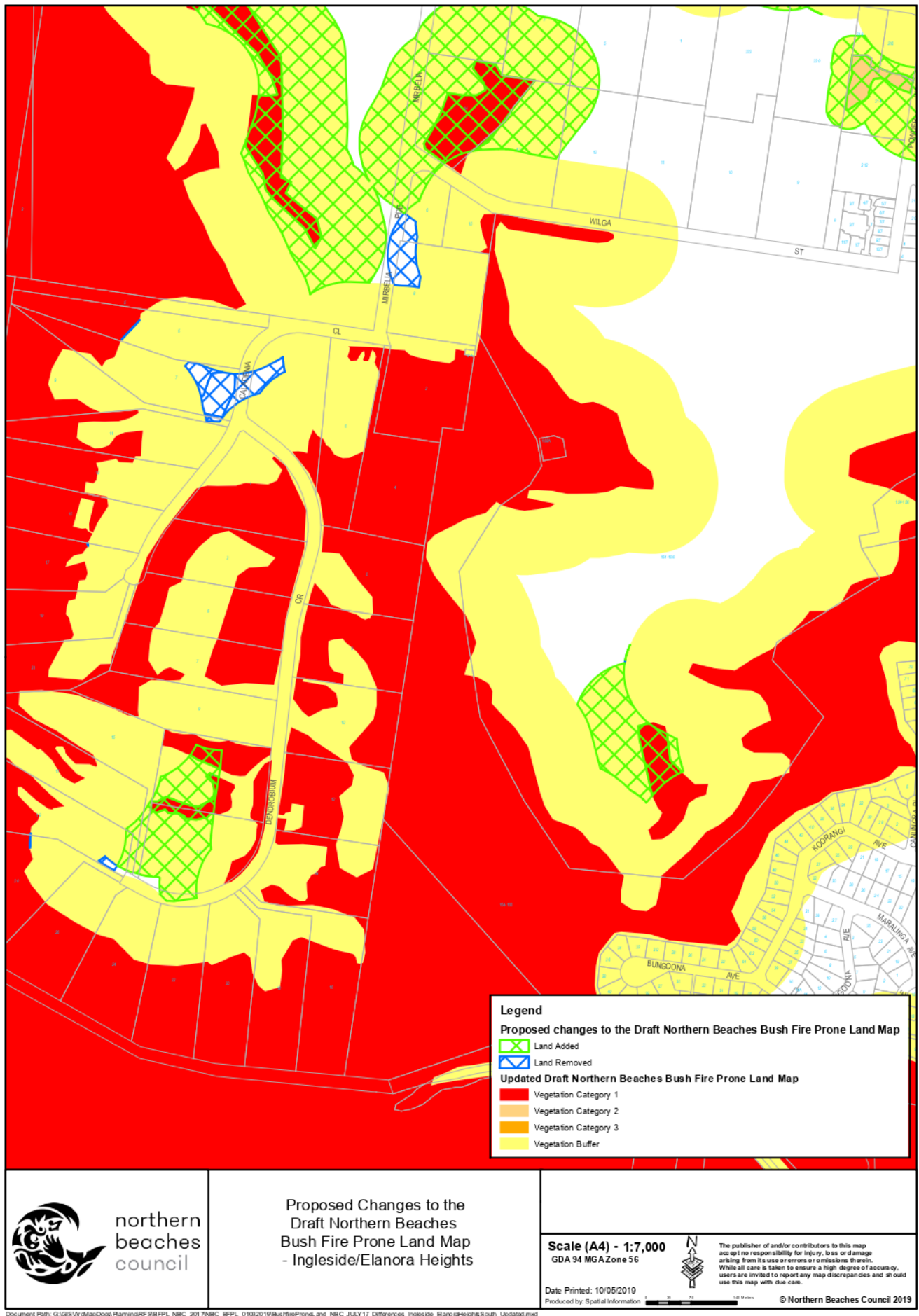


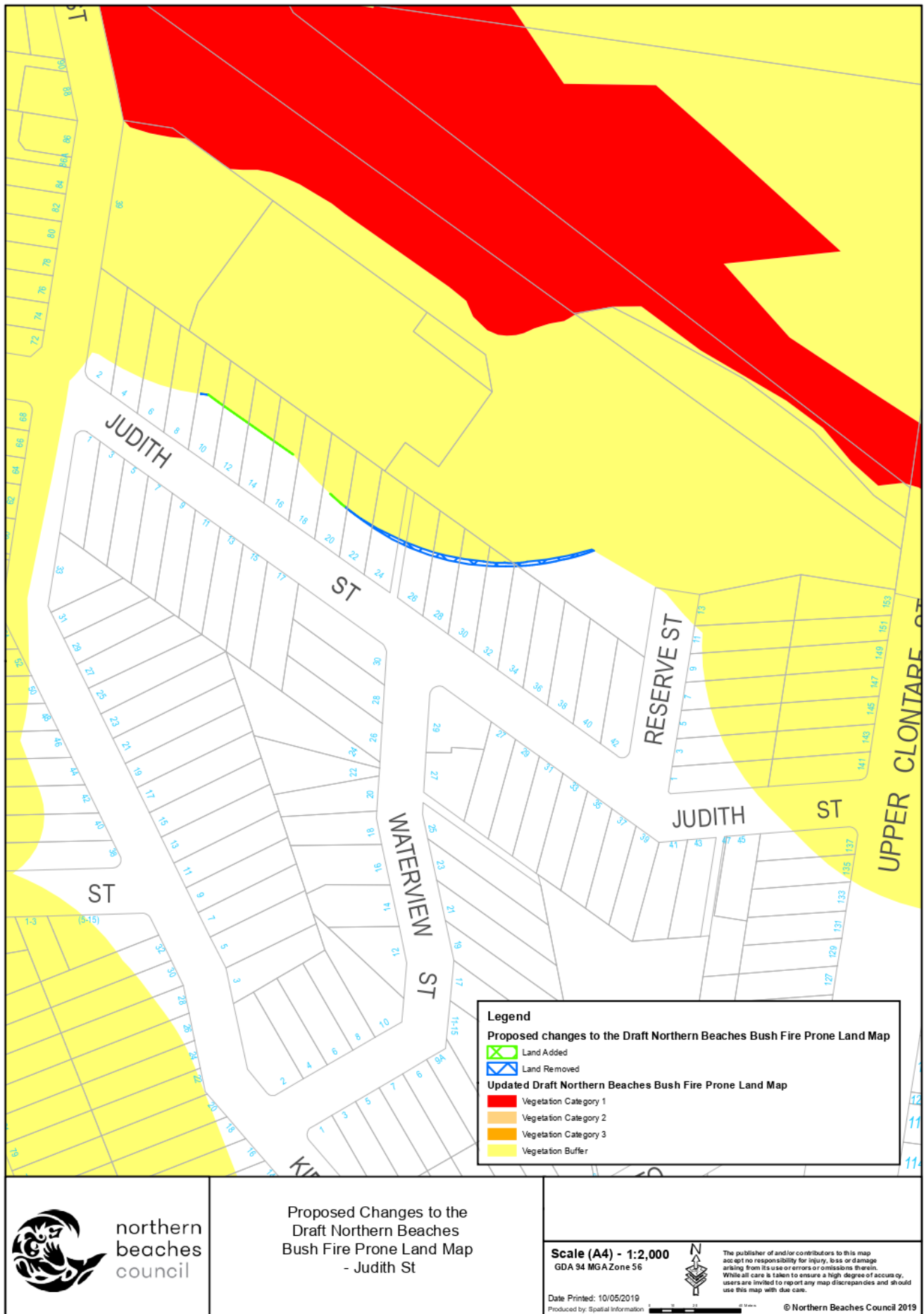
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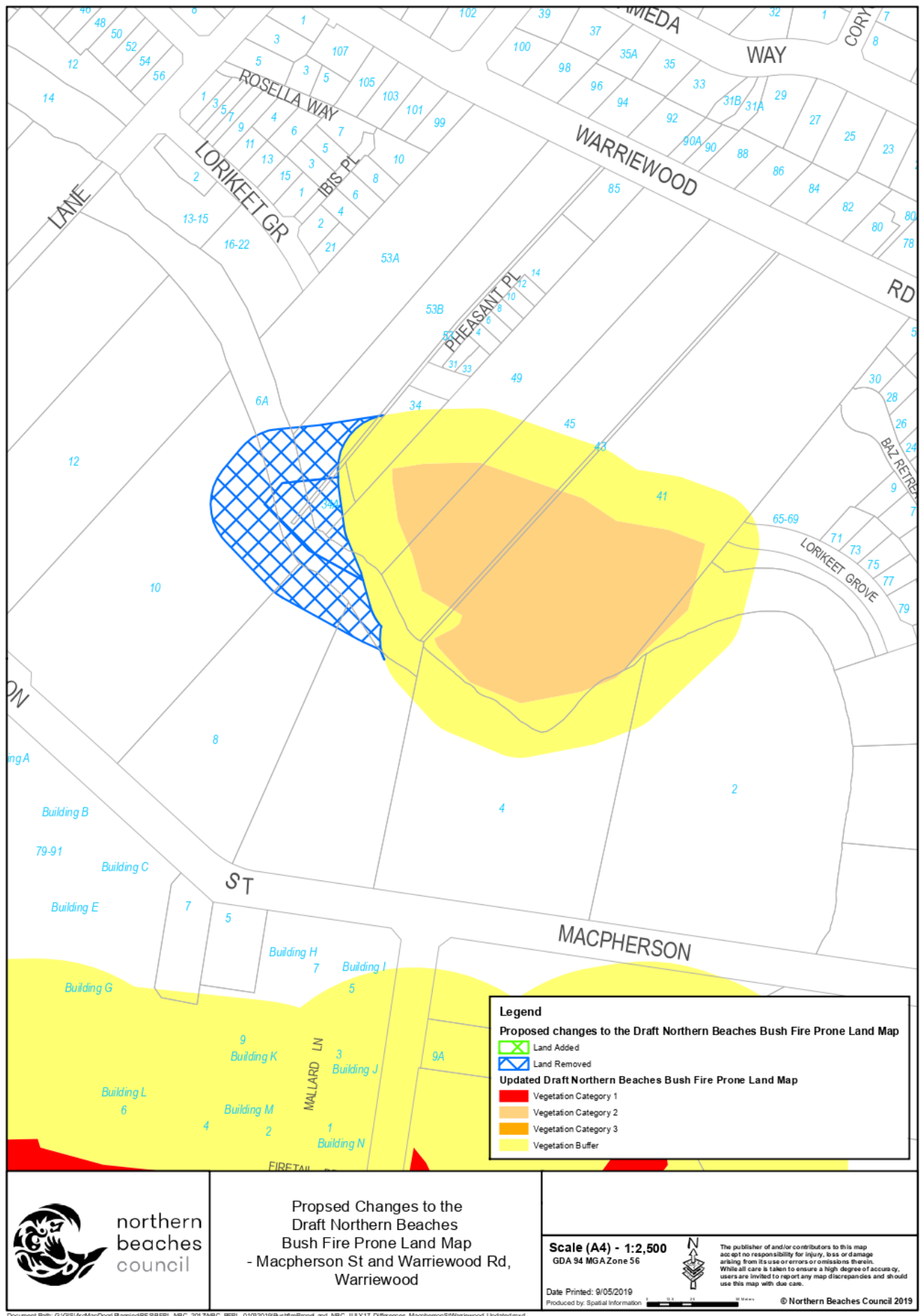


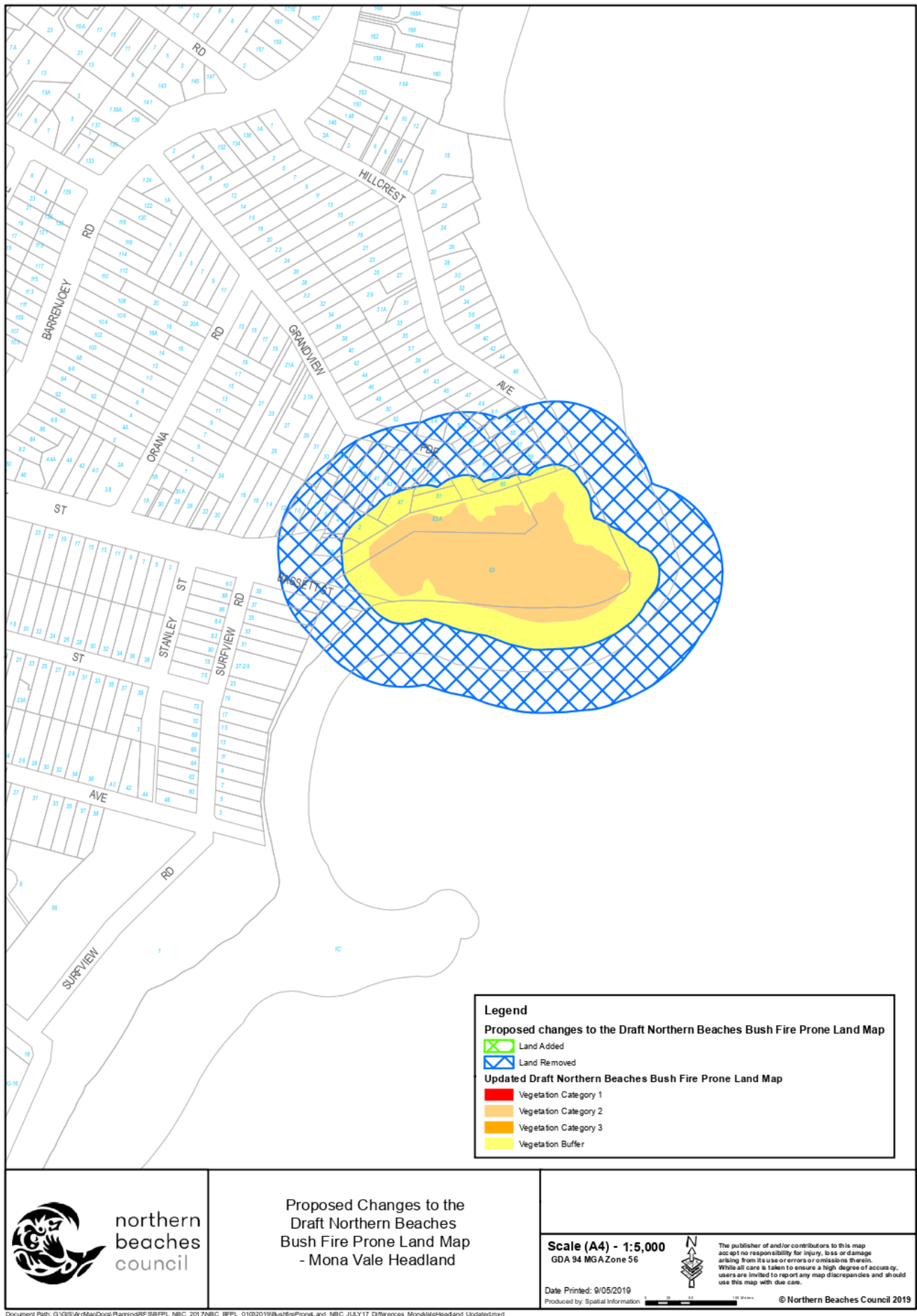


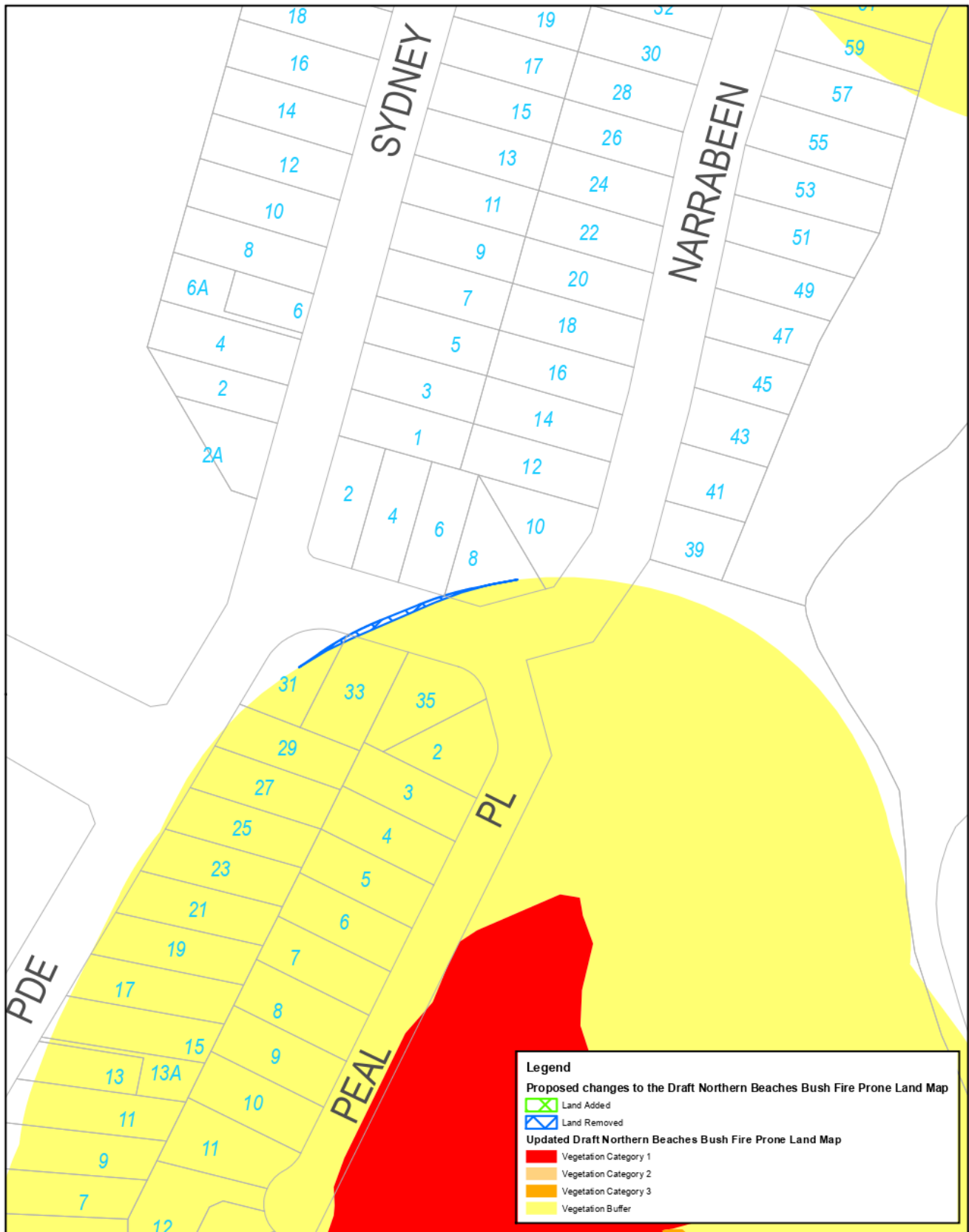




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Proposed Changes to the
Draft Northern Beaches
Bush Fire Prone Land Map
- 6 Narrabeen Park Parade, Warriewood

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Date Printed: 9/05/2019

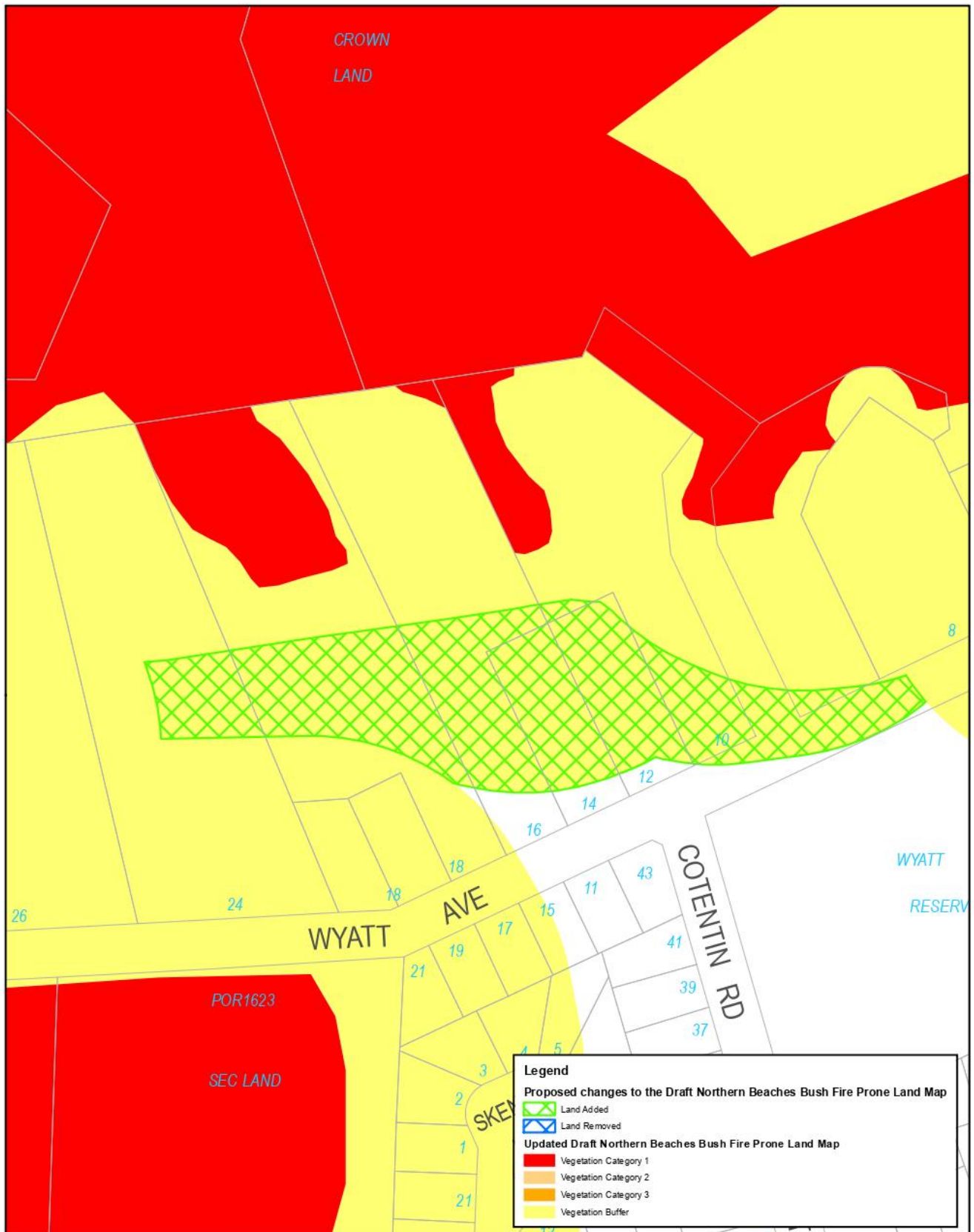
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Proposed Changes to the
Draft Northern Beaches
Bush Fire Prone Land Map
- Wyatt Avenue, Belrose

Scale (A4) - 1:2,000
GDA 94 MGA Zone 56

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Analysis of Submissions Summary
Draft Northern Beaches Bush Fire Prone Land Map
Submissions Received from Public Exhibition (18 May 2019 to 14 June 2019)

N o.	Key Issues	Issues Summary	Consideration	Changes proposed to the Draft Map
1	Submissions supporting change	Submissions of support for map changes (1 Submission): <ul style="list-style-type: none"> Macpherson Street, Warriewood. 	Submissions noted.	No
2	Small infringement review requests	Small infringement review request (1 Submission): <ul style="list-style-type: none"> Kitchener Street, Balgowlah. 	This submission has not been assessed as the land falls outside the public exhibition area. The Northern Beaches Bush Fire Prone Land Map is required to be reviewed every five (5) years. A submission is welcomed at the next review.	No
3	6 Macpherson Street, Warriewood and 41 Warriewood Road, Warriewood.	Request No.6 Macpherson Street, Warriewood is removed from the bushfire map (2 Submissions) as: <ul style="list-style-type: none"> The riparian land is managed/maintained by Council There has been extensive and ongoing land clearing in the area due to development of land across the creek No.6 is fully developed and maintained and the mapped buffer area covers only a small part of the maintained garden area of the property. 	A site inspection and assessment considering the <i>NSW RFS Guide for Bush Fire Prone Land Mapping, 2015</i> , has determined that the vegetation at No.41 Warriewood Road, Warriewood: <ul style="list-style-type: none"> Meets the definition of Category 2 vegetation. Does not meet the definition of 'Managed Land'. Does not meet the exclusion requirements of Section 7.1.2 of the NSW RFS Guide for Bush Fire Prone Land Mapping 2015. No change is recommended to the Draft Map.	No

N o.	Key Issues	Issues Summary	Consideration	Changes proposed to the Draft Map
4	13 and 14 Wilga Street, Ingleside	<p>The submission (1) asserts that:</p> <ul style="list-style-type: none"> The Category 1 vegetation has increased significantly on the draft map and is not in accordance with the NSW RFS Guide for Bush Fire Prone Land Mapping, 2015 (notably Section 7.1.2 exclusions). The draft map incorrectly overstates the bushfire risk of areas of vegetation within and surrounding the subject land. The land is managed/maintained land. 	<p>A site inspection and assessment considering the <i>NSW RFS Guide for Bush Fire Prone Land Mapping, 2015</i> has determined that the vegetation:</p> <ul style="list-style-type: none"> Meets the definition of Category 1 vegetation. Does not meet the definition of 'Managed Land' Can not be excluded under Section 7.1.2 as the Cat 1 vegetation is not greater than 100 metres separation from another area of Category 1 vegetation located to its South/West. <p>No change is recommended to the Draft Map.</p>	No
5	Wyatt Avenue, Belrose	<p>The submission (1) asserts that:</p> <ul style="list-style-type: none"> Due process has not been followed and the property owner's legal rights will be denied if Council was to make changes to the Draft Map affecting 14-16 Wyatt Avenue, Belrose. There is a conflict of interest as NSW RFS Inspector George Sheppard has been involved in the bushfire assessment and Mr Sheppard lives in close proximity to 14-16 Wyatt Avenue. A Development Application (DA) for a boarding house was lodged 	<p>At a meeting held on 21 February 2019 between NSW RFS and Council staff to review public exhibition (1 December 2018 to 27 January 2019) submissions to the Draft Map, George Sheppard, Inspector, Northern Beaches District, NSW RFS declared that he lived in proximity to Wyatt Avenue, Belrose. It was agreed at this meeting that Mr Sheppard would exclude himself from undertaking any site inspections at Wyatt Avenue to ensure that he had no direct input on the vegetation mapping for this area that could be perceived as a conflict of interest.</p> <p>In order to address four submission received regarding Wyatt Avenue, an inspection was</p>	No

N o.	Key Issues	Issues Summary	Consideration	Changes proposed to the Draft Map
		<p>on 15 March 2018 for 14 Wyatt Avenue, Belrose. A number of submissions were received objecting to this DA. Residents are pushing for the land to be identified as bush fire prone to make it more difficult for the land to be developed.</p> <ul style="list-style-type: none"> • Bush Fire Consultant Roger Fenwick carried out a field inspection / ground truthing of locations in proximity to 14-16 Wyatt Avenue to determine if any of the proposed changes properly re-classified the vegetation on behalf of the landowner. The letter from Mr Fenwick is dated 24 June 2019 and in summary states that <i>"the proposed changes do not properly reflect the threat of fire in this area, do not correctly identify the vegetation present, and cannot be supported."</i> • If Council approves the Draft Map for certification by the NSW RFS with the map showing 14 Wyatt Avenue as being bush fire prone land then the property owner will take out an injunction stopping the NSW RFS from certifying the map. 	<p>undertaken on 26 February 2019 by Scott Molenaar, Mitigation Officer, Northern Beaches District, NSW RFS considering the requirements of <i>NSW RFS Guide for Bush Fire Prone Land Mapping, 2015</i>. Two Council Staff were also present at the inspection. The site inspection resulted in proposed amendments to the Draft Map which was subsequently publicly exhibited from 18 May 2019 to 14 June 2019.</p> <p>At a meeting held on 14 June 2019 between NSW RFS and Council staff to review public exhibition (18 May 2019 to 14 June 2019) submissions to the Draft Map, it was decided that a further independent bush fire assessment of Wyatt Avenue should be undertaken in light of the submission received.</p> <p>Inspector Rolf Poole, District Coordinator, Deputy Fire Control Officer, Hornsby Ku-Ring-Gai District, NSW RFS undertook a further independent bush fire assessment of Wyatt Avenue, Belrose, on 12 July 2019, considering the requirements of <i>NSW RFS Guide for Bush Fire Prone Land Mapping, 2015</i>. In summary, Mr Poole reported recent understorey vegetation clearing at 18, 16 and 10 Wyatt Avenue, Belrose. Mr Poole recommended additional Category 1 Vegetation amendments at John Colet School and for the Crown Land adjoining its western boundary similar to that recommended by Scott Molenaar.</p>	

N o.	Key Issues	Issues Summary	Consideration	Changes proposed to the Draft Map
			<p>It is noted that the timing of recent alleged understorey vegetation clearing witnessed by Mr Pool (12 July 2019) is likely to have occurred prior to Mr Fenwick's bush fire assessment (approximately 24 June 2019) and this is likely to explain the difference of opinion in inspection reports.</p> <p>Alleged under storey vegetation clearance at Wyatt Avenue is currently under investigation by Northern Beaches Council. If the clearance was unauthorised Council could issue an Order to, amongst other things, require revegetation of the land. As such, it is recommended that mapping of vegetation on this land remains the same as that which was mapped and publicly exhibited (18 May 2019 to 14 June 2019) prior to the alleged clearing.</p> <p>Note: The Northern Beaches Bush Fire Prone Land Map is required to be reviewed/updated every five (5) years.</p> <p>Due process has been followed in the preparation of the Draft Map.</p> <p>Council has prepared the Draft Map in accordance with the legal requirements of the <i>Rural Fires and Environmental Assessment Legislation Amendment Act 2002</i>, which requires Council to submit a Bush Fire Prone Land Map for certification by the Commissioner of the NSW Rural Fire Service (RFS).</p>	

Final Draft Northern Beaches Bush Fire Prone Land Map

You can view the Current, Draft and Final Draft Bush Fire Prone Land Maps via Council's interactive mapping tool.

Go to the following link and scroll down to 'Bush Fire Maps' via the top left dropdown menu, enter and click on your property address and refer to the right hand legend to see how it affects your property: [Bush Fire Maps](#)

Alternatively view the maps via the Project Page on Council's Website.

Draft Northern Beaches Parking Permit Scheme Framework

August 2019

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1. Background

The intent of parking permit schemes is to help improve amenity for particular classes of road users in locations where there is insufficient off-street parking and where on-street parking is restricted. Permit parking also helps balance the needs of the local community with those of the broader community in areas that experience high parking demand.

Parking permit schemes allow Council to ensure that parking is managed through a fair and equitable process that prioritises those with limited or no off-street parking at their place of residence over any other road user.

The Northern Beaches Parking Permit Scheme Framework (draft) has been developed in conjunction with the Roads and Maritime Services (RMS) Permit parking guidelines and is based on the following Principles:

- To manage a fair and equitable Manly Parking Permit Scheme.
- To provide parking to those that need it most by ensuring that permanent residents living within the Manly Parking Permit Scheme area with no or limited off-street parking are considered the highest priority.

- Provide parking to visitors and trade-persons to support social inclusion and essential services.
- Provide parking to support in-home care and support services to permanent residents living within the Manly Parking Permit Scheme area with limited or no off-street parking.
- To ensure parking supports the local economy through increased parking opportunities and turnover.
- To ensure that on-street parking is utilised for the storage of vehicles, as per the approved Development Consent (DA).
- To encourage reduced vehicle ownership through the use of car share schemes, public transport, walking and cycling.
- That Council follow the framework to ensure consistency in the management of parking for all users of the scheme.

2. Residential Parking Permit

2.1. Purpose

Resident parking permits enable residents who do not have sufficient off-street parking to park on-street and avoid time limits in their scheme area.

Parking permits will be issued to eligible residents for parking within the scheme area where they live. The intent of the Residential Parking Permit scheme is to provide parking to residents with no or limited off-street parking.

Residents are only eligible to apply for a residential parking permit for the scheme that they reside in. If your property is not located within an existing Manly parking permit scheme area, you are not eligible to apply for parking permit.

2.2. Eligibility

To be eligible to apply for a residential parking permit, the applicant must:

- a) Live permanently at the address within the scheme area in the Northern Beaches Local Government Area (LGA).
- b) Own their own vehicle and its registration certificate shows the residential address.
- c) Provide to Council all requested documentation to demonstrate that they are using a borrowed vehicle (if applicable).
- d) Be a permanent resident in a property rated residential.
- e) Company Title property where residency can be established.
- f) Take responsibility to ensure the permit is valid and used correctly.

The vehicle must:

- a) Not exceed 4.5 tonnes gross vehicle mass or greater than 7.5m in length.
- b) Not be a truck, boat, bus, tram, caravan, campervan, trailer (all) or tractor.
- c) Be registered in NSW or classified as a vehicle temporarily in NSW under clause of Schedule 1 of the road Transport (Vehicle Registration) Regulation 2017.

The following properties are not eligible for residential parking permits:

- a) A household which occupied a dwelling approved with the condition that no parking permits are to be issued.
- b) A household occupying a secondary dwelling (i.e. granny flat) that has not been subdivided on a lot for which parking permits are already issued (i.e. maximum number issued for each property).
- c) Properties rated business or mixed use.
- d) A household which occupies a property not approved for residential use.
- e) Hotels, backpacker hostels, bed-and-breakfast Airbnb properties, guesthouses and serviced apartments, including their guests.
- f) A household used for other non-residential purposes.
- g) Schools and premises used by educational bodies for the accommodation of students.
- h) Premises used by employers for the accommodation of employees.
- i) Refuges and crisis accommodation funded by government.
- j) Private health facilities, public hospitals, mental health facilities, nursing homes and residential care facilities.
- k) Retirement villages, residential parks, holiday parks.
- l) Garages or storage sheds/units.
- m) Federal, State or Local Government owned or leased properties, with the exception of residential land owned by NSW Department of Land and Housing Corporation.

Please Note: Statutory Declarations are not an acceptable form of documentation to prove residency within a scheme area.

2.3. Quantity of Permits

A total of two (2) parking permits will be issued per rateable property or one (1) per bedroom in a boarding house (including studio apartments) to eligible permanent residents. In some extenuating circumstances, three (3) permits may be issued; however all other eligibility criteria would need to be met.

If you have off-street parking, we request that you use it for the purposes of parking your vehicle. Council will require this information to be disclosed when you submit your application before it will be processed.

Following adoption of the Framework, all new RMS approved parking permit schemes in the Northern Beaches LGA will have their total number of eligible permits reduced based on the number of off-street parking spaces at the property.

Number of off-street parking spaces	Total number of eligible permits
Two (2) or more off-street parking spaces	Zero (0)
One (1) off-street parking spaces	Maximum of one (1) permit
Zero (0) off-street parking spaces	Maximum of two (2) permits

From 2021, Council will commence implementing the criteria for the total number of permits issued based on the number of off-street parking spaces at each property for all existing Manly parking permit scheme areas. Current scheme areas include:

- Little Manly
- Balgowlah
- Ocean Beach
- Ethel Street West
- Fairy Bower
- Tower Hill and Extension
- Isthmus
- Ivanhoe Park and Extension

Please note: Ivanhoe Park Extension & Tower Hill Extension Scheme permits are only valid within the extension scheme areas.

2.4. Proof of Residence

Owner occupiers

Owner occupiers can apply for parking permits providing they live at the property on a permanent basis. Council will confirm property ownership at the time of application with information already held.

Tenants

Tenants can apply for parking permits providing they live in the property on a permanent basis and provide a current and valid residential tenancy signed by both parties. The residential tenancy agreement must be an acceptable agreement under the NSW Residential Tenancies Act 2010 No 42.

The following conditions will apply to eligible tenants:

- a) Permits will only be issued until the end of the lease and not for the full permit year.
- b) If tenants are on a periodic agreement, or if no written tenancy agreement can be provided, permits will only be issued on a three (3) month basis and tenants will be required to present updated information to Council proving their residency on an ongoing basis.

Boarding house residents

Boarding house residents can apply for parking permits providing they live in the property on a permanent basis and 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.

The following conditions will apply to eligible boarding house residents:

- a) Permits will only be issued until the end of the lease and not for the full permit year.

- b) If boarding house residents are on a periodic agreement, or if no written agreement can be provided, permits will only be issued on a three (3) month basis and will be required to present updated information proving their residency on an ongoing basis.

Acceptable documentation for owner occupiers, tenants and boarding house occupants

The applicant must live at the address within an approved RMS parking permit scheme area on a permanent basis. The applicant must provide the current tenancy agreement or occupancy agreement (as described above), as well as the following two (2) pieces of documentation that show the name and address of the applicant.

Documents must show the name and residential address of the applicant.

Acceptable documents include:

- a) Drivers Licence (most recent quarter)
- b) Power bill (most recent quarter).
- c) Gas bill (most recent quarter).
- d) Telecommunications bill (most recent quarter).
- e) Home contents insurance for the current year, including proof of payment.
- f) Home owners insurance for the current year, including proof of payment (owner occupiers only).
- g) Bank statement issued (no more than three (3) months old).
- h) Other official government correspondence (no more than 12 months old).

Not acceptable documents include:

- a) Sydney Water bills as they prove property ownership and not residence.
- b) Any documents addressed to a Post Office (PO) Box.

2.5. 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'.

A parking permit does not guarantee a parking space within a parking permit scheme area.

A parking permit does not provide exemptions from other parking restrictions or laws such as bus zones, loading zones, no stopping or no parking.

Resident parking permits will be valid for a maximum of 12 months and will renew as per each scheme area renewal period.

3. Visitor Parking Permit (Trial)

3.1. Purpose

Visitor parking permits enable residents' visitors, family members, friends, carers and tradespersons to park on-street and avoid time limits in areas signposted 'permit holders excepted'.

Council will trial visitor parking permits from 1 February 2020 for a 12 months in accordance with Scheme renewal dates.

3.2. Eligibility

The resident must be the applicant for the permit, with the permit given to the visitor or tradesperson to clearly display on their vehicle dashboard.

Visitor parking permits are single-use permits and are valid on the indicated year/month/day of use. The permit is valid only when the date of use has been clearly and correctly indicated. Failure to do so will result in the permit being invalid.

The following properties are not eligible to apply for visitor permits:

- a) A household which occupied a dwelling approved with the condition that no parking permits are to be issued.
- b) A household occupying a secondary dwelling (i.e. granny flat) that has not been subdivided on a lot for which parking permits are already issued (i.e. maximum number issued for each property).
- c) Properties rated business or mixed use.
- d) A household which occupies a property not approved for residential use.
- e) Hotels, backpacker hostels, bed-and-breakfast Airbnb properties, guesthouses and serviced apartments, including their guests.
- f) A household used for other non-residential purposes.
- g) Schools and premises used by educational bodies for the accommodation of students.
- h) Premises used by employers for the accommodation of employees.
- i) Refuges and crisis accommodation funded by government.
- j) Private health facilities, public hospitals, mental health facilities, nursing homes and residential care facilities.
- k) Retirement villages, residential parks, holiday parks.
- l) Garages or storage sheds/units.
- m) Federal, State or Local Government owned or leased properties, with the exception of residential land owned by NSW Department of Land and Housing Corporation.

Council will review the impact of the number of available visitor permits per eligible residential property. 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.

Permits found to be used not within the intent and framework of the scheme may be cancelled. This includes the sale of visitor parking permits.

If it is 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.

We request that holders of visitor parking permits act within the good will of the scheme and consider the impact on other permit holders/ and residents.

The applicant must meet the eligibility requirements of the scheme detailed in section '1.2 Eligibility' to the satisfaction of Council in order to be able to purchase visitor parking permits.

3.3. Quantity

All eligible residents living in an approved parking permit scheme area can purchase no more than 20 visitor parking permits per renewal period.

The total number of eligible visitor parking permits will be reduced for new residential owner occupiers based on the length of time remaining for the parking permit scheme.

Property settlement date and scheme area renewal	Total number of available permits
12 months	20 visitor permits
6 – 9 months	15 visitor permits
3 – 6 months	10 visitor permits
3 months or less	5 visitor permits

The amount of visitor parking permits will be reduced for residential tenants based on the length remaining on the valid residency tenancy agreement.

Residential tenancy agreement and scheme area renewal	Total number of available permits
12 month lease validity	20 visitor permits
6 – 9 months	15 visitor permits
3 – 6 months	10 visitor permits
3 months or less	5 visitor permits
Periodic residency agreements	5 visitor permits every three months

3.4. Validity

Visitor permits are scratch cards and will be valid for one (1) day (calendar day & as per parking signage) and will be held by the eligible household and can be given to a visitor to display on their car dashboard to avoid time limits.

The visitor permit will be valid for the years indicated on the permit.

- a) Permits will only be valid in the area shown on the permit and parking signs.
- b) Visitor parking permits are only valid for the current scheme renewal periods and do not roll over to a new scheme renewal period.

Visitor permits are not valid for use on a caravan, campervan, bus, truck, trailer (all), or any vehicle which exceeds 4.5 tonnes Gross Vehicle Mass or more than 7.5m in length except if a visitor permit is being used for removals to or from the address of the permit holder.

A parking permit does not guarantee a parking space within a parking permit scheme area.

A parking permit does not provide exceptions from other parking restrictions or laws, such as bus zones, loading zones, no stopping or no parking.

If the permit number is not visible or have been tampered with, the permit will be deemed invalid.

4. Business Parking Permit

4.1. Purpose

A business parking permit exempts a business vehicle from time limits in spaces signposted 'permit holders excepted'.

A business parking permit may only be issued to a business that requires parking for a vehicle for the carriage of goods, equipment or people.

4.2. Eligibility

Due to the high demand for on-street parking in the Manly area and the need to prioritise parking for residents, customers and visitors, business permits will only be issued to vehicles registered in the name of the business for business use and used in the routine daily operation to carry goods, equipment or people.

Business permits will not be issued to vehicles primarily used for staff travel, attending business appointments or commuting to a place of employment. The applicant must take responsibility for to ensure the permit is valid and used correctly.

A business parking permit may only be issued to an applicant who:

- a) Has a business located in one of the current Manly parking permit scheme areas.
- b) Requires a vehicle for transport of goods, equipment or people in the day to day operation of the registered business.

To be eligible for a business permit, the vehicle must:

- a) Be registered in the name of the business.
- b) Be registered for business use.
- c) Be used for the purposes of carrying goods, equipment or people.
- d) Not exceed 4.5 tonnes gross vehicle mass or greater than 7.5m in length.
- e) Not be a truck, boat, bus, tram, caravan, campervan, trailer (all) or tractor.
- f) Be registered in NSW or classified as a vehicle temporarily in NSW under clause of Schedule 1 of the road Transport (Vehicle Registration) Regulation 2017.

Business permits will not be issued to:

- a) Properties rated residential.
- b) Businesses that have off-street parking spaces.
- c) Hotels, backpacker hostels, bed-and-breakfast Airbnb properties, guesthouses and serviced apartments, including their guests.
- d) A household used for other non-residential purposes.
- e) Schools and premises used by educational bodies for the accommodation of students.
- f) Premises used by employers for the accommodation of employees.
- g) Refuges and crisis accommodation funded by government.

- h) Private health facilities, public hospitals, mental health facilities, nursing homes and residential care facilities.
- i) Retirement villages, residential parks, holiday parks.
- j) Garages or storage sheds/units.
- k) Federal, State or Local Government owned or leased properties.
- l) Taxis, hire cars, ride share providers, or on-demand transport providers.

4.3. Quantity

A business is eligible for one parking permit per commercial or retail tenancy agreement. Where a business occupies one or more shops/suites/office space/floor etc. (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 business must provide the following documentation at the time of application:

- 1. Current vehicle registration papers.
- 2. Business registration certificate.
- 3. One of the following:
 - a) Current valid commercial lease as per the Retail Leases Act 1994 No 46.
 - b) Business utility (recent quarter for gas, electricity or telecommunications bill).
- 4. Description of the goods, equipment or people the vehicle carries.

4.5. Validity

The business parking permit is only valid in an RMS approved parking permit scheme area in which the business is located in and it will not be valid in other parking scheme areas.

Business permits will be valid for 12 months from the date of issue.

- a) Permits will only be issued until the end of the lease and not for the full permit year.
- b) If business tenants are on a periodic agreement, permits will only be issued on a three (3) month basis and businesses will be required to present updated information proving their business status on an ongoing basis.

A parking permit does not guarantee a parking space within a parking permit area.

A parking permit does not provide exceptions from other parking restrictions or laws, such as bus zones, loading zones, no stopping or no parking.

Businesses are not eligible for visitors parking permits.

5. Tradesperson Parking Permit

5.1. Purpose

Tradesperson parking permits allow tradespersons to park on the street to avoid time limits in areas signposted 'permit holders excepted' to carry out maintenance work for residents.

5.2. Eligibility

Eligible permanent residents may obtain up to three (3) x one (1) week tradesperson permits every 12 months.

The resident must be the applicant for the tradesperson permit, with the permit given tradesperson to clearly display on their vehicle dashboard.

The resident must:

- a) Proof you reside in an eligible residential property in an existing RMS approved scheme area.
- b) Provide a quote or contract which sets out the address of the property where the works will be carried out and the duration of the works.
- c) Tradespersons Parking Permits may be issued to residents who:
- d) Require alterations, additions, minor maintenance and improvement work to be undertaken at their place of residence.
- e) Provide proof of residency.
- f) Provide a quote or contract which sets out the address of the place where the work will be carried out, the nature of the works, and the duration of works.

The following properties are not eligible for tradesperson parking permits:

- a) Properties rated business or mixed use.
- b) A household which occupies a property not approved for residential use.
- c) Hotels, backpacker hostels, bed-and-breakfast Airbnb properties, guesthouses and serviced apartments, including their guests.
- d) A household used for other non-residential purposes.
- e) Schools and premises used by educational bodies for the accommodation of students.
- f) Premises used by employers for the accommodation of employees.
- g) Refuges and crisis accommodation funded by government.
- h) Private health facilities, public hospitals, mental health facilities, nursing homes and residential care facilities.
- i) Retirement villages, residential parks, holiday parks.
- j) Garages or storage sheds/units.
- k) Federal, State or Local Government owned or leased properties.

5.3. Quantity

Eligible permanent residents may obtain up to three (3) x one (1) week tradesperson permits every 12 months. Not to be provided for consecutive weeks. This is to be approved by the application of a work zone permit under Section 139 of the Roads Act 1993.

The permit is held by the resident and must be given to the tradesperson/s to display on their vehicle.

5.4. Validity

Permits will only be provided to residents for the scheme area in which they live.

The permit expire date and scheme area where the permit is valid will be printed on the permit.

6. Support Worker Parking Permit

6.1. Purpose

A support worker parking permit exempts a support workers' or service providers' vehicle from time limits while the support worker or service provider is 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 worker staff.

Independent support workers must demonstrate to the satisfaction of Council that they are providing support services on behalf of an approved support worker organisation.

A permit may be issued to a service provider who provides in-home support services to a resident living in an RMS approved parking permit scheme area.

To be eligible for a permit the vehicle must:

- a) 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.
- b) Not be a truck, bus, tram, caravan, trailer (all) or tractor or any vehicle exceeding 4.5 tonnes gross vehicle mass or greater than 7.5m in length.

6.3. Quantity

There is no limit to the number of Support Worker Parking Permits that may be issued to service providers who employ support workers.

Individuals that operate as a service provider will be issued with one permit.

6.4. Validity

Permits will be valid for one year from date of issue.

Support worker permits are valid in all RMS approved parking permit scheme areas in the Northern Beaches LGA.

A parking permit does not guarantee a parking space within a parking permit area. The vehicle registration will be printed on the permit.

A parking permit does not provide exceptions from other parking restrictions or laws, such as bus zones, loading zones, no stopping or no parking.

7. Carers Parking Permit

7.1. Purpose

A carers' parking permit exempts a vehicle used by a carer visiting a resident from time limits while the carer is providing in-home care.

The permit is issued to the resident rather than the carer.

7.2. Eligibility

Eligible residents can apply for one (1) transferable permit per household which must be used for the purposes of providing in-home care. The permit must be returned to the resident once the visit has ended so that it can be used by other carers.

A carers' parking permit may be issued to a resident who:

- a) Is a resident in an RMS approved parking permit scheme in the Northern Beaches LGA.
- b) Resides in a property that is rated residential.
- c) Has a letter from a service provider or health professional setting out the resident's need for in-home care.

Carers' permits will not be issued to:

- a) A household which occupies premises not approved for residential use.
- b) Hotels, backpacker hostels, bed-and-breakfast Airbnb properties, guesthouses and serviced apartments, including their guests.
- c) A household used for other non-residential purposes.
- d) Schools and premises used by educational bodies for the accommodation of students.
- e) Premises used by employers for the accommodation of employees.
- f) Refuges and crisis accommodation funded by government.
- g) Private health facilities, public hospitals, mental health facilities, nursing homes and residential care facilities.
- h) Retirement villages, residential parks, holiday parks.
- i) Garages or storage sheds/units.
- j) Federal, State or Local Government owned or leased properties, with the exception of residential land owned by NSW Department of Land and Housing Corporation).

7.3. Validity

A parking permit does not guarantee a parking space within a parking permit area.

A parking permit does not provide exceptions from other parking restrictions or laws, such as bus zones, loading zones, no stopping or no parking.

Carer's permits will be valid for 12 months from the date of issue.

8. Car Share Parking Permits

8.1. Purpose

Car Sharing is a system which allows multiple users 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.

8.2. Eligibility

All car share vehicles must be registered to the car share company.

- a) Car share providers must provide a current RMS registration certificate issued by the RMS and certificate must show receipt of payment
- b) Car share must provide valid business registration certificate and ABN.

The following documentation is not acceptable:

- a) Vehicle insurance and/or roadside assistance documentation.
- b) RMS or Service NSW account statement information.
- c) Any other documents relating to the vehicle.

8.3. Validity

A parking permit does not guarantee a parking space within a parking permit area.

A parking permit does not provide exceptions from other parking restrictions or laws, such as bus zones, loading zones, no stopping or no parking.

Car share permits will be valid for 12 months from the date of issue.

Should vehicle be sold or discontinued for the use of car share the permit must be returned to Council to obtain a permit for replacement vehicle.

9. Declared Organisation Parking Permit

9.1. Purpose

Declared organisation parking permits are currently issued to clubs, associations, organisations, schools, charities and businesses located in an approved RMS parking permit scheme area.

Council recognises the value of charity and volunteer services provided by these bodies and will work closely with each operator to determine the future eligibility for permits.

9.2. Eligibility

From February 2020, private business will no longer be eligible to continue to receive any permits from Council unless they meet the requirements detailed in 'Section 2 Business Permits'.

10. Replacement Permits

- a) Council will issue a replacement parking permit when:
- b) The permit is faulty and is returned in some form to substantiate a legitimate requirement for replacement.
- c) A vehicle has been written off or the windscreen has been damaged and replaced. Documentary evidence is required to support requests of this nature.
- d) Where a car is sold and new vehicle purchased and old permit returned.

Where a permit is lost, misplaced or disposed of or a vehicle is sold and the permit has not been removed, Council will not replace the permit until the commencement of the new precinct year.

11. Implementation

11.1. Existing Manly Parking Permit Scheme

Implementation

The eligibility and application process detailed in this document for all permits will apply for the issuing of permits only in the existing Manly Parking Permit Scheme from 1 February 2020.

Scheme Area	Dates
Little Manly	1 February to 31 January
Balgowlah	1 February to 31 January
Isthmus	1 March to 28 February (or 29th in a leap year)
Ocean Beach	1 April to 30 March
Tower Hill + Extension	1 May to 30 April
Ethel Street	1 June to 31 May
Fairy Bower	1 July to 30 June
Ivanhoe Park + Extension	1 August to 31 July

From February 2020, Council will monitor the impacts of the changes to eligibility process for permits and may introduce changes to the total number of available permits based on the number of off-street parking spaces at the applicant's property.

11.2. New Northern Beaches Parking Permit Scheme

All new requests for a RMS Residential Parking Permit Scheme must:

- Meet the RMS Permit parking guidelines. Document No. | RMS 16.117 | Issue no 4.0
- Be approved by the Northern Beaches Local Traffic Committee.

Community Engagement Report

Manly Parking Permit Scheme – Review and Audit (Stage 1 of 2)

August 2019

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1 Summary

Project Title	Insert here
Impact Level	2
Stage(s)	1 of 2 Stages
Report Period	Monday 17 June 2019 to Sunday 30 June 2019
Version	4.0
Status	Final
Related Projects	Transport Strategy, RMS Permit Parking Guidelines

This report outlines the community engagement conducted as part of the Manly Parking Permit Scheme – Review and Audit project, conducted from Monday 17 June until Sunday 30 June 2019.

The reports content reflects insights from a range of participants, including;

- Current holders of a Manly Resident Parking Permit
- Local residents
- Businesses
- Schools
- Manly Business Chamber
- Manly Community Forum
- Greater Manly Residents Forum.

Note: Community and stakeholder views contained in this report do not necessarily reflect the views of 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 Manly Parking Permit Scheme – Review and Audit Community and Stakeholder Engagement Plan 2019.

The engagement process gave consistent and accessible information across all activities. Results provide responses across a spectrum of demographics, expertise and experience of the Manly area.

Engagement was carried out both online and face to face with community members encouraged to provide comments online, in person or in writing.

1.2. Key Outcomes

1.2.1. Community Sentiment

The Manly Parking Permit Scheme – Review and Audit project generated a high level of community interest.

Stakeholders contributed diverse views. Although a large portion of the feedback acknowledges the need to review the current scheme, not everyone agrees that Council *should* comply with the RMS guidelines.

The feedback reflects that many residents feel they should be entitled to a resident parking permit as part of their rates, and that private off street parking space should not impact future permit eligibility.

Residents also raised concerns around lack of trust in Council and transparency during consultation. As a result, the following was made publically available on the Your Say project page:

- Comments captured on Post It notes at the information sessions
- Your Say comments redacted, checked for spelling and grammar, filtered by area
- Written comments redacted
- Project updates.

1.2.2. Key Themes

There were a number of themes that arose through the consultation. The top three themes identified were:

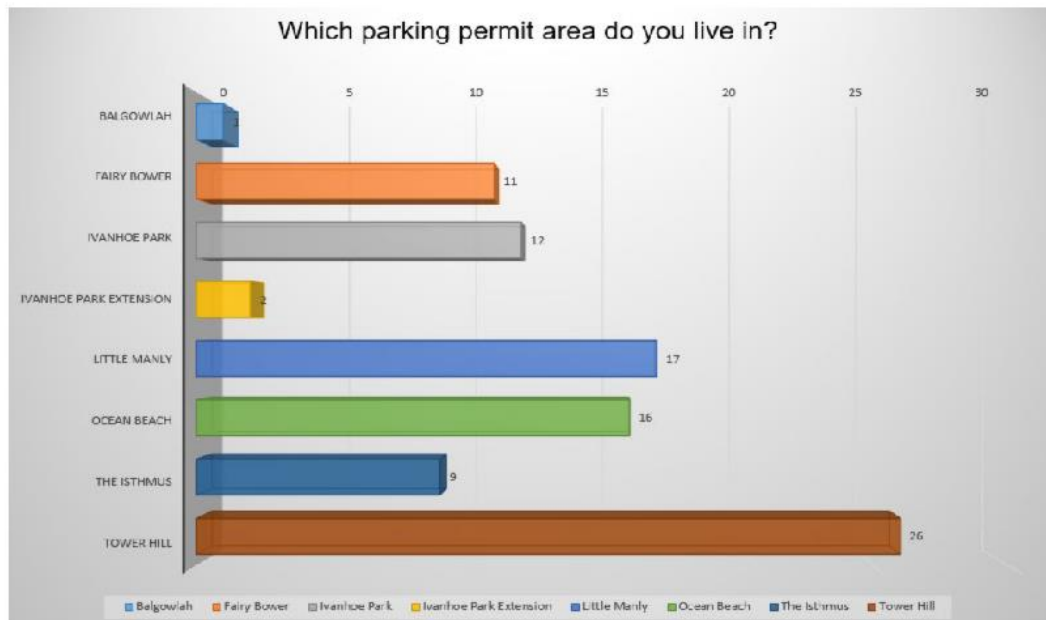
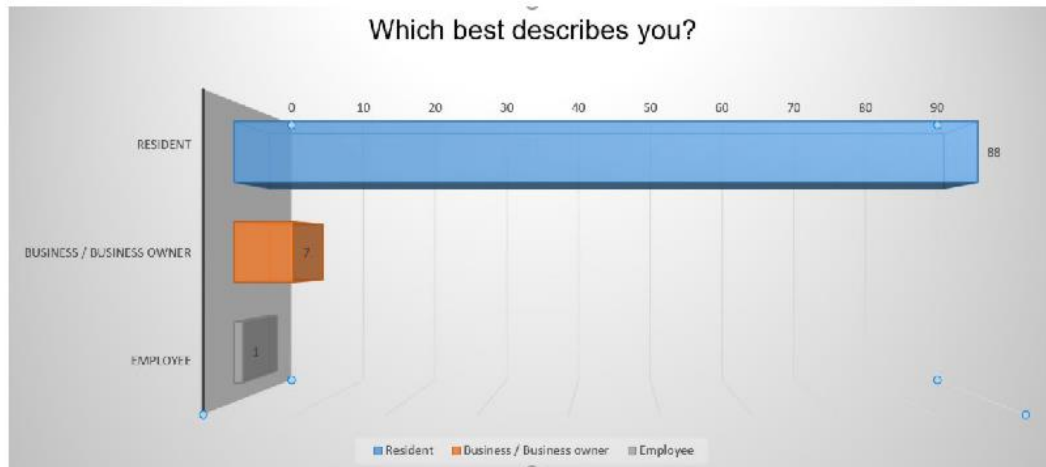
1. Permit black market
2. Permit eligibility
3. Enforcement.

For further detail relating to these key themes, see item 4.1 of this report.

1.2.3. Participation Snapshot

The engagement targeted residents, businesses, schools and organisations living and operating within the Manly Parking Permit Scheme areas.

Online via Your Say	416 page visits 94 comments 1m48s average time onsite
Live Question and Answer tool	83 visitors to the tool 9 questions asked and answered
Attending information drop-in sessions	340 participants
Written comments	68 comments



1.2.4. Acknowledgements

Thank you to everyone who participated in stage 1 of the community engagement process. The feedback provided will assist us in developing a parking solution for the Manly area that adheres to the RMS guidelines.

2 Engagement Purpose and Objectives

Council received direction from NSW Roads Maritime Services (RMS) to review the existing Manly Resident Parking Permit Scheme (as it does not comply with RMS guidelines).

At its meeting of Tuesday 16 April 2019, Council resolved to review the Manly Residential Parking Permit Scheme and conduct an audit of on and off street parking.

As part of the review and audit process we engaged with local residents to understand what works and what doesn't in their current scheme area.

Engagement purpose and objectives included:

1. Reach all Manly Resident Parking Scheme permit holders and affected stakeholders
2. Raise awareness of the proposed Manly Resident Parking Scheme Review and Audit
3. Gauge resident and business satisfaction with current precinct boundaries
4. Explain what a compliant RMS Parking Permit Scheme looks like and how it may impact residents.

Outcomes of the review and audit will be reported back Council in August 2019.

3 Engagement Methodology

Community engagement provided a number of opportunities for community members 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 Community Engagement Plan was devised on a two stage approach. This report, relates to stage one.

Key activities summary

Engagement activity	Outcomes / interactions
Online platform	A total of 525 visits to the online project page.
Face-to-face sessions	Five sessions held at Manly Town Hall allowing face-to-face discussions with approx. 340 community members.
	Four targeted meetings with key residents and business stakeholder groups.
Surveys and forms	Two forms were available during this period.
	One online Q&A form. Nine questions publically asked and answered.
	One online comment form. 94 comments received
	68 written comments were received.
Print media	Three ads were published in the Manly Daily.
Electronic mail	Two direct email notifications (to current permit holders) and three inclusions in the Council Community Engagement Newsletter reaching over 22,000 community members.
Notification letter	15,000 letter notifications were delivered by Australia Post to residents, businesses and property owners in all Manly parking scheme areas.

3.1 Online Platform

Online engagement was conducted through the Your Say Northern Beaches website. The project page provided information to support engagement and feedback. The provision of information is an important factor in building community capacity to participate in the engagement and make informed contributions.

Project Highlights

Project page visits	525
Photo views	49
Document downloads	47
FAQ page visits	118
Questions via Q & A Forum	10

Visitors Summary

In total, there were 525 project page site visits. The below chart shows visitor activity throughout the consultation period.

The majority of people visiting the project page, accessed the information through links embedded within email notifications and direct search.



3.2 Forms

A feedback form was used as an engagement tool. The forms' design provided participants with an opportunity to communicate their comments in regard to what works and what doesn't in their current permit scheme.

Feedback received via this form will assist in the development of considerations for the new permit scheme, which will also address alignment to the RMS Parking Permit Guidelines.

3.3 Print Media

The Manly Parking Permit Scheme - Review and Audit project was listed in the 'Have your say' section of the Northern Beaches Weekly News for three weeks.

Project posters and postcards were produced and displayed at Council's customer service centres and libraries.

3.4 Electronic Direct Mail

This project was included in Northern Beaches Community Engagement Newsletters. With a distribution list of over 15,000, this activity increased awareness and drove traffic to the project landing-page, essential documentation and engagement tools.

3.5 Slide Deck

A PowerPoint slide deck was made available at three of the five drop-in sessions and was published on the Your Say project page. The slideshow addressed the following information:

- Why conduct a review and audit?
- What do we know (to date)?
- What we are doing
- Proposed fees and charges
- Next steps.

3.6 Face-to-Face

Face-to-face session design offered residents, workers, students and visitors another opportunity to provide feedback on the Manly Parking Permit – Review and Audit project.

Facilitators were available at the sessions to engage the public and provide a forum for deeper conversations. Post it notes were used to capture comments relating to the specific parking areas and participants were encouraged to go online to the project page to comment or submit questions.

Community Information Sessions

Location	Site	Time and Date	Attendance
Manly	Town Hall	Mon 17 Jun, 9-11am	60
Manly	Town Hall	Tue 18 Jun, 3-5pm	100
Manly	Town Hall	Wed 19 Jun, 5-7pm	60
Manly	Town Hall	Thu 20 Jun, 12-2pm	50
Manly	Town Hall	Sat 22 Jun, 9-11am	70

Key Stakeholder Presentations

Group	Location	Time and Date
Manly Business Chamber	Manly	16 April 2019
Manly Resident Group Meeting	Manly	9 May 2019
Manly Community Forum	Manly	20 May 2019
Greater Manly Resident Forum	Manly	3 June 2019

4 Engagement Results

4.1 Emergent Themes

Consultation analysis indicated several emerging themes including the need to:

- Prioritise resident parking over visitor parking
- Prioritise residents with no off-street parking first
- Address parking permit 'black market'
- Tighten permit eligibility criteria
- Limit the amount of permits issued
- Address commuter parking issues
- Recognise issue over parking over driveways
- Introduce new and innovative parking technology
- Review parking design
- Look at motorcycle parking
- Introduce multi-use parking for busses, loading zones and council parking facilities
- Implement equal treatment of all resident / rate payers
- Re-zone scheme areas.

Issues of concern were raised around:

- Enforcement
- Car share
- Permit costs
- Loss of on-street parking permit
- Visitor and trade person parking permits.

4.2 Community Feedback

The community proposed the following solutions for consideration to identified issues.

Permit Black Market

A major theme identified across all activities was what the community refer to as the '*Black Market*' issue.

The term 'Black Market' refers to the on-selling of residents parking permits to people who do not live within a particular parking scheme area ('non-residents' or 'non-locals').

Many participants feel that the 'Black Market' issue is one of the main contributors to parking congestion, particularly along streets closer to Manly Ferry.

To help address this issue, participants suggested Council:

- Link permits to vehicle registrations
- Penalise those found abusing the scheme
- Introduce a permit bond to encourage their return.

Permit Eligibility

Permits issued vs parking availability

Residents feel that the amount of permits being issued by Council is not consistent with the number of available on street parking spaces. In most locations, this has created ongoing challenges for residents who don't have off street parking. To help address this issue, participants suggested Council:

- Link permits to vehicle registrations
- Reduce number of permits issued per household
- Review permit eligibility criteria including proof of tenancy
- Increase cost of additional permits.

Enforcement

Parking restrictions

Residents would like to see a review of parking restrictions to suit the different needs of the area. Feedback identified the need to review restrictions on a street by street basis, whilst also considering and prioritising resident's needs.

There were suggestions to change parking restrictions at night, to allow for more flexibility. The most common example provided was the following:

"It would be nice to have guests over for a relaxed dinner without having to move the car every two hours."

To help address this issue, participants suggested Council:

- Review current parking restrictions on a street-by-street basis
- Consider extending parking restrictions for evenings and during off-peak periods
- Consider flexible use of council car parks i.e. Residents permitted to park at night.

Ranger presence

Residents have noticed a visible decline in ranger presence over the last two years, particularly in streets outside of the Isthmus / CBD area. Residents have also experienced an inconsistent approach in regards to what constitutes the issuing of a parking fine. To help address this issue, participants suggested Council:

- Increase ranger presence
- Improve consistency in the issuing of fines
- Provide clear parking instructions and direction.

Signage

Participants raised signage as a key issue regarding lack of, or inconsistent enforcement. In some areas, signage has been removed, damaged or is conflicting and confusing, making it difficult for rangers to enforce.

4.3 Questions and Responses

Summary of questions received during the engagement period.

Question	Response
Is my current permit which is due to expire, going to be renewed?	If you are eligible to a parking permit you should renew your permit as you would usually. There will be no change until a new scheme adopted by Council. For more information, visit https://www.northernbeaches.nsw.gov.au/services/parking/parking-permits
How will disability permits fit within the scheme?	Parking concessions under the RMS Mobility Parking Scheme (MPS) are as per RMS guidelines. For more information regarding the permissible use of disability parking permits, visit www.rms.nsw.gov.au
What is Council doing about the permit 'Black Market' issue?	As part of stage 1: Review and Audit, we will be looking at how to best address this issue. The on selling of permits will be a factor addressed in the recommendations for the new permit scheme.
How is Council auditing off-street spaces?	The audit has been a two staged approach: Stage One involved visual audits and review of DA applications to document the number of available parking spaces available at each property. All car parking spaces were recorded during the audit, such as driveway space, garages and carports. Stage Two involved measuring the length of all available kerb side parking within the current parking permit scheme areas to determine the total number of available parking.
Who is eligible for a permit? Landlords or tenants?	Under the current parking scheme, the property tenant is eligible for a permit.
Why do some businesses have more than three permits?	At the time, applications were considered upon request to Council. There are no firm guidelines around how many permits businesses can have. This is something that will be addressed as part of the review and audit process.
Why does Council allow car share in Manly when parking is an issue?	Car Share is supported and promoted by Council as part of our commitment to a sustainable travel approach. One single car share vehicle can replace up to 12 private vehicles that would otherwise compete for local parking spaces.

Question	Response
How is Council capturing comments from this consultation?	<p>Drop-in sessions</p> <p>All comments made during drop-in sessions were captured during the sessions using Post-it notes. Each Post it note was placed onto the respective maps then placed on butcher's paper (by theme) and made visible at each subsequent sessions.</p> <p>All comments were then captured 'verbatim' and published on the Your Say project page.</p> <p>Written comments</p> <p>All written comments have been recorded in Council's document management system, printed and made public on the Your Say project page. (Personal details removed).</p> <p>Online comments</p> <p>All comments received through the Your Say online feedback form have been recorded in Council's document management system, printed and made public on the Your Say project page. (Personal details removed).</p> <p>Live questions and answers</p> <p>A live Q & A tool was made available on Your Say. All questions asked were published with answers also visible to the public.</p>
Why should we comply with the RMS guidelines?	The RMS Permit parking guidelines are in place to manage parking for those with no or limited off-street parking to allow residents to park close to their homes. They guidelines are mandatory and include a number of requirements to ensure parking is managed fairly and equitably.
Will any future changes be effective immediately?	Council is reporting back to Council in August 2019. Following the outcome of this, we will then undertake further communication with community regarding implementation.
Why do I have to pay for my parking permit?	A fee is charged to help recoup some of the cost of running the scheme.

5 Conclusions

Feedback collected through the engagement process identified a number of recurring themes as well as new ideas and perspectives. There was a general consensus regarding the need to address the current parking permit scheme, despite the challenges that may arise.

Key points for consideration:

1. Address permit 'Black Market' issue
2. Provide a flexible approach for visitors parking
3. Prioritise resident parking
4. Address permit eligibility and enforcement
5. Any implementation should be staged.

The consultation process focussed on education and awareness of the:

- Review and audit process
- RMS guidelines
- Current parking permit eligibility criteria
- What we know about the situation so far
- What other councils are doing in this space.

6 Next Steps

- Report to Council – August 2019.
- Stage 2 Consultation – September 2019 (dependant on Council meeting outcome).


7 Appendices

- Post-it Note Summary – collated.
- Your Say Comments – collated, themed and redacted
- Written submissions - collated and redacted

7.1 Engagement Content

Your Say online engagement platform

Manly Parking Permit Scheme - Review and Audit



Manly Parking Permit Scheme
Review and Audit

Play the above presentation to get an update on the project audit and engagement process. This one-minute slide show was available at some drop-ins this week.


NEWS Q&A CLOSED

youtube.com/watch?v=...cWQjchYbG2w

Who's Listening

Michelle Carter
Active Travel Officer
Northern Beaches Council

Phone 1500 434 434
Email council@northernbeaches.nsw.gov.au



FAQ

What is resident parking?

What are the benefits of permit parking areas?

Why carry out a review and audit process?

What does the review and audit process involve?

more..

Document Library

Drop-in presentation - Manly Parking Permit Review and Audit - June 2019 (3.99 MB) (PPTX)

Media Release – Northern Beaches Council Website 17 April 2019.

Manly residential parking review to lead to better, fairer parking conditions

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Wednesday, 17 April 2019

Northern Beaches Council will work with the community to review and audit the parking permits schemes in the Manly area to move towards a more equitable and sustainable system which meets new Roads and Maritime (RMS) requirements.

Following endorsement at Council's meeting yesterday evening, the review will include a full audit of all off-street car parking spaces in all ten scheme areas in the Manly area.

These areas include Little Manly, Balgowlah, Tower Hill, Tower Hill Extension, Ocean Beach, The Isthmus, Fairy Bower, Ivanhoe Park, Ivanhoe Park Extension and Ethel Street.

Mayor Michael Regan said the first parking permit schemes were introduced around the Manly CBD in 1985 and are now no longer in line with the current RMS mandatory guidelines.

"Parking in Manly is a challenge at the best of times and even with a permit it's tricky to find a space. That's because there are too many permits for the spaces allocated and resident parking.

"This has resulted in residents not being able to find suitable parking near their residence, and impacts on local business as people can't find short term spaces, causing high levels of frustration for all."

"We are keen to work with our community on the best way to go about this, how we can implement a better, fairer residential parking system across the Manly region.


"Council will invite permit holders to attend a range of community engagement drop ins as well as encourage all residents and property owners in the affected precincts to provide input into the consultation phase of the project.

"This review will also help us consider resident parking zones in other areas of high demand in accordance with RMS guidelines."

The review is expected to be conducted over the next two to three months and will then report back to Council.

The report will include outcomes of the community engagement and also directions and actions required to ensure parking schemes comply in all areas.

Manly Daily Saturday 15 June 2019



Have your say

The following projects are open for comment:

McCarrs Creek, Mona Vale and Bayview Floodplain Risk Management Study and Plan
Survey closes: Sun 16 Jun

Northern Beaches Bush Fire Prone Land Map 2018 (draft)
Submissions close: Sun 16 Jun

Warringah Golf Club - proposed lease term extension
Submissions close: Sun 16 Jun

Warringah Recreation Centre - proposed licence term extension
Submissions close: Sun 16 Jun

Classification of land - 18 MacPherson St, Warriewood
Submissions close: Mon 17 Jun

Manly Parking Permit Scheme - review and audit
Drop-in sessions at our Customer Service Centre, Manly:

- Mon 17 Jun, 9 - 11am
- Tue 18 Jun, 3 - 5pm
- Wed 19 Jun, 5 - 7pm
- Thu 20 Jun, 12 - 2pm
- Sat 22 Jun, 9 - 11am

Clontarf Reserve Landscape Masterplan
Submissions close: Sun 30 Jun

Manly Dam Playplace
Submissions close: Sun 30 Jun

Warringah Development Control Plan 2011 - amendments (Adaptable Housing)
Submissions close: Sun 7 Jul

Allambie Heights Oval - new district playground
Submissions close: Sun 7 Jul

Station Beach Dog Off-Leash Area - review of environmental factors
Submissions close: Fri 12 Jul

Licence - 27 Howard Ave, Dee Why - Twist Espresso and Wine
Submissions close: Sun 14 Jul

Ocean Beaches Plan of Management amendments (draft) - Avalon netball courts
Submissions close: Sun 11 Aug

Drop-in comments 17-22 June 2019





Stage 1: Manly Parking Permit Scheme – Review and Audit

Community Drop-in – Post-it note summary, June 2019

Parking scheme area	Post-it note comments (verbatim)	Key themes
Fairy Bower	<p>Consider number of visitor parking permits capped/or don't cap</p> <p>Local residents double parking time in car park brought back</p> <p>Addison Road – No about resident parking. Summer: Reduce to ½ hr parking Thursday, Friday and Saturday. Sunday: New parking restrictions</p> <p>Can only get 'Resident Permit' with rates notice and rego papers proving the car is registered to the address</p> <p>People use garages for storage not parking</p> <p>Addison and Darley need a pedestrian crossing</p> <p>Rangers are equipped to check regos of vehicles – checking authenticity of residency</p> <p>Rego printed on resident permits</p> <p>Make it half hour parking. The problem is visitors in peak times</p> <p>Meter parking Darley Road – Marshall St</p> <p>Out of area people parking lower Bower St (beach end) to access beach. Nearly impossible to park on weekends particularly when events are on</p> <p>Large number of unit blocks with no off-street parking</p>	<ul style="list-style-type: none"> • Capped permits • Extended parking allowance in carpark for residents only • Review current time limits on parking • Permits to be issued to a vehicle registered to that address • Pedestrian crossing on Addison + Darley • Introduce metered parking • Not enough off street • Parking

Stage 1: Manly Parking Permit Scheme – Review and Audit

Community Drop-in – Post-it note summary, June 2019

Parking scheme area	Post-it note comments (verbatim)	Key themes
Ocean Beach	<p>In winter – lots of parking available</p> <p>In summer – very little parking available and all cars have stickers</p> <p>Denison Street – too many permits, too many business permits</p> <p>Only issue one permit per car with rego address matching the address</p> <p>3 cars had out of date parking stickers in Alexander Street until last week – No rangers</p> <p>\$47 fee for residents with no off-street parking is unfair!</p> <p>Rolf Street – Reserve allowed to park illegal parking</p> <p>No policing of cars in Pine St / No parking for residents</p> <p>Pine Street – Current parking doesn't work. Too many illegal back packer parking</p> <p>Pine St back packers have X amount of stickers and sell them for \$30 a week</p> <p>Pacific Pde – ½ hr parking at Western end - may stop pool attendees but very difficult for having tradesman or visitors come to your place</p> <p>People with garages need to use them and not park in the street</p> <p>Cameron Avenue 8-10pm seems to work</p> <p>Lauderdale would benefit from line marking</p>	<ul style="list-style-type: none"> • Limit permits • Not enough parking for residents • Permits to be issued to a vehicle registered to that address • Not enough rangers • Review illegal parking • Difficult for tradesman and visitors to park • Line marking • On-selling of permits • Review Stella Maris permits • Introduce innovative technology to check registrations and validate permits • Review parking space design • Trailers taking spaces • Back packers parking illegally • Increase ranger policing

Stage 1: Manly Parking Permit Scheme – Review and Audit

Community Drop-in – Post-it note summary, June 2019

Parking scheme area	Post-it note comments (verbatim)	Key themes
Ocean Beach (continued)	<p>Woods parade – more parking on left area</p> <p>3 x 5 story development @ Kangaroo Street, Private developments sell their spots. Residents excited about review</p> <p>Collingwood St – Stella Maris needs to be reviewed for their parking. They shouldn't have 30 permits</p> <p>Smiths Lane – Unfair parking allocation for residents on one side of / west side of this lane. False gates and garages ensure parking for other residents. Why do we need to display parking stickers these days? Surely we have electronic devices to check on number plates these days. Coming to council to purchase permits is inconvenient</p> <p>Builders on Smith / Pine St no parking permits</p> <p>Rangers need to check more often – YES</p> <p>Central Avenue – Our building doesn't have spaces. Parking is not efficient here</p> <p>Consider more diagonal spaces on Pacific Parade</p> <p>Too much trailer parking. Also cars parked permanently – not moved for months + months. Fortnightly street sweeping would help this</p> <p>If you have one off street park then you should only get one permit when you get a 2nd car. This would make people use off street parking for its intended use</p> <p>Pacific Parade parking permits need to be returned as promised</p>	

Stage 1: Manly Parking Permit Scheme – Review and Audit

Community Drop-in – Post-it note summary, June 2019

Parking scheme area	Post-it note comments (verbatim)	Key themes
Ocean Beach (continued)	<p>Permit linked to exact car</p> <p>Illegal parking from back packers on pine street</p> <p>Trailers on Collingwood Street – Trailer and Bobcat have been there for 6 weeks Manage and restrict parking</p> <p>Line Marking – Edge lines – service vehicles could not go through</p>	
Little Manly	<p>4 hours in little manly to allow for beach goers to stay longer</p> <p>Manly Waters Hospital reduced Street Parking with renovations. But Visitors/ Staff still park on the street when there's onsite parking</p> <p>Little Manly precinct weekends are diabolical due to Skiff Club + Beach</p> <p>Do something about dumped and unused trailers</p> <p>Osborne road commuter issues parking weekend too. 7 days a week issue</p> <p>The survey numbers are incorrect as they are not in relation to actual number being used on a daily basis for street parking. Only a very small number are being unsold. Vast majority are held in reserve. If reason for changing current scheme is due to on sale then make the sale of permits illegal to prevent it</p> <p>Rather than have one set of RMS guidelines for Manly and northern beaches, make rules that are street specific. In some streets some rules work very well. Why should residents now be penalised?</p>	<ul style="list-style-type: none"> • Remove commuter parking • Limit permits • Trailers taking spaces • Increase ranger policing • On selling of permits • Tailor parking scheme to meet individual street needs • Parking in some streets work well • Improve tradesman parking • Council to ensure all private developments account for onsite parking

Stage 1: Manly Parking Permit Scheme – Review and Audit

Community Drop-in – Post-it note summary, June 2019

Parking scheme area	Post-it note comments (verbatim)	Key themes
Little Manly (continued)	<p>As an owner of a unit on Marshall Street, we have trouble parking to do repair and maintenance on my unit</p> <p>Addison Street – House with narrow road enforcement</p> <p>Bruce Avenue – No private development should allow private off street parking to remove existing public on street parking</p>	
Tower Hill and Extension	<p>Carers permits plus notice of location, time displayed</p> <p>Enforcement!!! More rangers (peak times) best technology</p> <p>Reduce 2 hour to 1 hour parking in peak streets</p> <p>Scratchy for visitors parking</p> <p>Scratchy system for tradesmen</p> <p>Link resident permit to car registration in number</p> <p>Reduce size of parking zones to give priority to truly local residents</p> <p>Divide tower hill to create small eastern zone (residents can't park due to commuters</p> <p>Please reduce the size of Tower Hill to protect residents in areas close to the harbour ferry</p> <p>Line Marking to 1: ensure efficient places 2: protect vehicles</p> <p>Add non-resident parking metres to discourage Manly visitors taking rest of parking</p> <p>Issue permits through owners to stop tenants leave and selling permits</p>	<ul style="list-style-type: none"> • Allow for carers permits • Increase ranger policing • Introduce innovative technology to check registrations and validate permits • Reduce parking time limits in peak streets • Introduce scratchy permits for all visitors • Permits to be issued to a vehicle registered to that address • Review parking space design • Divide parking scheme area • Limit permits • Remove commuter parking • Introduce line marking • Introduce parking meters for visitors • On selling of permits

Stage 1: Manly Parking Permit Scheme – Review and Audit

Community Drop-in – Post-it note summary, June 2019

Parking scheme area	Post-it note comments (verbatim)	Key themes
Tower Hill and Extension (continued)	<p>Oppose any reduction in issued or purchased permits, but stop sale to other for illegal use i.e. residents only. More enforcement of illegal commuter parking (> 2hrs). Lines on roads to optimise available parking</p> <p>Line marking in upper Gilbert so fire engine could get through</p> <p>Introduce parking line marking in Lauderdale Avenue</p> <p>Major parking problem at west promenade. New developers needs to provide resident parking</p> <p>Tower Hill is too extensive and too diverse. E.g.: Eustace Street us bursting vs Clifford Ave?? Break down this zone</p> <p>Fairlight Crescent – we have a 3 unit block and no off street parking. During the summer it is impossible to park on street. We need visitor parking permits and cleaners parking</p> <p>Could we reconfigure the crescent, paths and kerbs to provide more car spaces?</p> <p>West corner of James and Fairlight. Move “no stopping” signs towards Fairlight St so that driveway is not a no stopping zone</p> <p>Parking across driveway – dangerous enforcement</p> <p>Tower Hill + Ivanhoe Park (Daintree) Can this street please be included into the permit scheme area?</p> <p>Original Tower Hill – Specify motor cycle parking with permits only</p> <p>Break tower hill into two precincts upper and lower</p> <p>Rear to kerb angle parking western side of wood parade</p>	<ul style="list-style-type: none"> • Improve emergency vehicle access (Gilbert Street) • Council to ensure all private developments account for onsite parking • Increase zoned area to include Daintree • Motorcycle's to require permits too • Increase hop skip and jump +commuter shuttle services

Stage 1: Manly Parking Permit Scheme – Review and Audit

Community Drop-in – Post-it note summary, June 2019

Parking scheme area	Post-it note comments (verbatim)	Key themes
Tower Hill and Extension (continued)	<p>Reduce parking times in Lauderdale Avenue to finish at 8pm to allow visitors to stay after dinner</p> <p>Enforcement / Sale / Black Market</p> <p>Scooter parking in Gilbert and Rome street</p> <p>Both ferry and bus commuters drive to lower parts of tower hill and park all day and leave at 5.30</p> <p>West esplanade and upper gilbert many drive down from other tower hill areas and park in upper gilbert Rowe etc. catch ferry to work</p> <p>Define space in front of #1 Lauderdale 6 x vehicle can fit comfortably but inconsiderate people park so car overlaps 2 spots Q? Would marking defined spots assist?</p> <p>Tower hill too big of an area. Do Upper / Lower / Ferry Commuters</p> <p>Manly Policy illegally parking in no stopping zones when they pick up police commuters who leave their cars in other streets</p> <p>Daintree street – Manly Police park their private cars there</p> <p>Daintree St Police running shuttle service for their staff</p> <p>Make this zone smaller. No parking very difficult smaller areas. How did this come about?</p> <p>Commonwealth Parade residents should be able to park here. Can we make resident parking only?</p> <p>Expand hop skip and jump bus to Manly CBD to encourage less private vehicles. EG: Bath UK</p>	

Stage 1: Manly Parking Permit Scheme – Review and Audit

Community Drop-in – Post-it note summary, June 2019

Parking scheme area	Post-it note comments (verbatim)	Key themes
Tower Hill and Extension (continued)	<p>Create a free parking area well away from Manly with free council shuttle bus during peak season</p> <p>CNR The Crescent and Commonwealth – review parking design</p> <p>The Crescent – commuter parking issue. Space been removed – not checked enough</p>	
Ivanhoe Park and Extension	<p>Arthur Street – Fringe street always packed out</p> <p>Consider fringe streets like Daintree and Edwin</p> <p>Extend scheme along Daintree St</p> <p>People who have their own garage should not be discriminated against</p> <p>Simple – Permit for each car that is registered to that address none for others</p> <p>Kangaroo St – Raglan St end very difficult for residents to find a park especially on weekend and holiday</p> <p>Particular : Kangaroo (Ivanhoe) No parking on property or on street too congested</p> <p>Arthur St Fairlight needs to be on same scheme as Birkley Rd + Francis St as we have vehicles parking for weeks at a time especially over summer holidays</p> <p>Need to consider impacts of other timed parking on resident areas. Arthur St Fairlight un restricted but surrounded by restricted</p>	<ul style="list-style-type: none"> Expand area to include fringe streets Permits to be issued to a vehicle registered to that address Register vehicle to address/ scheme area Review parking restrictions Improve ranger policing Pop Car not being used, request to remove Increase permit area Off street spaces not big enough for vehicle Traffic congestion
Ivanhoe Park and Extension (continued)		

Stage 1: Manly Parking Permit Scheme – Review and Audit

Community Drop-in – Post-it note summary, June 2019

Parking scheme area	Post-it note comments (verbatim)	Key themes
Ivanhoe Park and Extension (continued)	<p>More parking enforcement by rangers including on corners – some can park too close and create a safety hazard closeness to a driveway exit/entrance another hazard</p> <p>We are on an unrestricted area and if my parents come to visit, there is nowhere for them to park, we need residents parking scheme on Arthur Street</p> <p>Narrow driveways and garages in unit blocks in William Street</p> <p>William St – Church events cause congestion business/ functions</p> <p>More 10 minute parking for mums dropping off at youth centre/ preschools – Shorten hours for non-residents</p> <p>Daintree St and other fringe streets suffer badly from parking shifts</p> <p>Baptist church provides no parking in William Street</p> <p>Extend parking as far as Charles Street – Would resolve parking</p> <p>Daintree street – would like this street included as part of scheme because of location</p> <p>2hr parking should extend all the way down Daintree</p> <p>Council has now put time parking at the Manly pool, Kenneth road, Balgowlah and put new residents parking further on Griffith St which has added pressure on Arthur St Fairlight we need Ivanhoe residents parking scheme too</p>	

Stage 1: Manly Parking Permit Scheme – Review and Audit

Community Drop-in – Post-it note summary, June 2019

Parking scheme area	Post-it note comments (verbatim)	Key themes
	<p>Arthur street must be made a 2 p street and included in the Ivanhoe parking area</p> <p>Need consistent treatment as Birkley road in Arthur St</p> <p>Remove pop car on corner of raglan and Parkview – very dangerous</p>	
Isthmus	<p>Parking is non-existent when Manly Oval is used</p> <p>Little Manly – More enforcement needed weekends at Manly</p> <p>Charge for first permit is good – needs to be high – no more than 2 permits per household – discount for eco cars</p> <p>Little Manly – Manly Waters Hospital one way sth – change direction of yacht club traffic. There's parking issues here and isolation, no one wants to visit ...problem</p> <p>Why is Council issuing so many stickers to business and staff? Bank tellers, Royal far west, Small business, and Café staff. If you work in other areas of Sydney, their council does not issue free parking stickers</p> <p>Why can't a resident/ apt be issued at least 1 car sticker each?</p> <p>We all have family, tradesman, visitors who do not live in the area but visit occasionally</p> <p>Isthmus is a tourist area. All northern beaches residents have access to street and meter parking. Victoria Street is even more difficult, no parking</p> <p>Bring back car registration to stickers</p>	<ul style="list-style-type: none"> • Increase ranger policing • Limit permits • Encourage eco cars • Review traffic flow/ direction • Visitors parking permit • Tradesman parking permits • Line marking not required • Council to ensure all private development provide onsite resident / visitor parking as part of DA • On selling of permits • Commuter parking spilling into other streets • Not enough on street parking for residents • Link vehicle registration to permits
Isthmus (continued)		

Stage 1: Manly Parking Permit Scheme – Review and Audit

Community Drop-in – Post-it note summary, June 2019

Parking scheme area	Post-it note comments (verbatim)	Key themes
Isthmus (continued)	<p>Please don't draw 6 m parking bays on street. Promotes usage of big cars at expense of small cars</p> <p>Fines for people selling local resident permits online – i.e. gumtree</p> <p>Car 'clubs' like go get etc. are often parked for days on end and not used</p> <p>Rangers only need to come to Victoria Parade and see the number of business attired persons parking all day and walking to public transport or work in Manly</p> <p>When is Council going to stop passing DA's with insufficient in the CBD isthmus area? E.g.: 31 Vitoria Parade luxury 3bed apartments have been recently to be on top of heritage units = no off street parking</p> <p>Victoria Pde, high volume of vacant spots after 10.30pm yet come morning, these get occupied by 7am</p> <p>The Isthmus – Free parking for beach but residents pay 2 hr.</p> <p>Isthmus – we have no garage – car clubs are great and need to be encouraged. Get up, pop car, car next door, good. We have 1 less car</p> <p>It would be unfair to penalise car spot owners when it's been paid for in cost of houses</p> <p>Manly precinct zones for recreation event allocation</p> <p>Mark parking bays</p>	<ul style="list-style-type: none"> Review car share Properties with off street parking shouldn't be penalised

Stage 1: Manly Parking Permit Scheme – Review and Audit

Community Drop-in – Post-it note summary, June 2019

Post-it notes comment by Theme

Key Themes	Post-it note comments (verbatim)	Key points
Car Share	<p>Limit the number of permits to car rentals e.g. go get and put car rentals in council car parks and they can pay for the spot</p> <p>Support more car shares to minimise vehicles on road</p> <p>Why should Go Gets be given a resident spot?</p> <p>Go get car share car in out street moves for less than any other resident cars in the street. It's a myth that they reduce car needs</p> <p>Q: I assume Go Get and other share car providers pay a commercial rate for their dedicated spots? \$1000 or more PA is this correct?</p> <p>Pine Street Go Get takes up 2 spaces for one go get</p> <p>Don't remove car share</p> <p>Pop car doesn't move</p> <p>Car share should only be allowed on streets that have a non-resident frontage i.e. Kenneth Rd</p> <p>Support car share</p> <p>Car share have too many permits</p> <p>Share car between friends</p>	<ul style="list-style-type: none"> • Questions regarding actual use of pop car specifically • Car share helps residents • Car share takes up spaces • Lack of infrastructure to support car share • Pop Car specifically not working •
Car Share (continued)		

Stage 1: Manly Parking Permit Scheme – Review and Audit

Community Drop-in – Post-it note summary, June 2019

Key Themes	Post-it note comments (verbatim)	Key points
	<p>Car share works</p> <p>Car share permits, issue with permits</p> <p>Geographically, Manly is not set up to remove cars and promote car shares and public transport</p> <p>Pop care vehicles are rarely used but occupy kerb space full time</p> <p>Go get, pop car and care share are all excellent schemes for homes with no off street parking</p> <p>Pop car only used twice, gets serviced once per week – can it be moved? How much do they pay for their permits?</p> <p>I share a car with a friend, we live in different zones and it works, but how would this work if you listed the vehicle against a property? We should be encouraging this</p>	
Vehicle Registration	<p>Rego numbers on permits is a great idea</p> <p>Please attached vehicle registration to permit to stop all of these out of area people using resident parking</p> <p>I had my parking permit stolen so rego no, would stop other people using it</p> <p>Keep the rules as they are now and fix up the problem of on selling</p> <p>Link permit to rego – non removable</p>	<ul style="list-style-type: none"> • Link registration to permits • On selling of permits and issue. • Introduce new technology to record rego • No change needed
Vehicle Registration (continued)		
Enforcement	<p>Introduce tech to register + check rego (ranger us)</p>	<ul style="list-style-type: none"> • Introduce new and innovative technology for rangers

Stage 1: Manly Parking Permit Scheme – Review and Audit

Community Drop-in – Post-it note summary, June 2019

Key Themes	Post-it note comments (verbatim)	Key points
Enforcement (continued)	Enforcement should be simple and quick with ne scanning technology	<ul style="list-style-type: none"> • Increase ranger policing
	Marking of off street parking spaces to obtain more spaces – stop blockages	<ul style="list-style-type: none"> • Fine people who sell parking permits
	Fine when people park on the verge	<ul style="list-style-type: none"> • Parking across driveways
	Kiss and drop outside Stella is unpoliced	<ul style="list-style-type: none"> • Decline in ranger visibility/ presence
	Enforcement is important	<ul style="list-style-type: none"> • Council to look at what other councils are doing
	Enforce existing scheme stopping abuse. May be enough	<ul style="list-style-type: none"> • Change speed limit to improve safety
	Parking across driveways, how to address?	
	BIG fines for on selling of permits	
	Digital scheme for future	
	Motor cycles don't show their permits. Apparently nowhere safe to display their permits. If they don't have a permit, they can't park!	
	Massive fines for people who on sell permits. Person selling should have 5 year suspension to reapply	
	Has the number of parking rangers reduced over the last 1-2 years? Their presence isn't as noticeable, are parking restrictions being enforced?	
	Technology to check rego of cars attached to a permit – quick electronic check or big fine	
	I would like to see council enforce this. That people with off street parking use it before a car registered to that property	

Stage 1: Manly Parking Permit Scheme – Review and Audit

Community Drop-in – Post-it note summary, June 2019

Key Themes	Post-it note comments (verbatim)	Key points
	<p>park off street (Leichardt Council has had this in place for years)</p> <p>Pine street very limited rangers</p> <p>Pine St car spaces need to be marked or 1 car will take 2 spaces</p> <p>Cost of parking in parking stations - increase</p> <p>No enforcement of 2hr time limit in Pine St</p> <p>Make streets 40 zone rather than 50</p>	
Parking Restrictions	<p>Resident parking should be residents only and as such, should be registered to that address or they are a visitor</p> <p>Off street capability? How is it defined?</p> <p>2 hrs extended to 3 hrs</p> <p>Loading zones should become parking areas after a certain time, say 4.30pm – 7.30am</p> <p>How do disabled stickers work?</p> <p>Stuart Street should be changed from 7 hours parking to 3 hours</p> <p>2 hours is too short, 3 hours should be considered</p> <p>Reduce parking in Craig Ave to max 10 hrs. Only for cars with boat trailers not for cars alone.</p> <p>Rialto Lane: no parking – Bollards conflicting signs</p> <p>Pine St: Kindy given 2 x 5 minute spaces and not used</p>	<ul style="list-style-type: none"> • Questions regarding the process in defining/ counting spaces • Introduce multi-functional spaces • Increase 2 hr parking to 3 hrs • Conflicting parking signage • Review 5 minute parking • Provide more 'kiss and ride' spots • Introduce parking metres • Maintain/ replace parking signage • Review overall parking timing restrictions in various areas • Reduce 2 hr parking in manly CBD
Parking Restrictions (continued)		

Stage 1: Manly Parking Permit Scheme – Review and Audit

Community Drop-in – Post-it note summary, June 2019

Key Themes	Post-it note comments (verbatim)	Key points
Parking Restrictions (continued)	Isthmus 2 p seems too long. Introduce parking meters	<ul style="list-style-type: none"> • Provide free un-restricted parking areas • Review school permits
	Signage removed on Alexander St and people are illegally parking near the pool	
	Pacific Pde timing per pool reinstate 2 hrs	
	Nth Sydney council has parking metres and permits best way to free up parking	
	Central Ave enforcement possible to use council carpark at manly overnight for free 7pm – 7am	
	4 hrs and 2 hrs should come back	
	Could Council please consider leaving small sections of unrestricted parking in every street like Condon?	
	Parking time restrictions do not need to be until 10pm	
	½ hr parking on western end of Pacific Pde makes it difficult it's to stop pool goers but bad for residents	
	30 min parking restrictions in William St	
	Commonwealth Pde west – 2 hrs especially. Implement hours like 7.30pm – 7am	
	Spring Cove same rates no off street parking	
	Change 2 hours to 3 hours please	
	3-4 hours could be better, especially for beach goers	
	NO year 12 parking near schools	
	Restrict permits to your zone is a good idea	

Stage 1: Manly Parking Permit Scheme – Review and Audit

Community Drop-in – Post-it note summary, June 2019

Key Themes	Post-it note comments (verbatim)	Key points
	<p>Hilltop Crescent Towerhill should have 2hr parking restrictions.</p> <p>Worse time is at night for residents parking</p> <p>Registrations should be mapped to actual residents – and restricted to those zones</p> <p>More kiss + ride near wharf and bus stops</p>	
Commuter Parking	<p>We need a park and ride carpark built near manly</p> <p>No commuter parking</p> <p>Get cars sorting system off the road as a priority</p> <p>Shuttle bus – commuter car park</p> <p>Darley Rd issues are commuters – people taking spots</p> <p>Remove 3rd permit</p> <p>Provide priority to residents not commuters</p> <p>Sick of having to park 400 m from my home because of those park and ride people</p> <p>If the non-residents can no longer get parking permits, this will free up many car spaces</p> <p>If you have off street parking, this should be used before resident permits are issued. If you have more cars registered to your property, than off street spaces, then there's a case for resident permit</p>	<ul style="list-style-type: none"> • Address commuter parking issue • Introduce a commuter shuttle bus • Prioritise resident parking over commuter parking • Limit permits • Introduce parking metres in residential streets to minimise commuter parking issue • Look at what other councils are doing in this space
Commuter Parking (continued)		

Stage 1: Manly Parking Permit Scheme – Review and Audit

Community Drop-in – Post-it note summary, June 2019

Key Themes	Post-it note comments (verbatim)	Key points
Visitors Parking	<p>Please provide more mini buses between commuter parking spaces, wharf and B1</p> <p>Please build more commuter spaces near manly vale for B1</p> <p>New parking meters to be considered as part of this project</p>	<ul style="list-style-type: none"> Visitors parking is important – needs to be flexible Visitors permit needs to be removable Limit visitors permits per household Introduce innovate technology to book visitor rego's Provide tradesman permits Support for scratchy system but 10 is not enough Look at what other Councils are doing in this spaced. One removable visitors permit for every resident. Urgent tradesman permit needs to be considered Community seeking clear definition on how to manage trades permits
	<p>Provide visitor parking</p> <p>Permits stuck on windows do not allow for visitors, carers, and trades persons. Removable permits allow flexibility</p> <p>Temp permit for visitors/ family</p> <p>Would the parking scheme be flexible for visitors, could we book their rego in online on the day so that rangers didn't book them – they could use new technology</p> <p>Visitors / trades permits is a good idea. Need to link to the resident but resident would need many of those not just 10 per year</p> <p>We need permits for visitors</p> <p>Visitors permits work well for areas like city of Sydney</p> <p>Consider nth Sydney coupon scheme for guest parking</p> <p>Visitor permits essential for all residents to have visitors like tradies or lunch guests</p> <p>Residents with 1 car space have visitors who want to visit on occasion for more than 4 hrs</p> <p>For guests of residents, issue packs of 10, 20 or 30 depending on parking demand (ocean beach)</p>	
Visitors Parking (continued)		

Stage 1: Manly Parking Permit Scheme – Review and Audit

Community Drop-in – Post-it note summary, June 2019

Key Themes	Post-it note comments (verbatim)	Key points
Visitors Parking (continued)	<p>Every resident home should be entitled to one visitors permit</p> <p>Introduce scratchy permits for visitors and tradies</p> <p>Prioritise residents spaces over visitors spaces</p> <p>Temp permit for tradies</p> <p>Sufficient temp permits each month/year</p> <p>1 permit needed for visitors / tradesman</p> <p>Aging community and access to homes needed</p> <p>Need a mechanism for tradesman needing urgent access for weekend work when Council is closed</p> <p>Trade Permits – ability to allow tradies to park onsite</p> <p>Where do tradesmen park when they need emergency access without being fined?</p> <p>We need permits for trades people</p> <p>Provide day time and night time visitors parking permits</p> <p>How do you get a visitors permit?</p>	
	<p>Hop Skip and jump is good</p> <p>Increase Hop skip and jump service</p> <p>HSJ – go more locations – increase service more often</p>	<ul style="list-style-type: none"> • Increase Hop Skip and Jump service • Review ongoing funding for Hop Skip Jump • Promote shuttle services

Stage 1: Manly Parking Permit Scheme – Review and Audit

Community Drop-in – Post-it note summary, June 2019

Key Themes	Post-it note comments (verbatim)	Key points
	<p>Pay and display machines to fund expanded hop skip and jump service</p> <p>Make customers more aware of different options available to get around Manly area</p> <p>Parking levy for visitors to fund hop skip and jump service</p> <p>Please bring back the on demand service – and promote it</p> <p>Shuttle bus services to take the pressure of the parking</p> <p>Ferry does not meet the hop skip and jump in the winter</p> <p>More shuttle busses around local area but more commuter car parks in Manly Vale</p>	<ul style="list-style-type: none"> Bring back and promote on demand service
Manly Police Parking	<p>Will Council be providing Manly Police with dedicated off street parking to get them off the road?</p> <p>Manly Police need parking</p> <p>Manly police have a shuttle bus that picks staff up from the side streets. They park their vehicles on the road</p> <p>Stop police using Daintree St as their carpark – for their private cars</p> <p>Police spilling into Daintree spaces</p>	<ul style="list-style-type: none"> Manly Police staff park private vehicles on fringe streets Manly Police need off street personal parking spaces
Manly Police Parking (continued)		
Motor Cycle Parking	Motorbikes park anywhere taking up spaces that could be used for cars	<ul style="list-style-type: none"> Provide dedicated motorbike parking

Stage 1: Manly Parking Permit Scheme – Review and Audit

Community Drop-in – Post-it note summary, June 2019

Key Themes	Post-it note comments (verbatim)	Key points
	<p>Motorbikes don't show their permits because they don't have anywhere to display it. They should have permits</p> <p>Motorbikes park anywhere and take spots</p> <p>Keep bikes out of car spaces – introduce line marking</p> <p>Marked motorcycle parking</p> <p>Cyclists speeding</p>	<ul style="list-style-type: none"> • Motorbikes to have a permit registered to their rego and visible • Cheaper permit for motorbikes
Permit – Black Market	<p>Don't want the scheme to change but want the corruption of on-selling permits to stop</p> <p>How can council stop on selling of permits?</p> <p>Biggest issue is selling of permits</p> <p>Black market of permits a big problem, If you don't have a vehicle, you shouldn't get one</p> <p>Need to stop selling of permits on gumtree</p> <p>Penalise those who sell their permits</p> <p>Permits should be linked to rego to stop on selling</p> <p>Link rego to permit so they can't be sold</p> <p>Limit number of permits per household</p> <p>Cut back fraudulent use of permits</p> <p>Fine people who abuse the system</p> <p>Stop on selling issue</p>	<ul style="list-style-type: none"> • Prevent on selling of permits • Address black market issue • Link vehicle registration to permits • Limit permits • Fine people who are abusing the permit system
Permit – Black Market (continued)		

Stage 1: Manly Parking Permit Scheme – Review and Audit

Community Drop-in – Post-it note summary, June 2019

Key Themes	Post-it note comments (verbatim)	Key points
Business Permits	<p>Business premises currently get too many permits</p> <p>Skiff club have 30 permits as a business. Go Get have 50 permits as a business</p> <p>Council have misled people by saying there are only 3 permits per business</p> <p>Businesses don't need 3 permits. Why do they need 3?</p> <p>Fairness where is it? What's happening with businesses (permits)</p> <p>Restrict all businesses / organisations/ schools /hospitals to 2 permits they should have their own off street parking</p> <p>Why should businesses get 3 permits, they take our spaces</p> <p>Skiff club – stop them using their permits during the week</p> <p>No business permits</p> <p>Rate Payers – How many permits does royal far west have?</p> <p>Stella Maris permits</p> <p>Business permits</p> <p>1000's of business permits – major concern</p> <p>Skiff club permits for volunteers not customers or staff</p> <p>Do surf clubs have stickers as well as the skiff club?</p> <p>Permits for residents not businesses</p> <p>Every rate payer should be treated equally</p>	<ul style="list-style-type: none"> • Businesses get too many permits • Review Skiff Club permit entitlement • Restrict business and organisation eligibility for permits • Review / remove Stella Maris permits • Rate payers to be treated equally
Business Permits (continued)		

Stage 1: Manly Parking Permit Scheme – Review and Audit

Community Drop-in – Post-it note summary, June 2019

Key Themes	Post-it note comments (verbatim)	Key points
Private Developments and Boarding Houses	<p>Existing system works well except that council has issues multiple permits to residents and businesses</p> <p>All private developments should provide tenants with onsite parking – stop spilling onto the streets</p> <p>Check boarding house limits</p> <p>What's Council's appetite for allocating parking spaces for properties who are heritage listed and don't have the option for re-development?</p> <p>Send as28901 to strata to ensure max spaces are available onsite</p> <p>Heritage listed properties to be considered – they don't have parking</p> <p>DA's: Stop counting bedrooms only. Most now apply for 'study' to avoid parking limits</p> <p>Council not to approve developments without parking (e.g. Victoria St)</p>	<ul style="list-style-type: none"> • All private developments to provide adequate off street parking • Review of how to manage heritage listed buildings with no off street parking • Don't count bedrooms only
General Parking Comments	<p>Many residents have now lost parking because of the beach parking permit and private development</p> <p>The beach parking sticker is causing problems for residents and their visitors</p> <p>More angled parking</p> <p>Could Council consider taking out nature strips for more parking spaces</p>	<ul style="list-style-type: none"> • Beach parking stickers impacting on resident parking spaces • Review parking design • Encourage use of small cars • Review laneway parking • Multi-functional spaces (i.e. bus + car spots)

Stage 1: Manly Parking Permit Scheme – Review and Audit

Community Drop-in – Post-it note summary, June 2019

Key Themes	Post-it note comments (verbatim)	Key points
General Parking Comments (continued)	Parking in Manly needs to account for smaller cars spaces or poor access	<ul style="list-style-type: none"> • Use of Council carpark for residents at night
	Laneway parking – how can Council assist? Look at Laneway parking as part of this process	<ul style="list-style-type: none"> • Return promised parking
	William St 90 degree parking - resident parking only	<ul style="list-style-type: none"> • People with off street parking shouldn't be penalised
	Bus stops converted into parking spaces after hours	<ul style="list-style-type: none"> • Seniors parking
	If a bus stops running at a certain time, then that bus stop should become a parking spot after that time	
	Do not support the parking scheme at the Rocks	
	Parking that was taken of residents during works and promised to return, should be returned	
	Parking isn't too bad for the most part of the year, mostly in summer	
	Change parking configurations	
	Define the problem first, the answer sits within it	
	Use of Council car parks at night	
	Supports Councils parking proposal	
	Parking should be getting better not harder. People must come from outside	
	People with off street parking (i.e. garages) should not be penalised – because they paid more for their garage when they purchased their property	

Stage 1: Manly Parking Permit Scheme – Review and Audit

Community Drop-in – Post-it note summary, June 2019

Key Themes	Post-it note comments (verbatim)	Key points
	<p>Improve parking for seniors – security and safety</p> <p>Not safe for seniors to park far away at night – Happy with Glebe system</p> <p>Council carpark was paid for by rate payers – this makes manly unique</p>	
Audit and Review and engagement Process	<p>How has each area been audited?</p> <p>How is council capturing this information from the session?</p> <p>Double garages to be counted in floor space ration as 2 houses near us have converted their garage to snooker or teen retreat and park on the street</p> <p>Why should we comply with the RMS guidelines? Why are we doing it now?</p> <p>What's the scope of the work as part of this? – Boundary size</p> <p>Audit of unit parking spaces - many difficulties. We pay more in strata fees for onsite space</p> <p>Not confident that the raw audit data tells the right story</p> <p>Tuesday and Thursday session – no one took notes</p> <p>Council are seeking feedback but council have already made their mind up on the cost (i.e. \$47 for 1st Permit) Report for each session online. Staff not taking notes or recording sessions</p> <p>Some cars don't fit in the garages you count and older driveways are not capable of taking a car</p>	<ul style="list-style-type: none"> • Audit and review process • Review current permit areas • Properties with off street parking should not be penalised • Council has already made their mind up • Off street car spaces too small for vehicles • Council staff not taking notes at drop in session • Prioritise properties with no off street parking
Audit and Review and engagement Process (continued)		

Stage 1: Manly Parking Permit Scheme – Review and Audit

Community Drop-in – Post-it note summary, June 2019

Key Themes	Post-it note comments (verbatim)	Key points
	<p>Some property owners rent their unit out but not the garage</p> <p>Please remember there are many residents even in town house semis who have no access to off street parking</p> <p>Why don't you audit the people who have 3 permits?</p> <p>Would there be expectation to alter driveways to make cars fit?</p> <p>How are we defining 'too small for a carport/ driveway' as part of the review?</p> <p>Distinguish between garages, carports and parking spaces – audit</p> <p>What about large cars that can't fit in the garage?</p> <p>Not fair that people with off street get on street</p> <p>Counting garages is counter productive</p>	
Boat and Trailer Parking	<p>Survey boats and ships how many are there?</p> <p>Construct a multi-story trailer campervan etc. carpark of the northern beaches – these places seem to be disappearing</p> <p>How will boats, caravans and trailers be managed under this scheme?</p> <p>Boat trailers shouldn't be able to get permits</p> <p>No boat or trailer permits</p> <p>Boat trailers</p> <p>No boat trailers or campervan permits</p>	<ul style="list-style-type: none"> • Audit how many boats we have on road • Build dedicated boat and trailer parking facility • Queries about how boats and trailers will be managed under the new scheme • Restrict boats and trailers from getting permits
Boat and Trailer Parking (continued)		

Stage 1: Manly Parking Permit Scheme – Review and Audit

Community Drop-in – Post-it note summary, June 2019

Key Themes	Post-it note comments (verbatim)	Key points
	<p>Boats – Trailers – Caravans – NO</p> <p>Trailer / Boat / Caravan parking</p> <p>Trailer permits (boats) is this impacted i.e. \$500 in little manly?</p> <p>Boats and trailers shouldn't be eligible for permits</p> <p>Take on notice about trailers – boats – shouldn't get permits</p> <p>Do not allow permits for caravans, trailers, boats, trailers or motorhomes at all. These should not be allowed to park on the street</p> <p>At curl park lagoon on both sides, there are caravans boat trailer etc. we don't want manly to end up like that</p>	
<p>Visitor Parking Permits</p> <p>Visitor Parking Permits (continued)</p>	<p>Need visitors parking</p> <p>Most households with off street parking use permits infrequently – it is an assurance for friends/ visitors</p> <p>I am elderly and I need friends and other visitors to check in on me and they need to be able to park on the street</p> <p>Visitors have a 4 hr permit. Resident have a 24 hr permit. Apply to Council for long term visitors permit case by case</p> <p>More visitor parking going forward</p> <p>Need for flexible visitors parking scheme. We have carers, visitors, tradesmen, family. Flexible for rate payers / owners too</p>	<ul style="list-style-type: none"> • Provide flexible visitors parking scheme • Carers permits to be considered • Permission for people to park over driveways in Manly • Prioritise residents parking over visitors • Address the black market issue

Stage 1: Manly Parking Permit Scheme – Review and Audit

Community Drop-in – Post-it note summary, June 2019

Key Themes	Post-it note comments (verbatim)	Key points
Visitor Parking Permits (continued)	Visitors parking scheme for residential unit blocks – 3 x visitors passes to be shared with tenants 1 x pass for strata to give to trades	
	Need to identify a visitors scheme for residents	
	Visitors should be allowed to park over driveway if owner allows it	
	It I can't get a visitor / carer / tradesman / family permit, they will have to park past William street and I live in Lawrence St	
	Can we introduce carers permits for help with my husband with Alzheimer's	
	Need a visitors spot for my sick daughter even though we have off street	
	Carers permit and medical support is needed to help our disabled and aged community	
	I don't think scratchy stickers would work for all the types of visitors – don't always know when they come	
	Have no off street parking – needs permits for trades people	
	Kirribilli issue with trades	
	Happy to see permits given only to people who don't have parking space on their property. I have a double garage and park my cars in them however we need FREE visitors parking permits	

Stage 1: Manly Parking Permit Scheme – Review and Audit

Community Drop-in – Post-it note summary, June 2019

Key Themes	Post-it note comments (verbatim)	Key points
General Permit Comments	<p>Couldn't we just share a pass between visitors like the cleaner, gardener, we could just share a pass around which will allow for visitor flexibility</p> <p>Capture people who abuse the system</p> <p>I like what we have and don't want to be penalised for the frauds</p> <p>If you split zones you make it less efficient</p> <p>I have a garage but it's too small for my troopie. My tandem garage can fit 2 small cars but I have a motorbike which needs trickle charging</p> <p>Consider the flow on effect of the resident parking areas that are un restricted. Areas that bound those permit areas older people will become isolated if family and friends can't get a permit to be used occasionally</p> <p>Why have the cost of permits gone up?</p> <p>Have costs increased?</p> <p>Why a fee? Cover costs</p> <p>1st permit - \$80, 2nd permit \$160, 3rd Permit \$320 \$\$\$\$ make people think</p> <p>Has council decided how much permits are going to cost already?</p> <p>First permit should be free</p> <p>Only hand out enough permits for the amount of car spaces we have in manly</p>	<ul style="list-style-type: none"> • Permit costs • Over supply of permits • Unclear about the eligibility criteria • Limit number of permits • Increase permit costs • Provide one free permit • Council has already decided the cost of permits • Lack of senior parking creates isolation • Queries regarding permit eligibility • No change to system • Address black market issue • Increase permit area • Prioritise parking permit for residents with no off street parking • Off street car spaces too small for vehicles
General Permit Comments (continued)		

Stage 1: Manly Parking Permit Scheme – Review and Audit

Community Drop-in – Post-it note summary, June 2019

Key Themes	Post-it note comments (verbatim)	Key points
General Permit Comments (continued)	<p>Allow two regos on one permit Max 2 permits per unit</p> <p>In what circumstance would you see a 3rd permit?</p> <p>What are we doing to address over supply?</p> <p>Keep the present system. Increase \$ for extra permits and fix up the on-selling</p> <p>I believe that rate payers should be entitled to one permit</p> <p>Unfair to pay for first permit</p> <p>Pay for the permit is currently free</p> <p>Revisit the old parking permit scheme</p> <p>What defines eligibility for permit schemes?</p> <p>Max 2 permits per house</p> <p>Increase permit areas</p> <p>Make sure that land lords don't get lots of permits for the same premise</p> <p># of permits might not always be used</p> <p>Do we still get owner permits currently? (Answered yes)</p> <p>We use our second permit for occasional visitors</p> <p>Current scheme works just don't let people abuse it</p> <p>How do we stop non-residents getting parking permits?</p> <p>Don't change scheme too much, it's simple and it works</p>	<ul style="list-style-type: none"> • Don't penalise properties with off street parking • Rate payers to give the permit to the tenant • Tenants to receive permits • Review permit areas

Stage 1: Manly Parking Permit Scheme – Review and Audit

Community Drop-in – Post-it note summary, June 2019

Key Themes	Post-it note comments (verbatim)	Key points
General Permit Comments (continued)	Ratepayers to give the permit to any tenant	
	Manly problems could be solved by linking the permit to the resident – enforcement effective. It must be simple with new tech	
	All rate payers treated equally in regards to the number of permits they get – how can council possibly manage the off street parking?	
	Different permit schemes for different streets – area by area	
	Issue permits to rate payers. If a rate payer rents out a property, they give the permit to the tenant	
	Max of 2 or 3 permits will affect property value	
	Parking permits should be prioritised to people who do not have parking	
	We have a 6 bedroom house with 4 adults with cars. We have a 2 car off street car port so we need a min of 2 permits	
	Provide resident only parking permit areas	
	How do disabled parking permits work under the new parking scheme?	
	How do disabled parking stickers work in this?	
	Will disabled parking be impacted?	
	One rego number per sticker	
	Why don't tenants get the sticker rates notice?	

Stage 1: Manly Parking Permit Scheme – Review and Audit

Community Drop-in – Post-it note summary, June 2019

Key Themes	Post-it note comments (verbatim)	Key points
	<p>Review and clean up extent of area</p> <p>Drivers licence and current rates notice</p> <p>Make permit deposit refundable to overcome issue with non-residents getting it – abuse</p> <p>Many spaces too narrow so should be eligible for a permit</p> <p>If parking is to be restricted, permits hold be based on house size i.e. 1 bedroom – 1 permit 2 bedroom – 2 permits – 3 bedroom – 3 permits</p>	
Miscellaneous	<p>Live in Dungog and catch the train eight trains a day up and 8 down. It would be better to have less cars. Walk, bike, bus, ferry. If you were meant to have a car, you would have been born with one</p> <p>Could council please try to attract more employment opportunity to NB e.g. uni campus, state or fed gov dept then we won't need cars</p> <p>Why is Balgowlah Heights getting 3 playgrounds and amenities – no manly?</p> <p>No rush to implement a new scheme</p> <p>Like proposal</p> <p>Don't change anything fast</p> <p>Check out Kerb garage leasing per day</p> <p>How to manage Air BnB in centre of manly?</p> <p>Sydney water works for pipe burst update</p>	<ul style="list-style-type: none"> • Reduce cars • Increase employment opportunity on the beaches • Don't rush the scheme • Council to close-loop on various projects
Miscellaneous (continued)		

Stage 1: Manly Parking Permit Scheme – Review and Audit
Community Drop-in – Post-it note summary, June 2019

Key Themes	Post-it note comments (verbatim)	Key points
	<p>If regos' don't always match address it will be an issue</p> <p>Kangaroo lane been closed. Any plans to re-open</p>	

Your Say Online Comments – Stage 1: Manly Park Permit – Audit and Review

Permit Area	What works well with this permit area?	What improvements could be made in this permit area?	Which best describes you?
Balgowlah		Hello, I was unable to attend your drop-in session. As long-term residents of Manly, we are and have been tenants within rental properties. To-date, of all the properties we have leased, we have never once seen or been offered a parking permit. These are either taken by the landlord or agents of property, under current legislation they do not have to give them to us (our current landlord resides overseas so permits x2 we should have had access to for past four years must be on-sold). Anything that can be done about this? Given level of rents within area one would think you would have first rights to permits. Thank you for listening, happy to elaborate if required.	Resident
Permit Area	What works well with this permit area?	What improvements could be made in this permit area?	Which best describes you?
Fairy Bower	rangers enforcing parking restrictions	Too many builders' vehicles parking all day. In the summer on weekends have a sign at the corner of Bower Street and College Street stating how many spaces are available at Shelly Beach (if any) to encourage cars to turn around before blocking up this narrow road for no purpose.	Resident
Fairy Bower	<ol style="list-style-type: none"> 1. For us, residents in Cliff Street for [REDACTED] with only street parking possible, the scheme as it currently operates in Fairy Bower is working reasonably well and we would be unhappy to see any change which would erode what we currently have. 2. Initially the scheme was not well policed, but these days we often see the parking inspector in the area and it is now much more effective. 3. Our three parking permits work adequately 	<ol style="list-style-type: none"> 1. Those with off street parking should have the permitted number of permits proportionally reduced. 2. Council should assess the current scheme's actual effectiveness after adjustment to actual numbers of off street parking prior to initiating any changes. 3. The on-selling of permits to third parties should be addressed simply by requiring the surrender of the actual physical permits in order to renew every year. 4. Permits should not be linked to a car registration number as that will significantly reduce the flexibility to use the permit, say, if you have a loan car for the day while your car is being serviced, or if you are away and have a house sitter for a period of time, or for use by tradesmen or visitors. 	Resident

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	as we can use the third permit for an adult child living at home, for other visiting family members and for tradesmen. The current allocation of three permits for residents should not be reduced.	5. Note that the actual kerb capacity is more than the number of existing kerb spaces due to the turnover of spaces, intermittent or non-use of permits etc.	
Fairy Bower	There is some overcrowding of parked cars on Bower Street particularly at weekend. But allowing spaces for car share on streets other than Bower St and encouraging car share should reduce need for parking spaces	In general we think it necessary to place more restrictions on parking for private cars in Fairy Bower but allow enough spaces (only needs a few) for car share. One car share space can be as effective as 10 private car spaces through use by multiple drivers	Resident
Fairy Bower	We can access cars in College Street usually [REDACTED]. We purposely do not own a vehicle but were very early adopters of Go Get in 2009. [REDACTED] and use Go Get both for business and personal use on a regular basis.	It would be great to have permanent pods for Go Get cars as [REDACTED] Good if it finally happens of course. I fear however that the service may be much depleted with less cars available. The only real improvement is in regard to being able to locate the car which is often not possible due to no allocation of pods. However we have remained loyal to Go Get even though often very annoying. We rely heavily on the Go Get service due to not owning our own vehicle.	Business / Business owner
Fairy Bower	THE NUMBER OF PERMITS CURRENTLY ISSUED IN FAIRY BOWER IS NOT TOO MANY. As a resident it is easy to find parking nearby for 10 months of the year. The only time when it's hard to find parking nearby is when Manly Beach and Shelly Beach are packed with people, which is during the summer school holidays and on hot sunny days in late spring and early autumn. This means the overload is ONLY caused by extra people coming into Fairy Bower and is NOT caused by the number of permits currently on issue.	It is unfair to give the same number of permits to every household. The scheme should give one permit per bedroom in each household. But if that is too difficult to administer, then the scheme should simply give one permit to each household and allow households to apply for one extra permit per number of bedrooms above 1, based on providing proof of number of bedrooms. The number of bedrooms could be kept on file at Council after that, so would only need to be provided once. 3 parking permits is not enough for big households. Our house has 4 bedrooms and 5 adults, however we can only have 3 cars belonging to occupants, which is not fair. And never a permit available for any of our visitors, which is also not fair.	Resident

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Fairy Bower	Status quo	Resident
Fairy Bower	<p>I called into the drop in session at the council. As we live in a very busy part of Manly and bold and beautiful swimmers and others constantly park in our area - often up to 500-1000 people per day per weekend in the summer, we think we should not be penalised for living here as we already have to deal with a lot of overcrowding of our streets. Some Landlords and residents sell their excess passes. I would like to offer the following feedback - I think given the rates that we pay, residents should be able to apply for permits based on the number of bedrooms in their houses - ie one pass per bedroom. Passes should be linked to car registration numbers and trade passes issued to each house ie if you have a 3 bedroom house - you should be able to get 2 passes with rego numbers attached and say one "tradies or family pass" to make up the 3 passes issued for that address. One bedroom units in a larger block should get one pass per unit and say 2-3 passes issued to the Body Corporate for distribution to various units if tradespeople are required. It should be up to the Body Corporate for each block to ensure that they hand out the trade passes that the building has and to get them back afterwards. We used to live in a Strata block and had similar issues with limited keys to our front gate - it was not too hard to co-ordinate residents to talk to each</p>	Resident

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	other and get the keys on certain days that they required to open the gate for access etc. I think this would work for trade passes to strata buildings. Also - re your proposed hike in the fee for the passes - I think this is way too much to pay for people who live in houses and already pay exorbitant rates. Thanks for you efforts with this. It is always going to be hard to please everyone but there are way too many people and non rate payers roting the current system.	
Fairy Bower	3 resident permits allowed per household works well in this area - onstreet parking works well almost all the time. It's only difficult to find onstreet parking on hot weekend days / summer holiday days when nearby beaches are full of non-residents - this means the number of permits issued is not what makes it hard to park.	Resident Two improvements needed please. 1) Very unfair to deduct resident permits from houses with offstreet parking. Those houses pay more rates as their property values are higher with offstreet parking. So they should be allowed the same number of resident permits as a house without offstreet parking. 2) Households need more resident permits than the number of cars they own, so that a partner / friends / family can stay longer than 2 hours when they visit. This is why some households need all 3 resident permits. It will be very unfair if Council makes it impossible for visitors to visit, and that is what will happen if only 2 permits are allowed.
Fairy Bower	Every dwelling having the same access to resident permits, regardless of off street parking. Don't change this - very important to keep things fair between dwellings. Dwellings with offstreet parking pay more for their properties and pay more rates because their property is worth more with off street parking - thus is fair to give every dwelling the same access to resident permits.	Resident I don't think the number of permits needs to be reduced. HOWEVER if Council wants to reduce the number of permits, than Council should set a new formula which allows 1 resident permit per bedroom in the dwelling, with max. 3 permits allowed per dwelling. Do not reduce permit numbers for having a garage, those dwellings pay higher rates so they deserve the same number of permits as dwellings without garages. A garage = property worth more = more rates paid.

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Fairy Bower	<p>I'm being able to have a parking permit for myself and my flatmate, plus a visitor parking permit. And I don't use the visitor permit all the time, but when someone wants to come over for longer than 2 hours (for example my parents or boyfriend) it means they can do so without getting booked. There are no un-metered parking areas in Fairy Bower so they really need a permit to be able to visit.</p> <p>- I also think the parking is fine in our area. I generally always find a park, it's really just during the busy peak summer periods (between approx 10am and 4pm on Sat and Sun) when there are an in-flux of tourists visiting, that it becomes tricky. But I only have to drive around for a short period to find something. Otherwise I don't have any issues.</p>	<p>You could attach 2 of the parking permits to registration plates, and just have 1 permit that is generic for visitors. That way you could ensure at least 2 are allocated to residents only, and it's just the 1 out of the 3 that isn't controlled. That would dramatically reduce the risk of permits being used inappropriately, but still enable residents to keep the same number of permits. Keeping the same number of permits really is absolutely necessary on the northern beaches as we are driving distance from the city / surrounding areas. It's not like the CBD council areas that are on a regular bus and train line, and within 10 minutes of virtually everything.</p>	Resident
Fairy Bower	<p>Having the same allowance of resident permits for everyone in the permit area.</p>	<p>Do not take away resident permits for offstreet parking – houses with offstreet parking pay more rates (higher property value gives higher rates) so are entitled to same number of resident permits as households paying less rates because no offstreet parking.</p> <p>Will be unfair if Council makes it impossible for visiting friends/family/partners to stay longer than 2 hours – this is what will happen for bigger houses that are only allowed 2 permits limit, or bigger houses that lose permits for offstreet parking.</p> <p>Fairy Bower and Little Manly have more big houses and more offstreet parking than any other area in the Manly parking permit scheme - Fairy Bower and Little Manly should not be penalised for their offstreet parking and bigger houses.</p> <p>Do not use the parking permit scheme to lower the number of cars owned by residents. Parking schemes should not be used for social re-engineering! If Council wants to reduce carbon emissions, Council should encourage electric vehicles.</p>	Resident

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Permit Area	What works well with this permit area?	What improvements could be made in this permit area?	Which best describes you?
Ivanhoe Park	Parking in our area is good. We are just far enough out of Manly that we never have a problem with our guests finding a park. I think workers who have gotten their hands on permits want to park closer (Raglan St).	None.	Resident
Ivanhoe Park	It seems to work okay. Though there appear to be many residents in Ocean road that have double and triple car garages that back onto kangaroo lane or Ocean lane who still use Ocean road to park their cars in whilst never using their garages to park their cars in.	Residents who have no off street parking should be entitled to one permit per vehicle for vehicles registered to that address. The permit should include the registration of the vehicle on it. No 'visitor' permits should be issued. Visitors can comply with time restrictions or park and pay in the car parks. I visit the CBD to visit friends I would not dream of driving there and expect to find on street parking. I get public transport. Same can be applied to Manly. I see people parking and riding everyday using permits they are not entitled to. I see people who work in Manly doing the same thing. Police officers even. Its a criminal offence to obtain a benefit by deception. Fine them, they will soon stop.	Resident
Ivanhoe Park	Availability of some car share vehicles assists in removing some cars from the roads, although it would be preferable if they all had designated spots.	Too many cars parked on local streets, a number of households have up to 4 cars which jams up the narrow roads and makes driving to and from our house quite difficult and sometimes dangerous with cars parked on both sides of streets that are too narrow to accommodate this (our house is on a blind corner and cars also often park too close to the corner). A number of households don't use their off street parking, thereby blocking the roads further. Increasing the cost of resident parking permits after the initial free one (necessary also for those of us with off-street parking to allow the occasional visitor to park). We have one car (parked in carport) and use GoGet for additional requirements, which saves parking an extra car on the road. However, it is often difficult to return the GoGet car to its correct location as it has no designated parking spot. The roads have become noticeably more blocked up with parked cars in the time we have been living in our current house.	Resident

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Ivanhoe Park	Works well until we are flooded by trailers boats etc in summer with inadequate inspections. Residents need permits for personal cars plus one for visitors or home help for elderly . If we elderly do not get that extra permit we are isolated as helpers will not risk the fines.	I know some people sell on eBay so commuters can take advantage of the parking. I think the selling on should be monitored,	Resident
Ivanhoe Park		There needs to be more warden checking. For example there has been a car with no permit parked outside our property all weekend. There have been no wardens checking cars and the car has no parking fine issued. Unless there are consequences for parking without a permit then the system will always fail. Also if a property has a drive way there needs to be a limit on the number of permits issued to that property. For example a house with a driveway should only have 1 max permit for their second car. Often we see residents with driveways still park on the road.	Resident
Ivanhoe Park	The system works very well where we live in Kangaroo St. Your table indicates that there are more parking spaces available in the Ivanhoe Park Precinct that permits issued, so there does not appear to be any reason to change the current system in this area. We currently use the 3 stickers provided for our own 3 cars. The stickers stay permanently in each car as we don't know which car we will park in the street or on our property and it is not practical to change them between cars as street parking is some distance away due to the location of our house. I don't mind paying extra for the stickers or having them linked to car registration. If we have a visitor we currently have to take a sticker from the car in the driveway, hence this would not work with car registration.	None in this area. It works fine. My concerns about any new scheme which reduces stickers are: How do you assess off street parking per house as in our case it is somewhat subjective as to what is a parking space. 2. How do you address visitor parking. 6 years ago we purchased a property in Manly knowing about parking issues, so purchased a property with off street parking. Friends in Malvern St at the same time selected a house without on-site parking, so I really don't see why we should be disadvantaged or lose flexibility through a new scheme. I appreciate the effort you are making to improve things for all.	Resident

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Ivanhoe Park	<p>I don't believe the permit scheme should operate where we live, [REDACTED] -see comments below</p> <p>The scheme is abused as there are ratepayers in our street with more than 3 permits being displayed</p>	<p>I can see the validity of the scheme where residential roads get overloaded with commuters parking, eg ferry commuters. [REDACTED] (Western End) is too far from the ferry wharf to have this issue.</p> <p>The only issue we have during working hours is the occasional proliferation of tradesmen vehicles where building works are occurring on residences. Having to provide parking permits to trades is an unreasonable impost which we have faced on a number of occasions, made even worse when they forget to give the permits back. They should be exempt.</p> <p>I have also had the situation where the tradesman has parked in our carport for easy access and I have parked on the road, forgot to put the permit on the car and been fined. Ridiculous to be fined for parking your own car outside your own house! If we have to keep the permit scheme the ratepayers own cars (say limit of 2) should not have to display permits in their own street.</p>	Resident
Ivanhoe Park	<p>I live in [REDACTED] generally has plenty of parking and my family has no issue finding a park each day/night.</p>	<p>We have 1 off street parking spot and my family has 4 cars. We currently pay and receive 3 parking permits. I would not want this to change.</p>	Resident
Ivanhoe Park	<p>We have 3 people living in our unit without any garage, therefore purchase an extra 2 permits per year. We live at the upper end of the park and have plenty of parking.</p>	<p>As we live in a very small apartment, storage is limited we have to use the garage. So if we were to only receive 2 permits you are forcing us to rent a storage facility, just so you can adhere the RMS guidelines. Im sure if you police the NON Resident permits you will find that there will be more available parking spaces.</p>	Resident
Ivanhoe Park	<p>We live in [REDACTED] which is one of the only streets in Manly Area NOT included in parking Scheme. All surrounding Streets are included in 2 hour parking scheme and thus we get overflow cars from other Streets, pool parking, sport parking, commuter parking, backpacker van parking in summer months. It is very difficult to park in this street at times especially in the evenings. most households have only one off street park. Many of us have no off street parking.</p>	<p>We recommend the 2 hour parking be removed from lower level of Birkly Rd and also upper part of Griffith street, or alternatively extended to include [REDACTED]</p>	Resident

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Ivanhoe Park	We are out of area at the moment so are able to park On the street.	We are currently out if area. We feel residents should be able to buy permits for the car that they own. We have a driveway which is unsuitable and we are concerned that council is going to force us to park in the next unzoned area due to the inability to purchase parking permits linked to registration numbers. We feel residents should be allowed to buy permits for the cars that they own. Limit of three for example.	Resident
Ivanhoe Park	The current scheme works well, where I live [REDACTED] Time limit of 8am - 6pm should remain. Have 2 cars and 2 permits (mine and my son's work Ute) for 3 people. It is good to be able to move the permits on to tradesmen's, relative's or visitor's car when necessary. Usually taking the permit off my son's Ute whilst he is at work. Also need to be able to move a permit onto my daughter's car when she comes to stay from Newcastle. On street parking is only ever full during really major events, like New Year's Eve Fireworks, then only for a few hours. Permits in Ivanhoe area do not exceed parking spaces so number of permits do not need to be reduced. Many people have an extra permit that they don't use much for tradesmen, etc. So not all permits are in use. I have lots of street front parking (about 6 spaces) as I am on a corner block so would like to continue to use it.	Council cancel permits that are being sold/rented illegally. The rest of us should not be penalised for abuse by a small proportion of people. Please allow us to still move permits between vehicles. Easier if the permit is not tied to a car registration. Please do not increase cost of permits, the existing cost is enough to deter me from getting an extra (3rd) permit. I am retired, living on my savings. Already pay over \$2,000 in rates for a 2br semi on 196sq m. Please do not charge extra for "Tradesmen" permits. The last thing I want when I need expensive emergency repairs, is a bill for parking.	Resident
Ivanhoe Park Extension	We live on [REDACTED] Fairlight, the first street outside this parking permit area. The Ivanhoe Park extension area means that our street is already heavily used by commuters and visitors, which will only worsen if the number of permits is reduced.	Extend the permit parking scheme to include fringe streets like Daintrey Street in Fairlight. Please consider the wider implications of making changes to the existing schemes. Parking on Daintrey Street got noticeably worse when the Ivanhoe Park Extension area was introduced.	Resident

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Ivanhoe Park Extension	<p>We are in [REDACTED]. Usually the current system works OK. We have three cars all used for different purposes, two of which are usually parked on the street. I understand that under the proposed scheme we stand to only have one on-street parking permit. I am most keen to have the three registration numbers linked to the one permit so we have the option to put whichever of our cars that we choose on the street at any given time. Another concern is that our off-street car port is small and very hard to get into as it is off [REDACTED] which is narrow.</p>	<p>Implementation of a 2-hour parking scheme would prevent people using residential streets like Daintrey for all-day commuter car parking which unfairly excludes residents from parking anywhere near their homes for extended hours of the day and evening.</p> <p>We would like no change to the current arrangement in our street. Is it possible that there could be different rules for different streets?</p>	Resident
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Permit Area	What works well with this permit area?	What improvements could be made in this permit area?	Which best describes you?
Little Manly	The pass is good for visitors	More car share options. I use GoGet and almost everywhere else they have dedicated pods where the car can be collected and dropped off. The most frustrating thing about manly is that there are no pods so the cars can be anywhere. Especially during busy times when there is no parking	Resident
Little Manly		I have applied 2 years in a row for a permit parking and both times have not received the permit. Posting is not working for me.	Resident
Little Manly		Stuart st, east of Addison Rd, lower Marshal st, Carey st, may not need parking permits as only on lovely days it gets abit crowded during the day, as long as big trailers, boats and caravans and motor homes don't use it as a storage area. There are so many cars in the other areas that one permit per house with off street parking and two permits with no off street parking would be my suggestion.	Resident
Little Manly	Reasonable turnover of spots - would be terrible without resident permits	Use Go Get Services and would be great to have dedicated parking spots allocated to them	Resident
Little Manly	Like having 1 free permit. I have a space in a LUG, and use the free permit when I have visitors, as visitor parking is limited and often full. Would also be useful if I was a two car household.	Limit number of permits per resident (should any house really need 3 or 4?) Greater enforcement against those who sell permits Consider increasing number of free hours parking to 3 in council car parks. 2 is often insufficient when running multiple errands. Consider allowing 3 hours permit free parking on evenings after 6pm, when residents might have visitors.	Resident

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Little Manly	<p>I like that we have the option of purchasing 1, 2 or 3 parking permits. That provides flexibility to cater for the Manly residents's needs according to their situation. I would recommend keeping this flexibility of being able to purchase 1, 2 or 3 permits.</p> <p>I have provided suggestions below for improvements. I think if these suggestions are adopted then it would limit the number of permits a residence purchases which would go to addressing the mismatch in spaces available versus permits issued. And in turn, support the ability to keep this flexibility and so negate the need for a hard calculation on the number of permits a residence can purchase.</p>	<p>Suggested 'quick win' improvements:</p> <ol style="list-style-type: none"> 1. Issue parking permits tied to a vehicle that is registered to a residence in the designated zone. 2. Parking permits are only eligible for NSW registered vehicles (no caravans, trailers, miniskips, boats). 3. A separate scheme for visitors (that is flexible to allow parking for the day and more than one visitor on that day). <p>I suggest that by implementing the above as a first step would go a long way to addressing the shortage of spaces available versus permits issued, and be more consistent with the guidelines. I suggest that this could be reviewed after a reasonable period to determine if the changes are having the desired effect.</p>	Resident
Little Manly	<p>Go Get cars are a boon and help keep cars off the roads and out of parking spots. Why not give them designated places?</p> <p>One free residential permit per residence seems fair.</p>		Resident
Little Manly	<p>There are mostly always parking spaces when you need them.</p>	<p>A permanent place for GoGet car sharing. It is difficult to find their cars sometimes are they are never parked in the same place.</p>	Resident, Business / Business owner
Little Manly	<p>Currently it does not seem to be working/benefiting residents.</p>	<p>Boats/trailers should be prohibited from prolonged parking.</p> <p>Manly Waters Hospital should not be issued permits as they have parking.</p> <p>Skiff Club permits issued/paid for should be reduced significantly as residents should be a priority.</p> <p>Parking rangers need to be highly visible particularly from 5pm - 9pm weekends due to Skiff club & beach patrons parking longer than 2 hrs.</p> <p>Weekends are horrendous, particularly daylight savings period after 5pm, cars parked illegally, hanging off corners, bus stops, no stopping signs constantly to attend Skiff Club.</p>	Resident

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		Cars without permits parking longer than 2 hrs. Extremely unreasonable suggested fees to charge when 1st is free, 2nd only \$42.00, the point is to enable residents to be able to park, not gauge residents.	
Little Manly	There are three adults living in a unit on Addison Road, we do have one garage, however it's quite small and with items we need to store, does not fit a vehicle. We have three permits, two of which are used permanently for two vehicles requiring street parking, the third we utilise when visitors come to stay. Very happy with this arrangement.	There are a number of large boats, caravans and trucks taking up very large sections of street parking. There seem to be a number of non residents with permits driving and parking in this area as a commuter carpark for the ferry/public transport.	Resident
Little Manly	Parking permits available to residents for parking for the people living in their residence work well - one free then the second and third at an increasing cost. Boat trailer permits at \$500 per year also work well as there is a boat ramp here and the (payable) permits will discourage visitors parking their boat trailers (with no permit) in the vicinity for convenient access to the ramp.	I think having permits as above but having those permits linked to registration plates would work well - it would reduce the risk of unauthorised use of permits or "sale" or "rental" of permits.	Resident
Little Manly	My street works pretty well most of the year.	Primary permits could be clearly linked to addresses, and bills - i.e. electricity and gas in the persons name, so that only residents can have the primary permit to prevent them being sold or used by absent landlords. HOWEVER, it is very important to me to have a visitors parking permit (which could clearly state VISITOR - and link to the property, thus neighbours would quickly be able to identify if these permits are being abused). I am a sole parent to four children, my parents do not live in Sydney, but often come to stay and help me for a week or two at a time. Two of my children have a serious health condition and I need my parents to be able to come at no notice to look after my other children when they are suddenly hospitalised. They need their car to get to Sydney, I need my car to get to and from the children's hospital, so it is very important to me, and my children, that we are able to get a visitor permit.	Resident

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Little Manly	At the time we need parking there is usually a space.	More spaces for parking. It would be good to have dedicated parking spaces for car share cars such as GoGet.	Resident
Little Manly	I am the Secretary Manager of the Manly 16ft Skiff Sailing Club. The club has been the recipient of 30 parking permits each year for at least the last 15 years or so. On the weekends during sailing season (September to April each year), our race volunteers are the grateful users of these permits. Without the provision of these permits we would struggle to get volunteers to come and assist with the running of our races. Many of them are older and come from all over the northern beaches and further afield and these permits make it easy for them to come and support sailing at the club.	In the 13 years that I have been working at the Club, parking has always been an issue. I do not believe however, that it has gotten any worse during that time. It has always been difficult and parking spots have always been in short supply. One thing I have however noticed is that there are always a large number of vacant parking spots in the streets around the Club on weekday evenings after 8pm. On the evening of Monday the 17th of June I counted over 20 vacant spots between the section of East Esplanade near the Skiff Club and the lower section of Wood St. When I returned to work at 7am the following morning, there was only 3 of those spots remaining, suggesting to me that it is not residents that are making use of the spots but rather commuters who are potentially making use of permits they have acquired thru ill-gotten means. I would therefore ask that you please carefully consider the current use of permits and in particular continue to support the allocation of permits to our club thereby facilitating the ongoing support of our volunteers	Business / Business owner
Little Manly		Manly is an important commuter hub, but with no commuter parking. Providing commuter parking with shuttle to the wharf is essential to lighten the burden on local streets. We have constant problems with no parking available.	Resident
Little Manly	Residents are able to access parking permits for our personal use and for our visitors use. There are parking permits for car share companies - Go Get. This has reduced the number of cars our household needs from 2 to 1 as we are generally able to access a go get whenever we need one.	It is often hard to find a GoGet car. It would be good to have more set parking bays for GoGets to allow us to locate the car easily and for parking when we are returning it. Often in peak period ie a Sunday in summer it can be very hard to find a park in the area. Commuter parking - i strongly support commuters from the northern beaches having access to the manly ferry system. However many use extra resident parking permits for this purpose and park in residential streets. There are other solutions for this that should be explored. Tourist parking - we need to bring tourists and visitors to our area. There needs to be more, easier public transport options and car parks.	Resident

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Little Manly	I have off-street parking and use it. I don't need the Residents permits for myself, but I have one which I give to my visitors so they don't have to stress about the 2 hour time limit.	Make it easier for my visitors to find an off-street park near my home. Visitors are always complaining that they drove around for "hours" looking for a park and eventually found one "miles away". People express reluctance to come visit due to the difficulty finding a park; occasionally, despite driving all the way over here, friends have given up and just gone home without actually visiting! This always occurs out of business hours-if that helps.	Resident
Permit Area	What works well with this permit area?	What improvements could be made in this permit area?	Which best describes you?
Ocean Beach		Permits should be registered to each vehicle to avoid the on-sale of these permits to non-residents. Also, there needs to be some kind of permit for when we have guests...maybe a log in online that registers the car rego etc...? Not sure how that could work but no doubt there are some good schemes around that NBC could review.	Resident
Ocean Beach	I live in [REDACTED] and the scheme works fine here.	I think it's fair enough to put the cost of the third permit up but charing for the first permit and significantly increasing the second permit seems like a revenue raising exercise and won't get cars off the streets. The council merged on the basis that costs would be saved so extra revenue should be coming from cost savings not raising the cost of parking permits. Also, parking stickers should be sent to residents that can prove they have cars registered at their residential address. Makes no sense to send parking stickers to landlords if they aren't owner occupiers.	Resident

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Ocean Beach	We find that the scheme works well except that there are an inadequate number of parking spaces available for people such as us who do not have a parking place in the Pacific Waves building and have to rely on street parking.	More spaces or ability to use other areas. Plus greater scrutiny of applications are ensuring that the permit can only be used for specific vehicles	Resident
Ocean Beach	Generally the system is working well as it stands at the moment. I definitely need permits as I have family who visit and care for me and Need to park on the street. My garage is too small for cars.	The area where I live is often hard to find a park in Summer due to beach goers and Stella Maris school. Taking away the permits would cause dire issues. I am vehemently opposed to the taken away of permits and additional purchased permits.	Resident
Ocean Beach		I applaud the cut back in number of permits. We often have trailers and motor homes parked on the street for months on end when we know the owners have off street parking and choose not to use it. When quite a number of residents, such as ourselves do not have off street parking, it makes it very hard to find car parks. Some potential areas for increasing off street parking spots which would be great for the council to review are: Pacific Lane as it swings around to enter onto Pittwater Road. Room for 1-2 car spaces?? Rolf Street - including island in middle of Road. Whilst I understand residents have got used to the extra space they have at the rear of their properties, at some point the council needs to establish the correct boundaries and possibly curb the street, particularly now the child care centre is opening next to Harris Farms and there will be considerably more traffic coming down this street.	Resident
Ocean Beach	Hi, I think the permit scheme is working very well the way it is. We have 2 x cars in the family one is parked on my property the other is on the street with the free permit provided. we never have trouble finding parking on [REDACTED] where we live unless it is on a weekend in summer understandably.	None	Resident

Your Say Online Comments – Stage 1: Manly Park Permit – Audit and Review

Ocean Beach		There should be more available "permit excepted" close to [REDACTED]. There is no area to park that is less than 2 blocks away from this area (e.g corso)	Resident
Ocean Beach	I don't have a car at all. I depend on goget. Entirely - use it about 2-3 times a week, otherwise I used public transport. As I leave in the Manly National building, it's fabulous to have access in the building to goget cars. I hope allocation to build such spaces will continue to be a priority. Cheers		Resident
Ocean Beach	Timed parking on the beach front from Queenscliffe to South Steyne	<p>Do away with the "Pink" 4 hour parking tickets.</p> <p>Do away with the "PINK" windscreen parking tickets.</p> <p>Do away with the "PINK" 4 hour windscreen parking tickets.</p> <p>Revert to the previous number plate recognition system allowing Manly Council Area (MCA) residents access to 4 hours free parking. Residents from other areas from within Northern Beaches Council should be permitted just 2 hours.</p> <p>The reverse system should apply to say MCA residents parking in Dee Why. Dee Why (Pittwater Council Residents) should get 4 hours with MCA residents just 2 hours. Same all the way up the coast.</p>	Resident
Ocean Beach	I feel the permit system works fine normally.	Stop allowing more high density development along the beach front. It just creates more demand for parking in the area and takes away parking spots while the building is taking place. I am concerned as someone who pays rates twice (resi and office) that you are going to take away the rights of business to have a parking permit. If so we will close our business resulting in the loss of employment opportunities in Manly.	Business / Business owner

Your Say Online Comments – Stage 1: Manly Park Permit – Audit and Review

Ocean Beach		<p>I have an office based business in Manly [REDACTED] and we currently employ 15 people. The premises we lease has no parking (which is pretty common for commercial leases). Of the 15 people in the office we have 10 people who drive to Manly. As it stands we only have 3 car parking passes and the other 7 people need to move their car on a regular basis.</p> <p>For a business it would be good if we could purchase additional parking passes at a reasonable price. We can currently purchase 2 additional to a max of 3 passes.</p> <p>The lack of parking makes it difficult to employ people in Manly. The people in the business add to the local economy during the day when most residents are working in the city. On a regular basis we frequent the restaurants/cafes for brunch/lunch, attend gyms, yoga, chemists...etc.. and drink way too much coffee. It would be great if the new scheme could support local businesses to attract and retain staff, adding to the local economy.</p> <p>Note: When a lot of residents with parking permits drive to work, people who work in Manly could use these spaces which would again be free by the time people return from work to park their cars... so i think it's an easy win for both.</p>	Business / Business owner
Ocean Beach			Resident
Ocean Beach	<p>The current permit system works well in the Ocean Beach precinct. Council should not radically change the basic system that is in place. Many residents with permits have off-street parking as well. Accordingly there are normally very few problems with full spaces despite more permits being issued than spaces. Don't make out its a problem. Residents MUST get priority for any permits. I am OK if the fees go up a little for the benefit particularly for a third permit.</p>	<p>As above the long standing system works well.</p>	Resident

Your Say Online Comments – Stage 1: Manly Park Permit – Audit and Review

Ocean Beach	Status quo	Find special spots for motorbikes so they don't use valuable car spaces. Abolish special spaces for registered car sharing companies. Many families share cars but don't have these rights so are therefore discriminated against	Resident
Ocean Beach	2P. Important to have 2 permits per household.	More rangers look out. Some cars stay days without PP. Boarding house at 120 Pittwater Rd got the OK to go ahead with the condition "NO ONE GET A PP" as there are 19 people living in it. It seems that anyone can get a PP now. Also residents go to work then arrive people who bought permits and stay all day.	Resident
Ocean Beach	Turn over of parking spaces by non permit holders	More policing by rangers. Camper type vans often stay for days at a time without fines whereas a neighbour was fined the day after permits expired and he hadn't replaced.	Resident
Permit Area	What works well with this permit area?	What improvements could be made in this permit area?	Which best describes you?
The Isthmus	We can usually find a parking spot if we pick our time. We avoid using our car on weekends and during the various festivals. We have lived in the Manly area for over 30 years and I have raised this issue many times.	There is not enough parking spaces especially when those who live out of the area use resident parking when going to work. I suggest the resident parking permits should be tied to the address of the vehicle's registration. Company registration would need a declaration that the driver lives in the area. Temporary residents would need to purchase a temporary sticker from the council that is tied to their lease (monthly / annual) Camper vans should fall into the same category as trailers and boats. Business owners and employees are not residents and as such should pay for the privilege of parking near their employment. Everyone else does.	Resident

Your Say Online Comments – Stage 1: Manly Park Permit – Audit and Review

The Isthmus	Clear signposting	More Carshare spaces (e.g GoGet)	Resident
The Isthmus		<p>I would like more dedicated carshare (GoGet) spaces in my area, so that the selection of vehicles can be increased.</p> <p>I also get complaints from delivery carriers including AU Post, Fastway and Toll that it is too hard to find parking close to my apartment block, thus they don't deliver. I find this extremely very frustrating.</p>	Resident
The Isthmus	<p>The unlimited time frame is fabulous. Once you find a park it's really great to be able to not worry about moving your car all the time!</p>	<p>Increase area available for us to find a park in. The Isthmus area is tiny, especially when considering area encompasses The Corso (a large part of which is no parking), beachfront, school zone, commercial zones where our permits are not usable. Also this area is the most popular place to find a park for visitors to Manly. Please don't link permits to particular registrations as there are lots of reasons why we might need to use a different car for periods of time (e.g. I swap my car with partner, who lives out of the area, when he needs my hatch to transport goods for work. Also what about rentals if I decide to sell my car and rent when needed.)</p>	Resident
The Isthmus	<p>The parking areas are clearly identified.</p> <p>After 6pm unrestricted parking. That is great to provide an option for families to come down to manly for evening activities.</p>	<p>- There is a general lack of parking.</p> <p>- We see outsider (backpacker vans) occupy space in manly. I am unsure how they get the permits.</p> <p>- I believe that the parking permits should be based on size of premises</p> <p>- 1 bedroom - (max) 1 permits</p> <p>- 2 and above (max) 2 permits</p> <p>- Businesses (max) 2 permits</p> <p>Better line marking I believe will increase the area parking by 3-4 spaces.</p> <p>The parking restricted from 7am - 6pm.</p>	Business / Business owner
The Isthmus	<p>Context, I rarely use my vehicle, usually to go away for a weekend. Sadly it does not fit in the garage (underground and too low) I have available. So please consider carefully that restricting permit availability based on existing</p>	<p>Link permit to vehicle to a residence. Rego and property linked and checked by rangers.</p> <p>Limit permits to two per property. Exceptions at an increased fee and subject to set criteria (eg special needs vehicle). Most households in Isthmus are units, often only</p>	Resident

Your Say Online Comments – Stage 1: Manly Park Permit – Audit and Review

	<p>parking available is not always as equitable or reasonable as it might seem given the way that vehicles have changed since many older parking areas were built (mainly units).</p> <p>What works? Well it does mean that there is some turnover in people parking. However even on busy weekends I do note that most vehicles already have known resident permits. I also note behaviour that suggests people are using the area as a commuting parking area (arrive early, park, leave after ferries are back from cbd).</p> <p>I suspect that there are too many permits made available, being used by people who are not actually resident. All my observations point that way. Also, as noted, most people parking already have permits, so the area is not even being used to bring in out of area people for our local businesses. When weighing the two benefits, I believe decent paid parking in high volume car parking areas is the way to go. On street should be last resort for residential areas if only visiting.</p>	<p>two bedders or less. Two seems enough for a family or two independent people cohabiting.</p> <p>More off street paid parking for visitors. I hesitate to mention it but the oval parking plan seemed pretty smart to me. Shame it was canned.</p> <p>Congestion charging to reduce overall traffic, but combined with additional park n ride facilities.</p> <p>Consider innovative solutions for the "extra" vehicles like caravans, boats, RVs. If there were a reasonable, secure and nearby space for parking rarely used vehicles, spaces in high use areas could be freed up. This could be incentivised by a cheaper permit cost for second permit, rates reduction, even a contribution from local businesses (this could bring more people into the freed up parks to spend cash in Manly).</p>	
The Isthmus	<p>We have lived in [REDACTED] for 23 years. Prior to this we lived on [REDACTED] for nearly 7 years. What currently works is that each household or unit owner gets AT LEAST ONE FREE RESIDENT PARKING PERMIT for their area. Resident parking permits help for our family to visit, especially on weekend. Resident parking permits are necessary in the tourist/CBD/Isthmus area because there is a strong demand for onstreet parking from residents, redsident's family, visitors and</p>	<p>We believe that businesses such as banks and shops, rental car companies, real estate agents, doctors and other health services, should have access to cheaper parking say in the basement of Coles Carparking Station in Wentworth Street in order to make more space available for RESIDENTS in their streets. If you work in other areas of Sydney you are not automatically entitled to Resident Parking Permits. We believe that many people park in Victoria Parade after 7am and then go off to work in work attire. They return to their cars around 6pm. We also believe that the Northern Beaches Permit with the Rates Notice has increased the need for onstreet parking from people coming from all over the</p>	Resident

Your Say Online Comments – Stage 1: Manly Park Permit – Audit and Review

	tradesmen employed to do repairs in the area. Two permits could be the maximum with special requests for a third, with additional limits for the issuing of a third.	northern beaches. Council is probably losing money now from meter parking along South Steyne.	
The Isthmus	Each household gets at least one free parking permit. This facilitates visits of trades people, family and friends, Any proposal to reduce this permit would be a severe disadvantage for residents.	Provide the community with correct details as to who gets permits, For example we hear that new rental car companies get permits and take away from residents. Do not provide permits to developments where no parking is provided in the development or an expanded development. We have heard that one proposal is to take away permits if you have off street parking. This would be a terrible outcome for residents. Review the business needs. For example clerical staff should use public transport. There needs to be an appropriate charge for business usage. We have to stop trade in permits.	Resident
The Isthmus	1) Car clubs, GoGet, Popcar etc &, Carnextdoor should be encouraged. There should be more dedicated car spaces, including one for GoGet not just Popcar. These schemes have stopped us from buying an extra car. Council policy should be to maximise benefit from the 'sharing economy' - pooling of resources is a great way of reducing environmental impacts while enhancing social and community values. Carclubs are very common in Europe. 2) The parking of trailers or campervans is not an issue in the residential parking areas near us. Occasionally we have travellers staying overnight during summer in Ashburner Street but they do not cause inconvenience, and I think should be encouraged.	1) First permit price should be much higher than proposed to over \$100. Policy should act to discourage car driving. Non cardriving ratepayers shouldn't subsidise cardrivers. Under current policy, cars can park without charge, a very valuable civic resource given free to a car owner. Council should maximise parking permit income to pay for all its road spend, eg road maintenance, managing parking etc. Noncar driving ratepayers shouldn't pay for this. 2) Eco/small cars should get discounted permits. SUVs, Utes etc should pay premium to standard price. 3) Permits attached to numberplates is good idea, reducing secondary market. 4) No more than 2 permits per household, with visitor voucher scheme. Limit permits for those with offstreet parking and those in say 1 bedroom units. Our neighbours have offstreet parking for 3 cars but regularly leave 2 cars parked in street. Reducing the number of permits to those in 1 bedders will also help eradicate the secondary market. 5) Painting parking bays would be retrograde. 6m bays promote ownership of big cars. Our small car is just over 3m long so we could also park a Smart car, or a small electric car, within same bay.	Resident

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		6) Put in green charging stations/points for electric cars, common in Europe. And help those with electric cars charge them near their house or unit.	
Permit Area	What works well with this permit area?	What improvements could be made in this permit area?	Which best describes you?
Tower Hill	Allocated areas for residents.	<p>Paint white lines on the bitumen to mark car spaces for parking. Often cars take up more than one space.</p> <p>Have areas for motorcycles. Again I see parking of 1 motorcycle taking up a whole car space.</p> <p>It would appear that there are many older unit blocks in Manly with no parking spaces on the title. I would suggest free parking be provided for those units that were built with no on grounds parking.</p>	Resident
Tower Hill	Occasional ranger enforcement	<p>(i) Visibly register permits to the permitted vehicle to stop residents selling permits to non-residents.</p> <p>(ii) Fines for permit selling.</p> <p>(iii) Daily Ranger inspections (starting each morning at 9:00am to identify non-resident vehicles which are left by city commuters).</p> <p>(iv) After hours ranger inspections or parking cameras.</p>	Resident

Your Say Online Comments – Stage 1: Manly Park Permit – Audit and Review

	(v) New barriers along Tower Street required to stop illegal turning/parking in the park and to protect the edges of the park.	
Tower Hill	It's good to have time limited parking and resident parking permits in an area so close to Manly Wharf and the beach. This ensures that commuters and visitors don't park in our street all day and reduce parking for the residents.	Resident
Tower Hill		Resident
Tower Hill	We can have visitor parking permits. we are retired owner-occupiers with all our family from out of town and without visitor permits they could not visit and stay with us. There is absolutely no onsite parking at [REDACTED] for necessary use by tradespersons or visitors to our home.	Resident
Tower Hill	My rights as a rate payer to be able to obtain up to three parking permits for my street to be used by the residents of my house and my guests, especially my elderly parents who would find it impossible to park away from my home. We also have only one guest parking for three townhouses and it often unavailable due to high usage of other owners within our complex.	Resident

Your Say Online Comments – Stage 1: Manly Park Permit – Audit and Review

Tower Hill	2P to the whole area	There seem to be a lot of commuters who do not live in the area but have managed to get a pass and park here to get the ferry to work. Would suggest allocating the number of passes based on size of a dwelling eg a 1 bed apartment would get less than a 4 bed house to reduce the number of spare passes. Also tying passes to number plates of cars registered in the area say 1 pass per dwelling unlimited and the balance tied to number plates.	Resident
Tower Hill	nothing really - I have no garage/off street parking, so parking is always bad at the critical times. there are just too many cars	<ol style="list-style-type: none"> 1. parking demarcation lines - some drivers are careless and occupy 2 spaces 2. residences with off street parking should receive less permits - i.e. restricted to one permit only - they need to be forced to use their off street spaces 3. tenants and landlords cannot BOTH get car parking permits - the landlord should be the only one allowed to obtain parking permits - max 2 - and it is the landlord's responsibility to issue them to the tenant - stop double dipping 4. encourage more bicycle use - more bike lanes and facilities around the manly area <p>I HAVE 2 PERMITS BUT NO CARS - WHEN MY GIRLFRIEND VISITS SHE HAS ONE, WHEN MY DAUGHTER VISITS SHE HAS THE OTHER - so I occupy less than 1/2 a car space on average with 2 permits (cannot afford the fines) - is there a better way to do this? I would suggest electronic registration so that I can have on average one parking permit - one day I could have 3 cars (for dinner) and the rest of the week none</p>	Resident
Tower Hill	The Tower Hill parking permit area does work but, not very well and not as well as it could.	<ol style="list-style-type: none"> 1. Completely separate from Tower Hill Extension (new name) to prevent unlimited parking in the original Tower Hill area. 2. Restrict motorcycle parking to designated areas not suitable for cars e.g. between driveways. 3. Compulsory permits for residents' motorcycles as for other vehicles. 4. Ensure that all signs, including time limits, defining Tower Hill area are in place and visible. 5. Consider painted lines on road to define parking spaces, particularly in James Street where thoughtless and inconsistent parking is a constant problem. 6. Reduce the number of permits available for dwellings with off-street parking. 7. Ensure that residents with driveways can park across that driveway without breaking the law e.g. 2 Fairlight Street driveway (in James Street near junction of James/Fairlight Streets) is in the No Stopping zone. This causes problems for residents of this building and prevents delivery vehicles from stopping briefly to 	Resident

Your Say Online Comments – Stage 1: Manly Park Permit – Audit and Review

	deliver goods. 8. A few disabled parking spaces would be helpful.	
Tower Hill	It's great to have the option to park in the street for as long as possible out the front of my house. It would be nice if our local permits covered other common use areas in the Manly Council areas, such as the Steyne parking areas, Shelly Beach, North Head, etc (similar to what our old digital parking permits used to do). At present, the only way to get these sort of benefits is to be a home owner, in which case you get a Northern Beaches parking permit. If you are a renter, you need to petition your landlord who is under no obligation to give you one of their permits and in our experience, they do not often hand them over. So what happens is that you have landlords who's primary residence is not in Manly with more parking privileges than renters that live and drive around Manly every single day.	Resident
Tower Hill	A new pickup / drop off area for elderly and handicapped people at the corner of Eustace and Gilbert St, in Gilbert St outside 3 Eustace St.	Resident
Tower Hill	Our area is challenging because of the proximity to bus and wharf. Many cars parking in the street use parking tickets bought online. The use of the available space in the street is not maximised due to poor parking and motorbikes. An improvement could be to mark the parking spaces clearly and to create an area devoted to motorbikes, also clearly marked. A somewhat more radical approach could be to create angled parking on one side (probably east side) of the street. This would make entry to parking spaces faster and more efficient. Combine that with clearly marked spaces would greatly improve utilisation.	Resident
Tower Hill	Dedicated spaces for GoGet car share parking	Resident

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Tower Hill		We do not have a car; however we use GoGet. I have to say that sometimes it is very difficult to find the cars. It would be ideal if you destined fix spots for GoGet.	Resident
Tower Hill	There is seldom any street parking available and finding a parking spot inevitably takes a very long time. Instead, we have resorted to paying to park in the council car park, which is very expensive. We would prefer to give up private car ownership and rely on GoGet or some other car sharing system, but it is currently unreliable because the number of these vehicles near our home is limited which makes it an unreliable option. There is a scheme now for local transport to and from the Wharf, which seems like a good idea.	Car sharing schemes should be strongly promoted. I also wish the council would proceed with its previous plan to build a car park under Manly Oval.	Resident, Business / Business owner
Tower Hill	Not much	1. Visible linkage of permit to license number. 2. Heavy fines for sellers and buyers of residents permits. 3. Regimented ranger patrols at 9:00am, 12:00 noon, 3:00pm and 5:00pm to catch out of area commuters and tradespeople.	Resident
Tower Hill	Chaotic, hard to find after work hours	Marked parking spaces to prevent selfish parking. Encourage car non-ownership by providing adequate number of dedicated car share spaces. Lobby government for more frequent reliable affordable public transport.	Resident
Tower Hill	Good to have the permit that gives parking in the northern beaches area.	It would be good To have fixed spaces for car-shares.. I use Goget, but it can be hard to find the car or find a space when I return it. I had an unpleasant experience with a resident who objected to it being parked in "his" street.	Resident

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Tower Hill	We currently have sufficient on site and street parking to meet our needs but our needs for parking will increase as our family grows and our children start driving their own cars.	<p>Our house is surrounded by blocks of apartments, many of which have no off street parking. For example on one side of us there are 3 apartments with 2 off street parking places and on the other side we have 6 apartments with no off street parking spaces. Our neighbours are entitled to 27 parking spaces, while we are only entitled to 3 and are on a larger land size.</p> <p>While we have some off street parking it is difficult for visitors and tradespeople to access parking near our property.</p> <p>I suggest in revising the scheme you incorporate land and dwelling size (as you do for rates and building approvals) in determining permit numbers. Our parking entitlement should align somewhat with the rates we pay.</p>	Resident
Tower Hill	Lauderdale Avenue needs parking lines so that maximum number of parking places can be achieved.	Council approved no visitor parking in the Unit block, 1 Lauderdale Avenue in the 1960's but should INSIST that the building now put in visitor parking. There is ample room and the building is presently under going building renovations so now is the time to pressure the building owners to put in parking. Council should look at other sites in the Manly area to see if off street parking can be placed in residential areas like 1 Lauderdale Avenue.	Resident
Tower Hill	This is hard to answer as I think there is still a problem with parking despite the scheme	I don't have a car but need to use a car 1 - 2 times a week for work visits. The local GoGet car scheme should have at least one designated carpark - so that it is easy to return to its location and to reward non-car owners who choose not to have a car but instead occasionally use schemes such as Go Get.	Resident
Tower Hill	I think that works is that these permits actually exist- without them, residents would have a real difficulty parking especially in the summer time.	<p>Too many permits are distributed. There are households that have double car garages and driveways but they still park in the street. They have off street parking so shouldn't be able to apply for four permits.</p> <p>The unit blocks in Fairlight are old and many don't have parking- these residents need priority for parking permits. I think two permits max for each property would also work, rather than the four or five it is now.</p> <p>Also I drive a work vehicle- I'm concerned that the car is not registered to our address as it's a company vehicle. What would this mean for me? Would a letter from his work suffice? That needs to be thought about as I'm sure there's a few other people who drive company vehicles in the area as their only vehicle. I do like the idea of registrations to addresses but these cases need to be considered.</p>	Resident

Your Say Online Comments – Stage 1: Manly Park Permit – Audit and Review

Tower Hill	Parking is always tough but we always manage to find a space. By moving to a popular busy tourist area such Manly we knew this would be the case.	Ferry commuters uses our area to park in, not sure how you solve this. We purchase the 2nd pass for when we have visitors. We would be happy for the 2hr free limit to be reduced to 20mins. This would force people from outside the area to use council paid parking when visiting the beaches near us. Rangers need to check cars to see if they are out of rego on the Service NSW website. I have reported several cars to the police in our area that still have 6 months left on their parking pass yet are 3 months out of rego and I presume left by a backpacker heading back overseas. Perhaps put the expiry date of the pass the same date as the renters lease ends. Our current lease ends in Feb yet I have just received 2 passes that last until June 2020.	Resident
Tower Hill	The two hour limit for visitor parking ensures there is a turnaround of spots so those with a permit can often get a place to park.	Fewer Council events Clear parking lines so people are not damaging other cars or blocking garages and driveways Small car only signs where the spots are small between driveways Improved pavements A dedicated and cheap commuter car park - an area of the Whistler St car park as there are few others nearby.	Resident
Tower Hill	-low cost of permits	-Permits should be linked to vehicle registration and proof of residence. -Permits should be based on access to off street parking. -New multi-unit developments should not be eligible for access to permits. This will lower the street parking demand and reduce congestion. -Motorcycle parking should remain unrestricted or exempt from permits. -The permit scheme should not be extended by adding large zones of streets to permit area. This creates problems near the boundaries of the permit area. -Boats and trailers should be not be eligible for permits.	Employee
Tower Hill	The 2 hour time limit means that there is always turnover of parking places. This means residents can usually find a spot at any time of the day, notwithstanding the high demand. The entitlement to permits and allowing purchasing of additional permits allows residents to cater for visitors.	If the number of permits issued is an issue than there could be tighter control over permits, eg restricting the number of permits per residence to 2, or doing something to control the secondary market in permits. There should be no discrimination against residents, ie don't favour some over others.	Resident



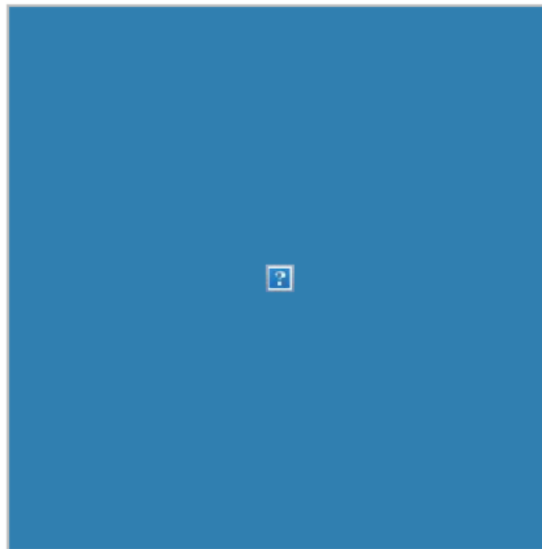
From: [REDACTED]
To: [Transport Mailbox](#)
Subject: Re: Manly Parking Permit Scheme Review and Audit
Date: Friday, 24 May 2019 4:47:25 PM

One piece of big feedback: my pass was stolen by someone actively using it to live in his van around Manly, but i am powerless to do anything - and have to pay \$104 to replace.

He's completely got away with it and i cant do anything.

On Fri, 24 May 2019 at 4:15 pm, Northern Beaches Council
<transport@northernbeaches.nsw.gov.au> wrote:

Manly Parking Permit No Images? [Click here](#)
Scheme Review & Audit



Dear [REDACTED]

We are looking to improve parking in the Manly area. Come along to a drop-in session to tell us about your current permit scheme area and learn how the Roads and Maritime Services Permit Parking Guidelines may affect you.

Drop-in sessions will be held at Manly Town Hall Customer Service, [1 Belgrave Street, Manly](#).

- Mon 17 Jun, 9 – 11am
- Tue 18 Jun, 3 – 5pm

Wed 19 Jun, 5 – 7pm

- Thu 20 Jun, 12 – 2pm
- Sat 22 Jun, 9 – 11am

Learn more about the Manly Parking Permit Scheme Review and Audit [here](#).

We are also currently exhibiting the Draft Delivery Program 2019-2023 and Draft Fees and Charges 2019 which propose changes to parking permit fees in Manly. Please visit the [project page](#) for more information.

Regards

Transport Network Team

You are receiving this email as you are a current Manly parking permit holder.

[Unsubscribe](#)



From: [REDACTED]
To: [Transport Mailbox](#)
Subject: Re: Manly Parking Permit Scheme Review and Audit - Att:Michelle Carter
Date: Friday, 24 May 2019 6:12:33 PM

Dear Michelle

I understand that you are conducting a Manly Parking Permit Scheme Review and Audit

I am a [REDACTED] (known as the **Balgowlah Permit Parking Scheme**).

In 2009, due to our lack of (street) parking and various circumstances unique to these two streets, we made a successful submission to Manly Council and the Balgowlah Permit Parking Scheme was established. The process took about 18 months which involved, submissions to Council & Management, Roads and Maritime Services meetings and ultimately, Manly Traffic Committee sign-off

If it assist you with your Review & Audit task, I have various correspondence pertaining to this Scheme and the process to which we undertook to get to the 'finished product'.

I will come along to the 1st drop-in session at Manly Town Hall Customer Service Centre on Monday 17 June to hear all about your reviews.

But in the meantime, if I can be any assistance with any information that can make your review a little easier, please do not hesitate to contact me.

[REDACTED]

----- Original Message -----

From:
transport@northernbeaches.nsw.gov.au

To:

[REDACTED]

Cc:

Sent:
Fri, 24 May 2019 16:15:11 +1000

Subject:
Manly Parking Permit Scheme Review and Audit

Manly Parking Permit No Images? [Click here](#)
Scheme Review & Audit Dear [REDACTED]

We are looking to improve parking in the Manly area. Come along to a drop-in session to tell us about your current permit scheme area and learn how the Roads and Maritime Services Permit Parking Guidelines may affect you.

From: [REDACTED]
To: [Council Mailbox](#)
Subject: Parking Scheme
Date: Friday, 24 May 2019 4:46:37 PM

Dear Michelle

I hope you are listening.

This is more to do with consistency of attendants. As I am sure improvements to not allowing people to buy more passes than they need and sell them on gets cured. As our street is littered with people with permits who don't live in Manly. All park during the day and then leave in evening.

My biggest concern is even when this is improved the attendants managing parking need to be better.

Observations

1. No consistency. I parked in a spot and got a ticket in day then next day an attendant walks past same spot I was parked and didn't issue a ticket. I asked him why and he said signs aren't clear and he had even spoken to his manager who told him not to ticket. I then went online and asked for my ticket to be taken back but being told I still have to pay it.

2. Haven't been ticketing workers on our road for last few months.

3. They seem to swarm around areas where they know people get caught out but rarely see them on our street. Example the swarm of attendants in pairs along beach front catching people out right before the ticketing time ends. Makes me think they are on commission which would explain this behaviour.

I really do hope you get this parking problem sorted. Just make people have permits for as many cars as they own + 1 for visitors. Or do as they do in UK for visitor permits you buy scratch cards from council for say \$10 a day and once used are void. And limit to a certain amount a year so can't keep selling on.

Hope this is some helpful input

Regards

[REDACTED]



100



From: [REDACTED]
To: [Transport Mailbox](#)
Subject: RE: Manly Parking Permit Scheme Review and Audit
Date: Saturday, 25 May 2019 2:58:13 PM

Dear People

I am interested in your review.

It appears that the RTS distinguishes between resident and visitor parking whereas your proposed fees do not appear to make this difference.

The current provision of one free zone parking sticker per household and fees for subsequent or lost stickers made this an equitable solution in a suburb which has limited off street parking and no consistent history of ensuring off-street parking for new commercial/hospitality sites.

Whilst I appreciate that there is probably a steady "black" market for out of zone commuters – I do think that residents who live close to transport hubs such as Manly Wharf should not be penalised for others opportunistic behaviours.

I recall that there was a fund established by the 'old' Manly Council for parking where developers paid a fee rather than incorporate parking within their development. If the money has not been dissipated perhaps there could be provision made for enhanced resident/local parking or shuttle service to reduce the pressure by commuters.

I trust these views will be considered in email as I am unable to make any of the drop-in sessions.

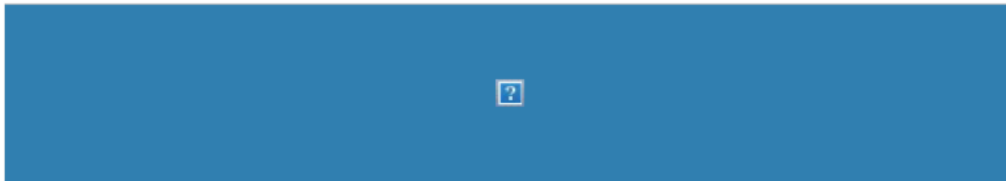
Regards

[REDACTED]
Manly Resident

From: [Northern Beaches Council](#)
Sent: Friday, 24 May 2019 4:16 PM
To: [REDACTED]
Subject: Manly Parking Permit Scheme Review and Audit

Manly Parking Permit Scheme Review & Audit

No Images? [Click here](#)



Dear [REDACTED]

We are looking to improve parking in the Manly area. Come along to a drop-in session to tell us about your current permit scheme area and learn how the Roads and Maritime Services Permit Parking Guidelines may affect you.

Drop-in sessions will be held at Manly Town Hall Customer Service, 1 Belgrave Street, Manly.

- Mon 17 Jun, 9 – 11am
- Tue 18 Jun, 3 – 5pm
- Wed 19 Jun, 5 – 7pm
- Thu 20 Jun, 12 – 2pm
- Sat 22 Jun, 9 – 11am



From: [REDACTED]
To: [Transport Mailbox](#)
Subject: Re: Manly Parking Permit Scheme Review and Audit
Date: Saturday, 25 May 2019 8:56:19 PM

Hi all

What will this mean in terms of the application I have pushed through already on parking permit? The current permit expires in 30 days so hopefully we will still be in a position to get a new one?

Changes you are discussing would take a bit of time before taking effect I can imagine.

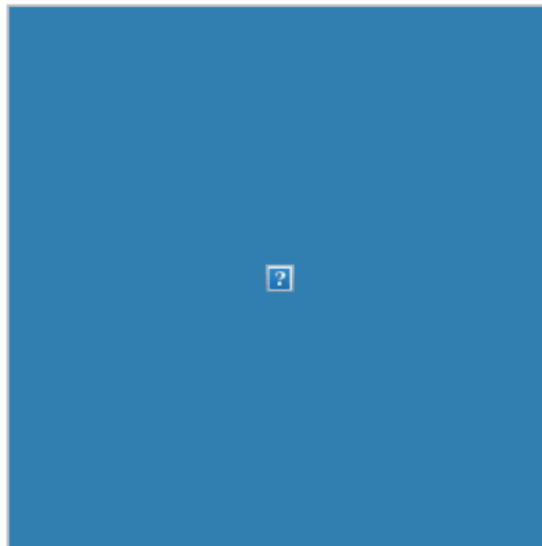
Looking forward hearing from you.

[REDACTED]

On Fri, 24 May 2019 at 16:16, Northern Beaches Council

<transport@northernbeaches.nsw.gov.au> wrote:

Manly Parking Permit No Images? [Click here](#)
Scheme Review & Audit



Dear [REDACTED]

We are looking to improve parking in the Manly area. Come along to a drop-in session to tell us about your current permit scheme area and learn how the Roads and Maritime Services Permit Parking Guidelines may affect you.

Drop-in sessions will be held at Manly Town Hall Customer Service, [1 Belgrave](#)



From: [REDACTED]
To: [Transport Mailbox](#)
Subject: RE: Manly Parking Permit Scheme Review and Audit
Date: Sunday, 26 May 2019 4:54:37 PM

I was rather surprised to learn of the changes proposed especially as we live in a rather unique spot when it comes to parking needs. My wife and I are retirees and have one car which is usually located in an allocated parking spot within our block of 28 home units at [REDACTED]. There is no on street parking directly outside our unit block but there are some parking meters on the opposite side of North Steyne which currently are included in the Ocean Beach parking permit scope.

Our uses of the permit are principally to allow us to park on the meters directly opposite (or in nearby streets) when

1. we return home briefly after being out and don't wish to go through the tedious and very careful process of driving in and out of the tight access ramp of our building basement,
2. Need to load/ unload something from our car that would be difficult to do in our car park,
3. Need to park out overnight to allow guests or visitors to park in our spot due to the lack of parking anywhere close,
4. Access is difficult or delayed due to tradesmen, deliveries or removalists blocking our driveway,

Our second permit is for:

- a) Visitors
- b) Tradesmen
- c) Removalists
- d) Cleaners
- e) Family members staying with us for an extended period,

who cannot park in our building due to limited and often full visitors spaces, their vehicles being too big to fit our spaces or their reticence to drive down our steep access drive.

We cannot see why the cost of the first two permits should be increased so much as indicated in your documentation as we are retirees and only occasional users as listed in 1-4 and a-e above. If as Seniors we cannot afford the second permit our users b d above will increase their fees to cover the cost of parking.

May I request that due to our location and as Seniors the current fees are maintained.

[REDACTED]
[REDACTED]

From: Northern Beaches Council [<mailto:transport=northernbeaches.nsw.gov.au@cmail20.com>] **On**
Behalf Of Northern Beaches Council

Sent: Friday, 24 May [REDACTED]

Subject: Manly Parking Permit Scheme Review and Audit

Manly Parking Permit Scheme Review & Audit

No Images? [Click here](#)



From: [Northern Beaches Council](#)
To: [Council Mailbox](#)
Subject: Online Submission - Draft Delivery Program 2019-2023
Date: Wednesday, 29 May 2019 12:54:53 PM

A community member has just submitted 'Online Submission - Draft Delivery Program 2019-2023' for the draft Delivery Plan with the responses below.

ATTENTION: Louise Hardy

CONTAINER: PJ01188

On which document would you like to make a submission?

Fees and Charges - 2019/20

Draft Fees and Charges 2019/2020

Manly parking scheme permits: While I understand the need to review the Manly parking permit scheme and having a cost associated with permits is a deterrent for people buying in excess and selling them off, this increase seems too much and hurts the people I assume the permit scheme is supposed to support? I live in a unit in Fairlight with no off street parking and now my partner and I will be up for \$168 to park on the street rather than \$42 like previous years. This is a huge jump and there's not enough information about why this decision has been made. It has also not been made clear enough in the email I received that this huge increase was being proposed and I find it a bit dodgy that this wasn't spelled out in your email. Many would not have clicked through to look at the fees and charges document. Isn't there a way you are able to make this fairer? Eg. if a house has on-street parking then their first permit comes at a cost or they aren't able to obtain one? People who have no on-street parking should be able to have one free permit- there are old buildings in the area that were built with no parking and as these were allowed to be built, there should be mechanisms in place to support these residents.

First name

[REDACTED]

Surname

[REDACTED]

Email

[REDACTED]

Suburb

FAIRLIGHT, NSW

Postcode

2094

While you are here ...

Did you or do you plan to attend an information session?

No

Why not?

No Answer

Do you feel that Council has given you enough information to make an informed submission on the documents?

No

What else would you like to know about the documents that we haven't already presented?

The reason behind increasing permit prices in Manly on the spreadsheet is to bring the price in-line with other permit schemes. Which permit schemes? Are they on the Northern Beaches or elsewhere? There should be more information so we know this is a fair decision.

How would you like that information presented?

Online

Would you like to receive email updates on this project?

Yes

Would you like to join Council's community engagement email list?

No



From: [REDACTED]
To: [Council Mailbox](#)
Subject: Check on resident parking permit
Date: Thursday, 16 May 2019 2:34:29 PM
Attachments: [image002.png](#)

Hello,

I hope this email finds you well!

I'm hoping that you can help me, not sure if you can but it's worth an ask!

I live on [REDACTED], which is notorious for parking (oh there is sooooo much I could say about that!). Anyway, this morning I got into a row with a woman over a parking spot. From what she said to me, through never having seen her other than parking in business attire, and someone else this morning saying they had had parking problems with her too, I don't believe she is genuinely entitled to a Resident parking permit. Is there any way to check? Her Resident Parking Permit card number was [REDACTED] and her car registration plate (which should be attached to her place of residence, but I don't know if you can access that info) is [REDACTED]

I also wanted to ask what the situation is with motorcycles parking in resident parking zones – it is ridiculous and dangerous where we are. From what I can see on the Council website, they should have a resident permit if they are going to park in a resident parking area for longer than the non-resident time? But this doesn't seem to be enforced at all. Are you able to clarify this please?

My fingers are crossed.

With kind regards,

[REDACTED]



From: [REDACTED]
To: [Council Mailbox](#)
Subject: Parking permits
Date: Saturday, 1 June 2019 2:03:05 PM

Hi,

I would like to voice my opinion with regard to the suggested pricing changes to the council parking permits. I think it is very unfair to start charging for the first permit as many people in the Manly/Fairlight area have bought units that don't provide parking so have no choice but to park on the street. In fact they have quite often bought these units as they are far cheaper without parking. To then charge them for parking outside their home is extremely unfair. No where else on the Northern Beaches do people have to pay to park outside their homes. I can understand charging for extra permits because of the lack of parking in the area but I can only see this change to the first permit as revenue raising and not putting your constituents first and foremost. It is a basic need to be able to park your car outside your home. It's a very poor decision and I hope doesn't proceed.

Regards
[REDACTED]

[REDACTED]

From: [REDACTED]
To: [Council Mailbox](#)
Subject: Manly Resident Parking Scheme
Date: Sunday, 2 June 2019 2:59:22 PM

My thoughts on the Manly Resident Parking Scheme:

- One free sticker to every residence (given to the resident not the owner)/ business/club/school/ hospital/ etc
- One sticker that can be purchased by every resident/business/club/school/hospital etc.
- Every sticker to clearly show the Registration of a vehicle and a resident must be able to prove that the vehicle is owned by the resident.
- One Coupon Book (20) where a specific day can be nominated that can be purchased by residents/business/ etc each year.
- Additional Coupon Books to be purchased by a resident who has Council approval for building work.
- Scheme trialled for 12 months.
- One Council Ranger to follow up on any miss-use and be responsible for recording owners who miss-use the Scheme.
Eg Ranger to patrol streets am and pm with the authority to confiscate or cancel permits being miss-used by transport users.
Eg Ranger to follow up on reports of miss-use or sale of stickers.
- No re-issue of lost stickers unless a Police Report of a burglary can be provided.

I am opposed to sections of any street being blocked off by Builders as it is subject to abuse.

I am opposed to residents being treated differently whether they have off street parking or not.

Businesses/ clubs / hospitals / schools should not receive additional stickers This does not happen in the CBD and should not happen in Manly.

It is of concern that Phil Devon, Manager Transport Network NBC, would present a proposed NBC Scheme as occurred at a recent Manly Community Forum Meeting without first consulting residents.

If the State Government Guidelines do not look after the interests of NBC residents, then NBC should be dealing with the State Government and in particular, James Griffin, not causing angst for residents. I have written to James Griffin on the matter.

NBC should be acting in the interests of Manly Eastern Hill residents and ensuring that current benefits are maintained.

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Council Mailbox](#)
Subject: Parking Permit review
Date: Friday, 31 May 2019 5:06:04 PM

Hello

I live in Tower Hill area and wanted to provide my perspective on the parking review. Parking in Manly is an expensive add on. Our residence was much more expensive because it has parking. None the less we require permits for visitor parking so that, if our visitors can find street parking, they are able stay longer than two hours.

Currently we pay and have two permits. This especially allows our older relatives and our children with their children some certainty and confidence in accessing our house.

I hope that residents continue to get preferential access to permits. This only seems fair, particularly as Council puts so much pressure on parking availability through its constant events in the area.

There are distinct patterns in our area. When the weather is unpleasant, early weekend early mornings, and in winter there is nearly always parking available. But there do seem to be people who drive into the area to park for work/their commute to the city. I'm not sure how you could control this, as linking permits to number plates does not work for valid guests.

For years the problem of inadequate parking facilities has been raised. Being a major commuter centre as well as tourist area it seems ridiculous that we don't have a good sized park/commuter parking facility. It seemed such a good idea to have a parking station under the oval and to decrease the traffic flows through Manly centre. I hope this is looked at again. A good parking station with low costs for commuters and residents may alleviate some of the problems.

I also think Developers should be required to provide more parking. They seem to be able to build without set backs, remove all trees on sites while increasing the population stress in the area.

Another concern is that with global warming people will be driving more, not less, as temperatures are already way too hot in summer and shaded streets are rare.

These are a few of my concerns.

Yours sincerely

[REDACTED]
Manly
[REDACTED]

Sent from my iPad

From: [REDACTED]
Subject: [REDACTED] [Ray Brownlee; Jorde Frangoules](#)
Date: Re: Manly Parking Permit Scheme Review and Audit
Sunday, 2 June 2019 4:11:02 PM

Dear Councillors and NBC Management,

Thank you for the email sent on 24 May 2019 from the Transport Network Team regarding the Manly Parking Permit Scheme Review and Audit.

We live on the corner of [REDACTED]

[REDACTED] We are very fortunate in that, apart from the January school holidays and a few weekends in summer, there are always parking spaces available around our home.

We have read the RMS Guidelines and feel they give a practical approach to the allocation of parking permits. We think they are broad enough and flexible enough to cover resident parking in Manly to the satisfaction of the residents.

We make the following comments regarding the guidelines:

Page 10 –

“Councils or declared organisations must obtain RMS approval for permit parking schemes on classified roads.

In any other case, RMS will provide advice on matters relating to traffic management, traffic efficiency and road safety, including proposals involving parking schemes on roads and road related areas.....”

Classified roads in Manly include: Manly Road, Sydney Road, Belgrave Street, Pittwater Road, Condamine Street, West Esplanade, Commonwealth Parade, The Crescent, Lauderdale Avenue, Rosedale Avenue and Hill Street. All roads on the Eastern Hill are unclassified.

Page 6 –

“However, if they (Councils) do propose to establish a permit parking scheme, it must comply with the Regulation and this mandatory guideline.”

Page 12 - Eligibility – dot point 7 -

“Parking authorities have discretion over the total number of permits issued in their area of operations and how they will distribute these permits across the relevant classes of permit parking schemes.”

The above paragraph gives Council flexibility.

Page 13 – Resident parking permits – dot point 3

“The number of permits issued for an area should not exceed the number of available on-street parking spaces in the area.”

The use of the words “should not” rather than “must not” gives Council flexibility to exceed the number of on-street spaces if necessary.

Page 13 – dot points 4 and 5

The next two points, which limit the number of permits to be issued, presumably refer to areas where there is a mixture of restricted and unrestricted on-street parking, as the next dot point (6) refers to areas where there is no unrestricted parking (such as Eastern Hill).

Page 14 – dot point 6 -

“Where the number of requests for permits exceeds the number of available on-street parking spaces, only residents who do not have access to unrestricted parking along their kerbside are eligible to apply for a resident parking permit. Applications should be prioritised as follows:

- . No off-street parking space.
- . One off-street car space.
- . Two or more off-street car spaces.”

This allows for a much more generous allocation of parking permits than dot points 4 and 5. It also allows for shared households and extended families with multiple cars to get permits.

Conclusion

In accordance with the guidelines, having the Registration No of a car displayed on the parking permit should effectively help eliminate the selling of parking permits. It is assumed that Council will check registration numbers against a property's address when owners apply for a permit and also view proof of company car use.

The guidelines provide Council with the flexibility to issue more permits than on-street parking

spaces, if needed. In areas such as Eastern Hill that have no unrestricted on-street parking, Council would be able to issue multiple permits to a single household if the householder can show that there are additional vehicles registered at that address.

With regard to Visitor Permits, to prevent residents selling their visitor parking permits, the address of the residence could be printed on the permit, Rangers would then be alerted if a car is consistently parked away from the vicinity of that residence.

With regard to tenanted properties, any parking permits issued to the owner of that property should be handed back to Council before a tenant is issued a parking permit for that property. Likewise, when the tenant leaves, his permit must be handed back to Council. Perhaps a refundable deposit could be put on tenant's permits to encourage their return to Council.

In relation to our personal circumstances, we have a double garage and own one car which is always parked in the garage. We currently have two parking permits which we use five or six times a year for visitors. We are aware of other neighbours in similar circumstances. We would be more than happy to surrender our two parking permits if we were able to get visitor permits instead.

We feel confident that the flexibility the guidelines provide will allow Council to achieve a parking permit policy that is fair and reasonable and meets the needs of the residents of Manly.
Regards

[REDACTED]



From: [REDACTED]
To: [Transport Mailbox](#)
Subject: Re: Parking Permit review
Date: Thursday, 6 June 2019 11:05:29 AM

I'm a ratepayer living in Ocean Precinct, so I pay directly for my free 24 hour parking permit, and I want it to stay that way. There is nothing to review and audit ok. I pay council to collect garbage and get a free parking permit to use outside my home. As ratepayers, we get precious little else from council for what we pay in rates every year. I don't care what you do at council car parking stations just maintain our free parking permit outside our homes! Simple!

[REDACTED]

Sent from my iPhone

From: [REDACTED]
To: [Transport Mailbox](#)
Subject: Parking audit
Date: Thursday, 6 June 2019 2:03:59 PM

Dear Sir/Madam,
I will not be able to attend one of your drop-ins but would like to voice a suggestion.

Caveat: - This may already be within your audit's scope.

In addition to auditing the number of cars versus current number of available parking spots.

Can you please assess the ability to increase the number of available parking spots by marking out lines on the street of where people should park.

Rather than having spots limited because:

- Someone has parked one car across two spots
- Four cars can easily be parked at an angle rather than one spot parallel to the kerb.

Pacific Parade, where I live could potentially increase the capacity by approximately 20% by simply putting a few white lines on the street in a smart way.

Thanks for your time in reading this email

Kind Regards

[REDACTED]

From: [REDACTED]
To: [Council Mailbox](#)
Subject: Parking Permit review
Date: Friday, 31 May 2019 5:06:04 PM

Hello

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I also think Developers should be required to provide more parking. They seem to be able to build without set backs, remove all trees on sites while increasing the population stress in the area.

Another concern is that with global warming people will be driving more, not less, as temperatures are already way too hot in summer and shaded streets are rare.

These are a few of my concerns.
Yours sincerely



Sent from my iPad

From: [REDACTED]
To: [Transport Mailbox](#)
Subject: Parking permit suggestions Manly
Date: Friday, 7 June 2019 10:57:05 AM

Hi.

The below is just common sense to anyone who has lived overseas -

1 Reduce the number of permits given out - they are on sale constantly through out the year on Facebook groups. People buy them and then sell them for massive profits. No one needs 3 parking permits

2 Stop businesses from having multiple permits and giving them to staff - half the check out staff at Coles are given permits. The Skiff Club in Manly gives their permits to bar staff - most of the cars outside there are Skiff Club permits.

3 Introduce resident only parking sections as they do all over London. I lived there for 10 years and visitors just know they can't park so they get the train. They do this in Newtown too. Manly is the only place on earth where the council cares more about visitors than residents.

4 Limit how long cars can be parked - people are storing their second cars on the street and they never move. There are cars on my street that have been there since I moved in. In New York and London cars have to be moved regularly.

5 Stop allowing construction of apartments without ample guest parking. There is one going up next to Havana Beach. When I lived down there in a block of 50, there were 2 (only 2) guest parking spots for guests. So every time you approve a new build you are making the problem worse.

6 Stop allowing spaces to be taken up by building works, again on Victoria Parade and for the last month on Ashburner 5 spots have been out of action. Why?

7 There are loads of places where additional spots could be put in eg corner of Darley and Ashburner there is a gap big enough for another car OR the shops on Darley no one wants 5 minute parking - there is room for a couple of other spots. Likewise there is room for more on East Esplanade and Cove.

On Stuart Street there is a bus that comes every hour only, if the bus stop was reduced on both sides of the road that would be a couple more stops. It is currently oversized.

Outside there is loading JUST for the Skiff Club - that could be 3 more car spots. At the minutes everything is prioritised ABOVE resident parking.

8 You have a major problem with misuse of disabled permits. Everyday I watch able bodied people slip in and out of disabled spots often with a surfboard - people I guess are using their parents permits. But its a joke.

Thanks. I won't hold my breathe.

[REDACTED]



From: [REDACTED]
To: [Transport Mailbox](#)
Subject: Edwin Street Fairlight
Date: Friday, 7 June 2019 7:02:52 PM

Hi

Wondering if Edwin Street Fairlight is being considered for parking permits. We are now the first street from Sydney Road and Manly with all day parking and naturally everyone comes to park in our street to get the bus making it extremely difficult for us residents to park in our own street. Griffith Street has timed parking and there is a long stretch of Griffith Street which could be used for parking as many parts of it are not outside residents houses. I would be happy to discuss the issue with you. My number is [REDACTED]

kind regards

[REDACTED]



From: [REDACTED]
To: [Transport Mailbox](#)
Subject: Edwin Street Fairlight
Date: Friday, 7 June 2019 7:44:13 PM

Hi,

It looks like Edwin Street is included the proposed parking permits. I am interested in the amount of parking permits available for each household as I am not sure there is enough room in the street if all residents get 2 or three parking permits and we know how many cars each resident has. Will the parking permits be allocated by registration number for residents? I have heard of other areas getting permits for builders who then keep the permit for the year. Residents should be given priority for parking. I am not able to attend a drop in as I work, however would appreciate a call to discuss the issue.

kind regards

[REDACTED]

From: [REDACTED]
To: [Transport Mailbox](#)
Cc: [REDACTED] [Candy Bingham](#)
Subject: Manly Resident Parking Scheme
Date: Saturday, 8 June 2019 1:21:23 PM

Attn: Michelle Carter

Dear Ms. Carter,

I am unable to attend any of the “drop in and chat” sessions that Council is holding in relation to the Manly Parking Permit Scheme and so I would ask that you take my comments into account.

There is a view that residents who do not own off street parking are entitled to unlimited parking on public roads and that those who do have off street parking are not. I feel that everyone should be treated equally as far as public property, in this case roads, is concerned. Those residents who do have off street parking have paid for it in the form paving part of their property or in the original purchase price.

Quite frequently such resident off street parking is insufficient for needs. We, for instance have parking permits for just such occasions and we pay for these although use them infrequently.

We live at [REDACTED] Addison Rd and our block is usually fully occupied by cars on both sides of the road. Under the rules of the old Manly Council, anyone who had a Manly Council Parking sticker could park in any 2 hour resident parking area for 4 hours. I don't know if that applies now but stopping that might solve some of the problems.

Yours sincerely,

[REDACTED]

[REDACTED]

From: [REDACTED]
To: [Transport Mailbox](#)
Subject: Manly Parking Permit Review
Date: Monday, 10 June 2019 5:51:20 PM

Hi,

As a manly resident and Manly Parking Permit Scheme permit holder, I would like to provide feedback in to the review process. I live at [REDACTED] Birkley Road, Manly, in the Ivanhoe Park area.

Currently, one of the largest issues of contention in our neighbourhood is the excess number of cars on the road, and the limited parking. Most of our neighbours (us included) have more than one car, however two of our neighbours have in excess of four (five in one case and six in another) cars at their address. This makes it very difficult to get a park on the street at all and consistently leads to friction, as many houses in this area do not have as much street frontage as they personally own in length of cars.

Although we own multiple cars, we would be more than happy to reduce the number of cars we own if it meant that we could find a park close to our house consistently. I am not sure what the intended future state would be, however I would recommend that, beyond a small number of on street parks per house (1? 2 at most?) that people *cannot* purchase additional ones, for ANY amount of money. Unfortunately, people see the purchase of these permits as just a “tax” on owning additional cars, and essentially a way for the Council to accept that they can own and park more than a specific number.

Also, if it were possible to provide for the digital registration of visitor passes, it would address another issue that people in the area have. When people come to visit, it would be good to have an “allotment” per calendar year of digital passes, registered via the web to a specific car registration. Alternatively, but less conveniently, would be a pass-based system as operated previously in Manly.

Looking forward to what comes from the review. We are one household that would look forward to and welcome significant reductions in the parking permits in the area!

Regards,

[REDACTED]

From: [Monday](#)
To: [Transport Mailbox](#)
Subject: Attn: Michelle Carter - Manly Parking Permit Scheme - Review and Audit
Date: Tuesday, 11 June 2019 8:28:23 AM

Hi Michelle

Please advise how I make a submission either online or by email

I received a letter dated June 2019 – your ref: 2019/280306

The letter suggested I could “have my say online” by going to northernbeaches.nsw.gov.au and searching “Manly Parking Permit Scheme – Review and Audit”

But having done that there is some information but no apparent way to “have my say”

Please advise by return email asap how I can lodge a submission online, or that you have registered the below submission on my behalf – with thanks

I’m a property owner and landlord of a property in the Tower Hill parking precinct - [REDACTED]

It’s crucial that my property has access to two Tower Hill precinct street parking permits or the equivalent under any new changes.

Whilst the system may not work perfectly for everyone as it is, I feel it does a good job of balancing the competing needs and limited resources.

Of fundamental concern in relation to the changes is any change that prevents us accessing two permits for the property as they are essential to the amenity of the tenants and alongside waste management I see competent management of the parking situation as the two most fundamentally important services the council provides.

*I read (In the Manly Daily I believe?) that one proposed change was that property’s with on-site parking would not have access to on-street parking permits. **I am strongly opposed to this change** on several grounds:*

- It punishes those property owners and developers who build and maintain properties that do the most to resolve the problem of limited supply and rewards those property developers and owners who do the least to resolve it and the most to exacerbate it*
- It fails to recognise that many of those property owners with garage space may choose to utilise that garage space for storage – which if they have insufficient space in their apartment is an entirely legitimate choice. Any change that leaves a tenant of mine who chooses to use the garage space for storage without a street parking permit, whilst I continue to pay the same levies as someone who has no ‘garage’ space on their property and does get a parking permit, is an unjust step away from the current fairer ‘user pays’ model.*

I would support a reasonable charge ~ \$60 for the first and second permits. Perhaps charges can continue to escalate further for subsequent permits, as they do now. And especially if a property is accessing lots of permits for a small dwelling. Like 4 permits for a 1 bedroom apartment.

Finally, if residents accessing additional parking permits and selling them is a significant drain on the available resources – I advocate that the council and the police be directed to scrutinise this kind of activity, and identify and punish the perpetrators with very heavy financial penalties. To my mind this problem of people selling permits for profit should be viewed as a trigger for direct enforcement which will stamp out this specific problem and not an excuse for unfavourable changes to people who use access parking permits through the scheme legitimately.

[REDACTED]

[REDACTED]
Email: [REDACTED]
[REDACTED]

From: [REDACTED]
To: [Transport Mailbox](#); [Council Mailbox](#)
Subject: Manly Parking Permit Scheme
Date: Sunday, 9 June 2019 3:03:43 PM

Hello,

I received a letter from you inviting me to chat about the Manly Parking Permit Scheme. Unfortunately, I'm busy during the times you offered in your letter but I'd still like to have my say. I live in Kangaroo Street in Manly. I have no garage and no designated car spot so I rely 100% on getting a spot on the street close to the flat I'm renting. I find it more and more difficult to find a parking spot. I've live in Kangaroo Street in the same flat since [REDACTED] I know that people in the community put their permits in a colour photocopier so they have several permits and also give away these to friends. I really would like a system where your permit is linked to your car registration and that car must be registered in the area the parking permit is valid for. A system that prevents cheating.

Thank you for looking in to this and considering my input.

Kind regards,

[REDACTED]



From: [REDACTED]
To: [Council Mailbox](#)
Subject: Manly Parking Permit Scheme - Review/audit
Date: Thursday, 6 June 2019 5:17:01 PM

Hi Phil

I live in Manly and currently have two parking passes because we need two parking spaces. I would like to support part of the current system which provides rate payers with one free pass. We have gone to the expense of creating an on-site car space for visitors and we should not lose our right to a pass.

I understand that there has been some alleged fraud regarding the on selling of passes. The primary pass could be issued with the registration number of the primary household vehicle. So when visitors come we could park off-site. Those families requiring additional passes should be required to build on-site spaces.

Regards

[REDACTED]

From: [REDACTED]
To: [Council Mailbox](#)
Subject: Project - Manly Parking Permit Scheme - Review and Audit
Date: Thursday, 6 June 2019 8:30:10 PM

Hi

I think the review is a good idea and permits are an appropriate way to control parking in a popular like Manly/Fairlight.

I think parking should be time phased from closer to manly (say 1 hour free) to up to 3 hours free as you get further away.

I think residents should have 2 permits and a 3rd/visitor permit should be a lower cost and 4 and above to be a standard cost.

I think all areas should be treated the same. I currently live in Arthur Street Fairlight and there are no parking restrictions. This means people from other streets and visitors to Manly come and park in this street all day.

Cheers,
[REDACTED]



From: [REDACTED]
To: [Council Mailbox](#)
Subject: Manly Parking permit Scheme - Review and Audit
Date: Friday, 7 June 2019 9:16:55 AM

I have tried looking on line to make a comment like the letter said but the only place I could see to leave a comment was this email address. I am writing on behalf of my elderly parents who are unable to get to any of the drop in and chats. I don't know what the plans are but going forward we are in strong support of each Manly rate paying resident having the availability to one of the precinct parking permits that are currently available. My brother and sister and myself currently use this quite often when dropping in to care for our parents on a daily basis and even use it for the cleaner (once a fortnight) and care workers to assist with them showering (3 times a week). Manly has an elderly community so there would be many others in the same position. From what I can see the main problem is on the weekends with tourists and beach goers who don't want to pay money in a car park. We realise it's a difficult situation but hope you take our comments into consideration when making a decision.

Regards

[REDACTED]
[REDACTED]
[REDACTED]

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From:**Subject:**

Manly Parking Permit Scheme - Review & Audit (Having your Say)

Date:

Saturday, 8 June 2019 8:53:47 AM

Hi Michelle Carter,

We spoke briefly at the Manly Community Forum gathering on Monday 20 May when you & Phil Devon presented the range of rate payer & resident concerns setting the scene for your Manly Parking Review & Audit.

In-line with your request to forward our ideas for your consideration, I wish to submit this contribution supporting our arguments for improved parking across Manly as both rate payers & residents - all in the knowledge that there are many players in the decision making process - NBC Transport/RMS/Police/Councillors/Rate Payers, etc. But surely the most important beneficiaries are your rate payers & residents.

What we do not want:-

- Rate Payers that have incorporated parking in their residence to be penalised for this by being excluded from any vouchers/permits/coupons
- NBC approving new developments where inadequate off-street/on-site parking is included to accommodate resident on-site parking needs
- NBC issuing vouchers/permits/coupons without regard for the number of actual parking spaces available (avoid current excess of 2,500 permits beyond that available)
- Any reduction in Council-owned carparking space
- The removal of free parking

What we want:-

- More free parking space made available in the CBD & Greater Manly area
- Provision of large satellite parking site(s) for visitor parking (permanent & temporary for big events like ToM) with regular shuttle services into the Manly CBD (not unlike the current highly successful HS&J service)
- Removal/Reduction in parking allocations for caravans & boats which take up an inordinate amount of space and are subject to abuse
- A NBC authentication model to identify rate payers and the cars' registration numbers they own, likely to require street-parking, with drive-by rego detection and validation
- Continuance of 3 hour free resident parking card in Council-owned carpark space
- Coupons packs issued to all resident (authenticated owners & long term renters) for their completion to allow for temporary daily parking for their visitors (one day per coupon complete)
- Stamp out any means for on-selling of any parking vouchers/permits/coupons
- Greater free bicycle parking available in and around the Manly Ferry hub
- Current free 2 hour beach parking for non-residents
- "Parking Availability" visual displays on major entry points, like Sydney Road & Shelly Beach
- Further innovative ideas to remove cars from around our CBD area especially, like our Hop, Skip & Jump bus service) eg, accessible fast ferry services to North Head (The Blue Highway, etc).

Kindest regards



From: [REDACTED]
To: [Transport Mailbox](#)
Subject: Proposed revised parking permit scheme for Manly
Date: Thursday, 13 June 2019 2:41:50 PM

Dear Sir/Madam

As a long term Manly resident I agree that changes are required. In particular it should not be possible for permits to be traded on the open market.

However any changes must recognise that having a blanket proposal to link garages/off road parking availability in a home to permit allocation will not work.

Our own situation at [REDACTED] Ocean Rd is such that we have what appear to be two garages. [REDACTED]

[REDACTED]

Both garages are frequently blocked by people parking in the street despite there being clear white markings to show that access is required. Whenever there are crowd events such as Manly Oval events, Food & Wine festival, Jazz weekends, Surf carnivals, etc we find that even if people do not park across our rear garage, they park so close to the entrances that it is impossible for us to enter or leave our narrow rear lane garage.

We have two cars shared amongst a household of four, three of whom drive, and as a result normally park one off road but have to locate the other on the street, and at weekends frequently need to leave both on the street to ensure we are not blocked in.

We pay high rates in this area and believe as such we are entitled to have two permits for two cars in view of our having such an inadequate off road parking situation.

There is also the issue of provision for visitor parking, but to many of us the issue of our own situation is far more important.

Regards

[REDACTED]

From: [REDACTED]
To: [Transport Mailbox](#)
Subject: Manly Parking Review - Off Street Parking
Date: Monday, 17 June 2019 1:26:06 PM

Hi, I refer to this morning's meeting at Manly Council Chambers.

One of the subjects that came up for discussion was how Council should deal with off-street parking that the resident was unable to use due to size, etc.

One suggestion would be to allow the resident on-street parking if they replaced the kerb at the driveway.

This would take the drive way out of use and provide additional on-street parking. Couldn't be that expensive a proposition.

Regards [REDACTED]

From: [REDACTED]
To: [Council Mailbox](#); [Transport Mailbox](#)
Subject: Why purchase street parking permits when there is no available street parking?
Date: Tuesday, 18 June 2019 12:57:05 PM
Attachments: [IMG_3007.jpg](#)

I am out of town all this week so am unable to participate in the sessions discussing the Manly Parking Permit Scheme.
In your Review and Audit, your mandate is to “establish a parking permit scheme that ensures **fair and equitable** access to parking to those that most need it”.

We live in Tower Hill at [REDACTED] Lauderdale Avenue, Fairlight. We have a one-car garage, as does [REDACTED], no driveway or other off-street parking. We have two major concerns regarding the present parking permit situation:

Recent (2015/16) elimination of street parking spaces:

Several parking spaces were removed/painted out on local streets, under the pretext of ‘safe distances’ to corners and certain driveways. The whole process was done inconsistently with scant regard to actual safety issues; more in line with creating an apparent need for construction of a Manly Oval Underground Carpark.

As well as the spaces that were removed unnecessarily, there could be more spaces made available. For example, No. [REDACTED] owner-parking driveway is unnecessarily the width of two lanes/spaces; they also have an entry drive which has curbing that is cut back past their pedestrian corridor again taking up two lanes/ spaces.

Disproportionate competition for street parking

My street block **between Wood Pde and Margaret Street** has a total of **TEN** street-parking spaces. It is in the main parking strip for Fairlight Beach. Also competing for these ten spots are four houses and two unit blocks that house **SEVENTY-TWO** units between them. No. [REDACTED] Lauderdale has had ongoing, constant remedial work for the last 6-7 years and, as per the photo below, there are often associated vehicles taking up valuable street parking. The building has off-street owner and visitor parking.

Dealing with all this competition for street parking, we have **no** driveway and only **ONE** garage space per duplex. On the street in front of our garage, in line with the cars parallel parked either side, is a two car-length space that we have been ticketed for using. Rangers have told us parking across a garage is illegal, but can be an ill-defined situation, and ticketing depends on the particular Ranger - not much solace to us.

To ease the immense parking pressure on our street block, as well as others in Manly/Fairlight, and in line with your mandate above, we would like Council to:

- institute a type of permit (or other arrangement) where in safe situations, an owner/visitor is able to park across their own garage;
- take a serious look at the street parking possibilities and inconsistencies in relation to widths of car access to properties and no-parking distances from



corners and certain driveways;

- reinstate parking spaces that did not cause safety concerns;
- I would also like to see delineations marking the 6 spaces on the south side of Lauderdale, as cars often park haphazardly, taking up 2 precious spaces.

I would appreciate a reply advising how I can conclusively advance each of my concerns.

Kind regards,



Typical shot: from my garage, 3 vehicles working at [REDACTED] Lauderdale, taken June 6.



~~~~~  
Jennifer Richards  
0414 244 772





From: [REDACTED]  
To: [Transport Mailbox](#)  
Cc: [Michael McGorman](#)  
Subject: Manly parking permit review - comment.  
Date: Thursday, 20 June 2019 11:00:10 AM

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Phil Devon,  
Manager, Transport Network  
Northern Beaches Council.

Phil,

You have requested feedback to provide a fairer parking system that serves the people in your Council area.

I'm a resident in Lauderdale Avenue, Fairlight and have ONE major issue with the present parking in the area.

**The 2 hour parking through to 10pm does not make sense** and causes residents unnecessary stress and issues with having the family and/or friends to dinner or evening visits as they have to go and move cars just to have a normal dinner or extended stay.

**I would suggest this be changed to 8pm** - so if parked any time after 6 pm they can enjoy dinner of a night with family without having to have the car relocated or additional parking passes or restrictions.

What is gained by having 10pm? and who is Council targeting with this? How many days a year are the target of the 10pm timing ... and is it justified for the complete year? It just makes our families liable to forgetting to move and being fined for visiting parents or friends - or leaving early because of this unwarranted restriction.

We ask that you please give this your consideration and change this timing to 8pm.

Thanks you and regards,

[REDACTED]



**From:** [REDACTED]  
**To:** [Transport Mailbox](#)  
**Subject:** Manly Parking Permits  
**Date:** Saturday, 22 June 2019 4:25:58 PM

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Thank you for the opportunity this week with Meetings at Manly Town Hall to put forward residents views on the updating of Parking Permits. I would like to re-iterate the points which I made this morning in person. As I am an [REDACTED] there are several issues which become obvious with the situation as it is at present. I live in Cove Avenue Manly and as precious as all parking spaces must be in the whole of Manly, this street is particularly bad because there are all the cars visiting the 16ft Skiff Club, Manly Yacht Club and also Manly Waters Hospital which drive straight into our street nearly every day, particularly at Weekends. With this impossible parking situation I have had to sell (give away!) my car as I have no garage and it has proven impossible to rent one. Although I have accepted this problem, the biggest effect is that - it is "Socially Impacting" my life-style because my friends can't visit me either without parking availability. More importantly, it is difficult to hire tradespersons or cleaners to come here. My biggest concern is that as I age, nor can Medical or Clinical Practitioners find parking in the area if I require in-home care.

One suggestion I have to alleviate this problem of too many cars from public venues intruding on residential streets - is to make Cove Avenue which is already a one-way street, one-way the opposite direction - that is from south to north. At least some cars would not make the effort of travelling around Addison Road and down Oyama Avenue. Those of us who live here have to do that circle (opposite way) in any case.

With regards to allocating of Parking Permits, I suggest that they be issued with car registration for 24hr parking, and separate permits issued for visitors perhaps for 4hrs. Obviously if visitors are staying in the area - a temporary permit could be issued for a period of time. I believe that Mosman Council do this.

I look forward to more consultation on the matter in the future.

Sincerely

[REDACTED]



**From:** [REDACTED]  
**To:** [Council Mailbox](#)  
**Subject:** Parking  
**Date:** Wednesday, 19 June 2019 6:26:26 PM

---

I have just attended the parking information night in Manly chambers.  
I have just thought of a issue which was not raised at the meeting.  
A tenant is allowed a permit and presumably so is the owner of the property. Does that potentially mean there could be 6 permits issued for 1 property?  
Thank you  
[REDACTED]

Sent from my iPhone



**From:** [Candy Bingham](#)  
**To:** [Councillor Requests Mailbox](#)  
**Subject:** Fwd: Parking permits  
**Date:** Friday, 7 June 2019 11:25:10 AM

---

Hi TEam

Can the below email please be added to submissions for the Manly Resident Parking permit.

Many thanks & regards, Candy

-----  
**Candy Bingham**  
Councillor, Manly Ward  
Northern Beaches Council  
Phone 0418 430 544.



[\[+\] Please keep my contact details up-to-date](#)

----- Forwarded message -----

**From:** [REDACTED]  
**Date:** Wed, 5 Jun 2019 at 20:03  
**Subject:** Parking permits  
**To:** [candy@bingham.com.au](mailto:candy@bingham.com.au) <[candy@bingham.com.au](mailto:candy@bingham.com.au)>  
**Cc:** [REDACTED]

■ Candy

Firstly - congratulations on your newsletter- please add me to your list.

I know the parking permit discussion has raised a lot of concern and I am another one! Unfortunately I won't be able to make any of the meetings, hence my email.

I live on West Esplanade, work at [REDACTED] and care for my elderly father evenings and weekends. We have a number of carers who work here along with visiting physios, podiatrists, cleaners etc and 2 weekends a month my sisters who live in the [REDACTED]. Add in tradies etc.... and you get the picture.

Removing the current parking permit program would destroy our ability to keep our father in his home as we currently do. What are your plans around "special" circumstances for residents who are caring for elderly relatives you refer to in some of your online responses please?

Many thanks



Sent from my iPhone



From: [REDACTED]  
To: [Colin Pittwater](#)  
Cc: [REDACTED]  
Subject: Manly Parking Permit review - feedback  
Date: Saturday, 8 June 2019 10:49:40 AM  
Attachments: [image004.png](#)

Hello Michelle

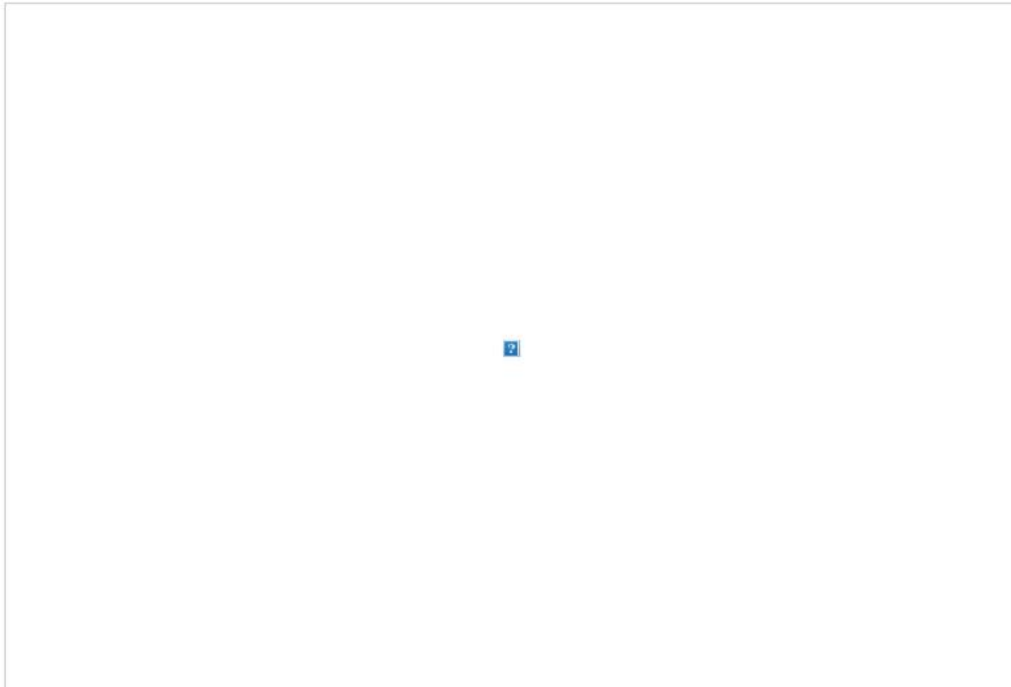
I understand you are seeking feedback in relation to the Manly Parking scheme.

In designing a new scheme I wanted to bring to your attention one of the issues with the current scheme – in the hope that any changes to the system may be able to rectify it.

The issue relates to properties that sit on the cusp of two parking zone areas. My property is at [REDACTED] Pittwater Road which is in the Ocean Beach zone however it actually sits right on the cusp of the Ocean Beach and Ivanhoe parking zones. When I lived at the property from [REDACTED] Manly Council very kindly permitted me to 'swap' zones and forgo my Ocean Beach permit for an Ivanhoe permit instead. This is logical as there are many more Ivanhoe spots available in close proximity to the property, as compared to Ocean Beach spots.

From 2014-2016 I was not allowed to switch zones which was the source of considerable ongoing frustration as we had a small baby in an apartment and the Ocean Beach spots were not only much further away, they were far less spots and these were in greater demand from locals and visitors frequenting the beach, shops and restaurants in central Manly.

The attached map shows the position of the property in light blue.  
Red indicates areas of no parking.  
Purple indicates the closest Ocean Beach parking spots.  
Blue indicates the closest Ivanhoe spots.



It would be fantastic if properties on the cusp of two zones were given the option to swap from one zone to another.

Best of luck with the review.

[REDACTED]



From: [REDACTED]  
To: [Council Mailbox](#)  
Subject: Manly Parking Permit Scheme - review and Audit  
Date: Sunday, 9 June 2019 1:16:51 PM

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Attn: [Michelle Carter](#)

In regard to the Parking Permit Scheme, I understand that changes have been imposed because of changes to Roads and Maritime Services Guidelines, however I would like the following suggestions to be included in the audit. As I will be overseas until 18 August and I will not be able to attend the review meetings.

- It is unfair to penalise a household that has incurred financial costs to install off street parking. The regulation should be one on-street car parking permit per household.
- Parking spaces could be increased if parking were permitted on driveways, with the proviso that there are no safety issues and no blockage of pedestrian access.
- Certain roads such as Birkley are wide enough to allow angle parking, thus providing more parking spaces
- Parking ticket fraud would be alleviated if permits were linked to registration plates.

Thank you for including these in your review.

Regards

[REDACTED]

[REDACTED]



[REDACTED]  
[REDACTED]  
Manly NSW 2095  
[REDACTED]

---

9 June 2019

The Chief Executive Officer  
Northern Beaches Council  
PO Box 82  
Manly NSW 1655

Your ref: 2019/28036

Dear Mr Brownlee

#### **Manly Parking Permit Scheme – Review and Audit**

We refer to Council's letter of 1 June 2019 to us regarding the review and audit of the Manly Parking Permit Scheme.

The letter advised that we could have our say about the review online. However, going to Council's web page and the link provided in the letter we could find no ability to provide a submission online to Council about the review. Accordingly, we now make this submission by letter and ask that it be taken into account when Council makes any decision following its review.

We are residents (owners and occupiers) of Unit [REDACTED] Fairlight Street Manly. There is no unrestricted on-street parking outside our residential building or anywhere near us. All on-street parking is restricted to 2 hours between the hours of 8:00am and 10:00pm. We have a single off-street garage that is very difficult to access. Sometimes when access to our garage is blocked by other resident's vehicles (contrary to the by-laws applicable to our strata title residential building) we are forced to park on-street. There is also no visitor parking space available at our building.

This creates many difficulties if we have tradespeople needing to access the residential building units and common property for maintenance, repair or improvement works. It also creates a real difficulty for us and other residents of the building if we have visitors or carers that will be on-site for more than the 2 hour restricted parking outside our building (assuming of course that there would be an on-street parking space available at the time required, which there rarely is). To partially overcome these parking restrictions we have a single residential parking permit under the current Manly Residential Parking Permit Scheme (Tower Hill area).

From a recent article in the Manly Daily and from the report to Council at its meeting on 16 April 2019 we understand that Council has issued 30% more residential parking permits under the Manly Parking Permit Scheme that there are available for on-street parking



spaces. The report to Council states that under the current scheme more than 7,500 permits are issued for just 5,250 spots. We don't know whether this also applies to the Tower Hill area, but we assume it does. It is also clear to us that Council's current Manly Parking Permit Scheme does not comply with the RMS Parking Permit Guidelines or the Road Transport (General) Regulation 2013. For example, our current permit does not record the registration number of any vehicle for which it was issued, in breach of clause 95(4)(b) of the Regulation and contrary to the RMS Guidelines.

In order to provide a fair and equitable residential parking permit scheme for residents that complies with the RMS mandatory guidelines and clause 95 of the Road Transport (General) Regulation 2013, we make the following submission. We use the word 'household' as having the same meaning in the RMS Guidelines.

- The extent of the 2 hour parking restrictions in the Tower Hill area be wound back so that there is some limited unrestricted time parking in streets or parts of streets that are one block removed from the Sydney Harbour foreshore.
- Council review its justification for time restricting parking in Fairlight Street uphill from Lawrence Street.
- Only 2 residential parking permits be available for households that do not have any off-street residential parking.
- Only 1 residential parking permit be available for households that only have a single off-street parking space available.
- No parking permits be available for households that have more than 1 off-street parking space.
- No permits be available for any registered trailer that is a camping, caravan or boat trailer.
- In respect of the second dot point, the first parking permit be free of charge but there be a charge for an additional permit.
- Provision be made for the issue of a Resident's Visitor Parking Permit where the household qualifies under RMS Guidelines for such a permit and there is only one off-street parking space available to that household.
- All residential parking permits (except a resident's visitor parking permit) be issued for a registered vehicle that qualifies under the scheme and that the registration number of the vehicle be clearly displayed on the printed parking permit to be displayed in the vehicle.
- A parking permit be issued for one year only and must be renewed on an annual basis.
- A residential parking permit will remain in force only for so long as the resident of a household who applied for the permit continues to reside at that household.
- The revised scheme to be implemented by Council be reviewed 12 months after the commencement of the scheme to see if it achieves the objective of the RMS Guidelines of not having parking permits in force for more than the number of on-street parking spots available.

Yours sincerely



**From:** [REDACTED]  
**To:** [Council Mailbox](#)  
**Subject:** Manly Resident Parking Scheme Review  
**Date:** Wednesday, 12 June 2019 8:57:28 AM

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Hi Michelle,

I am one of the residents of Arthur Street in the Ivanhoe Park Precinct. I request that this audit and review process also correct an anomaly in the resident Parking Scheme that is a legacy of Manly Council.

When the Resident Parking Permit Scheme was initially introduced many years ago Arthur street was for some reason omitted from the scheme whilst other streets that surround it were included. This has had a negative impact on the availability of parking spaces in Arthur Street as residents and visitors to other streets in the area who don't possess Ivanhoe Park parking permits will park in Arthur Street to avoid the risk of being hit with a parking fine.

By way of example please let me indicate my position.

My wife, son & I all have cars. We all depart each day in different directions for work, so car-pooling and public transport are not viable options for us.

[REDACTED]. Some years back we did the right thing and put in a garage and driveway, and whilst the garage is now full with other stuff we can still use the driveway to park a car. That leaves 3 we have to leave on the street, so we shuffle them around in Arthur Street where we can and park in Birkley Road where we can, mindful of the parking restrictions & times. We regularly have to double park one across our driveway, which makes it more difficult for the buses to negotiate this narrow street.

Despite this I have had times arriving home from work late at night, its cold and raining, and I cannot get a parking spot within 3 or 4 streets of my home.

This situation is mirrored in many of the households in Arthur Street. Please address this for us.

Regards,

[REDACTED]  
[REDACTED]  
[REDACTED]



Scanned 19-06-2019

Manly Resident Parking Scheme – Community Consultation 18 June 2019

Submission by:

[REDACTED]

[REDACTED] Manly

Resident Parking area: Ocean Beach



Good afternoon,

I am writing in response to the call for public consultation regarding the Manly resident parking scheme.

Currently I have two parking permits. One permit is affixed to my car, and the other is kept for visitors. Within 12 months, I will require a third permit, as we plan to acquire a second car.

I have a double garage at the rear of my property. The entrance is from [REDACTED]. This is a narrow one-way street extension to [REDACTED]. Generally, there are cars parked in this lane.

Whilst I have a double garage, there is only room for one car to be parked due to the angle required to park and the lack of road width. If there is a change to the parking scheme and I lose eligibility for a permit due to off-street parking availability, I am alerting you now to the fact that I effectively have off-street parking for one car, not two.

My neighbours at [REDACTED] are also affected by the narrow access and will have similar concerns about losing resident parking permits

For further information, I can be reached on [REDACTED].

Thanks

[REDACTED]



**From:** [REDACTED]  
**To:** [Council Mailbox](#)  
**Subject:** Thank you  
**Date:** Thursday, 20 June 2019 2:29:13 PM

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Today I participated in the "Have your say" in the Manly council chambers regarding parking permits. I want to thank the staff for their efforts in hearing us and taking the heat from some residents. It was an informative session and to my knowledge not offered to us in Manly before.

I understand it is all new to us all, and council members have quite a job on their hands, but I was disappointed to hear that the feedback from a similar meeting last week was deemed inaccurate by someone who had been there. I hope this is corrected in the future.

I would formally like to say that I agree with attendees who commented that the current scheme is a good one BUT the loop holes that allow on-selling need to be addressed. I feel we are to be disadvantaged if the option of a property having a parking space (or 2) would not be given a parking permit. We are fortunate to live in an isolated example for Manly with a back street for garages, however our "garage" is not used for the 2 cars we own, and we paid for this option when buying our home.

I have spoken to several neighbours before attending the session this morning and their overall concerns regarding parking permits were aligned with my own in that we have read about the on-selling and want it stopped. A parking permit should be available to EVERY resident who may, like ourselves have an elderly regular family member visit and need to be able to leave their car in our street within easy walking for the regular 1/2 day visit we have. Linking a permit with a number plate prevents this.

I was also interested to hear of the huge number of permits given to various businesses, and council employees. Our local public school has a terrific attitude totally focusing on healthy walking or bike riding to school because of traffic congestion and I know a few years ago the then principal, an old colleague of mine, WALKED to and from Manly Village school daily from Seaforth!

So, please catch the people who do the wrong thing and give heavy, very heavy, fines and in doing so tidy up the system that many of us are happy with.

[REDACTED]

From: [REDACTED]  
To: [Transport Mailbox](#)  
Subject: Manly Parking Permit Scheme  
Date: Wednesday, 26 June 2019 12:03:35 PM

---

To: Phil Devon  
Manager, Transport Network  
Michelle Carter  
Enquiries

Thank you for your invitation to make requests pertaining to parking in the Manly area.

[REDACTED] I have lived in a house in Fairlight bordered by [REDACTED] During that time I have witnessed untold 'near misses' at both intersections, as traffic has increased exponentially. As the fashion for 'Four Wheel Drives' has grown, so have the near misses.

Charles and Cohen Streets provide vehicular access to about one hundred residences. Cohen Street is the first from Manly running off Sydney Road which does not have parking restrictions. Charles Street also has no parking restrictions.

These streets proximity to Sydney Road makes them ideal for commuters who can readily access buses to and from Manly Wharf and consequently the two streets do become very crowded and, during peak times, particularly congested. With parking permitted on both sides of each, vehicles cannot pass. Passage along either street is inclined to be interrupted by approaching vehicles.

Charles Street connects Cohen and William Streets. The relatively wide William Street currently has timed parking and no access to or from Sydney Road. This lack of access has resulted in Cohen Street being used more than it used be. Apparently, the prospect of passage being interrupted in Cohen and Charles Streets causes drivers to traverse at inappropriately high speed when access is not impeded. This appears dangerous.

This danger could be reduced if motorists observed parking regulations in respect of distances from corners and between vehicles. The prevailing use of tall, long and wide passenger vehicles frequently impedes adequate visibility. Typically, for example, a motorist travelling Charles Street in the Balgowlah direction may have to "drive blind" into Cohen Street.

I remark only that I believe the parking in this area is difficult for residents but have no notion of what concessions need to be made for commuters etc. However, as Cohen Street abuts Griffith Street to the north and as resident parking permits extend to that point, it seems that extending these permits to residents in Cohen Street would go a long way to alleviating the problems Cohen Street experiences. A few years ago at a Manly Council Community Forum I raised the problems expressed above. The then General Manager Henry Wong's response was that 'untimed parking had to start somewhere'. I look to you for consideration of the situation and, hopefully, a solution or a trial thereof and certainly a more thoughtful response than Mr Wong's.

[REDACTED]



**From:** [REDACTED]  
**To:** [Transport Mailbox](#)  
**Cc:** [REDACTED]  
**Subject:** Manly Parking Permit Scheme - Review and Audit (Input)  
**Date:** Wednesday, 26 June 2019 3:18:08 PM  
**Attachments:** [IMG\\_3291.jpeg](#)

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Dear Project Team,

I would like to provide some comments and input to the Review of the Manly Parking Permit Scheme and in addition the failure and impact of the One Permit System on Manly.

#### **Manly Parking Permit Scheme -**

- Registration Number should be linked to the residential address
  - 1 Car Registration Number per Precinct Permit.
  - 2 Permits per household
  - Expiry Date - 12 months (for owner occupier)
  - Expiry Date - Expiry of Lease (Renters) - Lease to be shown when applying for Permit with car registration papers.
  - A 3rd Car Permit or Trailer Permit (not both) can be applied for (conditions apply)
- Conditions could include:
- 0 If the property has off street parking available - 2 permits are the maximum the property can apply for; ie no 3rd permit
  - 0 If the property is 1 bedroom or less - 2 permits are the maximum the property can apply for. ie no 3rd permit
  - 0 Trailers - trailers are to be parked in trailer parking zones only ie; not on residential streets - Trailers registration papers to be shown and trailer sticker to include registration #.
  - 0 Trailer parking zones could be added to areas that don't directly impact residential parking ie; Kenneth Road, Balgowlah Road, Pittwater Road, Campbell Pde, Sloane Street, Addiscombe Road (in front of golf courses, playing fields)

Example of North Sydney permit: Stickers to be colour coded for each Manly Area Precinct (easy to identify for Parking Wardens)



#### **One Permit System - Northern Beaches (A review is necessary)**

There has been a huge increase in traffic and parking issues in Manly CBD since the Administrator implemented the one permit system for all 40 Beach parking reserves. This may work well in other areas of the Northern Beaches however in Manly it has changed the area into a traffic nightmare.

It is not by coincidence you are unable to find a beachfront parking spot after 9:30am (to go to the beach! or a cafe) due to the One Permit Sticker 'encouraging' Manly CBD workers to now drive to Manly. Workers are using the '4 hours' coming back at lunch time to move their cars to another spot. A simple way to solve this issue (if the One Permit System is to stay) is input your car registration at the Pay & Display and put ticket on dashboard (we have the Parking Meter infrastructure already in place on the beach front and Shelly Beach). The Meter should have the capability to reject any car owner trying to re-register their number plate after the 4 hours in any given day along the beach front. This is a fairer system and allows beach goers and people wanting to pop down for a walk and a coffee at their local beach to be able to find



a parking spot.

Manly has a fantastic public transport infrastructure for non-residents to access the Manly CBD and the Ferries to the Sydney CBD. As a council and a community as a whole we should be encouraging a 'greener' system - not the heavy reliance on cars which unfortunately the One Permit System seems to done to the Manly area.

It is also not a coincidence Bower Street parking is now near impossible, Shelly Beach carpark is constantly full and cars continue to circulate through the narrow entry u-turn area waiting for a spot. Shelly Beach should not be 10hrs. There is no need for anyone to access the beach for a 10hr period, and if they do want to secure a parking spot for that long they should pay. It is evident, people are parking early at Shelly Beach and walking the quick 20min walk into Manly centre to work or spend the day. Also school (P platers) are using the carpark to park and go to St. Paul's through the week due to the 10 hour limit.

0 Suburb colour coding could be implemented on beach parking stickers for residential catchment areas. ie; the old system! This would make it fairer for residents to access their nearest beach and if you are out of area paying an hourly rate at the 'existing' parking meter infrastructure would make it fair for everyone in every local area.

0 This would also make it easier to identify workers using the beach parking and overflow residential streets for work purposes.

0 On-selling of the Northern Beaches stickers would not be such a huge problem / black market if stickers were colour coded - problem is one sticker for the whole of the Northern Beaches.

Kind regards





## Manly Rowing and Sailing Club Inc.

Founded 1875  
East Esplanade,  
Manly, N.S.W. 2095

Mr Phillip Devon  
Manager Transport Network  
Northern Beaches Council  
P.O. Box 1336 Dee Why 2099

Manly Parking Permit Scheme - Little Manly precinct : Ref 2019/280306

I refer to our conversation held on the 19/6/19 at the 'Drop in and Chat forum' held at the old Manly Council chambers and as requested forward this submission on behalf of the Manly Rowing and Sailing Club (MR&SC).

**Background:** The clubhouse located in East Esplanade (adjacent to and south of the Manly Yacht Club) is heritage listed and is classified by the Department of Fair Trading as a T2 Association with a 'sporting' activity. The Club has an ongoing lease with NSW Roads and Maritime Services for an area of 320m2 comprising skid, slipway platform and boatshed, the majority of which is over the Manly Cove waterway.

The Club and its facilities has been in existence since 1875 pre dating the establishment of Manly Council and all of the residential development present on Eastern Hill today.

MR&SC currently has 80 members; very few live within close proximity to the club but apart from two members all reside within the Northern Beaches area. The nature of club facilities and activities mean that boat maintenance and dinghy / small watercraft storage are the primary activities. Our boat maintenance facilities are also extended on occasion to slipping craft belonging to such as North Harbour Yacht Club, Skiff Club and Manly Yacht club.

### **Comments on the RMS Parking Guidelines as it affects MR&SC :**

Reading the RMS guidelines the MR&SC Club has a dilemma in that it is not defined within the 6 classes of permits prescribed under Clause 95 of the Road Transport Regulations, or defined in the RMS 'Permit Parking Guidelines'. We are however a long term integral member of the community that generates parking needs within close proximity to the club.

### **General RMS Parking Guidelines:**

P13 of the guidelines is requires that Council not issue parking permits in excess of available on-street parking spaces. This provision assumes that permits and consequent parking is going to be 100% utilised, which from an operational perspective would never be the case. This provision would appear to be 'overkill' and best illustrated by a parking survey any evening, say after 8pm. This would reveal plenty of on street parking anywhere within the Little Manly (and perhaps other) areas demonstrating real time parking availability.

**Conclusion**

In our view the real issue regarding parking availability stems from previous indiscriminate issue of permits with a consequence of commuters and 'day trippers' saturating the Little Manly area between 6am and 7pm every day. Such drivers anecdotally have benefitted from obtaining parking permits via 'resale' sites or sourcing them from sympathetic Manly ratepayers who have held permits in excess of their needs. Manly parking permits have proved to be a valuable commodity for local workers or ferry patrons seeking access to long term free parking.

Applying more stringent requirements when issuing parking permits would in our view remove this market, and the parking supply / demand would return to balance.

MR&SC has in the past had the benefit of parking permits to enable our members to use the clubs facilities. These permits are kept within our clubhouse and utilised **only** when a member is using the boatshed and concomitant short term water based activities. We request recognition within any formulated resident parking scheme and a continuing access for our members to street parking.

Yours Faithfully



Hon Secretary



**From:** [REDACTED]  
**To:** [Transport Mailbox](#)  
**Subject:** Manly Parking Permit Scheme - Council Car Parks Fees at Night  
**Date:** Thursday, 27 June 2019 9:53:48 AM

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Hello,

I've already submitted feedback on my local scheme, however, is it possible to also please change the parking in the council car parks at night?

For example, if you live in Manly and need some urgent supplies, or want to do a shop after 6pm, you need to pay to park to go to the supermarket which seems pretty insane. It's cheaper to drive to Balgowlah to shop, which doesn't align with the councils Green objectives.

I'm sure it hurts businesses for takeaway also.

Could you please have at least one hour free parking at night in the council car parks? I'm sure that would also make it easier for people in Ocean Beach parking area to get a park when they get home from work.

Kind regards

[REDACTED]

From: [REDACTED]  
To: [Transport Mailbox](#)  
Subject: Fwd: Parking Restrictions  
Date: Thursday, 27 June 2019 1:38:02 PM

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*Mr P. Devon,  
Manager, Transport Network  
Northern Beaches Council.*

*Dear Sir*

*You have requested feedback to provide a fairer parking system that serves the people in your Council area.*

*I'm a resident in Lauderdale Avenue, Fairlight and have an issue with the present parking in the area.*

***The 2 hour parking through to 10pm does not make sense and causes residents unnecessary stress and issues with having the family and/or friends to dinner or evening visits as they have to go and move cars just to have a normal dinner or extended stay.***

***I would suggest this be changed to 8pm - so if parked any time after 6 pm they can enjoy dinner of a night with family without having to have the car relocated or additional parking passes or restrictions.***

*We ask that you please give this your consideration and change this timing to 8pm.*

*Yours sincerely*

[REDACTED]



**From:** [REDACTED]  
**To:** [Transport Mailbox](#)  
**Subject:** [REDACTED] - Written submission - time restrictions Resident Parking Scheme  
**Date:** Thursday, 27 June 2019 2:22:21 PM

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**From:** [REDACTED]  
**Sent:** Thursday, 27 June 2019 2:01 PM  
**To:** transport@northernbeaches.nsw.gov  
**Subject:** Resident Parking Scheme

*Our neighbour Mr. [REDACTED] has sent a submission regarding the parking restrictions in our street as follows:*

*"You have requested feedback to provide a fairer parking system that serves the people in your Council area.*

*I'm a resident in Lauderdale Avenue, Fairlight and have ONE major issue with the present parking in the area.*

***The 2 hour parking through to 10pm does not make sense and causes residents unnecessary stress and issues with having the family and/or friends to dinner or evening visits as they have to go and move cars just to have a normal dinner or extended stay.***

***I would suggest this be changed to 8pm - so if parked any time after 6 pm they can enjoy dinner of a night with family without having to have the car relocated or additional parking passes or restrictions.***

*What is gained by having 10pm? and who is Council targeting with this? How many days a year are the target of the 10pm timing ... and is it justified for the complete year? It just makes our families liable to forgetting to move and being fined for visiting parents or friends - or leaving early because of this unwarranted restriction.*

*We ask that you please give this your consideration and change this timing to 8pm."*

*We completely agree that this is a GREAT idea and would be most helpful if it can be implemented.*

[REDACTED]





**From:** [REDACTED]  
**To:** [Transport Mailbox](#)  
**Subject:** Parking restrictions  
**Date:** Thursday, 27 June 2019 2:55:23 PM

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To Whom it May Concern

I would like to support the suggestion bY Mr. [REDACTED] to have parking restrictions changed from 10 pm to 8 pm for the reasons he put forward. It would certainly make it easier when family and friends are visiting in the evening.

Thank you,  
Regards,

[REDACTED]  
[REDACTED]  
[REDACTED]

Fairlight

.....  
*Phil Devon,  
Manager, Transport Network  
Northern Beaches Council.*

*Phil,*

*You have requested feedback to provide a fairer parking system that serves the people in your Council area.*

*I'm a resident in Lauderdale Avenue, Fairlight and have ONE major issue with the present parking in the area.*

***The 2 hour parking through to 10pm does not make sense and causes residents unnecessary stress and issues with having the family and/or friends to dinner or evening visits as they have to go and move cars just to have a normal dinner or extended stay.***

***I would suggest this be changed to 8pm - so if parked any time after 6 pm they can enjoy dinner of a night with family without having to have the car relocated or additional parking passes or restrictions.***

*What is gained by having 10pm? and who is Council targeting with this? How many days a year are the target of the 10pm timing ... and is it justified for the complete year? It just makes our families liable to forgetting to move and being fined for visiting parents or friends - or leaving early because of this unwarranted restriction.*

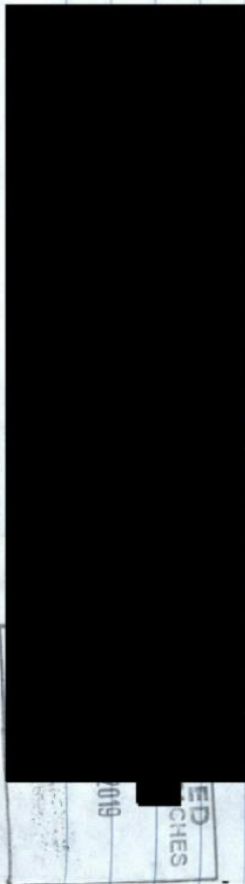
*We ask that you please give this your consideration and change this timing to 8pm.*

*Thank you and regards,*

[Redacted signature]



Scanned 27-05-2019



The Manager  
Parking cars for the Manly area  
1 Belgrave St  
Manly.

Dear Sir Madam,

In the last ten years the size of new cars have increased in size by a third, and the problem is in Fairlight Crescent where there was parking for three cars, now there is only parking for two. This does mean many cars are locked out of parking, as well as Plumbers, Electricians and service people.

In previous years Manly Warringah and Pittwater was a grower of vegetables and some fruit. For example there were thousands of boxes to tomatoes and green beans grown from Warringah to Mona Vale and even where Warringah Mall is located was a large Market garden. I think it would be a good idea for







the Government to free up Crown land, to give occupation of growing food, for people to work closer to where they live and be able to walk, ride a bike or bus to work.

There is insufficient industry and most people have to have a car to leave the district each day to go to work.

I live in a Cul de Sac and work where I live and it is very seldom do I see a car. When I leave Dunggog I catch the train, eight trains a day up and eight trains down, including three X.P.T. to central.

I could help the parking problem a little in Fairlight Crescent by making my carport available to let.

Yours faithfully,

[Redacted signature]





**From:** [REDACTED]  
**To:** [Council Mailbox](#)  
**Subject:** Parking review - Ivanhoe Park extension - Daintrey Street  
**Date:** Tuesday, 25 June 2019 10:44:49 AM

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Hi Michelle,

We live on Daintrey Street in Fairlight, which is the first street outside the Ivanhoe Park permit parking scheme, and we experience high volumes of commuter parking.

We were informed by Manly Council in January 2016 that our street was going to be included in a second extension to the Ivanhoe Park permit scheme, with council acknowledging in writing that 'parking is unrestricted and generally in high demand'.

When I visited council chambers last year, the person who assisted me showed me on her computer screen a map of Fairlight, with the Ivanhoe Park second parking extension area clearly shaded on the streets of Daintrey, Edwin and Suwarrow, but this has not been implemented yet.

There is a clear need, already acknowledged by council and consistent with RMS guidelines, to assist residents in Daintrey and surrounding streets to be able to park.

Please include the implementation of 2-P restricted parking on Daintrey Street as part of the parking permit review.

Regards,

[REDACTED]

**From:** [Candy Bingham](#)  
**To:** [Councillor Requests Mailbox](#)  
**Subject:** Fwd: Why purchase street parking permits when there is no available street parking?  
**Date:** Sunday, 23 June 2019 3:21:09 PM  
**Attachments:** [IMG\\_3007.jpg](#)

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Can this issue be added to submissions for the Residents Parking Scheme?

Thank you  
Candy

----- Forwarded message -----

**From:** [REDACTED]  
**Date:** Tue, 18 Jun 2019 at 1:16 pm  
**Subject:** Fwd: Why purchase street parking permits when there is no available street parking?  
**To:** <[Candy.Bingham@northernbeaches.nsw.gov.au](mailto:Candy.Bingham@northernbeaches.nsw.gov.au)>

Hello Candy,

I am an avid follower of your *Good For Manly* FB page and am hopeful that your credo will help me out here. I am really disheartened living under the auspices of a Council that more often than not, seems to be working for its own gains that are so often in conflict with residents' best interests. This feeling pervades my state of mind as well as conversations with friends and associates. A council's ethics should not result in residents feeling despondent and hopeless.

I have sent the email below to Council Mailbox and Transport NB but am not hopeful of much success as my only other complaint in 13 years at my address got swept under the carpet after months of correspondence, and I am still burdened with the consequences. I would be most appreciative if you could advise me how to make definitive progress with my concerns this time.

Warm regards,

[REDACTED]

PS I engaged in your Oval car park protests and refer to Council's campaign below.

**From:** [REDACTED]  
**Subject:** Why purchase street parking permits when there is no available street parking?  
**Date:** 18 June 2019 at 12:56:45 pm AEST  
**To:** Council Mailbox <[council@northernbeaches.nsw.gov.au](mailto:council@northernbeaches.nsw.gov.au)>, [transport@northernbeaches.nsw.gov.au](mailto:transport@northernbeaches.nsw.gov.au)

I am out of town all this week so am unable to participate in the sessions discussing the Manly Parking Permit Scheme.  
In your Review and Audit, your mandate is to "establish a parking permit scheme that ensures fair and equitable access to parking to those that most need it".

We live in Tower Hill at [REDACTED] [Lauderdale Avenue, Fairlight](#). We have a one-car garage, as does [REDACTED] no driveway or other off-street parking. We have two major concerns regarding the present street parking situation:

Recent (2015/16) elimination of street parking spaces:

Several parking spaces were removed/painted out on local streets, under the pretext of 'safe distances' to corners and certain driveways. The whole process was done inconsistently with scant regard to actual safety issues; more in line with creating an apparent need for construction of a Manly Oval Underground Carpark.

As well as the spaces that were removed unnecessarily, there could be more spaces made available. For example, No. [REDACTED] owner-parking driveway is unnecessarily the width of two lanes/spaces; they also have an entry drive which has curbing that is cut back past their pedestrian corridor again taking up two lanes/ spaces.

Disproportionate competition for street parking

My street block **between Wood Pde and Margaret Street** has a total of **TEN** street-parking spaces. It is in the main parking strip for Fairlight Beach. Also competing for these ten spots are four houses and two unit blocks that house **SEVENTY-TWO** units between them. No. [REDACTED] Lauderdale has had ongoing, constant remedial work for the last 6-7 years and, as per the photo below, there are often associated vehicles taking up valuable street parking. The building has off-street owner and visitor parking.

Dealing with all this competition for street parking, we have **no** driveway and only **ONE** garage space per duplex. On the street in front of our garage, in line with the cars parallel parked either side, is a two car-length space that we have been ticketed for using. Rangers have told us parking across a garage is illegal, but can be an ill-defined situation, and ticketing depends on the particular Ranger - not much solace to us.

To ease the immense parking pressure on our street block, as well as others in Manly/Fairlight, and in line with your mandate above, we would like Council to:

- institute a type of permit (or other arrangement) where in safe situations, an owner/visitor is able to park across their own garage;
- take a serious look at the street parking possibilities and inconsistencies in relation to widths of car access to properties and no-parking distances from corners and certain driveways;
- reinstate parking spaces that did not cause safety concerns;
- I would also like to see delineations marking the 6 spaces on the south side of Lauderdale, as cars often park haphazardly, taking up 2 precious spaces.

I would appreciate a reply advising how I can conclusively advance each of my concerns.

Kind regards,



**From:** [REDACTED]  
**To:** [Council Mailbox](#)  
**Subject:** OCEAN BEACH RESIDENT PARKING  
**Date:** Sunday, 30 June 2019 1:29:42 PM

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Hi

I was out of Sydney so unable to attend the various drop in sessions.

I have been living at [REDACTED] Pittwater Road which has no garaging or potential to build

When we moved here [REDACTED] years ago we were able to park quite easily with in a reasonable walking distance.

That walking distance increased gradually from say 100 metres up to 500 if there was any space at all

We now rent a space @\$60 a week in a local high rise.

I wake early 6:00am and there can be up to 10 spaces within 100 metres by 7:00am they are all gone

Surprisingly many of the cars taking these spots are there all day until about 5:30/6:00pm

The only conclusion I can make is that they are commuters who have questionable access to passes

Also they could be employees of the business's in Manly who way too many passes

On the weekends we cant invite family and friends to our place because of this parking impasse

Linking passes to car registration and residential address as well as restricting access to passes by high rise buildings tentants who have there own parking

[REDACTED]

Sent from my iPad



  
23 June, 2019

The Northern Beaches Council CEO/General Manager,  
The Mayor and Deputy Mayor and Northern Beaches Councillors,  
The Hon Mr James Griffin.

Ladies and gentlemen

I was able to attend one of the drop-in sessions at the Council Chambers (on 18 June, 2019) to discuss the development of a new parking permit system for the Manly area. I would like to thank the Council officers who attended this meeting and answered many questions from the floor.

Several attendees queried the fact that no notes and no minutes were kept of this meeting (and subsequent meetings, as I understand it). This letter will serve, amongst other things, as a partial record of the meeting I attended. There were many other questions asked and ideas floated, however. It causes me significant concern as to how much attention the Council representatives are intending to give to the residents' concerns, given that no record of these concerns, expressed at the meetings, is being created, added to and maintained for future reference during the review period.

It was good to hear that the RMS mandatory guidelines (and oxymoron of a title – how can “guidelines” be mandatory?) are, in fact, not inflexible. It was less than reassuring to hear that the RMS is driving this project rather than Council itself. Nevertheless, the Council officers stated and restated that they would be making decisions in the interests of the residents rather than bowing to a top-down instruction from the RMS. We were also reassured that the process will not be rushed or compromised by poor information gathering. (See comments below regarding the parking space audit).

I understand Council is spending considerable time, money and effort in “auditing” the car spaces in the Manly area. The number of car spaces and the current restrictions which apply would already be well known to Council. The number of streets in the area has not materially changed and the size of a car space is a defined dimension.

However, I can clearly see that an audit of current car space **usage** on weekdays and weekends does make sense. To do this properly, however, Council should conduct the audits for a **statistically sound number of weeks across the four seasons** – only this approach will give Council the **full** parking snapshot it requires and, at the same time, justify the amount of money being spent on the order to. (Overtime payments to ordered staff were mentioned at the meeting.) Summer and winter, weekend and weekday car park usage varies greatly and these variations must be taken into account.

At least two Council officers spoke of the fact that the issuing of parking permits in the Manly area became problematic in the 1990s and that subsequent councils have been unsuccessful in their efforts to correct these errors. In short, it was clearly stated that far too many permits were issued outside of the existing guidelines and that such errors and excesses have continued for many years.

I made the following points and suggestions:

- 1) Council already has a set of guidelines for issuing permits
- 2) permits are, as I understand it, issued for 12 months and need to be renewed annually.
- 3) Council, therefore, has a golden and straightforward opportunity to review **every** current permit over the next 12 months or so. To do this Council can and should rightfully resurrect and apply its lapsed/ignored/overlooked guidelines **as they are meant to be applied**. Council will have the opportunity to rescind incorrectly issued permits and the “largesse” of the 90s and thereafter can be reined in.

In other words, Council already has a set of guidelines for issuing permits and all permits need to be reviewed/reissued annually. Why not apply the current rules as they are meant to be applied and see if this improves the situation over the next 12 months? It is more than sensible that the review process

not be rushed and, as mentioned previously, a proper audit of car space usage will take a full 12 months anyway. I would contend that Council has nothing to lose by instituting a two-pronged twelve-month review of both permits and car space usage, and it may save Council the trouble **and** expense of re-inventing the wheel, as it were.

As far as any pressure from the RMS is concerned, I believe that the Manly Community Forum was informed, at its most recent meeting, that the current Council parking scheme and its guidelines essentially satisfy the RMS requirements. There is no urgency, therefore, to conduct a hasty review which could well produce an inferior and poorly informed scheme. Council officers present at the meeting I attended promised that the review would not be rushed. Council has the time and opportunity to determine whether or not the current scheme is truly broken or if it is simply being poorly managed and enforced (the latter is a "given" based on statements by Council officers, but a proper review will reveal the extent of this issue).

Going forward, particularly if a full and proper audit identifies problems that are not rectified by proper enforcement of the current rules, some further suggestions follow:

- 1) ensure that permits are given to the residents only, rather than to the residents **and** owners (in the case of rented/leased properties).
- 2) create a permit system which is car registration identified. This system, for example, is successfully used by the National Parks and Wildlife Service, and it would also eliminate the problem of good quality photocopies of non-identified permits being created—a problem which was mentioned at the meeting.
- 3) fully scrutinise the permits given to businesses and organisations:  
the gentleman from the Skiff Club, for example, mentioned that the club has 30 permits which are issued to the volunteers and officials who run the sailing school and race events. These activities, it was stated, take place chiefly on weekends. Such people, therefore, could be issued with "weekend only" permits which could be printed in a colour which is clearly different to standard permits – this would facilitate the work of Council parking officers. Conversely, bank staff and other Monday to Friday businesses could be issued with permits which are clearly identifiable as Monday to Friday permits.
- 4) many people at the meeting I attended mentioned problems associated with parking for family, carers and tradesman. If permits are registration identified, as I think they should be, residents (whether they are rate payers or not) could purchase books of parking vouchers that would enable visitors to stay for, say, 4 hours, 8 hours or 24 hours. If the number of current permits is reduced, as they almost certainly would be as a result of a proper audit, the Council will be looking at a reduction in revenue. The sale of parking vouchers to residents would provide an additional income stream for Council and a proper evaluation of the cost implications could ensure that Council's bottom line is not adversely affected.
- 5) others at the meeting mentioned the issue of boarding houses and the number of permits allocated to such dwellings. Council officers stated that one parking permit per room in a boarding house was able to be issued – it was noted by at least one person at the meeting that this clearly discriminates against a family with a 4 or 5 bedroom dwelling who may be able to obtain only 1 or 2 permits if they have an off-street parking space. Registration identified permits would help avoid the problem of boarding house residents without cars selling their permits to others who would otherwise not be entitled to one.
- 6) finally, for the moment at least, the issue of a ferry commuters needs to be considered. It is good to note that commuters wish to use the Manly ferry services to travel to the city and to work. Many commuters from outside the Manly area will drive to Manly to park and access the ferries. This creates an additional parking demand in the area which should be brought to the attention of the New South Wales Government. The government has been very proactive in developing commuter car park space for train stations on the CityRail and new Metro networks.  
The government should be asked to investigate what it might do to improve access to the ferry terminals for commuters:  
Improved public transport?



improved and expanded bicycle parking facilities?  
and even a multistorey car park within 10-50 minutes' walk of the very terminal, and/or a multistorey car park further from the terminals but with a very frequent shuttle service to the terminals?  
This is a major proposal and would not, I realise, be funded by Council, but Council and the State Government should surely work together in planning and providing larger scale infrastructure which will keep cars off the road, improve appropriate parking and ease the pressure on Council infrastructure.

This is a long letter – thank you for wading through it.

My primary proposals and suggestions refer to the conducting of a proper twelve-month car space usage audit and a twelve-month period of scrutiny of existing permits before they are re-issued. These points generated significant interest and support from people at the meeting whom I had not even met before, hence my putting pen to paper.  
I believe these points present a logical and clear way forward which will give Council the full and proper information it requires to assess the parking situation. Anything less than this approach will appear to residents as being rushed, piecemeal and incomplete.

Council officers stressed that they wish to see a “fairer and better” system for residents and rate-payers. The approach outlined above may provide an opportunity for Council to move forward without having to dismantle one system and replace it with another. Unjustified RMS pressure to rush the process will inevitably result in an imperfect audit and would lead to an unfair and worse parking scenario for the very people which the Northern Beaches Council represents and serves.

Yours sincerely



**From:** [REDACTED]  
**Subject:** [Council Mailbox](#)  
**Date:** Manly resident parking scheme  
Tuesday, 2 July 2019 11:15:04 AM

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Dear Project Officer

I have been overseas and have just found out about the parking scheme review. I realise that comments closed on Sunday but hope that you may still be able to consider my comments.

We bought a unit in [REDACTED] The Crescent Manly in October 2017. Unfortunately, this apartment building does not have any visitor parking. I understand that one of Council's concerns is that there are more permits issued than spaces available. However, we only use our apartment as a weekender about once every two months but we need to buy the three permits offered for the rare occasion that we invite three couples to dinner and need them to be able to park in the streets nearby for more than two hours. We have used the third voucher on two occasions in the last two years. This is very expensive (and infrequent) parking.

Would Council consider another option for this third voucher: a pay-per-use option? For example, a card with say 3-5 tear-off permits that could be used once each for say \$5 each? We would really like Council to keep the free voucher and not raise the price of others as we pay full rates but do not use Manly's services often. I am sure there are many others in a similar situation.

Thanks you for your consideration.

Regards  
[REDACTED]



**From:** [REDACTED]  
**To:** [Council Mailbox](#)  
**Subject:** Manly Parking Permit Scheme - Review and Audit  
**Date:** Monday, 1 July 2019 4:54:21 PM

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Hi, your process for obtaining community feedback was flawed. While you highlighted "drop-in and chat" the ability to convey positions online was obscured and hidden in the depths of the NBC web page. People who were not able to drop in therefore have been marginalized.

[REDACTED]  
[REDACTED]  
[REDACTED]



Scanned 02-07-2019

Northern Beaches Council

Dear Sir/Madam

Re: Manly Resident Parking Permit Scheme

As an owner/resident of a unit in Tower Street I was unable to attend one of the audit and review drops-ins. However I wish to comment as follows:-

I have for some time been concerned that residents are allowed multiple permits in the Tower Hill area. Parking for visitors and tradespeople has become very difficult over the past ten years.

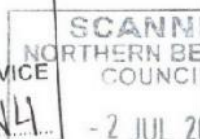
Trading of permits is also obvious as you see vehicles arrive and leave morning and evening with occupants walking down to or up from the Manly Ferry wharf!

Whilst I do have an on site car space at my address I do need 1 parking permit for family visits and occasional tradesmen for repairs.

On the occasions of these planned visits I find it essential to park my car in the permit area and free up my on site car space, as there are no allocated visitor parking sites within our development.

I therefore feel it is essential that I retain one(1) parking permit.

Yours Faithfully



20

**From:** [Michelle Carter](#)  
**To:** [Michelle Carter](#)  
**Subject:** FW: COMPLAINT - Manly Resident Parking Permit Scheme Drop-in Sessions  
**Date:** Thursday, 4 July 2019 5:52:23 PM  
**Attachments:** [image001.png](#)

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**Michelle Carter**  
Active Travel Officer

Transport Network  
t 02 9970 1196 m 0434 073 289  
[michelle.carter@northernbeaches.nsw.gov.au](mailto:michelle.carter@northernbeaches.nsw.gov.au)  
[northernbeaches.nsw.gov.au](http://northernbeaches.nsw.gov.au)



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**From:** Cr Sarah Grattan <[Sarah.Grattan@northernbeaches.nsw.gov.au](mailto:Sarah.Grattan@northernbeaches.nsw.gov.au)>  
**Sent:** Tuesday, 25 June 2019 10:47 AM  
**To:** Councillor Requests Mailbox <[CouncillorRequests@northernbeaches.nsw.gov.au](mailto:CouncillorRequests@northernbeaches.nsw.gov.au)>  
**Cc:** Craig Sawyer <[Craig.Sawyer@northernbeaches.nsw.gov.au](mailto:Craig.Sawyer@northernbeaches.nsw.gov.au)>  
**Subject:** Fwd: COMPLAINT - Manly Resident Parking Permit Scheme Drop-in Sessions

HI, can we please include these comments in the community feedback.  
Also would be good to have a response to the question about the drop-in session.

Sarah

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**From:** Cr Sarah Grattan <[Sarah.Grattan@northernbeaches.nsw.gov.au](mailto:Sarah.Grattan@northernbeaches.nsw.gov.au)>  
**Sent:** Tuesday, June 25, 2019 10:46 am  
**To:** [REDACTED]; Ray Brownlee  
**Cc:** Cr Stuart Sprott; Cr Candy Bingham; Cr Michael Regan; 'Sue'; Council Mailbox; Cr David Walton; Cr Natalie Warren; Cr Roslyn Harrison; [manly@parliament.nsw.gov.au](mailto:manly@parliament.nsw.gov.au); Cr Penny Philpott; Cr Rory Amon; Cr Vincent DeLuca; Cr Kylie Ferguson; Cr Alex McTaggart; Cr Ian White; [REDACTED]; [secretary@manlycommunityforum.com](mailto:secretary@manlycommunityforum.com)  
**Subject:** Re: COMPLAINT - Manly Resident Parking Permit Scheme Drop-in Sessions  
Dear [REDACTED]

Thanks for your email.

We will take note of your concerns regarding the consultation process and get back to you.  
Your email will be included in the formal feedback report regarding the parking consultation. It's a fraught issue which is why it is so important to have these conversations with the community. Solutions to the problem of parking in Manly aren't easy - what we do know is that it isn't working well at the moment. We are collecting the facts and will then review and assess

potential options.

Please note, that no decisions have yet been made by Council. Tonight we will be voting to maintain the 2018/19 fees and charges - until and unless changes are made once the community consultation is complete and a proposed parking scheme is presented to Council.

Regards

Sarah

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**From:** [REDACTED]

**Sent:** Tuesday, June 25, 2019 10:21 am

**To:** Ray Brownlee

**Cc:** Cr Stuart Sprott; Cr Sarah Grattan; Cr Candy Bingham; Cr Michael Regan; 'Sue'; Council Mailbox; Cr David Walton; Cr Natalie Warren; Cr Roslyn Harrison; [manly@parliament.nsw.gov.au](mailto:manly@parliament.nsw.gov.au); Cr Penny Philpott; Cr Rory Amon; Cr Vincent DeLuca; Cr Kylie Ferguson; Cr Alex McTaggart; Cr Ian White; [REDACTED]; [secretary@manlycommunityforum.com](mailto:secretary@manlycommunityforum.com)

**Subject:** COMPLAINT - Manly Resident Parking Permit Scheme Drop-in Sessions

To NBC General Manager, Mr Ray Brownlee.

I attended the Drop-In Session for the Manly Resident Parking Permit Scheme on Tuesday 18 June and Thursday 20 June 2019.

I wish to make the following formal complaints:

1. My understanding was that these Sessions were to provide "**feedback**" to NBC prior to the implementation of changes, however
  - According to NBC Staff, Council had already decided the cost to ratepayers of future permits. The rationale provided to attendees for the costs was stated at both sessions to be the cost of issuing a permit, which as was pointed out to staff was not consistent with the varying price of multiple permits.
  - According to NBC Staff, Council had already decided that permits were not to be provided to residents with off-street parking.
  - Council Representatives claimed that Council was simply following NSW State Government Guidelines. The recent Manly Community Forum Meeting was advised that the current scheme meets the Guidelines and there is no need for change.
  - NBC Staff at the Tuesday Session advised the public that different Resident Parking Schemes would be implemented in different areas of the Peninsular.
  - According to NBC Staff, Council has already decided that boats, trailers, caravans and campervans will not be permitted where a Resident Parking Permit Scheme is operating.

It is very apparent that Council Staff have already decided on important aspects of the Resident Parking Schemes without consultation with the public.

2. In my opinion, the staff attending these Sessions mislead the public in attendance. At both Sessions the question was asked – "How many Permits are given to each business?" The answer given by a NBC Staff Member on both occasions was "3 per property". Other



staff present did not correct this statement.

- I was later advised by a NBC employee that Go Get (a business) had been given 50 permits.
- A member of the Manly Skiff Club stated that the Skiff Club was given 30 permits for Members.
- Apparently other businesses/organisations have been given multiple permits and permanent parking spots eg a Car Rental Company, Manly Waters Hospital (which has considerable off-street parking), Stella Maris (which recently purchased land that could have been used for parking), Manly Yacht Club, etc

I consider it a serious matter if staff are misleading the public.

3. In my opinion, the staff attending the Thursday Session also misled the public in attendance on another matter. At this Session a NBC Staff Member gave feedback on the 3 earlier sessions yet failed to mention the 2 key outcomes (A and B below) of the Tuesday Session (where the public queried several times the fact that no notes were being taken by NBC Staff or a recording made ).

- A. That NBC not approve any DA's without adequate parking in areas where the Resident Parking Scheme operates eg Victoria St, Manly
- B. That the current scheme be maintained with NBC stopping the misuse of Permits (on-line sales of Permits, out-of-area residents parking in Manly, Skiff Club Members using permits on weekdays, Bank Staff using permits on weekends, etc) and restricting businesses/organisations to 3 Permits.

I consider it a serious matter if staff are misleading the public, yourself and Councillors.

Further comments:

- There will be an exorbitant cost to NBC of recording off-street parking for every property in the area. Are staff to sight and measure every off-street car space?
- Equality for all residents i.e. off-street parking should not be a consideration (garages are being used for other purposes, garages may be too small, etc). Is NBC really intending to advise owners as to how they must use areas of their property?
- NBC will be responsible for a loss in property values if residents cannot obtain sufficient Permits for the occupants of a property eg a 3 bedroom property (with a double garage) could not be sold to a family of 3 adults (a couple with an adult child) with 3 cars if this residence does not qualify for a Permit.
- What are current residents to do if they have more cars than can be accommodated off-street? One couple at the Tuesday Session had 4 adult children and 6 cars with only a double garage. Does NBC really expect them to have to move?
- The introduction of a new scheme should not be rushed.
- There would be a considerable cost to NBC in approving Permits for Carers eg family members. How is NBC to determine who is a valid carer?
- Parking for visitors (daily and overnight) and trades people is an issue. My visitor to the area on Sunday afternoon 23 June 2019 (cold, winter day) with a young child could not find parking within one kilometre of my residence due to rental cars being parked in my street and not being used.
- Extending the 2 Hour Parking to a more realistic 3 Hour Parking was requested.
- The building of more Parking Stations was requested.

- Shuttle services to Manly Wharf were requested.
- A member of the public commented that NBC Staff who do not live in the affected areas should not be making decisions affecting these areas.
- Is NBC monitoring the number of rental cars in the area? Has Go Get purchased Permits on-line in addition to those purchased from NBC? If so, what action is NBC taking? If Go Get did not win the tender for car rental in the area, why were they given Permits?
- NBC Staff at the Thursday Session blamed the previous Manly Council for the current parking problems. In my opinion, NBC needs to take responsibility for allowing excessive car rental parking in the area, not taking action on the miss-use of Permits, the on-line sale of Permits and the issuing of more than 3 permits to businesses/organisations.
- Out of area persons misusing Permits should have their Permits confiscated and be heavily fined by Rangers.
- Local residents found to be selling Permits should be fined and unable to purchase future Permits.
- A resident gave the example of a rental car not having moved in 12 months.
- Accurate attendance was not taken at both sessions I attended. The room was crowded and the attendance form was not circulated and only briefly referred to at the commencement of the session when most of the public arrived later. (It was a Drop-in Session.)
- Did NBC Staff use public transport or ride a bicycle to the Drop-in Sessions as they were proposing for our visitors?

Please investigate the above 3 Complaints and advise me of the action that NBC has taken.

In my correspondence to NBC Staff on this matter and my attendance at the Drop-in Sessions, I personally felt that NBC Staff failed to comprehend that they are supposed to be looking after the interests of ratepayers and devising a Scheme that is workable for them.

Disappointingly, I was not aware of any Councillor or yourself being present at the 2 sessions I attended. There was a good attendance from the public at both Sessions.

Regards

[Redacted Signature]

[REDACTED]  
[REDACTED]  
Manly  
NSW 2095  
[REDACTED]  
[REDACTED]

The Northern Beaches Council CEO  
The Mayor, Northern Beaches Council  
Councillor Candy Bingham  
Councillor Pat Daley  
Councillor Sarah Grattan  
The Hon James Griffin

Ladies and Gentlemen,

**Subject: On Street Parking Permits, Manly**

We are writing to you for your support to ensure that any changes, if necessary, to on street parking in Manly is done in a sensible way that cuts out the rorts in the current system but does not penalise residents or make parking impracticable for us.

We attended the information session NBC ran last week to discuss proposed changes to On Street Parking Permits.

We understand and support measures that Council may introduce to stop the current rorting of the system e.g. the selling of permits to non-residents.

Our general concern is however that proposed changes to parking permits may have adverse consequences on resident rate payers like us, who are doing the right thing.

We are retirees. Our cars therefore are not parked at a place of work during the day. We have an off-street garage. Our block of 5 units does not have any visitor parking. If our cars are not in use they are in our garage. There are occasions however when they may have to be on the street.

Generally, we do not use our on-street parking permit more than a couple of times a month, but we do need the facility periodically for ourselves, tradespeople, family and friends.

Earlier this year our garage was out of action for 2 weeks when work was being carried out. We had to park on the street. Without a permit or some other arrangement, it is impracticable to have a car on the street all day in the Little Manly area where there is a 2-hour parking limit. Without a permit of some description the car would have to be moved every 2 hours. That is obviously impracticable for retirees like us. Moving our car every 2 hours would not free up on street parking as the car would still be on the street but would now be shuffled from 1 parking spot to another every 2 hours. This would achieve nothing but inconvenience and bad will.

At the information session at Council, data was presented that showed that there was a significant excess of permits issued in the Little Manly area over street parking available. I don't know how accurate this data is and Council officials indicated that work needed to be done to verify the data. Getting reliable data would seem to be a logical starting point before meaningful policy can be formulated. During the time our garage was out of action however, we never once had any difficulty finding a parking spot on the street further than a few minutes' walk back to our unit. Whilst anecdotal, our experience didn't seem to us to be indicative of a serious problem where we live.

Recently we had painting done in our unit. The painter was here for a week and had to use our permit to park his vehicle. How is he going

to do his job efficiently if he can't use our permit and has to move his vehicle every 2 hours? Apart from being disruptive to his work, this would increase costs to us, the resident ratepayers. Tradesmen charge on a time basis. We would end up paying for the time taken by the tradesman to go to his vehicle, drive around to find another parking spot and return to recommence his work. If there is not a facility for tradesmen to be able to park how can that be seen as serving the ratepayers?

We recently received a quote for a job at our unit. One of the conditions of the quote was that we would be liable for any parking fines incurred whilst the work was being carried out. We can dispute that of course, however it is essential that accommodation be made for bona fide tradesmen doing their job.

The Council officers last week suggested that there may be provision to apply for a temporary tradesman's permit for the duration of a job. That is all well and good for jobs that are anticipated ahead of time and those jobs that may take a considerable time to complete. However, many jobs do not fall into that category. A tradesman may be called for an emergency, or what is anticipated to be a short job of an hour or two that runs into complications which result in the job taking longer than expected. Again, we need a facility whereby a permit is readily available to allow the tradesman to do their job without the need to go back and forth to their vehicle with the inherent inconvenience and cost in time and effort to the resident.

Of course, we also need the facility for parking on the street for more than 2 hours for visiting friends and family.

It seems that what started off as an initiative to free up on street parking by cutting out the rorts, has morphed into something quite different, and feels to us almost like an attack on residents to take away their rights and increase cost at the same time.



At the information sessions we were advised e.g. that new fees and charges are being considered for any on street parking permits. Currently the first permit is free. It was also suggested by Council officers that any alternative to the permits e.g. a docket system whereby residents or tradesmen may be able to obtain a booklet of temporary parking permits, may be subject to a fee. When the possibility of new fees was questioned, we were advised that this was not a money-making exercise but that the additional fees would go towards the administration of the new parking scheme. This seems disingenuous. NBC administer the current scheme on the fees that are currently charged. If this is not a money-making exercise, by suggesting that higher fees may be introduced, Council officers were therefore implying that a new scheme would be more expensive to run. A criteria for any new scheme should be that it costs no more to administer and therefore no more expensive for residents than the current scheme.

We understand that Council is following the RMS Mandatory Guidelines on parking. We are not sure what a “Mandatory Guideline” is. It is either “Mandatory” or a “Guideline”, but never the twain shall meet.

In the absence of clarification, we will assume that the RMS intends their policy to be a guideline i.e. it is flexible, open to interpretation and implementation, not a legal or statutory regulation. If that is the case then by all means use it as a guide, but a guide is all it is. The idea in the guidelines that if you have off street parking means that you never have to use on street parking is simplistic and a dis service to residents for many of the reasons we have cited above.

We would urge NBC to therefore to exercise their collective common sense if they vote to make changes to on street parking – cut out the rorts but don’t make a revised scheme a backward or impracticable step for residents.



We are not against changes to the on-street parking regulations in Manly per se.

We support measures that cut out the parking rorts but if on street regulations for residents are to change then there must be facility to accommodate on street parking for all residents, whether they have off street parking or not, for all the reason we have outlined above.

Yours sincerely,





From: [REDACTED]  
To: [Council Mailbox](#)  
Subject: Input for Manly parking scheme - Isthmus  
Date: Thursday, 4 July 2019 7:50:56 PM

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Hi Michelle,

As I travel for work, I was unable to attend the drop-in and chat sessions in relation to the parking review and audit.

With regards to the Isthmus parking area, my suggestions are as follows:

1. As per the existing scheme, the resident can apply for and acquire annual permits from the council.

This is preferable over providing the permits to the rate payer as the permits should be accessible to the person living in the area.

2. A maximum of two parking permits are issued per dwelling:

- The first permit to be charged at \$110
- The second permit to be charged at \$220

The pricing is designed to be that which a resident would accept (even if somewhat begrudgingly) to have a permit, whilst at the same time being enough to deter on-selling of permits or acquisition of permits to lend to people for short-term use.

Regards,

[REDACTED]

[REDACTED]

**From:** [REDACTED]  
**To:** [Council Mailbox](#)  
**Subject:** Parking permits in Tower Hill  
**Date:** Sunday, 7 July 2019 3:44:27 PM

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Dear Mr Brownlow

Just a few points RE the review of parking permits. We live in Tower Hill.

No matter how many permits you do or don't give residents, there may or may not be parking. Residents are not in competition with each other, so much, but with visitors, commuters and workers.

The available parking depends on the time of year, day of the week, hour of the day, the weather, and events. Council only has control of events, so limiting events is one way you could free up parking for residents. On rainy days there is plenty of parking available, but you have no control over weather!

As a tourist area, parking is keenly sought after by visitors going to the beaches, harbour, restaurants, pubs etc. The two hour limit works for these purposes, and also frees up more opportunities for residents to park, as there is frequent movement of cars.

Then we have so many ferry commuters who have no where to park all day, so they get permits somehow ...there are distinct patterns of arrival and departures. I'm not sure how you could deal with this without disadvantaging residents by introducing draconian and bureaucratic measures, which would be tedious. As a rate paying resident it would be nice if we were not considered the enemy.

Also the RMS guidelines are just that - guidelines - and this area is not a normal suburban area. Reducing the number of permits will not necessary solve any of the problems.

So what would help?

1. A good sized parking station, with cheaper rates for commuters, local workers and residents
2. Requiring larger developments to provide public parking as well as occupant parking
3. Fewer Council events - really Manly is so popular already we could better spend some of that money on improving residential roads, pavements, increasing tree plantings, etc.
4. Ensuring residents are not blocked in or out of their off street parking by having good parking lines marked on the road and signs accentuating spots that are suitable for small cars only
5. More publicity re transport options to the ferry
6. Limiting permits to two and only then requiring more information if more permits are needed.

Just one other thing Upper Gilbert St is a popular parking spot for visitors and residents, however the pavements are shocking. It would be safer and better to have these pavements fixed.

Good luck with finding some solutions.

Yours sincerely

[REDACTED]

**From:** [REDACTED]  
**To:** [Council Mailbox](#)  
**Cc:** [REDACTED]  
**Subject:** Manly Residential Parking Scheme review and potential changes  
**Date:** Wednesday, 3 July 2019 1:58:09 PM

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Hello Manly Resident Parking Audit,

I acknowledge that my comments are being sent after the defined 2 weeks of community feedback at drop in centres has closed.

Sorry, but this period was too short for me to meet, but as this topic is quite important, I hope my comments will be considered.

I have read the RMS guidelines and viewed the short presentation on the process.

As a resident of Manly and current user of the Ocean Beach area of the present scheme I can see why the review and audit is needed.

But I suggest there may be some aspects that we who have lived with a version of the Residential Parking Permit scheme might have experienced and which might warrant consideration in the next iteration.

I would like to make these points:

1. Sale of the residential parking permits needs to be stopped and the only effective solution appears to be linkages to licence plates as stipulated in the RMS guidelines. Local buy, swap & sell sites trade them daily;
2. The current duration to 10.00pm creates unfortunate risks for residents who have family visiting, dinner guests, weekend visitors - and although not frequent, we have seen rangers out in the evenings and whilst ever the time is formalised it may be enforced and weekend are a nightmare of risk and worry when we have friends and visitors over;
3. I am not sure how we can deal with visitors unless we buy an extra Permit;
4. The suburb is criss-crossed by laneway access at the rear of many properties, as a result of bygone services needs, and many properties have garage or other off street facilities accessible from these laneways. Unfortunately the narrowness of lanes and the need to parking along them creates severe challenges for utilising off street parking and many wider, even "double" garages can only effectively accommodate one vehicle. The risks of damage to on site vehicles or adjacent parked vehicles is too high. There are some existing single garages, in close proximity to our home, which may even be deemed inaccessible. So assessment of the real number of off street parking spots per household, as suggested in the notes/guidelines needs a very practical and pragmatic view, certainly not a "street view" drive by;
5. The RMS guidelines do not appear to have kept abreast of the SEPP provisions for supposedly low income, essential services "boarding houses" where Council has approved multiple dwellings (#11) which even include special "accessible units" with zero on site parking (or drop off areas). See No120 Pittwater Road Manly. The RMS guidelines appear to suggest one permit per living unit.
6. The cost of hire garages, off street parking places have sky rocketed in Manly with few available due to the current demand. People are even hiring out driveways during work hours for off street parking.

There are problems with commuters arriving every day.



I know that we will have to press for 3 permits

Good luck with the review and audit.





Scanned 10-07-2019



Manly Cove Launch Club Inc

East Esplanade Manly 2095

3<sup>rd</sup> July 2019.

Mr Phillip Devon

Manager Transport Network Northern Beaches Council

PO Box 1336 Dee Why NSW 2099

Dear Phillip,

Ref. Manly Parking Permit Scheme & Vehicle Access.

**VEHICLE ACCESS.**

In confirmation of our brief discussion on the issue of Vehicle Access to the Manly Cove Launch Club and the ongoing issue of Resident Parking Permits we wish to provide supporting documentation for the continued access for the essential vehicles to the Launch Club facility and further to that support for the continued issue of essential parking permits for Launch Club Members vehicles.

This community facility has over 100 members, with many other Northern Beaches residents enjoying improved amenity through the access provided to the community when accompanied by members.

The Manly Cove Launch Club has operated with Council and State Government sanction at this location for over 70 years. We have boat maintenance, boat slipping, and dinghy storage in a secure and environmentally sound structure. We operate with a strict observance to regulatory requirements, and a clear direction to all members and associates that vehicle access is strictly for essential movement of heavy parts and replacement equipment and the occasional transport of disabled members and associates.

We have never had a complaint that we know of about on any vehicle entering to bring equipment, building materials or a disabled member and to date we have had the strong support of the previous Manly Council and now the Northern Beaches Council. We are very conscious of the potential damage that can occur to grassed areas and infrastructure should vehicles travel off the established pathway. In fact our members have reported concerns to Council with contracted vehicles working within the reserve area and constructing at the Manly Wharf area.

Members all realise and are constantly reminded of the need to not bring vehicles along the pathway, especially in busy pedestrian periods and we can confidently say that we rarely utilise the pathway. However, vehicle access is essential and we need your ongoing support. Removing vehicle access altogether would destroy this community facility.

**Your confirmation of our continued usage would be appreciated.**





(2)

#### RESIDENT PARKING SCHEME PERMITS

We are very much aware of the current review of the Resident Parking Scheme and conscious of the potential impact on our members, should the scheme be amended to completely comply with the RMS Guidelines, which we now understand are regarded as "mandatory guidelines".

We do not appear to fit into any of the stated RMS criteria, but have a real need for parking within the area of the club, especially given that few of our members live immediately local, but more than 90% of members are residents of the Northern Beaches.

The permits issued to our members and associates are strictly controlled with any long period of absence from the club facilities or the area requiring the permit to be passed on to another more worthy user.

We have six members with severely restricted mobility and another six that require a regular permit to provide the technical support at the slipway and with the club equipment. The other permits are used on a regular basis by Northern Beaches residents who live out of Manly, to carry equipment and supplies to their vessels. If some reduction is required we could operate with twenty permits.

The stated oversupply of permits/related to spots available is well known to all members/associates. We see evidence of misuse regularly and out of the area car owners parking in the AM and then leaving at the close of business. It is clear to all Manly Cove Launch Club users that a tighter issue criteria and clear reissue requirements relating to evidence of entitlement or special needs requirements, such as ours, would bring the permit issue concern back into balance.

Please consider these points in your deliberations and maintain an ongoing dialogue before final decisions are made. We assume that there will be no new issue criteria until the currently issued permits have completed their expiry period and residents of the Northern Beaches have had an opportunity to consult on the final proposals,

Regards,

President Manly Cove Launch Club

**From:** [REDACTED]  
**To:** [Council Mailbox](#)  
**Subject:** MANLY PARKING PERMIT SCHEME- REVIEW AND AUDIT  
**Date:** Thursday, 18 July 2019 3:14:41 PM

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ATTENTION: PARKING REVIEW OFFICER

Dear Sir/Madam,

I received a letter from you regarding Manly Parking Permit Scheme- Review and Audit.  
Your reference : 2019/280306.

Unfortunately I was unable to attend any of the Drop-in and chat sessions.

I wanted to bring to your attention my situation as on owner\occupier in the tower Hill area in Manly.

I am an owner/occupier in the Tower Hill area. I am currently eligible for 1 free parking permit and must pay for any additional permits. I currently have 1 free parking permit for this area i.e 2019/20.

I have a garage with space for 1 car only. I have 1 private vehicle which is kept in this garage and is rarely driven. I also have a work vehicle which I park in the the street in the Tower Hill area for which I use a current free parking permit. I also have a partner who owns their own vehicle and parks in the Tower Hill area.

In the near future I will be renovating my residence and will need to store my furniture and belongings in my garage for an extended period. I will have to also park my private vehicle in the street in the Tower Hill area.

As you can see it is vital that I am eligible for at least at least 1 parking permit in the Tower Hill area.

I am concerned about my eligibility for free and additional parking permits in the Tower Hill area in the future after being notified of the  
Manly Parking Permit Scheme- Review and Audit.

Thank you kind regards.

Yours sincerely

[REDACTED]

mobile: [REDACTED]

The Northern Beaches Council CEO/General Manager,  
The Mayor and Deputy Mayor and Northern Beaches Councillors,  
The Hon Mr James Griffin.

Ladies and gentlemen

Thank you to those Councillors who read and responded to my long letter of 23 June, 2019.

Your responses and my discussions with other concerned Manly residents have led me to write again, with the emphasis being on what I and others believe Council could and should do **now** regarding the Manly Parking Scheme.

Given that the current Manly Parking Scheme essentially meets the RMS guidelines, and reiterating comments made by NBC representatives at the drop-in meetings, **there is no need to rush** this important project, and for reasons mentioned below, **it should not be rushed**.

The critical exercise at the moment is the audit of car park spaces and their usage patterns. If this is not done well it will be a case of "garbage in, garbage out". Any decisions and plans based on a poor audit will be poor in themselves.

A proper audit has to be conducted with **statistical strength** and it should reflect **a full 12 month picture**. It is obvious to all of us that usage patterns in Manly have two variables:

- 1) weekends versus weekdays
- 2) the seasons.

Only a 12 month audit will produce the correct picture of what is actually going on. Anything less than a 12 month audit will produce the very garbage of which I am fearful.

The 12 month audit process gives Council breathing space to look at **the other major issue**: the poor supervision of the granting of parking permits.

Council officers acknowledge that this is and has been a systemic problem since the 1990s. The broader issues of the nature of future permits are addressed in my original letter, but what Council can do **now** and over the next 12 months is:

- 1) properly scrutinise all current permits (as they come up for renewal)
- 2) properly apply the current rules to any new applications for parking permits.

**All** permit renewals and applications for new permits should be fully screened based on the current rules. At the conclusion of this process Council will know exactly how many permits are out there, what categories they belong to, and whether or not there really is a parking space problem (as opposed to a **perceived** problem created by the issuing of too many permits for too many years).

Once this information is on the table, Council can give further and informed consideration to all of the other issues which have been raised at the drop-in meetings: permits for visitors, permits for carers, permits for tradesmen, weekend permits for sporting groups, weekday permits for workers, appropriate numbers of permits for dwellings such as boarding houses, et cetera.

I do hope I have made the major points clear: the audit needs to be done properly and Council needs to scrutinise all new and renewal permit applications, enforcing a strict application of its current rules.

Thank you again for considering these issues.

Yours faithfully,



Manly 2095





From: [REDACTED]  
To: [Transport Mailbox](#)  
Subject: Manly Parking Permit Scheme  
Date: Tuesday, 16 July 2019 3:11:33 PM

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Good afternoon Michelle

I apologise for this email coming after the closing date for comments but I have been away since the beginning of June and just returned.

One comment I would like to put forward is a possible addition to parking availability.

I realise that parking across a driveway (not on the nature strip or blocking the footpath but parallel to the "gutter" is not permitted. If all councils were to issue a large official permit to single dwelling houses (or duplexes but not commercial properties or apartments) that could be displayed on the dash of those visitors to those properties while they are visiting it would accommodate more vehicles in the area therefore offering the opportunity for those who are not "visiting" owners to find an additional parking spot available. These dashboard signs would be issued by the council to the home owner and they would then have to personally give them to their visitor and retrieve at the completion of the visit. This guarantees that the person who has parked across the driveway has the permission of the owner of that property.

There are many dwellings in the council area that this would pertain to and therefore allow more people who are visiting the region to be able to find a parking spot.

Thank you for the opportunity to put this idea forward and again I apologise for the late arrival of the email but hope it will be considered.

Kind regards

[REDACTED]

Fairlight, 2094

[REDACTED]



From: [redacted]  
To: [redacted]  
Sent: Tuesday, 16 July 2019 4:23 PM  
Subject: [redacted]  
Attachments: [redacted]

Phil Devon  
Manager Transport Network  
Northern Beaches Council

Phil  
Recently you would have received a letter from [redacted] a resident in the building I live in [redacted] copied email below.  
As a resident of Northern beaches council I would like to endorse [redacted] and seek your support. While I understand that we choose to live here and we abide by those rules and laws I think [redacted] request is both reasonable and fair.

Regards  
[redacted] Fairlight

Phil  
You have requested feedback to provide a fairer parking system that serves the people in your Council area.  
I'm a resident in Loderda 4 Avenue Fairlight and have ONE major issue with the present parking in the area.  
The 2 hour parking through to 10pm does not make sense and causes residents unnecessary stress and issues with having the family and/or friends to dinner or evening visits as they have to go and move cars just to have a normal dinner or extended stay.  
I would suggest this be changed to 8pm - so if parked any time after 6 pm they can enjoy dinner or a night with family without having to have the car relocated or additional parking passes or restrictions.  
What is gained by having 10pm? and who is Council targeting with this? How many days a year are the target of the 10pm timing ... and is it justified for the complete year? It just makes our families able to forgetting to move and being timed for visiting parents or friends - or leaving early because of this unreasonable restriction.  
We ask that you please give this your consideration and change the timing to 8pm.  
Thank you and regards

[redacted]  
[redacted]  
[redacted]  
[redacted]

[redacted]

[redacted]

[redacted]

[redacted]  
[redacted]  
[redacted]





**From:** [REDACTED]  
**To:** [Transport Mailbox](#)  
**Cc:** [REDACTED]  
**Subject:** parking hours in Lauderdale and Surrounds  
**Date:** Wednesday, 10 July 2019 10:31:15 PM

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Good afternoon,  
I agree with [REDACTED]  
Reduce the 2 hr restriction to 8pm  
Regards,  
[REDACTED]

**From:** [REDACTED]  
**To:** [Council Mailbox](#)  
**Subject:** Comment on parking permit scheme  
**Date:** Friday, 19 July 2019 11:06:36 AM

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Hello,

I realise comments have closed on the parking scheme review, however as I only just found out about this I felt compelled to send my thoughts anyway, and hope they can be included.

I live in a large share house in the Fairy Bower precinct, with 5 people who live there. We have one off street car space and 3 parking permits are all essential for those who live here to be able to park their cars. Fortunately I don't own a car and just have a motorbike, which can also fit in the off street park, however if the rules changed and only 2 on street parks were available we would need to only be able to have tenants stay who didn't own cars.

I wonder if the permit scheme can consider the number of adults who live at a given property. I realise it's a complex problem to solve, however thought I'd raise this given there are a number of share houses in Manly that will face a similar problem.

Thanks for your consideration.

Regards,

[REDACTED]

**RMS Parking Permit Fees and Charges**

Draft fees and charges

| <b>Residential Parking Scheme Permit Type</b>          | <b>Standard</b> | <b>Pensioner</b> |
|--------------------------------------------------------|-----------------|------------------|
| 1st permit                                             | \$47.00         | \$23.50          |
| 2nd permit                                             | \$110.00        | \$55.00          |
| (Existing 3rd permit holders eligible only) 3rd permit | \$210.00        | \$105.00         |
| Replacement permit - eg new vehicle, windscreen        | \$47.00         | \$23.50          |
| Replacement permit - lost                              | \$220.00        | \$110.00         |
| Tradesperson Parking Permit                            | \$54.00         | \$27.00          |
| Visitor Parking Permits - pack of five                 | \$10.00         | \$5.00           |
| Visitor Parking Permits - pack of ten                  | \$20.00         | \$10.00          |
| Support Worker Permit                                  | \$47.00         | \$23.50          |
| Carers Permit                                          | \$47.00         | \$23.50          |
| Car share permit - per vehicle                         | \$220.00        | N/A              |
| Business Parking Permit                                | \$220.00        | N/A              |
| Postage for mailing of permits                         | \$10.00         | \$10.00          |