

ATTACHMENT BOOKLET

ORDINARY COUNCIL MEETING

TUESDAY 27 JUNE 2023

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Community and Stakeholder Engagement Report (Stage 1 of 1)

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

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

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1. Summary

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

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





1.1. Key outcomes

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

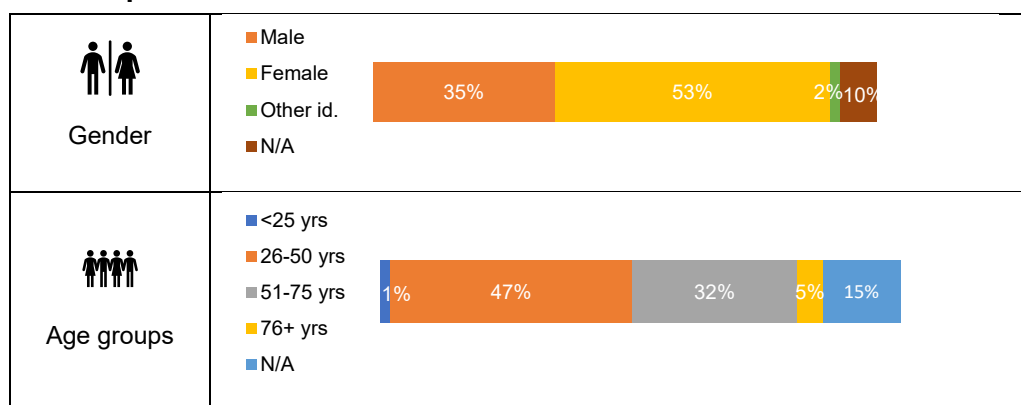
1.2. How we engaged¹

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

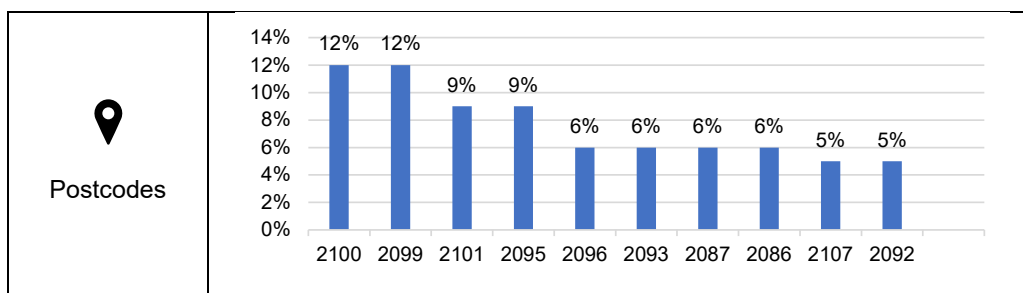
¹ The overarching engagement tactics and opportunities utilised throughout the exhibition period were the same across each concurrent program.

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

1.3. Who responded²



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



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

2. Background

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

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

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

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

3. Engagement objectives

Community and stakeholder engagement aimed to:

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

4. Engagement approach

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

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

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

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

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

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

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

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

Email and written comments were also accepted.

5. Findings

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

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

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

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

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

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

Issues

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

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



Appendix 1 Submission Issues and Council Responses

Long Term Financial Plan

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

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

Fees and Charges

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Appendix 2 Verbatim submissions – online sources *

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

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

Draft Long-Term Financial Plan 2023 - 2033

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

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

Draft Fees and Charges 2023/24

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

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

No further increases

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

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

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

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

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

Draft Fees and Charges 2023/24

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

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

Draft Delivery Program

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

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

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

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

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

What's happened to the upgrade of Millers Reserve?

What's happened to the Roseberry Street cycle path?

What's happened to the beautification of Condamine Street?

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

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

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

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

Draft Delivery Program
<p>Narraweena footpaths: It is absolutely unacceptable that there are no footpaths from Larmer Place Narraweena (our home) all through Victor Road, Palya Place and Prescott Ave (Dee Why) leaving our family unable to leave the house without a vehicle. These roads are not safe to push a pram or have young children walking without footpaths. The money we spend to be in this area and we don't even have a footpath to show for it. Poor.</p>
<p>Regular green waste collection is a necessity for Scotland Island, with the bi-annual collection completely insufficient. Without a more regular green waste collection, as occurs in every other suburb of Sydney, residents are unable to manage the prolific invasive species on the island as there is no way to stop them re-propagating while awaiting collection and many people are hesitant to remove them at all with nowhere to put them. Residents of Scotland Island have far more bio-mass to manage than the average suburban block and should be afforded at least the same facilities as every other suburb in the Northern Beaches council.</p>
<p>As a small part of the plan which would make a big difference I would like council to reinstate the council garbage bin in Wareham Reserve The reserve gets a lot of pedestrian traffic as well as families using the play equipment A council bid would significantly reduce the amount of litter, refuse vermin feeding on food scraps and make the reserve a cleaner place for a minimal cost</p>
<p>There is NO investment in dealing with and managing the homeless issues on the Northern Beaches. Whilst we need improved roads, foot paths, ... recreational centres should take a back seat to homelessness. There are numerous TENT CITIES emerging on our beaches, with a number in the Dee Why Reserve areas on the lagoon and dune areas, nothing is being done to deal with that and re-locate these tent city dwellers into social housing. Am over the argy-bargy between local, state and federal governments, NOT ONE authority is taking on both accountability and responsibility to address the homeless issue on the northern beaches. As a rate payer, am over the drug related activities that these homeless get involved in on our streets, in front of my home, am over the human defecation that occurs in our bin rooms, have raised this with council, NSW Police, Community Services and NOTHING is being done to deal with the issue.</p>
<p>Regarding the cycling corridor between Beacon Hill and Davidson. Please consider the usability for people commuting to Chatswood and beyond on a bicycle or e-bike. In particular, riders should not need to stop and restart (give way) at every side road - imagine if you had to do this in your car - it would escalate the travel time enormously. We lack e-bike connectivity with Chatswood and the railway line. I commute on an e-bike from Dee Why to Lindfield, so would be a beneficiary of this new facility - unless it remains quicker to ride on the road. The path from Crown on the Hill down to the Roseville bridge is particularly poor.</p>

Draft Delivery Program
<p>Just want to add comments on what I would like to see in the coming few years. We are based in Mona vale. Long term renters with 3 small children. Happy to see pedestrian crossing going ahead on Darley street. Very needed.</p> <p>Also basketball court at flying fox is great for older children. My main concern however is and always has been the lack of activity or community led activities from council for children in high school. High school finishes around 2.30-3pm and most children in high school have working parents - meaning for those 3-4 hours post school a lot of high school children have not a lot to do if not enrolled in paid sport (which is not affordable for a lot of families. I believe this time in the afternoons is being spent more and more on social media- increasing chances of bullying and exclusion and lack of direction. And overall I think contributing to the massive increase in teenage mental health issues. I feel this afternoon time could be supported by council to provide free sport or even a social club which is not church affiliated. A space where they can gather and be social offline.</p> <p>I also support the idea of playgrounds for children over the age of 10. High school children still want to play and be active however playgrounds here cater for smaller children. I'd love to see a playground ONLY for kids over 10 with higher risk equipment/climbing walls, high slides etc. my children are currently 6, 4 and 1 and I want to be an active voice in ensuring there is appropriate space for them in the community by the time they start high school. I believe we are not doing enough to support our teenagers. We are not giving them enough. Sorry if this is not the forum in which to add comment on. However I am available for comment whenever and if ever you need.</p> <p>I would love to help provide a brighter future for our teens. I also hate to see the constant buying up of family homes which are then being renovated into apartments etc for over 55s.... Especially so close to our primary school which has 1000 pupils and who would also benefit from a short walkable commute to school. Yet family homes within 500m recently have been demolished. And long term renters like ourselves find the dream of having a family home close to school impossible. I do not understand why so many of these projects were given the go ahead.</p>
<p>Stop the Active Transport Corridor until full REF and drainage studies have taken place, especially for Section 8.</p> <p>Sec8 is steep and hard surfaces will create significant run off in weather events. There is significant native wildlife in the corridor and potential endangered species of flora and fauna. Local residents will be subjected to high levels of noise and traffic that does not currently exist. No one from Council has letter boxed those who live by the pipeline (me) or surveyed our property and its environment. This is NOT how to run a project. Stop it now. Come and talk to me. <i>[Contact details provided]</i></p>
<p>Kerb and gutter works are proposed for Palmgrove Road, Avalon Beach. In general: for any pathway construction, kerbing or guttering please do not cause any impact on the trees - allow space for their trunks and do not impact their root zone. We are losing too many canopy trees and need a street tree program that delivers habitat and supports the struggling natural ecosystem. Specifically for Palmgrove Rd: parts of Palmgrove Road (and Coolawin Road) have very old sandstone kerbs, gutters and a sandstone lined inlet pit near Coolawin Street. It was suggested that these had come from the old Customs House at Barrenjoey. Please contact the heritage section before further destruction of our heritage is lost.</p>
<p>When is the Off leash dog beach program starting..this winter would be a good time. We have waited patiently, and see no progress</p>

Draft Delivery Program
<p>Footpath should be built between the intersection of Sorlie Rd and Kens Rd through Athol St to Blackbutts Road. This is the way that majority people and children to catch up the buses on Glen Street and Blackbutts Road. In the morning, this pathway is a busy road as it's way to Mimosa Public School and Davidson High.</p>
<p>Regarding Storm water management - please prioritise the dredging of sediment upstream and downstream of Carcoola bridge, Cromer, to prevent further flooding.</p> <p>Upgrading footpath and shared paths - can we please get a shared path along Wabash reserve from Carcoola road to link up with the shared path on Fisher road north, by the Shell Cromer. This would provide a safe and dry travel corridor for the community, especially school kids to junior and high school.</p>
<p>Will council be introducing a food waste collection service?</p>
<p>Why would you only put in one half court for basketball at Killarney Oval? The demand for Basketball is immense in the area with only one court available amongst the plethora of netball courts at Melwood Oval. Surely one full court that can be used as two half's or multiple courts is what the area needs.</p>
<p>I am opposed to yet another bike park/ jump facility being built in the Seaforth/ North balgowlah area. Council has spent over \$5,000,000 on Bare Creek Park in addition to the expenditure on Lionel Watts bike Park -not to mention \$160,000 on The Grove-which has been trashed by local users. Enough! Perhaps use that funding for recreational activities that can be used by a wider cross section of the community.</p> <p>Also The Grove area has not been regenerated as promised from years of abuse by jump bike riders. It's time council stops building bike parks in areas of sensitive areas ie beside National Parks, in National Parks (Manly Dam) and areas know to be habitat for local flora and fauna.</p>
<p>Very pleased to see that a basketball half court is going in at Killarney Oval - thank you! It would possible be more beneficial though if the netball posts at Melwood Oval could be replaced by switchable basketball/netball posts like I believe are planned at Lionel Watts Oval.</p> <p>On weekends at Melwood, there are multiple people vying for the 2 basketball courts at Melwood, while the 10 netball courts sit empty. Just last weekend my son and I headed to Melwood to play and had to turn around due to the large number of people playing on or waiting to use the basketball courts.</p> <p>If we could have at least some of these netball posts made into switchable posts it would allow the growing number of youth who love basketball to come together and enjoy themselves.</p>

Draft Delivery Program
<p>It is disappointing to see the lack of capital works and upgrades in Elanora Heights. This area has long been neglected from an infrastructure perspective.</p> <p>Most local roads do not have pavements, and often have steep or rugged areas at the side, meaning that pedestrians are forced to use the road to walk. This is of special concern on streets with heavy local traffic and parking on both sides (such as Cooleena Road) and on roads close to the Primary school.</p> <p>Local reserves, used by families and school children, are poorly maintained and in some cases have deteriorated to the point where capital works are required. For example, Kundibah Park has experienced major subsidence along the route that joins Morandoo road with Georgina Ave. This route is used by school children attending Elanora Heights Public School (NB: These roads and the boundaries of the park are marked incorrectly on the Draft Capital Works Program map). Remediation work and proper drainage is required.</p> <p>Local council carparks, such as the carpark adjoining Alington Reserve, are poorly maintained. They would benefit from resurfacing, better drainage, clear marking of spaces and updated signage.</p> <p>Our local councillors have done a good job in advocating for the revamp of a handful of local parks. However we need more to help Elanora Heights become safer and more walkable for pedestrians.</p>
<p>I would like to request footpaths around Ethie Road, Owen Stanley Ave, Larissa Road, Anzio Ave, Darmour Ave, to connect to the new footpath installed at Inglebar Ave. These streets are windy, hilly and narrow and cars have parked on either side. It is a hazard for many people to walk with strollers and prams. Also the elderly within the community can find it challenging to walk on the nature strip as they can be uneven. On coming traffic can find it difficult to see people walking with the bends and hills.</p> <p>The park on Ethie Road, Beacon Hill needs a shade cloth, otherwise it is unusable during summer. A little scooter/ bike track around the park could children a place to safely ride. Good luck with the project and I look forward to it taking place.</p>
<p>Please reopen the pedestrian crossing on ground level on Pittwater road Brookvale out the front of the Warringah Mall and give us back a decent sized red bin</p>
<p>There is only mention of Catherine Park for capex. In opex, it would be nice to understand the how often parks on Scotland Island are expected to be maintained.</p>
<p>I was hoping to see something around making available charging stations for EVs. I live in Fairlight and in this area and Manly, there are many properties without driveways. I therefore can't work out how I might replace my aging cars with EVs, without putting in a driveway that I am very reluctant to do. I have installed solar and would like to leverage this for charging an EV, but I can't see how this is achievable for properties with street parking only. It would be wonderful to see council providing solar charging stations in streets that don't have offstreet parking.</p>

Draft Delivery Program
<p>Please look at bush regeneration and improving the land around David Thomas Reserve and Mermaid pools, including area below Bate Ave where there used to be access <i>[Contact details provided]</i></p>
<p>We pay \$4000 in rates annually already. We have no footpath on our road, no curb and guttering and no connection to sewerage. Children walking to bus stops or riding their bike to school have no footpath. No rangers are allocated to this area. Building works on our street are not having their conditions enforced. Some stretches of our road have been resurfaced in the last 5 years but not the stretch in front of our home. McLean Street which should be our natural connection to heading north is a goat track that is not scheduled for resurfacing. Pot holes wash out under every heavy fall of rain.</p> <p>Dogs off-leash all over the Northern Beaches -impacting on the inclusiveness and accessibility of amenities in the area and the protection of the environment - are not monitored and regulations are not enforced. More rangers need to be engaged in these activities.</p>
<p>I would like to share the following two points of view.</p> <p>Firstly as the program is in the spirit of connection the upgrades proposed look promising. In Manly specificity if like to highlight that the social connection related to retail and hospitality has plummeted to new lows due to the extreme commercial rental prices resulting in a surplus of empty venues. A lack of small restaurants or intimate wine bars. Only sterile mega venues like wharf bar and steyne can survive. The social souls of Manly has died. Is there any conservation to make it more feasible for small businesses to have a go? To encourage alfresco dining down the corso to bring a family and European style of connection to Manly's heart?</p> <p>Secondly on preserving the natural beauty. Keeping Manly in good condition is tablestakes. But excessive urbanisation with bright primary coloured road markings, signage make it feel more like the Gold Coast. Replacing natural feeling grassland with huge concrete auditorium like steps at little manly is a heart breaking double hitter. Not only is it worse but it's expensive and cost us using the money for something valuable. No one wants to look at that or sit in hard stone when they could have laid on a picnic rug on the grass in a circle with friends. Similarly do not replace sections of wonderful natural landscape at north head with man made gardens and structures. We go there to escape that!</p> <p>In summary - please encourage more sociable family friendly hospitality and small business. And push back in urbanisation and preserve Manly's natural look and feel. Thank you.</p>
<p>Stormwater from Harbord School northern boundary urgently needs retention on site at the school, and a larger street intake. Causes flash flooding down Waratah st and Brighton Road. Brighton Road system needs upgrade to improve intake to the underground system, to prevent excessive overland low in surrounding streets.</p>
<p>So excited and supportive of the half court basketball court on Killarney Heights Oval, Killarney Heights. Thank you for including this much needed sporting infrastructure in your plans. An inclusion of additional multipurpose basketball and netball style hoops/baskets on Melwood Netball Courts in Forestville would be of benefit too and an easy fix for adding additional basketball options at that location.</p>

Draft Delivery Program
<p>I'd like to see more budget spent on the following:</p> <ul style="list-style-type: none"> - planting more trees and plants in urban areas, plants on road verges, median strips, tops of bus stops, sides of buildings, roof tops, parks etc to increase the green canopy, reduce bare concrete paths and roads, encourage more wildlife and improve residents wellbeing - improve parking at the beaches and urban centres like Mona Vale with those signs that say how many spaces are available like the signs at Manly - more free activities for teenagers like the ones you undertake at the libraries to improve their wellbeing
<p>I would like to see a pathway and lighting put through the long park on Nareen Pde, North Narrabeen. This street has many walkers and runners, but no safe footpath, and is extremely dangerous, especially at night</p>
<p>Reading the budget, I'm amazed at what is clearly an overspend of capital budget in Warriewood 2102 compared to surrounding suburbs. The expenditure in Warriewood is well-beyond it's capita and income, and isn't warranted as a local centre given the already developed Warriewood Square and facilities further afield in Mona Vale and Narrabeen.</p> <p>There are new pathways proposed that are largely unnecessary (shared path between B-Line and Boondah Road). The renovation of the driving range is unwarranted - I have been there on numerous occasions and it's perfectly fine. The new car park at Lynne Cziner Park serves very few people. This is just to name a few instances.</p> <p>The budget feels hugely overweight to a specific suburb that doesn't benefit the whole community. We should be looking at paving roads that have been neglected and improving shop fronts where the whole community would benefit. There is a proposal postponed from 2021 on the North Narrabeen Shops to improve landscaping that is desperately needed - it's currently a gateway to the northern end of the Northern Beaches that most people need to drive past or stop at. However this has been neglected in favour of minor projects that benefit a very small minority of council rates payers.</p> <p>This budget cannot be justified for the benefit of a small minority where capital works are minor improvements that benefit the immediate local population. This is acceptable at a budget per capita cost, but not when it disadvantages other rates payers.</p>
<p>In the Capital Delivery program for 2023/24 there are two items shown for the Newport to Avalon section of the Coast Walk:</p> <p>The first is in the Urban Infrastructure section and is shown as an expenditure of "Part of a \$600,000 program of works" commencing in August 2023 for a section of the coast walk 1.5km long from Newport to Avalon.</p> <p>The second is in the Sports and Recreation section and is shown as an expenditure of \$4,800,000 for a shared path 1.5km long, also commencing in August 2023.</p> <p>As Council is well aware, there is considerable local opposition to a shared path in this area, both on feasibility and safety grounds. In addition, Council recently advised that there were geological safety issues in the area that would need to be addressed if any further consideration were to be given to the shared path proposal, involving redesign and recosting.</p>

Draft Delivery Program
<p>The feasibility issues revolve around the fact that if a shared path were to be built from the northern end of the Newport car park to the southern Bilgola headland, there is nowhere for any cyclists or other wheeled vehicles to go, other than to return to Newport. The Grand Old Duke of York comes to mind!</p> <p>The safety issues revolve around the impracticality of mixing pedestrians with cyclists on a steep, narrow section of suspended path, with nowhere for pedestrians or cyclists to escape in the event of an imminent collision. Indeed, the proposal is in breach of Government recommendations on shared pathways. This item should be removed from the Budget.</p> <p>The first item could be retained if it is intended that it be used to upgrade the existing scenic walkway from Newport to Bilgola, over the headland, although it's not clear from the documents how much of the \$600,000 is available for this project – numerous other projects appear to be potentially accessing the same funds. Further clarity is required.</p> <p>Further community consultation is necessary before final decisions are made.</p> <p>Yours faithfully, <i>[name provided]</i> President, Bilgola Beach Residents' Association Inc</p>
<p>Please, please consider a footpath along Oxford Falls Road in Beacon Hill - pedestrians who struggle with uneven surfaces are either forced to contend with undulating grass verges or, like those with strollers, have to walk along the road which, given that this has now become a rat run, is quite dangerous at times. Traffic calming measures do not work.</p> <p>Also, there is inadequate street lighting along both Oxford Falls Road and Tristram Road where the lights are on one side and the footpath, which is still uneven in places in spite of recent work, is on the opposite side and in the dark.</p>
<p>Park in Dixon Ave Frenchs Forest needs upgrading - equipment is old and when it breaks gets taken down not replaced. Park is down to one set of swings only now. We should have equipment that the local children can play on too</p>
<p>Its unbelievable that there are no footpath repairs shown for mona vale. Urgently needed mere \$2500 per tree roots, dangerous condition Bungan St between MV Rd & Waratah St and whole footpath.</p>

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<p>I am writing to request your assistance in supporting a formal risk assessment of the foot traffic along Nareen Parade North Narrabeen with the hopeful outcome of the risk assessment being a footpath from Pittwater Road along Nareen Parade to meet the existing footpath at the corner of Nareen Parade and Rickard Road North Narrabeen.</p> <p>This is a high traffic pedestrian route and is extremely dangerous for pedestrians as they walk/exercise on the road due to there not being a sufficient place to walk along Nareen Parade. On the northern side there is no "nature strip" due to the properties being on sloping blocks, and on the southern side the curb is filled with parked cars. Additionally, on the southern side there is no drainage, so the ground is often "sodden or muddy" which pedestrians will go out of their way to avoid forcing them back onto the road.</p> <p>I know cost is a significant factor for requests of this nature, however I believe this is a public safety issue and requires the attention of the council. It's also my understanding that you are currently in the community consultation phase of the Draft Operational Plan and Budget 2023/24, I feel this should be a priority for North Narrabeen following the outcome of a formal risk assessment.</p> <p>For disclosure purposes, I am a resident of Nareen Parade <i>[address provided]</i>. I see the danger here regularly and have had a few close calls personally as well as witnessing quite a lot due to excessive speed of vehicles travelling down Nareen Parade both during the day and night, but most recently a mother with a baby in a pram had a near miss.</p> <p>If you wish to discuss further, please contact me via return email or call me on <i>[phone number provided]</i>.</p>
<p>An excellent overview has been provided by Council - thank you!</p> <p>With regards to the roads and infrastructure remedial work associated with heavy rain/flood events, how is council ensuring that the repairs are more "wet weather" resilient - given the current weather and climate trends?</p> <p>My thoughts relate to other countries who have historically experienced flooding/climatic weather storms eg Singapore where water extraction has always been considered. Here in Australia and in particular on the NB - we would benefit from improved water extraction systems.</p> <p>Can you advise if any improved water extraction designs are being considered - with the exception of Wakehurst Parkway - where a scheme is already/has already been developed!</p>
<p>Manly CBD Special Levy: I object to the special levy section of the draft fees and charges for the following reasons:</p> <ol style="list-style-type: none"> 1. On-going lack of transparency and separate accounting figures as required in the original intent 2. Tourism spend is crossing the LGA, not focusing on Manly only 3. Levy should be halved as it was never meant to be a permanent agreement 4. The Levy has not been reviewed and agreed by all contributors, it is not transparent to commercial ratepayers and is not being used for its original intent. <p>I look forward to hearing that these and other queries are addressed.</p>
<p>Thank you for the opportunity to make a submission to the Delivery Plan 2023-2027.</p> <p>The plan should include a stronger focus on safety of residents both from the perspective of road safety and crime prevention.</p> <p>I'm a resident on Moorilla Street and try to choose public transport, cycling or walking as</p>

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

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

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

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

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

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

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

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<p>Please consider providing additional reversible basketball hoops on the netball courts at Melwood Oval, Killarney Heights. The one (of 6 total courts) is always busy. This is a low cost spend with great community utility. I would make sure the hoops put in are easy to reverse so they can still be utilised by the netball community (which honestly don't use the courts much).</p>
<p>Objection to proposed spend of the Special Levy collected from Manly Property Owners, in the current Fees & Charges on announcement</p> <p>As property owners, who are contributing to the Special Levy, which is over and above Council's Commercial Rates charged to Manly businesses, we note that the draft spend of the Manly CBD Special Levy is not being used for its intended use. Of particular concern, is the additional expenditure on items such as maintenance and cleansing, and also Tourism. and lack of expenditure on town centre improvements.</p> <p>We would like to see a breakdown on how over \$500k can be spent in cleansing and maintenance, over and above the regular cleansing, and exactly what areas are receiving additional cleansing. Why is this cleansing not covered by Council's commercial rates, which are also higher than any other business district in the LGA?</p> <p>Regarding the Tourism spend, why are Manly businesses contributing additional funding, when it is not isolated to Manly? The Manly commercial rate payers should not be funding spends for other areas of the LGA.</p> <p>Finally, it must be noted that only \$47,000 has been allocated to town centre improvements. Given that the Special Levy was created to fund such improvements, how can less than 4% of the total Special Levy spend be attributed to Town Improvements? It completely goes against the original intention of this levy.</p> <p>We look forward to a response in due course. [Company name] Pty Ltd</p>
<p>Think works look reasonable.</p>
<p>Why is there no money allocated to improve pedestrian footpaths on Barrenjoey Road around the bends or anywhere else in Palm Beach? This is a priority . There is no footpath access to the bus stops. It is very dangerous. Our rates go up but there is no provision to improve our local environment.</p>

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




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

Road Safety

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

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

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

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

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

Rubbish Safety

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

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

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

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

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



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

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<p>I support the great work council is doing in the active transport space. I think this really is one for the future! Some points / questions on this:</p>
<p>1. Active transport for Winbourne Rd, Brookvale. I have seen this marked up on proposed future works but can't find it in the proposed delivery program. Is it there? I my view this is a critical east/west link that needs work. It links schools either side, a large park (Curl Curl), the beach (Curl Curl), a major center (Brookvale), proposed Beacon Hill to Davidson link and other active transport links. I believe Council should prioritise this.</p> <p>2. Can you share further information on the proposed Beacon Hill to Davidson link?</p>
<p>Could council complete the footpath in Bardo Rd Newport that runs in front of the Bardo Road Kindergarten. There is a missing section of footpath that stretches from around [address number] Bardo Rd to around [address number] Bardo Rd. This is an area of heavy pedestrian traffic as parents drop and pick up their preschool children and as it is currently dirt with lots of protruding rocks it is a dangerous trip hazard. I have personally seen people trip over on this section of unpaved footpath and believe Council have a responsibility to make it safer.</p>
<p>The Field lights proposed on the Northern Beaches Campus in Curl Curl are completely inappropriate and will provide a dangerous precedent for lighting in locations that have insufficient carparking, as per this location.</p> <p>Council have failed to take into account the concerns of local residents and have forged ahead by including the lights in the budget. This community engagement process is simply a matter of "patting local residents on the head" and then forging ahead regardless of planning issues, danger to the community and impact on the local residents that live in this location. A total disregard for peoples amenity and wellbeing, the local Fauna and Flora and an inability of council to plan for playing fields into the future has caused this insane outcome.</p>
<p>We will provide further information to this submission to ensure that this does not proceed.</p>
<p>My Wife and I have been residents of [address number] Grandview Drive Newport since [Year].</p> <p>The access roadway to houses [address numbers] is we believe to be well past the urgent need of repair & upgrade. The council has not spent \$1 of the rates we pay on this requirement in 30 yrs. The road is difficult at best to transit and it is a constant danger to elderly residents, with no lighting, and many, many nasty potholes to fall into. This is a risk of life situation. It could be doubtful that emergency vehicles can access the road if required. The road is in such bad shape that our postal service is down graded to a shared resident installed letterbox when other rate payers have the ability to have their mail delivered to their own private letterboxes. For this reason we have had the need to pay for a post office box at the Newport Beach Post Office for nearly [no.] years for more mail security, which has run up an unnecessary bill over the years.</p> <p>On Grandview Dr, adjacent to the access to numbers [address numbers] deliberate speed humps on the road were recently installed which we have found to be dangerous while trying to access and leave our properties and with other drivers varying their approach and speed around us in their attempts to "miss" the humps. Particularly in the wet.</p> <p>Our somewhat "communal" garbage collection area currently adjacent No. [address number] Grandview Drive is unsafe and a rat-infested health hazard with the space being required to shared with limited public parking. A suggestion is the "island" opposite No. [address number] Grandview could readily be cleared of overgrown vegetation and developed with a simple concrete slab in order to store our bins out of the way of possibly illegally (directional) parked cars and local residences. We have seen non-resident private and commercial vehicles pull up and dump all sorts of waste to overflow our bins. Maybe the bin area could be developed with a cyclone mesh surround and a coded lock for applicable residents installed such as found in</p>

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apartments to keep the area more secure and healthy. An area for collection trucks to utilise could be marked out for no parking to assist them.
We have paid rates for 30 years - we do not believe any of the above issues are unfair to request to be resolved urgently and surely should be included in the draft delivery program.
I am extremely disappointed Northern Beaches Council believes the best thing it could spend money on in the Seaforth area is a half million dollar bike track at Seaforth Oval. I understand the Council made a commitment to bikers for yet another free facility, but this is coming at the expense of everything, and everyone else in our area.
We do not have footpaths. Our children, parents with strollers and elderly cannot access the school, community centre, shops or bus stops without walking on the Baringa Ave roadway (the Community Centre car park has roughly a 45 cm strip behind the car park which is blocked as soon as any car parks in a space).
The Council spent more than \$100 000 "fixing" The Grove bike track at the insistence of these same bikers and it is now totally trashed and unusable. The bushland surrounding it has been destroyed. And our houses are at risk because these youths start fires in the barren wasteland that has been left.
To add to the insult, Council is now looking at discontinuing the Hop Skip and Jump bus in the Manly Ward. For many elderly and disadvantaged, this is the only way out of their homes. North Seaforth, Balgowlah and Manly houses most of the Department of Housing tenants in our LGA (Narraweena also has a large population). Children from these homes use this service daily to get to school - their parents are not wealthy enough to drop them off by car. If Council wishes to help disadvantaged youth in Seaforth, keep the bus service for them, their parents and grandparents.
If The Grove had been treated with respect by those for whom it was built, it would be hard to argue against Council's obligation to build another track. But visit the site. Those who want another track should be paying for the privilege - like everyone else in the LGA. All children playing sport pay a fee towards grounds upkeep, insurance etc. Why not this group? And this is particularly relevant when something which benefits our entire community is scrapped in favour of something to benefit a few.
<i>[Company name]</i> Pty Limited is a major commercial landlord of premises along The Corso and is a founding member of the Chamber of Commerce Corso Owners Group (COG). In this regard we formally need to express our objection to the draft budget for the 2023- 2024 Special Rate for the Manly Business Centre.
As you are aware NBC met with the Manly Business Chamber and entered into a mutually signed MOU dated 21 September 2005. This MOU clearly defines how the monies collected from the new Special Rate to be included in the 2005/2006 Council rates will be spent. In the main it was agreed the spend would be allocated to improvement and replacement of public area infrastructure and amenities within the Manly CBD and setting up a Centre Manager to implement an agreed business plan for the professional promotion and management of the Manly CBD Business Centre.
In this regard the Council recently undertook an Audit of the Manly Special Levy and it was identified that the funds collected by the Special Levy from 2005 were not separated from the other funds collected by the Council. As such Council could not identify or itemize what monies were spent by the Special Levy through the years.

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<p>In order to rectify the situation members of the Manly Business Chamber & COG attended regular meetings throughout the year with Council to negotiate how the Manly Special Rate was to be spent for the upcoming 23/24 financial year. It was a priority at these meetings that the money needed to be directed back to the original intent of the Special Levy i.e. the monies to be spent in the main on infrastructure projects along The Corso.</p> <p>With the above in mind, it is unconscionable to think that from a projected budget income of \$1,232,000.00 from the 2023 - 2024 Manly Special Levy, NBC has only budgeted \$47,000 towards</p> <p>Town Centre Improvements, being 3.8% of the total budget. This decision can only be considered as a slap in the face by Council towards its biggest rate payers.</p> <p>We have used the Northern Beaches Council rates calculator to determine [<i>Business name</i>] to pay the 2023-2024 Manly Special Levy and note we are due to pay a quantum of money to NBC which is greater than the Council has committed to the Town Centre Improvements along The Corso in the 23/24 budget. So, one Landlord's contribution towards the 23/24 Manly Special Levy will surpass the monies being spent on improvements in the Manly CBD on behalf of ALL the Landlords who pay this charge.</p> <p>Further NBC has committed \$552,000 of the 23/24 Manly Special Levy as detailed in the Maintenance & Cleansing charges to be spent on cleaning and gardening within the Manly CBD which also includes raking and cleaning of the beach?. These items were not included in the MOU and should not be funded by the Special Levy. We consider these items to be totally inappropriate and in contravention of the MOU and its intent.</p> <p>The budget details a spend of \$333,000 towards Tourism and Business Support which we consider excessive. The only agreed expense with the Chamber and Council in the MOU was the establishment and operation of a Mainstreet Centre Manager. The Manly Information Centre and Tourism is not isolated to the Manly Town Centre and therefore should not be funded by the Manly Special Levy.</p> <p>In conclusion the Manly Special Levy must be re-drafted with the reallocation of the budgeted funds as detailed above to be redirected towards the items clearly identified in the MOU.</p>
<p>We strongly OBJECT to the "Lighting and irrigation upgrades at Freshwater High School oval".</p> <p>Residents in the immediate vicinity of these fields have repeatedly objected to further sports lighting which clearly benefit large sporting clubs to the detriment of the local community. This land is zoned "R2 Low Density Residential". Community sporting activities are only permitted with DA consent which has not been obtained. Council has already operated competitive community sporting activities on this land without DA approval. This is illegal.</p> <p>Furthermore, there are valid reasons for staunch local community objections to this lighting. These include, but are not limited to, the following:</p> <ul style="list-style-type: none"> Loss of amenity Increased traffic congestion and further parking difficulties Noise pollution Light pollution Detrimental environmental impacts <p>We urgently request Council to engage with the local community on these matters, to cease all illegal use of the land in question and to improve its transparency with respect to notifications of</p>

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potential capital works. These forums are not widely communicated and therefore not transparent. Even the principal of Freshwater Senior Campus was unaware of Council's intention to install lighting on the Department of Education's land.
Build bike only paths for bikes and e-bikes to connect the northern beaches. Not dangerous shared paths that will become more dangerous as more people get e-bikes. Make bike travel safe and fast. Give apartment blocks subsidies for putting in bike parking that has solar charging for e-bikes. Consider a future where people can travel by bike and use e-cargo bikes to get around. If this were the legacy you left a council when you retired, it would be something to be extremely proud of.
With parking on both sides of suburb streets, more cars boats etc parked on streets and traffic redirection I encourage money be put aside to do a study so on certain streets cars etc can only park on one side to allow traffic to pass each other creating greater safety. Take Inverness Ave FF as an example. Its stop wait to get along the street. Not all drivers take care, depending where car trucks park access into street can be limited.. Accidents will happen so lets do something now not after a death That council said is a state issue and State says a council issue is not an acceptable answer. The streets were not design for parking on both sides and two way traffic and cars etc have got much bigger Thanks for considering
If rates go up I'll vote out the current members.

Appendix 3 Verbatim submissions – emails and written sources

Draft Fees and Charges 2023/24
<p>I have been teaching out of the Avalon community Centre on a weekly basis for [no.] years - in all of it's various permutations.</p> <p>I have to say that I have never seen the Centre so under-utilised and lack-lustre in my 30 years of both hiring and attending activities at the centre. We were once jostling for the opportunity to hire the rooms and [staff name] (the centre manager) had us on a waitlist to contact us when a space became available - which could take years!</p> <p>This under-utilisation is not due to Covid. It has been a downhill slide since the Northern Beaches Council took over and we lost our dedicated centre manager who kept it clean, thriving and well attended.</p> <p>Today, for example, the bathroom was dirty and looking tired with the tiles stained (as usual), there was no soap, the hand sanitiser does not work; there is a very strong artificial perfumed air freshener that permeates activity room 4 causing my sensitive students to sneeze and wheeze; the hand sanitisers in the hallways are never filled; the kitchenette absolutely stunk when I opened the door to get water; the floors are often dusty and have been scratched by other hirers; and the whole centre just feels stale. It's lost it's mojo!</p> <p>The other very unfortunate event that seems to happen on a Wednesday morning is that the extremely noisy garden maintenance men come to mow and blow the park outside our window.</p> <p>I have had to abandon my class on two occassion because it was so incredibly noisy that I couldn't be heard while teaching yoga and meditation.</p> <p>There are so many other mornings when the centre is not in use that maintenance could be co-ordinated. I raised this once with the office but it was shrugged off as seemingly impossible to re-arrange.</p> <p>I'm sure that If [staff name] was still in her full time position there she would have worked it out. She knew and respected every hirers needs.</p> <p>I'm really disappointed with the demise of the Avalon Recreation Centre and I view any increase in hirers fees as a further deterant to encouraging hirers to use the centre.</p> <p>It's no longer the community hub that it used to be.</p> <p>Community Centres:</p> <p>Will there be any improvement in the cleaning contract? This whole year I have been paying a significant amount monthly for using a venue that is not in optimal conditions, having to clean up myself in several opportunities. Would be good to know if this has been given any attention.</p> <p>Also, is there any option for those like me that rent the venue on a regular basis to get a discounted rate? In current conditions is being difficult to make any profit and with price increases I might have to look for an alternative venue for 2024. I am currently renting the Seniors Citizen Centre.</p> <p>Many thanks.</p>

Draft Fees and Charges 2023/24
<p>Community Centre Draft Fees and Charges for 2023/2024- Narrabeen Senior Citizens Club:</p> <p>Wading through the massive attachment would be a Herculean task. Could you please advise the hire rates for the Narrabeen Senior Citizens Club for 2023/2024.</p> <ul style="list-style-type: none"> Nelson Heather Centre - (Present Concessional Rate \$11.30 per hour) Cromer Community Centre Hall -(when we move) (Present Concessional Rate \$11.30 per hour) Ted Blackwood Centre - (when the Indoor Bowls move) Present Concessional Rate \$13.00 per hour - your email 28/3/23) <p>Many thanks, [name provided] Treasurer The Narrabeen Senior Citizens Club</p>
<p>Community Centres:</p> <p>I would like to make a comment please. I'm a regular good customer and have been hiring the manly senior citizens centre for over [no.] years now. Every year I struggle with the fees going up. Every year I sign your forms and feel my local voice is never heard. I would love to see some loyalty and support for regular hires and keep the cost down for hall hire please. So I can keep my local yoga business going to help support our locals. After all this is what community is about.</p> <p>Many Thanks</p>
<p>Rent realignment or reduction for Seaforth Community Hall:</p> <p>Thank you for your letter regarding the rent increase-in reply I am asking that you seriously consider applying a rent realignment and hopefully a reduction for [provider name]. I am requesting this for the following reasons:</p> <p>1. [Provider name] has been loyal to the Council renting the same space for [no.] years. I personally have been there for some 15 years plus. We rent 3 mornings a week which has been a reliable income stream for the NB Council. Currently, I am renting for 1.5 hours as per the policy but I am hoping that based on the reasons below, you will see that it isn't fair to charge me the extra time. I can only earn income for 1 hour and I spend an inordinate amount of time (that I am paying for) reporting issues to the Council and fixing problems. So please consider a reduction for the following reasons:</p> <ul style="list-style-type: none"> The before school care often leaves the bathrooms in a less than perfect state and I need to clean them before my customers arrive. when the roof leaks- I spend set-up time sweeping water out the door, mopping up and setting out a safety barrier and this also reduces floor size to exercise on and it's a Health and Safety Hazard. The rubbish is a problem- I arrive and the bush turkeys have ripped open the black bags and there is rubbish everywhere. You can appreciate this is an unpleasant job to pick this up. The toilets/hall are in a worse state than when I started renting so I find it difficult to justify the annual rent increases.

Draft Fees and Charges 2023/24

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

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

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

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

Wishing you a pleasant day, *[Provider name]*

Draft Delivery Program

ENVIRONMENT and SUSTAINABILITY

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

PRIORITY AREAS:

Challenges and Opportunities

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

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

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

Opportunities (suggestions):

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

Performance Measures should include:

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

WASTE

I strongly support the following initiatives:

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

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

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

STRATEGIC PLANNING

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

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

TRANSPORT

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

LIBRARY SERVICE

Provide funding for:

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

MANLY DAM: PROPOSED BOARDWALK

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

DISTRICT PARK: WARRINGAH RECREATION CENTRE

The Works Program allocates an est. \$3m for Warringah Recreation Centre in District Park. Any new building should be located outside the riparian corridor (zone and buffer) of Brookvale Creek; and outside Medium and High Risk Flood Planning Precincts. Building a new Centre in this flood prone location is not a sensible option given the increasing incidence of major storm and flooding events.

FRESHWATER BEACH

I support water sensitive urban design to improve water quality to Freshwater Beach. I also support restoration of natural or open drainage lines where this is feasible, such as the southern end of Freshwater Beach.

MANLY DAM CATCHMENT / Manly Warringah War Memorial STATE PARK

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

MOUNTAIN BIKE TRAILS

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

Eva's Track

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

Quarry Track

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

Observed impacts on vegetation and soils:

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

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

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

BOARDWALK (\$1.8m)

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

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

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

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

Thank you for the opportunity to comment.

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

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

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

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

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

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

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

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

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

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

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

Please feel free to contact me further if required

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

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

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

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

Context:

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

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

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

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

That Council:

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

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

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

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

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

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

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







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

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

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

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

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

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

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

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

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

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

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

B U T

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

B U T

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

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

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

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

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

Proposal

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

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

Some initial desktop recommendations:

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

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

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

Proposal

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

Site Context

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

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

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

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

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

Suggested Solution

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

Consistency with Local and State Policies

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

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

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

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

Final Comments

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Further community consultation is necessary before final decisions are made.

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

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



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

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

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

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

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

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

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

Please implement a food waste collection scheme at the earliest opportunity.

I also endorse, congratulate and urge continued action on council's investigations into restarting a soft plastic collection and recycling service. Please keep up this good work.

Thank you for reading this submission.

I live on Sandy Bay Rd and was interested in one budget item you have for Sandy Bay Road – "Carpark, landscape and pathway improvements and half court at Sandy Bay Road, Clontarf". Can you let me know where the half court (basketball) is going to be put. I hope it is not in Sandy Bay Reserve close to resident properties. We already have enough problem with excessive barking of some dogs in that offleash area.

I have just read the areas highlighted for works over the next period. Given that protection of our beautiful environment is key, I am disappointed that there is no urgency in replacing the old diesel buses that frequently run 167 route.

The noise pollution is extreme to say the least. If these buses must be used, why not put them on busy road (eg Pittwater or Manly to North Sydney routes?).

It would also be great to see the introduction of electric buses sooner rather than 10-15 years!!

I have perused your draft plans/budget and nowhere do I see any mention of road repairs/resurfacing to the upper end of Pavilion St Queenscliff which has always been neglected in the past while the other end has been tarred on more than one occasion.

The upper end requires urgent attention!!!!

I may have missed something here but, as a resident of Manly, I fail to see how the improvement to the wharfs at Mackerel and Currawong beaches comes under the Manly/Fairlight works budget. Please advise me.

"Lighting and irrigation upgrades at Freshwater High School" is noted on Page 3 of the "Draft Operational Plan and Budget 2023/24 Curl Curl, Freshwater, North Curl Curl, Queenscliff" yet Council has failed to include this item on its "Draft Capital Works Program 2023-2024" map. Why? Please ensure this map is updated to reflect this "Local Project".

Budget Submission:

It is an observation from having lived all my life on the Northern Beaches that the more things change, the more they stay the same. During that time, Warringah Council ceased being a shire, Pittwater Council was created and dissolved, Manly Council was dissolved and Northern Beaches Council has been created.

As a supporter of the amalgamation of the three councils, because I believed that residents of the Northern Beaches considered themselves primarily as such and not based upon which LGA they were located, it made sense that with a larger population providing the income and the economies of scale, that significant savings would be achieved. That has not been the case. The staffing level of the merged council is still the same as that of the three councils and overall expenditure continues to rise unabated. But what of the areas of expenditure that originated in pre-merger councils and continue today?

Manly Art Gallery and Museum

If ever an institution was misnamed, then this is number one. There is nothing of historical interest in the building. If it was a museum, there is nothing to show for it and no indication of what would be the theme of any exhibition, should there be a collection buried somewhere in Council storage. There

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

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

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

Street Sweepers

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

Footpaths

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

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

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

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

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

Hop Skip Jump Bus

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

Council Buildings

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

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

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

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

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

Manly Town Hall

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

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

Economic Development, Events and Engagement

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

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

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

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

Traffic Committee Expenditure

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

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

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

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

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

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

Kayak and Dinghy Storage

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

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

Ranger Activities

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

Audit

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

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

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

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

The reasons for my objection are as follows

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

<p>support for the team members. This is further disturbance for the local community especially the younger children and also for those who retire early at night because they have an early start to their working day</p> <ul style="list-style-type: none"> • At present some sporting teams are using the sports field. Often the language used is most inappropriate by society's standards. Neighbouring properties are already being subjected to this most unsuitable noise. There is definitely no room for further noise of this nature. • It cannot be assumed that the participants will be parking in the parking lot that has its entrance on Harbord Road. There sporting field in question can be accessed through Manuela Place, (a cal de sac) a narrow road. Manuela Place is accessed by Bennett Street another narrow road with poor lighting. There would be an increase in traffic to access the sports field. Not only is this a safety issue for residents but also increase in noise with car doors continually closing. • Increased sport activity which would come from having sport field lighting will have a detrimental effect on property resale values. No one will want to buy a property which has continual noise at its back door into the night. <p>It for the above reasons that I lodge my objection to the installation of sport lighting on the Freshwater Senior High sports field</p>
<p>I have been made aware that there is a proposal to add sports lighting outside Freshwater Senior Campus.</p> <p>I would like to object to this, my concerns are:</p> <ul style="list-style-type: none"> • Safety concerns from increased traffic • Loss of amenity to local community • Increased traffic congestion and making parking increasingly difficult in the neighbourhood • Noise pollution • Light pollution • Being detrimental to wildlife in this area <p>We objected to this before and thought this issue had been closed only to find out it has now tried to be snuck past us. Very disappointed in council for this.</p>
<p>I do not want sports lighting on the Freshwater campus sports field as this will inevitably pave the way for an expansion onto neighbouring fields where we already have unsafe traffic for local children due to school children on week days and visiting sports on weekends .</p> <p>This creates excessive noise. More unsafe traffic and illegal parking which impacts local residents.</p> <p>I do not want any more out of hours use of this space it will add to the existing problems that exist today.</p>
<p>Duffys Forest Residents Association:</p> <p>Thank you for the opportunity to comment on the Draft Delivery Program (DDP). We acknowledge that the finite budget and such a large and disparate area present a considerable challenge and need for prioritisation.</p> <p>Nevertheless, Duffys Forest Residents Association (DFRA) notes the following anomalies in regards to our locality.</p> <ol style="list-style-type: none"> 1. Duffys Forest/Terrey Hills RU4 zone is not mentioned specifically in the program. DFRA has worked with Council community liaison representatives to help raise awareness of projects

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Avalon Preservation Trust:

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

- 2023/24 \$550k - Repaving Old Barrenjoey Rd footpath on west side opposite Woolworths, some ambient lighting in Dunbar Park and Consultation and design of an off-road bike park
- 2024/25 \$800k - Streetscape upgrade on Old Barrenjoey Rd near Woolworths
- 2025/26 \$1million - Commercial Centre Upgrade Program
- 2026/27 \$1million - Commercial Centre Upgrade Program

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

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

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

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

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

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

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

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

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

Management Committee
AVALON PRESERVATION TRUST

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

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

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

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

Manly Warringah Football Association:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Kind Regards

name provided]

Manly Warringah Football Association

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

2023/260542

Attachment 2: Proposed Changes to Integrated Planning and Reporting documents – 2023/24 Financial Year

Overall

Page	Section	Change – all documents	Reason for change
N/A	Global change	Remove reference to 'Draft' in the document	Convert to final document for adoption.

Long-Term Financial Plan 2023-33

Page	Section	Change – Long-Term Financial Plan	Reason for change
N/A	Global change	Update for financial changes made in LTFP, consistent with Council report including financial forecasts for 2023/24 to 2032/33 for both the Delivery Program and Alternative scenarios	Amended financial figures in accordance with the Council report.
NA	Executive Summary	New executive summary	Community feedback to improve the readability of the document.
NA	Scenario 2 Modelling	Update Scenario 2 to include an additional 1.7% increase in rates income in 2024/25 (year 2), bringing the increase to 7.7% in addition to the rate peg in that year.	To recover the increase in the Emergency Services Levy and return these funds to the capital expenditure program.

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

Page	Section	Change - Delivery Program, Operational Plan and Budget	Reason for change
N/A	Global change	Update financial figures to reflect the Council report e.g.: <ul style="list-style-type: none"> Budget i.e. income, expenditure and result Capital expenditure and funding including project changes Revenue Policy including the rating structure Financial Statements 	Amended financial figures in accordance with the Council report.

2023/260542

Page	Section	Change - Delivery Program, Operational Plan and Budget	Reason for change
New	Mayor's Message	Addition of a Mayor's Message	The Mayor Cr Sue Heins elected at the extraordinary Council meeting on 17 May
18-19	Our Councillors	Amend to reflect the Mayor Sue Heins, Councillor Michael Regan and the resignation of Councillor Rory Amon (16 May 2023)	Resignation of Mayor Regan and Councillor Amon and subsequent filling of vacancies.
54	Children's Services	Removal of Forestville Vacation Care	Service has closed

Fees and Charges 2023/24

Page	Section	Change – Fees and Charges	Reason for change
9	Customer Services – Building Long Service Levy	Building Long Service Levy fee adjusted along with minor wording changes to the associated administration fee.	To reflect the statutory decrease in this levy collected on behalf of the Long Service Levy Corporation.
12	Development Assessment - Additional Fees for Development Applications, Modifications and Reviews	<ul style="list-style-type: none"> Amend the fee description for <i>Advertising fee - development applications which are advertised development (e.g. where an Environmental Planning Instrument or Development Control Plan requires notice to be given) or Prohibited Development (e.g. existing rights)</i> with <i>Advertising fee - development applications which are advertised development (e.g. where an Environmental Planning Instrument or Community Participation Program requires notice to be given) or Prohibited Development (e.g. existing rights)</i> Amend the fee description for <i>Advertising fee - Modification of Consent s4.55(2) & S4.56(1) where the Regulation or DCP require public notice</i> with <i>Advertising fee - Modification of Consent s4.55(2) & S4.56(1) where the Regulation or Community Participation Plan require public notice</i> Amend the fee amount for <i>Designated developments - additional processing fee</i> from \$1,076.00 to \$1,154.00 	Legislative fee increase, in accordance with advice from NSW Department of Planning and Environment, subject to a pending amendment to the EP&A Regulation. Council will continue to charge the 2022/23 fee until the amendment comes into force.

2023/260542

Page	Section	Change – Fees and Charges	Reason for change
		<ul style="list-style-type: none"> Amend the fee amount for <i>Designated developments - advertising fee</i> from \$2,596.00 to \$2,785.00 Amend the fee amount for <i>Integrated development and/or development requiring concurrence – additional processing fee</i> from \$164.00 to \$176.00 Amend the fee amount for <i>Modification of Consent requiring design verification – additional processing fee – residential apartment building (for any development where SEPP65 applies)</i> from \$760.00 to \$954.00 Amend the wording for <i>Modification of Consent requiring design verification – additional processing fee – residential apartment building (for any development where SEPP65 applies)</i> and replace with <i>Modification of Consent additional fee for modification application that is accompanied by statement of qualified designer</i> Add fee <i>Additional fee for development application or modification application that is referred to design review panel for advice, per application</i> - \$3,763.00 	
12	Development Assessment – Development Applications	<ul style="list-style-type: none"> Amend the fee amount for <i>Change of use - involving no physical work or demolition</i> from \$333.00 to \$357.00 Amend the fee amount for <i>Dwelling house with estimated construction cost less than \$100,000</i> from \$532.00 to \$571.00 Amend the fee amount for <i>Estimated cost of works \$5,001 to \$50,000</i> from \$198 plus \$3 for every \$1,000 (or part thereof) to \$212 plus \$3 for every \$1,000 (or part thereof) Amend the fee amount for <i>Estimated cost of works \$50,001 to \$250,000</i> from \$412 plus \$3.64 for every \$1,000 (or part thereof) by which the estimated cost exceeds \$50,000 to \$442 plus \$3.64 for every \$1,000 (or part thereof) by which the estimated cost exceeds \$50,000 	Legislative fee increase, in accordance with advice from NSW Department of Planning and Environment, subject to a pending amendment to the EP&A Regulation. Council will continue to charge the 2022/23 fee until the amendment comes into force.

2023/260542

Page	Section	Change – Fees and Charges	Reason for change
		<ul style="list-style-type: none"> Amend the fee amount for <i>Estimated cost of works \$250,001 to \$500,000</i> from \$1,356 plus \$2.34 for every \$1,000 (or part thereof) by which the estimated cost exceeds \$250,000 to \$1,455 plus \$2.34 for every \$1,000 (or part thereof) by which the estimated cost exceeds \$250,000 Amend the fee amount for <i>Estimated cost of works \$500,001 to \$1,000,000</i> from \$2,041 plus \$1.64 for every \$1,000 (or part thereof) by which the estimated cost exceeds \$500,000 to \$2,189 plus \$1.64 for every \$1,000 (or part thereof) by which the estimated cost exceeds \$500,000 Amend the fee amount for <i>Estimated cost of works \$1,000,001 to \$10,000,000</i> from \$3,058 plus \$1.44 for every \$1,000 (or part thereof) by which the estimated cost exceeds \$1,000,000 to \$3,280 plus \$1.44 for every \$1,000 (or part thereof) by which the estimated cost exceeds \$1,000,000 Amend the fee amount for <i>Estimated cost of works more than \$10,001,000</i> from \$18,565 plus \$1.19 for every \$1,000 (or part thereof) by which the estimated cost exceeds \$10,000,000 to \$19,915 plus \$1.19 for every \$1,000 (or part thereof) by which the estimated cost exceeds \$10,000,000 Amend the fee amount for <i>Strata Subdivision</i> \$386 plus \$65 for each additional lot created by the subdivision to \$414 plus \$65 for each additional lot created by the subdivision Amend the fee amount for <i>Subdivision of land involving the opening of a public road</i> \$777 plus \$65 for each additional lot created by the subdivision to \$833 plus \$65 for each additional lot created by the subdivision Amend the fee amount for <i>Subdivision of land not involving the opening of a public road</i> \$386 plus \$53 for each additional lot created by the subdivision to \$414 plus \$53 for each additional lot created by the subdivision Amend the fee amount for <i>Involving advertising signs</i> \$333 plus \$93 for each additional sign in excess of one, or based on the 	

2023/260542

Page	Section	Change – Fees and Charges	Reason for change
		estimated cost of works fees above, which ever is the greater to \$357 plus \$93 for each additional sign in excess of one, or based on the estimated cost of works fees above, which ever is the greater	
14	Development Assessment – Pre-Lodgement Services	<ul style="list-style-type: none"> Amend the fee description from <i>Written planning advice only on simple matters or a single planning issue</i> to <i>Written advice on a single planning issue</i> Amend the fee description from <i>Written planning advice and meeting on simple matters or a single planning issue</i> to <i>Written advice and short meeting on a single planning issue</i> 	Legislative fee increase, in accordance with advice from NSW Department of Planning and Environment, subject to a pending amendment to the EP&A Regulation. Council will continue to charge the 2022/23 fee until the amendment comes into force.
14	Development Assessment – Review of Determination	<ul style="list-style-type: none"> Amend the fee amount for <i>Dwelling house estimated construction cost less than \$100,000</i> from \$222.00 to \$238.00 Amend the fee amount for <i>Estimated cost of works up to \$5,000</i> from \$64.00 to \$69.00 Amend the fee amount for <i>Estimated cost of works \$5,001 - \$250,000</i> from \$100 plus \$1.50 for every \$1,000 (or part thereof) of the estimated cost to \$107 plus \$1.50 for every \$1,000 (or part thereof) of the estimated cost Amend the fee amount for <i>Estimated cost of works \$250,001 - \$500,000</i> from \$585 plus \$0.85 for every \$1,000 (or part thereof) by which the estimated cost exceeds \$250,000 to \$628 plus \$0.85 for every \$1,000 (or part thereof) by which the estimated cost exceeds \$250,000 Amend the fee amount for <i>Estimated cost of works \$500,001 - \$1,000,000</i> from \$833 plus \$0.50 for every \$1,000 (or part thereof) by which the estimated cost exceeds \$500,000 to \$894 plus \$0.50 for every \$1,000 (or part thereof) by which the estimated cost exceeds \$500,000 Amend the fee amount for <i>Estimated cost of works \$1,000,001 - \$10,000,000</i> from \$1,154 plus \$0.40 for every \$1,000 (or part thereof) by which the estimated cost exceeds \$1,000,000 to 	Legislative fee increase, in accordance with advice from NSW Department of Planning and Environment, subject to a pending amendment to the EP&A Regulation. Council will continue to charge the 2022/23 fee until the amendment comes into force.

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Page	Section	Change – Fees and Charges	Reason for change
		<p>\$1,238 plus \$0.40 for every \$1,000 (or part thereof) by which the estimated cost exceeds \$1,000,000</p> <ul style="list-style-type: none"> Amend the fee amount for <i>Estimated cost of works more than \$10,000,001</i> from \$5,540 plus \$0.27 for every \$1,000 (or part thereof) by which the estimated cost exceeds \$10,000,000 to \$5,943 plus \$0.27 for every \$1,000 (or part thereof) by which the estimated cost exceeds \$10,000,000 	
15	Strategic and Place Planning – Planning Certificate (Section 10.7)	<ul style="list-style-type: none"> Amend the fee amount for <i>Part 2 Certificate</i> from \$62.00 to \$67.00 Amend the fee amount for <i>Part 2 & Part 5 Certificate</i> from \$156.00 to \$168.00 	Legislative fee increase, in accordance with advice from NSW Department of Planning and Environment, subject to a pending amendment to the EP&A Regulation. Council will continue to charge the 2022/23 fee until the amendment comes into force.
15	Strategic and Place Planning - Standard/Basic Planning Proposal/ Planning Proposal Application seeking amendment/s to an LEP involving sites less than 5,000 sqm in area	<ul style="list-style-type: none"> Amend the wording of heading to <i>Planning Proposal Application - basic/standard seeking amendment/s to an LEP involving sites less than 5,000 sqm in area</i> 	Clearer description of the fee.
15	Strategic and Place Planning – Planning Proposal Complex/Major Planning Proposal/ Planning Proposal Application seeking amendment/s to an LEP involving multiple sites or sites over 5,000 sqm in area, or sites with complex	<ul style="list-style-type: none"> Amend the wording of heading to <i>Planning Proposal Application - complex/major seeking amendment/s to an LEP involving sites over 5,000 sqm in area or multiple sites or sites with complex planning issues</i> Amend the fee description adding the underlined <i>Pre-lodgement meeting and report - This fee applies to mapping changes, adding/removing a heritage item, changing the wording of a clause, adding/removing a use in a zoning table that does not require complex assessment or mapping changes.</i> Amend the fee description adding the underlined <i>Lodgement fee including advertising - This fee applies to mapping changes, adding/removing a heritage item, changing the wording of a</i> 	Clearer description of the fee.

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Page	Section	Change – Fees and Charges	Reason for change
		<u>clause, adding/removing a use in a zoning table that does not require complex assessment or mapping changes.</u>	
N/A	Children's Services – Forestville Vacation Care	<ul style="list-style-type: none"> Delete the fee - <i>Failed payment transaction attempt, each</i> - \$3.20 Delete the fee - <i>Late collection fee, per 5 minutes</i> - \$15.80 Delete the fee - <i>Late payment fee applied to accounts 28 days in arrears, each</i> - \$12.00 Delete the fee - <i>Vacation care daily fee, per child per day</i> - \$90.00 	Service has closed
30	Glen Street Theatre - Box Office - Ticketing - (ii) 1 January - 30 June	Amend the fee amount for <i>Transaction fee – counter</i> from \$6.90 to \$6.50	There was a data entry error. This charge needs to be the same charge as Transaction Fee – phone. The ticketing software cannot hold two charges for customer service data entry i.e. phone and counter fee need to be the same as each other.
34	Glen Street Theatre - Venue Hire - Commercial	Delete the fee - <i>Room hire - any venue other than the Theatre (max 8 hours), per day</i> - \$345.00	Fee is not required. Hire is covered by other fees listed in this section and this line item is confusing for the customer.
34	Glen Street Theatre - Venue Hire - Commercial	Amend the pricing methodology from full cost recovery to partial cost recovery for both the <i>per hour and per week</i> rate for the fees <i>Room hire – any venue other than the Theatre</i>	The fees as proposed are not full cost recovery. The fees are looking to new market development and will be used to build new commercial and community clients across the coming years.
34	Glen Street Theatre - Venue Hire - Community	Delete the fee - <i>Room hire - any venue other than the Theatre (max 8 hours), per day</i> - \$345.00	Fee is not required. Hire is covered by other fees listed in this section and this line item is confusing for the customer.
40-41	Environmental Compliance – Animal Management (Companion Animals Registration)	<ul style="list-style-type: none"> Amend the fee amount for <i>Cat – eligible pensioner</i> from \$29.00 to \$32.00 Amend the fee amount for <i>Cat – desexed</i> from \$59.00 to \$65.00 	Legislative Fee increase

2023/260542

Page	Section	Change – Fees and Charges	Reason for change
		<ul style="list-style-type: none"> Amend the fee amount for <i>Cat – not desexed (not recommended)</i> from \$59.00 to \$65.00 Amend the fee amount for <i>Cat – not desexed (recognised breeder)</i> from \$59.00 to \$65.00 Amend the fee amount for <i>Dog – desexed (by relevant age eligible pensioner)</i> from \$29.00 to \$32.00 Amend the fee amount for <i>Dog – desexed (by relevant age)</i> from \$69.00 to \$75.00 Amend the fee amount for <i>Dog – not desexed (not recommended)</i> from \$69.00 to \$75.00 Amend the fee amount for <i>Dog – not desexed (recognised breeder)</i> from \$69.00 to \$75.00 Amend the fee amount for <i>Dog – not desexed or desexed after relevant age</i> from \$234.00 to \$252.00 Amend the fee amount for <i>Late Fee (registration)</i> from \$19.00 to \$21.00 Amend the fee amount for <i>Annual Permit – cats not desexed by four months of age</i> from \$85.00 to \$92.00 Amend the fee amount for <i>Annual Permit – owners of dogs of a restricted breed or declared to be dangerous</i> from \$206.00 to \$221.00 	
47	Environmental Compliance – Private Certifier Certificate Registration	Amend the fee amount for <i>Registration of Part 6 (formerly Part 4A) Certificate issued by Private Certifier of CC, CDC, OC, compliance certificates and Strata Title (subdivision) certificates</i> from \$36.00 to \$39.00	Legislative fee increase, in accordance with advice from NSW Department of Planning and Environment, subject to a pending amendment to the EP&A Regulation. Council will continue to charge the 2022/23 fee until the amendment comes into force.
N/A	Administration and Ancillary Fees	Delete the fee - <i>Unlocking and removal of bollards including Manly Wharf and The Corso - out of hours 3pm to 6am each day</i>	Fee is not required.

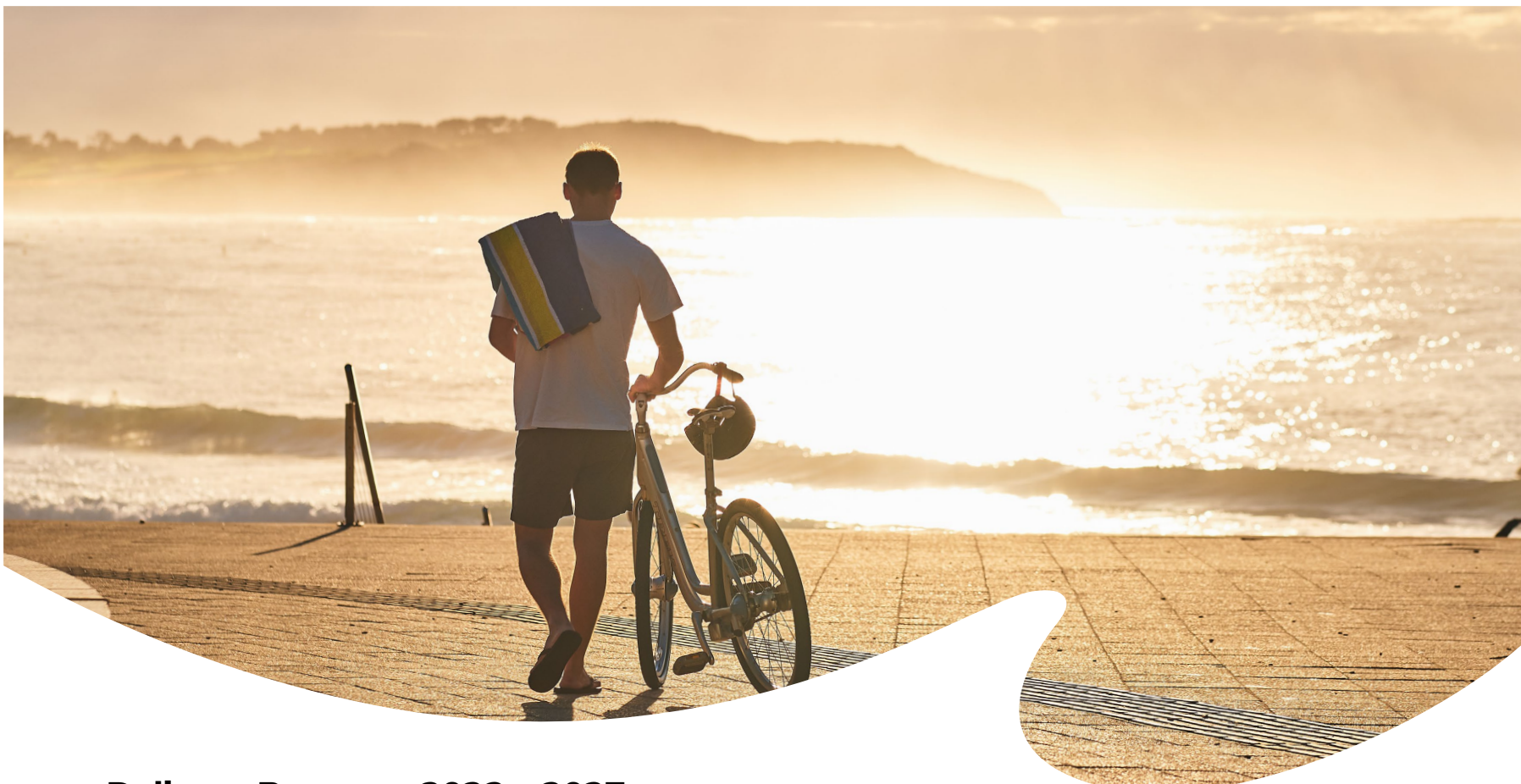
2023/260542

Page	Section	Change – Fees and Charges	Reason for change
N/A	Administration and Ancillary Fees	Delete the fee - <i>Unlocking and removal of bollards including Manly Wharf and The Corso - work hours 6am to 3pm</i>	Fee is not required.
65	Sportsground Lighting Fees	Reinstate existing fee - <i>Manly West Park – Manly – F1</i>	Administrative omission.
73	Currawong Beach Cottages - Accommodation - Low Season (June to August)	Amend the fee amount for <i>Low season - Bluetongue Cottage - midweek per night</i> from \$191 to \$180	The fee is based on market based pricing. The low season fees are being held at the 2022/23 rate. This fee was incorrectly increased.
74	Currawong Beach Cottages - Tennis Court and Firewood	Amend the fee description for <i>Tennis Court Hire at Currawong Beach</i> to include wording (<i>non-guest</i>)	Clarify the scope of the fee. Guest of Currawong Beach have free access to the tennis courts. This fee is for persons not staying at the facility wanting to access the court.
N/A	Inspection	Delete the fee <i>Inspection fee - excludes Council owned or managed properties per inspection \$299.00</i>	The fee is not required.
N/A	Outdoor Dining	Delete the fee <i>Initial approval fee (to be paid if successful in your application) per application \$200.00</i>	The fee is not required as it is incorporated in the application fee of \$450.
82	Outdoor Dining	Amend fee descriptions adding the underlined word - <i>Manly - CBD Central - Area 2 - The Corso (between East/<u>West</u> Esplanade & Darley Road)</i>	Clarify that the fee applies to East and West Esplanade.
90	Warringah Recreation Centre	Amend the fee amount for the following: <ul style="list-style-type: none"> Futsal: casual court hire (5:00PM to 9:00PM) per hour from \$80.00 to \$75.00 Futsal: casual court hire (7:00AM to 5:00PM) per hour from \$63.00 to \$59.00 Futsal: casual court hire (weekends) per hour from \$80.00 to \$75.00 Futsal: court - school group per court per hour from \$40.00 to \$37.90 Futsal: court - school holiday program group per court per hour from \$33.50 to \$31.70 	This site is due to be closed and is running at a month to month notice period before it is used as a construction area for the new Warringah Golf Clubhouse. If it is still operating in July 2023, it would be better for the operators if the 2022/23 fees are retained as the price changes create additional work in updating booking systems.

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Page	Section	Change – Fees and Charges	Reason for change
		<ul style="list-style-type: none"> • <i>Futsal: permanent court hire (5:00PM to 9:00PM) per hour</i> from \$68.00 to \$64.00 • <i>Futsal: permanent court hire (7:00AM to 5:00PM) per hour</i> from \$58.00 to \$54.00 • <i>Squash: coaching rate (includes court hire) per hour</i> from \$80.00 to \$75.00 • <i>Tennis: casual court hire (5:00PM to 9:00PM) per half hour</i> from \$29.00 to \$27.50 • <i>Tennis: casual court hire (7:00AM to 5:00PM) per hour</i> from \$25.70 to \$24.30 • <i>Tennis: casual court hire (weekends) per hour</i> from \$29.00 to \$27.50 • <i>Tennis: permanent court hire (05:00PM to 09:00PM) per hour</i> from \$25.70 to \$24.30 • <i>Tennis: permanent court hire (7:00AM to 5:00PM) per hour</i> from \$23.30 to \$22.10 • <i>Tennis: private coaching (includes court hire) - minimum 10 players per hour</i> from \$84.00 to \$79.00 	

Page number refers to the location within the relevant final document.



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



Visit us: Northern Beaches Council

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Dee Why

725 Pittwater Road
Entry via Civic Drive

Manly

1 Belgrave Street
Town Hall

Mona Vale

1 Park Street

Open: Monday to Friday
between 8.30am - 5pm,
excluding public holidays

Avalon Beach

59a Old Barrenjoey Road

Open: Monday to Friday
between 9am-12pm and 1-4.30pm,
excluding public holidays

contact us:

phone 1300 434 434
email council@northernbeaches.nsw.gov.au
web northernbeaches.nsw.gov.au

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Delivery Program 2023 - 2027



Operational Plan and Budget 2023/2024

Message from the Mayor



Supporting our community, economy and environment to be strong and resilient

Our Northern Beaches community is resilient. We have banded together over recent years to support each other through the pandemic and extreme weather events.

This Budget and Delivery Program continues to focus on resilience and supporting the community to strengthen local connections so we can respond to future challenges that threaten our unique natural environment and sense of community.

Over the coming financial year, we will spend \$102 million on capital works. This includes extending the active travel network for walking and cycling; enhancing parks, reserves and foreshore areas; upgrading the stormwater network to reduce flooding and improving sports and community facilities.

Like many areas across the State, our roads have suffered from flooding and wet weather and \$15.2 million of capital works will be invested in the network, including road resheeting to support connectivity and business across the Northern Beaches. Thanks to a grant from the NSW Government, road maintenance will receive an additional \$4.4 million to speed up pothole and road patching repairs. We will also continue investigating and implementing solutions to reduce the impact of flooding on the Wakehurst Parkway.

Our Resilience Strategy is well underway with the development of a Recovery Plan for the Northern Beaches. This Plan, developed over two years, looks at how we strengthen partnerships with government and non-government organisations to lead and support community recovery from declared natural disasters such as storms and bushfires.

Another challenge for many in our community is loneliness and isolation which can be triggered by issues such as illness, disability and transport issues. A Community Connection Action Plan is being developed to support connections and pathways to a better quality of life for these individuals. A Multicultural Inclusion Action Plan is also being developed to celebrate and support our diverse community.

I know these are challenging times for many facing cost of living pressures and as an organisation, we are also grappling with the impact of inflation on the cost of services and maintaining facilities. If you are a ratepayer and experiencing genuine hardship, please get in contact as support is available under Council's Rates and Hardship Policy.

I look forward to seeing the implementation of our Delivery Program and Operational Plan which will be the subject of regular progress reports to the community.



Sue Heins
Mayor

Capital project highlights for 2023/24

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\$15.2m	resurfacing 6km of roads and improving other road assets	\$7.4m	improving reserves and parks at Seaforth, Balgowlah, Manly, Manly Dam, Narraweena, Dee Why, Frenchs Forest and Warriewood	\$2.4m	improving sports fields and other sporting facilities
\$14.8m	on community facilities including Warriewood Valley community centre (\$10.6m)	\$4.2m	for recreational trails and boardwalks including Manly Dam, Freshwater, Dee Why, Narrabeen and Warriewood	\$2.7m	improving centres at Dee Why, Forestville, Church Point and Avalon
\$9.1m	on footpaths, shared paths and cycleways	\$4.8m	on foreshore improvements	\$1.1m	on tidal and rock pools at Paradise Beach, Bilgola and Mona Vale
\$7.8m	on stormwater to reduce flooding and pollution	\$3m	to start work on a new Warringah Recreation Centre	\$2m	improving wharves at Mackerel, Currawong Beaches and Church Point
				\$1.3m	on playgrounds in 10 locations

Message from the Interim Chief Executive Officer



Welcome to the Northern Beaches Council's Delivery Program 2023-2027 and Operational Plan 2023/24. This Delivery Program outlines our priority, key services, and projects and how these will be funded over the next four years. Underpinning this is the continued dedication of Councillors and staff collaborating to deliver the extensive program of works inspired by our long-term Community Strategic Plan.

Our focus remains on delivering services and infrastructure to protect our extraordinary natural environment and support our community. We regularly review our services to ensure they are meeting local needs in terms of timeliness, quality, and cost of service. In 2023/24, reviews of five services will be completed with a further three already underway. Details on the services to be reviewed can be found on page 109.

With a focus on excellence in customer service, a new Customer Experience Strategy is being developed. The Strategy will encompass our customer's interactions from start to end with an outside-in customer centric approach designed to achieve the highest level of experience in an increasingly digital world.

We also need to future proof our organisation around technology, security, and privacy. Over the next three years we will upgrade our core system to cloud-based storage and migrate to new business systems. Cyber security is vital with the rise of destabilising threats, and we will continue with robust safeguards to protect, backup and to ensure recovery of critical infrastructure services if required.

Our sound financial strategy supports a range of capital projects, as well as funding reserves to respond to new challenges.

The 2023/24 Budget is responsible, with a surplus to rebuild our reserves to provide capacity to respond to any future unpredictable situations such as extreme weather events. The budget is based on maintaining services and facilities important to our community, while accounting for increasing costs and maintenance and renewal of our assets.

We have also updated our financial strategy, the Long-Term Financial Plan (10 years). This shows our financial position is sound, however decisions will need to be made in coming years on how to fund unmet community demand for services and the renewal and maintenance of infrastructure.

I have confidence in this award-winning Council and its ability to deliver quality services and infrastructure, especially during challenging times.



Louise Kerr
Interim Chief Executive Officer

Budget snapshot 2023/24

11

Operational

\$437m
Income from continuing operations

-

\$405m
Expenses from continuing operations

-

\$32m
Capital grant income

=

\$0.4m
Surplus from continuing operations

Capital works

\$58m
New works

+

\$44m
Renewal works*

=

\$102m
Total works

* Renewal works are those that return an asset to its 'as new' condition eg. for a road it includes resealing the surface

Loan repayments

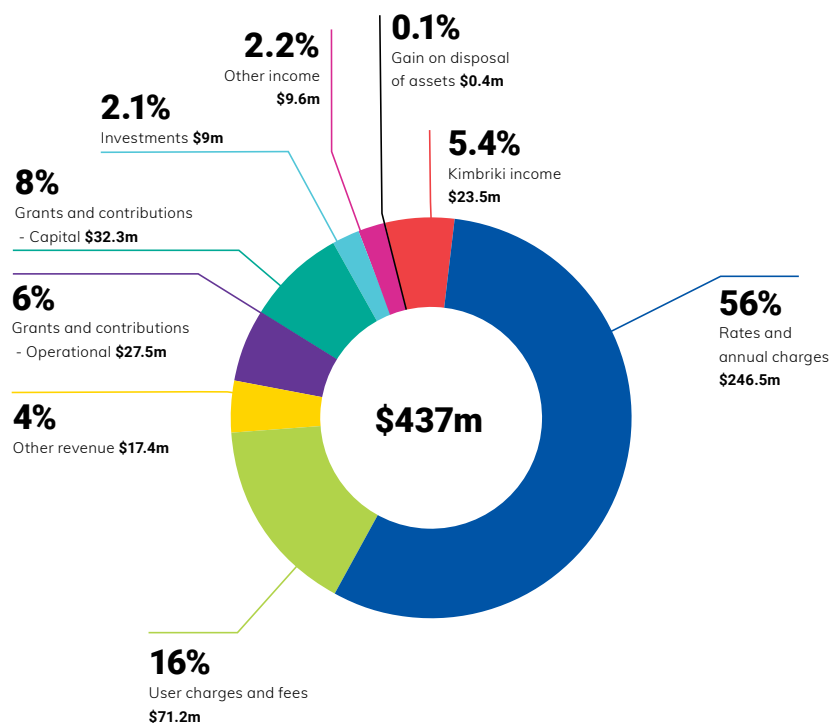
\$3.3m
Loan principal repayments

12

Funding summary for 2023/24

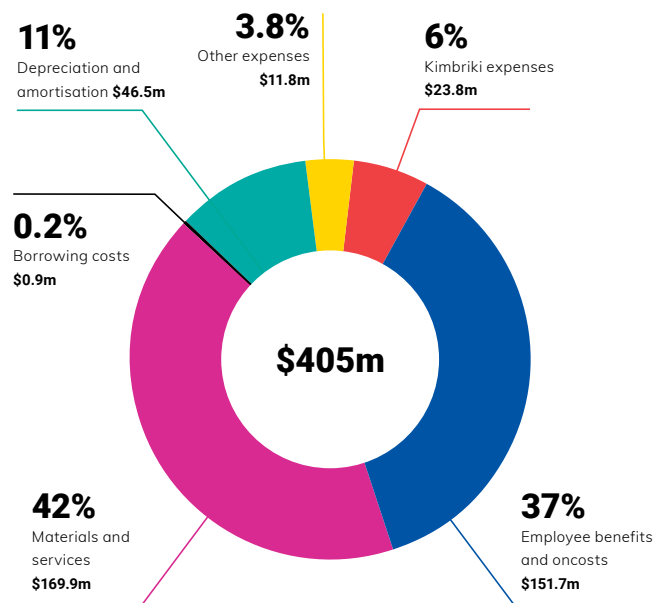
The following charts show the breakdown of funding sources for Council and how the money will be allocated in 2023/24.

Where does the income come from?



Numbers presented may not sum precisely to the total and percentages may not precisely reflect the absolute figures due to rounding

Where is the money spent?



Numbers presented may not sum precisely to the total and percentages may not precisely reflect the absolute figures due to rounding

About the Northern Beaches

The Northern Beaches local government area (LGA) covers 254km² of urban and natural environment and is located to the north of the Sydney CBD.

The LGA is divided into five wards.

Pittwater Ward

Greater Mackerel Beach, Coasters Retreat, Currawong, Scotland Island, Lovett Bay, Elvina Bay, Morning Bay (Towlers Bay), Palm Beach, Whale Beach, Careel Bay, Cottage Point, Duffys Forest, Ku-ring-gai Chase, Avalon Beach, Clareville, Bilgola, Bilgola Plateau, Newport, Church Point, Mona Vale, Bayview, Terrey Hills (partial)

Frenchs Forest Ward

Belrose, Davidson, Frenchs Forest, Forestville, Beacon Hill, Allambie Heights, Killarney Heights

Narrabeen Ward

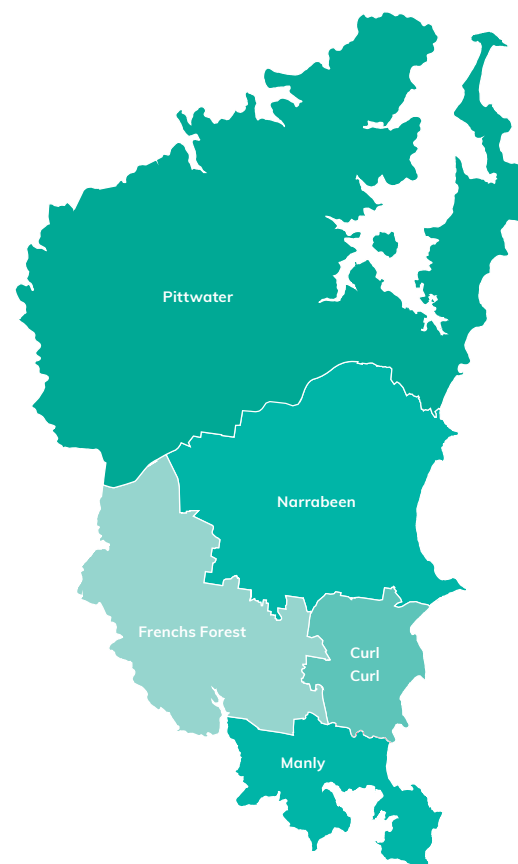
Warriewood, Ingleside, Elanora Heights, Narrabeen, North Narrabeen, Terrey Hills (partial), Cromer, Wheeler Heights, Collaroy Plateau, Collaroy, Oxford Falls

Curl Curl Ward

Narraweena, Dee Why, Curl Curl, North Curl Curl, Brookvale, North Manly, Freshwater, Queenscliff

Manly Ward

Manly Vale, Seaforth, Clontarf, North Balgowlah, Balgowlah, Balgowlah Heights, Fairlight, Manly



Our community snapshot

15

Environment



254 km²

Council's area across
five wards



114 km²

Bushland surrounds us in
three major national parks



91,318 kW

Total solar panels installed
in the area (APVI 2022)



10m

Beach visitors annually
to 21 patrolled beaches

Operational Plan and Budget 2023/24

Economy



54%

Residents work locally
(ABS 2021)



65%

Trade or tertiary
qualification (ABS 2021)



14%

Residents work in largest category:
professional, scientific and technical
services (ABS 2021)



41%

Local trips by public transport,
walking or cycling (HTS 2021)

Community



264,481

Population
(ERP 2021)



24% + 24%

24% Residents aged under 20,
and 24% aged 60+
(ABS 2021)



4% + 11%

4% Need daily help due to age
or disability and 11% are unpaid
carers (ABS 2021)



16%

Speak a non-English
language at home (ABS 2021)



105,016

Dwellings (ABS 2021)



17%

Dwellings are medium density,
villas, townhouses or low units
(ABS 2021)



27%

Dwellings are high density
units 3 storeys or higher
(ABS 2021)



26%

Residents pay rent for their home
(ABS 2021)

(ABS) Australian Bureau of Statistics - Census, (APVI) Australian Photo Voltaic
Institute, (ERP) Estimated resident population, (HTS) Household Travel Survey

16 Our community's vision

Northern Beaches – a safe, diverse, inclusive and connected community that lives in balance with our extraordinary coastal and bushland environment.



Delivery Program 2023 - 2027



Operational Plan and Budget 2023/24

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Our Councillors

The following Councillors were elected in December 2021 to represent the community on Northern Beaches Council for its second term until September 2024.

Curl Curl Ward



Kristyn Glanville
0481 910 045
Kristyn.Glanville@northernbeaches.nsw.gov.au



Sue Heins (Mayor)
May 2023 - Sep 2023
0427 226 453
Sue.Heins@northernbeaches.nsw.gov.au



David Walton (Deputy Mayor)
May 2023 - Sep 2023
0427 741 824
David.Walton@northernbeaches.nsw.gov.au

Frenchs Forest Ward



Jose Menano-Pires
0481 908 842
Jose.Menano-Pires@northernbeaches.nsw.gov.au



Michael Regan
8495 6460
Michael.Regan@northernbeaches.nsw.gov.au



Stuart Sprott
0408 678 480
Stuart.Sprott@northernbeaches.nsw.gov.au

**Manly
Ward**



Candy Bingham

0418 430 544

Candy.Bingham@northernbeaches.nsw.gov.au



Sarah Grattan

0427 745 673

Sarah.Grattan@northernbeaches.nsw.gov.au



Georgia Ryburn

0481 905 052

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Narrabeen Ward



Bianca Crvelin

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Bianca.Crvelin@northernbeaches.nsw.gov.au



Vincent De Luca OAM

0427 218 553

Vincent.DeLuca@northernbeaches.nsw.gov.au



Ruth Robins

0481 914 733

Ruth.Robins@northernbeaches.nsw.gov.au

Pittwater Ward



Michael Gencher

0481 916 932

Michael.Gencher@northernbeaches.nsw.gov.au



Miranda Korzy

0481 904 173

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At the time of publishing, the NSW Electoral Commission was conducting a countback of the ballot papers to fill the casual vacancy in the Pittwater Ward.

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Our organisation

Purpose

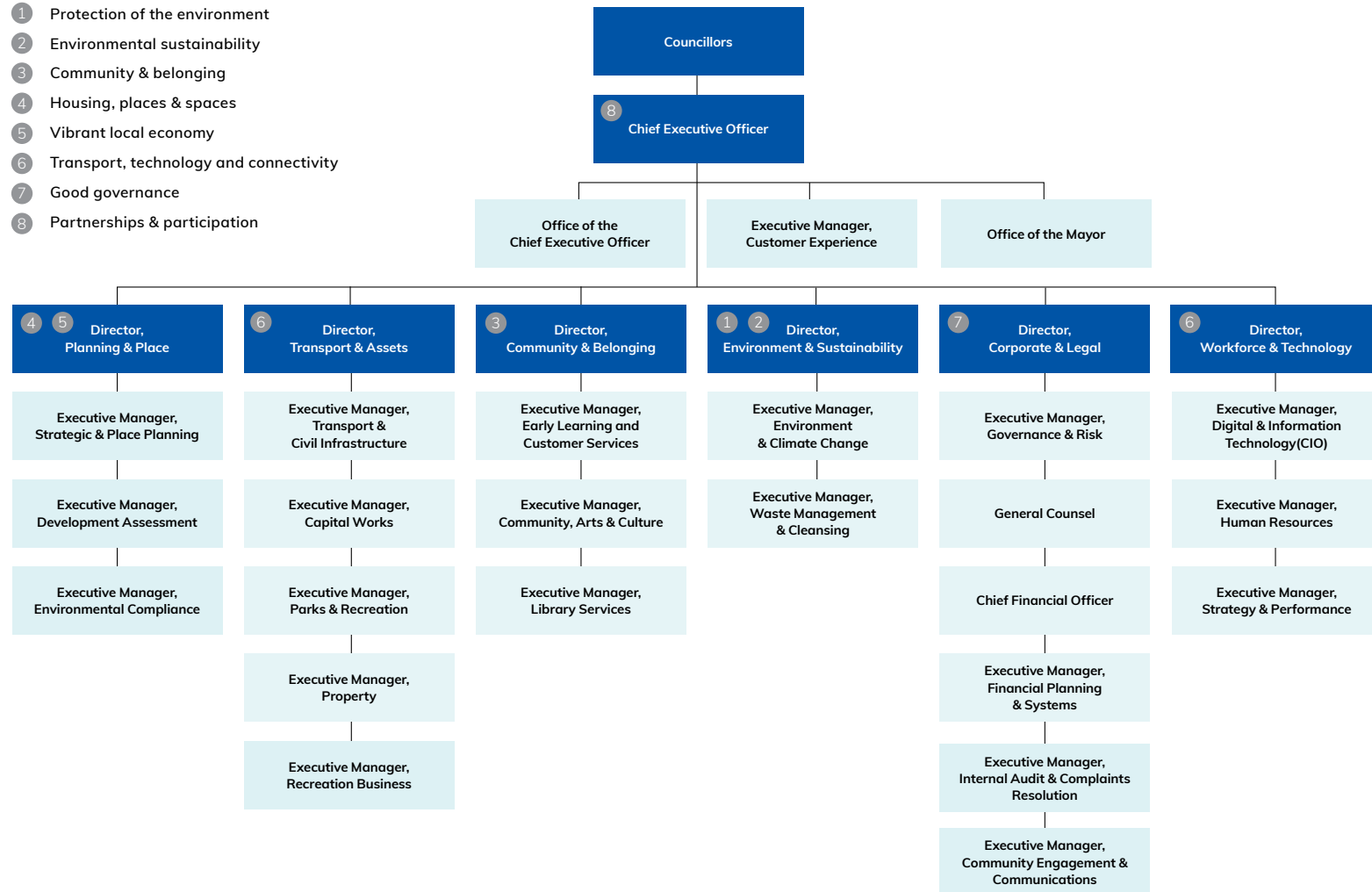
Partnering with the community to protect, improve and create our future.

Structure

Northern Beaches Council is divided into six directorates in an organisational structure designed to progress the eight outcomes of the community strategic plan.

Community Strategic Plan Outcomes

- ① Protection of the environment
- ② Environmental sustainability
- ③ Community & belonging
- ④ Housing, places & spaces
- ⑤ Vibrant local economy
- ⑥ Transport, technology and connectivity
- ⑦ Good governance
- ⑧ Partnerships & participation





Delivery Program 2023 - 2027



Operational Plan and Budget 2023/2024

Introduction to the Delivery Program

Council's Delivery Program is an important component of the legislated Integrated Planning and Reporting Framework for all councils in New South Wales.

The framework (shown in Figure 1) provides a foundation for Council to undertake long-term planning based on community engagement and resourced by robust plans for finances, assets and workforce.

The primary document in the framework is the Community Strategic Plan (CSP), which holds the community's priority outcomes and goals, along with strategies for achievement. The CSP is informed by federal, state and regional strategies and plans, as well as other Council strategies and plans. It is not limited to Council operations, it covers all stakeholders that have a role to play in achievement of good outcomes for the Northern Beaches, including all levels of government and the community as well.

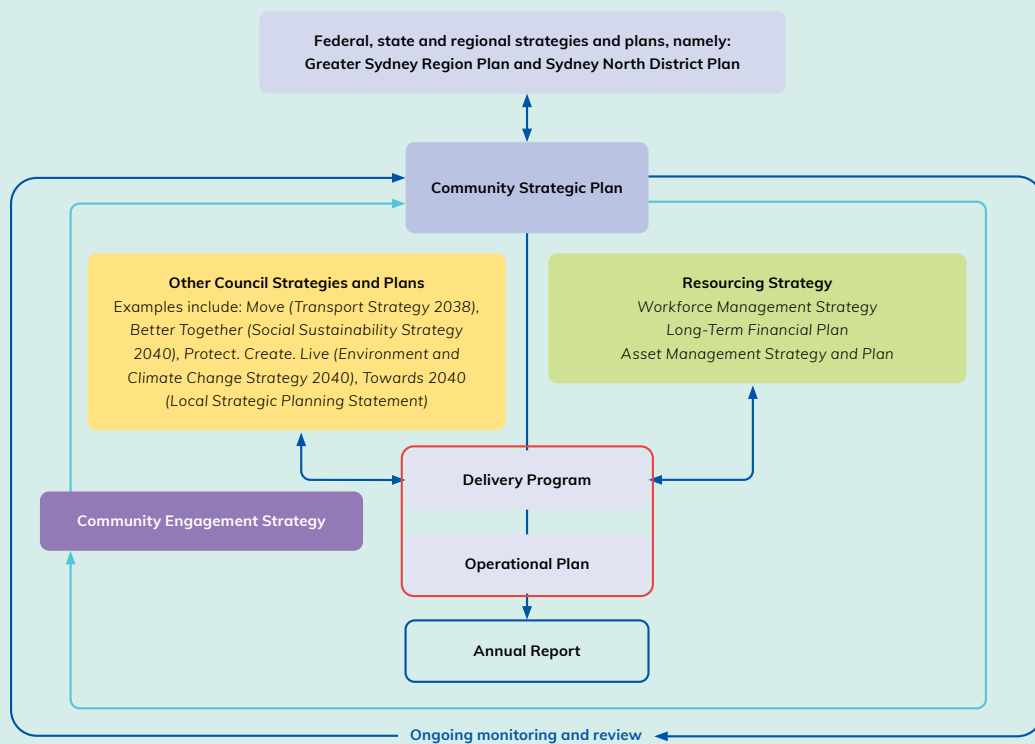
This document is the Delivery Program, a council-specific document, which sits at the heart of our operations. It responds to the goals of the community strategic plan and to other Council strategies and plans. The Delivery Program is also influenced by the Resourcing Strategy, which sets out how our finances, assets and workforce will resource what Council provides.

Following every general Council election, the Local Government Act 1993 requires councils to prepare a four-year Delivery Program to put the community outcomes and goals from the CSP into action. The Delivery Program is revisited every year to ensure that it is current.

Embedded within the Delivery Program at Northern Beaches Council is a one-year Operational Plan and Budget that details actions to take place in that year of the program.

Progress is reported each quarter, as well as annually on the Operational Plan. Following an ordinary election, a report on the implementation of the CSP called the State of the Region Report is presented to the new incoming council.

Figure 1
Integrated planning and reporting framework showing
where the Delivery Program and Operational Plan fit



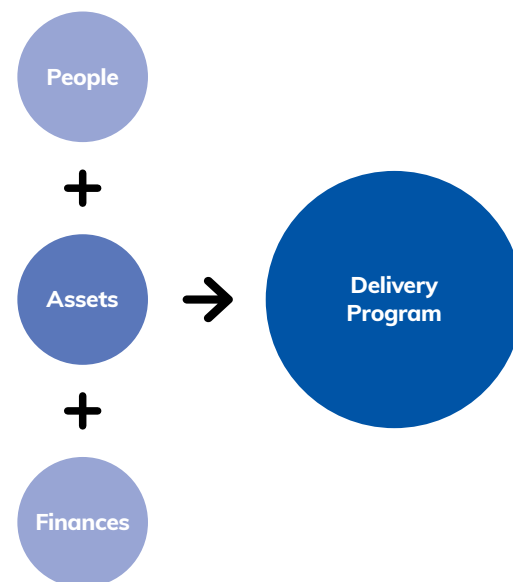
Resourcing our Delivery Program

The Resourcing Strategy is vital as it ensures that Council has capable people, well-managed finances and assets to achieve the Delivery Program commitments, and the longer-term CSP goals underpinning them.

The Resourcing Strategy is reviewed following each local government election and is comprised of three interrelated elements:

- Workforce Management Strategy shapes the capacity and capability of our workforce to deliver quality services and outcomes for you
- Asset Management Strategy and Plan set out how we will maintain our facilities and other assets, and create new ones
- Long-Term Financial Plan enables us to deliver services and build financial resilience to be able to withstand future shocks.

The Resourcing Strategy plans ahead for the next 10 years, anticipating the changing demographics and needs of our community, along with other trends and challenges that may impact the services we deliver. The annual Budget is also underpinned by each of the elements of the Resourcing Strategy.



Addressing the community strategic plan outcomes

The CSP has eight outcome areas. The outcomes address the environmental, social, economic and civic priorities of the community, commonly referred to as the 'quadruple bottom line', with a series of goals for each.

This section shows how we will address these outcomes and goals over the next four years. Under the environmental, social, economic and civic priorities it shows Council's key service(s) contributing to the achievements.

There are 16 key services of Council. Each has a service page, which details the principal activities – ongoing services, capital and operational projects that address a variety of CSP goals.

The Delivery Program is influenced by community engagement activities such as the review of the CSP, community satisfaction surveys, feedback on the draft Delivery Program and other engagement on specific projects.



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Addressing the community strategic plan goals

● Environmental

Protection of the environment	Goal 1 Our bushland, coast and waterways are protected for their intrinsic value	Goal 2 Our environment is resilient to natural hazards and climate change	Goal 3 Our community is well-supported in protecting and enhancing the environment, to ensure safe and sustainable use
Environmental sustainability	Goal 4 Our community is supported in the sustainable use of resources and working towards net zero	Goal 5 Our built environment is developed in line with best practice sustainability principles	Goal 6 Our Council is recognised as a leader in environmental sustainability

● Social

Community and belonging	Goal 7 Our diverse community is supported to participate in their chosen cultural life	Goal 8 Our community feels safe and supported	Goal 9 Our community is inclusive and connected
Housing, places and spaces	Goal 10 Our community has access to diverse and affordable housing options to meet their current and evolving needs	Goal 11 Our local centres are vibrant and healthy, catering for diverse economic and social needs	Goal 12 Our community has access to spaces that enable healthy and active living and allow for a broad range of creative, sporting and recreational opportunities to be enjoyed

● Economic

Vibrant local economy	Goal 13 Our businesses are resilient, well-connected and thrive in an environment that supports innovation, entrepreneurialism and economic growth	Goal 14 Our economy provides opportunities that match the skills and needs of the population	Goal 15 Our centres are sustainable, encompassing a diverse range of businesses that attract visitation and provide work, education, leisure and social opportunities
Transport, technology and connectivity	Goal 16 Our integrated transport networks meet the needs of our community and reduce carbon emissions	Goal 17 Our community can safely and efficiently travel within and beyond the Northern Beaches	Goal 18 Our community can easily connect and communicate through reliable communication technologies

● Civic

Good governance	Goal 19 Our Council is transparent and trusted to make decisions that reflect the values of the community	Goal 20 Our Council is proactive, and efficiently and effectively responds to, and delivers on, the evolving needs of the community
Partnerships and participation	Goal 21 Our community is engaged in decision making processes	Goal 22 Our Council builds and maintains strong partnerships and advocates effectively on behalf of the community

The following table shows how the 16 key services address the CSP goals.

Key Service	CSP Goals												
Environment and sustainability	G1	G2	G3	G4	G5	G6	G10	G17					
Waste and cleansing	G1	G3	G4	G6	G11	G20							
Kimbriki Resource Recovery Centre	G4	G6	G22										
Community, arts and culture	G7	G8	G9	G11	G12	G22							
Children's services	G9	G12											
Library services	G7	G9	G12	G18									
Strategic land use planning	G1	G5	G9	G10	G11	G13	G15	G22					
Development assessment	G5	G19											
Environmental compliance	G1	G5	G8	G12									
Parks and recreation	G5	G8	G11	G12	G15	G16	G20	G22					
Economic development, events and engagement	G7	G9	G11	G12	G13	G14	G15	G20	G21				
Transport, traffic and active travel	G16	G17	G19	G22									
Property and facilities	G2	G5	G6	G8	G9	G11	G12	G15	G17	G19	G20	G22	
Customer service	G18	G20											
Governance and assurance services	G19	G20											
Corporate support services	G5	G18	G19	G20									

How to read the service pages

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Each key service details what it will deliver and how it is funded.

CSP goals that the service contributes to	Supporting CSP Goals:
	G1 G2 G3 G4 G5 G6 G10 G12 G17 G22
Service description	Service information This service delivers programs to protect and preserve biodiversity, manage natural hazards, and improve sustainability for Council and the community. Each year, thousands of community members take part in education and action at our two environment centres at Manly and Narrabeen.
The business unit/s involved in delivery of the service	Responsible business unit Environment and Climate Change
Business as usual functions that form the service	Ongoing services and programs: G1 Manage bushland and biodiversity G2 Manage, maintain and improve the stormwater network

Operational projects are initiatives designed to improve the services.

CSP goal the project addresses	Operational projects					
	CSP	Projects	2023/24	2024/25	2025/26	2026/27
Description of project	G1-6	Develop and implement action plans and reporting to support the Environment and Climate Change Strategy	.	.	.	
		EM Environment and Climate Change				
Responsible Executive Manager						
The year(s) that the project will be active						

Capital projects are priority works based on community needs and adopted plans

Program name	Capital					
CSP goal the project addresses	CSP	Projects	2023/24 \$'000	2024/25 \$'000	2025/26 \$'000	2026/27 \$'000
	Stormwater program					
Project name	G2	Planned stormwater new works	1,568	1,521	1,473	1,758
The planned year of project implementation is shown by the allocated Budget from the long-term Resourcing Strategy, with the first year being the Operational Plan						

Operational Plan and Budget 2023/24

Service measures

Performance measures	Result 2021/22	Target 2022/23	Target 2023/24	Frequency
Total waste from all sources diverted from landfill onsite	80%	82%	82%	Quarterly Annually
Reuse and recycling of household problem waste (tonnes)	-	-*	600	Annually

Service budget

	Original* 2022/23 \$'000	Budget 2023/24 \$'000	Projected 2024/25 \$'000	Projected 2025/26 \$'000	Projected 2026/27 \$'000
Income from continuing operations					
User charges and fees	1,763	2,176	2,248	2,322	2,399
Investment fees and revenues	-	-	-	-	-
Other revenues	-	-	-	-	-
Grants and contributions - operating purposes	1,335	1,941	1,564	2,367	1,395
Other income	-	-	-	-	-
Gains on disposal of assets	-	-	-	-	-
Total income from continuing operations	3,098	4,117	3,811	4,688	3,793
Expenses from continuing operations					
Employee benefits and oncosts	(7,901)	(8,940)	(9,265)	(9,601)	(9,950)
Borrowing costs	-	-	-	-	-
Materials and services	(8,295)	(7,787)	(7,595)	(9,036)	(7,774)
Depreciation and amortisation	(7,545)	(7,679)	(7,947)	(8,060)	(8,271)
Other expenses	(6,466)	(6,598)	(6,708)	(6,825)	(6,951)
Internal charges	(2,465)	(2,650)	(2,708)	(2,770)	(2,837)
Overhead allocation	(3,151)	(3,211)	(3,281)	(3,357)	(3,437)
Total expenses from continuing operations	(35,823)	(36,865)	(37,504)	(39,650)	(39,420)
Surplus/(deficit) from continuing operations	(32,725)	(32,748)	(33,692)	(34,961)	(35,426)
Income from capital grants and contributions					
Grants and contributions - capital purposes	1,566	-	-	-	-
Surplus/(deficit) from operations including capital grants and contributions	(31,159)	(32,748)	(33,692)	(34,961)	(35,426)
Rates and annual charges and reserves					
Rates and annual charges	32,725	32,748	33,692	34,961	35,426
Full time equivalent positions (FTE)	74.0	80.7	-	-	-

First year of the plan is the Operational Plan





Operational Plan and Budget 2023/2024

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Delivering on community priorities: Environmental

Community outcome:

Protection of the environment

Our community aspires to enhance and protect the natural and built environment from the risks and impacts of global and local pressures.

Community outcome:

Environmental sustainability

Our community aspires to be leaders in managing our resources sustainably and for the long-term to ensure that development is balanced with our lifestyle and environment.

Key services

- Environment and sustainability
- Waste and cleansing
- Kimbriki Resource Recovery Centre



Environmental snapshot

35



80km



17km²

Council bushland



250km

Creek lines



1,460

Native plant species



540

Native animal species



600km

Stormwater pipes



5

Aquatic reserves



240

Environmental volunteers



**0.8 km
annually**

Stormwater networks
renewed or upgraded



13,000

People attend environmental
education programs annually



>10m

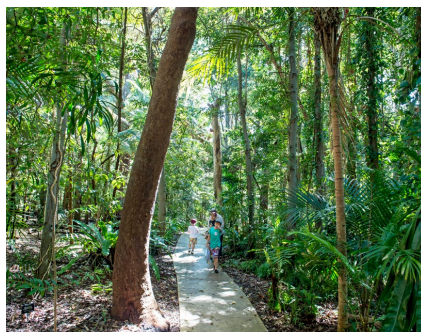
Domestic waste service bin lifts
from residential dwellings each
year (garbage, recycling and
garden organics)



**>300,000
tonnes**

Waste managed at
Kimbriki annually

Environment and sustainability



Supporting CSP Goals:

G1	G2	G3
G4	G5	G6
G10	G12	G17
G22		

Service information

This service delivers programs to protect and preserve biodiversity, manage natural hazards, and improve sustainability for Council and the community. Each year, thousands of community members take part in education and action at our two environment centres at Manly and

Narrabeen. This service is also responsible for leading the implementation of the following strategies and plans:

- Resilience Strategy
- Environmental and Climate Change Strategy
 - Climate Change Action Plan
 - Bushland and Biodiversity Action Plan
 - Coast Action Plan
 - Waterways and Catchments Action Plan
 - Environmental Education and Sustainable Living Action Plan.
- Narrabeen Lagoon Entrance Management Strategy
- Management plans for coastal zones, reserves, local priority weeds, bushfire risk, floodplain risk and threatened species.

Responsible business unit

Environment and Climate Change

Ongoing services and programs

- G1** Deliver programs to protect, enhance and manage coast, catchments and waterways
- G1** Manage bushland and biodiversity
- G2** Manage, maintain and improve the stormwater network
- G2** Manage natural hazards including flooding, bushfire, and coastal erosion in consultation with NSW Government
- G2** Emergency response through liaison with emergency services
- G3** Manage grants for the community and schools on environmental and sustainability projects
- G3** Deliver targeted education in environmental protection, sustainability, volunteering and Environment Centre programs in response to community priorities
- G4** Deliver targeted education in environmental protection, sustainability, volunteering and Environment Centre programs in response to community priorities
- G2** Deliver programs to mitigate, adapt and respond to climate change and reduce Council and community resource consumption
- G6** Undertake development engineering reviews, approvals and works
- G5** Provide expert environmental advice in strategic planning and assessment of development and other applications
- G10**

Key projects

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Operational projects

CSP	Projects	2023/24	2024/25	2025/26	2026/27
G2 G17	Investigate and implement viable options to reduce minor flooding on Wakehurst Parkway EM Environment and Climate Change	•	•	•	•
G2	Develop and review flood, bushfire and coastal management strategies and plans EM Environment and Climate Change	•	•	•	•
G3 G4	Expand and optimise volunteer, sustainability and environment centre programs in response to community priorities EM Environment and Climate Change	•	•	•	•
G1 G2	Develop a catchment rehabilitation plan EM Environment and Climate Change	•	•		
G6	Develop and implement a Transition from Gas Plan for Council facilities EM Environment and Climate Change	•	•	•	•
G1 - G6	Report on the State of the Northern Beaches Environment EM Environment and Climate Change		•		
G5	Develop a Northern Beaches Recovery Plan Director Environment and Sustainability	•	•		

Operational Plan and Budget 2023/2024

Capital - new

CSP	Projects	2023/24 \$'000	2024/25 \$'000	2025/26 \$'000	2026/27 \$'000
Coastal protection works					
G2	Collaroy-Narrabeen coastal protection works	2,322	-	-	-
Stormwater Program					
G2	Planned stormwater new works	1,967	1,956	1,945	1,935
Total new works - Environment and sustainability		4,289	1,956	1,945	1,935

Capital - renewal

Stormwater program					
G2	Planned stormwater renewal works	4,775	4,760	5,972	6,272
G2	Reactive stormwater renewal works	948	1,006	1,029	1,053
G2	Gross pollutant trap renewal works	96	102	104	106
Water and energy saving initiatives					
G4 G5	Energy savings initiatives program	298	113	321	329
G4 G5	Water saving and re-use initiatives	71	25	77	79
Total renewal works - Environment and sustainability		6,188	6,005	7,503	7,839



Delivery Program 2023 - 2027

Performance measures

Performance measures	Result 2021/22	Target 2022/23	Target 2023/24	Frequency
No. attending sustainability education events	37 av.	40	40	Quarterly
Volunteer bush regeneration (hours)	0 (Q1) 885 (Q2) 1,354 (Q3) 1,627 (Q4)	1,875 (Q1) 1,575 (Q2) 1,575 (Q3) 1,875 (Q4)	1,875 (Q1) 1,575 (Q2) 1,575 (Q3) 1,875 (Q4)	Quarterly
No. invasive pest animals controlled to protect native flora and fauna	198 av.	100	125	Quarterly
No. attending sustainability education events	12,994	16,000	16,000	Annually
Active bushland management by contractors (ha)	1,202	1,200	1,200	Annually
Stormwater network renewed/ upgraded in line with the Asset Management Plan (m)	1050	800	800	Annually
Required mitigation activity completed for natural hazards (flood, fire, erosion, landslip)	100%	100%	100%	Annually
Greenhouse Gas emissions by Council (CO ₂)	5,300	< 6,000	< 6,000	Annually
Total water use by Council (kL)	409,845	< 474,731*	< 463,950*	Annually
Workload measures				Frequency
Gross pollutants removed from stormwater networks (tonnes)	290 av.	-	-	Quarterly
No. DA referrals for assessment of environmental controls	839 av.	-	-	Quarterly
* based on a rolling average of the last five years' consumption, to account for wet and dry years				Q = Quarterly

Income and expenditure - Environment and sustainability

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	Original 2022/23 \$'000	Budget 2023/24 \$'000	Projected 2024/25 \$'000	Projected 2025/26 \$'000	Projected 2026/27 \$'000
Income from continuing operations					
User charges and fees	2,176	2,293	2,369	2,447	2,520
Investment fees and revenues	-	-	-	-	-
Other revenues	-	-	-	-	-
Grants and contributions - operating purposes	3,185	3,638	1,995	2,846	1,870
Other income	-	-	-	-	-
Gains on disposal of assets	-	-	-	-	-
Total income from continuing operations	5,361	5,931	4,364	5,293	4,390
Expenses from continuing operations					
Employee benefits and oncosts	(8,940)	(9,516)	(9,732)	(10,085)	(10,401)
Borrowing costs	-	-	-	-	-
Materials and services	(8,182)	(9,871)	(7,834)	(9,353)	(8,067)
Depreciation and amortisation	(7,679)	(7,252)	(7,709)	(7,917)	(8,175)
Other expenses	(7,841)	(9,358)	(9,552)	(9,755)	(9,963)
Internal charges	(2,650)	(2,797)	(2,866)	(2,938)	(3,012)
Overhead allocation	(3,211)	(3,354)	(3,438)	(3,524)	(3,612)
Total expenses from continuing operations	(38,504)	(42,148)	(41,131)	(43,573)	(43,229)
Surplus/(deficit) from continuing operations	(33,143)	(36,217)	(36,768)	(38,280)	(38,839)

	Original 2022/23 \$'000	Budget 2023/24 \$'000	Projected 2024/25 \$'000	Projected 2025/26 \$'000	Projected 2026/27 \$'000
Income from capital grants and contributions					
Grants and contributions - capital purposes	-	1,566	-	-	-
Surplus/(deficit) from operations including capital grants and contributions	(33,143)	(34,651)	(36,768)	(38,280)	(38,839)
Rates and annual charges and reserves					
Rates and annual charges	32,975	36,217	36,768	38,280	38,839
Tfr (to)/from reserves	168	-	-	-	-
Full time equivalent positions (FTE)	82.7	85.1			

Waste and cleansing



Supporting CSP Goals:

G1	G3	G4
G6	G11	G20

Service information

This service delivers household waste and recyclables collection, as well as processing, recycling and disposal of collected material including bulky goods. The service includes community waste education and behaviour change programs. It also delivers litter removal, beach raking, graffiti removal, street sweeping and removal of illegally dumped rubbish. This service is also responsible for leading the implementation of the following strategies and plans:

- Environmental Education and Sustainable Living Action Plan
- Event Waste Management Guidelines.

Responsible business unit

Waste Management and Cleansing

Ongoing services and programs:

- G1** Provide street sweeping, beach raking and removal of litter and illegal dumping
- G3** Manage waste for public functions
- G4** and events
- G3** Deliver waste education and
- G4** behaviour change programs to reduce waste and support a circular economy
- G6** Manage waste collection, green waste, recycling services, household bulky goods collection to maximise resource recovery
- G11** Clean public spaces such as pavements, bus shelters and graffiti removal

Key projects

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Operational projects

CSP	Projects	2023/24	2024/25	2025/26	2026/27
G4 G6	Finalise and implement a new long-term waste and circular economy strategy EM Waste Management and Cleansing	•	•	•	•
G4 G6	Education campaigns to maximise resource recovery from domestic waste, cleansing and litterbin service EM Waste Management and Cleansing	•	•	•	•
G4 G6	Promote innovative opportunities for the community to recycle a broad range of recoverable waste types EM Waste Management and Cleansing	•	•	•	•
G4 G6	Investigate and trial options for increased diversion of organics from red waste bins EM Waste Management and Cleansing	•	•		

Capital - renewal

CSP	Projects	2023/24 \$'000	2024/25 \$'000	2025/26 \$'000	2026/27 \$'000
Plant and equipment					
G11 G20	Public place bin enclosures	100	100	100	100
Total renewal works - Waste and cleansing		100	100	100	100

Performance measures

Performance measures	Result 2021/22	Target 2022/23	Target 2023/24	Frequency
Reports of missed waste collection and litterbin services	0.19% av.	<0.5%	<0.5%	Quarterly
No. participating in education events on waste and circular economy solutions	2,583 av. 10,333	1,000 5,000	1,000 5,000	Quarterly Annually
Domestic waste diverted from landfill (waste collected from households by Council)	65%	65%	65%	Annually
Domestic waste collected by Council/capita (kg)	417	< 420	< 420	Annually
Satisfaction with customer requests on the domestic waste service	-*	-	80%	Annually
Satisfaction with customer requests on cleansing services	-*	80%	80%	Annually

* This is a new measure and historical results are not available

Income and expenditure - Waste and cleansing

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	Original 2022/23 \$'000	Budget 2023/24 \$'000	Projected 2024/25 \$'000	Projected 2025/26 \$'000	Projected 2026/27 \$'000
Income from continuing operations					
User charges and fees	38	60	62	64	66
Investment fees and revenues	46	50	-	-	-
Other revenues	650	650	666	683	700
Grants and contributions - operating purposes	-	-	-	-	-
Other Income	-	-	-	-	-
Gains on disposal of assets	-	-	-	-	-
Total income from continuing operations	734	759	728	747	766
Expenses from continuing operations					
Employee benefits and oncosts	(8,420)	(8,876)	(9,198)	(9,532)	(9,830)
Borrowing costs	(240)	(206)	(172)	(136)	(99)
Materials and services	(49,056)	(54,568)	(58,044)	(58,826)	(60,286)
Depreciation and amortisation	(2,716)	(2,715)	(2,811)	(2,854)	(2,908)
Other expenses	(16)	(16)	(16)	(17)	(17)
Internal charges	(2,977)	(3,226)	(3,307)	(3,389)	(3,474)
Overhead allocation	(1,801)	(1,885)	(1,932)	(1,981)	(2,030)
Total expenses from continuing operations	(65,227)	(71,493)	(75,480)	(76,734)	(78,644)
Surplus/(deficit) from continuing operations	(64,493)	(70,733)	(74,752)	(75,987)	(77,878)

	Original 2022/23 \$'000	Budget 2023/24 \$'000	Projected 2024/25 \$'000	Projected 2025/26 \$'000	Projected 2026/27 \$'000
Income from capital grants and contributions					
Grants and contributions - capital purposes	-	-	-	-	-
Surplus/(deficit) from operations including capital grants and contributions	-	-	-	-	-
Rates and annual charges and reserves					
Rates and annual charges	64,493	70,733	74,752	75,987	77,878
Transfer (to)/from reserves	-	-	-	-	-
Full time equivalent positions (FTE)	78.6	79.6			

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Kimbriki Resource Recovery Centre



Supporting CSP Goals:

G4 G6 G22

Service information

Kimbriki aims to deliver long term reliable, responsible and sustainable waste management and recycling services to the local community. It receives over 300,000 tonnes of material onsite each year and around 80% of this is recycled. There are around 4,000 visits each year to the Eco House and Garden for education on sustainability, and to the Buy Back Centre which sells salvaged building materials and furniture.

Ongoing services and programs:

- G4** Educate students and the community
- G6** at the Eco-House and Garden as a sustainability hub
- G4** Operate the Kimbriki landfill and
- G22** recycling facility
- G22** Provide community drop-off facilities

Coordinating business unit

Waste Management and Cleansing

Key projects

45

Operational projects

CSP	Projects	2023/24	2024/25	2025/26	2026/27
G6	Research and develop improved resource recovery for specific waste types, consistent with the endorsed annual Business Plan Kimbriki Environmental Enterprises	•	•	•	•
G6	Improve on-site systems for more efficient separation of recoverable waste loads Kimbriki Environmental Enterprises	•	•	•	•
G4 G6	Develop and improve waste avoidance, reuse and repair initiatives to enhance social enterprise opportunities. Kimbriki Environmental Enterprises	•	•	•	•

Capital - new

CSP	Projects	2023/24 \$'000	2024/25 \$'000	2025/26 \$'000	2026/27 \$'000
Kimbriki improvements					
G4	Kimbriki clean water diversion system	1,700	-	-	-
G4	Kimbriki gas capture system	75	75	75	75
G4	Kimbriki future cell development	3,064	1,469	3,886	65
Total new works - Kimbriki Resource Recovery Centre		4,839	1,544	3,961	140

Capital - renewal

Kimbriki improvements					
G4	Kimbriki vehicles	135	-	151	145
G4	Kimbriki renewal program	600	600	600	600
G4	Kimbriki other	72	74	77	79
Total renewal works - Kimbriki Resource Recovery Centre		807	674	828	824



Delivery Program 2023 - 2027

Performance measures

Performance measures	Result 2021/22	Target 2022/23	Target 2023/24	Frequency
Total waste from all sources diverted from landfill onsite	80%	82%	82%	Quarterly Annually
Waste diverted from landfill in the mixed waste section onsite from all sources	5.1%	10%	10%	Quarterly Annually
Compliance with environmental requirements	100%	100%	100%	Annually
Reuse and recycling of household problem waste - paint, e-waste, oil, batteries, fluoro lights etc (t)	547	600	600	Annually

Income and expenditure - Kimbriki Resource Recovery Centre

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	Original 2022/23 \$'000	Budget 2023/24 \$'000	Projected 2024/25 \$'000	Projected 2025/26 \$'000	Projected 2026/27 \$'000
Income from continuing operations					
User charges and fees	34,930	38,982	39,956	40,955	41,979
Investment fees and revenues	60	675	737	847	720
Other revenues	3,124	3,852	3,948	4,047	4,148
Grants and contributions - operating purposes	-	-	-	-	-
Other income	274	274	281	288	295
Gains on disposal of assets	-	-	-	-	-
Total income from continuing operations	38,388	43,783	44,922	46,137	47,142
Expenses from continuing operations					
Employee benefits and oncosts	(4,994)	(5,345)	(5,479)	(5,616)	(5,756)
Borrowing costs	(1,739)	(2,025)	(2,256)	(2,341)	(2,430)
Materials and services	(16,641)	(19,658)	(20,394)	(20,973)	(21,420)
Depreciation and amortisation	(4,003)	(3,784)	(3,896)	(3,926)	(4,701)
Other expenses	(8,385)	(10,315)	(10,573)	(10,837)	(11,108)
Internal charges	-	-	-	-	-
Overhead allocation	-	-	-	-	-
Total expenses from continuing operations	(35,763)	(41,127)	(42,597)	(43,693)	(45,415)
Surplus/(deficit) from continuing operations	2,626	2,656	2,325	2,444	1,727

	Original 2022/23 \$'000	Budget 2023/24 \$'000	Projected 2024/25 \$'000	Projected 2025/26 \$'000	Projected 2026/27 \$'000
Income from capital grants and contributions					
Grants and contributions - capital purposes	-	-	-	-	-
Surplus/(deficit) from operations including capital grants and contributions	2,626	2,656	2,325	2,444	1,727
Rates and annual charges and reserves					
Rates and annual charges	-	-	-	-	-

Delivering on community priorities: Social

Community outcome:

Community and belonging

Our community aspires to care for each other, ensuring that people feel safe, supported, included, and have diverse opportunities for a rich cultural and social life.

Community outcome:

Housing, places and spaces

Our community aspires to have well designed, sustainable and resilient places and spaces, to enhance the local character in order to meet their housing, employment and recreational needs.

Services

- Community, arts and culture
- Children's services
- Library services
- Strategic land use planning
- Development assessment
- Environmental compliance
- Parks and recreation



Social snapshot

49



39

24 beaches and
15 rockpools



>1,100

Environmental health
inspections annually



5

Gallery, art and
performance venues



39

Community centres



122

Sportsfields



254

Playgrounds



>770

Volunteers



17,000

Meals on Wheels
services annually



2

Aquatic centres



>61,000

Visits to gallery, art and
performance venues annually



6

Libraries



9

Long day care/
preschool sites

Community, arts and culture



Supporting CSP Goals:

G7	G8	G9
G11	G12	G22

Service information

Supporting our vision for a safe, inclusive and connected community through leading and enabling a wide range of community, social and creative initiatives. The activities of this service build social capital, community resilience and enhance the wellbeing of the Northern Beaches community.

We work to support and strengthen communities and the social and cultural sectors through the facilitation of programs

and services that build the capacity of the community, with a focus on priority populations that include older people, people living with disability and young people.

Our community centres, cultural facilities, arts and cultural programs, regional art gallery and museum and performing arts centre provide opportunities to contribute and participate in cultural activities that bring people together for a rich cultural and social life.

This service is also responsible for the implementation of the following strategies and plans:

- Better Together Social Sustainability Strategy
 - Disability Inclusion Action Plan
 - Community Safety Plan
 - Youth Voice Action Plan
- Arts and Creativity Strategy
 - Coast Walk Public Art Strategic Plan
- Community Centres Strategy.

Responsible business units

Community, Arts and Culture
Property
Capital Projects

Ongoing services and programs:

- G7 Undertake strategic social and
- G8 cultural planning
- G9
- G7 Undertake arts and cultural
- G8 development, deliver the Northern
- G9 Beaches Environmental Art and Design Prize and integrate art into public spaces
- G7 Manage Glen Street Theatre and the Manly Art Gallery and Museum
- G8 Support identified priority
- G9 populations and address key social sustainability challenges through partnerships with the community to implement community development programs and projects, including community development grants
- G8 Coordinate the community Safety
- G9 Advisory Committee and support initiatives in community safety

Key projects

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- G8** Coordinate initiatives that encourage
- G9** volunteering within Council and the community
- G8** Provide youth and family counselling
- G9** services
- G8** Support inclusion and connection
- G9** for all community members through partnering with the community and implementation of cultural and community development programs
- G8** Manage Meals on Wheels services
- G9** for seniors and people with disability
- G8** Provide community information and
- G9** referrals for priority populations
- G11** Implement and support the
- G12** community to provide art in public places and spaces
- G11** Plan for community centres and
- G12** public spaces that meet the changing needs of the population
- G11** Provide accessible community
- G12** centres and hubs, partnering with service providers, local community groups and individuals
- G11** Partner with social service networks
- G22** and interagencies to support improved service provision and social outcomes for the community

Operational projects

CSP	Projects	2023/24	2024/25	2025/26	2026/27
G9	Plan for an integrated community and cultural hub at Mona Vale <i>Director Community and Belonging</i>	•			
G8	Develop a Community Connection Action Plan <i>EM Community Arts and Culture</i>	•	•		
G9	Develop a Multicultural Inclusion Plan <i>EM Community Arts and Culture</i>	•			
G9	Implement Youth Voice Grants Program <i>EM Community Arts and Culture</i>	•			

Capital - new

CSP	Projects	2023/24 \$'000	2024/25 \$'000	2025/26 \$'000	2026/27 \$'000
Community centre improvements					
G7 G12	Warriewood Valley Community Centre	10,601	2,989	515	-
Cultural improvements					
G7 G12	Coast walk - art trail	892	-	-	-
Total new works - Community, arts and culture		11,493	2,989	515	-

Capital - renewal

Community centre improvements					
G12	Community buildings works program	154	544	1,407	1,647
G12	Community centres minor works program	162	165	168	172
Cultural improvements					
G12	Glen Street Theatre - renewal works	250	600	150	150
Total renewal works - Community, arts and culture		566	1,309	1,725	1,969

Performance measures

Performance measures	Result 2021/22	Target 2022/23	Target 2023/24	Frequency
Community centres: no. bookings	1,175 (Q1) 6,049 (Q2) 7,666 (Q3) 9,321 (Q4)	9,270 (Q1) 8,450 (Q2) 7,500 (Q3) 9,000 (Q4)	9,270 (Q1) 8,450 (Q2) 7,500 (Q3) 9,000 (Q4)	Quarterly
No. meal services	4,243 av. 16,970	4,500 18,000	4,500 18,000	Quarterly Annually
No. volunteers who actively participate in ongoing Council programs	506 av. 777	650 1,500	650 1,500	Quarterly Annually
Community centres: no. people attending	743,849	1,000,000	1,000,000	Annually
Community centres: hirer satisfaction (mean score out of five)	4.4	4.0	4.0	Annually
No. sessions of Youth and Family counselling	971	800	850	Annually
No. participants in community development programs and projects	*	*	8,500	Annually
No. attending arts and culture events/ performances	61,152	123,400	105,000	Annually
No. networks and partnerships with community groups/ organisations	32	15	25	Annually
Workload measures				Frequency
No. information and referral enquiries	**	-	-	Quarterly

* This is a new measure and historical results are not available

** Data not collected in 2021/22

Q = Quarterly

Income and expenditure - Community, arts and culture

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	Original 2022/23 \$'000	Budget 2023/24 \$'000	Projected 2024/25 \$'000	Projected 2025/26 \$'000	Projected 2026/27 \$'000
Income from continuing operations					
User charges and fees	4,277	4,450	4,596	4,748	4,891
Investment fees and revenues	-	-	-	-	-
Other revenues	842	814	834	855	877
Grants and contributions - operating purposes	1,908	679	696	714	732
Other income	42	43	44	46	47
Gains on disposal of assets	-	-	-	-	-
Total income from continuing operations	7,068	5,986	6,172	6,363	6,546
Expenses from continuing operations					
Employee benefits and oncosts	(7,174)	(7,421)	(7,691)	(7,970)	(8,219)
Borrowing costs	-	-	-	-	-
Materials and services	(3,459)	(3,229)	(3,310)	(3,392)	(3,477)
Depreciation and amortisation	(632)	(621)	(660)	(678)	(700)
Other expenses	(1,594)	(578)	(533)	(546)	(560)
Internal charges	(44)	(55)	(57)	(58)	(59)
Overhead allocation	(858)	(858)	(879)	(901)	(924)
Total expenses from continuing operations	(13,761)	(12,762)	(13,128)	(13,545)	(13,939)
Surplus/(deficit) from continuing operations	(6,693)	(6,775)	(6,957)	(7,182)	(7,393)

	Original 2022/23 \$'000	Budget 2023/24 \$'000	Projected 2024/25 \$'000	Projected 2025/26 \$'000	Projected 2026/27 \$'000
Income from capital grants and contributions					
Grants and contributions - capital purposes	-	-	-	-	-
Surplus/(deficit) from operations including capital grants and contributions	(6,693)	(6,775)	(6,957)	(7,182)	(7,393)
Rates and annual charges and reserves					
Rates and annual charges	6,606	6,668	6,922	7,147	7,358
Transfer (to)/from reserves	86	108	35	35	35
Full time equivalent positions (FTE)	55.6	57.8			

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Children's services



Supporting CSP Goals:

G9

G12

Service information

This service provides early learning for young children at nine sites, including long day care and pre-school, as well as supporting family day care at up to 50 locations. The service also includes school holiday programs for children aged up to 11 years at three locations and is also responsible for the implementation of the Children's Services Strategy.

Responsible business units

Early Learning and Customer Service
Property

Ongoing services and programs:

- G9** Manage seven long day care centres at Belrose, Dee Why, Narrabeen, Brookvale (2), Seaforth and Fairlight
- G9** Manage two pre-schools at Balgowlah and Manly
- G9** Manage Family Day Care at up to 50 locations
- G12** Manage Vacation Care in Cromer, Manly Vale and North Harbour
- G9** Provide Occasional Care services at the Brookvale Centre
- G9** Provide children with additional needs the opportunity to participate in quality early education and vacation care programs
- G9** Provide quality education and care that meets or exceeds the National Quality Standard

Key projects

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Capital - renewal

CSP	Projects	2023/24 \$'000	2024/25 \$'000	2025/26 \$'000	2026/27 \$'000
Children's services					
G12 G9	Children's centres works program	165	166	166	170
Total renewal works - Children's services		165	166	166	170

Performance measures

Performance measures	Result 2021/22	Target 2022/23	Target 2023/24	Frequency
No. children attending long day care programs	713 av.	700	700	Quarterly
No. children attending family day care programs	344 av.	380	340	Quarterly
No. children attending preschool programs	191 av.	100	150	Quarterly
No. children attending vacation care programs	478 (Q1) 708 (Q2) 569 (Q3) 662 (Q4)	350 (Q1) 350 (Q2) 525 (Q3) 350 (Q4)	350 (Q1) 350 (Q2) 525 (Q3) 350 (Q4)	Quarterly
No. additional needs and diverse socio-disadvantaged children enrolled in childcare services	104	60	60	Annually
Childcare services that meet/ exceed standard for the National Quality Framework	100%	100%	100%	Annually
Parent satisfaction with Children's Services (client survey of family and long day care, vacation care and preschool)	93%	80%	80%	Annually

Q = Quarterly

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Delivery Program 2023 - 2027

Income and expenditure - Children's services

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	Original 2022/23 \$'000	Budget 2023/24 \$'000	Projected 2024/25 \$'000	Projected 2025/26 \$'000	Projected 2026/27 \$'000
Income from continuing operations					
User charges and fees	14,021	14,740	15,227	15,729	16,201
Investment fees and revenues	-	-	-	-	-
Other revenues	4	4	4	4	4
Grants and contributions - operating purposes	2,126	2,416	2,476	2,538	2,602
Other income	-	-	-	-	-
Gains on disposal of assets	-	-	-	-	-
Total income from continuing operations	16,151	17,160	17,707	18,271	18,807
Expenses from continuing operations					
Employee benefits and oncosts	(12,503)	(13,666)	(14,162)	(14,676)	(15,136)
Borrowing costs	(7)	(6)	(6)	(5)	(4)
Materials and services	(2,237)	(2,062)	(2,079)	(2,096)	(2,137)
Depreciation and amortisation	(59)	(54)	(54)	(54)	(54)
Other expenses	-	-	-	-	-
Internal charges	(538)	(584)	(598)	(613)	(628)
Overhead allocation	(785)	(787)	(807)	(827)	(848)
Total expenses from continuing operations	(16,128)	(17,159)	(17,706)	(18,271)	(18,807)
Surplus/(deficit) from continuing operations	22	1	1	1	1

	Original 2022/23 \$'000	Budget 2023/24 \$'000	Projected 2024/25 \$'000	Projected 2025/26 \$'000	Projected 2026/27 \$'000
Income from capital grants and contributions					
Grants and contributions - capital purposes	-	-	-	-	-
Surplus/(deficit) from operations including capital grants and contributions	22	1	1	1	1
Rates and annual charges and reserves					
Rates and annual charges	-	-	-	-	-
Full time equivalent positions (FTE)	123.2	123.3			

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Library services



Supporting CSP Goals:

G7	G9
G12	G18

Service information

There are six branch libraries and four community libraries in the library service. Library services provides a range of collections both physical and digital that support literacy and lifelong learning. Library services also supports the delivery of inclusive and diverse events, programs and services that support community connection, digital literacy and wellbeing for all members of our community

Responsible business units

Library Services
Property

Ongoing services and programs:

- G7** Operate library services at Belrose,
- G9** Dee Why, Forestville, Mona Vale,
- G12** Manly and Warringah Mall
- G7** Support four community libraries
- G9**
- G12**
- G9** Manage physical collections, online
- G18** collections and databases
- G7** Provide a Home Library Service for
- G9** people with mobility and access restrictions
- G7** Provide programs, resources and
- G9** services that are inclusive and accessible across all age groups and abilities
- G7** Focus on youth engagement and
- G9** activities
- G9** Provide volunteering opportunities

Key projects

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Operational projects

CSP	Projects	2023/24	2024/25	2025/26	2026/27
G12	Review and implement opportunities for 24/7 access to the physical library space EM Library Services	•	•	•	•
G7 G9	Develop a Library Strategy				
G12	EM Library Services	•			

Capital - new

CSP	Projects	2023/24 \$'000	2024/25 \$'000	2025/26 \$'000	2026/27 \$'000
Community space and learning					
G7 G12	Library local priority grant purchases	169	36	36	36
Library upgrades					
G7 G11	Mona Vale Library - upgrades and new works	228	-	-	-
Total new works - Library services		397	36	36	36

Capital - renewal

Community space and learning					
G9	Library books - replacement	718	799	750	770
Library upgrades					
G12	Library buildings works program	160	160	161	169
Total renewal works - Library services		878	959	911	939

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Delivery Program 2023 - 2027

Performance measures

Performance measures	Result 2021/22	Target 2022/23	Target 2023/24	Frequency
No. library programs and activities	136 av. 454	400 1,600	400 1,600	Quarterly Annually
No. of physical visits to libraries	118,678 av. 470,000	175,000 700,000	175,000 700,000	Quarterly Annually
No. Home Library Service customers	557 av.	525	525	Quarterly
Satisfaction with library programs	81%	80%	80%	Annually
Satisfaction with Home Library Service	-*	80%	80%	Annually
Workload measures				Frequency
No. of events, programs and exhibitions that celebrate and reflect our commitment to diverse and inclusive programming	-*	-	-	Quarterly Annually

* Data not collected in 2021/22

Income and expenditure - Library services

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	Original 2022/23 \$'000	Budget 2023/24 \$'000	Projected 2024/25 \$'000	Projected 2025/26 \$'000	Projected 2026/27 \$'000
Income from continuing operations					
User charges and fees	151	121	125	130	133
Investment fees and revenues	-	-	-	-	-
Other revenues	92	131	131	132	133
Grants and contributions - operating purposes	799	826	847	868	889
Other income	-	-	-	-	-
Gains on disposal of assets	-	-	-	-	-
Total income from continuing operations	1,043	1,078	1,103	1,129	1,156
Expenses from continuing operations					
Employee benefits and oncosts	(7,800)	(8,056)	(8,349)	(8,652)	(8,922)
Borrowing costs	-	-	-	-	-
Materials and services	(1,174)	(1,423)	(1,508)	(1,596)	(1,686)
Depreciation and amortisation	(1,823)	(2,001)	(2,127)	(2,185)	(2,256)
Other expenses	(118)	(118)	(121)	(124)	(127)
Internal charges	(96)	(88)	(90)	(92)	(95)
Overhead allocation	(1,054)	(976)	(1,000)	(1,025)	(1,051)
Total expenses from continuing operations	(12,064)	(12,661)	(13,195)	(13,673)	(14,136)
Surplus/(deficit) from continuing operations	(11,022)	(11,583)	(12,091)	(12,544)	(12,981)

	Original 2022/23 \$'000	Budget 2023/24 \$'000	Projected 2024/25 \$'000	Projected 2025/26 \$'000	Projected 2026/27 \$'000
Income from capital grants and contributions					
Grants and contributions - capital purposes	162	169	36	36	36
Surplus/(deficit) from operations including capital grants and contributions	(10,859)	(11,414)	(12,056)	(12,508)	(12,945)
Rates and annual charges and reserves					
Rates and annual charges	11,022	11,583	12,091	12,544	12,981
Full time equivalent positions (FTE)	80.8	79.6			

Strategic land use planning



Supporting CSP Goals:

G1	G5	G9
G10	G11	G13
G15	G22	

Service information

This service sets the land-use planning direction for the local government area via the Local Strategic Planning Statement. We are responsible for the preparation and maintenance of local environmental plans and development control plans for the Northern Beaches. We prepare structure plans and place plans to manage growth and development,

along with responsibility for Council's development contribution framework, European heritage management, Aboriginal heritage management, urban design, and assessment of planning proposals.

The service is also responsible for leading the implementation of the following strategic documents:

- Local Strategic Planning Statement Towards 2040
- Avalon Place Plan
- Local Housing Strategy
- Affordable Housing Policy
- Affordable Housing Contribution Scheme
- Frenchs Forest Contributions Plan
- Frenchs Forest Hospital Precinct Plan
- Warriewood Valley Contributions Plan
- Northern Beaches Contributions Plan
- Voluntary Planning Agreement Management \Policy
- Public Space Vision and Design Guidelines.

Responsible business unit

Strategic and Place Planning

Ongoing services and programs:

- G5** Develop land use planning policies to
- G13** guide development
- G10** Assess planning proposals
- G5** Manage local environmental plans and development control plans
- G10** Prepare and update contribution plans
- G5** Protect Aboriginal and non-
- G9** Aboriginal heritage
- G1** Protect environmental heritage
- G5**
- G10** Urban design
- G11**
- G10** Prepare place plans and structure
- G11** plans
- G5** Manage land release areas
- G10**
- G22** Advocate for community needs with Greater Cities Commission, NSW Department of Planning and Environment and other stakeholders
- G19** Provide planning certificates

Key projects

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Operational projects

CSP	Projects	2023/24	2024/25	2025/26	2026/27
G5 G10	Prepare Northern Beaches local environmental plan, development control plan and associated studies	•	•	•	
G13	EM Strategic and Place Planning				
G10	Complete Brookvale Structure Planning and Rezoning – to revitalise Brookvale town centre	•	•		
G13	EM Strategic and Place Planning				
G11	Develop place plan for Mona Vale	•	•		
G13	EM Strategic and Place Planning				
G15					
G11	Develop place plan for Manly	•	•		
G13	EM Strategic and Place Planning				
G15					

Performance measures

Performance measures	Result 2021/22	Target 2022/23	Target 2023/24	Frequency
Planning proposals assessed in accordance with state government timeframes*:	75%	80%	80%	Annually
• basic proposal within 80 working days				
• standard proposal within 95 working days				
• complex proposal within 120 working days				

* Measured from lodgement of the planning proposal with Council via the Planning Portal to Council decision on whether the proposal should proceed for a Gateway determination.

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Delivery Program 2023 - 2027

Income and expenditure - Strategic land use planning

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	Original 2022/23 \$'000	Budget 2023/24 \$'000	Projected 2024/25 \$'000	Projected 2025/26 \$'000	Projected 2026/27 \$'000
Income from continuing operations					
User charges and fees	1,172	1,206	1,246	1,287	1,326
Investment fees and revenues	-	-	-	-	-
Other revenues	-	-	-	-	-
Grants and contributions - operating purposes	332	341	349	358	367
Other income	-	-	-	-	-
Gains on disposal of assets	-	-	-	-	-
Total income from continuing operations	1,503	1,547	1,595	1,645	1,693
Expenses from continuing operations					
Employee benefits and oncosts	(4,783)	(5,066)	(5,250)	(5,441)	(5,611)
Borrowing costs	-	-	-	-	-
Materials and services	(765)	(704)	(721)	(739)	(758)
Depreciation and amortisation	(55)	(55)	(58)	(60)	(62)
Other expenses	(715)	(728)	(746)	(765)	(784)
Internal charges	(213)	(233)	(239)	(245)	(251)
Overhead allocation	(430)	(450)	(461)	(473)	(485)
Total expenses from continuing operations	(6,961)	(7,237)	(7,477)	(7,723)	(7,951)
Surplus/(deficit) from continuing operations	(5,457)	(5,689)	(5,881)	(6,078)	(6,258)

	Original 2022/23 \$'000	Budget 2023/24 \$'000	Projected 2024/25 \$'000	Projected 2025/26 \$'000	Projected 2026/27 \$'000
Income from capital grants and contributions					
Grants and contributions - capital purposes	-	-	-	-	-
Surplus/(deficit) from operations including capital grants and contributions	(5,457)	(5,689)	(5,881)	(6,078)	(6,258)
Rates and annual charges and reserves					
Rates and annual charges	5,044	5,281	5,592	5,791	6,048
Transfer (to)/from reserves	413	409	289	287	211
Full time equivalent positions (FTE)	33.3	33.9			

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Development assessment



Supporting CSP Goals:

G5

G19

Service information

Council assesses development applications, modifications and reviews of determinations in line with local and state planning controls. This service also provides a development advisory service to assist applicants in preparing and lodging applications, and give general planning advice to our community.

Responsible business unit

Development Assessment

Ongoing services and programs:

- G5** Assess development applications and submissions, including coordinating internal and external specialist advice
- G5** Provide a pre-lodgement service for applicants
- G19** Maintain development application assessment systems in alignment with current legislation and government portals
- G19** Manage independent assessment panels – including the Northern Beaches Local Planning Panel, and the Design and Sustainability Review Panel
- G19** Manage the internal Development Determination Panel

Performance measures

Performance measures	Result 2021/22	Target 2022/23	Target 2023/24	Frequency
Average determination time of 90% of development applications, modifications and reviews (days)	58 (A)	< 75	< 75	Quarterly Annually
Outstanding development applications, modifications and reviews older than 100 days (since application received)	20% (A)	≤ 20%	≤ 20%	Quarterly Annually

A = Annually

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Delivery Program 2023 - 2027

Income and expenditure - Development assessment

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	Original 2022/23 \$'000	Budget 2023/24 \$'000	Projected 2024/25 \$'000	Projected 2025/26 \$'000	Projected 2026/27 \$'000
Income from continuing operations					
User charges and fees	3,550	3,688	3,810	3,936	4,054
Investment fees and revenues	-	-	-	-	-
Other revenues	-	-	-	-	-
Grants and contributions - operating purposes	-	-	-	-	-
Other income	-	-	-	-	-
Gains on disposal of assets	-	-	-	-	-
Total income from continuing operations	3,550	3,688	3,810	3,936	4,054
Expenses from continuing operations					
Employee benefits and oncosts	(5,589)	(5,757)	(5,966)	(6,183)	(6,376)
Borrowing costs	-	-	-	-	-
Materials and services	(584)	(764)	(783)	(802)	(822)
Depreciation and amortisation	(80)	(87)	(92)	(95)	(98)
Other expenses	-	-	-	-	-
Internal charges	(187)	(191)	(196)	(201)	(206)
Overhead allocation	(685)	(681)	(698)	(715)	(733)
Total expenses from continuing operations	(7,124)	(7,480)	(7,735)	(7,996)	(8,235)
Surplus/(deficit) from continuing operations	(3,574)	(3,791)	(3,925)	(4,060)	(4,181)

	Original 2022/23 \$'000	Budget 2023/24 \$'000	Projected 2024/25 \$'000	Projected 2025/26 \$'000	Projected 2026/27 \$'000
Income from capital grants and contributions					
Grants and contributions - capital purposes	-	-	-	-	-
Surplus/(deficit) from operations including capital grants and contributions	(3,574)	(3,791)	(3,925)	(4,060)	(4,181)
Rates and annual charges and reserves					
Rates and annual charges	3,574	3,711	3,925	4,060	4,181
Tfr (to)/from reserves	-	80			
Full time equivalent positions (FTE)	47.3	47.6			

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Environmental compliance



Supporting CSP Goals:

G1	G5
G8	G11
	G12

Service information

This service contributes to protecting the environment and keeping the community safe through education, regulation and enforcement activities relating to pollution, illegal development, fire safety, animal management, food safety and public health.

Responsible business unit

Environmental Compliance

Ongoing services and programs:

- G1** Investigation and enforcement of
- G5** illegal land use and building works
- G1** Investigation and enforcement of pollution and illegal dumping concerns
- G1** Inspecting wastewater systems
- G8** Deliver fire safety inspection programs
- G8** Certification services for buildings and swimming pool barriers
- G8** Protecting public health through proactive inspections in food safety, liquor licensing, skin penetration, public swimming pools and cooling towers
- G8** Environmental compliance advice and education initiatives, including food safety and environmental management
- G5** Investigating complaints on pollution,
- G8** noise, parking, companion animals and abandoned articles
- G12** Manage companion animals, including dog attacks, community education, registration/certification inspections, and patrolling off and on-leash prohibited dog areas

Key projects

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Performance measures - Environmental compliance

Performance measures	Result 2021/22	Target 2022/23	Target 2023/24	Frequency
All mandatory food inspections completed	69% (A)	100%	100%	Quarterly Annually
Respond to public safety and environmental concerns within 24 hours for urgent/high risk requests and within 10 days for non-critical requests	*	*	100%	Quarterly Annually
Follow up of outstanding enforcement actions at 60 days and 90 days	*	*	100%	Quarterly Annually
Respond to companion animal concerns within 24 hours for urgent/high risk requests	*	*	100%	Quarterly Annually
Workload measures				
Number of proactive companion animal patrols	101	-	-	Quarterly Annually
Number of companion animal investigations	2,716	-	-	Quarterly Annually
Number of swimming pool barrier inspections	391	-	-	Quarterly Annually
Number of responses to liquor application referrals from Liquor and Gaming NSW	83	-	-	Annually

* New measure, historical data not available

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Delivery Program 2023 - 2027

Income and expenditure - Environmental compliance

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	Original 2022/23 \$'000	Budget 2023/24 \$'000	Projected 2024/25 \$'000	Projected 2025/26 \$'000	Projected 2026/27 \$'000
Income from continuing operations					
User charges and fees	2,433	2,468	2,550	2,634	2,713
Investment fees and revenues	-	-	-	-	-
Other revenues	8,200	8,735	8,736	8,738	8,739
Grants and contributions - operating purposes	-	-	-	-	-
Other income	-	-	-	-	-
Gains on disposal of assets	-	-	-	-	-
Total income from continuing operations	10,633	11,203	11,286	11,372	11,452
Expenses from continuing operations					
Employee benefits and oncosts	(9,942)	(10,716)	(11,105)	(11,508)	(11,868)
Borrowing costs	-	-	-	-	-
Materials and services	(1,742)	(2,023)	(2,074)	(2,126)	(2,179)
Depreciation and amortisation	(155)	(169)	(179)	(184)	(191)
Other expenses	(2)	(2)	(2)	(2)	(2)
Internal charges	(723)	(762)	(781)	(801)	(821)
Overhead allocation	(1,211)	(1,130)	(1,159)	(1,188)	(1,217)
Total expenses from continuing operations	(13,773)	(14,803)	(15,300)	(15,809)	(16,278)
Surplus/(deficit) from continuing operations	(3,140)	(3,600)	(4,014)	(4,437)	(4,826)

	Original 2022/23 \$'000	Budget 2023/24 \$'000	Projected 2024/25 \$'000	Projected 2025/26 \$'000	Projected 2026/27 \$'000
Income from capital grants and contributions					
Grants and contributions - capital purposes	-	-	-	-	-
Surplus/(deficit) from operations including capital grants and contributions	(3,140)	(3,600)	(4,014)	(4,437)	(4,826)
Rates and annual charges and reserves					
Rates and annual charges	3,140	3,600	4,014	4,437	4,826
Full time equivalent positions (FTE)	91.8	99.4			

Parks and recreation



Supporting CSP Goals:

G5	G8	G11
G12	G15	G16
G20	G22	

Service information

This service manages and maintains recreational open space including playgrounds, sportsfields, rockpools, skate facilities, sports courts, public golf courses, town and village centres, dog off-leash areas, and gardens and parks, including Manly Warringah War Memorial (Manly Dam) and Narrabeen Lagoon State Parks.

The service is also responsible for tree management and lifeguards as well as implementing the following strategies and plans:

- Sportsground Strategy
- Open Space and Recreation Strategy and Action Plan
- Plans of management for various reserves
- Place plans and masterplans for various town centres and reserves

Responsible business units

Parks and Recreation
Property
Capital Projects

Ongoing services and programs:

- G5** Manage trees on public land, requests for pruning or removal of trees on private land, and the planting of 5,000 trees per annum on public land
- G8** Provide a professional beach lifeguard service
- G11** Manage and maintain commercial centres and town villages
- G12** Implement strategies, policies and plans for sports, recreation and open space, including plans of management, masterplans and place plans
- G12** Manage and renew open spaces such as sportsgrounds, parks, playgrounds, skate parks, walking trails, rockpools and beaches
- G12** Manage open space bookings, licences and leases of sportsfields and facilities
- G22** Administer the Sports and Recreation Infrastructure Grants Program
- G12** Develop strategies, policies and
- G20** plans for sports, recreation and open space, including plans of management and master plans

Key projects

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Operational projects

CSP	Projects	2023/24	2024/25	2025/26	2026/27
G12	Develop the Indoor Sport and Recreation Strategy and action plan EM Parks and Recreation	•			
G12	Install lighting and irrigation at Freshwater High School sportsfield EM Parks and Recreation	•	•		
G12	Finalise the Tree Canopy Plan EM Parks and Recreation	•			
G12	Partner with the Department of Education to deliver community sports facilities at Forest High School EM Parks and Recreation			•	

Operational Plan and Budget 2023/2024

Capital - new

CSP	Projects	2023/24 \$'000	2024/25 \$'000	2025/26 \$'000	2026/27 \$'000
Foreshore and building improvements					
G12	Freshwater Beach Masterplan implementation	1,277	500	800	-
G12	Manly Life Saving Club	1,500	3,200	4,000	1,000
G12	Little Manly Beach Masterplan Implementation	115	-	-	-
G12	Clontarf Masterplan implementation	200	500	1,500	-
G12	Warriewood Beach foreshore upgrades	306	-	-	-
Playground improvements					
G12	Griffith Park Playground Upgrade	111	-	-	-
G12	Trafalgar Park, Newport playground upgrade	160	-	-	-
G12	Dee Why Beach (Michaela Howie) playground upgrade	208	-	-	-
G12	Parkes Reserve, Collaroy Plateau playground	-	-	-	150
G12	Fielding Reserve, Collaroy new playground	50	-	-	-
G12	Outdoor gyms - Dee Why and Manly Beach	-	330	-	-
Recreational trails					
G12 G16	McKillop Park, Freshwater boardwalk	736	700	-	-
G12 G16	Manly Dam boardwalk	1,966	-	-	-
G12 G16	Manly Dam mountain bike trail upgrade	1,000	-	-	-

Capital - new cont

CSP	Projects	2023/24 \$'000	2024/25 \$'000	2025/26 \$'000	2026/27 \$'000	CSP	Projects	2023/24 \$'000	2024/25 \$'000	2025/26 \$'000	2026/27 \$'000
Reserve and park improvements						Sportsgrounds improvements					
G12	Warriewood Valley - public space and recreation	100	220	3,880	-	G12	Sports Club Capital Assistance Program	160	100	100	100
G12	Reserve - new pathway and lighting program	-	-	-	300	G12	All weather sportsfield upgrades	-	-	-	200
G12	Frenchs Forest Precinct park upgrades	5,427	-	-	-	G12	Warringah Recreation Centre, North Manly upgrades	3,026	4,003	-	-
G9 G12	Ivanhoe Park Masterplan Implementation	147	-	-	500	G12	Aquatic Reserve, Frenchs Forest sportsfield lighting	50	-	-	-
G12	Lynne Czinner Park, Warriewood new park	757	750	-	-	G12	Seaforth Bike Park	30	500	-	-
G12	Beverly Job Reserve, Narrabeena youth space	200	-	-	-	G12	New basketball facilities	129	200	-	-
G12	Governor Phillip Reserve, Palm Beach Masterplan implementation	-	-	100	750	Town centre and village upgrades					
G12	North Narrabeen Reserve Masterplan implementation	-	-	-	110	G11 G15	Commercial centre upgrade program	442	-	1,000	1,000
G12	Catherine Park, Scotland Island	-	-	-	300	G11 G15	Triangle Park North - Dee Why Town Centre	1,200	-	-	-
G9 G12	Manly Dam Memorial Shelter and Accessibility Works	327	-	-	-	Total new works - Parks and recreation					
								19,623	11,003	11,380	4,410

Capital - renewal

CSP	Projects	2023/24 \$'000	2024/25 \$'000	2025/26 \$'000	2026/27 \$'000
Foreshore and building improvements					
G12	Foreshore renewal program	729	788	1,560	2,130
G12	Rockpool renewal program	480	793	741	910
G12	Dinghy storage	60	40	40	40
G12	Tidal pools refurbishment	589	487	50	500
G12	Surf Life Saving Club minor renewal works	1,000	900	900	1,000
G12	South Collaroy foreshore renewal	1,000	-	-	-
G12	Bayview seawall and path	1,142	-	-	-
Playground improvements					
G12	Playground renewal program	743	605	773	1,033
Recreational trails					
G12	Recreational trail renewal program	474	203	430	420

CSP	Projects	2023/24 \$'000	2024/25 \$'000	2025/26 \$'000	2026/27 \$'000
Reserves and parks improvements					
G12	Reserve renewal program	441	368	634	662
Sportsgrounds improvements					
G12	Sportsfield renewal program	815	1,325	1,630	1,445
Town centre and village upgrades					
G12	Commercial centre renewal	482	600	614	818
G11	Balgowlah commercial centre renewal	-	-	-	460
Total renewal works - Parks and recreation		7,956	6,110	7,371	9,418

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Performance measures

Performance measures	Result 2021/22	Target 2022/23	Target 2023/24	Frequency
Rockpools cleaned weekly during summer season and every two weeks outside of summer	96%	95%	95%	Quarterly Annually
Sportsfields mowed weekly in summer playing season and monthly in winter	86%	95%	95%	Quarterly Annually
Number of trees planted on public land per year	8,625	5,000	5,000	Annually
Availability of sportsfields out of school hours (playing hours/week)	4,507	4,405	4,800	Annually
Workload measures				Frequency
Number of preventative actions by professional lifeguards on patrolled beaches	317,444 (A)	-	-	Quarterly Annually

A = Annually

Income and expenditure - Parks and recreation

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	Original 2022/23 \$'000	Budget 2023/24 \$'000	Projected 2024/25 \$'000	Projected 2025/26 \$'000	Projected 2026/27 \$'000
Income from continuing operations					
User charges and fees	2,534	2,465	2,547	2,631	2,710
Investment fees and revenues	-	-	-	-	-
Other revenues	286	560	574	589	603
Grants and contributions - operating purposes	1,097	662	208	213	219
Other income	2	3	3	3	3
Gains on disposal of assets	-	-	-	-	-
Total income from continuing operations	3,920	3,690	3,332	3,436	3,535
Expenses from continuing operations					
Employee benefits and oncosts	(13,414)	(14,241)	(14,758)	(15,294)	(15,773)
Borrowing costs	-	-	-	-	-
Materials and services	(15,100)	(15,260)	(15,686)	(17,819)	(16,379)
Depreciation and amortisation	(6,315)	(7,387)	(7,852)	(8,065)	(8,328)
Other expenses	(256)	(256)	(263)	(269)	(276)
Internal charges	(1,454)	(1,649)	(1,690)	(1,733)	(1,776)
Overhead allocation	(3,826)	(3,999)	(4,099)	(4,202)	(4,307)
Total expenses from continuing operations	(40,366)	(42,792)	(44,349)	(47,382)	(46,838)
Surplus/(deficit) from continuing operations	(36,447)	(39,102)	(41,017)	(43,946)	(43,303)

	Original 2022/23 \$'000	Budget 2023/24 \$'000	Projected 2024/25 \$'000	Projected 2025/26 \$'000	Projected 2026/27 \$'000
Income from capital grants and contributions					
Grants and contributions - capital purposes	5,826	12,674	4,629	3,000	-
Surplus/(deficit) from operations including capital grants and contributions	(30,621)	(26,428)	(36,388)	(40,946)	(43,303)
Rates and annual charges and reserves					
Rates and annual charges	36,421	38,936	40,667	41,946	43,303
Transfer (to)/from reserves	25	166	350	2,000	-
Full time equivalent positions (FTE)	144.8	144.7			

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Delivering on community priorities: Economic

Community outcome:

Vibrant local economy

Our community aspires to create a thriving and vibrant local economy where traditional and new industries are supported and local career, training and education opportunities are expanded.

Community outcome:

Transport, technology and connectivity

Our community aspires to be connected locally, regionally and globally through seamless transport and innovative technologies.

Services

- Economic development, events and engagement
- Transport, traffic and active travel
- Property and facilities



Economic snapshot

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\$ 18.41b

(GRP) Size of local economy



32,361

Local businesses



110,244

Local jobs
(NIEIR 2020)



>\$954m

Roads and transport
infrastructure managed



>300

Clients for business support
advice annually



>13,000

Subscribers to Beaches
Biz News emails



>470

Leases and licences over Council
properties managed annually



844km

of local roads



39

Public wharves managed by
Council – harbour and Pittwater



117

Public Wi-Fi access
points supported



>7,200

Pay and display parking
spaces managed



>83,000

public amenity cleaning
services annually

Economic development, events and engagement



Supporting CSP Goals:

G7	G9	G11
G12	G13	G14
G15	G20	G21

Service information

Supporting the vibrancy and success of our village and town centres, celebrating all facets of the community with events and festivals, and engaging our community through the provision of information.

Our local businesses are supported by a Business Concierge Service and through strong partnerships with local business

chambers. We promote the Northern Beaches as an exciting visitor destination and deliver effective and engaging visitor services.

We plan and deliver community engagement online and in person, to support good governance and effective decision making on a wide range of projects. The service manages Council websites, content creation, event and service promotion, media management, and provides in-house graphic design and signage management services.

The service is also responsible for leading the implementation of the following strategic documents:

- Economic Development Strategy (Draft)
- Destination Management Plan
- Events Strategy
- Guide to Events on the Northern Beaches
- Accessible Events Guidelines
- Community Engagement Framework
- Community Participation Plan.

Responsible business unit

Community Engagement & Communications
Planning & Place
Capital Works
Parks & Recreation

Ongoing services and programs

- G9** Deliver webinars and workshops to support local businesses
- G7** Deliver major community and civic events
- G13** Enhance economic development and
- G14** tourism initiatives and projects
- G15**
- G13** Support and promote local businesses and industry and sustainable business practices
- G15** Enhance tourism through initiatives and projects
- G15** Provide place making projects,
- G11** liaison, networks, events, and activities
- G20** Manage website and promotion of services, programs, and events, as well as media and communications
- G21** Deliver community engagement services and community liaison

Key projects

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Operational projects

CSP	Projects	2023/24	2024/25	2025/26	2026/27
G15	Develop an annual Placemaking Activation Grants Program Director Planning & Place	•	•	•	•
G21	Continue rollout of Community Engagement Training Program EM Community Engagement and Communications	•	•	•	•
G7	Review and update Events Strategy EM Community Engagement and Communications		•		

Capital - new

CSP	Projects	2023/24 \$'000	2024/25 \$'000	2025/26 \$'000	2026/27 \$'000
Town and village centre activations					
G12	Manly laneways	-	-	-	650
G12	Avalon Place Plan implementation	550	800	-	-
Total new works - Economic development, events and engagement		550	800	-	650

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Performance measures

Performance measures	Result 2021/22	Target 2022/23	Target 2023/24	Frequency
High level projects have a completed Community Engagement Plan and Report (levels 1-3)	100%	100%	100%	Quarterly
Average No. of website visits per month	326,766 av.	330,000	330,000	Quarterly
Decisions on all Council project engagements are communicated to the community within 30 days	90%	85%	85%	Quarterly Annually
Satisfaction with Council's key community events	84%	80%	80%	Annually
Satisfaction with Council's business events	-*	80%	80%	Annually

* Survey not conducted in 2021/22

Income and expenditure - Economic development, events and engagement

85

	Original 2022/23 \$'000	Budget 2023/24 \$'000	Projected 2024/25 \$'000	Projected 2025/26 \$'000	Projected 2026/27 \$'000
Income from continuing operations					
User charges and fees	357	121	125	129	133
Investment fees and revenues	-	-	-	-	-
Other revenues	552	626	641	657	674
Grants and contributions - operating purposes	-	-	-	-	-
Other income	-	-	-	-	-
Gains on disposal of assets	-	-	-	-	-
Total income from continuing operations	909	747	766	787	807
Expenses from continuing operations					
Employee benefits and oncosts	(5,686)	(6,758)	(7,003)	(7,258)	(7,485)
Borrowing costs	-	-	-	-	-
Materials and services	(3,500)	(3,404)	(3,489)	(3,576)	(3,665)
Depreciation and amortisation	(72)	(73)	(77)	(80)	(82)
Other expenses	(609)	(462)	(473)	(485)	(497)
Internal charges	(190)	(207)	(212)	(217)	(222)
Overhead allocation	(1,247)	(1,137)	(1,166)	(1,195)	(1,225)
Total expenses from continuing operations	(11,304)	(12,040)	(12,420)	(12,810)	(13,176)
Surplus/(deficit) from continuing operations	(10,395)	(11,293)	(11,654)	(12,023)	(12,369)

	Original 2022/23 \$'000	Budget 2023/24 \$'000	Projected 2024/25 \$'000	Projected 2025/26 \$'000	Projected 2026/27 \$'000
Income from capital grants and contributions					
Grants and contributions - capital purposes	-	-	-	-	-
Surplus/(deficit) from operations including capital grants and contributions	(10,395)	(11,293)	(11,654)	(12,023)	(12,369)
Rates and annual charges and reserves					
Rates and annual charges	10,395	11,293	11,654	12,023	12,369
Full time equivalent positions (FTE)	46.4	51.6			

Transport, traffic and active travel



Supporting CSP Goals:

G16	G17	G19
G22		

Service information

This service manages and maintains Council's local road network, including footpaths, kerbs and gutters, bus shelters, guard rails, bridges, causeways, retaining walls, pedestrian crossings, roundabouts and bike paths. We also manage Council car parks and parking stations, wharves, boat ramps, and tidal pools. Road safety and the Hop, Skip Jump community buses are also provided within this service.

This service is also responsible for leading the implementation of the following strategies and plans:

- Northern Beaches Transport Strategy
 - Walking Plan
 - Bike Plan
 - Electric Vehicle Charging Infrastructure Plan
 - Pedestrian Access and Mobility Plans.

Responsible business units

Transport and Civil Infrastructure
Capital Projects
Property

Ongoing services and programs

- G16** Plan and deliver road-related infrastructure on local roads
- G16** Maintain and renew road-related infrastructure assets
- G17** Maintain and renew car parking facilities
- G17** Manage the supply of public parking, including beach/foreshore reserve car parks and parking stations
- G17** Plan and deliver shared/cycling paths and bike storage facilities
- G16** Manage and install traffic facilities on local roads
- G16** Manage wharves, jetties and tidal pools in Pittwater and Sydney Harbour
- G17** Develop and implement effective road safety campaigns and programs
- G16** Provide public bus shelters and stops, as well as the Hop Skip Jump community bus service
- G22** Lobby and partner Government to improve transport outcomes for the road network, active travel and public transport

Key projects

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Operational

CSP	Projects	2023/24	2024/25	2025/26	2026/27
G16	Develop a Parking Plan to support the				
G17	Transport Strategy	•			
G22	EM Transport and Civil Infrastructure				
G16	Develop a Public Transport Plan to support the				
G17	Transport Strategy		•		
G22	EM Transport and Civil Infrastructure				
G16	Develop a Freight Plan to support the Transport				
G17	Strategy			•	
G22	EM Transport and Civil Infrastructure				
G17	Plan and deliver parking and technology				
	infrastructure across the area	•	•	•	•
	EM Transport and Civil Infrastructure				
G16	Undertake a review of the community transport				
G17	service	•	•		
	EM Transport and Civil Infrastructure				
G16	Implement the Regional and Local Roads Repair				
	Program	•			
	EM Transport and Civil Infrastructure				
G16	Create an Active Transport Corridor between				
	Beacon Hill and Davidson	•			
	EM Transport and Civil Infrastructure				



Capital - new

CSP	Projects	2023/24 \$'000	2024/25 \$'000	2025/26 \$'000	2026/27 \$'000	CSP	Projects	2023/24 \$'000	2024/25 \$'000	2025/26 \$'000	2026/27 \$'000
Active travel – cycleways and footpaths						Road and related infrastructure upgrades					
G16	New footpaths	4,164	1,500	500	500	G17	New traffic facilities	1,290	700	800	800
G16	Connecting Communities - footpaths programs	948	-	-	-	G17	Scotland Island roads and drainage improvements	153	157	161	164
G16	Connecting Communities - cycleways program	2,706	2,500	-	-	G17	Warriewood Valley - traffic and transport infrastructure	1,300	3,000	500	500
G16	Fern Creek Bridge and Shared Paths	590	-	-	-	G17	Church Point - new infrastructure	994	863	-	-
G16	Shared path from B-line stop to Boondah Road, Warriewood	164	-	-	-	G17	Kerb and gutter - new works	300	300	200	200
G16 G17	Queenscliff Headland access ramp	880	-	-	-	G17	Traffic facility delivery - accelerated	200	-	-	-
G16 G17	Dee Why Beach secure bike storage	55	-	-	-	G8 G17	Safer schools infrastructure	415	-	-	-
G16 G17	Pedestrian and cyclist bridge Pittwater Road, Queenscliff	1,161	2,000	-	-	Wharf upgrades					
Car parks and parking stations						G17	Church Point commuter wharf expansion	50	260	-	-
G9 G16	Accessible Parking Infrastructure	359	-	-	-	Total new works - Transport, traffic and active travel					
								15,729	11,280	2,161	2,164

Capital - renewal

CSP	Projects	2023/24 \$'000	2024/25 \$'000	2025/26 \$'000	2026/27 \$'000
Active travel – cycleways and footpaths					
G16	Footpath renewal works	1,269	1,251	1,281	1,459
Car parks and parking stations					
G16	Car park renewal works	240	286	390	832
G16	Multi storey car park renewal works	100	100	100	100
Plant and fleet					
G16	Major plant renewal	2,906	2,058	3,961	4,977
G16	Light fleet renewal	4,276	4,396	4,961	4,797
Road and related infrastructure upgrades					
G16	Bus stop renewal works	89	94	-	112
G16	Kerb and gutter renewal works	1,147	1,101	1,203	1,756
G16	Retaining wall renewal works	1,805	1,114	1,057	1,107
G16	Road resheeting program	6,805	7,060	7,797	9,034
G16	Bridge renewal works	715	818	1,022	80
Wharf upgrades					
G16	Wharves works program	1,947	1,060	1,290	162
Total renewal works - Transport, traffic and active travel		21,298	19,339	23,062	24,415

Operational Plan and Budget 2023/2024

Performance measures

Performance measures	Result 2021/22	Target 2022/23	Target 2023/24	Frequency
Number of community road safety events/sessions held	3 (Q1) 3 (Q2) 3 (Q3) 2 (Q4) 9 (A)	10 (Q1) 6 (Q2) 4 (Q3) 4 (Q4) 24 (A)	10 (Q1) 6 (Q2) 4 (Q3) 4 (Q4) 24 (A)	Quarterly Annually
Condition of local roads (average pavement condition: % rated very good to satisfactory)	94%	90%	90%	Annually
Length of road pavement re-sheeted to address pavement condition (m)	13,000	13,200	6,600	Annually
Length of active travel asset renewals completed (m) - footpaths, shared paths and bike paths	1,205	3,000	2,300	Annually
Growth in active travel network - new works (m) - footpaths, shared paths and bike paths	8,400	9,300	8,700	Annually

A = Annually, Q = Quarterly

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Delivery Program 2023 - 2027

Income and expenditure - Transport, traffic and active travel

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	Original 2022/23 \$'000	Budget 2023/24 \$'000	Projected 2024/25 \$'000	Projected 2025/26 \$'000	Projected 2026/27 \$'000
Income from continuing operations					
User charges and fees	17,497	18,418	18,655	18,903	18,909
Investment fees and revenues	-	-	-	-	-
Other revenues	952	991	1,016	1,041	1,067
Grants and contributions - operating purposes	4,142	12,661	4,540	4,590	4,640
Other income	10	10	10	11	11
Gains on disposal of assets	457	395	266	324	324
Total income from continuing operations	23,059	32,475	24,487	24,868	24,951
Expenses from continuing operations					
Employee benefits and oncosts	(13,270)	(13,664)	(14,040)	(14,550)	(15,005)
Borrowing costs	-	-	-	-	-
Materials and services	(14,040)	(23,836)	(16,372)	(16,867)	(17,396)
Depreciation and amortisation	(15,485)	(16,786)	(17,844)	(18,327)	(18,924)
Other expenses	-	-	-	-	-
Internal charges	8,085	8,641	8,857	9,078	9,305
Overhead allocation	(3,739)	(3,813)	(3,909)	(4,006)	(4,106)
Total expenses from continuing operations	(38,449)	(49,466)	(43,317)	(44,680)	(46,135)

	Original 2022/23 \$'000	Budget 2023/24 \$'000	Projected 2024/25 \$'000	Projected 2025/26 \$'000	Projected 2026/27 \$'000
Surplus/(deficit) from continuing operations	(15,390)	(16,992)	(18,830)	(19,812)	(21,184)
Income from capital grants and contributions					
Grants and contributions - capital purposes	13,663	11,400	6,378	1,877	1,877
Surplus/(deficit) from continuing operations including capital grants and contributions	(1,727)	(5,591)	(12,452)	(17,934)	(19,307)
Rates and annual charges and reserves					
Rates and annual charges	15,390	16,822	18,830	19,812	21,184
Transfer (to)/from reserves	-	170	-	-	-
Full time equivalent positions (FTE)	128.4	125.4			

Property and facilities



Supporting CSP Goals:

G2	G5	G6
G8	G9	G11
G12	G15	G17
G19	G20	G22

Service information

This service maintains Council's community and civic buildings, including surf clubs, aquatic centres, library buildings, community centres, arts venues, offices, public toilets, holiday accommodation facilities at Sydney Lakeside Holiday Park and Currawong, and two cemeteries. We also manage leases and licences of public land including outdoor dining.

This service is also responsible for leading the implementation of the Property Management Framework.

Responsible business units

Property
Recreation Business

Ongoing services and programs

- G12** Operate Manly Andrew 'Boy' Charlton Aquatic Centre and Warringah Aquatic Centre
- G11** Manage facilities within villages
- G12** and town centres, including public facilities, surf life saving club buildings, community centres and public amenities
- G12** Plan, design and deliver new Council
- G22** buildings and community facilities
- G11** Maintain, operate, and clean Council
- G12** buildings and public amenities
- G15** Oversee Sydney Lakeside Holiday Park and Currawong holiday accommodation
- G15** Manage and monitor outdoor dining
- G11**
- G19** Manage leases and licences of Council property
- G19** Manage and maintain cemeteries
- G19** Manage Council land register

Key projects

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Operational projects

CSP	Projects	2023/24	2024/25	2025/26	2026/27
G12	Focused improvement of Surf Life Saving Club facilities EM Property	•	•	•	•
G9	Implement priority accessibility improvements to property assets EM Property	•	•	•	•
G11	Continue to improve the provision and cleanliness of public amenities EM Property	•	•	•	•

Capital - new

CSP	Projects	2023/24 \$'000	2024/25 \$'000	2025/26 \$'000	2026/27 \$'000
Emergency buildings program					
G2 G8	Terrey Hills Emergency Services Headquarters	139	-	-	-
Public amenities improvements					
G9 G12	West Esplanade, Manly accessible amenity	46	286	-	-
G11 G12	Little Manly Point Amenity	400	-	-	-
G12	Freshwater Beach amenities	300	900	-	-
Total new works - Active travel – Property and facilities		885	1,186	-	-

Capital - renewal

CSP	Projects	2023/24 \$'000	2024/25 \$'000	2025/26 \$'000	2026/27 \$'000
Aquatic centre improvements					
G12	Warringah Aquatic Centre renewal works	90	160	171	175
G12	Manly Aquatic Centre renewal works	135	166	216	221
Cemetery works					
G20	Mona Vale Cemetery works program	300	150	150	150
Civic building and compliance works					
G5 G6	Operational buildings works program	150	500	500	550
G5 G12	Sport buildings works program	1,194	1,138	1,325	1,390
G5 G12	Beach buildings works program	202	78	307	285
G5 G9	Disability access compliance works (DDA)	150	150	215	250
G5 G9 G12	Building Code of Australia compliance works (BCA)	201	-	254	255
G5 G12	Sydney Lakeside Holiday Park, North Narrabeen renewal works	300	200	200	200
G5 G12	Pittwater Golf Driving Range, Warriewood renewal works	50	50	50	50
G5 G6	Cromer Depot improvement plan works	-	150	150	150

Emergency buildings program					
G2 G8	Emergency buildings works program	150	150	150	150
Public amenities improvements					
G8 G12	Public amenities works program	1,000	644	1,087	1,219
Total renewal works - Property and facilities		3,922	3,536	4,774	5,045

Performance measures

Performance measures	Result 2021/22	Target 2022/23	Target 2023/24	Frequency
Availability of Council buildings: % available for use by the community (not programmed for maintenance/ upgrade)	99.8%	100%	100%	Quarterly Annually
Total visitation to swim centres (Manly & Warringah aquatic centres)	0 (Q1) 174,321 (Q2) 239,640 (Q3) 182,791 (Q4) 596,772 (A)	184,300 (Q1) 231,800 (Q2) 251,750 (Q3) 174,900 (Q4) 842,750 (A)	184,300 (Q1) 231,800 (Q2) 251,750 (Q3) 174,900 (Q4) 842,750 (A)	Quarterly Annually
Learn to Swim attendance (Manly & Warringah aquatic centres)	70,193	90,400	90,400	Annually

A = Annually, Q = Quarterly

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Delivery Program 2023 - 2027

Income and expenditure - Property and facilities

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	Original 2022/23 \$'000	Budget 2023/24 \$'000	Projected 2024/25 \$'000	Projected 2025/26 \$'000	Projected 2026/27 \$'000
Income from continuing operations					
User charges and fees	18,396	20,700	21,383	21,989	22,546
Investment fees and revenues	-	-	-	-	-
Other revenues	4,062	4,196	4,289	4,386	4,483
Grants and contributions - operating purposes	-	-	-	-	-
Other income	9,559	9,560	9,799	10,044	10,295
Gains on disposal of assets	-	-	-	-	-
Total income from continuing operations	32,017	34,456	35,471	36,419	37,324
Expenses from continuing operations					
Employee benefits and oncosts	(12,232)	(13,174)	(13,652)	(14,148)	(14,591)
Borrowing costs	-	-	-	-	-
Materials and services	(21,829)	(23,077)	(23,708)	(24,388)	(25,031)
Depreciation and amortisation	(7,613)	(8,578)	(9,119)	(9,365)	(9,671)
Other expenses	(228)	(246)	(252)	(259)	(265)
Internal charges	(319)	(353)	(361)	(370)	(380)
Overhead allocation	(4,774)	(4,941)	(5,065)	(5,191)	(5,321)
Total expenses from continuing operations	(46,994)	(50,370)	(52,158)	(53,722)	(55,258)
Surplus/(deficit) from continuing operations	(14,977)	(15,913)	(16,687)	(17,303)	(17,934)
Income from capital grants and contributions					
Grants and contributions - capital purposes	3,161	139	-	-	-

Operational Plan and Budget 2023/2024

	Original 2022/23 \$'000	Budget 2023/24 \$'000	Projected 2024/25 \$'000	Projected 2025/26 \$'000	Projected 2026/27 \$'000
Surplus/(deficit) from operations including capital grants and contributions	(11,816)	(15,774)	(16,687)	(17,303)	(17,934)
Rates and annual charges and reserves					
Rates and annual charges	15,217	16,044	16,824	17,313	17,896
Transfer (to)/from reserves	(240)	(130)	(137)	(10)	38
Full time equivalent positions (FTE)	90.5	96.3			

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Delivering on community priorities: Civic

Community outcome:

Good governance

Our community aspires to have a Council that is trusted, respected and responsive to the needs of the Northern Beaches community.

Community outcome:

Partnerships and participation

Our community aspires to achieve better outcomes through genuine engagement and collaboration

Services

- Customer service
- Governance and assurance services
- Corporate support services



Civic snapshot

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Local Councillors



21,000

On the community
engagement register



83,000

Visits to Yoursay



7

People on the Audit and
Risk Committee



11

Ordinary Council
meetings annually



3

Budget reviews
annually



5

Audit and Risk Committee
meetings annually



>1,500

Layers of data on our spatial
information platform



>63,000

Records enquiries and
actions from incoming
correspondence annually



93%

Of correspondence replied
to within 10 days



45

Major contracts over \$150,000
managed each year

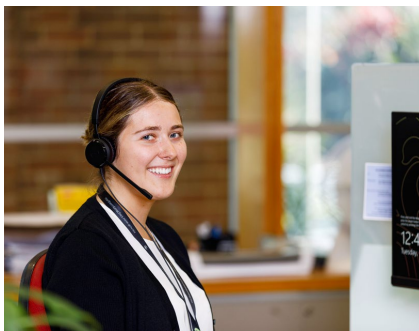


>70

Government Information (Public
access) Act applications annually

100

Customer service



Supporting CSP Goals:

G18

G20

Service information

Customer Service is a one stop shop for Council information, providing a friendly and professional service for management of customer requests and transactions. Everyone is welcome at our customer service centres and our phones are staffed 24 hours a day, seven days a week.

This service is also responsible for the implementation of the following key strategy and plans:

- Customer Experience Strategy
- Customer Charter
- Privacy Management Plan

Responsible business unit

Early Learning and Customer Service

Ongoing services and programs

- G20** Develop a customer-centric culture across the organisation
- G20** Provide customer service centres at Avalon, Dee Why, Manly and Mona Vale
- G20** Manage the customer relationship management system
- G20** Provide frontline complaints resolution and referrals

Key projects

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Operational projects

CSP	Projects	2023/24	2024/25	2025/26	2026/27
G20	Develop and implement a consistent feedback approach across all customer contact channels EM Early Learning and Customer Service	•	•	•	•
G20	Improve and review the customer portal to enhance accessibility EM Early Learning and Customer Service	•	•	•	•
G20	Develop a new Customer Experience Strategy	•			

Performance measures

Performance measures	Result 2021/22	Target 2022/23	Target 2023/24	Frequency
Customer requests conducted online	38% av.	30%	30%	Quarterly
Calls answered within 30 seconds	83% av.	80%	80%	Quarterly
Telephone enquiries resolved on first call	78%	75%	75%	Annually
Satisfaction with customer service calls	98%	85%	85%	Annually
Satisfaction with customer online requests (on lodgement)	88%	80%	80%	Annually
Workload measures	Frequency			
No. calls to Customer Service 1300 434 434	166,956	-	-	Quarterly
No. enquiries received at counters and by mail, email and online requests	79,080	-	-	Quarterly

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Delivery Program 2023 - 2027

Income and expenditure - Customer service

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	Original 2022/23 \$'000	Budget 2023/24 \$'000	Projected 2024/25 \$'000	Projected 2025/26 \$'000	Projected 2026/27 \$'000
Income from continuing operations					
User charges and fees	4	-	-	-	-
Investment fees and revenues	-	-	-	-	-
Other revenues	-	-	-	-	-
Grants and contributions - operating purposes	-	-	-	-	-
Other income	-	-	-	-	-
Gains on disposal of assets	-	-	-	-	-
Total income from continuing operations	4	-	-	-	-
Expenses from continuing operations					
Employee benefits and oncosts	(4,296)	(4,229)	(4,383)	(4,542)	(4,684)
Borrowing costs	-	-	-	-	-
Materials and services	(192)	(217)	(223)	(228)	(234)
Depreciation and amortisation	(67)	(69)	(73)	(75)	(77)
Other expenses	-	-	-	-	-
Internal charges	746	783	803	823	843
Overhead allocation	(589)	(611)	(626)	(642)	(658)
Total expenses from continuing operations	(4,397)	(4,343)	(4,502)	(4,665)	(4,810)
Surplus/(deficit) from continuing operations	(4,393)	(4,343)	(4,502)	(4,665)	(4,810)

	Original 2022/23 \$'000	Budget 2023/24 \$'000	Projected 2024/25 \$'000	Projected 2025/26 \$'000	Projected 2026/27 \$'000
Income from capital grants and contributions					
Grants and contributions - capital purposes	-	-	-	-	-
Surplus/(deficit) from operations including capital grants and contributions	(4,393)	(4,343)	(4,502)	(4,665)	(4,810)
Rates and annual charges and reserves					
Rates and annual charges	4,393	4,343	4,502	(4,665)	4,810
Full time equivalent positions (FTE)	40.9	41.1			

Governance and assurance services



Supporting CSP Goals:

G19 G20

Service information

This service provides secretariat and high-level administrative functions, claims management, in-house legal and advisory services to Council, sub committees and the Audit, Risk and Improvement Committee. We deliver the internal audit program and manage complaints about staff behaviour and Council processes. This service is also responsible for implementing Council's Governance Framework and internal audit plans.

Responsible business units

Governance and Risk
Office of General Counsel
Internal Audit and Complaints Resolution

Ongoing services and programs

- G19** Corporate governance, Council meetings and reports and administrative support to Councillors
- G19** Maintain registers on delegations, policies, disclosures of interest and community committees
- G19** Enterprise risk management, compliance program
- G19** Manage business continuity planning
- G19** Provide corporate legal services
- G19** Provide internal audit services
- G19** Manage complaints and **G20** investigations
- G19** Provide organisational code of **G20** conduct training
- G19** Secretariat services to Council's Audit, Risk and Improvement Committee and sub committees of Council
- G19** Provide probity and corruption risk management advice and assistance to staff
- G19** Insurance claims management and insurance program

Key projects

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Operational projects

CSP	Projects	2023/24	2024/25	2025/26	2026/27
G19	Support the local government election EM Governance and Risk		•		
G19 G20	Coordinate induction of the newly elected Council EM Governance and Risk		•		

Performance measures

Performance measures	Result 2021/22	Target 2022/23	Target 2023/24	Frequency
Council meeting minutes finalised and published within three working days of meetings	100%	100%	100%	Quarterly
Enterprise risk registers reviewed and current	100%	100%	100%	Quarterly Annually
Internal audits undertaken in line with Strategic Internal Audit Plan	100%	80%	80%	Quarterly Annually
Compliance with Governance Framework to meet Governance statutory requirements	100%	100%	100%	Annually
Workload measures	Frequency			
Number of complaints	356	-	-	Annually
Number of compliments	178	-	-	Annually

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Delivery Program 2023 - 2027

Income and expenditure - Governance and assurance services

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	Original 2022/23 \$'000	Budget 2023/24 \$'000	Projected 2024/25 \$'000	Projected 2025/26 \$'000	Projected 2026/27 \$'000		Original 2022/23 \$'000	Budget 2023/24 \$'000	Projected 2024/25 \$'000	Projected 2025/26 \$'000	Projected 2026/27 \$'000
Income from continuing operations						Income from capital grants and contributions					
User charges and fees	-	-	-	-	-	Grants and contributions - capital purposes	-	-	-	-	-
Investment fees and revenues	-	-	-	-	-	Surplus/(deficit) from operations including capital grants and contributions	(11,841)	(12,059)	(14,143)	(12,800)	(13,146)
Other revenues	-	-	-	-	-	Rates and annual charges and reserves					
Grants and contributions - operating purposes	-	-	-	-	-	Rates and annual charges	11,841	12,059	14,143	12,800	13,146
Other income	-	-	-	-	-	Full time equivalent positions (FTE)	28.6	23.2			
Gains on disposal of assets	-	-	-	-	-						
Total income from continuing operations	-	-	-	-	-						
Expenses from continuing operations											
Employee benefits and oncosts	(3,865)	(3,718)	(3,853)	(3,993)	(4,118)						
Borrowing costs	-	-	-	-	-						
Materials and services	(6,819)	(7,274)	(9,195)	(7,686)	(7,878)						
Depreciation and amortisation	(27)	(28)	(29)	(30)	(31)						
Other expenses	-	-	-	-	-						
Internal charges	22	30	31	32	33						
Overhead allocation	(1,153)	(1,069)	(1,096)	(1,123)	(1,151)						
Total expenses from continuing operations	(11,841)	(12,059)	(14,143)	(12,800)	(13,146)						
Surplus/(deficit) from continuing operations	(11,841)	(12,059)	(14,143)	(12,800)	(13,146)						

Corporate support services



Supporting CSP Goals:

G5	G18	G19
G20		

Service information

Corporate support services enable the rest of the organisation to deliver effective and efficient services and build capability to be an agile, high performing Council. Ongoing programs include integrated planning and reporting, financial and workforce planning, project management, business excellence, continuous improvement and service reviews. It also delivers digital, information and communications technology required

to run the Council. This service is also responsible for leading the implementation of the following strategies and plans:

- Community Strategic Plan
- Resourcing Strategy
 - Workforce Management Strategy
 - Long-Term Financial Plan
 - Asset Management Strategy
 - Asset Management Plan
- Delivery Program and Operational Plan
- Work, Health and Safety Management System (internal)
- Privacy Management Plan.

Responsible business units

Finance
Financial Planning and Systems
Capital Projects
Human Resources and Work, Health and Safety
Information and Digital Technology
Strategy and Performance

Ongoing services and programs

- G18** Provide public infrastructure for CCTV, public Wi-Fi, and video streaming of Council meetings
- G5** Embed the capital projects
- G19** management framework
- G19** Financial management, accounting and transactional processing, business support, levying and collection of rates and charges
- G19** Procurement and contract management services for the organisation
- G19** Deliver corporate planning and reporting for short to medium term plans, and long-term strategies
- G21**
- G20** Implement programs on business excellence and continuous improvement
- G19** Manage a program of service reviews
- G20**
- G19** Manage human resources and workforce planning, culture, wellbeing and safety
- G20** Provision of digital, information and communications technology required to run the Council
- G20** Manage information, correspondence, records and printing services
- G22** Administer grants that are secured by Council

Key projects

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Operational projects

CSP	Projects	2023/24	2024/25	2025/26	2026/27		Projects	2023/24	2024/25	2025/26	2026/27
G20	Deliver an Enterprise Resource Management System EM – Financial Planning and Systems	•	•	•	•		G20	Undertake a service review of Marketing and Communications EM Community Engagement and Communications	•	•	
G20	Undertake a service review of road maintenance EM Transport and Civil Infrastructure	•					G20	Undertake a service review of Customer Services EM Early Learning and Customer Services	•	•	
G20	Undertake a service review on the maintenance of open space EM Parks and Reserves	•					G19	Review and report on the Community Strategic Plan EM Strategy and Performance	•	•	
G20	Undertake a service review of the Rangers service EM Environmental Compliance	•					G20	Review the Long-Term Financial Plan and options to maintain financial sustainability, such as a special rate variation. EM Financial Planning and Systems	•	•	•
G20	Undertake a service review of the Building Control service EM Environmental Compliance	•					G19	Review the Asset Management Strategy, Policy and Plan EM Transport and Civil Infrastructure		•	
G20	Undertake a service review of the Public and Environmental Health service EM Environmental Compliance	•					G20	Review the Workforce Management Strategy EM Human Resources		•	
G20	Undertake a service review of the Community Engagement service EM Community Engagement and Communications	•	•				G19	Build and develop future organisational workforce capabilities EM Human Resources	•	•	
							G19	Develop a four-year Delivery Program with the newly elected Council EM Strategy and Performance		•	

Operational Plan and Budget 2023/2024

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Capital - renewal

CSP	Projects	2023/24 \$'000	2024/25 \$'000	2025/26 \$'000	2026/27 \$'000
IT improvements					
G20	IT infrastructure - replacements	953	517	668	512
G20	Computers, laptops and mobile devices - replacements	1,458	1,693	1,938	1,983
Total renewal works - Corporate support		2,411	2,210	2,606	2,494

Performance measures

Performance measures	Result 2021/22	Target 2022/23	Target 2023/24	Frequency
Correspondence replied to within 10 working days	93%	90%	90%	Quarterly Annually
Operational projects on schedule	89%	80%	80%	Quarterly Annually
Capital projects on schedule	71%	80%	80%	Quarterly Annually
Quarterly, Annual and Statutory Reports submitted to Council on time	100%	100%	100%	Quarterly Annually
Voluntary staff turnover rate	16%	< 13%	< 13%	Annually
Financial performance				
Operating performance	4.53%	> 0%	> 0%	Annually
Unrestricted current ratio	1.9x	> 1.5x	> 1.5x	Annually
Own source operating revenue	82.5%	> 60%	> 60%	Annually
Debt service cover ratio	7.25x	> 2x	> 2x	Annually
Rates and annual charges outstanding	3.63%	< 5%	< 5%	Annually
Cash expenses cover ratio (months)	5.59mths	> 3mths	> 3mths	Annually
Building and infrastructure renewal ratio	112.67%	> 100%	> 100%	Annually
Workload measures				Frequency
No. service review actions implemented	65(A)	-	-	Quarterly Annually

A = Annually

Delivery Program 2023 - 2027

Income and expenditure - Corporate support services

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	Original 2022/23 \$'000	Budget 2023/24 \$'000	Projected 2024/25 \$'000	Projected 2025/26 \$'000	Projected 2026/27 \$'000
Income from continuing operations					
User charges and fees	468	453	468	483	498
Investment fees and revenues	1,928	8,966	7,651	7,587	7,420
Other revenues	558	721	984	1,077	1,027
Grants and contributions - operating purposes	6,059	6,238	6,187	6,162	6,162
Other income	-	-	-	-	-
Gains on disposal of assets	-	-	-	-	-
Total income from continuing operations	9,014	16,377	15,290	15,309	15,107
Expenses from continuing operations					
Employee benefits and oncosts	(24,702)	(26,885)	(27,637)	(28,614)	(29,531)
Borrowing costs	(643)	(724)	(483)	(383)	(311)
Materials and services	(16,084)	(23,026)	(25,652)	(21,383)	(18,118)
Depreciation and amortisation	(628)	(629)	(669)	(847)	(981)
Other expenses	(9)	(9)	(9)	(9)	(10)
Internal charges	538	699	716	734	752
Overhead allocation	25,361	25,692	26,334	26,992	27,667
Total expenses from continuing operations	(16,167)	(24,883)	(27,400)	(23,510)	(20,532)
Surplus/(deficit) from continuing operations	(7,153)	(8,506)	(12,111)	(8,201)	(5,425)

	Original 2022/23 \$'000	Budget 2023/24 \$'000	Projected 2024/25 \$'000	Projected 2025/26 \$'000	Projected 2026/27 \$'000
Income from capital grants and contributions					
Grants and contributions - capital purposes	6,952	6,342	7,054	6,533	8,642
Surplus/(deficit) from operations including capital grants and contributions	(201)	(2,164)	(5,057)	(1,668)	3,217
Rates and annual charges and reserves					
Rates and annual charges	14,758	9,192	7,362	9,171	8,666
Transfer (to)/from reserves	(7,222)	(6,437)	(5,998)	(7,674)	(12,014)
Full time equivalent positions (FTE)	192.1	194.4			





Operational Plan and Budget 2023/24

Overview

The 2023/24 budget projects a total expenditure of \$507 million, including a capital works program of \$102 million.

The budget includes \$44 million in asset renewal expenditure to improve the overall condition of our assets and a further \$58 million in delivering high priority new assets to the community. The budget projects an Operating Surplus before Capital Grants and Contributions of \$0.4 million, a further \$3 million in loans repaid and a balanced budget position.

Following significant events in recent years including storms and the COVID-19 pandemic, restoration of working capital funds is a priority over the four years of the Delivery Program along with continuing to repay loans taken out by the former councils. Strengthening of working capital will ensure Council maintains sufficient funding for unexpected events and future opportunities.

Council is anticipated to achieve the Office of Local Government financial and asset performance benchmarks in 2023/24.

Council's ability to generate sufficient funds to provide the levels of service and

infrastructure agreed with the community into the future is challenged by the growing gap between costs and funding sources, especially the rate peg and the \$3.1 million increase in the Emergency Services Levy.

The IPART are currently reviewing the methodology used to set the rate peg. This includes exploring options to stabilise volatility in the rate peg and capture more timely changes in council costs and inflation.

The Long-Term Financial Plan also explores options for this Council to provide capacity to address the unfunded asset renewal and maintenance requirements of the Asset Management Plan.

Definition of funding sources

- Rates and annual charges: rates are a property-based tax levied on the owners of properties to fund the provision of local services. Annual charges refer to the cost of providing the domestic waste collection service which is also levied on property owners along with a contribution to stormwater management services.

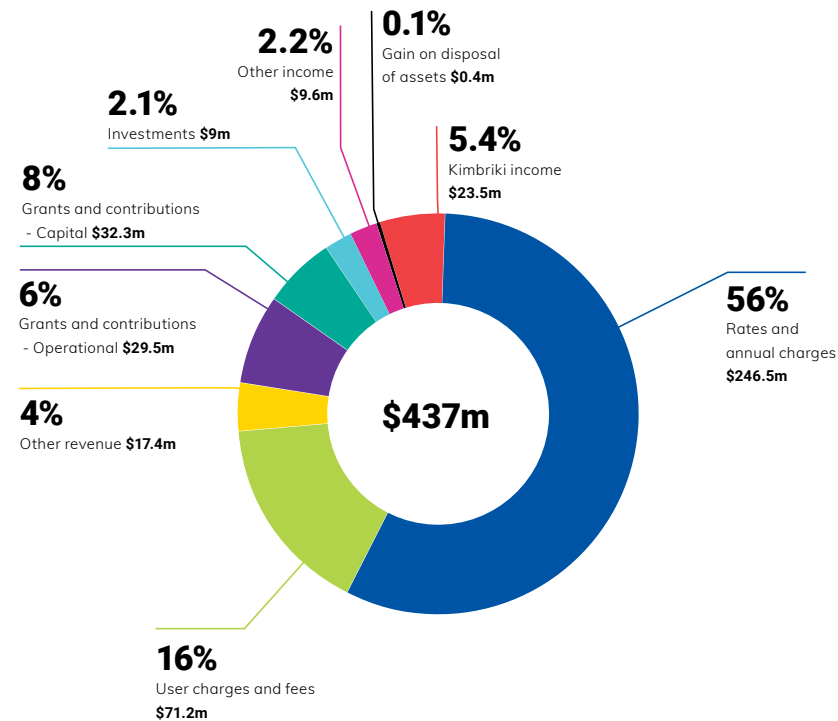
- User charges and fees: includes charges levied for the use of our facilities and services, for example aquatic centres, childcare fees and venue hire.
- Other revenue: includes rebates, merchandise, events, food and beverage sales, sponsorship, licences, fines and sundry income.
- Grants and contributions - operating purposes: monies received from state, federal and community sources for the purpose of funding programs within the organisation such as the Financial Assistance Grant.
- Grants and contributions - capital purposes - monies received from state, federal and community sources to fund capital works including development contributions.
- Interest and investment income: interest earned on monies invested and overdue rates and annual charges.
- Other income: lease income
- Gains on disposal of assets: surplus from the disposal of assets such as land and buildings, vehicles, plant and equipment.

Income statement budget 2023/24

Budget 2023/24	\$'000	Budget 2023/24	\$'000
Income from continuing operations		Expenses from continuing operations	
Rates and annual charges	246,480	Employee benefits and oncosts	157,090
User charges and fees	96,837	Materials and services	173,272
Other revenue	20,788	Borrowing costs	2,593
Grants and contributions - Operating purposes	27,461	Depreciation and amortisation	49,646
Grants and contributions - Capital purposes	32,289	Other expenses	22,088
Interest and investment income	6,691	Total expenses from continuing operations	404,689
Other income	6,442	Net operating result for the year - Surplus / (Deficit)	32,695
Gain / (loss) on disposal of assets	395	Net operating result attributable to non-controlling interests	102
Total income from continuing operations	437,384	Net operating result for the year before grants and contributions provided for capital purposes - Surplus / (Deficit)	406

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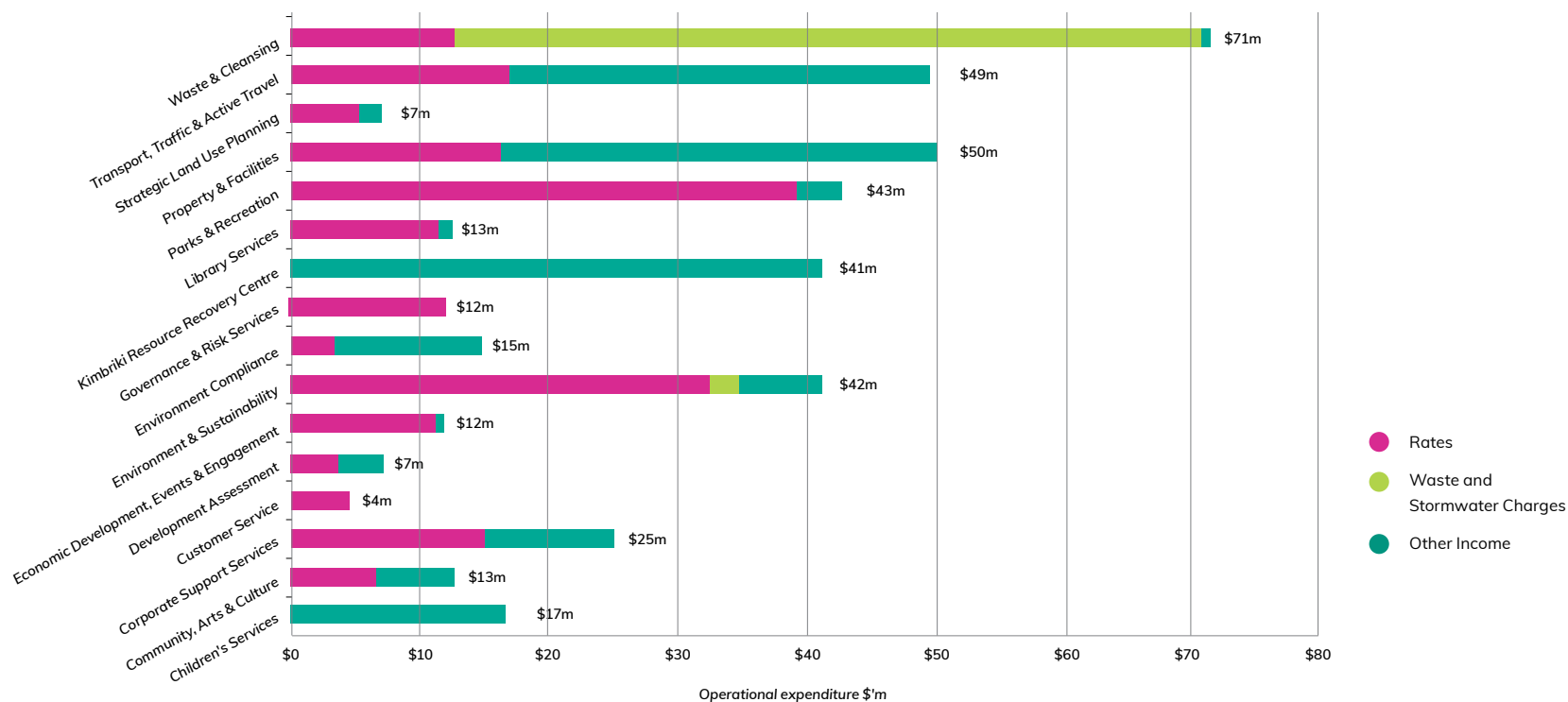
Funding summary



Numbers presented may not sum precisely to the total and percentages may not precisely reflect the absolute figures due to rounding

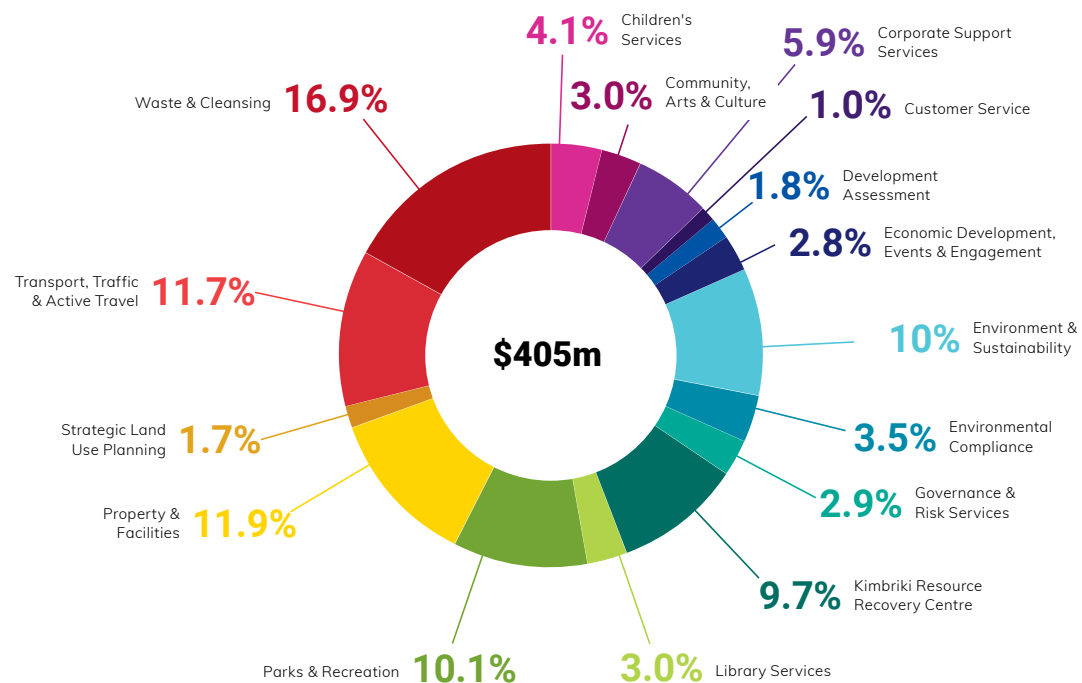
Funding summary by service 2023/24

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Operational expenditure by service 2023/24



Delivery Program 2023 - 2027

Statement of revenue policy

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Rating structure

The total income that can be raised from levying rates on property is capped by the State Government based on a determination by the Independent Pricing and Regulatory Tribunal (IPART).

IPART determined that general income from rates in 2023/24 may be increased by a maximum of 3.7%.

Rate assessments will be based entirely upon property valuations (ad valorem) but with minimum rates applying where appropriate.

Rates for 2023/24 will be assessed on land values having a date of 1 July 2022.

The increase allowed by IPART relates to general income in total and not to an individual ratepayers' rates. Individual rates are also affected by other factors such as changes in land valuations determined by the NSW Valuer General. As such, rates for individual ratepayers may vary by more or less than the percentage allowable, depending on how an individual ratepayers' land valuation has changed in a particular year compared to the land values of other ratepayers.

The ad valorem rate, the minimum rate and anticipated revenue for residential, farmland, business and business sub-categories, is set out in the following pages of this document.

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Delivery Program 2023 - 2027

Rating structure 2023/24

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Type	Category/subcategory	Number	Ad valorem rate*	Minimum \$	Rate income \$'000
Ordinary	Residential	96,109	0.099107	1,048.41	155,555
Ordinary	Business	6,545	0.336316	1,365.07	25,572
Ordinary	Business – Manly CBD	641	0.536219	1,365.07	4,141
Ordinary	Business – Warriewood Square	1	0.548792	-	132
Ordinary	Business – Warringah Mall	1	1.032715	-	929
Ordinary	Business – strata storage unit facility	579	0.336316	652.44	378
Ordinary	Farmland	7	0.038299	1,009.37	16
Total ordinary		103,883			186,723
Special	Manly business centre improvement	641	0.184323	-	1,370
Special	Balgowlah business centre improvement	83	0.100292	-	92
Total special		724			1,462
Total rates					188,185

* Ad valorem rate – cents in the dollar, charged for every \$1 of land value

Note: The information in the above table has been determined using currently available property and rating information and may be subject to change prior to 30 June 2023, dependent on such matters as the processing of supplementary rates adjustments and revisions to ratepayer land valuations that may be determined by the NSW Valuer General.

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Properties covered by the Warriewood Square business sub-category are shown in this map:



Properties covered by the Warringah Mall Regional Shopping Centre business sub-category are shown in this map:



Properties covered by the Strata Storage Unit Facility business sub-category are as follows:

- 8 Narabang Way, Belrose
- 14-18 Ethel Avenue, Brookvale
- 97 Old Pittwater Road, Brookvale
- 13 Orchard Road, Brookvale
- 3 Middleton Road, Cromer
- 69 Middleton Road, Cromer
- 4-8 Waine Street, Freshwater

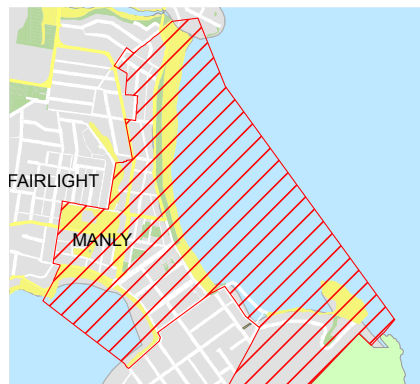
Special rate:

Manly business centre improvement

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This special rate is for providing ongoing and proposed capital and maintenance works, including the Manly Business Centre, The Corso and ocean beachfront. The special rate is forecast to raise \$1.4 million during the financial year. A part of these funds will be held in a restricted cash reserve to undertake future town centre improvement works in addition to the \$47k in works scheduled in 2023/24.

Properties covered by the Manly CBD Business Rate and Manly Business Centre Improvement Special Rate are shown in the map below.



Operational Plan and Budget 2023/24

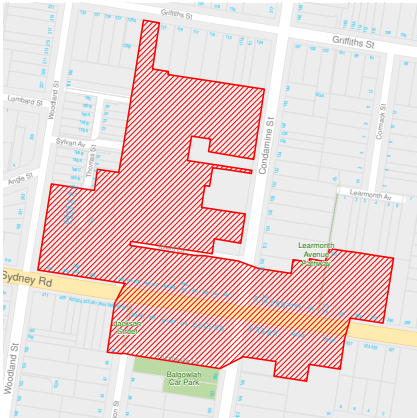
Manly Business Centre improvement works 2023/24	\$'000
Maintenance and cleansing	
Mowing and vegetation and streetscape maintenance – The Corso and reserves	117
Cleansing including high pressure paver washing, cleaning of street furniture, litter bins and beach raking and cleaning	405
Tourism and business support	
Manly Visitor Information Centre, Manly Mainstreet Place and Tourism Management	333
Events and marketing	
Manly Christmas decorations	80
Major Manly events - including Taste of Manly and Manly Jazz	96
Activations and workshops	50
Digital marketing, targeted advertising, trade shows, way finding signage	104
Town centre improvements	
Town centre improvements	47
Total	1,232
Projected opening balance of reserve	215
2023/24 Special rate income	1,370
2023/24 Expenditure (above)	(1,232)
Projected closing balance of reserve	353

Special rate:

Balgowlah business centre improvement

This special rate is for providing ongoing and proposed capital and maintenance works, including the off-street carparks in Condamine Street. The special rate is forecast to raise \$92,223 during the financial year. These funds will be held in a restricted cash reserve and accumulated to undertake future town centre works.

Properties covered by the Balgowlah Business Centre Improvement Special Rate are shown in this map:



Balgowlah business centre improvement works 2023/24	\$'000
No projects are planned in 2023/24	-
Total	-
Projected opening balance of reserve	206
2023/24 Special rate income	92
2023/24 Expenditure (above)	-
Projected closing balance of reserve	298

Special rate variation:

Pittwater environmental infrastructure levy

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In June 2011 the Independent Pricing and Regulatory Tribunal (IPART) approved the former Pittwater Council's application for a special rate variation (SRV). This resulted in an increase in rates over three years (2011-2014).

The funds support additional infrastructure works and environmental programs. A 10-year Community Contract was established to ensure accountability and transparency over the financial years 2011/12 to 2020/21.

The SRV was levied and spent based on the Community Contract's following principles:

- upgrade and retrofit infrastructure through carefully targeted, high priority 'on ground works'
- schedule of projects to be incorporated into Pittwater Council's annual Delivery Program
- funding derived from the SRV will be distributed across the program of works over the 10-year period
- Pittwater SRV will also support 'seed' funding within the works program
- funding proportions may vary from year to year to achieve economic efficiency through the pooling of funds
- reporting to be undertaken to ensure transparency.

The final project under this community contract is:

Pittwater environmental infrastructure levy works 2023/24	\$'000
Mona Vale Library	228
Total	228
Projected opening balance of reserve	228
2023/24 expenditure (above)	(228)
Projected closing balance of reserve	-

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Domestic Waste Management Charge

Domestic waste management services are provided to all residential properties.

Description	Number	Charge	Income \$'000
Domestic waste management service (includes 80L red, 140L blue, 140L yellow and 2x240L green lid services and 2 booked clean ups per year)	98,046	\$555.00	54,416
Availability charge	1,320	\$113.00	149
Additional 80L red lid rubbish service	11,587	\$309.00	3,580
First additional 140L blue lid recycling service	3,450	\$34.00	117
Subsequent additional 140L blue lid recycling service	151	\$116.00	18
First additional 140L yellow lid recycling service	3,450	\$34.00	117
Subsequent additional 140L yellow lid recycling service	152	\$116.00	18
Third or fourth green vegetation lid service	3,451	\$34.00	117
Clean up excessive or incorrectly presented waste	\$211.70 per hour + cost recovery on landfill disposal charges		
Wheelie Bin extension handle / tow hitch	\$40 each		
Clean up contaminated or excessive booked bulky goods collection in excess of the permitted 3 cubic metres	\$81.40 per excess cubic metre		
Empty contaminated bin	\$33.50 per bin		
Total domestic waste charge income \$'000			58,532
Cost of domestic waste service \$'000			(57,436)
Allocation to reserve \$'000			1,096

Stormwater Management Services Charge

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A Stormwater Management Services Charge funds a program of additional investigations and activities to improve stormwater quality, manage stormwater flows and flooding, and harvest and reuse stormwater.

It is generally levied on urban land that is categorised for rating purposes as residential or business, excluding vacant land. The applicable charges are:

Stormwater Management Services Charge

Land category / dwelling	Charge \$
Residential - single dwelling	\$25.00
Residential - strata lots	\$12.50
Business	\$25.00 per 350 square metres (or part thereof) for land categorised as business (excluding strata lots)
Business - strata lots	\$5.00 or the relevant portion of the maximum annual charge that would apply to the strata scheme, if it were a parcel of land categorised as business
Total income \$'000	2,209

The proposed expenditure in 2023/24 for this program is:

Stormwater Management Services Charge Program 2023/24	\$'000
Capital expenditure:	1,967
Network improvements	
Investigations, assessments, planning and design	
Kerb and gutter drainage improvements	
Water quality	
Freshwater Beach Water Sensitive Urban Design	
Stormwater upgrade	
Walker Avenue, Narrabeen drainage improvements	
Beatty Street, Balgowlah Heights system amplification	
Moore Road, Freshwater amplification	
Prince Alfred Parade, Newport pipe augmentation	
North Harbour Catchment Study & concept design	
Flood mitigation	
Manly Flood Mitigation Feasibility Study	
Operational expenditure:	243
Ongoing maintenance of new assets constructed	
Total	2,210

Statutory information

Rate reduction for eligible pensioners

The Local Government Act 1993 provides for eligible pensioners to receive a rate reduction of 50% of their total rates, up to a maximum of \$250.

Council's Pensioner Rates and Charges Concession Policy grants an additional voluntary rebate for eligible pensioners under the accepted retirement age, and certain classes of pensioners who have reached the accepted retirement age. A rebate of \$68 for waste management and \$150 on rates is available to eligible pensioners.

Works by Council on private land

Under Section 67 of the Local Government Act 1993, works on private land may be carried out either on request or agreement with the landowner, or under relevant legislation. The amount or rate to be charged will be the appropriate commercial rate, i.e. the actual cost of the works and standard on-costs to provide full cost recovery plus a return to Council.

Section 611 charges

Under Section 611 of the Local Government Act 1993 an annual charge is proposed to be levied on the person for the time being in possession, occupation or enjoyment of a rail, pipe, wire, pole, cable, tunnel or structure laid, erected, suspended, constructed or placed on, under or over a public place.

Financial Hardship Policy

Council's Rates and Annual Charges Hardship Policy supports the effective and efficient collection of the rates and annual charges due to Council, while being responsive and supportive to those ratepayers who are suffering genuine financial hardship.

Interest charges on overdue rate

Interest charges on unpaid rates and charges will accrue daily at the rate set for the 2023/24 year by the NSW Government. In accordance with Section 566 of the Local Government Act 1993, the maximum interest rate for the 2023/24 year is 9.0% per annum.

Schedule of fees and charges

Fees and charges encompass the following:

- Regulatory functions of the Council under the Local Government Act 1993, Chapter 7
- Services provided on an annual basis under s501 e.g. waste management services prescribed by regulation
- Charges for actual use of a service s502
- Fees for any service provided s608
- Annual charges for use of public places s611

The fees and charges reflect our pricing policy and are available on Council's website in a separate booklet.

In determining the pricing structure, the types of services, products or commodities have been assessed in relation to current charges, GST and inflationary costs. Pricing structures provide revenue from particular services, but consider public accountability issues and community service obligations.

External borrowings

No new external borrowings are proposed in 2023/24.

Refinancing of two existing loans which have an initial 10 year term will be undertaken over the next two years. The residual at maturity of the initial term was based on repayments over a term of 20 years. The refinancing of these loans is consistent with the loan documentation and planning undertaken at their initiation.

An internal loan from the Mona Vale Cemetery Internal Cash Reserve is proposed to part fund the Enterprise Resource Planning system replacement:

Internal loan	2023/24 \$'000	2024/25 \$'000
ERP Project – internal loan from the Mona Vale Cemetery Internally Restricted Cash Reserve	\$2,200	\$2,400

The loan will be repaid to the Mona Vale Cemetery Internal Cash Reserve over six years with the equivalent interest the funds would have earned over the same period.

130 Income Statement

	Result 2020/21 \$'000	Result 2021/22 \$'000	Forecast 2022/23 \$'000	Budget 2023/24 \$'000	Projected 2024/25 \$'000	Projected 2025/26 \$'000	Projected 2026/27 \$'000
Income from continuing operations							
Rates and annual charges	218,169	225,941	234,465	246,480	258,045	265,975	273,487
User charges and fees	79,105	79,722	91,618	96,837	99,350	101,841	104,028
Other revenues	14,994	22,343	19,023	20,788	21,072	21,363	21,661
Grants and contributions provided for operating purposes	19,460	27,165	28,134	27,461	17,298	18,289	17,481
Grants and contributions provided for capital purposes	26,544	43,952	33,116	32,289	18,096	11,446	10,556
Interest and investment revenue	1,363	1,238	6,840	6,691	5,313	5,282	4,909
Other Income	6,154	6,736	6,264	6,442	6,603	6,768	6,937
Net gain from the disposal of assets	-	960	1,301	395	266	324	324
Total income from continuing operations	365,789	408,057	420,762	437,384	426,044	431,290	439,383
Expenses from continuing operations							
Employee benefits and on-costs	139,118	134,560	146,642	157,090	162,258	168,059	173,305
Materials and services	150,209	142,766	160,650	173,272	173,175	173,228	170,165
Borrowing costs	2,605	2,624	2,616	2,593	2,509	2,447	2,417
Depreciation, amortisation and impairment for non-financial assets	47,406	45,508	47,399	49,646	52,610	54,101	56,598
Other expenses	24,781	20,969	21,555	22,088	22,540	23,067	23,608
Net loss from the disposal of assets	1,579	-	-	-	-	-	-
Total expenses from continuing operations	365,698	346,427	378,862	404,689	413,091	420,903	426,093
Operating result - Surplus / (Deficit)	91	61,630	41,900	32,695	12,953	10,387	13,290
Operating result before grants and contributions provided for capital purposes	(26,453)	17,678	8,784	406	(5,144)	(1,060)	2,735
Full time equivalent positions (excl. Kimbriki)	1,240.5 FTE	1,244.5 FTE	1,265.0 FTE	1,283.0 FTE			

Delivery Program 2023 - 2027

Income

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	Result 2020/21 \$'000	Result 2021/22 \$'000	Forecast 2022/23 \$'000	Budget 2023/24 \$'000		Result 2020/21 \$'000	Result 2021/22 \$'000	Forecast 2022/23 \$'000	Budget 2023/24 \$'000
Rates and Annual Charges					Glen Street Theatre	728	765	1,313	1,630
Ordinary Rates - Residential	143,275	146,339	149,933	155,579	Golf Course & Driving Range	2,359	2,597	2,359	2,576
Ordinary Rates - Farmland	15	15	16	16	Kimbriki Waste & Recycling Centre	24,042	25,381	24,752	25,652
Ordinary Rates - Business	27,785	28,546	29,282	30,306	Libraries	121	81	118	93
Pensioner Rebates	(2,033)	(1,909)	(1,815)	(1,804)	Parking Areas	11,427	10,349	13,819	14,458
Pensioner Rate Subsidies Received	1,034	997	948	921	Planning and Building Regulation	7,738	8,088	9,174	9,301
Pensioner Annual Charges Subsidies Received	333	354	343	343	Regulatory / Statutory Fees	248	521	754	1,047
Special Rates - Business	1,307	1,408	1,394	1,462	Restoration Charges	1,231	1,835	1,095	968
Domestic Waste Management Services	46,326	48,978	53,180	58,523	Section 10.7 Certificates (EPA Act)	870	825	798	829
Pensioner rebates - DWM	(942)	(1,170)	(1,193)	(1,238)	Section 603 Certificates (LG Act)	517	482	375	430
Stormwater Management Services	879	2,207	2,207	2,209	Sportsfields and Reserves	1,310	1,231	1,766	1,654
Section 611 Charges	190	176	169	162	Other Fees	2,085	2,331	2,454	2,649
Rates and Annual Charges	218,168	225,942	234,465	246,480	User Charges and Fees	79,105	79,722	91,618	96,837
User Charges and Fees					Other Revenues				
Aquatic Centres	7,397	5,554	8,695	9,634	Advertising Income	612	1,013	1,359	870
Caravan Park	4,151	4,923	6,959	6,891	Ex Gratia Rates	26	25	25	26
Cemeteries	1,082	1,120	1,096	1,154	Legal Fees Recovery - Other	338	264	249	191
Child Care	11,952	11,866	13,576	14,740	Licences, Consents & Deeds	3,284	3,228	3,124	3,407
Community Centres	1,563	1,488	2,225	2,692	Parking Fines	4,458	5,749	5,420	8,150
Currawong State Park	284	285	290	440	Other Fines	537	446	647	634

Operational Plan and Budget 2023/24

132 Income

	Result 2020/21 \$'000	Result 2021/22 \$'000	Forecast 2022/23 \$'000	Budget 2023/24 \$'000		Result 2020/21 \$'000	Result 2021/22 \$'000	Forecast 2022/23 \$'000	Budget 2023/24 \$'000
Other Revenues					Interest and Investment Revenue				
Recycling Income (Domestic)	629	631	647	660	Interest on Overdue Rates & Annual Charges	227	379	339	456
Sale of Inventories	870	853	1,110	1,061	Interest on Cash and Investments	1,136	859	6,500	6,235
Other Revenues - Kimbriki	2,853	3,967	3,880	3,852	Interest and Investment Revenue	1,363	1,238	6,840	6,691
Other Revenues	1,387	6,167	2,563	1,937	Other Income				
Other Revenues	14,994	22,342	19,023	20,788	Rental Income - Investment Properties	204	246	273	292
Grants and Contributions – Operating					Rental Income - Leased Council Properties	5,883	6,153	5,976	6,150
Operational Grants - General Purpose (untied)	7,949	10,779	6,614	8,625	Investments at fair value through profit and loss	67	17	16	-
Operational Grants - Specific Purpose (tied)	8,933	14,874	19,638	17,067	Investment properties at fair value through profit and loss	-	320	-	-
Operational Contributions - Other Contributions	2,578	1,512	1,883	1,769	Other Income	6,154	6,736	6,264	6,442
Grants and Contributions – Operating	19,460	27,165	28,134	27,461	Gain / (loss) on Disposal of Assets				
Grants and Contributions – Capital					Proceeds from Disposal - Plant & Equipment	2,276	1,995	1,992	2,675
Capital Grants - Specific Purpose (tied)	14,456	26,112	18,032	25,044	WDV - Plant & Equipment	(892)	(492)	(745)	(2,280)
Capital Contributions - Developer Contributions	7,625	14,905	11,277	6,342	WDV Infrastructure	(567)	(1,779)	-	-
Non-Cash Capital Contributions - Developer Contributions	451	-	-	-	WDV - Property	(2,659)	(503)	-	-
Capital Contributions - Other Contributions	3,644	2,934	3,806	904	Proceeds from Disposal - Property	263	1,739	55	-
Non-Cash Capital Contributions - Other Contributions	369	-	-	-	Gain / (loss) on Disposal of Assets	(1,579)	960	1,301	395
Grants and Contributions – Capital	26,544	43,951	33,116	32,289	Income from Continuing Operations	364,209	408,057	420,762	437,384

Delivery Program 2023 - 2027

Operational expenditure

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	Result 2020/21 \$'000	Result 2021/22 \$'000	Forecast 2022/23 \$'000	Budget 2023/24 \$'000		Result 2020/21 \$'000	Result 2021/22 \$'000	Forecast 2022/23 \$'000	Budget 2023/24 \$'000
Employee Benefits and On-Costs					Cleaning	(7,180)	(6,898)	(6,716)	(6,924)
Salaries and Wages	(112,604)	(113,894)	(116,512)	(126,168)	Consultancy	(389)	(386)	(468)	(449)
Kimbriki Salaries and Oncosts	(4,734)	(4,579)	(4,966)	(5,345)	Councillors' (include. Mayor) Expenses	(50)	(136)	(219)	(153)
Employee Termination Costs	(743)	(524)	(250)	-	Councillors' Fees	(456)	(465)	(531)	(545)
Employee Leave Entitlements (ELE)	(12,081)	(8,082)	(14,582)	(13,875)	Election Expenses	-	(1,371)	-	-
Superannuation	(12,610)	(12,901)	(14,244)	(15,726)	Electricity, Heating & Water	(4,503)	(4,110)	(5,256)	(5,419)
Workers' Compensation Insurance	(2,472)	(945)	(2,797)	(2,934)	Environment & Floodplain Management	(2,373)	(3,645)	(3,339)	(5,733)
Fringe Benefit Tax (FBT)	(677)	(723)	(846)	(861)	External Roadwork	(4,364)	(6,249)	(14,761)	(13,321)
Capitalised Employee Costs	6,803	7,087	7,556	7,819	Golf Course & Driving Range	(1,158)	(1,313)	(1,268)	(1,322)
Employee Benefits and On-Costs	(139,117)	(134,560)	(146,642)	(157,090)	Insurance	(3,020)	(3,452)	(3,626)	(4,086)
Borrowing Costs					IT & Communications	(11,863)	(9,555)	(11,516)	(18,142)
Interest on Loans	(1,052)	(827)	(797)	(724)	Kimbriki Waste & Recycling Centre	(16,048)	(16,632)	(15,839)	(16,717)
Interest on Leases	(317)	(288)	(251)	(241)	Land Use Planning	(1,190)	(1,003)	(907)	(808)
Amortisation of Discounts and Premiums	(1,236)	(1,510)	(1,568)	(1,628)	Legal Fees - Other	(8,389)	(1,210)	(1,581)	(1,529)
Borrowing Costs	(2,605)	(2,624)	(2,616)	(2,593)	Legal Fees - Planning & Development	(2,336)	(1,044)	(1,379)	(1,384)
Materials and Services					Lifeguard Services	(1,405)	(1,442)	(1,460)	(1,540)
Agency Personnel	(2,832)	(2,866)	(4,000)	(2,586)	Maintenance & Servicing	(6,158)	(5,889)	(6,213)	(5,401)
Audit Fees	(222)	(247)	(231)	(255)	Management Fees	(1,692)	(1,917)	(2,429)	(2,326)
Bank Charges	(498)	(575)	(672)	(787)	Materials and Services - Other	(3,808)	(3,347)	(4,487)	(5,090)
Bush Regeneration	(4,108)	(4,450)	(5,262)	(5,154)	Mayoral Fee	(89)	(90)	(96)	(106)
					NSW Revenue Fine Processing Fees	(552)	(828)	(747)	(1,286)

Operational Plan and Budget 2023/24

134 Operational expenditure

	Result 2020/21 \$'000	Result 2021/22 \$'000	Forecast 2022/23 \$'000	Budget 2023/24 \$'000		Result 2020/21 \$'000	Result 2021/22 \$'000	Forecast 2022/23 \$'000	Budget 2023/24 \$'000
Parking	(672)	(667)	(803)	(1,002)	Depreciation - Recreational and Other Infrastructure	(6,045)	(5,595)	(6,829)	(7,407)
Performance & Events	(1,325)	(2,166)	(1,919)	(2,089)	Depreciation - Other	(13,524)	(12,159)	(11,830)	(11,931)
Plant & Vehicle	(2,167)	(2,442)	(2,838)	(2,843)	Amortisation - Asset Remediation	(780)	(718)	(718)	(718)
Printing, Postage & Stationery	(1,245)	(1,057)	(1,301)	(1,368)	Amortisation - Right of Use Assets	(1,357)	(1,366)	(1,271)	(1,266)
Raw Materials & Consumables	(4,114)	(4,010)	(4,063)	(4,525)	Depreciation, Amortisation and Impairment	(47,407)	(45,507)	(47,399)	(49,646)
Recreation & Sportsfields	(7,801)	(7,608)	(8,528)	(7,451)	Other Expenses				
Stormwater	(824)	(883)	(1,360)	(830)	Planning Levy	(681)	(691)	(704)	(728)
Street Lighting	(2,615)	(2,444)	(2,501)	(2,600)	Waste Levy	(7,985)	(8,526)	(8,835)	(9,889)
Tree Works	(3,501)	(5,612)	(3,741)	(3,764)	Emergency Services Levy	(7,369)	(6,416)	(7,785)	(9,300)
Waste Collection	(16,325)	(17,077)	(17,797)	(19,576)	Crown Land Levy	(106)	(122)	(174)	(165)
Waste Disposal & Processing	(15,892)	(12,370)	(16,152)	(19,895)	Donations, Contributions and Assistance to Orgs	(8,141)	(4,830)	(3,616)	(1,500)
Training Costs	(776)	(693)	(845)	(1,101)	Land Tax	(384)	(329)	(361)	(426)
Valuation Fees	(458)	(477)	(476)	(501)	Impairment of Receivables	(115)	(55)	(81)	(81)
Other Contracts	(8,071)	(6,143)	(5,326)	(4,666)	Other Expenses	(24,781)	(20,969)	(21,555)	(22,088)
Capitalised Costs	259	-	-	-	Expenses from Continuing Operations	(364,118)	(346,427)	(378,862)	(404,689)
Materials and Services	(150,209)	(142,766)	(160,650)	(173,272)	Net operating result - Surplus / (Deficit)	91	61,630	41,900	32,695
Depreciation, Amortisation and Impairment					Net operating result before capital grants and contributions - Surplus / (Deficit)	(26,453)	17,679	8,784	406
Depreciation - Buildings	(8,552)	(7,972)	(8,981)	(9,796)					
Depreciation - Roads	(10,403)	(10,782)	(11,434)	(12,132)					
Depreciation - Stormwater	(6,744)	(6,916)	(6,336)	(6,395)					

Delivery Program 2023 - 2027

Statement of Financial Position

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	Result 2020/21 \$'000	Result 2021/22 \$'000	Forecast 2022/23 \$'000	Budget 2023/24 \$'000	Projected 2024/25 \$'000	Projected 2025/26 \$'000	Projected 2026/27 \$'000
ASSETS: Current assets							
Cash and cash equivalents	10,661	6,552	6,552	6,708	6,875	7,061	7,261
Investments	135,751	150,625	152,395	110,673	105,196	103,472	114,906
Receivables	15,993	24,936	24,936	25,108	25,568	25,974	26,391
Inventories	378	397	397	410	421	431	442
Prepayments	2,028	2,975	2,975	3,076	3,153	3,232	3,313
Total current assets	164,811	185,485	187,255	145,976	141,212	140,170	152,313
ASSETS: Non-current assets							
Investments	826	760	760	786	805	826	846
Receivables	1,087	1,007	1,007	1,008	1,049	1,082	1,114
Infrastructure, property, plant and equipment	5,062,151	5,218,499	5,399,280	5,562,562	5,667,979	5,772,673	5,870,886
Investment property	5,835	6,155	6,155	6,475	6,795	7,115	7,435
Right of use assets	10,475	9,110	7,732	6,470	5,209	3,947	2,686
Other	-	-	-	-	-	-	-
Total non-current assets	5,080,374	5,235,531	5,414,933	5,577,301	5,681,837	5,785,643	5,882,966
Total Assets	5,245,185	5,421,016	5,602,188	5,723,277	5,823,050	5,925,813	6,035,279

136 Statement of Financial Position

	Result 2020/21 \$'000	Result 2021/22 \$'000	Forecast 2022/23 \$'000	Budget 2023/24 \$'000	Projected 2024/25 \$'000	Projected 2025/26 \$'000	Projected 2026/27 \$'000
LIABILITIES: Current liabilities							
Payables	44,606	45,393	41,113	41,653	42,232	42,753	43,332
Contract Liabilities	26,546	24,206	24,009	4,702	2,661	2,746	2,826
Lease Liabilities	1,269	1,238	1,231	1,269	1,307	1,347	1,388
Borrowings	5,033	4,770	3,206	2,121	1,787	743	789
Employee benefit provisions	37,044	35,553	35,553	37,078	38,228	39,413	40,636
Provisions	762	759	759	792	817	1,014	916
Total current liabilities	115,260	111,919	105,872	87,614	87,031	88,016	89,887
LIABILITIES: Non-current liabilities							
Payables	200	150	100	50	-	-	-
Contract Liabilities	9,815	7,466	7,460	5,949	5,860	5,772	5,684
Lease Liabilities	9,474	8,237	6,941	5,673	4,365	3,018	1,630
Borrowings	17,293	12,538	9,377	7,257	5,470	4,727	3,938
Employee benefit provisions	2,432	761	761	794	819	844	871
Provisions	44,150	43,404	46,325	48,217	50,153	51,995	54,043
Total non-current liabilities	83,364	72,556	70,964	67,939	66,668	66,357	66,166
Total liabilities	198,624	184,475	176,836	155,553	153,699	154,373	156,053
Net assets	5,046,561	5,236,541	5,425,352	5,567,723	5,669,351	5,771,439	5,879,226

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	Result 2020/21 \$'000	Result 2021/22 \$'000	Forecast 2022/23 \$'000	Budget 2023/24 \$'000	Projected 2024/25 \$'000	Projected 2025/26 \$'000	Projected 2026/27 \$'000
EQUITY							
Accumulated Surplus	4,867,332	4,928,924	4,934,535	4,962,207	4,975,623	4,986,392	4,999,940
IPP&E Revaluation Surplus	179,229	307,617	490,818	605,516	693,728	785,047	879,286
Total Equity	5,046,561	5,236,541	5,425,352	5,567,723	5,669,351	5,771,439	5,879,226

138 Statement of Cashflows

	Result 2020/21 \$'000	Result 2021/22 \$'000	Forecast 2022/23 \$'000	Budget 2023/24 \$'000	Projected 2024/25 \$'000	Projected 2025/26 \$'000	Projected 2026/27 \$'000
Cash flows from operating activities: Receipts							
Rates and annual charges	218,524	226,388	234,754	246,349	257,733	265,730	273,250
User charges and fees	82,123	84,291	98,128	100,908	103,595	106,191	108,497
Interest received	2,123	1,182	6,784	6,770	5,279	5,251	4,854
Grants and contributions	58,012	56,649	51,187	39,062	33,451	29,922	28,230
Bonds, deposits and retentions received	7,356	7,098	8,729	7,098	7,098	7,098	7,098
Other	37,697	45,656	41,713	45,369	41,366	41,996	41,555
Cash flows from operating activities: Payments							
Payments to employees	(134,939)	(137,235)	(146,020)	(155,511)	(161,068)	(166,832)	(172,040)
Payments for materials and services	(164,584)	(156,463)	(167,170)	(188,515)	(184,487)	(185,141)	(182,247)
Borrowing costs	(1,429)	(1,142)	(1,075)	(965)	(660)	(524)	(415)
Bonds, deposits and retentions refunded	(6,416)	(5,466)	(5,466)	(7,098)	(7,098)	(7,098)	(7,098)
Other	(28,449)	(30,930)	(25,135)	(21,820)	(22,261)	(22,831)	(23,315)
Net Cash flows from operating activities	70,018	90,028	96,428	71,648	72,948	73,763	78,369
Cash flows from investing activities: Receipts							
Sale of investments	367,193	338,038	317,657	341,696	305,458	301,704	295,345
Proceeds from sale of PPE	2,539	3,734	2,046	2,675	2,662	3,238	3,236

	Result 2020/21 \$'000	Result 2021/22 \$'000	Forecast 2022/23 \$'000	Budget 2023/24 \$'000	Projected 2024/25 \$'000	Projected 2025/26 \$'000	Projected 2026/27 \$'000
Cash flows from investing activities: Payments							
Purchase of investment securities	(355,613)	(352,829)	(319,427)	(300,000)	(300,000)	(300,000)	(306,800)
Payments for PPE	(73,150)	(76,755)	(90,600)	(111,308)	(77,426)	(75,337)	(67,772)
Net Cash flows from investing activities	(59,031)	(87,812)	(90,324)	(66,937)	(69,307)	(70,395)	(75,990)
Cash flows from financing activities: Receipts							
Proceeds from borrowings	-	-	-	-	-	-	-
Cash flows from financing activities: Payments							
Repayment of borrowings	(5,130)	(5,018)	(4,724)	(3,206)	(2,121)	(1,787)	(743)
Lease liabilities (principal repayments)	(1,241)	(1,269)	(1,261)	(1,228)	(1,231)	(1,269)	(1,307)
Dividends paid to minority interest	(154)	(38)	(118)	(120)	(123)	(126)	(129)
Net Cash flows from financing activities	(6,525)	(6,325)	(6,104)	(4,554)	(3,475)	(3,181)	(2,179)
Net change in cash and cash equivalents	4,462	(4,109)	(0)	156	167	186	200
Cash and cash equivalents at beginning of year	6,199	10,661	6,552	6,552	6,708	6,875	7,061
Cash and cash equivalents at end of year	10,661	6,552	6,552	6,708	6,875	7,061	7,261
Investments at year end	136,577	151,385	153,155	111,459	106,002	104,298	115,752
Cash, cash equivalents and investments at end of year	147,238	157,937	159,707	118,167	112,876	111,359	123,014
Net change in cash, cash equivalents and investments	-	10,699	1,770	(41,540)	(5,291)	(1,518)	11,655

140 Cash and Investments Statement

	Result 2020/21 \$'000	Result 2021/22 \$'000	Forecast 2022/23 \$'000	Budget 2023/24 \$'000	Projected 2024/25 \$'000	Projected 2025/26 \$'000	Projected 2026/27 \$'000
Total Cash and Investments	147,238	157,937	159,707	118,167	112,876	111,359	123,014
Represented by: Externally restricted							
Developer Contributions	29,542	36,457	40,636	25,622	20,702	16,464	20,121
Unexpended Grants - not tied to liability	262	566	201	-	-	-	-
Domestic Waste Management	364	3,401	6,979	8,076	8,947	11,369	14,521
Other externally restricted reserves	604	722	421	652	889	1,133	275
Total Externally Restricted	30,771	41,146	48,238	34,349	30,538	28,967	34,916
Represented by: Internally Restricted							
Deposits, Retentions & Bonds	13,749	15,380	15,380	15,380	15,380	15,380	15,380
Employee Leave Entitlement	7,633	7,026	7,026	7,026	7,277	7,534	7,797
Kimbriki Landfill Remediation	12,153	13,597	15,930	18,048	20,651	23,417	26,031
Unexpended Grants - tied to liability	34,095	28,600	29,407	8,645	6,603	6,693	6,762
Other	15,769	15,582	16,579	13,534	12,165	11,258	12,086
Total Internally Restricted	83,399	80,184	84,320	62,632	62,075	64,281	68,056
Total Restricted Cash	114,170	121,330	132,558	96,981	92,613	93,248	102,972
Total Unrestricted Cash	33,068	36,607	27,149	21,186	20,264	18,111	20,042

Capital Budget Statement

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	Result 2020/21 \$'000	Result 2021/22 \$'000	Forecast 2022/23 \$'000	Budget 2023/24 \$'000	Projected 2024/25 \$'000	Projected 2025/26 \$'000	Projected 2026/27 \$'000
Capital Funding							
Working Capital	7,508	7,785	17,212	6,004	4,086	4,222	404
Depreciation	23,569	22,098	36,402	36,888	35,203	39,611	41,951
Capital grants and contributions							
Grants and contributions	19,194	29,262	22,012	25,948	11,042	4,913	1,913
Externally restricted reserves							
Developer contributions	10,094	8,038	8,129	22,689	12,308	9,280	5,310
Domestic Waste	-	-	-	-	-	-	-
Other	1,207	1,797	2,338	1,967	1,956	1,945	3,045
Internally restricted reserves							
Merger savings fund	1,375	1,893	684	892	-	-	-
Other	8,718	4,005	2,398	5,035	3,943	5,834	6,687
Income from sale of assets							
Plant and equipment	2,276	1,995	1,992	2,675	2,662	3,238	3,236
Total funding	73,941	76,872	91,167	102,098	71,200	69,043	62,546

142 Capital budget statement cont.

	Result 2020/21 \$'000	Result 2021/22 \$'000	Forecast 2022/23 \$'000	Budget 2023/24 \$'000	Projected 2024/25 \$'000	Projected 2025/26 \$'000	Projected 2026/27 \$'000
Capital Expenditure							
Buildings	16,107	21,091	17,098	19,147	13,483	12,539	9,660
Community Land	2,954	-	-	-	-	-	-
Furniture & Fittings	115	730	111	169	36	36	36
Land Improvements	-	-	14,462	5,439	2,144	4,561	740
Land Under Roads	159	-	-	-	-	-	-
Library Books	1,361	868	684	718	799	750	770
Office Equipment	1,042	1,995	3,302	2,411	2,210	2,606	2,494
Open Space / Recreational	10,116	9,387	11,715	23,780	11,093	11,407	8,100
Other Assets	43	696	422	892	-	-	-
Other Structures	2,074	3,419	3,047	6,082	2,423	1,530	402
Plant & Equipment	5,039	3,545	4,436	7,389	6,529	9,150	9,998
Road, Bridges & Footpaths	24,852	26,574	25,255	27,216	23,382	16,625	19,572
Stormwater Drainage	6,111	5,505	9,420	7,786	7,823	9,050	9,365
Swimming Pools	1,007	345	1,216	1,069	1,280	791	1,410
Tip Asset	2,960	2,718	-	-	-	-	-
Total expenditure	73,941	76,872	91,167	102,098	71,200	69,043	62,546

Statement of performance measures

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	OLG Benchmark	Result 2020/21	Result 2021/22	Forecast 2022/23	Budget 2023/24	Projected 2024/25	Projected 2025/26	Projected 2026/27
Budget Performance								
Operating Performance Ratio	> 0%	(7.3%)	4.5%	2.0%	0.02%	(1.3%)	(0.3%)	0.6%
measures the extent to which a council has succeeded in containing operating expenditure within operating revenue.		✗	✓	✓	✓	✗	✗	✓
Own Source Operating Revenue Ratio	> 60%	87.4%	82.5%	85.4%	86.3%	91.7%	93.1%	93.6%
measures fiscal flexibility. It is the degree of reliance on external funding sources.		✓	✓	✓	✓	✓	✓	✓
Operational Liquidity								
Unrestricted Current Ratio	> 1.5x	1.69x	1.90x	2.01x	2.24x	2.28x	2.28x	2.35x
represents a council's ability to meet short-term obligations as they fall due.		✓	✓	✓	✓	✓	✓	✓
Rates, Annual Charges, Interest & Extra Charges Outstanding Percentage	< 5%	3.9%	3.6%	3.6%	3.4%	3.4%	3.4%	3.4%
expressed as a percentage of total rates and charges available for collection in the financial year.		✓	✓	✓	✓	✓	✓	✓
Cash Expense Cover Ratio	> 3mths	5.1mths	5.6mths	5.5mths	3.8mths	3.6mths	3.5mths	3.8mths
liquidity ratio indicates the number of months a council can continue paying for its immediate expenses without additional cash inflow.	N/A	✓	✓	✓	✓	✓	✓	✓

Operational Plan and Budget 2023/24

144 Statement of performance measures (continued)

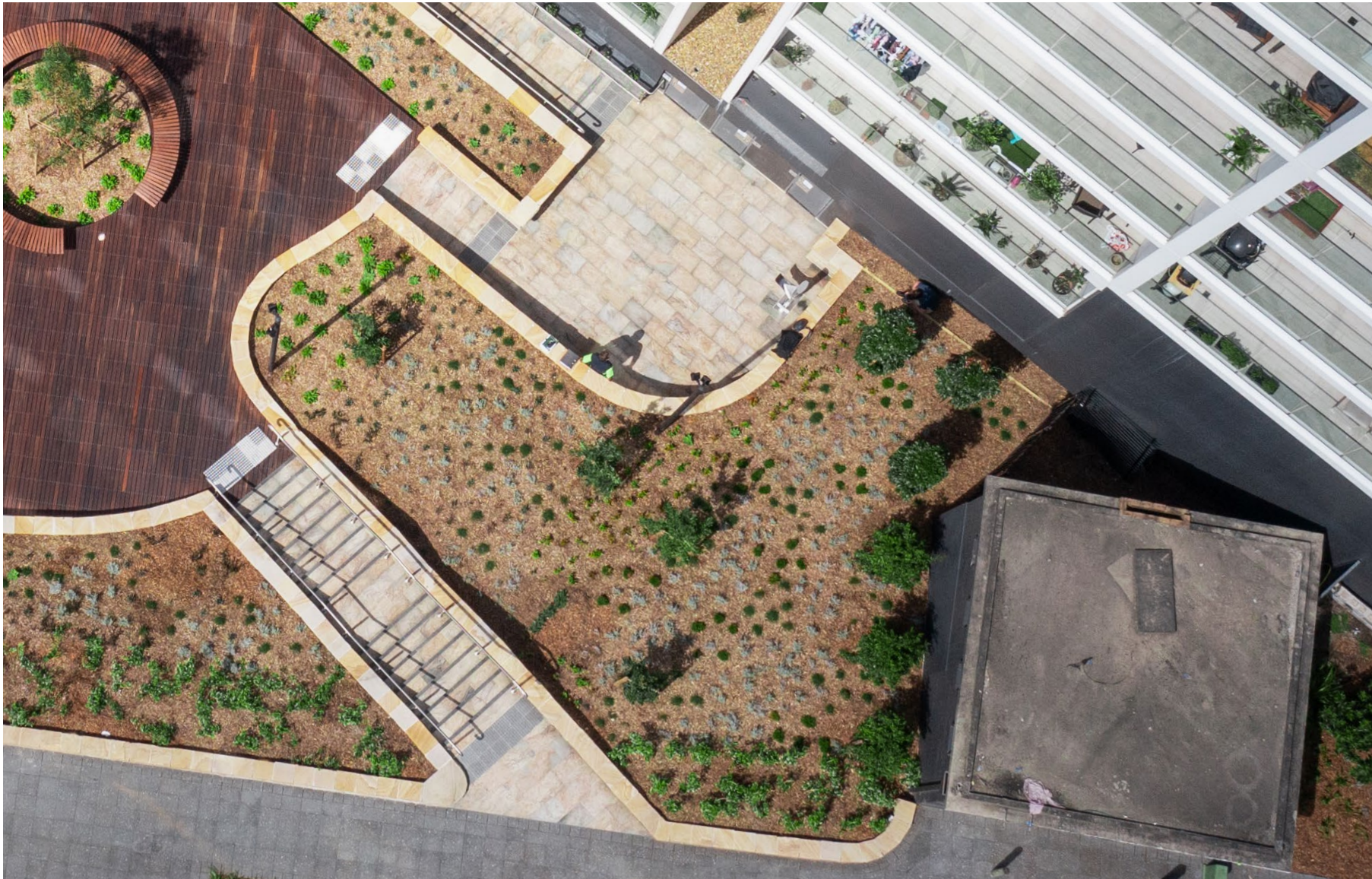
	OLG Benchmark	Result 2020/21	Result 2021/22	Forecast 2022/23	Budget 2023/24	Projected 2024/25	Projected 2025/26	Projected 2026/27
Liability and Debt Management								
Debt Service Cover Ratio	> 2x	2.8x	7.3x	8.0x	9.1x	10.8x	13.1x	19.5x
measures the availability of operating cash to service loan repayments.		✓	✓	✓	✓	✓	✓	✓
Asset Management								
Building and Infrastructure Renewals Ratio	> 100%	117.2%	112.7%	117.9%	108.9%	91.2%	95.0%	98.3%
assesses the rate at which these assets are being renewed against the rate at which they are depreciating.		✓	✓	✓	✓	✗	✗	✗
Infrastructure Backlog Ratio	< 2%	1.50%	1.53%	1.33%	1.26%	1.22%	1.19%	1.16%
ratio shows what proportion the infrastructure backlog is against the total net carrying amount of a council's infrastructure.		✓	✓	✓	✓	✓	✓	✓
Asset Maintenance Ratio	> 100%	106.5%	100.6%	100.5%	100.5%	100.5%	100.5%	100.5%
ratio compares actual versus required annual asset maintenance. A ratio of above 100% indicates that the council is investing enough funds that year to halt the infrastructure backlog from growing.		✓	✓	✓	✓	✓	✓	✓
Cost to bring assets to agreed service level	N/A	1.24%	1.26%	1.10%	1.05%	1.02%	0.99%	0.97%
ratio shows what proportion the infrastructure backlog is against the total gross replacement cost of a council's infrastructure.		✓	✓	✓	✓	✓	✓	✓



Operational Plan and Budget 2023/24



Delivery Program 2023 - 2027



Operational Plan and Budget 2023/2024

148 Consolidated new works

CSP	Project	2023/24 Funding Source					Forecast		
		Budget 2023/24 \$'000	General \$'000	Reserves \$'000	Dev Contri \$'000	Grants \$'000	2024/25 \$'000	2025/26 \$'000	2026/27 \$'000
	Environment and sustainability								
	Coastal protection works								
G2	Collaroy-Narrabeen coastal protection works	2,322	756	-	-	1,566	-	-	-
	Stormwater program								
G2	Planned stormwater new works	1,967	-	1,967	-	-	1,956	1,945	1,935
	Total new works - Environment and sustainability	4,289	756	1,967	-	1,566	1,956	1,945	1,935
	Kimbriki Resource Recovery Centre								
	Kimbriki improvements								
G4	Kimbriki clean water diversion system	1,700	1,700	-	-	-	-	-	-
G4	Kimbriki gas capture system	75	75	-	-	-	75	75	75
G4	Kimbriki future cell development	3,064	3,064	-	-	-	1,469	3,886	65
	Total new works - Kimbriki Resource Recovery Centre	4,839	4,839	-	-	-	1,544	3,961	140
	Community, arts and culture								
	Community centre improvements								
G7 G12	Warriewood Valley Community Centre	10,601	3,037	-	7,564	-	2,989	515	-
	Cultural improvements								
G7 G12	Coast walk - art trail	892	-	892	-	-	-	-	-
	Total new works - community, arts and culture	11,493	3,037	892	7,564	-	2,989	515	-

Delivery Program 2023 - 2027

Consolidated new works cont.

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CSP	Project	2023/24 Funding Source					Forecast		
		Budget 2023/24 \$'000	General \$'000	Reserves \$'000	Dev Contri \$'000	Grants \$'000	2024/25 \$'000	2025/26 \$'000	2026/27 \$'000
	Library services								
	Community space and learning								
G7 G12	Library local priority grant purchases	169	-	-	-	169	36	36	36
	Library upgrades								
G7 G11	Mona Vale Library - Upgrades and New Works	228	-	228	-	-	-	-	-
	Total new works - library services	397	-	228	-	169	36	36	36
	Parks and recreation								
	Foreshore and building improvements								
G12	Freshwater Beach masterplan implementation	1,277	-	-	1,277	-	500	800	-
G12	Manly Life Saving Club	1,500	400	-	-	1,100	3,200	4,000	1,000
G12	Clontarf masterplan implementation	200	-	-	200	-	500	1,500	-
G12	Little Manly Beach Masterplan Implementation	115	-	-	115	-	-	-	-
G12	Warriewood Beach foreshore upgrades	306	-	-	-	306	-	-	-
	Playground improvements								
G12	Griffith Park Playground Upgrade	111	-	-	111	-	-	-	-
G12	Trafalgar Park, Newport playground upgrade	160	-	-	160	-	-	-	-
G12	Dee Why Beach (Michaela Howie) Playground Upgrade	208	-	-	208	-	-	-	-
G12	Parkes Reserve, Collaroy Plateau playground	-	-	-	-	-	-	-	150
G12	Fielding Reserve, Collaroy new playground	50	-	-	50	-	-	-	-

Operational Plan and Budget 2023/2024

150 Consolidated new works cont.

CSP	Project	2023/24 Funding Source					Forecast		
		Budget 2023/24 \$'000	General \$'000	Reserves \$'000	Dev Contri \$'000	Grants \$'000	2024/25 \$'000	2025/26 \$'000	2026/27 \$'000
G12	Outdoor Gyms - Dee Why and Manly Beach	-	-	-	-	-	330	-	-
	Recreational trails								
G12 G16	McKillop Park, Freshwater boardwalk	736	-	-	-	736	700	-	-
G12 G16	Manly Dam boardwalk	1,966	-	-	-	1,966	-	-	-
G12 G16	Manly Dam mountain bike trail upgrade	1,000	-	-	1,000	-	-	-	-
	Reserves and parks improvements								
G12	Warriewood Valley - public space and recreation	100	-	-	100	-	220	3,880	-
G12	Reserve - new pathway and lighting program	-	-	-	-	-	-	-	300
G12	Frenchs Forest Precinct park upgrades	5,427	-	-	-	5,427	-	-	-
G11 G12	Ivanhoe Park Masterplan Implementation	147	-	-	147	-	-	-	500
G12	Lynne Czinner Park, Warriewood new park	757	-	-	757	-	750	-	-
G12	Beverly Job Reserve, Narrabeena youth space	200	-	-	200	-	-	-	-
G12	Governor Phillip Reserve masterplan implementation	-	-	-	-	-	-	100	750
G12	North Narrabeen Reserve masterplan implementation	-	-	-	-	-	-	-	110
G12	Catherine Park, Scotland Island	-	-	-	-	-	-	-	300
G9 G12	Manly Dam Memorial Shelter and Accessibility Works	327	-	-	-	327	-	-	-
	Sportsgrounds improvements								
G12	Sports club capital assistance program	160	160	-	-	-	100	100	100
G12	All weather sportsfields upgrades	-	-	-	-	-	-	-	200

Consolidated new works cont.

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CSP	Project	2023/24 Funding Source					Forecast		
		Budget 2023/24 \$'000	General \$'000	Reserves \$'000	Dev Contri \$'000	Grants \$'000	2024/25 \$'000	2025/26 \$'000	2026/27 \$'000
G12	Warringah Recreation Centre, North Manly upgrades	3,026	226	-	1,800	1,000	4,003	-	-
G12	Aquatic Reserve, Frenchs Forest sportsfield lighting	50	-	-	50	-	-	-	-
G12	Seaforth Bike Park	30	-	-	30	-	500	-	-
G12	New basketball facilities	129	-	-	129	-	200	-	-
Town centre and village upgrades									
G11 G15	Commercial centre upgrade program	442	-	-	442	-	-	1,000	1,000
G11 G16	Triangle Park North - Dee Why Town Centre	1,200	-	-	1,200	-	-	-	-
Total new works - parks and recreation		19,623	786	-	7,976	10,861	11,003	11,380	4,410
Economic development, events and engagement									
Town and village centre activations									
G12	Manly laneways	-	-	-	-	-	-	-	650
G12	Avalon Place Plan implementation	550	-	-	550	-	800	-	-
Total new works Economic development, events and engagement		550	-	-	550	-	800	-	650
Transport, traffic and active travel									
Active travel – cycleways and footpaths									
G16	New footpaths	4,164	-	-	1,500	2,664	1,500	500	500
G16	Connecting Communities - footpaths programs	948	-	-	-	948	-	-	-

152 Consolidated new works cont.

CSP	Project	2023/24 Funding Source					Forecast		
		Budget 2023/24 \$'000	General \$'000	Reserves \$'000	Dev Contri \$'000	Grants \$'000	2024/25 \$'000	2025/26 \$'000	2026/27 \$'000
G16	Connecting Communities - cycleways program	2,706	-	-	-	2,706	2,500	-	-
G16	Fern Creek Bridge and Shared Paths	590	-	-	590	-	-	-	-
G16	Shared path from Bline Stop to Boondah Rd	164	-	-	164	-	-	-	-
G16 G17	Queenscliff Headland access ramp	880	-	-	-	880	-	-	-
G16 G17	Dee Why Beach secure bike storage	55	-	-	55	-	-	-	-
G16 G17	Pedestrian and cyclist bridge Pittwater Road, Queenscliff	1,161	-	-	-	1,161	2,000	-	-
Car parks and parking stations									
G9 G16	Accessible Parking Infrastructure	359	-	-	-	359	-	-	-
Road and related infrastructure upgrades									
G17	New traffic facilities	1,290	-	-	1,100	190	700	800	800
G17	Scotland Island roads and drainage improvements	153	153	-	-	-	157	161	164
G17	Warriewood Valley – traffic and transport infrastructure	1,300	-	-	1,300	-	3,000	500	500
G17	Church Point - New infrastructure	994	-	-	994	-	863	-	-
G17	Kerb and gutter new works	300	-	-	300	-	300	200	200
G17	Traffic Facility Delivery - accelerated	200	-	-	-	200	-	-	-
G8 G17	Safer schools infrastructure	415	-	-	-	415	-	-	-
Wharf upgrades									
G17	Church Point commuter wharf expansion	50	-	-	50	-	260	-	-
Total new works - Transport, traffic and active travel		15,729	153	-	6,053	9,523	11,280	2,161	2,164

Consolidated new works cont.

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CSP	Project	2023/24 Funding Source					Forecast		
		Budget 2023/24 \$'000	General \$'000	Reserves \$'000	Dev Contri \$'000	Grants \$'000	2024/25 \$'000	2025/26 \$'000	2026/27 \$'000
	Property and facilities								
	Emergency buildings program								
G2 G8	Terrey Hills Emergency Services Headquarters	139	-	-	-	139	-	-	-
	Public amenities improvements								
G12	West Esplanade, Manly accessible amenity	46	-	-	46	-	286	-	-
G11 G12	Little Manly Point Amenity	400	200	-	200	-	-	-	-
G12	Freshwater Beach amenities	300	-	-	300	-	900	-	-
	Total new works - Property and facilities	885	200	-	546	139	1,186	-	-

154 Consolidated renewal works

CSP	Project	2023/24 Funding Source					Forecast		
		Budget 2023/24 \$'000	General \$'000	Reserves \$'000	Dev Contri \$'000	Grants \$'000	2024/25 \$'000	2025/26 \$'000	2026/27 \$'000
	Environment and sustainability								
	Stormwater program								
G2	Planned stormwater renewal works	4,775	4,775	-	-	-	4,760	5,972	6,272
G2	Reactive stormwater renewal works	948	948	-	-	-	1,006	1,029	1,053
G2	Gross pollutant trap renewal works	96	96	-	-	-	102	104	106
	Water and energy saving initiatives								
G4 G5	Energy Savings Initiatives Program	298	298	-	-	-	113	321	329
G4 G5	Water saving and re-use initiatives	71	71	-	-	-	25	77	79
	Total renewal works - Environment and sustainability	6,188	6,188	-	-	-	6,005	7,503	7,839
	Waste and cleansing								
	Plant and equipment								
G11 G20	Public place bin enclosures	100	100	-	-	-	100	100	100
	Total renewal works - waste and cleansing	100	100	-	-	-	100	100	100
	Kimbriki Resource Recovery Centre								
	Kimbriki improvements								
G4	Kimbriki vehicles	135	135	-	-	-	-	151	145
G4	Kimbriki renewal program	600	600	-	-	-	600	600	600
G4	Kimbriki other	72	72	-	-	-	74	77	79
	Total renewal works - Kimbriki Resource Recovery Centre	807	807	-	-	-	674	828	824

Delivery Program 2023 - 2027

Consolidated renewal works cont.

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CSP	Project	2023/24 Funding Source					Forecast		
		Budget 2023/24 \$'000	General \$'000	Reserves \$'000	Dev Contri \$'000	Grants \$'000	2024/25 \$'000	2025/26 \$'000	2026/27 \$'000
	Community, arts and culture								
	Community centre improvements								
G12	Community buildings works program	154	154	-	-	-	544	1,407	1,647
G12	Community centres minor works program	162	162	-	-	-	165	168	172
	Cultural improvements								
G12	Glen Street Theatre - renewal works	250	250	-	-	-	600	150	150
	Total renewal works - Community, arts and culture	566	566	-	-	-	1,309	1,725	1,969
	Children's services								
	Children's services								
G12 G9	Children's centres works program	165	165	-	-	-	166	166	170
	Total renewal works - Children's services	165	165	-	-	-	166	166	170
	Library services								
	Community space and learning								
G9	Library books - replacement	718	718	-	-	-	799	750	770
	Library upgrades								
G12	Library buildings works program	160	160	-	-	-	160	161	169
	Total renewal works - Library services	878	878	-	-	-	959	911	939

156 Consolidated renewal works cont.

CSP	Project	2023/24 Funding Source					Forecast		
		Budget 2023/24 \$'000	General \$'000	Reserves \$'000	Dev Contri \$'000	Grants \$'000	2024/25 \$'000	2025/26 \$'000	2026/27 \$'000
	Parks and recreation								
	Foreshore and building improvements								
G12	Foreshores renewal program	729	729	-	-	-	788	1,560	2,130
G12	Rockpool renewal program	480	480	-	-	-	793	741	910
G12	Dinghy storage	60	60	-	-	-	40	40	40
G12	Tidal pools refurbishment	589	589	-	-	-	487	50	500
G12	Surf Life Saving Club minor renewal works	1,000	1,000	-	-	-	900	900	1,000
G12	South Collaroy foreshore renewal	1,000	-	-	-	1,000	-	-	-
G12	Bayview Seawall and Path	1,142	599	-	-	543	-	-	-
	Playground improvements								
G12	Playground renewal program	743	743	-	-	-	605	773	1,033
	Recreational trails								
G12	Recreational trails renewal program	474	304	-	-	170	203	430	420
	Reserves and parks improvements								
G12	Reserves renewal program	441	441	-	-	-	368	634	662
	Sportsgrounds improvements								
G12	Sportsfield renewal program	815	715	-	-	100	1,325	1,630	1,445

Consolidated renewal works cont.

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CSP	Project	2023/24 Funding Source					Forecast		
		Budget 2023/24 \$'000	General \$'000	Reserves \$'000	Dev Contri \$'000	Grants \$'000	2024/25 \$'000	2025/26 \$'000	2026/27 \$'000
	Town centre and village upgrades								
G12	Commercial centre renewal	482	482	-	-	-	600	614	818
G11	Balgowlah commercial centre renewal	-	-	-	-	-	-	-	460
	Total renewal works - Parks and recreation	7,956	6,143	-	-	1,813	6,110	7,371	9,418
	Property and facilities								
	Aquatic centre improvements								
G12	Warringah Aquatic Centre renewal works	90	90	-	-	-	160	171	175
G12	Manly Aquatic Centre renewal works	135	135	-	-	-	166	216	221
	Cemetery works								
G20	Mona Vale Cemetery works program	300	-	300	-	-	150	150	150
	Civic building and compliance works								
G5 G6	Operational buildings works program	150	150	-	-	-	500	500	550
G5 G12	Sport buildings works program	1,194	1,194	-	-	-	1,138	1,325	1,390
G5 G12	Beach buildings works program	202	202	-	-	-	78	307	285
G5 G9	Disability access compliance works (DDA)	150	150	-	-	-	150	215	250
G5 G9 G12	Building Code of Australia compliance works (BCA)	201	201	-	-	-	-	254	255
G5 G12	Sydney Lakeside Holiday Park, North Narrabeen renewal works	300	300	-	-	-	200	200	200
G5 G12	Pittwater Golf Driving Range, Warriewood renewal works	50	50	-	-	-	50	50	50
G5 G6	Cromer Depot improvement plan works	-	-	-	-	-	150	150	150

Operational Plan and Budget 2023/24

158 Consolidated renewal works cont.

CSP	Project	2023/24 Funding Source					Forecast		
		Budget 2023/24 \$'000	General \$'000	Reserves \$'000	Dev Contri \$'000	Grants \$'000	2024/25 \$'000	2025/26 \$'000	2026/27 \$'000
	Emergency buildings program								
G2 G8	Emergency buildings works program	150	150	-	-	-	150	150	150
	Public amenities improvements								
G8 G12	Public amenities works program	1,000	1,000	-	-	-	644	1,087	1,219
	Total renewal works - Property and facilities	3,922	3,622	300	-	-	3,536	4,774	5,045
	Transport, traffic and active travel								
	Active travel – cycleways and footpaths								
G16	Footpath renewal works	1,269	1,269	-	-	-	1,251	1,281	1,459
	Car parks and parking stations								
G16	Car park renewal works	240	240	-	-	-	286	390	832
G16	Multi storey car park renewal works	100	100	-	-	-	100	100	100
	Plant and fleet								
G16	Major plant renewal	2,906	-	2,906	-	-	2,058	3,961	4,977
G16	Light fleet renewal	4,276	-	4,276	-	-	4,396	4,961	4,797
	Road and related infrastructure upgrades								
G16	Bus stop renewal works	89	89	-	-	-	94	-	112
G16	Kerb and gutter renewal works	1,147	1,147	-	-	-	1,101	1,203	1,756
G16	Retaining wall renewal works	1,805	1,805	-	-	-	1,114	1,057	1,107

Delivery Program 2023 - 2027

Consolidated renewal works cont.

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CSP	Project	2023/24 Funding Source					Forecast		
		Budget 2023/24 \$'000	General \$'000	Reserves \$'000	Dev Contri \$'000	Grants \$'000	2024/25 \$'000	2025/26 \$'000	2026/27 \$'000
G16	Road resheeting program	6,805	4,927	-	-	1,877	7,060	7,797	9,034
G16	Bridge renewal works	715	715	-	-	-	818	1,022	80
	Wharf upgrades								
G16	Wharves works program	1,947	1,947	-	-	-	1,060	1,290	162
	Total renewal works - Transport, traffic and active travel	21,298	12,239	7,182	-	1,877	19,339	23,062	24,415
	Corporate support services								
	IT improvements								
G20	IT infrastructure - replacements	953	953	-	-	-	517	668	512
G20	Computers, laptops and mobile devices - replacements	1,458	1,458	-	-	-	1,693	1,938	1,983
	Total renewal works - Corporate support services	2,411	2,411	-	-	-	2,210	2,606	2,494



Fees and Charges 2023/24



Fees and Charges 2023/24

Fees and Charges are established in accordance with [Northern Beaches Council's adopted Pricing Policy](#). The Policy provides a transparent, consistent, and equitable approach to the setting of fees and charges for services delivered by the Council.

A principles-based approach to the pricing of services is applied to balance recovering the cost of providing a service from users proportionate to its broader community benefit along with recognising competitive neutrality and legislative obligations. These principles are:

1. Financially sustainable
2. Recognise the importance of the service to the community
3. Recognise competitive neutrality obligations
4. Compliant with legislation
5. Consistent, transparent, efficient to administer and regularly reviewed

Informed by these principles, we determine an appropriate pricing methodology that is consistent with the level of individual and community benefit of the service. This pricing basis is shown against each fee and charge in this booklet and described in the following table.

Pricing Basis

Pricing Basis	Description
Full Cost Recovery	Council recovers all direct and indirect costs of the service (including depreciation of assets employed).
Partial Cost Recovery	Council recovers less than the full cost (as defined above) – the reasons for this may include broader community service benefits.
Legislative Requirements*	Price of the service is determined by legislation and dependent on price may or may not recover the full cost.
Market Based Pricing	The price of the service is determined by examining alternative prices of surrounding service providers (this also may or may not recover the full cost). e.g., Children's Services and Glen Street Theatre.
Zero Cost Recovery	Some services may be provided free of charge and the whole cost determined as a community service or a class of public good.
Rate of Return	This would include Full Cost Recovery as defined above in addition to a profit margin to factor in a return to Council for assets employed or to provide an incentive to encourage compliant behaviour.

* Legislated fees within the Development Assessment, Strategic & Place Planning and Private Certifier Certification Registration sections of this book have been indexed in accordance with advice from the NSW Department of Planning and Environment (May 2023) subject to a pending amendment of the *Environmental Planning and Assessment Regulation 2021*. If the amendment is not in place by 1 July 2023, Council will charge the 2022/23 fee for these legislated fees until the amendment to the Regulation has come into force.

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Fee	Units	2023 - 2024 Fee \$	GST Applicable	Pricing Methodology
Chief Financial Officer				
Bank Fees				
Dishonoured payments	per instance	Bank Fee Charged	No	Full Cost Recovery
Bond Refund Administration Fee				
A fee of \$50 will apply to the interest to be paid on all bonds refunded by Council except for retention bonds. Where interest earned on a bond is not enough to meet the fee, it will be accepted in full satisfaction of the fee. Any amount of interest above \$50 will be refunded with the bond. To contribute towards the cost of the management of bonds.	per Bond refund	\$50.00	No	Partial Cost Recovery
Payment Card Fees				
Payment card transaction and processing surcharge, with the exception of Children's Services.	transactional value	0.50% payment cards	No	Partial Cost Recovery
Rates - Section 603 Certificate				
Application Fee – Standard processing 1 to 3 working days	per certificate	\$95.00	No	Legislative Requirements (Regulatory)
Additional Urgency fee – Within 24 hours (working days only)	per certificate	\$60.00	No	Full Cost Recovery
Tender Documentation Download				
Fee charged for downloading tender documents from the electronic tender portal for works, service and consultancy contracts with expected value of more than \$250,000	each	\$127.00	No	Partial Cost Recovery
Strategy and Performance				
Fee Reduction or Waiver				
Fee reduction for financial hardship	each	up to 100% of the fee	No	Free (Zero Cost Recovery)
Fee reduction for exceptional circumstances, where the fee is considered unreasonable or inappropriate	each	up to 100% of the fee	No	Free (Zero Cost Recovery)
One-off venue hire for event that delivers broad community benefit	each	up to 100% of the fee	No	Free (Zero Cost Recovery)
Provision of services to one-off event that delivers broad community benefit	each	up to 100% of the fee	No	Free (Zero Cost Recovery)
Digital and IT				
Application for Access to Information – Government Information (Public Access) Act				
Application fee for Informal Requests	per application	Zero	No	Legislative Requirements (Regulatory)
Processing fee for Personal Information applications	first twenty hours	Zero	No	Legislative Requirements (Regulatory)
Application fee for Formal Requests	per application	\$30.00	No	Legislative Requirements (Regulatory)
Processing fee	per hour	\$30.00	No	Legislative Requirements (Regulatory)

Fee	Units	2023 - 2024 Fee \$	GST Applicable	Pricing Methodology
Processing fee for Formal Requests – discounted rate for financial hardship	per hour	\$15.00	No	Legislative Requirements (Regulatory)
Processing fee for Formal Requests – discounted rate for special benefit to the community	per hour	\$15.00	No	Legislative Requirements (Regulatory)
Internal review	per application	\$40.00	No	Legislative Requirements (Regulatory)
Geographic Information System (GIS)				
GIS maps and plans - A4	per copy	\$61.00	No	Full Cost Recovery
GIS maps and plans - A3	per copy	\$105.00	No	Full Cost Recovery
GIS maps and plans - A2	per copy	\$150.00	No	Full Cost Recovery
GIS maps and plans - A1	per copy	\$197.00	No	Full Cost Recovery
GIS maps and plans - A0	per copy	\$391.00	No	Full Cost Recovery
Digital data - per 1,000m2 by layer of data included in rate	each	\$11.50	No	Full Cost Recovery
Airborne laser scanning derived data - up to 1,000m2	each	\$116.00	No	Full Cost Recovery
Airborne laser scanning derived data - over 1,000m2 or part thereof	each	\$1,146.00	No	Full Cost Recovery
Electronic copy of aerial photography - per property	each	\$148.00	No	Full Cost Recovery
GIS staff administration fee (including but not limited to preparation of maps/plan setup and data distribution)	per hour	\$120.00	No	Full Cost Recovery
Subpoena				
Conduct fee	per application	\$116.00	No	Full Cost Recovery
Search fee	per hour	\$116.00	No	Full Cost Recovery
Community Engagement & Communications				
Advertising Space - Light Pole Flags				
Avalon (22 Flags) - not for profit/charity rate - maximum 6 weeks subject to availability	per site	\$2,324.00	No	Full Cost Recovery
Avalon (22 Flags) - commercial rate - maximum 6 weeks subject to availability	per site	\$4,647.00	No	Rate of Return Pricing (IRR)
Brookvale Oval (16 Flags) - not for profit/charity rate - maximum 6 weeks subject to availability	per site	\$1,690.00	No	Full Cost Recovery
Brookvale Oval (16 Flags) - commercial rate - maximum 6 weeks subject to availability	per site	\$3,380.00	No	Rate of Return Pricing (IRR)
Collaroy (12 Flags) - not for profit/charity rate - maximum 6 weeks subject to availability	per site	\$1,268.00	No	Full Cost Recovery
Collaroy (12 Flags) - commercial rate - maximum 6 weeks subject to availability	per site	\$2,535.00	No	Rate of Return Pricing (IRR)
Dee Why (7 Flags) - not for profit/charity rate - maximum 6 weeks subject to availability	per site	\$740.00	No	Full Cost Recovery
Dee Why (7 Flags) - commercial rate - maximum 6 weeks subject to availability	per site	\$1,479.00	No	Rate of Return Pricing (IRR)
Freshwater (13 Flags) - not for profit/charity rate - maximum 6 weeks subject to availability	per site	\$740.00	No	Full Cost Recovery
Freshwater (13 Flags) - commercial rate - maximum 6 weeks subject to availability	per site	\$1,479.00	No	Rate of Return Pricing (IRR)
Long Reef Headland (16 Flags) - not for profit/charity rate - maximum 6 weeks subject to availability	per site	\$1,690.00	No	Full Cost Recovery
Long Reef Headland (16 Flags) - commercial rate - maximum 6 weeks subject to availability	per site	\$3,380.00	No	Rate of Return Pricing (IRR)
Manly Beach (9 Large Flags) - not for profit/charity rate - maximum 6 weeks subject to availability	per site	\$1,046.00	No	Full Cost Recovery
Manly Beach (9 Large Flags) - commercial rate - maximum 6 weeks subject to availability	per site	\$2,091.00	No	Rate of Return Pricing (IRR)
Manly Beach (67 Small Flags) - not for profit/charity rate - maximum 6 weeks subject to availability	per site	\$4,599.00	No	Full Cost Recovery
Manly Beach (67 Small Flags) - commercial rate - maximum 6 weeks subject to availability	per site	\$9,198.00	No	Rate of Return Pricing (IRR)
Manly Vale (17 Flags) - not for profit/charity rate - maximum 6 weeks subject to availability	per site	\$1,706.00	No	Full Cost Recovery

Fee	Units	2023 - 2024 Fee \$	GST Applicable	Pricing Methodology
Manly Vale (17 Flags) - commercial rate - maximum 6 weeks subject to availability	per site	\$3,411.00	No	Rate of Return Pricing (IRR)
Mona Vale (19 Flags) - not for profit/charity rate - maximum 6 weeks subject to availability	per site	\$1,907.00	No	Full Cost Recovery
Mona Vale (19 Flags) - commercial rate - maximum 6 weeks subject to availability	per site	\$3,813.00	No	Rate of Return Pricing (IRR)
Narrabeen (12 Flags) - not for profit/charity rate - maximum 6 weeks subject to availability	per site	\$1,204.00	No	Full Cost Recovery
Narrabeen (12 Flags) - commercial rate - maximum 6 weeks subject to availability	per site	\$2,408.00	No	Rate of Return Pricing (IRR)
Newport (8 Flags) - not for profit/charity rate - maximum 6 weeks subject to availability	per site	\$1,056.00	No	Full Cost Recovery
Newport (8 Flags) - commercial rate - maximum 6 weeks subject to availability	per site	\$2,112.00	No	Rate of Return Pricing (IRR)
Community Engagement & Communication: Entertainment				
Provision of entertainment at a small scale event e.g. rides	per day	\$300 - \$1,000	Yes	Partial Cost Recovery
Provision of entertainment at a medium/large scale event e.g. rides	per day	\$1,000 - \$10,000	Yes	Partial Cost Recovery
Community Engagement & Communication: Food & Beverage				
Drink sales at events	per item	\$2 - \$30	Yes	Partial Cost Recovery
Food sales at events	per item	\$4 - \$100	Yes	Partial Cost Recovery
Community Engagement & Communication: Merchandise				
Event merchandise e.g. t-shirts, caps, festival glasses	per item	\$5 - \$100	Yes	Partial Cost Recovery
Community Engagement & Communication: Stalls				
Stallholding at a small scale event	per day	\$100 - \$150	Yes	Partial Cost Recovery
Stallholding at a medium scale event	per day	\$150 - \$500	Yes	Partial Cost Recovery
Stallholding at a large-scale event	per day	\$500 - \$6,000	Yes	Partial Cost Recovery
Community Engagement & Communication: Sun Run				
Entry fees for different categories of event participants across early bird, standard and late pricing (plus fees as charged by the platform/gateway provider)	per entry	\$0 - \$100	Yes	Full Cost Recovery
SMS notifications	per entry	\$2.00	Yes	Full Cost Recovery
Postage of pack - if selected by entrant	per entry	\$7 - \$10	Yes	Full Cost Recovery
Community Engagement & Communication: Ticketed Events				
Ticketed events (plus fees as charged by the platform/gateway provider)	per ticket	\$5 - \$300	Yes	Partial Cost Recovery
Customer Services				
Building Long Service Levy				
0.25% of the cost of building and construction works of \$250,000 and or more	per application	Fee levied by Long Service Corporation - Council accepts as agent	No	Legislative Requirements (Regulatory)
Council's commission received, included within the Building Long Service Levy	per application	\$19.80	Yes	Legislative Requirements (Regulatory)

Fee	Units	2023 - 2024 Fee \$	GST Applicable	Pricing Methodology
Photocopy Fee				
Black and white A4	per page	\$0.20	Yes	Partial Cost Recovery
Black and white A3	per page	\$0.40	Yes	Partial Cost Recovery
Colour A4	per page	\$1.60	Yes	Partial Cost Recovery
Colour A3	per page	\$3.50	Yes	Partial Cost Recovery
General Counsel				
Costs in Legal Proceedings				
Paralegal	per hour	\$91.00	No	Partial Cost Recovery
Staff expert	per hour	\$102.00	No	Partial Cost Recovery
Legal Counsel	per hour	\$146.00	No	Partial Cost Recovery
General Counsel	per hour	\$213.00	No	Partial Cost Recovery
External legal fees	per occasion	At Cost	No	Full Cost Recovery
External expert fees	per occasion	At Cost	No	Full Cost Recovery
Library Services				
Book Sales				
Contact library for price	per item	Various	Yes	Market Based Pricing
Digital Photographs				
Commercial use in publications or television - high resolution	per photo	\$61.00	Yes	Partial Cost Recovery
General Fees				
Lost and damaged items	per item	\$6 plus replacement	Yes	Full Cost Recovery
Program entry	per person	Various	Yes	Partial Cost Recovery
Overdue item	per item per day	\$0.30 up to \$10 maximum	No	Market Based Pricing
Library merchandise	per item	Various	Yes	Full Cost Recovery
Invigilation	per hour	\$25.00	Yes	Partial Cost Recovery
Book club	per annum per club	\$65.00	Yes	Partial Cost Recovery

Fee	Units	2023 - 2024 Fee \$	GST Applicable	Pricing Methodology
Meeting Room Hire				
Glen Street Library - Study Room 1 - not for profit	per hour	\$10.00	Yes	Market Based Pricing
Glen Street Library - Study Room 1 - commercial	per hour	\$18.00	Yes	Market Based Pricing
Glen Street Library - Study Room 2 - not for profit	per hour	\$10.00	Yes	Market Based Pricing
Glen Street Library - Study Room 2 - commercial	per hour	\$18.00	Yes	Market Based Pricing
Glen Street Library - Project Space - not for profit	per hour	\$20.00	Yes	Market Based Pricing
Glen Street Library - Project Space - commercial	per hour	\$38.00	Yes	Market Based Pricing
Booking cancellation various	per booking	\$30.00	Yes	Partial Cost Recovery
Forestville Library - Meeting Room - not for profit	per hour	\$10.00	Yes	Market Based Pricing
Forestville Library - Meeting Room - commercial	per hour	\$18.00	Yes	Market Based Pricing
Dee Why Library - Study Room - not for profit	per hour	\$10.00	Yes	Market Based Pricing
Dee Why Library - Study Room - commercial	per hour	\$18.00	Yes	Market Based Pricing
Manly Library - Ferry Room - not for profit	per hour	\$14.00	Yes	Market Based Pricing
Manly Library - Ferry Room - commercial	per hour	\$26.00	Yes	Market Based Pricing
Manly Library - Board Room - not for profit	per hour	\$14.00	Yes	Market Based Pricing
Manly Library - Board Room - commercial	per hour	\$26.00	Yes	Market Based Pricing
Manly Library - Shelly Room - not for profit	per hour	\$20.00	Yes	Market Based Pricing
Manly Library - Shelly Room - commercial	per hour	\$38.00	Yes	Market Based Pricing
Manly Library - Creative Library - not for profit	per hour	\$20.00	Yes	Market Based Pricing
Manly Library - Creative Library - commercial	per hour	\$38.00	Yes	Market Based Pricing
Manly Library - Community Room - not for profit	per hour	\$20.00	Yes	Market Based Pricing
Manly Library - Community Room - commercial	per hour	\$38.00	Yes	Market Based Pricing
Mona Vale Library - Beaton Room - not for profit	per hour	\$10.00	Yes	Market Based Pricing
Mona Vale Library - Beaton Room - commercial	per hour	\$18.00	Yes	Market Based Pricing
Mona Vale Library - Pelican Room - not for profit	per hour	\$20.00	Yes	Market Based Pricing
Mona Vale Library - Pelican Room - commercial	per hour	\$38.00	Yes	Market Based Pricing
Warringah Mall Library - Meeting Room - not for profit	per hour	\$20.00	Yes	Market Based Pricing
Warringah Mall Library - Meeting Room - commercial	per hour	\$38.00	Yes	Market Based Pricing
Photocopy / Scanning				
Scanning up to 50 MB	per scan	Free	No	Market Based Pricing
A4 black and white	per page	\$0.20	Yes	Market Based Pricing
A3 black and white	per page	\$0.40	Yes	Market Based Pricing
A4 colour	per page	\$2.00	Yes	Market Based Pricing
A3 colour	per page	\$3.00	Yes	Market Based Pricing
Microfiche black and white	per copy	\$0.30	Yes	Market Based Pricing
Requests				
University/Corporate/TAFE or other library network loan	per item	Various	Yes	Partial Cost Recovery
Inter library loan item requested from another library service for transfer	per item	\$3.00	Yes	Partial Cost Recovery

Fee	Units	2023 - 2024 Fee \$	GST Applicable	Pricing Methodology
Development Assessment				
Additional Fees for Development Applications, Modifications and Reviews				
Notification fee for DAs, modifications and reviews - estimated cost of original works \$0 to \$10,000,000	per application	\$350.00	No	Full Cost Recovery
Notification fee for DAs, modifications and reviews DAs - estimated cost of original works greater than \$10,000,001	per application	\$1,060.00	No	Full Cost Recovery
Advertising fee - development applications which are advertised development (e.g. where an Environmental Planning Instrument or Community Participation Plan requires notice to be given) or Prohibited Development (e.g. existing rights)	per application	\$220.00	No	Partial Cost Recovery
Advertising fee - Modification of Consent s4.55(2) & S4.56(1) where the Regulation or Community Participation Plan require public notice	per application	\$220.00	No	Legislative Requirements (Regulatory)
Integrated development and/or development requiring concurrence - additional processing fee	per application	\$176.00	No	Legislative Requirements (Regulatory)
Designated developments - additional processing fee	per application	\$1,154.00	No	Legislative Requirements (Regulatory)
Designated developments - advertising fee	per application	\$2,785.00	No	Legislative Requirements (Regulatory)
Modification of Consent - additional fee for modification application that is accompanied by statement of qualified designer	per application	\$954.00	No	Legislative Requirements (Regulatory)
Additional fee for development application or modification application that is referred to design review panel for advice	per application	\$3,763.00	No	Legislative Requirements (Regulatory)
Development Applications				
Change of use - involving no physical work or demolition	per application	\$357.00	No	Legislative Requirements (Regulatory)
Dwelling house with estimated construction cost less than \$100,000	per application	\$571.00	No	Legislative Requirements (Regulatory)
Estimated cost of works up to \$5,000	per application	\$138.00	No	Legislative Requirements (Regulatory)
Estimated cost of works \$5,001 to \$50,000	per application	\$212 plus \$3 for every \$1,000 (or part thereof)	No	Legislative Requirements (Regulatory)
Estimated cost of works \$50,001 to \$250,000	per application	\$442 plus \$3.64 for every \$1,000 (or part thereof) by which the estimated cost exceeds \$50,000	No	Legislative Requirements (Regulatory)
Estimated cost of works \$250,001 to \$500,000	per application	\$1,455 plus \$2.34 for every \$1,000 (or part thereof) by which the estimated cost exceeds \$250,000	No	Legislative Requirements (Regulatory)
Estimated cost of works \$500,001 to \$1,000,000	per application	\$2,189 plus \$1.64 for every \$1,000 (or part thereof) by which the estimated cost exceeds \$500,000	No	Legislative Requirements (Regulatory)
Estimated cost of works \$1,000,001 to \$10,000,000	per application	\$3,280 plus \$1.44 for every \$1,000 (or part thereof) by which the estimated cost exceeds \$1,000,000	No	Legislative Requirements (Regulatory)
Estimated cost of works more than \$10,000,001	per application	\$19,915 plus \$1.19 for every \$1,000 (or part thereof) by which the estimated cost exceeds \$10,000,000	No	Legislative Requirements (Regulatory)
Strata subdivision	per application	\$414 plus \$65 for each additional lot created by the subdivision	No	Legislative Requirements (Regulatory)
Subdivision of land involving the opening of a public road	per application	\$833 plus \$65 for each additional lot created by the subdivision	No	Legislative Requirements (Regulatory)

Fee	Units	2023 - 2024 Fee \$	GST Applicable	Pricing Methodology
Subdivision of land not involving the opening of a public road	per application	\$414 plus \$53 for each additional lot created by the subdivision	No	Legislative Requirements (Regulatory)
Involving advertising signs	per application	\$357 plus \$93 for each additional sign in excess of one, or based on the estimated cost of works fees above, which ever is the greater	No	Legislative Requirements (Regulatory)
Modification of Consent - based on estimated costs and works of the original development application				
s4.55(1) - Involving minor error, incorrect description or miscalculation (no fee charged if agreed Council error)	per application	Zero	No	Legislative Requirements (Regulatory)
s4.55(1A) & s4.56(1) - Minor environmental impact	per application	50% of original fee or \$809 whichever is the lesser	No	Legislative Requirements (Regulatory)
s4.55(2) & s4.56(1) - Original application fee less than \$100	per application	50% of original fee	No	Legislative Requirements (Regulatory)
s4.55(2) & s4.56(1) - Change of use, involving no building work or demolition	per application	50% of original fee	No	Legislative Requirements (Regulatory)
s4.55(2) & s4.56(1) - Dwelling house estimated construction cost less than \$100,000	per application	\$238.00	No	Legislative Requirements (Regulatory)
s4.55(2) & s4.56(1) - Estimated cost of works up to \$5,000	per application	\$69.00	No	Legislative Requirements (Regulatory)
s4.55(2) & s4.56(1) - Estimated cost of works \$5,001 to \$250,000	per application	\$106 plus \$1.50 for every \$1,000 (or part thereof)	No	Legislative Requirements (Regulatory)
s4.55(2) & s4.56(1) - Estimated cost of works \$250,001 to \$500,000	per application	\$628 plus \$0.85 for every \$1,000 (or part thereof) by which the estimated cost exceeds \$250,000	No	Legislative Requirements (Regulatory)
s4.55(2) & s4.56(1) - Estimated cost of works \$500,001 to \$1,000,000	per application	\$894 plus \$0.50 for every \$1,000 (or part thereof) by which the estimated cost exceeds \$500,000	No	Legislative Requirements (Regulatory)
s4.55(2) & s4.56(1) - Estimated cost of works \$1,000,001 to \$10,000,000	per application	\$1,238 plus \$0.40 for every \$1,000 (or part thereof) by which the estimated cost exceeds \$1,000,000	No	Legislative Requirements (Regulatory)
s4.55(2) & s4.56(1) - Estimated cost of works more than \$10,000,001	per application	\$5,943 plus \$0.27 for every \$1,000 (or part thereof) by which the estimated cost exceeds \$10,000,000	No	Legislative Requirements (Regulatory)
Other Fees				
Deferred commencement review	per application	\$320.00	No	Partial Cost Recovery

Fee	Units	2023 - 2024 Fee \$	GST Applicable	Pricing Methodology
Pre-Lodgement Services				
Written advice on a single planning issue	per application	\$295.00	Yes	Partial Cost Recovery
Written advice and short meeting on a single planning issue	per application	\$400.00	Yes	Partial Cost Recovery
Pre-Lodgement Meeting - development with an estimated construction cost up to \$500,000 (excluding development required to be referred to DSAP)	per application	\$915.00	Yes	Partial Cost Recovery
Pre-Lodgement Meeting - development with an estimated construction cost between \$500,001 - \$2,000,000 (excluding development required to be referred to DSAP)	per application	\$1,210.00	Yes	Partial Cost Recovery
Pre-Lodgement Meeting - development with an estimated construction cost between \$2,000,001 - \$5,000,000 or subdivision up to 5 lots (excluding development required to be referred to DSAP)	per application	\$1,515.00	Yes	Partial Cost Recovery
Pre-Lodgement Meeting - development with an estimated construction cost between \$5,000,001 - \$20,000,000 or subdivision between 6 - 20 lots (excluding development required to be referred to DSAP)	per application	\$1,805.00	Yes	Partial Cost Recovery
Pre-Lodgement Meeting - development with an estimated construction cost more than \$20,000,001 or subdivision more than 20 lots (excluding development required to be referred to DSAP)	per application	\$2,405.00	Yes	Partial Cost Recovery
Pre-Lodgement Meeting and Design & Sustainability Advisory Panel (DSAP) Meeting Service - Includes 2 meetings (1 with Council staff, and 1 with independent design and sustainability experts).	per application	\$3,260.00	Yes	Partial Cost Recovery
Review of Determination				
Involving no physical work or demolition	per application	50% of original fee	No	Legislative Requirements (Regulatory)
Dwelling house estimated construction cost less than \$100,000	per application	\$238.00	No	Legislative Requirements (Regulatory)
Estimated cost of works up to \$5,000	per application	\$69.00	No	Legislative Requirements (Regulatory)
Estimated cost of works \$5,001 - \$250,000	per application	\$107 plus \$1.50 for every \$1,000 (or part thereof) of the estimated cost	No	Legislative Requirements (Regulatory)
Estimated cost of works \$250,001 - \$500,000	per application	\$628 plus \$0.85 for every \$1,000 (or part thereof) by which the estimated cost exceeds \$250,000	No	Legislative Requirements (Regulatory)
Estimated cost of works \$500,001 - \$1,000,000	per application	\$894 plus \$0.50 for every \$1,000 (or part thereof) by which the estimated cost exceeds \$500,000	No	Legislative Requirements (Regulatory)
Estimated cost of works \$1,000,001 - \$10,000,000	per application	\$1,238 plus \$0.40 for every \$1,000 (or part thereof) by which the estimated cost exceeds \$1,000,000	No	Legislative Requirements (Regulatory)
Estimated cost of works more than \$10,000,001	per application	\$5,943 plus \$0.27 for every \$1,000 (or part thereof) by which the estimated cost exceeds \$10,000,000	No	Legislative Requirements (Regulatory)
Review of a Modification of Consent Application - s8.9	per application	50% of original fee	No	Legislative Requirements (Regulatory)

Fee	Units	2023 - 2024 Fee \$	GST Applicable	Pricing Methodology
Strategic & Place Planning				
Offer to Enter into a Planning Agreement				
Planning Portal Lodgement Fee	per application	\$5.00	No	Legislative Requirements (Regulatory)
Pre-lodgement Meeting	per application	\$866.00	Yes	Partial Cost Recovery
Application Fee only (Note: Land Valuation Report, Cost estimate of infrastructure by Quantity Surveyor and any other required reports for the assessment of the Offer is direct cost recovery in accordance with Council's adopted Planning Agreement Policy. Legal fees including Registration on Title of subject property is part of the Planning Agreement Obligations).	per application	\$4,697.00	No	Full Cost Recovery
Planning Certificate (Section 10.7)				
Section 10.7 Part 2 Certificate	per certificate	\$67.00	No	Legislative Requirements (Regulatory)
Section 10.7 Part 2 & Part 5 Certificate	per certificate	\$168.00	No	Legislative Requirements (Regulatory)
Additional urgency fee for Planning Certificates - produced within 3 hours	per certificate	\$59.00	No	Full Cost Recovery
Re-printing fee if certificate was issued less than 10 days prior	per certificate	\$94.00	No	Full Cost Recovery
Planning Documents				
Certified copy of map or plan	per copy	\$66.00	No	Full Cost Recovery
Planning Proposal Application - basic/standard seeking amendment/s to an LEP involving sites less than 5,000 sqm in area				
Pre-lodgement meeting and report	per meeting/ report	\$2,335.00	Yes	Full Cost Recovery
Lodgement fee including advertising	per proposal	\$35,054.00	No	Partial Cost Recovery
Refund of a percentage of lodgement fee if planning proposal does not progress past the Gateway Determination (s56 EP&A Act) and no application is made for a rezoning review	per proposal	Up to 30% of lodgement fee	No	Full Cost Recovery
Planning Proposal Application - complex/major seeking amendment/s to an LEP involving sites over 5,000 sqm in area or multiple sites or sites with complex planning issues				
Pre-lodgement meeting and report - This fee applies to mapping changes, adding/removing a heritage item, changing the wording of a clause, adding/removing a use in a zoning table that does not require complex assessment or mapping changes	per meeting/ report	\$5,836.00	Yes	Partial Cost Recovery
Lodgement fee including advertising - This fee applies to mapping changes, adding/removing a heritage item, changing the wording of a clause, adding/removing a use in a zoning table that does not require complex assessment or mapping changes	per proposal	\$75,963.00	No	Full Cost Recovery
Additional fee when a public hearing is required	per hearing	At cost	No	Full Cost Recovery
Additional fee when extra time or studies or work are required post gateway approval	per proposal	At cost	No	Full Cost Recovery
Refund of a percentage of lodgement fee if planning proposal does not progress past the Gateway Determination (s56 EP&A Act) and no application is made for a rezoning review	per proposal	Up to 30% of lodgement fee	No	Full Cost Recovery
Planning Proposal DCP Amendment				
Pre-lodgement meeting and report	per meeting/ report	\$2,335.00	Yes	Full Cost Recovery
Lodgement fee including advertising	per amendment	\$35,054.00	No	Partial Cost Recovery

Fee	Units	2023 - 2024 Fee \$	GST Applicable	Pricing Methodology
Community, Arts & Culture				
Adolescent & Family Counselling Service				
Dad's parenting program	per 2 sessions	\$25.00	Yes	Partial Cost Recovery
Parenting program	per 4 sessions	\$50.00	Yes	Partial Cost Recovery
Community Arts & Culture				
Market fee	per day	\$75.00	Yes	Partial Cost Recovery
Marquee hire - fee passed on to single stall holder	per day	At Cost	Yes	Full Cost Recovery
Marquee hire split fee - fee passed on to multiple stall holders	per day	At Cost	Yes	Full Cost Recovery
Community Arts & Culture - Avalon Creative Space				
Workshop 1 - space hire hour	per hour	\$25.00	Yes	Partial Cost Recovery
Workshop 1 - space hire half day (3hrs)	per half day	\$45.00	Yes	Partial Cost Recovery
Workshop 1 - space hire day	per day	\$75.00	Yes	Partial Cost Recovery
Workshop 2 - space hire hour	per hour	\$15.00	Yes	Partial Cost Recovery
Workshop 2 - space hire half day (3hrs)	per half day	\$35.00	Yes	Partial Cost Recovery
Workshop 2 - space hire day	per day	\$55.00	Yes	Partial Cost Recovery
Studio 1	per week	\$70.00	Yes	Partial Cost Recovery
Studio 1 - shared	per week	\$40.00	Yes	Partial Cost Recovery
Studio 2	per week	\$150.00	Yes	Partial Cost Recovery
Community Arts & Culture - Creative Space				
Pop-up hire - Makers Shop	per week	\$150.00	Yes	Partial Cost Recovery
Pop-up hire - Makers Shop	per day	\$40.00	Yes	Partial Cost Recovery
Pop-up hire medium - Creative Pop-up	per day	\$55.00	Yes	Partial Cost Recovery
Studio	per week	\$70.00	Yes	Partial Cost Recovery
Studio - shared	per week	\$40.00	Yes	Partial Cost Recovery
Exhibition – Solo	per week	\$160.00	Yes	Partial Cost Recovery
Exhibition – Group	per week	\$215.00	Yes	Partial Cost Recovery
Community Arts & Culture - Creative Spaces, Curl Curl and others				
Studio	per day	Zero	No	Free (Zero Cost Recovery)
Studio 1 - shared	per week	\$45.00	Yes	Partial Cost Recovery
Studio 1 - large	per week	\$80.00	Yes	Partial Cost Recovery
Studio 2	per week	\$65.00	Yes	Partial Cost Recovery
Studio 3	per week	\$65.00	Yes	Partial Cost Recovery
Studio 4	per week	\$65.00	Yes	Partial Cost Recovery
Studio 5 - shared	per week	\$35.00	Yes	Partial Cost Recovery
Studio 5 - outdoor	per week	\$65.00	Yes	Partial Cost Recovery
Makers Shop - day	per day	\$32.00	Yes	Partial Cost Recovery
Makers Shop - week (4-7days)	per week	\$106.00	Yes	Partial Cost Recovery

Fee	Units	2023 - 2024 Fee \$	GST Applicable	Pricing Methodology
Gallery Space hire – non-exhibition hourly	per hour	\$22.00	Yes	Partial Cost Recovery
Gallery Space hire – non-exhibition half day	per half day	\$43.00	Yes	Partial Cost Recovery
Exhibition half gallery	per week	\$195.00	Yes	Partial Cost Recovery
Exhibition solo	per week	\$270.00	Yes	Partial Cost Recovery
Exhibition group	per week	\$385.00	Yes	Partial Cost Recovery
Exhibition commercial	per week	\$1,070.00	Yes	Partial Cost Recovery
Community Centres - Administration Charges				
Floor damage charge	per instance	As per quote	Yes	Partial Cost Recovery
Discount for not for profit organisations and groups	per hire	35% deduction off hire fee	Yes	Partial Cost Recovery
Discount for seniors/disability/support groups - application and approval process	per hire	70% deduction off hire fee	Yes	Partial Cost Recovery
Meeting hire for community committees endorsed by Council (subject to availability) and internal Council meetings	per hire	Zero	No	Free (Zero Cost Recovery)
Art exhibition screen fee	per screen	\$40.00	Yes	Full Cost Recovery
Art exhibition/workshop per room	per day	Five x hire fee per room/hall	Yes	Partial Cost Recovery
Casual hirer - refundable bond - (a) low risk function or activity	per hire	\$300.00	No	Full Cost Recovery
Casual hirer - refundable bond - (b) medium risk function or activity	per hire	\$500.00	No	Full Cost Recovery
Casual hirer - refundable bond - (c) high risk function or activity	per hire	\$1,000.00	No	Full Cost Recovery
Casual hirer - refundable bond - (d) special event / high risk function	per hire	\$1,500.00	No	Full Cost Recovery
Casual hirer - refundable bond - (e) meeting 1.5 - 3 hours	per hire		No	Full Cost Recovery
Administration fee - applies when a booking that has already been confirmed in writing is amended	per instance	\$40.00	Yes	Full Cost Recovery
Cancellation fee within two weeks of booking	per instance	Rental amount	Yes	Partial Cost Recovery
Cancellation fee outside two weeks of booking	per instance	\$40.00	Yes	Partial Cost Recovery
Non return of key (after 5 days of hire period completion)	per instance	\$100.00	Yes	Partial Cost Recovery
Charge to open centre/ callout fee	each	\$330.00	Yes	Full Cost Recovery
Regular hirer - late payment fee	per instance	\$40.00	Yes	Partial Cost Recovery
Penalty for hirer found using a centre outside of their booked time or without a booking. (Plus a minimum 1 hour booking charge)	per instance	\$110.00	Yes	Partial Cost Recovery
Extra bin required	per bin	\$30.00	Yes	Partial Cost Recovery
Extra cleaning required	per hour	\$80.00	Yes	Full Cost Recovery
Extra key/swipe card - requested or replacement	per key	\$80.00	Yes	Partial Cost Recovery
Election rate	per day	\$1,350.00	Yes	Partial Cost Recovery
Kiln firing Small	per firing	\$45.00	Yes	Partial Cost Recovery
Kiln firing Medium	per firing	\$50.00	Yes	Partial Cost Recovery
Kiln firing Large	per firing	\$60.00	Yes	Partial Cost Recovery
Storage fee small	per year	\$65.00	Yes	Partial Cost Recovery
Storage fee medium	per year	\$110.00	Yes	Partial Cost Recovery
Storage fee large	per year	\$165.00	Yes	Partial Cost Recovery
Storage fee extra large	per year	\$330.00	Yes	Partial Cost Recovery

Fee	Units	2023 - 2024 Fee \$	GST Applicable	Pricing Methodology
Community Centres - Allambie Public Hall				
Concession	per hour	\$9.10	Yes	Partial Cost Recovery
Not for profit	per hour	\$19.60	Yes	Partial Cost Recovery
Hire fee	per hour	\$30.20	Yes	Partial Cost Recovery
Function	per hour	\$54.00	Yes	Partial Cost Recovery
Community Centres - Avalon Recreation Centre				
Main Hall - concession	per hour	\$16.10	Yes	Partial Cost Recovery
Main Hall - not for profit	per hour	\$34.70	Yes	Partial Cost Recovery
Main Hall - hire fee	per hour	\$53.40	Yes	Partial Cost Recovery
Main Hall - function	per hour	\$96.00	Yes	Partial Cost Recovery
Early Childhood Centre - concession	per hour	\$7.80	Yes	Partial Cost Recovery
Early Childhood Centre - not for profit	per hour	\$17.00	Yes	Partial Cost Recovery
Early Childhood Centre - hire fee	per hour	\$26.20	Yes	Partial Cost Recovery
Meeting Room - concession	per hour	\$5.40	Yes	Partial Cost Recovery
Meeting Room - not for profit	per hour	\$11.80	Yes	Partial Cost Recovery
Meeting Room - hire fee	per hour	\$18.30	Yes	Partial Cost Recovery
Avalon Annexe - concession	per hour	\$11.90	Yes	Partial Cost Recovery
Avalon Annexe - not for profit	per hour	\$26.00	Yes	Partial Cost Recovery
Avalon Annexe - hire fee	per hour	\$39.80	Yes	Partial Cost Recovery
Avalon Annexe - function	per hour	\$71.00	Yes	Partial Cost Recovery
Activity Room 1 - concession	per hour	\$7.80	Yes	Partial Cost Recovery
Activity Room 1 - not for profit	per hour	\$17.00	Yes	Partial Cost Recovery
Activity Room 1 - hire fee	per hour	\$26.20	Yes	Partial Cost Recovery
Activity Room 1 - function	per hour	\$47.00	Yes	Partial Cost Recovery
Activity Room 2 - concession	per hour	\$11.90	Yes	Partial Cost Recovery
Activity Room 2 - not for profit	per hour	\$26.00	Yes	Partial Cost Recovery
Activity Room 2 - hire fee	per hour	\$39.80	Yes	Partial Cost Recovery
Activity Room 2 - function	per hour	\$71.00	Yes	Partial Cost Recovery
Activity Room 3 - concession	per hour	\$7.80	Yes	Partial Cost Recovery
Activity Room 3 - not for profit	per hour	\$17.00	Yes	Partial Cost Recovery
Activity Room 3 - hire fee	per hour	\$26.20	Yes	Partial Cost Recovery
Activity Room 3 - function	per hour	\$47.00	Yes	Partial Cost Recovery
Activity Room 4 - concession	per hour	\$11.90	Yes	Partial Cost Recovery
Activity Room 4 - hire fee	per hour	\$39.80	Yes	Partial Cost Recovery
Activity Room 4 - not for profit	per hour	\$26.00	Yes	Partial Cost Recovery
Activity Room 4 - function	per hour	\$71.00	Yes	Partial Cost Recovery

Fee	Units	2023 - 2024 Fee \$	GST Applicable	Pricing Methodology
Community Centres - Beacon Hill War Memorial Hall				
Main Hall - concession	per hour	\$13.00	Yes	Partial Cost Recovery
Main Hall - not for profit	per hour	\$28.10	Yes	Partial Cost Recovery
Main Hall - hire fee	per hour	\$43.20	Yes	Partial Cost Recovery
Main Hall - function	per hour	\$77.00	Yes	Partial Cost Recovery
Lower Hall - concession	per hour	\$7.80	Yes	Partial Cost Recovery
Lower Hall - not for profit	per hour	\$17.00	Yes	Partial Cost Recovery
Lower Hall - hire fee	per hour	\$26.20	Yes	Partial Cost Recovery
Lower Hall - function	per hour	\$47.00	Yes	Partial Cost Recovery
Meeting Room - concession	per hour	\$5.40	Yes	Partial Cost Recovery
Meeting Room - not for profit	per hour	\$11.80	Yes	Partial Cost Recovery
Meeting Room - hire fee	per hour	\$18.30	Yes	Partial Cost Recovery
Community Centres - Belrose Community Centre				
Concession	per hour	\$9.10	Yes	Partial Cost Recovery
Not for profit	per hour	\$19.60	Yes	Partial Cost Recovery
Hire fee	per hour	\$30.20	Yes	Partial Cost Recovery
Function	per hour	\$54.00	Yes	Partial Cost Recovery
Belrose Children's Centre rate	per hour	\$10.00	No	Partial Cost Recovery
Community Centres - Bilarong Community Hall				
Bilarong Community Hall - concession	per hour	\$11.90	Yes	Partial Cost Recovery
Bilarong Community Hall - not for profit	per hour	\$25.90	Yes	Partial Cost Recovery
Bilarong Community Hall - hire fee	per hour	\$39.80	Yes	Partial Cost Recovery
Bilarong Community Hall - function	per hour	\$71.00	Yes	Partial Cost Recovery
Bilarong Meeting Room - concession	per hour	\$5.40	Yes	Partial Cost Recovery
Bilarong Meeting Room - not for profit	per hour	\$11.80	Yes	Partial Cost Recovery
Bilarong Meeting Room - hire fee	per hour	\$18.30	Yes	Partial Cost Recovery
Community Centres - Brookvale Community Centre				
North and South Halls - concession	per hour	\$7.80	Yes	Partial Cost Recovery
North and South Halls - not for profit	per hour	\$17.00	Yes	Partial Cost Recovery
North and South Halls - hire fee	per hour	\$26.20	Yes	Partial Cost Recovery
North and South Halls - function	per hour	\$47.00	Yes	Partial Cost Recovery
North Hall - Community Northern Beaches	per week	\$153.00	Yes	Partial Cost Recovery
West Hall - concession	per hour	\$5.40	Yes	Partial Cost Recovery
West Hall - not for profit	per hour	\$11.80	Yes	Partial Cost Recovery
West Hall - hire fee	per hour	\$18.30	Yes	Partial Cost Recovery
West Hall - Community Northern Beaches	per week	\$88.00	Yes	Partial Cost Recovery
Community Centres - Collaroy Plateau Progress Hall				
Collaroy Plateau Community Kindergarten rate	per hour	\$17.00	Yes	Partial Cost Recovery

Fee	Units	2023 - 2024 Fee \$	GST Applicable	Pricing Methodology
Community Centres - Collaroy Plateau Youth & Community Centre				
Concession	per hour	\$9.60	Yes	Partial Cost Recovery
Not-for-profit	per hour	\$20.70	Yes	Partial Cost Recovery
Hire fee	per hour	\$31.80	Yes	Partial Cost Recovery
Function	per hour	\$58.00	Yes	Partial Cost Recovery
Railway Modellers	per week	\$132.00	Yes	Partial Cost Recovery
Community Centres - Collaroy Swim Club				
Concession	per hour	\$9.60	Yes	Partial Cost Recovery
Not for profit	per hour	\$20.70	Yes	Partial Cost Recovery
Hire fee	per hour	\$31.80	Yes	Partial Cost Recovery
Function	per hour	\$58.00	Yes	Partial Cost Recovery
Community Centres - Cromer Community Centre				
Main Hall - concession	per hour	\$11.90	Yes	Partial Cost Recovery
Main Hall - not for profit	per hour	\$26.00	Yes	Partial Cost Recovery
Main Hall - hire fee	per hour	\$39.80	Yes	Partial Cost Recovery
Main Hall - function	per hour	\$71.00	Yes	Partial Cost Recovery
Lounge - concession	per hour	\$11.90	Yes	Partial Cost Recovery
Lounge - not for profit	per hour	\$26.00	Yes	Partial Cost Recovery
Lounge - hire fee	per hour	\$39.80	Yes	Partial Cost Recovery
Lounge - function	per hour	\$71.00	Yes	Partial Cost Recovery
Art & Craft Room - concession	per hour	\$7.80	Yes	Partial Cost Recovery
Art & Craft Room - not for profit	per hour	\$17.00	Yes	Partial Cost Recovery
Art & Craft Room - hire fee	per hour	\$26.20	Yes	Partial Cost Recovery
Art & Craft Room - function	per hour	\$47.00	Yes	Partial Cost Recovery
Board Room - concession	per hour	\$7.80	Yes	Partial Cost Recovery
Board Room - not for profit	per hour	\$17.00	Yes	Partial Cost Recovery
Board Room - hire fee	per hour	\$26.20	Yes	Partial Cost Recovery
Board Room - Community rate	per week	\$143.00	Yes	Partial Cost Recovery
Gallery - concession	per hour	\$7.80	Yes	Partial Cost Recovery
Gallery - not for profit	per hour	\$17.00	Yes	Partial Cost Recovery
Gallery - hire fee	per hour	\$26.20	Yes	Partial Cost Recovery
Office /Meeting Rooms - concession	per hour	\$13.70	Yes	Partial Cost Recovery
Office /Meeting Rooms - not for profit	per hour	\$29.60	Yes	Partial Cost Recovery
Office /Meeting Rooms - hire fee	per hour	\$45.50	Yes	Partial Cost Recovery
Office /Meeting Rooms - per week	per week	\$317.00	Yes	Partial Cost Recovery
Main Hall and Gallery - Northern Beaches Council Vacation Care rate	per hour	\$21.00	No	Partial Cost Recovery
External showers / toilet	per season	\$456.00	Yes	Partial Cost Recovery

Fee	Units	2023 - 2024 Fee \$	GST Applicable	Pricing Methodology
Community Centres - Curl Curl Sports Centre				
Concession	per hour	\$9.60	Yes	Partial Cost Recovery
Not for profit	per hour	\$20.70	Yes	Partial Cost Recovery
Hire fee	per hour	\$31.80	Yes	Partial Cost Recovery
Function	per hour	\$58.00	Yes	Partial Cost Recovery
Manly Warringah Netball Association rate	per hour	\$6.00	Yes	Partial Cost Recovery
Community Centres - Curl Curl Youth & Community Centre				
Main Hall - concession	per hour	\$16.10	Yes	Partial Cost Recovery
Main Hall - not for profit	per hour	\$34.70	Yes	Partial Cost Recovery
Main Hall - hire fee	per hour	\$53.40	Yes	Partial Cost Recovery
Main Hall - function	per hour	\$96.00	Yes	Partial Cost Recovery
Meeting Room - concession	per hour	\$5.40	Yes	Partial Cost Recovery
Meeting Room - not for profit	per hour	\$11.80	Yes	Partial Cost Recovery
Meeting Room - hire fee	per hour	\$18.30	Yes	Partial Cost Recovery
Community Centres - Elanora Heights Community Centre				
Main Hall - concession	per hour	\$11.90	Yes	Partial Cost Recovery
Main Hall - not for profit	per hour	\$26.00	Yes	Partial Cost Recovery
Main Hall - hire fee	per hour	\$39.80	Yes	Partial Cost Recovery
Main Hall - function	per hour	\$71.00	Yes	Partial Cost Recovery
Main Hall - Elanora Heights Community Preschool rate	per hour	\$15.00	Yes	Partial Cost Recovery
Community Centres - Forest Community Arts Centre				
Heather Flawith Meeting Room - concession	per hour	\$7.80	Yes	Partial Cost Recovery
Heather Flawith Meeting Room - not for profit	per hour	\$16.90	Yes	Partial Cost Recovery
Heather Flawith Meeting Room - hire fee	per hour	\$26.20	Yes	Partial Cost Recovery
Heather Flawith Meeting Room - function	per hour	\$47.00	Yes	Partial Cost Recovery
Classrooms/Studio - concession	per hour	\$6.90	Yes	Partial Cost Recovery
Classrooms/Studio - not for profit	per hour	\$14.80	Yes	Partial Cost Recovery
Classrooms/Studio - hire fee	per hour	\$22.70	Yes	Partial Cost Recovery
Classrooms/Studio - function	per hour	\$41.00	Yes	Partial Cost Recovery
Lorikeet Meeting Room - concession	per hour	\$5.40	Yes	Partial Cost Recovery
Lorikeet Meeting Room - not for profit	per hour	\$11.80	Yes	Partial Cost Recovery
Lorikeet Meeting Room - hire fee	per hour	\$18.30	Yes	Partial Cost Recovery
Pottery Room - concession	per hour	\$6.90	Yes	Partial Cost Recovery
Pottery Room - not for profit	per hour	\$14.80	Yes	Partial Cost Recovery
Pottery Room - hire fee	per hour	\$22.70	Yes	Partial Cost Recovery

Fee	Units	2023 - 2024 Fee \$	GST Applicable	Pricing Methodology
Community Centres - Forest Youth Centre - Yoyos				
Concession	per hour	\$9.10	Yes	Partial Cost Recovery
Not for profit	per hour	\$19.60	Yes	Partial Cost Recovery
Hire fee	per hour	\$30.20	Yes	Partial Cost Recovery
Function	per hour	\$54.00	Yes	Partial Cost Recovery
Community Centres - Forestville Community Hall				
Concession	per hour	\$9.60	Yes	Partial Cost Recovery
Not for profit	per hour	\$20.70	Yes	Partial Cost Recovery
Hire fee	per hour	\$31.80	Yes	Partial Cost Recovery
Function	per hour	\$58.00	Yes	Partial Cost Recovery
Workshop	per week	\$70.00	Yes	Partial Cost Recovery
Northern Beaches Council Vacation Care rate	per hour	\$21.00	No	Partial Cost Recovery
Community Centres - Forestville Memorial Hall				
Concession	per hour	\$13.70	Yes	Partial Cost Recovery
Not for profit	per hour	\$29.60	Yes	Partial Cost Recovery
Hire fee	per hour	\$45.50	Yes	Partial Cost Recovery
Function	per hour	\$82.00	Yes	Partial Cost Recovery
Meeting Room 2/Kitchen - concession	per hour	\$5.40	Yes	Partial Cost Recovery
Meeting Room 2/Kitchen - not for profit	per hour	\$11.80	Yes	Partial Cost Recovery
Meeting Room 2/Kitchen - hire fee	per hour	\$18.30	Yes	Partial Cost Recovery
Computer Pals rate	per week	\$98.00	Yes	Partial Cost Recovery
Warringah Aquatic Centre rate	per hour	\$31.00	No	Partial Cost Recovery
Community Centres - Forestville Seniors Citizen Centre				
Main Hall - concession	per hour	\$11.90	Yes	Partial Cost Recovery
Main Hall - not for profit	per hour	\$26.00	Yes	Partial Cost Recovery
Office - Early Education rate (two offices)	per office per week	\$99.00	Yes	Partial Cost Recovery
Main Hall - hire fee	per hour	\$39.80	Yes	Partial Cost Recovery
Main Hall - function	per hour	\$71.00	Yes	Partial Cost Recovery
Forest Room - concession	per hour	\$7.80	Yes	Partial Cost Recovery
Forest Room - not for profit	per hour	\$17.00	Yes	Partial Cost Recovery
Forest Room - hire fee	per hour	\$26.20	Yes	Partial Cost Recovery
Forest Room - function	per hour	\$47.00	Yes	Partial Cost Recovery
Meeting Room - concession	per hour	\$5.40	Yes	Partial Cost Recovery
Meeting Room - not for profit	per hour	\$11.80	Yes	Partial Cost Recovery
Meeting Room - hire fee	per hour	\$18.30	Yes	Partial Cost Recovery

Fee	Units	2023 - 2024 Fee \$	GST Applicable	Pricing Methodology
Community Centres - Griffith Park Sports Facility				
Community Room - concession	per hour	\$7.80	Yes	Partial Cost Recovery
Community Room - not for profit	per hour	\$17.00	Yes	Partial Cost Recovery
Community Room - hire fee	per hour	\$26.20	Yes	Partial Cost Recovery
Community Centres - Harbord Literary Institute				
Main Hall - concession	per hour	\$9.60	Yes	Partial Cost Recovery
Main Hall - not for profit	per hour	\$20.70	Yes	Partial Cost Recovery
Main Hall - hire fee	per hour	\$31.80	Yes	Partial Cost Recovery
Main Hall - function	per hour	\$58.00	Yes	Partial Cost Recovery
Meeting Room - concession	per hour	\$5.40	Yes	Partial Cost Recovery
Meeting Room - not for profit	per hour	\$11.80	Yes	Partial Cost Recovery
Meeting Room - hire fee	per hour	\$18.30	Yes	Partial Cost Recovery
Main Hall/Meeting Room - Harbord Community Kindergarten rate	per hour	\$16.00	Yes	Partial Cost Recovery
Community Centres - Lionel Watts Sports and Community Centre				
Concession	per hour	\$9.10	Yes	Partial Cost Recovery
Not for profit	per hour	\$19.60	Yes	Partial Cost Recovery
Hire fee	per hour	\$30.20	Yes	Partial Cost Recovery
Function	per hour	\$54.00	Yes	Partial Cost Recovery
Community Centres - Manly Seniors Centre				
Hall - concession	per hour	\$13.70	Yes	Partial Cost Recovery
Hall - not for profit	per hour	\$29.60	Yes	Partial Cost Recovery
Hall - hire fee	per hour	\$45.50	Yes	Partial Cost Recovery
Hall - function	per hour	\$82.00	Yes	Partial Cost Recovery
Activity Room - concession	per hour	\$11.90	Yes	Partial Cost Recovery
Activity Room - not for profit	per hour	\$26.00	Yes	Partial Cost Recovery
Activity Room - hire fee	per hour	\$39.80	Yes	Partial Cost Recovery
Activity Room - function	per hour	\$71.00	Yes	Partial Cost Recovery
Computer Pals Rate	per week	\$30.00	Yes	Partial Cost Recovery
Community Centres - Manly Vale Community Centres				
Concession	per hour	\$9.60	Yes	Partial Cost Recovery
Not for profit	per hour	\$20.70	Yes	Partial Cost Recovery
Hire fee	per hour	\$31.80	Yes	Partial Cost Recovery
Function	per hour	\$58.00	Yes	Partial Cost Recovery
Manly Vale Community Kindergarten rate	per hour	\$13.00	Yes	Partial Cost Recovery
Northern Beaches Council Vacation Care rate	per hour	\$21.00	No	Partial Cost Recovery
Warringah Print Workshop	per week	\$184.00	Yes	Partial Cost Recovery

Fee	Units	2023 - 2024 Fee \$	GST Applicable	Pricing Methodology
Community Centres - Manly Youth & Community Centre				
Hall - concession	per hour	\$13.70	Yes	Partial Cost Recovery
Hall - not for profit	per hour	\$29.60	Yes	Partial Cost Recovery
Hall - hire fee	per hour	\$45.50	Yes	Partial Cost Recovery
Hall - function	per hour	\$82.00	Yes	Partial Cost Recovery
Activity Room - concession	per hour	\$7.80	Yes	Partial Cost Recovery
Activity Room - not for profit	per hour	\$17.00	Yes	Partial Cost Recovery
Activity Room - hire fee	per hour	\$26.20	Yes	Partial Cost Recovery
Small Meeting Room - concession	per hour	\$5.40	Yes	Partial Cost Recovery
Small Meeting Room - not for profit	per hour	\$11.80	Yes	Partial Cost Recovery
Small Meeting Room - hire fee	per hour	\$18.30	Yes	Partial Cost Recovery
Activity Room - function	per hour	\$47.00	Yes	Partial Cost Recovery
Large Meeting Room - not for profit	per hour	\$20.70	Yes	Partial Cost Recovery
Large Meeting Room - hire fee	per hour	\$31.80	Yes	Partial Cost Recovery
Large Meeting Room - concession	per hour	\$9.60	Yes	Partial Cost Recovery
Community Centres - Mona Vale Memorial Hall				
Main Hall - concession	per hour	\$13.70	Yes	Partial Cost Recovery
Main Hall - not for profit	per hour	\$29.60	Yes	Partial Cost Recovery
Main Hall - hire fee	per hour	\$45.50	Yes	Partial Cost Recovery
Main Hall - function	per hour	\$82.00	Yes	Partial Cost Recovery
Meeting Room - concession	per hour	\$7.80	Yes	Partial Cost Recovery
Meeting Room - not for profit	per hour	\$17.00	Yes	Partial Cost Recovery
Meeting Room - hire fee	per hour	\$26.20	Yes	Partial Cost Recovery
Community Centres - Mona Vale Performance Space				
Control Room - concession	per hour	\$5.40	Yes	Partial Cost Recovery
Control Room - hire fee	per hour	\$18.30	Yes	Partial Cost Recovery
Control Room - not for profit	per hour	\$11.80	Yes	Partial Cost Recovery
Performance Space - concession	per hour	\$13.70	Yes	Partial Cost Recovery
Performance Space - not for profit	per hour	\$29.60	Yes	Partial Cost Recovery
Performance Space - hire fee	per hour	\$45.50	Yes	Partial Cost Recovery
Performance Space - function / performance / event	per hour	\$82.00	Yes	Partial Cost Recovery

Fee	Units	2023 - 2024 Fee \$	GST Applicable	Pricing Methodology
Community Centres - Narraweena Community Centre				
Main Hall - concession	per hour	\$9.60	Yes	Partial Cost Recovery
Main Hall - not for profit	per hour	\$20.70	Yes	Partial Cost Recovery
Main Hall - hire fee	per hour	\$31.80	Yes	Partial Cost Recovery
Main Hall - function	per hour	\$58.00	Yes	Partial Cost Recovery
East or West Hall - concession	per hour	\$7.80	Yes	Partial Cost Recovery
East or West Hall - not for profit	per hour	\$17.00	Yes	Partial Cost Recovery
East or West Hall - hire fee	per hour	\$26.20	Yes	Partial Cost Recovery
East or West Hall - function	per hour	\$47.00	Yes	Partial Cost Recovery
Community Centres - Nelson Heather Centre				
Angophora/Banksia Room - concession	per hour	\$11.90	Yes	Partial Cost Recovery
Angophora/Banksia Room - not for profit	per hour	\$26.00	Yes	Partial Cost Recovery
Angophora/Banksia Room - hire fee	per hour	\$39.80	Yes	Partial Cost Recovery
Angophora/Banksia Room - function	per hour	\$71.00	Yes	Partial Cost Recovery
Waratah Room - concession	per hour	\$7.80	Yes	Partial Cost Recovery
Waratah Room - not for profit	per hour	\$17.00	Yes	Partial Cost Recovery
Waratah Room - hire fee	per hour	\$26.20	Yes	Partial Cost Recovery
Peninsula Bridge Club	per annum	\$13,758.00	Yes	Partial Cost Recovery
Community Centres - Newport Community Centre				
Main Hall - concession	per hour	\$13.70	Yes	Partial Cost Recovery
Main Hall - not for profit	per hour	\$29.60	Yes	Partial Cost Recovery
Main Hall - hire fee	per hour	\$45.50	Yes	Partial Cost Recovery
Main Hall - function	per hour	\$82.00	Yes	Partial Cost Recovery
Activity Room 1 & 2 - concession	per hour	\$11.90	Yes	Partial Cost Recovery
Activity Room 1 & 2 - not for profit	per hour	\$26.00	Yes	Partial Cost Recovery
Activity 1 & 2 - hire fee	per hour	\$39.80	Yes	Partial Cost Recovery
Activity 1 & 2 - function	per hour	\$71.00	Yes	Partial Cost Recovery
Tennis Court Hire - Tennis Courts 1 & 2 - court hire	per hour	\$17.00	Yes	Partial Cost Recovery
Tennis Court Hire - Tennis Courts 1 & 2 - coaching rate	per hour	\$22.00	Yes	Partial Cost Recovery
Community Centres - North Balgowlah Community Centre				
Top or Lower Hall - concession	per hour	\$11.20	Yes	Partial Cost Recovery
Top or Lower Hall - not for profit	per hour	\$18.40	Yes	Partial Cost Recovery
Top or Lower Hall - hire fee	per hour	\$29.00	Yes	Partial Cost Recovery
Lower Hall - function	per hour	\$52.00	Yes	Partial Cost Recovery
Craft Room - concession	per hour	\$5.40	Yes	Partial Cost Recovery
Craft Room - not for profit	per hour	\$11.80	Yes	Partial Cost Recovery
Craft Room - hire fee	per hour	\$18.30	Yes	Partial Cost Recovery

Fee	Units	2023 - 2024 Fee \$	GST Applicable	Pricing Methodology
Community Centres - North Curl Curl Community Centre				
Hall - concession	per hour	\$13.70	Yes	Partial Cost Recovery
Hall - not for profit	per hour	\$29.60	Yes	Partial Cost Recovery
Hall - hire fee	per hour	\$45.50	Yes	Partial Cost Recovery
Hall - function	per hour	\$82.00	Yes	Partial Cost Recovery
Meeting Room - concession	per hour	\$5.40	Yes	Partial Cost Recovery
Meeting Room - not for profit	per hour	\$11.80	Yes	Partial Cost Recovery
Meeting Room - hire fee	per hour	\$18.30	Yes	Partial Cost Recovery
Community Centres - North Narrabeen Community & Tennis Centre				
Main Hall - concession	per hour	\$11.90	Yes	Partial Cost Recovery
Main Hall - not for profit	per hour	\$26.00	Yes	Partial Cost Recovery
Main Hall - hire fee	per hour	\$39.80	Yes	Partial Cost Recovery
Main Hall - function	per hour	\$71.00	Yes	Partial Cost Recovery
Main Hall - Elanora Players rehearsal rate	per hour	\$11.00	Yes	Partial Cost Recovery
Main Hall and Middle Hall - Elanora Players production rate	per day	\$75.00	Yes	Partial Cost Recovery
Middle Hall - concession	per hour	\$7.80	Yes	Partial Cost Recovery
Middle Hall - not for profit	per hour	\$17.00	Yes	Partial Cost Recovery
Middle Hall - hire fee	per hour	\$26.20	Yes	Partial Cost Recovery
Middle Hall - Narrabeen Community Kindergarten rate	per hour	\$10.00	Yes	Partial Cost Recovery
Small Hall - concession	per hour	\$7.80	Yes	Partial Cost Recovery
Small Hall - not for profit	per hour	\$17.00	Yes	Partial Cost Recovery
Small Hall - hire fee	per hour	\$26.20	Yes	Partial Cost Recovery
Small Hall - Narrabeen Community Kindergarten rate	per hour	\$9.00	Yes	Partial Cost Recovery
Tennis Court Hire - Tennis Courts 1 & 2 - court hire	per hour	\$17.00	Yes	Partial Cost Recovery
Tennis Court Hire - Tennis Courts 1 & 2 - coaching rate	per hour	\$22.00	Yes	Partial Cost Recovery
Community Centres - Oxford Falls Peace Park				
Concession	per hour	\$9.10	Yes	Partial Cost Recovery
Not for profit	per hour	\$19.60	Yes	Partial Cost Recovery
Hire fee	per hour	\$30.20	Yes	Partial Cost Recovery
Function	per hour	\$54.00	Yes	Partial Cost Recovery
Community Centres - Seaforth Community Centre				
Concession	per hour	\$17.90	Yes	Partial Cost Recovery
Not for profit	per hour	\$38.40	Yes	Partial Cost Recovery
Hire fee	per hour	\$59.70	Yes	Partial Cost Recovery
Function	per hour	\$105.00	Yes	Partial Cost Recovery
Seaforth Primary OSHCare rate	per hour	\$29.00	Yes	Partial Cost Recovery

Fee	Units	2023 - 2024 Fee \$	GST Applicable	Pricing Methodology
Community Centres - Seaforth Oval Sporting & Community Pavilion				
Concession	per hour	\$13.70	Yes	Partial Cost Recovery
Not for profit	per hour	\$29.60	Yes	Partial Cost Recovery
Hire fee	per hour	\$45.50	Yes	Partial Cost Recovery
Function	per hour	\$82.00	Yes	Partial Cost Recovery
Community Centres - Seaforth Village Community Centre				
Concession	per hour	\$9.60	Yes	Partial Cost Recovery
Not for profit	per hour	\$20.70	Yes	Partial Cost Recovery
Hire fee	per hour	\$31.80	Yes	Partial Cost Recovery
Function	per hour	\$58.00	Yes	Partial Cost Recovery
Community Centres - Ted Blackwood Narrabeen Youth and Community Centre				
Main Hall - concession	per hour	\$13.70	Yes	Partial Cost Recovery
Main Hall - not for profit	per hour	\$29.60	Yes	Partial Cost Recovery
Main Hall - hire fee	per hour	\$45.50	Yes	Partial Cost Recovery
Main Hall - function	per hour	\$82.00	Yes	Partial Cost Recovery
Community Centres - Terrey Hills Community Centre				
Main Hall - concession	per hour	\$9.10	Yes	Partial Cost Recovery
Main Hall - not for profit	per hour	\$19.60	Yes	Partial Cost Recovery
Main Hall - hire fee	per hour	\$30.20	Yes	Partial Cost Recovery
Main Hall - function	per hour	\$54.00	Yes	Partial Cost Recovery
Meeting Room - concession	per hour	\$5.40	Yes	Partial Cost Recovery
Meeting Room - not for profit	per hour	\$11.80	Yes	Partial Cost Recovery
Meeting Room - hire fee	per hour	\$18.30	Yes	Partial Cost Recovery
Helen Coleman Room - Computer Pals rate	per week	\$99.00	Yes	Partial Cost Recovery
Radio Northern Beaches	per month	\$1,195.00	Yes	Partial Cost Recovery

Fee	Units	2023 - 2024 Fee \$	GST Applicable	Pricing Methodology
Community Centres - Tramshed Community Arts Centre				
Tramshed Hall - concession	per hour	\$9.10	Yes	Partial Cost Recovery
Tramshed Hall - not for profit	per hour	\$19.60	Yes	Partial Cost Recovery
Tramshed Hall - hire fee	per hour	\$30.20	Yes	Partial Cost Recovery
Tramshed Hall - function	per hour	\$54.00	Yes	Partial Cost Recovery
Berry Hall - concession	per hour	\$11.90	Yes	Partial Cost Recovery
Berry Hall - not for profit	per hour	\$26.00	Yes	Partial Cost Recovery
Berry Hall - hire fee	per hour	\$39.80	Yes	Partial Cost Recovery
Berry Hall- function	per hour	\$71.00	Yes	Partial Cost Recovery
Lakeview Hall - concession	per hour	\$13.70	Yes	Partial Cost Recovery
Lakeview Hall - not for profit	per hour	\$29.60	Yes	Partial Cost Recovery
Lakeview Hall - hire fee	per hour	\$45.50	Yes	Partial Cost Recovery
Lakeview Hall - function	per hour	\$82.00	Yes	Partial Cost Recovery
Lakeside Meeting Room - concession	per hour	\$5.40	Yes	Partial Cost Recovery
Lakeside Meeting Room - not for profit	per hour	\$11.80	Yes	Partial Cost Recovery
Lakeside Meeting Room - hire fee	per hour	\$18.30	Yes	Partial Cost Recovery
Pottery Room - concession	per hour	\$6.90	Yes	Partial Cost Recovery
Pottery Room - not for profit	per hour	\$14.80	Yes	Partial Cost Recovery
Pottery Room - hire fee	per hour	\$22.80	Yes	Partial Cost Recovery
Tramshed Meeting Room - concession	per hour	\$5.40	Yes	Partial Cost Recovery
Tramshed Meeting Room - not for profit	per hour	\$11.80	Yes	Partial Cost Recovery
Tramshed Meeting Room - hire fee	per hour	\$18.30	Yes	Partial Cost Recovery
Computer Pals rate	per week	\$132.00	Yes	Partial Cost Recovery
Community Development Fees				
Odawara Sister City fees	per item	At cost	Yes	Full Cost Recovery
Social media promotion fee	per promotion	At Cost	Yes	Full Cost Recovery
Community Development Fees: Beverage and Snack Sales				
Snack sales (chips etc.) at events	per item	\$1.10	Yes	Full Cost Recovery
Snack sales (chips etc.) at events	per item	\$1.10	Yes	Partial Cost Recovery
Snack sales (chips etc.) at events	per item	\$1.10	Yes	Full Cost Recovery
Drink sales at events	per item	\$2.30	Yes	Full Cost Recovery
Drink sales at events	per item	\$2.30	Yes	Partial Cost Recovery
Drink sales at events	per item	\$2.30	Yes	Full Cost Recovery
Community Development Fees: Community Events/Activities				
Minor scale event - community benefit event	per entry	Zero	No	Free (Zero Cost Recovery)
Minor scale event - small scale event	per entry	\$5.00	Yes	Partial Cost Recovery
Minor scale event	per entry	\$10.00	Yes	Partial Cost Recovery

Fee	Units	2023 - 2024 Fee \$	GST Applicable	Pricing Methodology
Minor scale event - other	per entry	\$15.00	Yes	Partial Cost Recovery
Medium scale event	per entry	\$20.00	Yes	Partial Cost Recovery
Medium scale event - other	per entry	\$25.00	Yes	Partial Cost Recovery
Large scale or complex event	per entry	\$30.00	Yes	Partial Cost Recovery
Large scale or complex event - other	per entry	\$35.00	Yes	Partial Cost Recovery
Major scale event / small workshop	per entry	\$40.00	Yes	Partial Cost Recovery
Major scale event / small workshop - other	per entry	\$50.00	Yes	Partial Cost Recovery
Team entry to event e.g. 24/7 film festival, band competitions	per entry	\$50.00	Yes	Partial Cost Recovery
Community Development Fees: Equipment Hire				
Rental of Council equipment (safety barrier, PA, lighting etc.) - Not for profit	per item per day	\$15.00	Yes	Partial Cost Recovery
Rental of Council equipment (safety barrier, PA, lighting etc.) - Commercial	per item per day	\$30.00	Yes	Partial Cost Recovery
Community Development Fees: General				
Large workshop	per workshop	\$10.00	Yes	Partial Cost Recovery
Conference (small)	per conference	\$20.00	Yes	Partial Cost Recovery
Conference (large)	per conference	\$30.00	Yes	Partial Cost Recovery
Community Development Fees: Merchandise Sales				
Small items e.g. DVD	per item	\$5.00	Yes	Full Cost Recovery
Small items e.g. DVD	per item	\$5.00	Yes	Partial Cost Recovery
Medium items e.g. t-shirts	per item	\$10.00	Yes	Full Cost Recovery
Medium items e.g. t-shirts	per item	\$10.00	Yes	Partial Cost Recovery
Glen Street Theatre - Box Office - Ticket Sales				
Glen Street Theatre presents - ticket prices	per ticket	\$0 - \$220 Price is set by a case-by case assessment of: the cost of service delivery, market competition, and the ability to attract adequate usage of the service.	Yes	Market Based Pricing
Groups 19+ booking deposit	per booking	\$100 upfront payment	No	Market Based Pricing
Northern Beaches Council staff tickets and Strategic Reference Group members	per ticket	\$0 - \$220 Price is set by a case-by case assessment of: the cost of service delivery, market competition, and the ability to attract adequate usage of the service.	Yes	Market Based Pricing
Special Event - members/concession/ groups	per ticket	\$0 - \$220 Price is set by a case-by case assessment of: the cost of service delivery, market competition, and the ability to attract adequate usage of the service.	Yes	Market Based Pricing

Fee	Units	2023 - 2024 Fee \$	GST Applicable	Pricing Methodology
Glen Street Theatre - Box Office - Ticketing				
Mass Communication - Text	per item	Cost + 10%	Yes	Rate of Return Pricing (IRR)
Glen Street Theatre - Box Office - Ticketing - (i) 1 July - 31 December				
Booking fees - tickets \$0.00 (complimentary)	per ticket	\$2.20	Yes	Market Based Pricing
Booking fees - tickets \$0.01 - \$10.00	per ticket	\$2.70	Yes	Market Based Pricing
Booking fees - tickets \$10.01 - \$30.00	per ticket	\$4.20	Yes	Market Based Pricing
Booking fees - tickets \$30.01 - \$40.00	per ticket	\$5.20	Yes	Market Based Pricing
Booking fees - tickets \$40.01 - \$50.00	per ticket	\$6.40	Yes	Market Based Pricing
Booking fees - tickets \$50.01 and above	per ticket	\$7.40	Yes	Market Based Pricing
Hirer promotion codes	per code	\$72.00	Yes	Market Based Pricing
Hirer show reschedule/cancellation fee	per ticket	\$6.40	Yes	Market Based Pricing
Hirer ticket build amendment fee	per change / amendment	\$51.70	Yes	Market Based Pricing
Postage fee	per ticket	\$2.10	Yes	Full Cost Recovery
Postage fee - 125g +	per booking	\$3.20	Yes	Full Cost Recovery
Transaction fee - internet	per booking	\$5.50	Yes	Market Based Pricing
Transaction fee - phone	per booking	\$6.50	Yes	Market Based Pricing
Transaction fee - counter	per booking	\$6.50	Yes	Market Based Pricing
Glen Street Theatre - Box Office - Ticketing - (ii) 1 January - 30 June				
Booking fees - tickets \$0.00 (complimentary)	per ticket	\$2.20	Yes	Market Based Pricing
Booking fees - tickets \$0.01 - \$20.00	per ticket	\$2.50	Yes	Market Based Pricing
Booking fees - tickets \$20.01 - \$30.00	per ticket	\$3.50	Yes	Market Based Pricing
Booking fees - tickets \$30.01 - \$40.00	per ticket	\$5.50	Yes	Market Based Pricing
Booking fees - tickets \$40.01 - \$50.00	per ticket	\$6.50	Yes	Market Based Pricing
Booking fees - tickets \$50.01 and above	per ticket	\$7.50	Yes	Market Based Pricing
Hirer promotion codes	per code	\$77.00	Yes	Market Based Pricing
Hirer show reschedule/cancellation fee	per ticket	\$6.80	Yes	Market Based Pricing
Hirer ticket build amendment fee	per change / amendment	\$54.60	Yes	Market Based Pricing
Postage fee	per ticket	\$2.20	Yes	Full Cost Recovery
Postage fee - 125g +	per booking	\$3.40	Yes	Full Cost Recovery
Transaction fee - internet	per booking	\$5.50	Yes	Market Based Pricing
Transaction fee - phone	per booking	\$6.50	Yes	Market Based Pricing
Transaction fee - counter	per booking	\$6.50	Yes	Market Based Pricing
Glen Street Theatre - Catering				
Bar sales	each	Market based pricing	Yes	Market Based Pricing
Catering Rider	per instance	Cost + 10%	Yes	Rate of Return Pricing (IRR)

Fee	Units	2023 - 2024 Fee \$	GST Applicable	Pricing Methodology
Glen Street Theatre - Equipment Hire - Audio/ AV				
Camera - extra unit on base package	per day	\$103.00	Yes	Market Based Pricing
Camera - extra unit on base package	per week	\$410.00	Yes	Market Based Pricing
Camera Accessories - Gimbal and camera	per day	\$169.00	Yes	Market Based Pricing
Camera Accessories - Gimbal and camera	per week	\$676.00	Yes	Market Based Pricing
Camera Base package	per day	\$257.00	Yes	Market Based Pricing
Camera Base package	per week	\$1,027.00	Yes	Market Based Pricing
Camera Complete package	per day	\$827.00	Yes	Market Based Pricing
Camera Complete package	per week	\$3,308.00	Yes	Market Based Pricing
CD Player	per day	\$47.60	Yes	Market Based Pricing
CD Player	per week	\$190.00	Yes	Market Based Pricing
Comms Unit (inc Headset)	per day	\$40.70	Yes	Market Based Pricing
Comms Unit (inc Headset)	per week	\$163.00	Yes	Market Based Pricing
Di's	per day	\$14.30	Yes	Market Based Pricing
Di's	per week	\$53.60	Yes	Market Based Pricing
Event Recording - 2 x fixed cameras, audio feed, no editing. This service requires an operator for the show call which will be an additional charge at the published hourly rate.	per event	\$300.00	Yes	Market Based Pricing
Lectern and Microphone	per day	\$50.00	Yes	Market Based Pricing
Lectern and Microphone	per week	\$250.00	Yes	Market Based Pricing
MacBook Pro 13"	per day	\$106.00	Yes	Market Based Pricing
MacBook Pro 13"	per week	\$423.00	Yes	Market Based Pricing
MacBook Pro 16"	per day	\$159.00	Yes	Market Based Pricing
MacBook Pro 16"	per week	\$634.00	Yes	Market Based Pricing
Microphone - Condenser (Wired)	per day	\$46.40	Yes	Market Based Pricing
Microphone - Condenser (Wired)	per week	\$184.00	Yes	Market Based Pricing
Microphone - Handheld/Lapel (Wireless)	per day	\$92.00	Yes	Market Based Pricing
Microphone - Handheld/Lapel (Wireless)	per week	\$368.00	Yes	Market Based Pricing
Microphone - Headset/Instrument (Wireless)	per day	\$102.00	Yes	Market Based Pricing
Microphone - Headset/Instrument (Wireless)	per week	\$406.00	Yes	Market Based Pricing
Microphone - Standard (Wired)	per day	\$20.90	Yes	Market Based Pricing
Microphone - Standard (Wired)	per week	\$80.00	Yes	Market Based Pricing
Monitor - AV	per day	\$20.00	Yes	Market Based Pricing
Monitor - AV	per week	\$100.00	Yes	Market Based Pricing
Monitor - Foldback	per day	\$66.00	Yes	Market Based Pricing
Monitor - Foldback	per week	\$259.00	Yes	Market Based Pricing
PA - Small	per day	\$85.00	Yes	Market Based Pricing
PA - Medium	per day	\$140.00	Yes	Market Based Pricing
PA - Large	per day	\$210.00	Yes	Market Based Pricing
Presentation AV Package - includes data projector, lectern and microphone or radio mic, laptop, in house PA system, standard lighting rig, tabs and screen. Operator is extra	per day	\$380.00	Yes	Market Based Pricing
Presentation AV Package - includes data projector, lectern and microphone or radio mic, laptop, in house PA system, standard lighting rig, tabs and screen. Operator is extra	per week	\$1,900.00	Yes	Market Based Pricing
Projector - 15,000 Lumen	per day	\$234.00	Yes	Market Based Pricing

Fee	Units	2023 - 2024 Fee \$	GST Applicable	Pricing Methodology
Projector - 15,000 Lumen	per week	\$934.00	Yes	Market Based Pricing
Projector - Presentation	per day	\$80.00	Yes	Market Based Pricing
Projector - Presentation	per week	\$317.00	Yes	Market Based Pricing
Screens - auditorium side screens	per day	\$112.00	Yes	Market Based Pricing
Screens - auditorium side screens	per week	\$448.00	Yes	Market Based Pricing
Sound Desk - Analog	per day	\$43.30	Yes	Market Based Pricing
Sound Desk - Analog	per week	\$172.00	Yes	Market Based Pricing
Sound Desk - Digital	per day	\$112.00	Yes	Market Based Pricing
Sound Desk - Digital	per week	\$444.00	Yes	Market Based Pricing
USB - Thumb drive	per item	Cost + 10%	Yes	Rate of Return Pricing (IRR)
Glen Street Theatre - Equipment Hire - Lighting				
Followspots (each)	per day	\$83.00	Yes	Market Based Pricing
Followspots (each)	per week	\$326.00	Yes	Market Based Pricing
Hazer - C02	per day	\$85.00	Yes	Market Based Pricing
Hazer - C02	per week	\$335.00	Yes	Market Based Pricing
Hazer - standard	per day	\$59.00	Yes	Market Based Pricing
Hazer - standard	per week	\$233.00	Yes	Market Based Pricing
Intelligent Light Package A - excludes staff to operate	per day	\$376.00	Yes	Market Based Pricing
Intelligent Light Package A - excludes staff to operate package	per week	\$1,503.70	Yes	Market Based Pricing
Intelligent Light Package B - excludes staff to operate package	per day	\$752.00	Yes	Market Based Pricing
Intelligent Light Package B - excludes staff to operate package	per week	\$3,007.40	Yes	Market Based Pricing
Intelligent Light Package C - excludes staff to operate package	per day	\$1,128.00	Yes	Market Based Pricing
Intelligent Light Package C - excludes staff to operate package	per week	\$4,511.00	Yes	Market Based Pricing
Lighting Desk	per day	\$117.00	Yes	Market Based Pricing
Lighting Desk	per week	\$452.00	Yes	Market Based Pricing
Mirror ball	per day	\$25.10	Yes	Market Based Pricing
Mirror ball	per week	\$98.00	Yes	Market Based Pricing
Glen Street Theatre - Equipment Hire - Staging				
Dance Tarkett	per day	\$120.00	Yes	Market Based Pricing
Dance Tarkett	per week	\$480.00	Yes	Market Based Pricing
Music Stand (includes scone light where required)	per day	\$10.00	Yes	Market Based Pricing
Piano - does not include tuning	per day	\$130.00	Yes	Market Based Pricing
Piano - does not include tuning	per week	\$515.00	Yes	Market Based Pricing
Piano Tuning	per request	Cost + 10%	Yes	Market Based Pricing
Rostrum - adjustable height	per day	\$66.00	Yes	Market Based Pricing
Rostrum - adjustable height	per week	\$271.00	Yes	Market Based Pricing
Stage Curtain - black scrim	per day	\$68.00	Yes	Market Based Pricing
Stage Curtain - black scrim	per week	\$271.00	Yes	Market Based Pricing
Stage Curtain - white cyclorama	per day	\$68.00	Yes	Market Based Pricing

Fee	Units	2023 - 2024 Fee \$	GST Applicable	Pricing Methodology
Stage Curtain - white cyclorama	per week	\$271.00	Yes	Market Based Pricing
Trestle table - clothed	per table	\$7.80	Yes	Market Based Pricing
Trestle table - unclothed	per table	\$5.30	Yes	Market Based Pricing
Glen Street Theatre - Marketing				
Article in Newsletter EDM	per article	\$373.00	Yes	Market Based Pricing
Deduction for special offers	per offer	10%	Yes	Market Based Pricing
Item in Glen Street Theatre printed collateral	per item	\$672.00	Yes	Market Based Pricing
Marketing costs recovered	per item	Cost + 20%	Yes	Rate of Return Pricing (IRR)
Print and display charge - Carpark (subject to availability)	per banner	\$500.00	Yes	Market Based Pricing
Print and display charge - Foyer - Up to 6 x A3 poster display in theatre vicinity (subject to availability)	per campaign	\$30.00	Yes	Market Based Pricing
Print and display charge - Foyer - Up to 500 DL flyer display (subject to availability)	per campaign	\$30.00	Yes	Market Based Pricing
Print and display charge - Foyer - A0 poster (subject to availability)	per poster	\$100.00	Yes	Market Based Pricing
Targeted EDM	per publication	\$659.00	Yes	Market Based Pricing
Glen Street Theatre - Staff				
Box Office (min three hour call) Monday - Friday	per hour	\$54.00	Yes	Full Cost Recovery
Box Office (min three hour call) Saturday / Sunday	per hour	\$69.00	Yes	Full Cost Recovery
Box Office (min three hour call) Public Holiday	per hour	\$83.00	Yes	Full Cost Recovery
Front of House (min three hour call) Monday - Friday	per hour	\$54.00	Yes	Full Cost Recovery
Front of House (min three hour call) Saturday / Sunday	per hour	\$69.00	Yes	Full Cost Recovery
Front of House (min three hour call) Public Holiday	per hour	\$83.00	Yes	Full Cost Recovery
Front of House Supervisor (min three hour call) Monday - Friday	per hour	\$70.00	Yes	Full Cost Recovery
Front of House Supervisor (min three hour call) Saturday / Sunday	per hour	\$88.00	Yes	Full Cost Recovery
Front of House Supervisor (min three hour call) Public Holiday	per hour	\$105.00	Yes	Full Cost Recovery
Security (min five hour call)	per hour	\$53.00	Yes	Full Cost Recovery
Technician - Crew (min three hour call) Monday - Friday	per hour	\$62.00	Yes	Full Cost Recovery
Technician - Crew (min three hour call) Saturday / Sunday	per hour	\$75.00	Yes	Full Cost Recovery
Technician - Crew (min three hour call) Public Holiday	per hour	\$92.00	Yes	Full Cost Recovery
Technician - Duty (min three hour call) Monday - Friday	per hour	\$70.00	Yes	Full Cost Recovery
Technician - Duty (min three hour call) Saturday / Sunday	per hour	\$88.00	Yes	Full Cost Recovery
Technician - Duty (min three hour call) Public Holiday	per hour	\$105.00	Yes	Full Cost Recovery
Technician - Operator (min three hour call) Monday - Friday	per hour	\$70.00	Yes	Full Cost Recovery
Technician - Operator (min three hour call) Saturday / Sunday	per hour	\$88.00	Yes	Full Cost Recovery
Technician - Operator (min three hour call) Public Holiday	per hour	\$105.00	Yes	Full Cost Recovery
Transmission or Recording Allowance	per performance	Payable as per Live Performance Award	No	Full Cost Recovery

Fee	Units	2023 - 2024 Fee \$	GST Applicable	Pricing Methodology
Glen Street Theatre - Venue Hire - Cancellation				
0 - 30 days prior to event start date	per event	100% of total venue hire and costs incurred as per venue hire agreement	Yes	Market Based Pricing
31 - 60 days prior to event start date	per event	50% of total venue hire and costs incurred as per venue hire agreement	Yes	Market Based Pricing
61 - 90 days prior to event start date	per event	100% of deposit and costs incurred as per venue hire agreement	Yes	Market Based Pricing
90+ days prior to event start date	per event	Costs already incurred as per venue hire agreement	Yes	Market Based Pricing
Glen Street Theatre - Venue Hire - Commercial				
Theatre hire - commercial	per week	\$14,026.00	Yes	Full Cost Recovery
Theatre Hire - commercial (Friday - Saturday)	per performance	\$3,111.00	Yes	Full Cost Recovery
Theatre Hire - commercial (Sunday - Thursday)	per performance	\$2,828.00	Yes	Full Cost Recovery
Multiple performances (2nd or subsequent performances of the same production per day) - commercial	per hire	\$1,455.00	Yes	Full Cost Recovery
Theatre access time (with stage lighting) - commercial	per hour	\$128.00	Yes	Full Cost Recovery
Theatre access time (with work lighting) - commercial	per hour	\$110.00	Yes	Full Cost Recovery
Deposit - hires less than a week - commercial	per hire	\$1,146.00	No	Full Cost Recovery
Deposit - hires more than a week - commercial	per hire	50% weekly venue hire	No	Full Cost Recovery
Room hire - any venue other than the Theatre (calculated to nearest 15mins)	per hour	\$51.40	Yes	Partial Cost Recovery
Room hire - any venue other than the Theatre (max 8 hours per day for 7 consecutive days)	per week	\$1,374.00	Yes	Partial Cost Recovery
Glen Street Theatre - Venue Hire - Community				
Theatre hire - community	per week	\$8,418.00	Yes	Partial Cost Recovery
Theatre Hire - community (Friday - Saturday)	per performance	\$1,868.00	Yes	Partial Cost Recovery
Theatre Hire - community (Sunday - Thursday)	per performance	\$1,697.00	Yes	Partial Cost Recovery
Multiple performances (2nd or subsequent performances of the same production per day) - community	per hire	\$874.00	Yes	Partial Cost Recovery
Theatre access time (with stage lighting) - community	per hour	\$77.00	Yes	Partial Cost Recovery
Theatre access time (with work lighting) - community	per hour	\$67.00	Yes	Partial Cost Recovery
Deposit - hires less than a week - community	per hire	\$1,146.00	No	Partial Cost Recovery
Deposit - hires more than a week - community	per hire	50% weekly venue hire	No	Partial Cost Recovery
Room hire - any venue other than the Theatre	per hour	\$51.40 calculated to nearest 15 min	Yes	Partial Cost Recovery
Room hire - any venue other than the Theatre (max eight hours per day)	per week	\$1,374.00 Max eight hours per day for seven consecutive days	Yes	Partial Cost Recovery

Fee	Units	2023 - 2024 Fee \$	GST Applicable	Pricing Methodology
Glen Street Theatre - Venue Hire - Miscellaneous				
Additional cleaning - commercial and community	per hour	\$60.00	Yes	Full Cost Recovery
Consumables - extra	per item	Cost + 20%	Yes	Rate of Return Pricing (IRR)
Consumables - per performance fee	per session	\$72.00	Yes	Full Cost Recovery
Damage	per instance	To be determined by Glen Street Theatre based on cost of repair	Yes	Full Cost Recovery
Equipment - external hire	per item	Cost + 10%	Yes	Rate of Return Pricing (IRR)
Equipment - replacement	per item	Cost + 20%	Yes	Rate of Return Pricing (IRR)
Equipment - variation	per item	Discount to be determined by Glen Street Theatre based on venue operational requirement for variation to an item	Yes	Market Based Pricing
Late Administration Fee	per day	\$50.00 Ticketing, Technical , FOH information is required as per the hire agreement. This fee will be imposed every day the requirements are late	Yes	Market Based Pricing
Merchandise - commission	per booking	12.5% of total sales	Yes	Market Based Pricing
Merchandise - stallholder fee	per sales point	\$50.00 To be charged where sales to apply merchandise commission cannot be monitored	Yes	Market Based Pricing
Storage fee	per instance	To be determined by Glen Street Theatre based on size and period of storage	Yes	Full Cost Recovery
Manly Art Gallery and Museum				
Gallery admission fee	per person	Free entry	No	Free (Zero Cost Recovery)
Venue hire - community groups, concession	per hour	\$105.00	Yes	Market Based Pricing
Venue hire	per hour	\$150.00	Yes	Market Based Pricing
Venue hire - staff costs (2 staff)	per hour	\$115.00	Yes	Full Cost Recovery
Commission on sales – artist represented by a gallery	per item	20% of sale price (Artist 60%, MAG&M 20%, Commercial Gallery 20%)	Yes	Market Based Pricing
Commission on sales – artist not represented by a gallery	per item	30% of sale price (Artist 70%, MAG&M 30%)	Yes	Partial Cost Recovery
Hire fee for travel exhibitions - small touring exhibitions	per exhibition	\$4,000.00	Yes	Partial Cost Recovery
Hire fee for travel exhibitions - medium touring exhibitions	per exhibition	\$7,000.00	Yes	Partial Cost Recovery
Hire fee for travel exhibitions - large or complex touring exhibitions	per exhibition	\$10,000.00	Yes	Partial Cost Recovery
Collection artwork image use fee	each	\$100.00	Yes	Partial Cost Recovery

Fee	Units	2023 - 2024 Fee \$	GST Applicable	Pricing Methodology
Meals on Wheels - Food Portions				
Juice	each	\$0.50	No	Full Cost Recovery
Soup	each	\$3.00	No	Full Cost Recovery
Sandwich	each	\$4.60	No	Full Cost Recovery
Salad	each	\$9.00	No	Full Cost Recovery
Petite meal	per meal	\$6.00	No	Full Cost Recovery
Main meal	per meal	\$8.00	No	Full Cost Recovery
Dessert	each	\$3.00	No	Full Cost Recovery
Meals on Wheels - Home Care Package - clients				
Juice	each	\$0.30	No	Full Cost Recovery
Soup	each	\$2.00	No	Full Cost Recovery
Sandwich	each	\$2.00	No	Full Cost Recovery
Salad	each	\$4.50	No	Full Cost Recovery
Petite meal	per meal	\$3.00	No	Full Cost Recovery
Main meal	per meal	\$4.00	No	Full Cost Recovery
Dessert	each	\$3.00	No	Full Cost Recovery
Meals on Wheels - Home Care Package - providers				
Juice	each	\$0.50	No	Full Cost Recovery
Soup	each	\$4.00	No	Full Cost Recovery
Sandwich	each	\$4.00	No	Full Cost Recovery
Salad	each	\$8.00	No	Full Cost Recovery
Petite meal	per meal	\$6.00	No	Full Cost Recovery
Main meal	per meal	\$8.00	No	Full Cost Recovery
Dessert	each	\$4.00	No	Full Cost Recovery
Meals on Wheels - Other Charges				
Community lunches	per lunch	\$13.00	No	Full Cost Recovery
Social outing	per instance	\$13.00	No	Full Cost Recovery
Northern Beaches Art Exhibition				
Entrant registration fee - student/concession	per entry	\$20.00	Yes	Partial Cost Recovery
Entrant registration fee - adult entrant	per entry	\$40.00	Yes	Partial Cost Recovery

Fee	Units	2023 - 2024 Fee \$	GST Applicable	Pricing Methodology
Public Program				
Public Program 1	per ticket	Zero	Yes	Free (Zero Cost Recovery)
Public Program 2	per ticket	\$10.00 10% discount available for Friends of MAG&M members, Glen Street members and Council staff at MAG&M Design Shop and on public programs	Yes	Partial Cost Recovery
Public Program 3	per ticket	\$20.00 10% discount available for Friends of MAG&M members, Glen Street members and Council staff at MAG&M Design Shop and on public programs	Yes	Partial Cost Recovery
Public Program 4	per ticket	\$15.00 10% discount available for Friends of MAG&M members, Glen Street members and Council staff at MAG&M Design Shop and on public programs	Yes	Partial Cost Recovery
Public Program 5	per ticket	\$30.00 10% discount available for Friends of MAG&M members, Glen Street members and Council staff at MAG&M Design Shop and on public programs	Yes	Partial Cost Recovery
Public Program 6	per ticket	\$40.00 10% discount available for Friends of MAG&M members, Glen Street members and Council staff at MAG&M Design Shop and on public programs	Yes	Partial Cost Recovery
Public Program 7	per ticket	\$50.00 10% discount available for Friends of MAG&M members, Glen Street members and Council staff at MAG&M Design Shop and on public programs	Yes	Partial Cost Recovery
Public Program Masterclass				
Public Program group tour	per ticket	\$100.00 10% discount available for Friends of MAG&M members, Glen Street members and Council staff at MAG&M Design Shop and on public programs	Yes	Partial Cost Recovery
Public Program Masterclass 1	per ticket	\$60.00 10% discount available for Friends of MAG&M members, Glen Street members and Council staff at MAG&M Design Shop and on public programs	Yes	Partial Cost Recovery
Public Program Masterclass 2	per ticket	\$80.00 10% discount available for Friends of MAG&M members, Glen Street members and Council staff at MAG&M Design Shop and on public programs	Yes	Partial Cost Recovery

Fee	Units	2023 - 2024 Fee \$	GST Applicable	Pricing Methodology
Public Program Masterclass 3 (multi-day)	per ticket	\$250.00 10% discount available for Friends of MAG&M members, Glen Street members and Council staff at MAG&M Design Shop and on public programs	Yes	Partial Cost Recovery
Public Program Masterclass 4 (multi-day)	per ticket	\$300.00 10% discount available for Friends of MAG&M members, Glen Street members and Council staff at MAG&M Design Shop and on public programs	Yes	Partial Cost Recovery
Children's Services				
Belrose Children's Centre				
Per child 0 - 2 year room	per day	\$153.00	No	Market Based Pricing
Per child 2 - 3 year room	per day	\$142.00	No	Market Based Pricing
Per child 3 - 5 year room	per day	\$123.00	No	Market Based Pricing
Late collection fee	per 5 minutes	\$15.80	No	Full Cost Recovery
Failed payment transaction attempt	each	\$3.20	Yes	Full Cost Recovery
Late payment fee applied to accounts 28 days in arrears	each	\$12.00	No	Full Cost Recovery
Brookvale Children's Centre				
Per child 0 - 2 year room	per day	\$153.00	No	Market Based Pricing
Per child 2 - 3 year room	per day	\$142.00	No	Market Based Pricing
Per child 3 - 5 year room	per day	\$123.00	No	Market Based Pricing
Late collection fee	per 5 minutes	\$15.80	No	Full Cost Recovery
Failed payment transaction attempt	each	\$3.20	Yes	Full Cost Recovery
Late payment fee applied to accounts 28 days in arrears	each	\$12.00	No	Full Cost Recovery
Cromer Vacation Care				
Vacation care daily fee (per child per day)	per day	\$90.00	No	Market Based Pricing
Late collection fee	per 5 minutes	\$15.80	No	Full Cost Recovery
Failed payment transaction attempt	each	\$3.20	Yes	Full Cost Recovery
Late payment fee applied to accounts 28 days in arrears	each	\$12.00	No	Full Cost Recovery
Dee Why Children's Centre				
Per child 0 - 2 year room	per day	\$153.00	No	Market Based Pricing
Per child 2 - 3 year room	per day	\$142.00	No	Market Based Pricing
Per child 3 - 5 year room	per day	\$123.00	No	Market Based Pricing
Late collection fee	per 5 minutes	\$15.80	No	Full Cost Recovery
Failed payment transaction attempt	each	\$3.20	Yes	Full Cost Recovery
Late payment fee applied to accounts 28 days in arrears	each	\$12.00	No	Full Cost Recovery

Fee	Units	2023 - 2024 Fee \$	GST Applicable	Pricing Methodology
Family Day Care				
Provide training to family day care educators	per session	up to \$55.00	Yes	Full Cost Recovery
Late submission of Educator administration records	per event	\$5.50	No	Full Cost Recovery
Parent Administration Levy to support the cost of care	per hour	\$2.05	No	Full Cost Recovery
Safety Equipment Checks	each	\$27.50	Yes	Market Based Pricing
Harbour View Children's Centre				
Per child 0 - 2 year room	per day	\$162.00	No	Market Based Pricing
Per child 2 - 3 year room	per day	\$152.00	No	Market Based Pricing
Per child 3 - 5 year room	per day	\$137.00	No	Market Based Pricing
Late collection fee	per 5 minutes	\$15.80	No	Full Cost Recovery
Failed payment transaction attempt	each	\$3.20	Yes	Full Cost Recovery
Late payment fee applied to accounts 28 days in arrears	each	\$12.00	No	Full Cost Recovery
Manly Vale Vacation Care				
Vacation care daily fee (per child per day)	per day	\$90.00	No	Market Based Pricing
Late collection fee	per 5 minutes	\$15.80	No	Full Cost Recovery
Failed payment transaction attempt	each	\$3.20	Yes	Full Cost Recovery
Late payment fee applied to accounts 28 days in arrears	each	\$12.00	No	Full Cost Recovery
Narrabeen Children's Centre				
Per child 0 - 2 year room	per day	\$153.00	No	Market Based Pricing
Per child 2 - 3 year room	per day	\$142.00	No	Market Based Pricing
Per child 3 - 5 year room	per day	\$123.00	No	Market Based Pricing
Late collection fee	per 5 minutes	\$15.80	No	Full Cost Recovery
Failed payment transaction attempt	each	\$3.20	Yes	Full Cost Recovery
Late payment fee applied to accounts 28 days in arrears	each	\$12.00	No	Full Cost Recovery
North Harbour Vacation Care				
Vacation care daily fee (per child per day)	per day	\$90.00	No	Market Based Pricing
Late collection fee	per 5 minutes	\$15.80	No	Full Cost Recovery
Failed payment transaction attempt	each	\$3.20	Yes	Full Cost Recovery
Late payment fee applied to accounts 28 days in arrears	each	\$12.00	No	Full Cost Recovery
Occasional Care Centre				
Per child between 8.30am to 3.30pm	per hour	\$22.00	No	Market Based Pricing
Per child 8.30am to 3.30pm	per day	\$115.00	No	Market Based Pricing
Cancellation before 8.30 AM on day of care	per charge	\$18.00	No	Full Cost Recovery
Cancellation after 8.30 AM on day of care	per charge	full fee for booked care	No	Full Cost Recovery
Late collection fee	per 5 minutes	\$15.80	No	Full Cost Recovery
Failed payment transaction attempt	each	\$3.20	Yes	Full Cost Recovery
Late payment fee applied to accounts 28 days in arrears	each	\$12.00	No	Full Cost Recovery

Fee	Units	2023 - 2024 Fee \$	GST Applicable	Pricing Methodology
Preschool - school term only				
Child aged 3 years old on or before 31 July	per day	\$18.00	No	Market Based Pricing
Child aged 4 years old on or before 31 July	per day	\$10.00	No	Market Based Pricing
Child from low income and Aboriginal families (criteria apply)	per day	\$10.00	No	Market Based Pricing
3 year old Unfunded Start Strong Program rate	per day	\$62.00	No	Market Based Pricing
4 year old Unfunded Start Strong Program rate	per day	\$59.00	No	Market Based Pricing
Late collection fee	per 5 minutes	\$12.00	No	Full Cost Recovery
Failed payment transaction attempt	each	\$3.20	Yes	Full Cost Recovery
Late payment fee applied to accounts 28 days in arrears	each	\$15.80	No	Full Cost Recovery
Roundhouse Children's Centre				
Per child 0 - 2 year room	per day	\$162.00	No	Market Based Pricing
Per child 2 - 3 year room	per day	\$152.00	No	Market Based Pricing
Per child 3 - 5 year room	per day	\$137.00	No	Market Based Pricing
Late collection fee	per 5 minutes	\$15.80	No	Full Cost Recovery
Failed payment transaction attempt	each	\$3.20	Yes	Full Cost Recovery
Late payment fee applied to accounts 28 days in arrears	each	\$12.00	No	Full Cost Recovery
Vacation Care Administration				
Advertisement in vacation care brochure	per charge	\$1,195.00	Yes	Partial Cost Recovery
Environmental Compliance				
Animal Management (Companion Animals Registration)				
Assistance animal	per application	Zero	No	Legislative Requirements (Regulatory)
Cat born prior to 1 July 1999 where ownership has not changed	per application	Zero	No	Legislative Requirements (Regulatory)
Dog in the services of the State, for example, a police dog	per application	Zero	No	Legislative Requirements (Regulatory)
Greyhound currently registered under the Greyhound Racing Act 2009	per application	Zero	No	Legislative Requirements (Regulatory)
Working dog	per application	Zero	No	Legislative Requirements (Regulatory)
Cat - desexed (sold by pound/shelter)	per animal	Zero	No	Legislative Requirements (Regulatory)
Cat - eligible pensioner	per animal	\$32.00	No	Legislative Requirements (Regulatory)
Cat - desexed	per animal	\$65.00	No	Legislative Requirements (Regulatory)
Cat - not desexed (not recommended)	per animal	\$65.00	No	Legislative Requirements (Regulatory)

Fee	Units	2023 - 2024 Fee \$	GST Applicable	Pricing Methodology
Cat - not desexed (recognised breeder)	per animal	\$65.00	No	Legislative Requirements (Regulatory)
Dog - desexed (sold by pound/shelter)	per animal	Zero	No	Legislative Requirements (Regulatory)
Dog - desexed (by relevant age eligible pensioner)	per animal	\$32.00	No	Legislative Requirements (Regulatory)
Dog - desexed (by relevant age)	per animal	\$75.00	No	Legislative Requirements (Regulatory)
Dog - not desexed (not recommended)	per animal	\$75.00	No	Legislative Requirements (Regulatory)
Dog - not desexed (recognised breeder)	per animal	\$75.00	No	Legislative Requirements (Regulatory)
Dog - not desexed or desexed after relevant age	per animal	\$252.00	No	Legislative Requirements (Regulatory)
Late Fee (registration)	per application	\$21.00	No	Legislative Requirements (Regulatory)
Annual permit - cats not desexed by four months of age	per animal	\$92.00	No	Legislative Requirements (Regulatory)
Annual permit - owners of dogs of a restricted breed or declared to be dangerous	per animal	\$221.00	No	Legislative Requirements (Regulatory)
Animal Management (Companion Animals)				
Dog waste bags - 200 bags per roll	per roll	\$5.90	Yes	Partial Cost Recovery
Daily maintenance charge	per day	\$90.00	No	Partial Cost Recovery
Release fee for animals identified on the Companion Animals Register (includes the first day of maintenance)	per animal	\$130.00	No	Partial Cost Recovery
Release fee for animals not identified on the Companion Animals Register (includes the first day of maintenance)	per animal	\$142.00	No	Partial Cost Recovery
Dangerous Dog and Restricted Dog Enclosure Certificate of Compliance fee s58H(2)(b) (includes one inspection)	per certificate	\$155.00	No	Partial Cost Recovery
Animal surrender fee	per animal	\$411.00 **fee waived following declaration of menacing or dangerous dog	No	Partial Cost Recovery
Awnings				
Defective awning inspection; proactive or complaint	per inspection	\$250.00	No	Full Cost Recovery
Application for extension of time - notice	each	\$130.00	No	Full Cost Recovery
Cost compliance notice, non-compliance with order for awnings	per officer per hour	\$90.00	No	Full Cost Recovery
Building Approval Inspections				
Construction site proactive inspection	per inspection	\$207.00	Yes	Full Cost Recovery
Critical Stage Inspections Class 1 and 10 Buildings (per inspection)	per inspection	\$300.00	Yes	Market Based Pricing
Critical Stage Inspections Class 2 - 9 Buildings	per inspection	\$350 + \$90 per additional unit	Yes	Market Based Pricing
Travel Fee to Great Mackerel Beach, Coasters Retreat, Towlers Bay, Morning Bay, Elvina Bay, Scotland Island, Lovett Bay and Currawong Beach due to certification inspections	per inspection	\$150.00	Yes	Full Cost Recovery
Building Approvals				
Peer review of an alternate solution associated with Construction Certificate and Complying Development Certificate	per application	\$700.00	Yes	Market Based Pricing
Refund of Application Fees - Construction Certificate, Complying Development Certificate, Section 68 and Building Information Certificate	per application	50% where partial assessment carried out (including any one of the following; inspection, notification, assessment and/or correspondence).	Yes	Full Cost Recovery

Fee	Units	2023 - 2024 Fee \$	GST Applicable	Pricing Methodology
Refund of Application Fees - Construction Certificate, Complying Development Certificate, Section 68 and Building Information Certificate	per application	100% where no assessment carried out	Yes	Full Cost Recovery
Building Compliance				
Cost Compliance Notice - non-compliance with Order for illegal and non-compliant building work	per officer per hour	\$90.00	No	Full Cost Recovery
Application for extension of time - notice	per application	\$140.00	No	Full Cost Recovery
Building Information Certificate				
Building Information Certificate Application - Class 1 and 10 Buildings	per application	\$750.00	No	Full Cost Recovery
Building Information Certificate Application - Class 2 - 9 Buildings - floor area not exceed 200m ²	per application	\$750.00	No	Full Cost Recovery
Building Information Certificate Application - Class 2 - 9 Buildings - floor area between 200m ² and 2,000m ²	per application	\$750 + \$0.50 per m ² over 200m ²	No	Full Cost Recovery
Building Information Certificate Application - Class 2 - 9 Buildings - floor area > 2,000m ²	per application	\$1,165 + \$0.75 per m ² over 2,000m ²	No	Full Cost Recovery
Building Information Certificate Application - Where relates to external wall or area without floor area	per application	\$750.00	No	Full Cost Recovery
Building Information Certificate Application - Unauthorised Works Building Information Certificate Applications incur additional costs equivalent to the Development Application, Construction Certificate, Complying Development Certificate, Section 94 contributions, and as applicable notification of neighbours per the approved fees and charges schedule, in addition to the base application fee	each	\$750 plus additional cost	No	Full Cost Recovery
Building Information Certificate - additional inspection	per inspection	\$250.00	No	Full Cost Recovery
Building Information Certificate notification	per notification	\$350.00	No	Full Cost Recovery
Copy of Building Information Certificate	each	\$13.00	No	Full Cost Recovery
Compliance Certificate				
Compliance Certificate Fee - where Council nominated as Principal Certifier	each	\$345.00	Yes	Full Cost Recovery
Complying Development Applications				
Complying Development Applications - Class 1 and 10 - work value less than or equal to \$50,000 (application fee based on value of works)	per application	\$700.00	Yes	Market Based Pricing
Complying Development Applications - Class 1 and 10 - work value between \$50,001 to \$150,000	per application	\$1,015.00	Yes	Market Based Pricing
Complying Development Applications - Class 1 and 10 - work value between \$150,001 to \$250,000	per application	\$1,585.00	Yes	Market Based Pricing
Complying Development Applications - Class 1 and 10 - work value between \$250,001 to \$500,000	per application	\$2,025.00	Yes	Market Based Pricing
Complying Development Applications - Class 1 and 10 - work value between \$500,001 to \$1 million	per application	\$2,405.00	Yes	Market Based Pricing
Complying Development Applications - Class 1 and 10 - work value more than \$1 million to \$2 million	per application	\$3,545.00	Yes	Market Based Pricing
Complying Development Applications - Class 1 and 10 - work value more than \$2 million	per application	\$3,825.00	Yes	Market Based Pricing
Complying Development Applications - Class 2 - 9 - work value less than or equal to \$50,000 (application fee based on value of works)	per application	\$865.00	Yes	Market Based Pricing
Complying Development Applications - Class 2 - 9 - work value between \$50,001 to \$150,000	per application	\$1,175.00	Yes	Market Based Pricing
Complying Development Applications - Class 2 - 9 - work value between \$150,001 to \$250,000	per application	\$1,665.00	Yes	Market Based Pricing
Complying Development Applications - Class 2 - 9 - work value between \$250,001 to \$500,000	per application	\$2,160.00	Yes	Market Based Pricing
Complying Development Applications - Class 2 - 9 - work value between \$500,001 to \$1 million	per application	\$2,530.00	Yes	Market Based Pricing
Complying Development Applications - Class 2 - 9 - work value between \$1 million to \$2 million	per application	\$3,455.00	Yes	Market Based Pricing
Complying Development Applications - Class 2 - 9 - work value more than \$2 million	per application	\$3,825.00	Yes	Market Based Pricing
Notification fee for Complying Development Certificate application	per application	\$320.00	Yes	Market Based Pricing
Modification of a Complying Development Certificate	per application	\$510.00	Yes	Market Based Pricing

Fee	Units	2023 - 2024 Fee \$	GST Applicable	Pricing Methodology
Construction Certificates				
Construction Certificates Class 1 and 10 Buildings - work value less than or equal to \$150,000 (application fee based on value of works)	per application	\$1,020.00	Yes	Market Based Pricing
Construction Certificates Class 1 and 10 Buildings - work value between \$150,001 to \$250,000	per application	\$1,270.00	Yes	Market Based Pricing
Construction Certificates Class 1 and 10 Buildings - work value between \$250,001 to \$500,000	per application	\$2,532.00	Yes	Market Based Pricing
Construction Certificates Class 1 and 10 Buildings - work value between \$500,001 to \$1 million	per application	\$2,785.00	Yes	Market Based Pricing
Construction Certificates Class 1 and 10 Buildings - work value between \$1 million to \$2 million	per application	\$3,420.00	Yes	Market Based Pricing
Construction Certificates Class 1 and 10 Buildings - work value more than \$2 million	per application	\$3,950.00	Yes	Market Based Pricing
Construction Certificates - Class 2 - 9 Buildings - work value less than or equal to \$150,000 (application fee based on value of works)	per application	\$1,520.00	Yes	Market Based Pricing
Construction Certificates - Class 2 - 9 Buildings - work value between \$150,001 to \$250,000 (application fee based on value of works)	per application	\$2,280.00	Yes	Market Based Pricing
Construction Certificates - Class 2 - 9 Buildings work value between \$250,001 to \$500,000	per application	\$3,165.00	Yes	Market Based Pricing
Construction Certificates - Class 2 - 9 Buildings - work value between \$500,001 to \$1 million	per application	\$4,050.00	Yes	Market Based Pricing
Construction Certificates - Class 2 - 9 Buildings - work value between \$1 million to \$2 million	per application	\$4,440.00	Yes	Market Based Pricing
Construction Certificates - Class 2 - 9 Buildings - work value more than \$2 million	per application	\$4,935.00	Yes	Market Based Pricing
Modification of Construction Certificate - modification of Class 1 & 10 building	per application	\$500 or 20% of original CC fee whichever is higher	Yes	Market Based Pricing
Modification of Construction Certificate - modification of Class 2 - 9 Buildings	per application	\$1,200 or 20% of original CC fee whichever is higher	Yes	Market Based Pricing
Fire Safety				
Registration of Annual Fire Safety Statement	per statement	\$105.00	Yes	Full Cost Recovery
Fire Safety Compliance Cost Notices	per hour	\$130.00	No	Full Cost Recovery
Annual Fire Safety Statement Inspection	each	\$290.00	Yes	Full Cost Recovery
Application for extension of time - Fire Safety Orders	each	\$290.00	No	Full Cost Recovery
Boarding House / Shared Accommodation fire safety inspection	per inspection	\$290.00	Yes	Full Cost Recovery
Re-inspection of Boarding House / Shared Accommodation fire safety inspection	per inspection	\$290.00	Yes	Full Cost Recovery
Modification of Fire Order	each	\$395.00	Yes	Full Cost Recovery
Annual Fire Safety Statement - request for a stay of penalty infringement notice (AFSS current)	per application	\$450.00	Yes	Full Cost Recovery
Annual Fire Safety Statement - request for a stay of penalty infringement notice (AFSS overdue)	per application	\$800.00	Yes	Full Cost Recovery

Fee	Units	2023 - 2024 Fee \$	GST Applicable	Pricing Methodology
Health Approvals - Food				
Temporary food stall/mobile application - charity/community with evidence	per application	Zero	No	Free (Zero Cost Recovery)
Temporary food stall application - amendment to approved application	per application	\$70.00	No	Partial Cost Recovery
Temporary food stall approval - one off event	per application	\$168.00	No	Partial Cost Recovery
Temporary food stall application - low risk food. Three year approval includes assessment fee and all routine inspections during the period of approval	per application	\$280.00	No	Partial Cost Recovery
Temporary food stall application - Medium & High Risk. Two year approval includes assessment fee and all routine inspections during the period of approval	per application	\$280.00	No	Partial Cost Recovery
Mobile food vendor application - amendment to approved application	per application	\$70.00	No	Partial Cost Recovery
Mobile food – One (1) year mobile food vendor application - low risk food	per application	\$400.00	No	Full Cost Recovery
Mobile food – One (1) year mobile food vendor application - medium and high risk	per application	\$600.00	No	Full Cost Recovery
Mobile food premises - One (1) year administration fee - private land	per application	\$600.00	No	Full Cost Recovery
Mobile food – Three (3) year mobile food vendor application - low risk food	per application	\$960.00	No	Full Cost Recovery
Mobile food – Three (3) year mobile food vendor application - medium and high risk	per application	\$1,440.00	No	Full Cost Recovery
Mobile food premises - Three (3) year administration fee - private land	per application	\$1,440.00	No	Full Cost Recovery
Event food stall inspection fee (minimum 2 hours booking) applies to non-approved stalls or stalls operating on private land. Including travel time	per hour	\$197.00	No	Full Cost Recovery
Temporary food stall/mobile re-inspection fee	per inspection	\$312.00	No	Full Cost Recovery
Health Approvals - Heaters				
Solid fuel heaters - application to install	per application	\$413.00	No	Partial Cost Recovery
Solid fuel heaters renewal, review or amendment	per application	\$185.00	No	Partial Cost Recovery
Solid fuel heaters - inspection & re-inspection	per inspection	\$306.00	No	Full Cost Recovery
Health Approvals - Other				
Application fee for Extension of Time for Environmental Notices	per application	\$128.00	No	Full Cost Recovery
Application Urgency Fee - 2 working days or less prior to required approval date	per application	\$280.00	No	Full Cost Recovery
Application urgency fee - between 3-10 working days prior to required approval date	per application	\$128.00	No	Full Cost Recovery
Staff time - including but not limited to advice, inspections, presentations and professional services	per hour	\$98.00	No	Full Cost Recovery
Health Approvals - Wastewater				
Application for approval to operate sewer/wastewater treatment system (pensioner fee) - with evidence	per application	\$105.00	No	Partial Cost Recovery
Application for approval to operate sewer/wastewater treatment system (pump to sewer/truck systems)	per application	\$214.00	No	Partial Cost Recovery
Application to operate - sewer/wastewater treatment system - does not apply to pump to sewer systems, pensioner fees and non-accredited systems.	per application	\$306.00	No	Partial Cost Recovery
Application to install a Domestic sewer/wastewater treatment system	per application	\$413.00	No	Partial Cost Recovery
Application to install a Commercial/greater than 10 person onsite sewage/wastewater management system	per application	\$494.00	No	Partial Cost Recovery
Application to install a greywater treatment system	per application	\$158.00	No	Partial Cost Recovery
Application to operate a greywater treatment system	per application	\$158.00	No	Partial Cost Recovery
Application to operate commercial sewer/wastewater system not accredited by NSW health and/or serves greater than 10 persons	per application	\$358.00	No	Partial Cost Recovery
Sewer/wastewater system - re-inspection fee	per inspection	\$306.00	No	Full Cost Recovery

Fee	Units	2023 - 2024 Fee \$	GST Applicable	Pricing Methodology
Health Compliance				
Compliance Cost Notice - per officer per hour, plus all direct costs as incurred	per hour	\$98.00	No	Full Cost Recovery
Sampling (this includes but is not limited to soil, water and asbestos) - includes analysts cost and officer time	per sample	\$214.00	No	Partial Cost Recovery
Vapour recovery re-inspection fee	per inspection	\$312.00	No	Partial Cost Recovery
Vapour recovery inspection for storage tanks on petrol service stations and control equipment for petrol dispensers	per inspection	\$425.00	No	Full Cost Recovery
Fee for clean-up, prevention and noise control notices	each	\$785.00	No	Legislative Requirements (Regulatory)
Health Inspections - Food				
Food premises sampling	per sample	\$214.00	No	Partial Cost Recovery
Food premises pre-fitout consultancy inspection fee	per application	\$284.00	No	Legislative Requirements (Regulatory)
Food premises re-inspection fee / secondary routine inspection fee- all risk categories	per inspection	\$330.00	No	Legislative Requirements (Regulatory)
Food premises annual administration fee - charity/community organisations	each	Zero	No	Free (Zero Cost Recovery)
Food premises annual administration fee (up to & including 5 full time Food Handlers)	each	\$390.00	No	Legislative Requirements (Regulatory)
Food premises annual administration fee (between 6 and 50 full time Food Handlers)	each	\$800.00	No	Legislative Requirements (Regulatory)
Food premises annual administration fee (more than 50 full time Food Handlers)	each	\$3,500.00	No	Legislative Requirements (Regulatory)
Food Handlers' Seminar - onsite group booking - minimum 10 persons (working hours)	per booking	\$299.00	Yes	Partial Cost Recovery
Food Handlers' Seminar - onsite group booking - minimum 10 persons (after hours)	per booking	\$448.00	Yes	Full Cost Recovery
Food premises annual administration fee - 5 star Scores on Doors premises (up to & including 5 full time Food Handlers)	each	\$323.00	No	Partial Cost Recovery
Food premises annual administration fee - 5 star Scores on Doors premises (between 6 and 50 full time Food Handlers)	each	\$499.00	No	Partial Cost Recovery
Food premises annual administration fee - 5 star Scores on Doors premises (more than 50 full time Food Handlers)	each	\$860.00	No	Partial Cost Recovery
Scores on Doors review application (within 3 months of application)	per application	\$390.00	No	Full Cost Recovery
Food Act - Fee for improvement notice	each	\$330.00	No	Legislative Requirements (Regulatory)
Health Inspections - Public Health				
Notification of new skin penetration premises	per notification	\$105.00	No	Legislative Requirements (Regulatory)
Notification of new public swimming pool or spa pool	per notification	\$105.00	No	Legislative Requirements (Regulatory)
Notification of installation of regulated systems	per notification	\$120.00	No	Legislative Requirements (Regulatory)
Inspection beauty premises, including hairdressers/barbers with no skin penetration	per inspection	\$180.00	No	Partial Cost Recovery
Skin penetration pre-fitout consultancy inspection / public health advisory inspection fee	per application	\$312.00	No	Partial Cost Recovery
Skin penetration inspection	per inspection	\$425.00	No	Full Cost Recovery
Inspection public swimming pools	per inspection	\$425.00	No	Full Cost Recovery
Inspection cooling towers/warm water systems	per inspection	\$425.00	No	Full Cost Recovery
Re-inspection fee (beauty salon/skin penetration/cooling tower/public swimming pool)	per inspection	\$312.00	No	Partial Cost Recovery
Re-inspection of Prohibition order Public Health Act	per inspection	\$127.50	No	Legislative Requirements (Regulatory)
Regulated system - RMP and Certificate of Audit administration fee	each	\$184.00	No	Full Cost Recovery

Fee	Units	2023 - 2024 Fee \$	GST Applicable	Pricing Methodology
Regulated systems sampling	per sample	\$214.00	No	Partial Cost Recovery
Boarding house inspection/re-inspection fee	per inspection	\$425.00	No	Full Cost Recovery
Sex services - inspection/re-inspection	per inspection	\$513.00	No	Full Cost Recovery
Public Health Act - Fee for improvement notice and prohibition order (in any other case)	each	\$290.00	No	Legislative Requirements (Regulatory)
Public Health Act - Fee for improvement notice and prohibition order (regulated system)	each	\$620.00	No	Legislative Requirements (Regulatory)
Impounded Animals (other than companion animals)				
Conveyance fee	per animal	\$72.00	No	Partial Cost Recovery
Holding, sustenance and veterinary care fee	per animal	\$88.00	No	Partial Cost Recovery
Notice/administration fee	per animal	\$196.00	No	Partial Cost Recovery
Impounded Articles - Large Articles that can not be readily transported in a Ranger vehicle (excluding those for which another fee is already specified)				
Conveyance, storage and notice/administration fee	per article	\$140.00 1st 28 day period, additional \$180 for 28 days	No	Partial Cost Recovery
Impounded Articles - Shopping Trolleys and Bikes				
Conveyance, storage and notice/administration fee	per article	\$140.00 28 day holding period only	No	Partial Cost Recovery
Impounded Articles - Small Articles that can be readily transported in a Ranger vehicle (excluding those articles for which another fee is already specified)				
Conveyance, storage and notice/administration fee	per article	\$98.00 28 day holding period only	No	Partial Cost Recovery
Impounded Articles - Vehicles (incl cars, boats over 5m, boat trailers, box trailers, caravans etc.)				
Storage fee - held at a Council owned facility	per day	\$47.90 per day or actual cost to council - whichever is the higher	No	Partial Cost Recovery
Conveyance fee - includes collection, storage and notice/administration fee	per article	\$193.00 or actual cost to council - whichever is the higher	No	Partial Cost Recovery
Impounded Articles - Watercraft (5m and under)				
Storage fee - watercraft held at a contractor's facility	per day	\$62.00 per day or actual cost to council - whichever is the higher	No	Partial Cost Recovery
Additional storage fee - watercraft held at a Council owned facility	per day	\$47.90 applied for each day over 28 days.	No	Partial Cost Recovery
Conveyance fee - includes collection, storage and notice/administration fee	per article	\$193.00 or actual cost to council - whichever is the higher	No	Partial Cost Recovery
Occupation Certificates				
Occupation Certificate - Class 1 and 10 Buildings	per application	\$350.00	Yes	Market Based Pricing
Occupation Certificate - Class 2 - 9 Buildings	per application	\$550 + \$110 per additional unit	Yes	Market Based Pricing

Fee	Units	2023 - 2024 Fee \$	GST Applicable	Pricing Methodology
Out of Hours Building Works Applications				
Out of hours application for building works. One application required for each period of 24 hours in which out of hours working is to be conducted	per application	\$750.00	No	Full Cost Recovery
Urgency fee for out of hours work application - at least 2 hours notice is required to process an urgency application	per application	\$1,000.00	No	Full Cost Recovery
Amendments to out of hours building works application - can only amend an existing permit prior to commencement	per application	\$200.00	No	Full Cost Recovery
Outstanding Notices and Orders Certificates - Section 735A and 121ZP				
Outstanding notices and orders certificates application for Section 735A and 121ZP (Outstanding Notices) Certificate (5 day turn around)	per application	\$210.00	No	Full Cost Recovery
Urgency fee - application for Section 735A and 121ZP Certificate (2 day turn around)	per application	\$350.00	No	Full Cost Recovery
Parking Management Fee Private Property				
Existing contracts	per space per annum	\$61.00 per space per annum, or as specified in contract	Yes	Partial Cost Recovery
New contracts	per space per annum	\$125.00 per space per annum, or as specified in contract	Yes	Partial Cost Recovery
Part 6 (formerly Part 4A) Certificate				
Copy of Part 6 (formerly Part 4A) Certificate	each	\$10.00	No	Full Cost Recovery
Principal Certifying Authority Appointment				
Appointment of Council as the PCA. Excludes forced appointment by the BPB, or appointment as replacement PCA.	per application	\$350.00	Yes	Full Cost Recovery
Complaint inspection fee where Council has been appointed as Principal Certifier - inspection charge where complaint is justified (per complaint inspection)	per application	\$350.00	Yes	Full Cost Recovery
Transfer of PCA role to Council - file review fee.	per application	\$550.00	Yes	Full Cost Recovery
Appointment of Council as the PCA to replace private certifier (transfer of PCA role to Council) work value less than or equal to \$250,000 (application fee based on value of works)	per application	\$1,630.00	Yes	Full Cost Recovery
Appointment of Council as the PCA to replace private certifier (transfer of PCA role to Council) work value between \$250,001 to \$500,000	per application	\$1,825.00	Yes	Full Cost Recovery
Appointment of Council as the PCA to replace private certifier (transfer of PCA role to Council) work value between \$500,001 to \$1 million	per application	\$2,085.00	Yes	Full Cost Recovery
Appointment of Council as the PCA to replace private certifier (transfer of PCA role to Council) work value between \$1 million to \$2 million	per application	\$2,670.00	Yes	Full Cost Recovery
Appointment of Council as the PCA to replace private certifier (transfer of PCA role to Council) work value more than \$2 million	per application	\$3,080.00	Yes	Full Cost Recovery
Private Certifier Certificate Registration				
Registration of Part 6 (formerly Part 4A) Certificate issued by Private Certifier of CC, CDC, OC, compliance certificates and Strata Title (subdivision) certificates	per application	\$39.00	No	Legislative Requirements (Regulatory)
Section 68 Applications				
Section 68 Application Fee - install a manufactured home; moveable dwelling or Associated structure on land	per application	\$1,304.00	No	Full Cost Recovery
Section 68 Completion Certificate Fee - install a manufactured home; moveable dwelling or Associated structure on land	per application	\$259.00	No	Full Cost Recovery
Section 68 Inspection Fee - install a manufactured home; moveable dwelling or Associated structure on land (per inspection)	per application	\$266.00	No	Full Cost Recovery

Fee	Units	2023 - 2024 Fee \$	GST Applicable	Pricing Methodology
Strata Applications				
Signing of legal documents including Strata Plan and other legal documents	per application	\$429.00	Yes	Full Cost Recovery
Strata Plan - Assessment of a request to terminate a Strata Plan	per application	\$500.00	No	Full Cost Recovery
Strata application review	per application	\$860.00	Yes	Full Cost Recovery
Strata Title Certificate Application				
Strata Title Certificate Application - additional inspections or re-inspections, if required	per inspection	\$299.00	Yes	Full Cost Recovery
Strata Title Certificate Application for buildings erected prior to introduction of Ordinance 70 or under BCA, per application plus price per unit and one inspection	per application	\$1,020 plus \$220 per unit	Yes	Full Cost Recovery
Swimming Pools				
Swimming Pool Registration	per application	\$10.00	Yes	Legislative Requirements (Regulatory)
Swimming Pool CPR Sign	each	\$20.80	Yes	Market Based Pricing
Proactive re-inspection fee of swimming pool as part of Council's adopted statutory inspection program	per inspection	\$100.00	No	Legislative Requirements (Regulatory)
Re-inspection of swimming pool for Compliance Certificate application	per inspection	\$100.00	Yes	Legislative Requirements (Regulatory)
Re-inspection of private swimming pool (per re-inspections) - Exemption application	per inspection	\$100.00	No	Legislative Requirements (Regulatory)
Application for extension of time to comply with Direction issued under Swimming Pools Act	per application	\$128.00	No	Full Cost Recovery
Re-inspection fee of swimming pool as a result of a 22E Notice issued by private Accredited Certifier	per inspection	\$100.00	No	Legislative Requirements (Regulatory)
Initial inspection fee of swimming pool as a result of a 22E Notice issued by private Accredited Certifier	per inspection	\$150.00	No	Legislative Requirements (Regulatory)
Initial Inspection of swimming pool for Compliance Certificate application	per inspection	\$150.00	Yes	Legislative Requirements (Regulatory)
Proactive initial inspection of swimming pool as part of Council's adopted statutory inspection program	per inspection	\$150.00	No	Legislative Requirements (Regulatory)
Application (including inspection) for Section 22 Exemption - Swimming Pools Act	per application	\$250.00	No	Legislative Requirements (Regulatory)
Additional urgency fee - 4 working day turnaround for Swimming Pool Compliance Certificate, initial inspection	per application	\$688.00	Yes	Full Cost Recovery
Transport & Civil Infrastructure				
Bicycle parking in pay stations e.g. Whistler Street and PCYC				
New application fee (non-refundable)	per application	\$71.00	Yes	Market Based Pricing
Annual renewal fee	per card	\$71.00	Yes	Market Based Pricing
Replacement card	per key	\$36.00	Yes	Market Based Pricing
Building Waste Container (Skips)				
Application fee including first 7 days rental	per application	\$223.00	No	Full Cost Recovery
Placement fee after the first 7 days (per week or part thereof)	per week	\$207.00	No	Full Cost Recovery
Late application fee - when containers/skips delivered prior to obtaining a Permit	per bin	\$1,021.00	No	Full Cost Recovery

Fee	Units	2023 - 2024 Fee \$	GST Applicable	Pricing Methodology
Civil Works				
Civil works - provision of Council works undertaken on behalf of third party	per request	Cost + 10%	Yes	Full Cost Recovery
Community information blade				
Recovery from applicants for the cost of the manufacture and installation of community information blade	per application	\$598.00	Yes	Full Cost Recovery
Crane airspace approval				
Crane airspace approval	per application	\$330.00	No	Full Cost Recovery
Driveway Delineation				
A single residential driveway	per set of lines	\$790.00	No	Full Cost Recovery
A single commercial or industrial driveway	per set of lines	\$1,290.00	No	Full Cost Recovery
Electric Vehicle Charging				
Application fee for a dedicated public electric vehicle charging space	per application	\$597.00	No	Partial Cost Recovery
Annual fee for a dedicated public electric vehicle charging space	per annum	\$1,835.00	No	Partial Cost Recovery
Event parking - overstay timed restriction				
Hourly charge - first three hours into overstay of timed restriction	each	\$5.40	Yes	Market Based Pricing
Hourly charge - after first three hours into overstay of timed restriction	per hour per vehicle	\$10.90	Yes	Market Based Pricing
Processing administrative fee	each	\$50.00	Yes	Market Based Pricing
Event parking - permit application paid parking				
Processing administrative fee - for businesses or individuals applying for permits	each	\$54.30	Yes	Market Based Pricing
Parking - Car Share				
Initial car share fee - licence administration	per application	\$597.00	No	Partial Cost Recovery
Initial car share fee - parking space	each	\$1,833.00	No	Partial Cost Recovery
Car share annual fee - maintenance per each authorised space	each	\$1,833.00	No	Partial Cost Recovery

Fee	Units	2023 - 2024 Fee \$	GST Applicable	Pricing Methodology
Parking - Dee Why PCYC Parking Station				
Additional after hours charge for release of vehicles locked in the parking station - charged by the security company	per occasion	At Cost	Yes	Full Cost Recovery
Monday - Sunday (5:30am-12am midnight) 0 - 3 hours	per time limit	Free	No	Free (Zero Cost Recovery)
Monday - Sunday (5:30am -12am midnight) 3 - 4 hours	per time limit	\$3.00	Yes	Market Based Pricing
Monday - Sunday (5:30am-12am midnight) 4 -5 hours	per time limit	\$4.00	Yes	Market Based Pricing
Monday - Sunday (5:30am-12am midnight) 5+ hours	per time limit	\$5.00	Yes	Market Based Pricing
Overnight rate	per time limit	\$5.00	Yes	Market Based Pricing
Parking - Dee Why PCYC Parking Station - Prepaid Accounts				
Daily rate up to 1 week	per day	\$8.90	Yes	Market Based Pricing
Daily rate between 1 and 2 weeks	per day	\$8.30	Yes	Market Based Pricing
Daily rate from 2 weeks	per month	\$115.00	Yes	Market Based Pricing
PCYC overnight parking permit (access between 5:00pm and 8:00am). For parking outside these hours, the casual fee and charges apply.	per month	\$58.00	Yes	Market Based Pricing
Parking - Pay and Display - Church Point, Pittwater Park, Woorak/Illuka Reserve				
Off peak season - hourly rate (1 May to 30 Sep inclusive)	per hour	\$8.00	Yes	Market Based Pricing
Off peak season - 24 hour rate (1 May to 30 Sep inclusive)	per day	\$35.00	Yes	Market Based Pricing
Peak season - hourly rate (1 Oct to 30 Apr inclusive)	per hour	\$10.00	Yes	Market Based Pricing
Peak season - 24 hour rate (1 Oct to 30 Apr inclusive)	per day	\$40.00	Yes	Market Based Pricing
Parking - Pay and Display - Clontarf, Shelly Beach, Sandy Bay & Spit Bridge				
Off peak season - hourly rate (1 May to 30 Sep inclusive)	per hour	\$8.00	Yes	Market Based Pricing
Off peak season - daily rate (1 May to 30 Sep inclusive)	per day	\$35.00	Yes	Market Based Pricing
Peak season - hourly rate (1 Oct to 30 Apr inclusive)	per hour	\$10.00	Yes	Market Based Pricing
Peak season - daily rate (1 Oct to 30 Apr inclusive)	per day	\$40.00	Yes	Market Based Pricing
Parking - Pay and Display - Freshwater to Narrabeen including Manly Dam				
Peak season - hourly rate (1 Oct to 30 Apr inclusive)	per hour	\$10.00	Yes	Market Based Pricing
Peak season - daily rate (1 Oct to 30 Apr inclusive)	per day	\$40.00	Yes	Market Based Pricing
Off peak season - hourly rate (1 May to 30 Sep inclusive)	per hour	\$8.00	Yes	Market Based Pricing
Off peak season - daily rate (1 May to 30 Sep inclusive)	per day	\$35.00	Yes	Market Based Pricing
Parking - Pay and Display - North Narrabeen to Palm Beach				
Off peak season - hourly rate (1 May to 30 Sep inclusive)	per hour	\$8.00	Yes	Market Based Pricing
Off peak season - daily rate (1 May to 30 Sep inclusive)	per day	\$35.00	Yes	Market Based Pricing
Peak season - hourly rate (1 Oct to 30 Apr inclusive)	per hour	\$10.00	Yes	Market Based Pricing
Peak season - daily rate (1 Oct to 30 Apr inclusive)	per day	\$40.00	Yes	Market Based Pricing

Fee	Units	2023 - 2024 Fee \$	GST Applicable	Pricing Methodology
Parking - Pay and Display - Ocean Beach (Manly) to Queenscliff				
Off peak season - general parking (1 May to 30 Sep inclusive)	per hour	\$8.00	Yes	Market Based Pricing
Off peak season - buses 8+ seats (1 May to 30 Sep inclusive)	per hour	\$35.00	Yes	Market Based Pricing
Peak season - general parking (1 Oct to 30 Apr inclusive)	per hour	\$10.00	Yes	Market Based Pricing
Peak season - buses 8+ seats (1 Oct to 30 Apr inclusive)	per hour	\$40.00	Yes	Market Based Pricing
Parking - Pay and Display - Rowland Reserve				
Off peak season - hourly rate (1 May to 30 Sep inclusive)	per hour	\$5.50	Yes	Market Based Pricing
Off peak season - 24 hour rate (1 May to 30 Sep inclusive)	per day	\$24.50	Yes	Market Based Pricing
Peak season - hourly rate (1 Oct to 30 Apr inclusive)	per hour	\$6.80	Yes	Market Based Pricing
Peak season - 24 hour rate (1 Oct to 30 Apr inclusive)	per day	\$27.80	Yes	Market Based Pricing
Parking - Whistler Street, Peninsula, Pacific Waves and Manly National Parking Stations - Daily Rates				
Monday - Sunday (6:30am-7pm) 0 - 2 hour	per time limit	Free	No	Free (Zero Cost Recovery)
Monday - Sunday (6:30am-7pm) 0 - 2 hour	per time limit	Free	Yes	Free (Zero Cost Recovery)
Monday - Sunday (6:30am-7pm) 2 - 2.5 hours	per time limit	\$11.50	Yes	Market Based Pricing
Monday - Sunday (6:30am-7pm) 2.5 - 3 hours	per time limit	\$14.50	Yes	Market Based Pricing
Monday - Sunday (6:30am-7pm) 3 - 3.5 hours	per time limit	\$19.00	Yes	Market Based Pricing
Monday - Sunday (6:30am-7pm) 3.5 - 4 hours	per time limit	\$22.50	Yes	Market Based Pricing
Monday - Sunday (6:30am-7pm) 3 - 3.5 hours	per time limit	\$19.00	Yes	Market Based Pricing
Monday - Sunday (6:30am-7pm) 3.5 - 4 hours	per time limit	\$22.50	Yes	Market Based Pricing
Monday - Sunday (6:30am-7pm) 4 - 5 hours	per time limit	\$35.50	Yes	Market Based Pricing
Monday - Sunday (6:30am-7pm) 5+ hours	per time limit	\$48.00	Yes	Market Based Pricing
Late Night Worker - flat fee everyday. Entry after 5pm, exit before 6:30am. Normal fees and charges apply from 6:30am the following day.	each	\$5.50	Yes	Market Based Pricing
Operational commercial vehicle - daily flat fee weekends only	each	\$27.50	Yes	Market Based Pricing
Top up card and replacement card	each	\$50.00	Yes	Market Based Pricing
Manly National only - early bird - in by 9am out after 3pm Mon-Fri	per time limit	\$24.00	Yes	Market Based Pricing
Parking - Whistler Street, Peninsula, Pacific Waves and Manly National Parking Stations - Evening Rates				
Every day - evening 7pm-12 midnight (flat rate fee)	per time limit	\$5.50	Yes	Market Based Pricing
Overnight rate - all parking stations (including exiting after midnight Friday - Saturday Whistler Street only)	per time limit	\$5.50	Yes	Market Based Pricing
Additional after hours charge for release of vehicles locked in the parking station - charged by the security company	per occasion	At Cost	Yes	Full Cost Recovery
Every day - evening 7pm-12 midnight (flat rate fee)	per time limit	\$5.50	Yes	Market Based Pricing

Fee	Units	2023 - 2024 Fee \$	GST Applicable	Pricing Methodology
Parking - Whistler Street, Peninsula, Pacific Waves and Manly National Parking Stations - Prepaid Accounts				
2 days per week (monthly)	per month	\$104.00 10% reduction for low emission vehicles (electric and hybrid only)	Yes	Market Based Pricing
2 days per week (yearly)	per year	\$1,231.00 10% reduction for low emission vehicles (electric and hybrid only)	Yes	Market Based Pricing
3 days per week (monthly)	per month	\$155.00 10% reduction for low emission vehicles (electric and hybrid only)	Yes	Market Based Pricing
3 days per week (yearly)	per year	\$1,845.00 10% reduction for low emission vehicles (electric and hybrid only)	Yes	Market Based Pricing
4 days per week (monthly)	per month	\$206.00 10% reduction for low emission vehicles (electric and hybrid only)	Yes	Market Based Pricing
4 days per week (yearly)	per year	\$2,460.00 10% reduction for low emission vehicles (electric and hybrid only)	Yes	Market Based Pricing
5 days (Mon-Fri) (monthly)	per month	\$257.00 10% reduction for low emission vehicles (electric and hybrid only)	Yes	Market Based Pricing
5 days (Mon-Fri) (yearly)	per year	\$3,075.00 10% reduction for low emission vehicles (electric and hybrid only)	Yes	Market Based Pricing
7 days (Mon-Sun) (monthly)	per month	\$411.00 10% reduction for low emission vehicles (electric and hybrid only)	Yes	Market Based Pricing
7 days (Mon-Sun) (yearly)	per year	\$4,918.00 10% reduction for low emission vehicles (electric and hybrid only)	Yes	Market Based Pricing
Overnight Access fob - Manly National only	per instance	\$50.00	Yes	Partial Cost Recovery
Overnight Access fob - Manly National only - Replacement of lost or damaged fob	per instance	\$50.00	Yes	Partial Cost Recovery
Parking - Whistler Street, Peninsula, Pacific Waves and Manly National Parking Stations - Prepaid Accounts - Motorcycles (applicable only in motorcycle designated areas)				
2 days per week (Monthly)	each	\$50.00	Yes	Market Based Pricing
3 days per week (Monthly)	each	\$75.00	Yes	Market Based Pricing
4 days per week (Monthly)	each	\$101.00	Yes	Market Based Pricing
5 days per week (Monthly)	each	\$126.00	Yes	Market Based Pricing
7 days per week (Monthly)	each	\$201.00	Yes	Market Based Pricing
2 days per week (yearly)	each	\$600.00	Yes	Market Based Pricing
3 days per week (yearly)	each	\$900.00	Yes	Market Based Pricing
4 days per week (yearly)	each	\$1,199.00	Yes	Market Based Pricing
5 days per week (yearly)	each	\$1,499.00	Yes	Market Based Pricing
7 days per week (yearly)	each	\$2,398.00	Yes	Market Based Pricing

Fee	Units	2023 - 2024 Fee \$	GST Applicable	Pricing Methodology
Parking Permit Scheme Manly				
1st permit - residential/ multi-use	per permit	\$50.00	No	Partial Cost Recovery
Special issue not for profit organisation permit	per permit	\$26.00	No	Partial Cost Recovery
1st permit - residential / multiuse - Concession	per permit	\$25.00	No	Partial Cost Recovery
2nd permit - residential/ multi-use	per permit	\$110.00	No	Full Cost Recovery
2nd permit - residential / multiuse - Concession	per permit	\$55.00	No	Partial Cost Recovery
3rd permit - residential/ multi-use	per permit	\$110.00	No	Market Based Pricing
4th permit - residential/ multi-use (Extenuating circumstances only)	per permit	\$280.00	No	Market Based Pricing
Replacement of multi-use permit	per permit	\$230.00	No	Full Cost Recovery
Business permit	per permit	\$230.00	No	Market Based Pricing
Car share permit	per permit	\$230.00	No	Market Based Pricing
Support worker permit	per permit	\$52.00	No	Partial Cost Recovery
Parking Permits - Beach				
Ratepayer permits 1 September - 31 August. The first two permits are free	per permit		No	Free (Zero Cost Recovery)
Additional ratepayer permits - 1 September - 31 August (Max. of two)	per permit	\$236.00	No	Partial Cost Recovery
Resident permits 1 September - 31 August (Max. of two)	per permit	\$236.00	No	Partial Cost Recovery
Ratepayer/residents permits (half-yearly) from 1 March to 31 August (Max. of two)	per permit	\$119.00	No	Partial Cost Recovery
Replacement of lost, damaged or discarded permits 1 September - 31 August	per permit	\$119.00	No	Partial Cost Recovery
Replacement permits for new vehicle/windscreen or damaged permits 1 September - 31 August	per permit	\$119.00	No	Partial Cost Recovery
Parking Permits - Church Point Reserve & Precinct				
LGA Residents only full year permits - from 1 September to 31 August - there is no guaranteed space	per permit	\$586.00	No	Market Based Pricing
LGA Residents only full year permits - Pensioners - from 1 September to 31 August - there is no guaranteed space	per permit	\$277.00	No	Market Based Pricing
Non-residents (outside of LGA) only full year permits - from 1 September to 31 August - there is no guaranteed space	per permit	\$1,193.00	No	Market Based Pricing
LGA Residents only half yearly permits - from 1 March to 31 August - there is no guaranteed space	per permit	\$293.00	No	Market Based Pricing
LGA Residents only half yearly permits - Pensioners - from 1 March to 31 August - there is no guaranteed space	per permit	\$138.50	No	Market Based Pricing
Non-residents (outside of LGA) only half yearly permits - from 1 March to 31 August - there is no guaranteed space	per permit	\$597.00	No	Market Based Pricing
Church Point carpark reserved parking space (Coupon) by direct debit or invoice	per space per annum	\$5,772.00	Yes	Market Based Pricing
Church Point carpark reserved parking space (Coupon) by direct debit or invoice	per space per month	\$482.00	Yes	Market Based Pricing
Replacement / temporary permit	per permit	\$30.00	No	Market Based Pricing
Replacement coupon fee/temporary coupon fee	per permit	\$25.00	Yes	Market Based Pricing
Bollard key replacement bond	per key	\$200.00	No	Full Cost Recovery
Parking Permits - Postage and Handling				
Postage and handling	per occasion	\$13.00	Yes	Partial Cost Recovery
Parking Permits - Rowland Reserves, Woorak Reserves and Iluka Park				
Full year - 1 September - 31 August	per permit	\$204.00	No	Partial Cost Recovery
Half yearly permits - from 1 March to 31 August	per permit	\$103.00	No	Partial Cost Recovery

Fee	Units	2023 - 2024 Fee \$	GST Applicable	Pricing Methodology
Parking Permits - Western Foreshore				
Replacement Permit - new vehicle, windscreen, lost and temporary permits	per permit	\$28.00	No	Partial Cost Recovery
Parking Permit - Full year - Only available to property owners or tenants from Great Mackerel Beach and Coasters Retreat	per permit	\$47.00	No	Partial Cost Recovery
Permit To Stand Plant on Council Road Reserve				
Application fee when application lodged more than 2 business days prior to permit being required	per application	\$211.00	No	Full Cost Recovery
Additional urgency fee for applications lodged within 2 business days of date permit is required	per application	\$419.00	No	Full Cost Recovery
Rental rate (per lane x per day or part thereof)	per day per lane	\$299.00	No	Full Cost Recovery
Restoration Charges				
Late fee where permit not obtained before road opened or inadequate permit obtained	each	\$937.00	No	Full Cost Recovery
Restoration Charges - Footpaths and Driveways				
The Corso and Manly CBD only. This fee is charged in addition to the standard "Segmental Paving - Lay Only" rate where specialised paving is required.	per square metre	\$259.00	No	Full Cost Recovery
Cement concrete footpath - 1-3 m2 (1.5 m2 min.)	per square metre	\$507.00	No	Full Cost Recovery
Cement concrete footpath - 3-10 m2	per square metre	\$402.00	No	Full Cost Recovery
Cement concrete footpath - 10-50 m2	per square metre	\$292.00	No	Full Cost Recovery
Cement concrete footpath - > 50 m2	per square metre	\$203.00	No	Full Cost Recovery
Commercial/CBD Pavers/Shopping Centres/Restaurant precincts - charge in addition to the standard Segmental Paving - Lay Only rate	per square metre	\$231.00	No	Full Cost Recovery
Concrete commercial/industrial driveways - 0-5 sqm per m2 (1 m2 min.)	per square metre	\$761.00	No	Full Cost Recovery
Concrete commercial/industrial driveways - greater than 5 m2 per m2	per square metre	\$629.00	No	Full Cost Recovery
Concrete residential driveways, multi-occupancy units - 0-5 sqm per m2 (1 m2 min.)	per square metre	\$708.00	No	Full Cost Recovery
Concrete residential driveways, multi-occupancy units - greater than 5 m2 per m2	per square metre	\$565.00	No	Full Cost Recovery
Formed or grassed area per m2	per square metre	\$194.00	No	Full Cost Recovery
Segmental Paving - Lay only (Original Pavers returned to Council on pallet) - paving including 30mm sand bedding and 75mm concrete base. - 1 -3 m2	per square metre	\$861.00	No	Full Cost Recovery
Segmental Paving - Lay only (Original Pavers returned to Council on pallet) - paving including 30mm sand bedding and 75mm concrete base. - 3 - 10 m2	per square metre	\$639.00	No	Full Cost Recovery
Segmental Paving - Lay only (Original Pavers returned to Council on pallet) - paving including 30mm sand bedding and 75mm concrete base. - 10 - 50 m2	per square metre	\$487.00	No	Full Cost Recovery
Segmental Paving - Lay only (Original Pavers returned to Council on pallet) - paving including 30mm sand bedding and 75mm concrete base. - >50 m2 negotiation	per square metre	\$451.00	No	Full Cost Recovery
Segmental Paving - Supply & Lay paving including 30mm sand bedding and 75mm concrete base - 1 - 3 m2	per square metre	\$1,205.00	No	Full Cost Recovery
Segmental Paving - Supply & Lay paving including 30mm sand bedding and 75mm concrete base - 3 - 10 m2	per square metre	\$737.00	No	Full Cost Recovery
Segmental Paving - Supply & Lay paving including 30mm sand bedding and 75mm concrete base - 10-50 m2	per square metre	\$593.00	No	Full Cost Recovery
Segmental Paving - Supply & Lay paving including 30mm sand bedding and 75mm concrete base - >50 m2 negotiation	per square metre	\$557.00	No	Full Cost Recovery
Concrete Shared Pathway (130mm thick slab >2.5m wide with SL72 mesh) - 1-3 sqm (1.5 sqm min.)	per square metre	\$624.00	No	Full Cost Recovery
Concrete Shared Pathway (130mm thick slab >2.5m wide with SL72 mesh) - 3-10 sqm	per square metre	\$494.00	No	Full Cost Recovery
Concrete Shared Pathway (130mm thick slab >2.5m wide with SL72 mesh) - 10-50 sqm	per square metre	\$358.80	No	Full Cost Recovery
Concrete Shared Pathway (130mm thick slab >2.5m wide with SL72 mesh) - > 50 sqm	per square metre	\$249.60	No	Full Cost Recovery
Concrete kerb/pram ramp (to NBC standards)	each	\$3,000.00	No	Full Cost Recovery
Top Soil and Grass Seed	per square metre	\$85.00	No	Full Cost Recovery

Fee	Units	2023 - 2024 Fee \$	GST Applicable	Pricing Methodology
Restoration Charges - Kerb and Gutter				
Drainage pit lintels (including 1.8m-3.6m)	each	Cost + 10%	No	Full Cost Recovery
Kerb and Gutter - 1-3 m (Minimum 1 linear metre)	per linear metre	\$666.00	No	Full Cost Recovery
Kerb and gutter - 3-10 m2	per linear metre	\$595.00	No	Full Cost Recovery
Kerb and Gutter - 10-50 m2	per linear metre	\$564.00	No	Full Cost Recovery
Kerb and gutter 50 m2 negotiation (cost plus)	per linear metre	\$514.00	No	Full Cost Recovery
Restoration Charges - Roads				
High Traffic Locations Surcharge (CBD/Commercial Centres, Regional or State Roads)	each	Cost + 10%	No	Full Cost Recovery
Line Marking Establishment Cost	each	\$1,500.00	No	Full Cost Recovery
Plant Opening Fee (Concrete or Asphalt Plants)	each	\$2,500.00	No	Full Cost Recovery
Work outside normal hours (e.g night works, weekend work)	per hour	\$500.00	No	Full Cost Recovery
Hot mix asphaltic concrete on fine crushed rock (50mm min AC DGB) - 1 - 5 per m2	per square metre	\$463.00	No	Full Cost Recovery
Hot mix asphaltic concrete on fine crushed rock (50mm min AC DGB) - 5 - 25 per m2	per square metre	\$364.00	No	Full Cost Recovery
Hot mix asphaltic concrete on fine crushed rock (50mm min AC DGB) - 25 - 50 per m2	per square metre	\$259.00	No	Full Cost Recovery
Hot mix asphaltic concrete on fine crushed rock (50mm min AC DGB) - 50 - 150 per m2	per square metre	\$231.00	No	Full Cost Recovery
Hot mix asphaltic concrete on fine crushed rock (50mm min AC DGB) - > 150 (or neg at cost plus 20%) per m2	per square metre	\$190.00	No	Full Cost Recovery
Line marking	per square metre	Cost + 10%	No	Full Cost Recovery
Traffic control - additional charges as determined by Council	per site	Cost + 10%	No	Full Cost Recovery
Unsealed shoulders	per square metre	Cost + 10%	No	Full Cost Recovery
Restoration Charges - Saw Cutting				
Saw cutting	per metre	\$43.50	No	Full Cost Recovery
Restoration Charges - Utility Authorities only				
Work quality sign off inspection fee	per location	\$153.00	No	Full Cost Recovery
Quotation scoping and work quality sign off fee	per location	\$228.00	No	Full Cost Recovery
Restorations - fixed price quotations for repairs to Council assets	per location	Fixed price - cost+10%	No	Full Cost Recovery

Fee	Units	2023 - 2024 Fee \$	GST Applicable	Pricing Methodology
Road Act Approval - Minor Encroachments				
Application for minor encroachments (private works and minor structures) on Road Reserve not associated with a Development Application	per application	\$242.00	No	Full Cost Recovery
Road Openings - Permit Fees				
Road Opening Permit Fee (Utility Authorities excepted) in addition to required restoration fees	per location	\$323.00	No	Full Cost Recovery
Road Works Inspection				
Additional site inspections - 1 inspection	per inspection	\$228.00	No	Full Cost Recovery
Scotland Island Access Permit				
Access Permit - Permitted Service vehicle	per day	Free Trial	No	Free (Zero Cost Recovery)
Access Permit - Resident vehicle - 30 November to 29 November	per permit	Free Trial	No	Free (Zero Cost Recovery)
Storage and materials on footpaths and road reserve				
Rental rate for storage of materials on a footpath or public road reserve	per square metre per week	\$37.10	No	Partial Cost Recovery
Stand container, work shed or building materials on footpath or public road reserve related to development activities	per application	\$229.00	No	Full Cost Recovery
Late fee (additional fee) for container/work shed permit (container/work shed delivered prior to obtaining permit)	per application	\$1,023.00	No	Partial Cost Recovery
Street Renaming				
New road naming (signposting additional as per fees and charges)	per location	\$1,643.00	No	Full Cost Recovery
Road renaming (renaming of existing street including consultation and statutory processes)	per location	\$2,024.00	No	Full Cost Recovery
Traffic Control/Traffic Management				
Application to apply traffic control plan	per application	\$306.00	No	Full Cost Recovery
Assessment of full road closure and associated traffic management plan	per application	\$528.00	No	Full Cost Recovery
Traffic Facilities - Safety Mirror				
Application fee	per application	\$878.00	No	Full Cost Recovery
Installation fee for standard 450mm mirror	per application	\$1,200.00	No	Full Cost Recovery
Annual rental/inspection fee	per annum	\$375.00	No	Full Cost Recovery

Fee	Units	2023 - 2024 Fee \$	GST Applicable	Pricing Methodology
Works Contribution - Contribution by adjoining owners towards 1/2 cost of works under Sec 217 Roads Act				
Kerb and Gutter - primary frontage	per metre	\$395.00	No	Market Based Pricing
Kerb and Gutter - secondary frontage	per metre	\$200.00	No	Partial Cost Recovery
Workzone Primary Zone				
Workzone Primary Zone application fee	per application	\$1,533.00	No	Partial Cost Recovery
Rental charge - Workzone Primary Zone rental fee	per metre per week	\$49.80	No	Partial Cost Recovery
Workzone Standard				
Workzone Standard Zone application fee	per application	\$1,023.00	No	Partial Cost Recovery
Rental charge - Workzone Standard Zone rental fee	per metre per week	\$33.30	No	Partial Cost Recovery
Parks & Recreation				
Access over/working on reserves				
Inspection fee (if applicable)	per application	\$155.00	Yes	Market Based Pricing
Access over reserve only - low impact vehicles for a maximum duration of 7 days	per application	\$65.00	Yes	Market Based Pricing
Hire fee per month (4 weeks) for access, use and occupation of a reserve by a not for profit individual or group, includes storage on site (does not includes pre & post inspection) - waived for sports groups in LGA	per month	\$280.00	Yes	Market Based Pricing
Hire fee per month (4 weeks) for access, use and occupation of a reserve for commercial purposes - includes storage on site (does not includes pre & post inspection).	per month	\$815.00	Yes	Market Based Pricing
Administration and Ancillary Fees				
Recovery of costs of utilities, additional services and cleaning related to usage of open space	per booking	Cost + 10%	Yes	Full Cost Recovery
Additional administration (as required to process cancellations, late applications, alterations and additional requests for bookings and permits) - charged in half hour increments after first hour	per hour	\$47.80	Yes	Market Based Pricing
Call out (weekend, public holidays, after hours)	per instance	\$433.00	Yes	Full Cost Recovery
Use of power at Council sites (unless the site is already metered) - charged in half hour increments after first hour	per hour	\$8.00	Yes	Partial Cost Recovery
Application for Permit to Remove or Prune Trees on Private Property				
Assessment of additional tree/s	per item	\$52.10	No	Partial Cost Recovery
Request for onsite meeting with Council Officer	per application	\$102.00	No	Partial Cost Recovery
Application to request the removing or pruning of trees (includes the assessment of first tree)	per item	\$178.00	No	Partial Cost Recovery

Fee	Units	2023 - 2024 Fee \$	GST Applicable	Pricing Methodology
Banner Hire				
Banner hire at Council managed sites- not for profit purpose (maximum two week booking)	per site	\$49.00	No	Partial Cost Recovery
Banner hire at selected Council managed sites - commercial purpose (maximum two week booking)	per site	\$150.00	No	Partial Cost Recovery
Bare Creek Bike Park				
Hire fee for each section of the facility for an event	per application	Range \$1,000 to \$9,500 maximum as assessed	Yes	Partial Cost Recovery
Beach Services				
Hourly Rate for hire of staff for events - weekday	per hour per staff member	\$71.00	Yes	Partial Cost Recovery
Hourly Rate for hire of staff for events - weekend	per hour per staff member	\$91.00	Yes	Partial Cost Recovery
Jet ski daily rate for hire	per day	\$259.00	Yes	Partial Cost Recovery
Bonds				
Key bond - temporary use of a key for selected Council venues. Amount determined on application.	each	Bond for temporary use of a key for selected Council venues. Determined on application. Bond based on cost of replacing key(s) and or lock(s).	No	Full Cost Recovery
Bond for use of venue as part of a booking as determined by Council	per booking	Bond to be determined upon assessment of application based on potential impact on Council assets.	No	Full Cost Recovery
Commercial Activations - onsite activations and product launches, samplings and giveaways				
Commercial Activation - Minor impact (as determined by Council)	per hour	\$106.00	Yes	Partial Cost Recovery
Commercial Activation - Medium impact (as determined by Council)	per hour	\$212.00	Yes	Partial Cost Recovery
Commercial Activation - Major impact (as determined by Council)	per hour	\$423.00	Yes	Partial Cost Recovery
Commercial Activities Permits 12 months				
Commercial activities in Council open space - 12 months (1 August - 31 July) - ultra low	per year	\$600.00	Yes	Partial Cost Recovery
Commercial activities in Council open space - 12 months (1 August - 31 July) - low	per year	\$601 to \$1,400 as assessed	Yes	Partial Cost Recovery
Commercial activities in Council open space - 12 months (1 August - 31 July) - medium	per year	\$1,401 to \$2,600 as assessed	Yes	Partial Cost Recovery
Commercial activities in Council open space- 12 months (1 August - 31 July) - high	per year	\$2,601 to \$4,900 as assessed	Yes	Partial Cost Recovery
Commercial activities in Council open space- 12 months (1 August - 31 July) - significant	per year	\$4,901 to \$9,300 as assessed	Yes	Partial Cost Recovery
Commercial Activities Permits for less than 12 months				
Commercial activities - ultra low	per month	\$50.00	Yes	Partial Cost Recovery
Commercial activities - low	per month	\$117.00	Yes	Partial Cost Recovery
Commercial activities - medium	per month	\$217.00	Yes	Partial Cost Recovery
Commercial activities - high	per month	\$408.00	Yes	Partial Cost Recovery
Commercial activities - significant	per month	\$775.00	Yes	Partial Cost Recovery

Fee	Units	2023 - 2024 Fee \$	GST Applicable	Pricing Methodology
Commercial Markets				
Commercial markets - 50 stalls & under	per day	\$1,049.00	Yes	Market Based Pricing
Commercial markets - 51 to 100 stalls	per day	\$1,743.00	Yes	Market Based Pricing
Commercial markets - 101+ stalls	per day	\$2,639.00	Yes	Market Based Pricing
Filming and Photography				
Application processing	per application	\$160.00	No	Partial Cost Recovery
Filming fee - ultra low (less than 10 crew/ cast/ extras)	per booking	Zero	No	Legislative Requirements (Regulatory)
Filming fee - low (11 -25 crew/ cast/ extras)	per booking	\$150.00	No	Legislative Requirements (Regulatory)
Filming fee - medium (26 -50 crew/ cast/ extras)	per booking	\$300.00	No	Legislative Requirements (Regulatory)
Filming fee - high (50+ crew/ cast/ extras)	per booking	\$500.00	No	Legislative Requirements (Regulatory)
News/current affairs/educational /community service/ student	per booking	Zero	No	Legislative Requirements (Regulatory)
Medium scale filming permit - extended period (as assessed)	per booking	\$815.00	No	Partial Cost Recovery
Large scale filming permit - extended period (as assessed)	per booking	\$1,141.00	No	Partial Cost Recovery
Major Events, Special Events - Premier Events				
Minor scale	per day	Range \$1,000 to \$10,000 as assessed	Yes	Partial Cost Recovery
Medium scale	per day	Range \$10,001 to \$20,200 as assessed	Yes	Partial Cost Recovery
Major scale	per day	Range \$20,201 to \$28,500 as assessed	Yes	Partial Cost Recovery
Significant scale	per booking	Fee(s) to be determined upon assessment of application	Yes	Partial Cost Recovery

Fee	Units	2023 - 2024 Fee \$	GST Applicable	Pricing Methodology
Manly Dam and Stony Range Botanic Garden				
Manly Dam - Hire of uncovered picnic table	per day	\$50.00	Yes	Partial Cost Recovery
Manly Dam - Hire of covered picnic table	per day	\$75.00	Yes	Partial Cost Recovery
Manly Dam - Events - Not for profit user - per area	per hour	\$42.00	Yes	Partial Cost Recovery
Manly Dam - Events - Commercial user - per area	per hour	\$90.00	Yes	Partial Cost Recovery
Corkery building hire - Not for profit user	per hour	\$17.00	Yes	Partial Cost Recovery
Corkery building hire - Commercial user	per hour	\$32.00	Yes	Partial Cost Recovery
Memorial				
Installation of plaque on existing seat	each	\$742.00	No	Full Cost Recovery
Installation of Olympic Plaque (Manly)	each	\$1,873.00	No	Full Cost Recovery
Installation of plaque, seat	each	\$3,029.00	No	Full Cost Recovery
Installation of plaque, seat & concrete slab	each	\$4,995.00	No	Full Cost Recovery
Netball and Basketball Courts				
Netball/ Basketball Court - Not for profit user - Per court	per hour	\$7.00	Yes	Partial Cost Recovery
Netball/ Basketball Court - Commercial user - Per court	per hour	\$12.00	Yes	Partial Cost Recovery
Open spaces - use of - including parks, reserves, beaches, rock pools, sportsgrounds				
Rockpool use by community swimming clubs based in LGA (excludes major, significant events as determined by Council)	per booking	Zero	No	Free (Zero Cost Recovery)
Local Club and District Surf Life saving events (excludes major, significant events as determined by Council and events operated by third parties)	per booking	Zero	No	Free (Zero Cost Recovery)
Local Club and Northern Beaches Surfing events (excludes major, significant events as determined by Council and events operated by third parties)	per booking	Zero	No	Free (Zero Cost Recovery)
ANZAC Day, Remembrance Day and related events	per booking	Zero	No	Free (Zero Cost Recovery)
Christmas related events, including selling of Christmas trees, open to the community hosted by groups based in the LGA - excludes major, significant events (as determined by Council)	per booking	Zero	No	Free (Zero Cost Recovery)
Pool and beach wheel chair hire	per booking	Zero	No	Partial Cost Recovery
Emergency, medical and defence force related not for profit activities	per booking	Zero	No	Free (Zero Cost Recovery)
Not for profit and charity stalls – ultra low impact (as determined by Council)	per hour	\$9.00	Yes	Partial Cost Recovery
Not for profit use	per hour	\$27.00	Yes	Partial Cost Recovery
Activations and promotional activities in a commercial/town centre for businesses located in that centre	per hour	\$45.00	Yes	Partial Cost Recovery
Commercial user - event (excludes major and significant events and promotional activations)	per hour	\$81.00	Yes	Partial Cost Recovery
Annual/ seasonal not for profit use - up to 12 months - per venue	per day	\$185.00	Yes	Partial Cost Recovery
Annual school use - 12 months - per one full sized field & per one beach/ rockpool location	per day	\$65.00	Yes	Partial Cost Recovery
Circus, carnival	per week	\$5,781.00	Yes	Full Cost Recovery
Service Provision Fee - includes facility and ground preparation before and/or after the event as determined by Council	per hour	Fee(s) based on cost of service plus 10%	No	Full Cost Recovery
Beach clean ups and other services directly benefiting the Northern Beaches environment - as determined by Council	per application	Zero	No	Free (Zero Cost Recovery)
Inclusion of a third party commercial provider at casual one off events - includes mobile food vans and caterers, amusement devices and games and kindy farms etc.	per application	\$50.00	Yes	Partial Cost Recovery

Fee	Units	2023 - 2024 Fee \$	GST Applicable	Pricing Methodology
Regional Sporting Grounds- Pittwater Rugby Park, Brookvale Park and Manly Oval				
Regional sporting grounds - Manly Oval - hire of premium sportsfield - not for profit user	per hour	\$53.00	Yes	Partial Cost Recovery
Regional sporting grounds - Manly Oval - hire of premium sportsfield - commercial user	per hour	\$159.00	Yes	Partial Cost Recovery
Regional sporting grounds - Pittwater Rugby Park & Brookvale Park - hire of premium sportsfield - not for profit user	per hour	\$80.00	Yes	Partial Cost Recovery
Regional sporting grounds - Pittwater Rugby Park & Brookvale Park - hire of premium sportsfield - commercial user	per hour	\$318.00	Yes	Partial Cost Recovery
Hire of community spaces such as function rooms, grandstands, change rooms and amenities - not for profit user	per hour	\$31.70	Yes	Partial Cost Recovery
Hire of community spaces such as function rooms, grandstands, change rooms and amenities - commercial user	per hour	\$53.00	Yes	Partial Cost Recovery
Pittwater Rugby Park - BBQ area only (no entry to function room) - Includes use of the BBQ, with gas provided.	per hour	\$100.00	Yes	Partial Cost Recovery
Pittwater Rugby Park - equipment storage space - per location	per quarter	\$65.00	Yes	Partial Cost Recovery
Regional sporting grounds -- seasonal major users as per agreement (includes MDCC & MRFC)	per month	\$2,972.00	Yes	Partial Cost Recovery
Event bump in/bump out	per hour	50% of applicable rate	Yes	Partial Cost Recovery
Lighting fees (for use outside of any Council agreements)	per hour	See fees for sportsground lighting	Yes	Partial Cost Recovery
Brookvale park - Partial Council facility booking (including bump in/out) - significant sporting competitions (where tickets are sold for the event). Other costs, such as cleaning, rubbish collection, on-call plumber & on-call electrician will be at the hirer's expense. Note, the hirer will receive all income derived from their usage, including ticket sales (general admission, corporate tickets and memberships), television rights, signage revenue and food and beverage revenue. Fee to be applied as determined by Council.	per booking	A Booking Fee is to be determined by Council, based on the user's apportioned usage of the Entire Facility. A \$2,000 charge per Booking Period will apply for cost of utilities (power, floodlighting, water, gas etc.) where applicable.	Yes	Partial Cost Recovery
Brookvale Park - Entire Council facility booking (including bump in/out) - significant sporting competitions (where tickets are sold for the event). Other costs, such as cleaning, rubbish collection, on-call plumber & on-call electrician will be at the hirer's expense. Note, the hirer will receive all income derived from their usage, including ticket sales (general admission, corporate tickets and memberships), television rights, signage revenue and food and beverage revenue. Fee to be applied as determined by Council.	per booking	Booking Fee \$45,000 + GST. A \$2,000 charge per Booking Period will apply for cost of utilities (including power, floodlighting, water, gas as required) where applicable.	Yes	Partial Cost Recovery
Regional sporting grounds (including Pittwater Rugby Park, Brookvale Park and Manly Oval) - entire complex - Fee determined upon assessment of application including participant numbers, access and facilities required.	per booking	Fee(s) to be determined upon assessment of application	Yes	Partial Cost Recovery
Seasonal Sportsground User Fees for Junior Players				
Fee for seasonal use of a sportsground by a sports group - short season (for an allocation for up to a maximum of 12 weeks)	per player	\$8.90	Yes	Partial Cost Recovery
Fee for seasonal use of a sportsground by a sports group - long season (for an allocation up to a maximum of 12 weeks)	per player	\$14.80	Yes	Partial Cost Recovery

Fee	Units	2023 - 2024 Fee \$	GST Applicable	Pricing Methodology
Seasonal Sportsground User Fees for Senior Players				
Fee for seasonal use of a sportsground by a sports group - short season (up to a maximum of 12 weeks)	per player	\$12.00	Yes	Partial Cost Recovery
Fee for seasonal use of a sportsground by a sports group - long season (more than 12 weeks)	per player	\$20.00	Yes	Partial Cost Recovery
Sportsground Lighting Fees				
Allambie Heights Oval - Field 1 - F1	per hour or part thereof	\$9.90	Yes	Partial Cost Recovery
Aquatic Reserve No.1 Baseball - Infield - F1	per hour or part thereof	\$11.80	Yes	Partial Cost Recovery
Aquatic Reserve No.1 Baseball - Batting Pen - F2	per hour or part thereof	\$3.50	Yes	Partial Cost Recovery
Aquatic Reserve No.1 Baseball - Outfield - F3	per hour or part thereof	\$5.80	Yes	Partial Cost Recovery
Ararat Reserve - Field 1 Pole 1 - F1	per hour or part thereof	\$3.10	Yes	Partial Cost Recovery
Ararat Reserve - Field 1 Pole 2 - F2	per hour or part thereof	\$3.00	Yes	Partial Cost Recovery
Ararat Reserve - Field 1 Pole 3 - F3	per hour or part thereof	\$3.00	Yes	Partial Cost Recovery
Ararat Reserve - Field 1 Pole 4 - F4	per hour or part thereof	\$3.00	Yes	Partial Cost Recovery
Avalon Beach Netball - Netball Court South - C1	per hour or part thereof	\$1.90	Yes	Partial Cost Recovery
Avalon Beach Netball - Shared Court North - C2	per hour or part thereof	\$1.90	Yes	Partial Cost Recovery
Avalon Beach Netball - Grass netball court - C3	per hour or part thereof	\$1.90	Yes	Partial Cost Recovery
Avalon Beach Netball - Half Court Basketball - C4	per hour or part thereof	\$1.00	Yes	Partial Cost Recovery
Balgowlah Oval - Balgowlah - F1 Low	per hour or part thereof	\$7.70	Yes	Partial Cost Recovery
Balgowlah Oval - Balgowlah - F1 High	per hour or part thereof	\$11.50	Yes	Partial Cost Recovery
Bantry Reserve - Field 1 Low - F1	per hour or part thereof	\$4.50	Yes	Partial Cost Recovery
Bantry Reserve - Field 1 High - F2	per hour or part thereof	\$6.60	Yes	Partial Cost Recovery
Beacon Hill Reserve - Field 1 Low - F4	per hour or part thereof	\$3.40	Yes	Partial Cost Recovery
Beacon Hill Reserve - Field 1 High - F5	per hour or part thereof	\$4.50	Yes	Partial Cost Recovery
Beacon Hill Reserve - Field 2 Low - F1	per hour or part thereof	\$7.90	Yes	Partial Cost Recovery
Beacon Hill Reserve - Field 2 High - F2	per hour or part thereof	\$14.30	Yes	Partial Cost Recovery
Belrose Oval (Bambara Oval) - Field 1 - F1	per hour or part thereof	\$4.90	Yes	Partial Cost Recovery
Beverley Job Park - Field 1 - F1	per hour or part thereof	\$5.40	Yes	Partial Cost Recovery
Beverley Job Park - Field 1 - F1Hi	per hour or part thereof	\$10.90	Yes	Partial Cost Recovery
Boondah multi courts - Courts 3 & 4 North - C1	per hour or part thereof	\$1.90	Yes	Partial Cost Recovery
Boondah multi courts - Courts 1 & 2 South - C2	per hour or part thereof	\$1.90	Yes	Partial Cost Recovery
Boondah multi courts - Basketball Half Court - C3	per hour or part thereof	\$1.90	Yes	Partial Cost Recovery
Boondah Reserve - Field 1 - F1	per hour or part thereof	\$12.30	Yes	Partial Cost Recovery
Boondah Reserve 2,3 & 4 lighting - Zone 1	per hour or part thereof	\$2.30	Yes	Partial Cost Recovery
Boondah Reserve 5A Netball lighting - Zone 1	per hour or part thereof	\$9.10	Yes	Partial Cost Recovery
Boondah Reserve - Fields 6 & 7 - F67	per hour or part thereof	\$2.30	Yes	Partial Cost Recovery
Careel Bay - Field 1 - F1	per hour or part thereof	\$9.20	Yes	Partial Cost Recovery
Careel Bay - Field 2 - F2	per hour or part thereof	\$9.20	Yes	Partial Cost Recovery
Careel Bay - Field 3 mini - F3	per hour or part thereof	\$10.90	Yes	Partial Cost Recovery
Collaroy Plateau Park - Field 1 - F1	per hour or part thereof	\$5.00	Yes	Partial Cost Recovery
Collaroy Plateau Park - Field 1 - F1Hi	per hour or part thereof	\$9.90	Yes	Partial Cost Recovery
Collaroy Plateau Park - Cricket Nets - CN	per hour or part thereof	\$4.50	Yes	Partial Cost Recovery
Cromer Park - Cromer 2 synthetic - F2	per hour or part thereof	\$7.60	Yes	Partial Cost Recovery

Fee	Units	2023 - 2024 Fee \$	GST Applicable	Pricing Methodology
Cromer Park - Cromer 2 synthetic - F2Hi	per hour or part thereof	\$10.90	Yes	Partial Cost Recovery
Cromer Park - Cromer 345 - F3	per hour or part thereof	\$15.00	Yes	Partial Cost Recovery
Cromer Park - Cromer 345 - F3Hi	per hour or part thereof	\$24.10	Yes	Partial Cost Recovery
David Thomas Reserve - Field 1 - F1	per hour or part thereof	\$4.10	Yes	Partial Cost Recovery
David Thomas Reserve - Field 2 - F2	per hour or part thereof	\$10.90	Yes	Partial Cost Recovery
David Thomas Reserve - Field 3 - F3	per hour or part thereof	\$10.90	Yes	Partial Cost Recovery
David Thomas Reserve - Mini Field - F4	per hour or part thereof	\$5.00	Yes	Partial Cost Recovery
Dee Why Park - Field 1 - F1	per hour or part thereof	\$7.70	Yes	Partial Cost Recovery
Dee Why Park - Field 1 - F1Hi	per hour or part thereof	\$11.50	Yes	Partial Cost Recovery
Dee Why Park - Field 2 - F2	per hour or part thereof	\$3.80	Yes	Partial Cost Recovery
Forestville Park - Field 1 Low - F1	per hour or part thereof	\$7.70	Yes	Partial Cost Recovery
Forestville War Memorial Playing Field lighting - Zone 1	per hour or part thereof	\$1.90	Yes	Partial Cost Recovery
Forestville Park - Field 1 High - F2	per hour or part thereof	\$11.50	Yes	Partial Cost Recovery
Forestville War Memorial Playing Field lighting - Zone 2	per hour or part thereof	\$1.90	Yes	Partial Cost Recovery
Forestville Park - Field 1 Training area - F3	per hour or part thereof	\$3.80	Yes	Partial Cost Recovery
Forestville War Memorial Playing Fields - Synthetic 1 & 2 Low - F3	per hour or part thereof	\$14.10	Yes	Partial Cost Recovery
Forestville War Memorial Playing Fields - Synthetic 1 & 2 High - F4	per hour or part thereof	\$27.40	Yes	Partial Cost Recovery
Forestville War Memorial Playing Fields - Field 3 - F5	per hour or part thereof	\$4.00	Yes	Partial Cost Recovery
Forestville War Memorial Playing Fields - Rugby Field - F6	per hour or part thereof	\$11.80	Yes	Partial Cost Recovery
Forestville War Memorial Playing Fields - Margaret Cliff Courts 456 - F1	per hour or part thereof	\$2.20	Yes	Partial Cost Recovery
Forestville War Memorial Playing Fields - Margaret Cliff Courts 123 - F2	per hour or part thereof	\$2.20	Yes	Partial Cost Recovery
Forestville War Memorial Playing Fields - Margaret Cliff Court 1 (Basketball) - F3	per hour or part thereof	\$0.70	Yes	Partial Cost Recovery
Forestville War Memorial Playing Fields - Margaret Cliff Court 1 (Basketball) - F3Hi	per hour or part thereof	\$1.10	Yes	Partial Cost Recovery
Forestville War Memorial Playing Fields - Margaret Cliff Courts 2-3 - F4	per hour or part thereof	\$1.80	Yes	Partial Cost Recovery
Forestville War Memorial Playing Fields - Margaret Cliff Courts 1 2 3 4 - F5	per hour or part thereof	\$2.90	Yes	Partial Cost Recovery
Griffith Park - Field 1 - F1	per hour or part thereof	\$7.90	Yes	Partial Cost Recovery
Harbord Park - Field 1 - F1	per hour or part thereof	\$6.50	Yes	Partial Cost Recovery
Harbord Park - Field 1 - F1Hi	per hour or part thereof	\$9.80	Yes	Partial Cost Recovery
Harbord Park - Field 2 - F2	per hour or part thereof	\$6.50	Yes	Partial Cost Recovery
Harbord Park - Field 2 - F2Hi	per hour or part thereof	\$9.80	Yes	Partial Cost Recovery
Hews Reserve - Field 1 - F1	per hour or part thereof	\$6.50	Yes	Partial Cost Recovery
Hitchcock Park - Training field - F2	per hour or part thereof	\$5.90	Yes	Partial Cost Recovery
Hitchcock Park - Field 1 - F1	per hour or part thereof	\$9.80	Yes	Partial Cost Recovery
J.J. Melbourne Hills Memorial Reserve - BMX race track - F1	per hour or part thereof	\$4.30	Yes	Partial Cost Recovery
J.J. Melbourne Hills Memorial Reserve - BMX race track - F1Hi	per hour or part thereof	\$6.50	Yes	Partial Cost Recovery
J.J. Melbourne Hills Memorial Reserve - BMX pump track - F2	per hour or part thereof	\$1.60	Yes	Partial Cost Recovery
J.J. Melbourne Hills Memorial Reserve - BMX pump track - F2Hi	per hour or part thereof	\$2.70	Yes	Partial Cost Recovery
J.J. Melbourne Hills Memorial Reserve - Equestrian - F3	per hour or part thereof	\$5.00	Yes	Partial Cost Recovery
James Morgan Reserve - Field 1 - F1	per hour or part thereof	\$11.80	Yes	Partial Cost Recovery
John Fisher Park Abbott Road Softball - Diamond 2 Pole 1 - F1	per hour or part thereof	\$2.90	Yes	Partial Cost Recovery
John Fisher Park Abbott Road Softball - Diamond 2 Pole 2 - F2	per hour or part thereof	\$2.90	Yes	Partial Cost Recovery
John Fisher Park Abbott Road Softball - Diamond 1 Pole 3 - F3	per hour or part thereof	\$2.90	Yes	Partial Cost Recovery

Fee	Units	2023 - 2024 Fee \$	GST Applicable	Pricing Methodology
John Fisher Park Abbott Road Softball - Diamond 1 Pole 4 - F4	per hour or part thereof	\$2.90	Yes	Partial Cost Recovery
John Fisher Park Abbott Road - Field 3 - F3	per hour or part thereof	\$5.90	Yes	Partial Cost Recovery
John Fisher Park Abbott Road - Field 4 - F4	per hour or part thereof	\$11.70	Yes	Partial Cost Recovery
John Fisher Park Abbott Road - Field 5 - F5	per hour or part thereof	\$12.80	Yes	Partial Cost Recovery
John Fisher Park Adam Street Ground - Field 1 - F1	per hour or part thereof	\$1.50	Yes	Partial Cost Recovery
John Fisher Park Denzil Joyce Oval - Field - F3	per hour or part thereof	\$4.00	Yes	Partial Cost Recovery
John Fisher Park Denzil Joyce Oval - Field - F3Hi	per hour or part thereof	\$7.30	Yes	Partial Cost Recovery
John Fisher Park Netball - Courts 2-7 - F1	per hour or part thereof	\$8.00	Yes	Partial Cost Recovery
John Fisher Park Netball - Courts 8-10 - F2	per hour or part thereof	\$4.90	Yes	Partial Cost Recovery
John Fisher Park Netball - Courts 11-16 - F3	per hour or part thereof	\$7.60	Yes	Partial Cost Recovery
John Fisher Park Netball - Courts 17-20 - F4	per hour or part thereof	\$7.60	Yes	Partial Cost Recovery
John Fisher Park Netball - Courts 21-25 - F5	per hour or part thereof	\$6.40	Yes	Partial Cost Recovery
John Fisher Park Netball - Courts 27-28 - F6	per hour or part thereof	\$3.30	Yes	Partial Cost Recovery
John Fisher Park Old Reub Hudson Oval - Old Reub - F1	per hour or part thereof	\$3.30	Yes	Partial Cost Recovery
John Fisher Park Old Reub Hudson Oval - Old Reub - F1Hi	per hour or part thereof	\$5.50	Yes	Partial Cost Recovery
John Fisher Park Reub Hudson Oval - Reub - F2	per hour or part thereof	\$4.00	Yes	Partial Cost Recovery
John Fisher Park Reub Hudson Oval - Reub - F2Hi	per hour or part thereof	\$7.30	Yes	Partial Cost Recovery
John Fisher Park Weldon Oval - Low - F1	per hour or part thereof	\$17.60	Yes	Partial Cost Recovery
John Fisher Park Weldon Oval - High - F2	per hour or part thereof	\$35.80	Yes	Partial Cost Recovery
Keirle Park - Keirle North - F1	per hour or part thereof	\$9.90	Yes	Partial Cost Recovery
Keirle Park - Keirle South - F2	per hour or part thereof	\$7.90	Yes	Partial Cost Recovery
Killarney Heights Oval - Killarney - F1	per hour or part thereof	\$7.20	Yes	Partial Cost Recovery
Killarney Heights Oval - Killarney - F1Hi	per hour or part thereof	\$10.70	Yes	Partial Cost Recovery
Kitchener Park - Field 1 - F1	per hour or part thereof	\$8.50	Yes	Partial Cost Recovery
Kitchener Park - Field 2 - F2	per hour or part thereof	\$6.60	Yes	Partial Cost Recovery
Kitchener Park - Mini fields - F3	per hour or part thereof	\$3.80	Yes	Partial Cost Recovery
L M Grahams Reserve - Low 50 Lux - F1	per hour or part thereof	\$12.50	Yes	Partial Cost Recovery
L M Grahams Reserve - High 100 lux - F2	per hour or part thereof	\$24.00	Yes	Partial Cost Recovery
L M Grahams Reserve - High 200 lux - F3	per hour or part thereof	\$32.70	Yes	Partial Cost Recovery
Lake Park Oval - Field 1 - F1	per hour or part thereof	\$9.20	Yes	Partial Cost Recovery
Lionel Watts Reserve - Field 1 - F1	per hour or part thereof	\$7.30	Yes	Partial Cost Recovery
Lionel Watts Reserve - Field 1 - F1Hi	per hour or part thereof	\$11.00	Yes	Partial Cost Recovery
Lionel Watts Reserve - Field 2 - F2	per hour or part thereof	\$7.30	Yes	Partial Cost Recovery
Lionel Watts Reserve - Field 2 - F2Hi	per hour or part thereof	\$9.20	Yes	Partial Cost Recovery
Lionel Watts Reserve - Synthetic - AFL	per hour or part thereof	\$12.80	Yes	Partial Cost Recovery
Lionel Watts Reserve - Synthetic - AFLHi	per hour or part thereof	\$21.90	Yes	Partial Cost Recovery
Lionel Watts Reserve - Hard Courts West - N1	per hour or part thereof	\$2.90	Yes	Partial Cost Recovery
Lionel Watts Reserve - Hard Courts East - N2	per hour or part thereof	\$2.90	Yes	Partial Cost Recovery
Macfarlane Reserve - Field - F1	per hour or part thereof	\$2.70	Yes	Partial Cost Recovery
Manly Oval - Low - F1	per hour or part thereof	\$8.80	Yes	Partial Cost Recovery
Manly Oval - Lux Level 2 - F2	per hour or part thereof	\$11.70	Yes	Partial Cost Recovery
Manly Oval - Lux Level 3 - F3	per hour or part thereof	\$19.50	Yes	Partial Cost Recovery

Fee	Units	2023 - 2024 Fee \$	GST Applicable	Pricing Methodology
Manly Oval - Hi - F4	per hour or part thereof	\$40.90	Yes	Partial Cost Recovery
Manly West Park - Manly - F1	per hour or part thereof	\$5.10	Yes	Partial Cost Recovery
Miller Reserve - Field 1 - F1	per hour or part thereof	\$5.90	Yes	Partial Cost Recovery
Miller Reserve - Field 1 - F1Hi	per hour or part thereof	\$9.80	Yes	Partial Cost Recovery
Miller Reserve - Field 2 - F2	per hour or part thereof	\$5.90	Yes	Partial Cost Recovery
Miller Reserve - Field 2 - F2Hi	per hour or part thereof	\$9.80	Yes	Partial Cost Recovery
Miller Reserve - Field 3 - F3	per hour or part thereof	\$5.90	Yes	Partial Cost Recovery
Miller Reserve - Field 3 - F3Hi	per hour or part thereof	\$9.80	Yes	Partial Cost Recovery
Miller Reserve - Mini Field - F4	per hour or part thereof	\$7.90	Yes	Partial Cost Recovery
Narrabeen Sports High School - Field 2 - F1	per hour or part thereof	\$5.90	Yes	Partial Cost Recovery
Narrabeen Sports High School - Field 2 - F1Hi	per hour or part thereof	\$9.20	Yes	Partial Cost Recovery
Narrabeen Sports High School - Synthetic Field 1 - F1	per hour or part thereof	\$9.20	Yes	Partial Cost Recovery
Newport Oval - Field 1 - F1	per hour or part thereof	\$3.90	Yes	Partial Cost Recovery
Newport Oval - Field 1 - F1Hi	per hour or part thereof	\$7.70	Yes	Partial Cost Recovery
Nolan Reserve - Nolans 7 - F1	per hour or part thereof	\$10.90	Yes	Partial Cost Recovery
Nolan Reserve - Field 1 - F3	per hour or part thereof	\$5.90	Yes	Partial Cost Recovery
Nolan Reserve - Field 1 - F3Hi	per hour or part thereof	\$10.20	Yes	Partial Cost Recovery
Nolan Reserve - Field 2 - F4	per hour or part thereof	\$6.90	Yes	Partial Cost Recovery
Nolan Reserve - Junior Field - F5	per hour or part thereof	\$3.90	Yes	Partial Cost Recovery
Nolan Reserve - Riverside 2 = Nolans 6 - F7	per hour or part thereof	\$7.90	Yes	Partial Cost Recovery
Nolan Reserve - Riverside 3 = Nolans 3 4 5 - F8	per hour or part thereof	\$18.70	Yes	Partial Cost Recovery
North Narrabeen Reserve - Field 3 - F1	per hour or part thereof	\$4.90	Yes	Partial Cost Recovery
North Narrabeen Reserve - Field 3 - F1Hi	per hour or part thereof	\$9.80	Yes	Partial Cost Recovery
North Narrabeen Reserve - Field 4 - F2	per hour or part thereof	\$4.90	Yes	Partial Cost Recovery
North Narrabeen Reserve - Field 4 - F2Hi	per hour or part thereof	\$9.80	Yes	Partial Cost Recovery
North Narrabeen Reserve - Fields 3,4 & touch - F3	per hour or part thereof	\$8.10	Yes	Partial Cost Recovery
North Narrabeen Reserve - Fields 3,4 & touch - F3Hi	per hour or part thereof	\$16.30	Yes	Partial Cost Recovery
North Narrabeen Reserve - AFL - AFL	per hour or part thereof	\$18.20	Yes	Partial Cost Recovery
Pittwater Rugby Park - Training Field 2 east - T1	per hour or part thereof	\$5.90	Yes	Partial Cost Recovery
Pittwater Rugby Park - Training Field 2 west - T2	per hour or part thereof	\$5.90	Yes	Partial Cost Recovery
Pittwater Rugby Park - Field 1 Pole NE - F1	per hour or part thereof	\$17.00	Yes	Partial Cost Recovery
Pittwater Rugby Park - Field 1 Pole NW - F2	per hour or part thereof	\$17.00	Yes	Partial Cost Recovery
Pittwater Rugby Park - Field 1 Pole SE - F3	per hour or part thereof	\$17.00	Yes	Partial Cost Recovery
Pittwater Rugby Park - Field 1 Pole SW - F4	per hour or part thereof	\$17.00	Yes	Partial Cost Recovery
Pittwater Rugby Park - Field 1 - Hi	per hour or part thereof	\$67.80	Yes	Partial Cost Recovery
Porter Reserve - Low - F1	per hour or part thereof	\$3.30	Yes	Partial Cost Recovery
Porter Reserve - High - F2	per hour or part thereof	\$6.60	Yes	Partial Cost Recovery
Porter Reserve - Training field - F3	per hour or part thereof	\$1.10	Yes	Partial Cost Recovery
Seaforth Oval - South - F1	per hour or part thereof	\$9.80	Yes	Partial Cost Recovery
Seaforth Oval - East - F2	per hour or part thereof	\$7.90	Yes	Partial Cost Recovery
Seaforth Oval - North - F3	per hour or part thereof	\$9.80	Yes	Partial Cost Recovery
Seaforth Oval - West - F4	per hour or part thereof	\$3.60	Yes	Partial Cost Recovery

Fee	Units	2023 - 2024 Fee \$	GST Applicable	Pricing Methodology
St. Matthews Farm Reserve - Field 1 League - F1	per hour or part thereof	\$2.40	Yes	Partial Cost Recovery
St. Matthews Farm Reserve - Field 1 League - F1Hi	per hour or part thereof	\$5.60	Yes	Partial Cost Recovery
St. Matthews Farm Reserve - Fields 2 & 3 - F23	per hour or part thereof	\$6.90	Yes	Partial Cost Recovery
St. Matthews Farm Reserve - Fields 2 & 3 - F23Hi	per hour or part thereof	\$11.60	Yes	Partial Cost Recovery
St. Matthews Farm Reserve - Field 4 - F4	per hour or part thereof	\$3.50	Yes	Partial Cost Recovery
St. Matthews Farm Reserve - Field 4 - F4Hi	per hour or part thereof	\$6.40	Yes	Partial Cost Recovery
Terrey Hills Oval - Field 1 East - F1	per hour or part thereof	\$5.40	Yes	Partial Cost Recovery
Terrey Hills Oval - Field 1 East - F1Hi	per hour or part thereof	\$8.10	Yes	Partial Cost Recovery
Terrey Hills Oval - Field 2 West - F2	per hour or part thereof	\$5.40	Yes	Partial Cost Recovery
Terrey Hills Oval - Field 2 West - F2Hi	per hour or part thereof	\$8.10	Yes	Partial Cost Recovery
Warriewood Valley Sportsground - Field 1 - F1	per hour or part thereof	\$7.70	Yes	Partial Cost Recovery
Warriewood Valley Sportsground - Field 2 - F2	per hour or part thereof	\$7.70	Yes	Partial Cost Recovery
Warriewood Valley Sportsground - Mini field - F3	per hour or part thereof	\$3.10	Yes	Partial Cost Recovery
Wyatt Reserve - Wyatt - F1	per hour or part thereof	\$6.60	Yes	Partial Cost Recovery
Wyatt Reserve - Wyatt - F1Hi	per hour or part thereof	\$10.00	Yes	Partial Cost Recovery
Synthetic Sportsfields				
Hire of the synthetic sportsfields - not for profit user	per hour	\$52.00	Yes	Partial Cost Recovery
Hire of the synthetic sportsfields - commercial user (excludes major, significant events as determined by Council)	per hour	\$180.00	Yes	Full Cost Recovery
Hire of a mini synthetic sportsfields - not for profit user	per hour	\$26.00	Yes	Partial Cost Recovery
Hire of a mini synthetic sportsfields - commercial user (excludes major, significant events as determined by Council)	per hour	\$90.00	Yes	Partial Cost Recovery
Turf Cricket Wicket				
Turf Wicket hire - commercial user	per booking	\$1,404.00	Yes	Full Cost Recovery
Turf Wicket hire - not for profit user	per booking	\$704.00	Yes	Partial Cost Recovery
Turf Wicket preparation	per booking	Cost + 10%	Yes	Full Cost Recovery
Water Transport Operator				
Commercial private charter operators - daily rate per wharf or ramp	per day	\$71.00	Yes	Partial Cost Recovery
Ferry - capacity up to 60 persons - per vessel - annual permit	per year	\$1,409.00	Yes	Partial Cost Recovery
Ferry - capacity 61 to 80 persons - per vessel - annual permit	per year	\$2,816.00	Yes	Partial Cost Recovery
Ferry - capacity 81 to 150 persons - per vessel - annual permit	per year	\$5,636.00	Yes	Partial Cost Recovery
Water taxis - full year - annual permit	per year	\$718.00	Yes	Partial Cost Recovery
Ferry - capacity over 150 persons - per vessel - annual permit	per year	\$6,999.00	Yes	Partial Cost Recovery
Watercraft storage at Little Manly, Clontarf Reserve, Sangrado, Sandy Bay and Forty Baskets				
Ratepayer/resident fee - half year permit valid from April to September	per half year	\$174.00	Yes	Partial Cost Recovery
Ratepayer/resident fee - full year permit valid from October to September	per year	\$345.00	Yes	Partial Cost Recovery
Non-resident fee - half year permit valid from April to September	per half year	\$288.00	Yes	Partial Cost Recovery
Non-resident fee - full year permit valid from October to September	per year	\$574.00	Yes	Partial Cost Recovery

Fee	Units	2023 - 2024 Fee \$	GST Applicable	Pricing Methodology
Watercraft storage at non-harbour locations				
Ratepayer/ resident fee - per vessel - half year permit valid from April to September	per half year	\$109.00	Yes	Partial Cost Recovery
Ratepayer/ resident fee - per vessel - full year permit valid from October to September	per year	\$217.00	Yes	Partial Cost Recovery
Non ratepayer/ non resident fee - per vessel - half year permit valid from October to September	per half year	\$163.00	Yes	Partial Cost Recovery
Non ratepayer/ non resident fee - per vessel - full year permit valid from April to September	per year	\$325.00	Yes	Partial Cost Recovery
Second craft in same bay (upon assessment only) - full year permit valid from October to September	per year	\$88.00	Yes	Partial Cost Recovery
Large boat facilities (Outrigger Canoes & Dragon Boats) - full year permit valid from October to September	per year	\$231.00	Yes	Partial Cost Recovery
Weddings				
Wedding ceremony - up to 3 hours	per booking	\$483.00	Yes	Partial Cost Recovery
Wedding ceremony - after first 3 hours	per hour	\$136.00	Yes	Partial Cost Recovery
Wedding reception - per hour	per hour	\$136.00	Yes	Partial Cost Recovery
Wedding ceremony - up to 10 people and the ceremony under one hour	per hour	\$136.00	Yes	Partial Cost Recovery
Wharf boat tie-up facilities				
Half year - permit valid from September	per half year	\$145.00	Yes	Partial Cost Recovery
Full year - annual permit March to February	per year	\$290.00	Yes	Partial Cost Recovery
Full year – annual permit March to February – Identified shallow sites Bell and Carols Wharves only	per year	\$145.00	Yes	Partial Cost Recovery
Half year – permit valid from September - Identified shallow sites Bell and Carols Wharves only	per half year	\$73.00	Yes	Partial Cost Recovery
Second permit for Scotland Island and Western Foreshores residents (must have a mainland permit to be eligible for this fee) - annual permit March to February	per year	\$100.00	Yes	Partial Cost Recovery
Wharf usage and watercraft storage				
Access to wharf/boat ramp - commercial operator/user - per wharf - monthly fee (minimum charge)	per month	\$142.00	Yes	Partial Cost Recovery
Access to wharf or ramp - commercial operator/user - annual permit per wharf	per year	\$1,412.00	Yes	Partial Cost Recovery
Rowland Reserve Waterways Facility - commercial hire of space - small compound (6m x 3m)	per week	\$80.00	Yes	Partial Cost Recovery
Access to wharf - commercial operator - bond (maximum)	per application	\$5,569.00	No	Full Cost Recovery
		Bond to be determined upon assessment of application & potential impact.		
Rowland Reserve Waterways Facility - commercial hire of space (per month) - small compound (6m x 3m)	per month	\$233.00	Yes	Partial Cost Recovery
Rowland Reserve closure of ramp - per day - maximum 7 hours	per day	\$366.00	Yes	Partial Cost Recovery
Pump out facility use	per year	\$666.00	Yes	Partial Cost Recovery
Watercraft storage and wharf tie-up waitlist fee, per vessel, per location	per vessel	\$55.00	Yes	Partial Cost Recovery
Environment & Climate Change				
Authorisation of legal documents - under Conveyancing Act 1919 Part 6 and s88				
Signing and extinguishment fee for easements, positive covenants and restrictions as per user including, but not limited to, on-site stormwater detention system inspection for all other development (i.e. residential, flat buildings)	per application	\$804.00	No	Full Cost Recovery
Signing and extinguishment fee for easements, positive covenants and restrictions as per user including, but not limited to, on-site stormwater detention system inspection for single residential dwellings	per application	\$609.00	No	Full Cost Recovery
Resigning fee	per application	\$300.00	No	Partial Cost Recovery
Registered post of documents	per application	\$5.50	Yes	Full Cost Recovery

Fee	Units	2023 - 2024 Fee \$	GST Applicable	Pricing Methodology
Bonds and guarantees				
Bond/guarantee to cover the cost and/or maintenance of road and drainage, footpath works etc. excluding Road Damage Bond	per approval	Determined on application	No	Full Cost Recovery
Coastal Environment Centre - Conference Room Hire (600W HDTV cinema hire inc high speed internet iPod/iPhone compatible)				
Not for profit use - 15% discount for permanent hirers (2 or more bookings)	per hour	\$24.50	Yes	Partial Cost Recovery
Not for profit use - 15% discount for permanent hirers (2 or more bookings)	per half day	\$99.00	Yes	Partial Cost Recovery
Not for profit use - 15% discount for permanent hirers (2 or more bookings)	per day	\$184.00	Yes	Partial Cost Recovery
Commercial use - 15% discount for permanent hirers (2 or more bookings)	per hour	\$49.00	Yes	Full Cost Recovery
Commercial function rate - 15% discount for permanent hirers (2 or more bookings)	per hour	\$98.00	Yes	Full Cost Recovery
Kitchen facilities	per hire	\$30.40	Yes	Full Cost Recovery
Cleaning after function	per hire	\$69.00	Yes	Full Cost Recovery
After hours security and access control	per hire	\$166.00	Yes	Full Cost Recovery
Refundable bond - Functions and special events	per hire	\$594.00	No	Full Cost Recovery
Key deposit (payable at time of booking)	per hire	\$100.00	No	Full Cost Recovery
Coastal Environment Centre - High School Excursion				
High School Excursion half day - for first 20 students	minimum charge	\$484.00	Yes	Partial Cost Recovery
High School Excursion half day - additional students	per student	\$24.20	Yes	Partial Cost Recovery
High School Excursion full day - for first 20 students	minimum charge	\$591.00	Yes	Partial Cost Recovery
High School Excursion full day - additional students	per student	\$29.60	Yes	Partial Cost Recovery
Coastal Environment Centre - High School Incursion				
CEC Educator	per hour	\$100.00	Yes	Full Cost Recovery
Coastal Environment Centre - Online Presentations				
Delivery of virtual presentation	per hour	\$100.00	Yes	Partial Cost Recovery
Coastal Environment Centre - Pre-School				
Coast and Bush Programs - for first 20 children	minimum charge	\$335.00	Yes	Partial Cost Recovery
Coast and Bush Programs - additional children	per child	\$11.90	Yes	Partial Cost Recovery
Sugar Gliders nature experience	per family	\$18.30	Yes	Partial Cost Recovery
Coastal Environment Centre - Primary School Excursion				
Primary School Excursion half day - for first 22 students	minimum charge	\$413.00	Yes	Partial Cost Recovery
Primary School Excursion half day - additional students	per student	\$18.80	Yes	Partial Cost Recovery
Primary School Excursion full day - for first 22 students	minimum charge	\$517.00	Yes	Partial Cost Recovery
Primary School Excursion full day - additional students	per student	\$23.40	Yes	Partial Cost Recovery
Coastal Environment Centre - School Holiday Program Activities				
Kids on the Coast (ages 6 - 18)	per student	\$74.00	Yes	Partial Cost Recovery
Kids on the Coast - Vacation Care group rate (minimum 20)	group rate, per student	\$29.00	Yes	Partial Cost Recovery

Fee	Units	2023 - 2024 Fee \$	GST Applicable	Pricing Methodology
Coastal Environment Centre - University/TAFE Excursion				
Full Day - for first 20 students	minimum charge	\$670.00	Yes	Partial Cost Recovery
Full Day - additional students	per student	\$33.50	Yes	Full Cost Recovery
Coastal Environment Centre - University/TAFE Incursion				
Community Educators (by agreement)	per hour	\$105.00	Yes	Full Cost Recovery
Compliance Certificates - On-site detention - Environmental Planning and Assessment Act 1979 (Part 6)				
Single dwelling (includes up to 2 separate OSD tanks or basins)	per certificate	\$610.00	No	Partial Cost Recovery
Multi-unit dwelling and industrial (includes up to 2 separate OSD tanks or basins)	per certificate	\$1,124.00	No	Partial Cost Recovery
Compliance certificate for each additional OSD tank or basin	per certificate	\$357.00	No	Partial Cost Recovery
Compliance Certificates - Subdivision Final - Environmental Planning and Assessment Act 1979 (Part 6)				
Partial compliance per certificate e.g. compliance certificate for a stage of works silt and sediment control works	per certificate	\$593.00	No	Partial Cost Recovery
Final certificate per allotment e.g. 10 allotments is 10 x fee	per lot	\$593.00	No	Partial Cost Recovery
Corporate Volunteering and Education				
Half Day Program - Bushcare, Tree Planting, Environmental Clean-Ups & Field Trips - minimum 10 participants	per person	\$93.00	Yes	Full Cost Recovery
Documents				
Copy of Strategies, Plans or Environmental Reports on CD e.g. Plans of Management	per copy	\$37.10	No	Full Cost Recovery
Copy of Strategies, Plans or Environmental Reports on Hard copy e.g. Plans of Management	per copy	\$75.00	No	Full Cost Recovery
Drainage system / easement investigation				
Investigation of drainage system in relation to development (i.e. extinguishment, future use etc.). Applicants are encouraged to obtain independent Engineering Consultant advice on drainage issues.	per hour	\$309.00	No	Partial Cost Recovery
Driveway Application/Assessment Fee				
Application and assessment fee for new and/or amended driveways	per application	\$492.00	No	Full Cost Recovery
Application and assessment fee for driveways in the same location and same dimensions	per application	\$222.00	No	Full Cost Recovery
Assessment fee for driveways constructed not in accordance with Council specifications (e.g. NOT plain concrete).	per application	\$617.00	No	Full Cost Recovery
Driveway Form Work and Final Inspection Fee				
Formwork and final inspections for driveways (2 inspections)	per application	\$571.00	No	Full Cost Recovery
Enquiry or Request				
For matters outside a current development application	per hour	\$309.00	Yes	Partial Cost Recovery
Environmental education and sustainability				
Workshop attendance fee	per family	\$11.50	Yes	Full Cost Recovery

Fee	Units	2023 - 2024 Fee \$	GST Applicable	Pricing Methodology
Feral Animal Management				
Feral animal cage trap bond	per trap	\$168.00	No	Full Cost Recovery
Flood Risk Information Request				
Common (see Flood Information Request form)	per request	\$124.00	No	Market Based Pricing
Multipurpose - (see Flood Information Request form)	per request	\$280.00	No	Market Based Pricing
Licence for individuals or organisations to use available models for specific (large scale) projects	per year per model	\$3,941.00	No	Market Based Pricing
Hoardings				
Application fee	per application	\$412.00	No	Partial Cost Recovery
Permits - building/footpath - Type A/metre/month - Type A fencing and scaffolding	per metre per month	\$42.00	No	Partial Cost Recovery
Permits - building/footpath - Type A/metre/month - Type A fencing and scaffolding greater than 1.2m	per metre per month	\$35.00	No	Partial Cost Recovery
Permits - building/footpath - Type B/metre/month - Type B overheads	per metre per month	\$74.00	No	Partial Cost Recovery
Permits - building/footpath - Type C/metre/month - Type C overheads with offices, sheds and/or storage	per metre per month	\$86.00	No	Partial Cost Recovery
Late fee (additional fee) when work commenced prior to obtaining permit	per application	\$1,023.00	No	Partial Cost Recovery
House Renumbering				
Application fee	per application	\$180.00	No	Partial Cost Recovery
Processing fee	per application	\$413.00	No	Partial Cost Recovery
Infrastructure works on Council roadway (works other than minor encroachments) Roads Act 1993 s138 and 139				
Inspection or re-inspection of construction works. Roadworks, footpath, drainage works (LGA land)	per inspection	\$617.00	No	Partial Cost Recovery
Re-submission of engineering plans	per application	\$817.00	No	Partial Cost Recovery
Cost of infrastructure works between \$0 and \$50,000	per application	\$1,468.00	No	Full Cost Recovery
Cost of infrastructure works between \$50,001 and \$250,000	per application	\$1,933.00	No	Full Cost Recovery
Cost of infrastructure works between \$250,001 and \$1,000,000	per application	\$3,163.00	No	Full Cost Recovery
Cost of infrastructure works greater than \$1,000,000	per application	\$3,781.00	No	Full Cost Recovery
Positive Covenant Certificate - Conveyancing Act 1919 Section 88G				
Certificate for positive covenants for on-site stormwater detention systems	each	\$35.00	No	Legislative Requirements (Regulatory)
Urgency fee (48 hours)	each	\$166.00	No	Partial Cost Recovery
Road Damage Fee and Bond (Development Application or Complying Development Certificate)				
Bond where the cost of works is between \$0 - \$25,000	per application	Zero	No	Full Cost Recovery
Bond where the cost of works is between \$25,001 - \$1,000,000	per application	\$2,000.00	No	Full Cost Recovery
Bond where the cost of works is between \$25,001 - \$1,000,000 and includes full demolition	per application	\$5,000.00	No	Full Cost Recovery
Bond where the cost of works is greater than \$1,000,000	per application	\$10,000.00	No	Full Cost Recovery
Inspection fee	per inspection	\$375.00	No	Partial Cost Recovery

Fee	Units	2023 - 2024 Fee \$	GST Applicable	Pricing Methodology
Stormwater Drainage Pre-lodgement Meeting				
Investigation into the applicable development requirements specifically relating to stormwater drainage	each	\$463.00	Yes	Partial Cost Recovery
Stormwater drainage systems - Local Government Act 1993 Section 68				
Re-inspection	per application	\$617.00	No	Partial Cost Recovery
Resubmission of plans	per application	\$796.00	No	Partial Cost Recovery
Cost of stormwater drainage works between \$0 to \$50,000	per application	\$777.00	No	Full Cost Recovery
Cost of stormwater drainage works between \$50,001 to \$250,000	per application	\$1,162.00	No	Full Cost Recovery
Cost of stormwater drainage works between \$250,001 to \$1,000,000	per application	\$1,827.00	No	Full Cost Recovery
Cost of stormwater drainage works greater than \$1,000,000	per application	\$3,654.00	No	Full Cost Recovery
Subdivision Certificates (Linen Plan Release) - Environmental Planning and Assessment Act 1979 Division 6.4				
Creation of 2 lots	per certificate	\$2,284.00	No	Partial Cost Recovery
Creation of 3 lots	per certificate	\$3,008.00	No	Partial Cost Recovery
Creation of 4 lots	per certificate	\$3,653.00	No	Partial Cost Recovery
Creation of 5 lots	per certificate	\$4,217.00	No	Partial Cost Recovery
Creation of 6 lots	per certificate	\$4,799.00	No	Partial Cost Recovery
Creation of 7 lots	per certificate	\$5,285.00	No	Partial Cost Recovery
Creation of 8 lots	per certificate	\$5,756.00	No	Partial Cost Recovery
Creation of 9 lots	per certificate	\$6,263.00	No	Partial Cost Recovery
Creation of 10 lots	per certificate	\$6,818.00	No	Partial Cost Recovery
Creation of lot(s) in excess of 10 lots (Cost per lot in addition to the cost of 10 lots)	per lot	\$371.00	No	Partial Cost Recovery
Boundary alterations plan	per application	\$1,196.00	No	Partial Cost Recovery
Consolidation plans	per application	\$1,392.00	No	Partial Cost Recovery
Plans of subdivision road dedication and easement	per application	\$1,419.00	No	Partial Cost Recovery
Resigning fee	per certificate	\$456.00	No	Partial Cost Recovery
Subdivision Works Certificates - Environment and Planning Assessment Act 1979 Division 6.2				
For 2 lots	per certificate	\$1,760.00	No	Partial Cost Recovery
For 3 lots	per certificate	\$2,484.00	No	Partial Cost Recovery
For 4 lots	per certificate	\$3,119.00	No	Partial Cost Recovery
For 5 lots	per certificate	\$3,759.00	No	Partial Cost Recovery
For 6 lots	per certificate	\$4,183.00	No	Partial Cost Recovery
For 7 lots	per certificate	\$4,397.00	No	Partial Cost Recovery
For 8 lots	per certificate	\$4,750.00	No	Partial Cost Recovery
For 9 lots	per certificate	\$5,531.00	No	Partial Cost Recovery
For 10 lots	per certificate	\$5,955.00	No	Partial Cost Recovery
Per lot in excess of 10 lots	per certificate	\$335.00	No	Partial Cost Recovery
Inspection or reinspection of construction works per inspection	per inspection	\$383.00	No	Partial Cost Recovery

Fee	Units	2023 - 2024 Fee \$	GST Applicable	Pricing Methodology
Temporary ground anchors - Roads Act 1993 S138 and 139				
Temporary ground anchors application	per application	\$1,587.00	No	Partial Cost Recovery
Temporary ground anchors permit	per anchor	\$914.00	No	Partial Cost Recovery
Water management structures and reports				
Special structures report assessment including water management reports and inspections	per hour	\$309.00	No	Partial Cost Recovery
Property				
Avalon Golf Course				
Function room hire (Monday - Thursday)	per hour	\$120.00	Yes	Market Based Pricing
Function room hire (Friday - Sunday)	per hour	\$150.00	Yes	Market Based Pricing
Green fees - adults - 9 holes	each	\$22.00	Yes	Market Based Pricing
Green fees - adults - 18 holes	each	\$26.00	Yes	Market Based Pricing
Green fees - children (18 years and under) - 9 Holes	each	\$12.00	Yes	Market Based Pricing
Green fees - children (18 years and under) - 18 Holes	each	\$12.00	Yes	Market Based Pricing
Green fees - seniors - 9 Holes	each	\$18.00	Yes	Market Based Pricing
Green fees - seniors - 18 Holes	each	\$21.00	Yes	Market Based Pricing
Green fees - twilight (after 3.30pm or after 4.30pm during day light savings)	each	\$13.00	Yes	Market Based Pricing
Golf playing equipment hire	each	\$15.00	Yes	Market Based Pricing
Marketing and/or promotional offer at Council's discretion	each	up to 100% discount	Yes	Market Based Pricing
Currawong Beach Cottages - Accommodation - Low Season (June to August)				
Low season - Original Cottages - midweek per night	per night	\$120.00	Yes	Market Based Pricing
Low season - Platypus Cottage - midweek per night	per night	\$128.00	Yes	Market Based Pricing
Low season - Kookaburra, Wallaby, Possum and Echidna Cottages - midweek per night	per night	\$150.00	Yes	Market Based Pricing
Low season - Goanna Cottage - midweek per night	per night	\$165.00	Yes	Market Based Pricing
Low season - Bluetongue Cottage - midweek per night	per night	\$180.00	Yes	Market Based Pricing
Low season - 2 bedroom Cottage - midweek per night	per night	\$195.00	Yes	Market Based Pricing
Low season - The Lodge - midweek per night	per night	\$270.00	Yes	Market Based Pricing
Low season - Midholme - midweek per night	per night	\$405.00	Yes	Market Based Pricing
Low season - Original Cottages - weekend Fri & Sat (2 nights)	per weekend	\$360.00	Yes	Market Based Pricing
Low season - Platypus Cottage - weekend Fri & Sat (2 nights)	per weekend	\$383.00	Yes	Market Based Pricing
Low season - Kookaburra, Wallaby, Possum and Echidna Cottages - weekend Fri & Sat (2 nights)	per weekend	\$450.00	Yes	Market Based Pricing
Low season - Goanna Cottage - weekend Fri & Sat (2 nights)	per weekend	\$495.00	Yes	Market Based Pricing
Low season - Bluetongue Cottage - weekend Fri & Sat (2 nights)	per weekend	\$540.00	Yes	Market Based Pricing
Low season - 2 bedroom Cottage - weekend Fri & Sat (2 nights)	per weekend	\$624.00	Yes	Market Based Pricing
Low season - The Lodge - weekend Fri & Sat (2 nights)	per weekend	\$1,026.00	Yes	Market Based Pricing
Low season - Midholme - weekend Fri & Sat (2 nights)	per weekend	\$1,620.00	Yes	Market Based Pricing
Low season - Original Cottages - weekly (7 nights)	per week	\$624.00	Yes	Market Based Pricing
Low season - Platypus Cottage - weekly (7 nights)	per week	\$663.00	Yes	Market Based Pricing

Fee	Units	2023 - 2024 Fee \$	GST Applicable	Pricing Methodology
Low season - Kookaburra, Wallaby, Possum and Echidna Cottages - weekly (7 nights)	per week	\$780.00	Yes	Market Based Pricing
Low season - Goanna Cottage - weekly (7 nights)	per week	\$858.00	Yes	Market Based Pricing
Low season - Bluetongue Cottage - weekly (7 nights)	per week	\$936.00	Yes	Market Based Pricing
Low season - 2 bedroom Cottage - weekly (7 nights)	per week	\$1,170.00	Yes	Market Based Pricing
Low season - The Lodge - weekly (7 nights)	per week	\$1,890.00	Yes	Market Based Pricing
Low season - Midholme - weekly (7 nights)	per week	\$2,835.00	Yes	Market Based Pricing
Currawong Beach Cottages - Accommodation - Mid Season (February to May & September to November (excluding Easter))				
Mid season - Original Cottages - midweek per night	per night	\$180.00	Yes	Market Based Pricing
Mid season - Platypus Cottage - midweek per night	per night	\$191.00	Yes	Market Based Pricing
Mid season - Kookaburra, Wallaby, Possum and Echidna Cottages - midweek per night	per night	\$225.00	Yes	Market Based Pricing
Mid season - Goanna Cottage - midweek per night	per night	\$248.00	Yes	Market Based Pricing
Mid season - Bluetongue Cottage - midweek per night	per night	\$270.00	Yes	Market Based Pricing
Mid season - 2 bedroom Cottage - midweek per night	per night	\$293.00	Yes	Market Based Pricing
Mid season - The Lodge - midweek per night	per night	\$405.00	Yes	Market Based Pricing
Mid season - Midholme - midweek per night	per night	\$608.00	Yes	Market Based Pricing
Mid season - Original Cottages - weekend Fri & Sat (2 nights)	per weekend	\$504.00	Yes	Market Based Pricing
Mid season - Platypus Cottage - weekend Fri & Sat (2 nights)	per weekend	\$536.00	Yes	Market Based Pricing
Mid season - Kookaburra, Wallaby, Possum and Echidna Cottages - weekend Fri & Sat (2 nights)	per weekend	\$630.00	Yes	Market Based Pricing
Mid season - Goanna Cottage - weekend Fri & Sat (2 nights)	per weekend	\$693.00	Yes	Market Based Pricing
Mid season - Bluetongue Cottage - weekend Fri & Sat (2 nights)	per weekend	\$756.00	Yes	Market Based Pricing
Mid season - 2 bedroom Cottage - weekend Fri & Sat (2 nights)	per weekend	\$878.00	Yes	Market Based Pricing
Mid season - The Lodge - weekend Fri & Sat (2 nights)	per weekend	\$1,539.00	Yes	Market Based Pricing
Mid season - Midholme - weekend Fri & Sat (2 nights)	per weekend	\$2,430.00	Yes	Market Based Pricing
Mid season - Original Cottages - weekly (7 nights)	per week	\$990.00	Yes	Market Based Pricing
Mid season - Platypus Cottage - weekly (7 nights)	per week	\$1,052.00	Yes	Market Based Pricing
Mid season - Kookaburra, Wallaby, Possum and Echidna Cottages - weekly (7 nights)	per week	\$1,238.00	Yes	Market Based Pricing
Mid season - Goanna Cottage - weekly (7 nights)	per week	\$1,361.00	Yes	Market Based Pricing
Mid season - Bluetongue Cottage - weekly (7 nights)	per week	\$1,485.00	Yes	Market Based Pricing
Mid season - 2 bedroom Cottage - weekly (7 nights)	per week	\$1,755.00	Yes	Market Based Pricing
Mid season - The Lodge - weekly (7 nights)	per week	\$2,835.00	Yes	Market Based Pricing
Mid season - Midholme - weekly (7 nights)	per week	\$4,253.00	Yes	Market Based Pricing

Fee	Units	2023 - 2024 Fee \$	GST Applicable	Pricing Methodology
Currawong Beach Cottages - Accommodation - High Season (December to January and Easter)				
High season - Original Cottages - midweek per night	per night	\$264.00	Yes	Market Based Pricing
High season - Platypus Cottage - midweek per night	per night	\$281.00	Yes	Market Based Pricing
High season - Kookaburra, Wallaby, Possum and Echidna Cottages - midweek per night	per night	\$330.00	Yes	Market Based Pricing
High season - Goanna Cottage - midweek per night	per night	\$363.00	Yes	Market Based Pricing
High season - Bluetongue Cottage - midweek per night	per night	\$396.00	Yes	Market Based Pricing
High season - 2 bedroom Cottage - midweek per night	per night	\$429.00	Yes	Market Based Pricing
High season - The Lodge - midweek per night	per night	\$594.00	Yes	Market Based Pricing
High season - Midholme - midweek per night	per night	\$891.00	Yes	Market Based Pricing
High season - Original Cottages - weekend Fri & Sat (2 nights)	per weekend	\$581.00	Yes	Market Based Pricing
High season - Platypus Cottage - weekend Fri & Sat (2 nights)	per weekend	\$617.00	Yes	Market Based Pricing
High season - Kookaburra, Wallaby, Possum and Echidna Cottages - weekend Fri & Sat (2 nights)	per weekend	\$726.00	Yes	Market Based Pricing
High season - Goanna Cottage - weekend Fri & Sat (2 nights)	per weekend	\$799.00	Yes	Market Based Pricing
High season - Bluetongue Cottage - weekend Fri & Sat (2 nights)	per weekend	\$871.00	Yes	Market Based Pricing
High season - 2 bedroom Cottage - weekend Fri & Sat (2 nights)	per weekend	\$1,201.00	Yes	Market Based Pricing
High season - The Lodge - weekend Fri & Sat (2 nights)	per weekend	\$1,901.00	Yes	Market Based Pricing
High season - Midholme - weekend Fri & Sat (2 nights)	per weekend	\$3,564.00	Yes	Market Based Pricing
High season - Original Cottages - weekly (7 nights)	per week	\$1,584.00	Yes	Market Based Pricing
High season - Platypus Cottage - weekly (7 nights)	per week	\$1,683.00	Yes	Market Based Pricing
High season - Kookaburra, Wallaby, Possum and Echidna Cottages - weekly (7 nights)	per week	\$1,980.00	Yes	Market Based Pricing
High season - Goanna Cottage - weekly (7 nights)	per week	\$2,178.00	Yes	Market Based Pricing
High season - Bluetongue Cottage - weekly (7 nights)	per week	\$2,376.00	Yes	Market Based Pricing
High season - 2 bedroom Cottage - weekly (7 nights)	per week	\$2,574.00	Yes	Market Based Pricing
High season - The Lodge - weekly (7 nights)	per week	\$4,158.00	Yes	Market Based Pricing
High season - Midholme - weekly (7 nights)	per week	\$6,237.00	Yes	Market Based Pricing
Currawong Beach Cottages - Administration Fee				
Charge for cancellation or any other situation where extra work is created to facilitate the request	per occasion	\$45.00	Yes	Partial Cost Recovery
Currawong Beach Cottages - Discounts Available				
Allowance for extenuating circumstances affecting the amenity and enjoyment of the site (at Manager's discretion)	per occasion	up to 50% discount	Yes	Market Based Pricing
Allowance for marketing and/or promotional offer	per occasion	up to 100% discount	Yes	Market Based Pricing
Currawong Beach Cottages - Linen and Towels				
Towel hire	per hire	\$5.00	Yes	Market Based Pricing
Linen hire - single	per hire	\$30.00	Yes	Market Based Pricing
Linen hire - queen and double	per hire	\$40.00	Yes	Market Based Pricing
Currawong Beach Cottages - Tennis Court and Firewood				
Tennis Court Hire at Currawong Beach (non-guest)	per hour	\$15.00	Yes	Market Based Pricing
Supply of Firewood	per Bag	\$20.00	Yes	Market Based Pricing

Fee	Units	2023 - 2024 Fee \$	GST Applicable	Pricing Methodology
Display of Articles on Footpaths				
Application fee & 2 year approval portable signs & embellishments	per application	\$250.00	No	Market Based Pricing
Application fee & 2 year approval merchandise stands - not including signs & embellishments i.e. pot plants	per application	\$580.00	No	Market Based Pricing
Interment Services Levy				
First Interment - Burials	each	\$93.00	No	Legislative Requirements (Regulatory)
First Interment - Burials	each	\$93.00	No	Legislative Requirements (Regulatory)
Second Interment - Burials	each	\$67.65	No	Legislative Requirements (Regulatory)
Second Interment - Burials	each	\$67.65	No	Legislative Requirements (Regulatory)
Ashes Interment	each	\$28.15	No	Legislative Requirements (Regulatory)
Ashes Interment	each	\$28.15	No	Legislative Requirements (Regulatory)
Lease or other dealing of Public Land/Road Reserve/Crown Reserves/Community Buildings				
Internal legal preparation fee for lease/licence/easement/road reserve encroachment or other dealing in respect of land (other than as prohibited by the Retail Leases Act) - not for profit organisations	per application	\$1,585 for up to 6 hours then \$169 per hour	Yes	Full Cost Recovery
Internal legal preparation fee for lease/licence/easement/road reserve encroachment or other dealing in respect of land (other than as prohibited by the Retail Leases Act) - other entities	per application	\$3,990 for up to 12 hours then \$169 per hour	Yes	Full Cost Recovery
Legal preparation fee in respect of attending a customer request where council requires external legal services (other than as prohibited by the Retail Leases Act)	per application	Cost+10%	Yes	Market Based Pricing
Annual rental for use of unused sections of public land	per square metre per year	\$105 per square metre (*minimum fee \$615 per annum)	Yes	Full Cost Recovery
Application fee for land dealings over Council land etc (e.g. purchase of operational land, easements, covenants, caveats etc)	per application	\$2,745.00 Value of the land to be determined by Registered Valuer	No	Full Cost Recovery
Application fee for landowners consent for DA etc	per application	\$680.00	No	Full Cost Recovery
Application fee for landowners consent for DA etc - not for profit organisations	per application	\$90.00	No	Partial Cost Recovery
Application fee for lease assignment (not including legal fees)	per application	\$2,745.00	Yes	Full Cost Recovery
Application fee for road reserve closure (note - application to purchase is additional)	per application	\$10,005.00	No	Full Cost Recovery
Application fee for road reserve consent (Sect 138/139 Roads Act 1993) or lease of Council road reserve	per application	\$1,640.00	Yes	Full Cost Recovery
Compensation fee for the creation/modification/release of easement/covenant/right of way etc where Council is the Property Owner or is the Authority	each	\$13,290 or an amount determined by valuation (whichever is greater)	Yes	Rate of Return Pricing (IRR)
Former Manly LGA - access / driveway - Pursuant to Sect 138/139 Roads Act 1993	per year	0.5% of Precinct Value (P.V.) + GST per annum (minimum rate \$615)	Yes	Full Cost Recovery
Former Manly LGA - garage/carport/landscaped garden/enclosed - Pursuant to Sect 138/139 Roads Act 1993	per year	1.0% of Precinct Value (P.V.) + GST per annum (minimum rate \$615)	Yes	Full Cost Recovery
Minimum annual lease/licence fee to community groups (not for profit) for use of Council buildings (excluding SES, RFS and SLS)	per year	\$695.00	Yes	Partial Cost Recovery
Minor lease/licence/activation administration/application fee (as determined by Council)	per application	\$450.00	Yes	Partial Cost Recovery
Plan preparation fee (if required) - complex (max 5 hours then hourly rate)	per application	\$1,615.00	Yes	Full Cost Recovery
Community Storage space on reserves / in buildings - 10m2 or less	per year	\$280.00	Yes	Partial Cost Recovery
Community Storage space on reserves / in buildings - more than 10m2 and less than 20m2	per year	\$450.00	Yes	Partial Cost Recovery
Community Storage space on reserves / in buildings - more than 20m2	per year	\$610.00	Yes	Partial Cost Recovery

Fee	Units	2023 - 2024 Fee \$	GST Applicable	Pricing Methodology
Activation Permit (up to six months) - Popup activation of food and beverage premises for adjoining public land or road (inc. laneway)	per application	Fee(s) to be determined upon assessment of application	Yes	Rate of Return Pricing (IRR)
Lease/licence fee for Council owned or managed residential and commercial property	per application	Market rate	Yes	Rate of Return Pricing (IRR)
Manly Cemetery - Ashes Placement/Removal				
Family attendance at ashes placement - graves, garden beds, wall memorials, family rock memorials (Weekdays 9am to 3pm)	each	\$200.00	Yes	Market Based Pricing
Place ash remains in gravesite - Manly (no attendance)	each	\$691.00	Yes	Partial Cost Recovery
Place ash remains - after 3pm weekdays or 9am to 11am on weekends (subject to staff availability)	per hour or part thereof	\$269.00	Yes	Partial Cost Recovery
Removal of ashes container from burial site	each	\$413.00	Yes	Partial Cost Recovery
Removal of ash remains from Columbarium Wall	each	\$525.00	Yes	Partial Cost Recovery
Place ash remains and supply memorial plaque - Manly Columbarium Wall - plaque for single niche in wall or column - 8 lines - 184mm x 152mm	each	\$1,499.00	Yes	Market Based Pricing
Place ash remains and supply memorial plaque - Manly Columbarium Wall - plaque for double niche in wall - 8 lines - 338mm x 152mm	each	\$1,860.00	Yes	Market Based Pricing
Place ash remains and supply memorial plaque - Manly Granite Columbarium Wall - plaque for single niche in wall or column - 8 lines - 230mm x 152mm	each	\$1,499.00	Yes	Market Based Pricing
Place ash remains and supply memorial plaque - Dedication Seat - Supply of bronze plaque 178mm x 102mm attached to timber seat and place ash remains in ground underneath - 8 lines	each	\$1,621.00	Yes	Partial Cost Recovery
Place ash remains and supply memorial plaque - Granite Garden Border - supply bronze memorial plaque 178mm x 102mm 8 lines	each	\$1,621.00	Yes	Market Based Pricing
Discount on the second plaque/placement fee where placement of multiple ashes occurs at the same time	per instance	40%	Yes	Market Based Pricing
Additional fee for plaque placement/removal on granite wall or other specialist works where a mason or other specialist trade is required.	each	Cost+10%	Yes	Full Cost Recovery
Manly Cemetery - Burial Fees				
Interment (Burial) - Excavate grave for burial - weekday 9am to 3pm (hand dug - without machine)	each	\$4,610.00	Yes	Market Based Pricing
Interment (Burial) - Excavate grave for burial - weekdays 9am to 3pm (using excavator or other machine)	each	\$2,704.00	Yes	Market Based Pricing
Interment (Burial) - Weekday bookings after 3pm surcharge (subject to staff availability)	each	\$555.00	Yes	Partial Cost Recovery
Interment (Burial) - Saturday - booking surcharge (from 9am to 11am only) - in addition to applicable weekday interment fee	each	\$1,357.00	Yes	Partial Cost Recovery
Interment (Burial) - Infant or child to age 10 (small coffin)	each	No charge	No	Free (Zero Cost Recovery)
Interment (Burial) - Child aged 10-18 (50% applicable interment fee)	each	50% of current standard interment fee	Yes	Partial Cost Recovery
Interment (Burial) - Shallow Burial surcharge - in addition to standard second interment fee	each	\$997.00	Yes	Partial Cost Recovery
Manly Cemetery - Burial Site Care				
Annual care (1 x visit per month)	each	\$773.00	Yes	Partial Cost Recovery
Clean inscription plate, remove weeds and spray or cover with mulch or turf	each	\$185.00	Yes	Partial Cost Recovery
Renovate monument	each	Cost + 50%	Yes	Market Based Pricing
Soiling and planting for a grave	each	\$391.00	Yes	Partial Cost Recovery
Turfing a grave	each	\$236.00	Yes	Partial Cost Recovery
Manly Cemetery - Council buyback				
Council buyback of unoccupied grave site	each	50% of current standard fee	No	Market Based Pricing
Council buyback of unoccupied wall niche, memorial panel, garden bed or other position in cemetery	each	50% of current standard equivalent	No	Market Based Pricing

Fee	Units	2023 - 2024 Fee \$	GST Applicable	Pricing Methodology
Manly Cemetery - Exhumation (subject to site inspection and Health Department approval)				
Preparation of documents and application to Health Department	each	Cost + 50%	Yes	Market Based Pricing
Removal of monumental work	each	Cost + 50%	Yes	Market Based Pricing
Excavation of site	each	\$4,869.00	Yes	Market Based Pricing
Discount on the second plaque/placement fee where placement of multiple ashes occurs at the same time	each	40%	Yes	Market Based Pricing
Manly Cemetery - Interment Rights				
Purchase of Interment Right for Burial Site - full monumental sites - Manly - standard - row 5 or lowest row	each	\$19,677.00	Yes	Partial Cost Recovery
Purchase of Interment Right for Burial Site - full monumental sites - Manly - superior - middle rows 3 & 4	each	\$20,757.00	Yes	Partial Cost Recovery
Purchase of Interment Right for Burial Site - full monumental sites - Manly - premium - top rows 1 & 2	each	\$21,926.00	Yes	Partial Cost Recovery
Manly Columbarium Wall - purchase of Interment Right - single niche in wall - standard - row 5 or lowest row	each	\$2,885.00	Yes	Partial Cost Recovery
Manly Columbarium Wall - purchase of Interment Right - single niche in wall - superior - middle rows 3 & 4	each	\$3,854.00	Yes	Partial Cost Recovery
Manly Columbarium Wall - purchase of Interment Right - single niche in wall - premium - top rows 1 & 2	each	\$4,813.00	Yes	Partial Cost Recovery
Manly Columbarium Wall - purchase of Interment Right - double niche in wall - standard - row 5 or lowest row	each	\$4,623.00	Yes	Partial Cost Recovery
Manly Columbarium Wall - purchase of Interment Right - double niche in wall - superior - middle rows 3 & 4	each	\$6,137.00	Yes	Partial Cost Recovery
Manly Columbarium Wall - purchase of Interment Right - double niche in wall - premium - top rows 1 & 2	each	\$7,662.00	Yes	Partial Cost Recovery
Manly Columbarium Wall - purchase of Interment Right - single niche in column - standard - row 5 or lowest row	each	\$3,153.00	Yes	Partial Cost Recovery
Manly Columbarium Wall - purchase of Interment Right - single niche in column - superior - middle rows 3 & 4	each	\$4,209.00	Yes	Partial Cost Recovery
Manly Columbarium Wall - purchase of Interment Right - single niche in column - premium - top rows 1 & 2	each	\$5,265.00	Yes	Partial Cost Recovery
Manly Granite Columbarium Wall - purchase of Interment Right - single niche in wall - standard - row 5 or lowest row	each	\$4,879.00	Yes	Partial Cost Recovery
Manly Granite Columbarium Wall - purchase of Interment Right - single niche in wall - superior - middle rows 3 & 4	each	\$5,740.00	Yes	Partial Cost Recovery
Manly Granite Columbarium Wall - purchase of Interment Right - single niche in wall - premium - top rows 1 & 2	each	\$6,595.00	Yes	Partial Cost Recovery
Transfer of burial or niche interment right - including issue of new certificate for up to 2 sites	each	\$308.00	No	Partial Cost Recovery
Transfer of burial or niche interment right - including issue of new certificate for 3 or more sites	each	\$435.00	No	Partial Cost Recovery
Transfer of burial or niche interment right - Pensioner Discount - including issue of new certificate	each	\$147.00	No	Partial Cost Recovery
Manly Granite Garden Border - purchase of Interment Right - standard	each	\$3,988.00	Yes	Partial Cost Recovery
Manly Granite Garden Border - purchase of Interment Right - superior	each	\$4,779.00	Yes	Partial Cost Recovery
Manly Granite Garden Border - purchase of Interment Right - premium	each	\$5,358.00	Yes	Partial Cost Recovery
Cancellation fee - cancel reservation of interment rights (within 12 mths of purchase)/General administration fee	each	\$153.00	Yes	Partial Cost Recovery

Fee	Units	2023 - 2024 Fee \$	GST Applicable	Pricing Methodology
Manly Cemetery - Memorials/Dedications (at Trustee discretion)				
Memorial plaques - bronze plaque 178 x 102mm attached to kerbing on monument (not permitted on War Graves)	each	\$1,327.00	Yes	Partial Cost Recovery
Memorial plaques - additional line of text	each	\$68.00	Yes	Partial Cost Recovery
Memorial plaques - photo - True to Life - black and white - 30mm x 40mm	each	\$458.00	Yes	Partial Cost Recovery
Memorial plaques - photo - True to Life - colour - 30mm x 40mm	each	\$614.00	Yes	Partial Cost Recovery
Memorial plaques - photos - other materials or sizes	each	Cost + 50%	Yes	Market Based Pricing
Memorial plaques - Emblems - Type C or D	each	\$158.00	Yes	Partial Cost Recovery
Memorial plaques - Perpetual flowers	each	\$180.00	Yes	Partial Cost Recovery
Dedication seat - standard	each	\$4,533.00	Yes	Partial Cost Recovery
Dedication seat - superior	each	\$5,547.00	Yes	Partial Cost Recovery
Purchase Granite sloper and bronze plaque for burial site - (concrete footing not included)	each	\$2,440.00	Yes	Partial Cost Recovery
Dedication seat - premium	each	\$6,716.00	Yes	Partial Cost Recovery
Tree Memorial - purchase position on plinth - standard	each	\$2,741.00	Yes	Partial Cost Recovery
Tree Memorial - purchase position on plinth - superior	each	\$3,798.00	Yes	Partial Cost Recovery
Tree Memorial - purchase position on plinth - premium	each	\$4,544.00	Yes	Partial Cost Recovery
Manly Cemetery - Monumental Work				
Application for permission to add inscription - per site	per burial site	\$158.00	No	Partial Cost Recovery
Application for permission to upgrade existing monument or install landscaping treatment	per burial site	\$314.00	No	Partial Cost Recovery
Application for permission to construct new monument - includes first inscription - per site	per burial site	\$536.00	No	Partial Cost Recovery
Application for permission to erect tomb, vault, sculpture or monuments over 1.5m	each	\$837.00	No	Partial Cost Recovery
Permit to construct new monument - includes first inscription (Manly or Mona Vale Cemeteries)	per burial site	\$158.00	No	Market Based Pricing
Pre-poured foundations	each	Cost + 50%	Yes	Market Based Pricing
Remove and replace concrete infill or slab - fee for reopening of grave with tombstone and/or slab - Northern Memorials monuments	each	\$837.00	Yes	Partial Cost Recovery
Miscellaneous Fees				
Small events booking - not for profit use - Mona Vale Cemetery site office courtyard area for commemorations/memorial services	per hour or part thereof	\$25.90	Yes	Partial Cost Recovery
Administrative fee to implement tax rulings to refund the GST component of a fee for goods and services	per amendment	\$53.00	No	Partial Cost Recovery

Fee	Units	2023 - 2024 Fee \$	GST Applicable	Pricing Methodology
Mona Vale Cemetery - Ashes Placement/Removal				
Family attendance at ashes placement - graves, garden beds, wall memorials, family rock memorials (Weekdays 9am to 3pm)	each	\$212.00	Yes	Market Based Pricing
Place ash remains in gravesite - Mona Vale (no attendance)	each	\$691.00	Yes	Market Based Pricing
Place ash remains in gravesite - with family attendance - weekdays 9am to 3pm	each	\$902.00	Yes	Market Based Pricing
Place ash remains in Garden Beds A - D - and supply memorial plaque (178mm x 102mm with 8 lines of text) mounted on sandstone plinth (with family in attendance - weekdays 9am to 3pm)	each	\$1,482.00	Yes	Market Based Pricing
Place ash remains in garden beds or other in-ground memorial - after 3pm weekdays or 9am to 11am on weekends (subject to staff availability)	per hour or part thereof	\$269.00	Yes	Market Based Pricing
Removal of ashes container from burial site	each	\$413.00	Yes	Market Based Pricing
Removal of ash remains from Wall Columbarium	each	\$525.00	Yes	Market Based Pricing
Removal of ashes container from Garden Beds or other in-ground memorial	each	\$413.00	Yes	Market Based Pricing
Place ash remains in Garden Beds A - D and supply bronze plaque (178mm x 102mm with 8 lines of text) mounted on sandstone plinth and place ash remains - no attendance	each	\$1,271.00	Yes	Market Based Pricing
SO Reynolds Memorial Wall - ashes placement and supply of bronze plaque 137mm x 102mm (with 8 lines of text)	each	\$1,138.00	Yes	Market Based Pricing
Dedication seat - supply of bronze plaque (178mm x 102mm with 8 lines of text) attached to timber seat and place ash remains in ground underneath	each	\$1,236.00	No	Market Based Pricing
Place ash remains in Bedrock memorial and supply small bedrock memorial 'design border' plaque a - (230mm x 230mm with 10 lines of text) - no attendance	each	\$1,460.00	Yes	Market Based Pricing
Pittwater Memorial Wall Niche - supply and attach bronze plaque 185mm x 185mm (with 10 lines of text) and place ash remains	each	\$1,494.00	Yes	Market Based Pricing
Place ash remains in Bedrock memorial and supply large bedrock memorial 'design border' plaque (355mm x 230mm with 10 lines of text) - no attendance	each	\$1,750.00	Yes	Market Based Pricing
Place ash remains in family rock memorial - and supply of bronze plaque 178mm x 102mm with 8 lines of text - no attendance	each	\$1,305.00	Yes	Market Based Pricing
Place ash remains in Gum Tree Grove Granite Plinth - supply memorial plaque - (185mm x 185mm with 10 lines of text) and place ash remains - no attendance	each	\$1,494.00	Yes	Market Based Pricing
Place ash remains in Gum Tree Grove Granite Garden Estate - supply memorial plaque - granite plinth - (185mm x 185mm with 10 lines of text) and place ash remains	each	\$1,494.00	Yes	Market Based Pricing
Place ash remains in Decorative Cylinder Memorial and supply memorial plaque (158mm round with 8 lines of text) - no attendance	each	\$1,271.00	Yes	Market Based Pricing
Scatter ashes in cemetery gardens or in Council LGA (designated locations) - details of deceased and location of ashes noted in Cemetery Register	each	\$280.00	Yes	Market Based Pricing
Place ash remains and supply memorial plaque - Tree memorial - supply memorial plaque, attach to plinth and place remains	each	\$1,705.00	Yes	Market Based Pricing
Sculptural item - ashes placement (no attendance) and supply of bronze plaque 178mm x 102mm attached to sculpture	each	\$1,305.00	Yes	Market Based Pricing
Discount on the second plaque/placement fee where placement of multiple ashes occurs at the same time	each	40%	Yes	Market Based Pricing
Mona Vale Cemetery - Burial Fees				
Interment (Burial) - First Interment - Excavate grave for burial - Weekdays 9am to 2.30pm - Mona Vale	each	\$2,264.00	Yes	Market Based Pricing
Interment (Burial) - Second (or Third) Interment - Excavate grave for burial - Weekdays 9am to 2.30pm - Mona Vale	each	\$2,031.00	Yes	Market Based Pricing
Interment (Burial) - Weekday bookings after 3pm surcharge (subject to staff availability)	each	\$510.00	Yes	Market Based Pricing
Interment (Burial) - Saturday - booking surcharge (from 9am to 11am only) - in addition to applicable weekday interment fee	each	\$1,320.00	Yes	Market Based Pricing
Interment (Burial) - Infant or child to age 10 (small coffin)	each	No charge	No	Free (Zero Cost Recovery)
Interment (Burial) - Child aged 10-18 (50% first interment fee)	each	50% of current first interment fee	Yes	Market Based Pricing
Interment (Burial) - shallow burial surcharge - in addition to standard second interment fee	each	\$1,026.00	Yes	Partial Cost Recovery
Interment (Burial) - triple depth excavation surcharge - in addition to standard first interment fee	each	\$570.00	Yes	Market Based Pricing
Interment (Burial) - bottom or top of grave - half filled with sand/premium soil (as part of cultural burial requirement)	each	\$560.00	Yes	Market Based Pricing
Interment (Burial) - Use of lowering device on grave for coffins/casket (new graves/reserved graves with no monumental work and unimpeded access around site)	each	\$441.00 additional to applicable interment fee	Yes	Market Based Pricing

Fee	Units	2023 - 2024 Fee \$	GST Applicable	Pricing Methodology
Mona Vale Cemetery - Burial Site Care				
Annual care (1 x visit per month)	each	\$773.00	Yes	Market Based Pricing
Clean inscription plate, remove weeds and spray, cover with mulch	each	\$185.00	Yes	Market Based Pricing
Renovate monument	each	Cost + 50%	Yes	Market Based Pricing
Mona Vale Cemetery - Council buyback				
Council buyback of unoccupied grave site	each	50% of current standard equivalent price	No	Market Based Pricing
Council buyback of unoccupied wall niche, memorial panel, garden bed or other position in cemetery	each	50% of current standard equivalent price	No	Market Based Pricing
Mona Vale Cemetery - Exhumation (subject to site inspection and Health Department approval)				
Preparation of documents and application to Health Department	each	Cost + 50%	Yes	Market Based Pricing
Removal of monumental work	each	Cost + 50%	Yes	Market Based Pricing
Excavation of site	each	Cost + 50%	Yes	Market Based Pricing
Mona Vale Cemetery - Interment Rights				
Priority allocation fee (for reserving a position in soon to be released area)	each	50% of equivalent value	Yes	Market Based Pricing
Purchase of Interment Right for Burial Site - full monumental sites - Mona Vale - standard	each	\$13,169.00	Yes	Market Based Pricing
Purchase of Interment Right for Burial Site - full monumental sites - Mona Vale - superior	each	\$14,278.00	Yes	Market Based Pricing
Purchase of Interment Right for Burial Site - full monumental sites - Mona Vale - premium	each	\$15,376.00	Yes	Market Based Pricing
Purchase of Interment Right for Monumental Lawn Grave Site - standard	each	\$10,840.00	Yes	Market Based Pricing
Purchase of Interment Right for Monumental Lawn Grave Site - superior	each	\$12,100.00	Yes	Market Based Pricing
Purchase of Interment Right for Monumental Lawn Grave Site - premium	each	\$14,109.00	Yes	Market Based Pricing
Pittwater Memorial Wall - purchase Interment Right - single niche in granite wall - standard (lower rows 5 & 6)	each	\$1,889.00	Yes	Market Based Pricing
Pittwater Memorial Wall - purchase Interment Right - single niche in granite wall - superior (mid rows 3 & 4)	each	\$2,106.00	Yes	Market Based Pricing
Pittwater Memorial Wall - purchase Interment Right - single niche in granite wall - premium (upper rows 1 & 2)	each	\$2,317.00	Yes	Market Based Pricing
Gum Tree Grove Garden Memorial - purchase of Interment Right - standard	each	\$3,182.00	Yes	Market Based Pricing
Gum Tree Grove Garden Memorial - purchase of Interment Right - superior	each	\$4,434.00	Yes	Market Based Pricing
Gum Tree Grove Garden Memorial - purchase of Interment Right - premium	each	\$5,592.00	Yes	Market Based Pricing
Gum Tree Grove Granite Garden Estate - purchase of Single Interment Right - standard	each	\$3,832.00	Yes	Market Based Pricing
Gum Tree Grove Granite Garden Estate - purchase of Single Interment Right - superior	each	\$5,001.00	Yes	Market Based Pricing
Gum Tree Grove Granite Garden Estate - purchase of Single Interment Right - premium	each	\$6,171.00	Yes	Market Based Pricing
Memorial Garden Bed - (Mona Vale) - purchase of Interment Right - for single position - Garden A and B	each	\$1,282.00	Yes	Market Based Pricing
Memorial Garden Bed - (Mona Vale) - purchase of Interment Right - for single position - Garden C	each	\$1,683.00	Yes	Market Based Pricing
Memorial Garden Bed - (Mona Vale) - purchase of Interment Right - for single position - Garden D	each	\$2,096.00	Yes	Market Based Pricing
SO Reynolds Memorial Wall - purchase of Interment Right - single niche in memorial wall	each	\$1,051.00	Yes	Market Based Pricing
Transfer of burial or niche interment right - including issue of new certificate for up to 2 sites	each	\$308.00	No	Market Based Pricing
Transfer of burial or niche interment right - including issue of new certificate for 3 or more sites	each	\$418.00	No	Market Based Pricing
Transfer of burial or niche interment right - Pensioner Discount - including issue of new certificate	each	\$135.00	No	Market Based Pricing
Purchase of Interment Right - Bedrock memorials - Small memorial	each	\$2,400.00	Yes	Market Based Pricing
Purchase of Interment Right - Bedrock memorials - Large memorial	each	\$4,660.00	Yes	Market Based Pricing

Fee	Units	2023 - 2024 Fee \$	GST Applicable	Pricing Methodology
Late or early arrival or departure fee - Weekdays - every 30 minute interval (late departure fees after 3.30pm or for funeral bookings over 60 mins duration)	each	\$580.00	Yes	Market Based Pricing
Late or early arrival or departure fee - Saturdays - every 30 minute interval (late departure fees after 12.30pm or for funeral bookings over 60 mins duration)	each	\$700.00	Yes	Market Based Pricing
Purchase of family rock estate - Standard - (accommodates up to 2 Ash Remains) - including bronze family name plate - (placed in cemetery or memorial gardens at Manager's discretion)	each	\$6,984.00	Yes	Market Based Pricing
Purchase of family rock estate - Superior - (accommodates up to 4 Ash Remains) - including bronze family name plate - (placed in cemetery or memorial gardens at Council's discretion)	each	\$10,030.00	Yes	Market Based Pricing
Purchase of family rock estate - Premium - (larger rock or premium location, accommodates up to 6 Ash remains) - including bronze family name plate - (placed in cemetery or memorial gardens at Council's discretion)	each	\$13,790.00	Yes	Market Based Pricing
Cancellation fee - cancel reservation of interment rights (within 12mths of purchase) / General administration fee	each	\$140.00	Yes	Market Based Pricing
Purchase of Interment Right - Decorative Cylinder Memorial	each	\$3,665.00	Yes	Market Based Pricing
Mona Vale Cemetery - Memorials/Dedications (at Trustee discretion)				
Dedication seat - standard	each	\$4,533.00	No	Market Based Pricing
Dedication seat - superior	each	\$5,547.00	No	Market Based Pricing
Dedication seat - premium	each	\$6,716.00	No	Market Based Pricing
Dedication seat - supply of bronze plaque 178mm x 102mm attached to timber seat (does not include ashes interment)	each	\$691.00	Yes	Market Based Pricing
Pittwater Memorial Wall Panel - purchase position on memorial wall 110mm x 110mm - standard (lower rows 5 & 6)	each	\$364.00	Yes	Market Based Pricing
Pittwater Memorial Wall Panel - purchase position on memorial wall 110mm x 110mm - superior (mid rows 3 & 4)	each	\$418.00	Yes	Market Based Pricing
Pittwater Memorial Wall Panel - purchase position on memorial wall 110mm x 110mm - premium (upper rows 1 & 2)	each	\$523.00	Yes	Market Based Pricing
Pittwater Memorial Wall Panel - supply memorial plaque and attach to wall - 110mm x 110mm	each	\$402.00	Yes	Market Based Pricing
Memorial plaques - conical vase - attached to plaque	each	\$191.00	Yes	Market Based Pricing
Memorial plaques - conical vase - attached to memorial wall	each	\$314.00	Yes	Market Based Pricing
Memorial plaques - detachable name plate for Bedrock Memorial Plaques	each	Cost + 50%	Yes	Market Based Pricing
Memorial plaques - photo - True to Life - black and white - 30mm x 40mm	each	\$458.00	Yes	Market Based Pricing
Memorial plaques - photo - True to Life - colour - 30mm x 40mm	each	\$614.00	Yes	Market Based Pricing
Memorial plaques - photos - other materials or sizes	each	Cost + 50%	Yes	Market Based Pricing
Memorial plaques - emblems - Type D	each	\$158.00	Yes	Market Based Pricing
Memorial plaques - perpetual flowers	each	\$180.00	Yes	Market Based Pricing
True to life colour photo - 50mm x 70mm - for Bedrock memorial cameo	each	\$647.00	Yes	Market Based Pricing
Memorial plaques - upgrade plaque for Memorial Gardens A - D - 178mm x 102mm	each	\$759.00	Yes	Market Based Pricing
Memorial plaques - upgrade plaque from engraved to embossed for SO Reynolds Memorial Wall	each	\$681.00	Yes	Market Based Pricing
Memorial plaques - bronze plaque 178 x 102mm attached to kerbing on monument (not permitted on War Graves)	each	\$1,327.00	Yes	Market Based Pricing
Tree Memorial - Mona Vale Cemetery - family (up to 4 positions)	each	\$10,012.00	Yes	Market Based Pricing
Tree Memorial - Mona Vale Cemetery - shared (per position on border)	each	\$2,218.00	Yes	Market Based Pricing
Purchase Granite sloper and bronze plaque for burial site - (concrete footing not included)	each	\$2,440.00	Yes	Market Based Pricing
Sculptural item - installed in cemetery grounds at discretion of trustee	each	Cost + 50%	Yes	Market Based Pricing

Fee	Units	2023 - 2024 Fee \$	GST Applicable	Pricing Methodology
Mona Vale Cemetery - Monumental Work				
Permission to add inscription	per burial site	\$158.00	No	Market Based Pricing
Permission to upgrade existing monument or install landscaping treatment	per burial site	\$314.00	No	Market Based Pricing
Permission to construct new monument - includes first inscription - per site (Manly or Mona Vale)	per burial site	\$536.00	No	Market Based Pricing
Application to use burial site for monument - where no burial will ever occur - not permitted with new site sales	per burial site	\$5,457.00	No	Market Based Pricing
Application for permission to erect tomb, vault, sculpture or monuments over 1.5m	per burial site	\$837.00	No	Market Based Pricing
Permit to construct new monument - includes first inscription (Manly or Mona Vale Cemetery)	per burial site	\$158.00	No	Market Based Pricing
Pre-poured foundations	per burial site	Cost + 50%	Yes	Market Based Pricing
Remove and replace concrete infill or slab - fee for reopening of grave with tombstone and/or slab - Northern Memorials monuments	per burial site	\$837.00	Yes	Partial Cost Recovery
Outdoor Dining				
Initial application fee (non-refundable)	per application	\$450.00	No	Market Based Pricing
Renewal/new owner transfer fee	each	\$285.00	No	Market Based Pricing
Bonds - security and performance (to be paid for each new approval & returned at cessation of approval)	each	Three months approval fee	No	Full Cost Recovery
Administration fee - late payment	each	\$110.00	No	Market Based Pricing
Avalon	per square metre per year	\$375.00	No	Market Based Pricing
Collaroy - Pittwater Road strip	per square metre per year	\$405.00	No	Market Based Pricing
Collaroy - other areas	per square metre per year	\$255.00	No	Market Based Pricing
Curl Curl and Queenscliff	per square metre per year	\$275.00	No	Market Based Pricing
Dee Why Beachfront (The Strand)	per square metre per year	\$745.00	No	Market Based Pricing
Dee Why - other areas	per square metre per year	\$440.00	No	Market Based Pricing
Forestville Shopping Centre	per square metre per year	\$430.00	No	Market Based Pricing
Freshwater	per square metre per year	\$480.00	No	Market Based Pricing
Manly - CBD Central - Area 1 - The Corso (between Darley Road & North Steyne incl. cnr Sydney Road)	per square metre per year	\$900.00	No	Market Based Pricing
Manly - CBD Central - Area 1 - South Steyne (the Corso - Wentworth Street)	per square metre per year	\$900.00	No	Market Based Pricing
Manly - CBD Central - Area 2 - The Corso (between East/West Esplanade & Darley Road)	per square metre per year	\$800.00	No	Market Based Pricing
Manly - CBD - Area 3 - North Steyne (The Corso to Raglan Street, Market Lane, Short Street Plaza, Sydney Road Plaza and Rialto Square)	per square metre per year	\$700.00	No	Market Based Pricing
Manly - CBD - Area 4 - Darley Road (The Corso & Wentworth Street), North Steyne (North of Raglan Street and South of Carlton Street) and South Steyne (South of Wentworth)	per square metre per year	\$700.00	No	Market Based Pricing
Manly - CBD - Area 5 - Victoria Parade (including the corner with South Steyne), Wentworth Street (between South Steyne & Darley Road), Darley Road, North Steyne (North of Carlton Street), Marine Parade and Belgrave St & Whistler Street, Raglan St, Short St & Central Avenue	per square metre per year	\$630.00	No	Partial Cost Recovery
Manly - Non CBD - Beatrice Street, Balgowlah Heights, Sydney Road, Seaforth and Sydney Road, Fairlight, (includes Fairlight, Balgowlah, Balgowlah Heights, Seaforth & Clontarf) and all other local shopping strips	per square metre per year	\$393.00	No	Market Based Pricing
Manly - Non CBD - Pittwater Road	per square metre per year	\$465.00	No	Market Based Pricing
Mona Vale	per square metre per year	\$375.00	No	Market Based Pricing
Narrabeen	per square metre per year	\$415.00	No	Market Based Pricing
Newport	per square metre per year	\$350.00	No	Market Based Pricing
North Balgowlah, Brookvale, Frenchs Forest and Narraweena	per square metre per year	\$320.00	No	Market Based Pricing
North Narrabeen	per square metre per year	\$295.00	No	Market Based Pricing
Palm Beach	per square metre per year	\$345.00	No	Market Based Pricing
Warriewood	per square metre per year	\$295.00	No	Market Based Pricing
Whale Beach	per square metre per year	\$290.00	No	Market Based Pricing
Unspecified other areas	per square metre per year	\$255.00	No	Market Based Pricing
Minimum annual usage fee for outdoor dining approvals	each	\$500.00	No	Market Based Pricing

Fee	Units	2023 - 2024 Fee \$	GST Applicable	Pricing Methodology
Pittwater Golf Centre				
Driving Range - child/adult - disability - 25 balls	each	\$8.00	Yes	Market Based Pricing
Driving Range - child/adult - disability - 50 balls	each	\$11.00	Yes	Market Based Pricing
Driving Range - child/adult - disability - 100 balls	each	\$17.00	Yes	Market Based Pricing
Driving Range balls - adult - 25 balls	each	\$11.00	Yes	Market Based Pricing
Driving Range balls - adult - 50 balls	each	\$15.00	Yes	Market Based Pricing
Driving Range balls - adult - 100 balls	each	\$22.00	Yes	Market Based Pricing
Driving Range child (U18) / seniors (with card) / student (with card) - 25 balls	each	\$10.00	Yes	Market Based Pricing
Driving Range child (U18) / seniors (with card) / student (with card) - 50 balls	each	\$13.00	Yes	Market Based Pricing
Driving Range child (U18) / seniors (with card) / student (with card) - 100 balls	each	\$20.00	Yes	Market Based Pricing
Driving Range balls - adult - 500 balls (with 12 months expiry)	each	\$100.00	Yes	Market Based Pricing
Driving Range balls - adult - 1,000 balls (with 12 months expiry)	each	\$180.00	Yes	Market Based Pricing
Driving Range balls - adult - 5,000 balls (with 12 months expiry)	each	\$725.00	Yes	Market Based Pricing
Driving Range - VIP area user fee per calendar month (unlimited play per calendar month)	per month	\$15.00	Yes	Market Based Pricing
Mini Golf fees - adult - 18 holes	each	\$20.00	Yes	Market Based Pricing
Mini Golf fees - adult - 36 holes	each	\$23.00	Yes	Market Based Pricing
Mini Golf fees - adult - unlimited play (same day only)	each	\$26.00	Yes	Market Based Pricing
Mini Golf fees - birthday parties - self-catered party per child	each	\$19.90	Yes	Market Based Pricing
Mini Golf fees - birthday parties - special package party per child	each	\$25.90	Yes	Market Based Pricing
Mini Golf fees - birthday parties - super package party per child	each	\$28.90	Yes	Market Based Pricing
Mini Golf fees - birthday parties - supreme package party per child	each	\$31.90	Yes	Market Based Pricing
Mini Golf fees - child (U18)/seniors (with card)/student (with card) - 18 holes	each	\$15.00	Yes	Market Based Pricing
Mini Golf fees - child (U18)/seniors (with card)/student (with card) - 36 holes	each	\$18.00	Yes	Market Based Pricing
Mini Golf fees - child (U18)/seniors (with card)/student (with card) - unlimited play (same day only)	each	\$21.00	Yes	Market Based Pricing
Mini Golf fees - child/adult - disability - 18 holes	each	\$11.00	Yes	Market Based Pricing
Mini Golf fees - child/adult - disability - 36 holes	each	\$14.00	Yes	Market Based Pricing
Mini Golf fees - family (2A + 2C) - 18 holes	each	\$49.00	Yes	Market Based Pricing
Mini Golf fees - family (2A + 2C) - 36 holes	each	\$59.00	Yes	Market Based Pricing
Mini Golf fees - family (2A + 2C) - unlimited play (same day only)	each	\$69.00	Yes	Market Based Pricing
Mini Golf fees - family upgrade (same day only)	each	\$13.00	Yes	Market Based Pricing
Mini Golf fees - preschool (U5) - 18 holes	each	\$11.00	Yes	Market Based Pricing
Mini Golf fees - preschool (U5) - 36 holes	each	\$14.00	Yes	Market Based Pricing
Mini Golf fees - preschool (U5) - unlimited play (same day only)	each	\$17.00	Yes	Market Based Pricing
Marketing and/or promotional offer at Council's discretion	each	up to 100% discount	Yes	Market Based Pricing

Fee	Units	2023 - 2024 Fee \$	GST Applicable	Pricing Methodology
Property - Additional Fees - for access and management of Council buildings				
Standard key (single differ) issue or access pass	each	\$97.00	Yes	Partial Cost Recovery
Master key issue	each	\$380.00	Yes	Partial Cost Recovery
Loss or non-return of standard key (single differ)	each	\$632.00	Yes	Partial Cost Recovery
Loss or non-return of master key	each	\$12,586.00	Yes	Partial Cost Recovery
Re-keying or replacement of locks where keys have been lost. Does not include cost of replacement keys	each	Cost+20%	Yes	Rate of Return Pricing (IRR)
Charge out rate for staff - Steward	per hour per staff member	\$115.00	Yes	Partial Cost Recovery
Charge out rate for staff - Facilities Officer	per hour per staff member	\$172.00	Yes	Partial Cost Recovery
Charge out rate for staff - Senior Facilities Officer	per hour per staff member	\$203.00	Yes	Partial Cost Recovery
Charge out rate for staff - Facilities Manager	per hour per staff member	\$291.00	Yes	Partial Cost Recovery
Supply of goods and services - cost recovery for goods and services supplied to third parties	each	Cost+15%	Yes	Rate of Return Pricing (IRR)
Property Officers Time Charge out rate				
Staff charge out rate: Property Officer (minimum 1 hour)	per hour	\$172.00	Yes	Full Cost Recovery
Staff charge out rate: Senior Property Officer (minimum 1 hour)	per hour	\$203.00	Yes	Full Cost Recovery
Staff charge out rate: Property Manager/Team Leader (minimum 1 hour)	per hour	\$291.00	Yes	Full Cost Recovery
Public notification of application required by statute				
Public notification of applications required by statute, including but not limited to newspaper and internet advertisements, signage and letters.	per application	Cost+10%	No	Full Cost Recovery

Fee	Units	2023 - 2024 Fee \$	GST Applicable	Pricing Methodology
Sydney Lakeside Holiday Park - Accommodation - High Season				
High season - Unpowered Tent Only Site (Small Sites) (rates for 2 people, max occupancy 2 people)	per night	\$62.00	Yes	Market Based Pricing
High season - Powered Site (North, South, Tent) (rates for 2 people, max occupancy 6 people)	per night	\$78.00	Yes	Market Based Pricing
High season - Site Extras- children (4-15 years)	per night	\$8.00	Yes	Market Based Pricing
High season - Site Extras - adults (16 years and over)	per night	\$15.00	Yes	Market Based Pricing
High season - Villa/Cabin Extras - children (4 - 15 years)	per night	\$19.00	Yes	Market Based Pricing
High season - Villa/Cabin Extras - adults (16 years and over)	per night	\$24.00	Yes	Market Based Pricing
High season - Ensuite Site (rates for 2 people, max occupancy 6 people)	per night	\$99.00	Yes	Market Based Pricing
High season - Standard Studio Cabin (rates for 2 people, max occupancy 2 people) - Sunday - Thursday	per night	\$217.00	Yes	Market Based Pricing
High season - Bunkhouse (rates for 4 people, max occupancy 4 people) - Sunday - Thursday	per night	\$224.00	Yes	Market Based Pricing
High season - Studio Cabin (rates for 2 people, max occupancy 2 people) - Sunday - Thursday	per night	\$229.00	Yes	Market Based Pricing
High season - Bungalow / Collaroy Cabin (rates for 4 people, max occupancy 5 people) - Sunday - Thursday	per night	\$292.00	Yes	Market Based Pricing
High season - Avalon Cabin (rates for 4 people, max occupancy 4 people) - Sunday - Thursday	per night	\$317.00	Yes	Market Based Pricing
High season - Narrabeen Cabin (rates for 4 people, max occupancy 6 people) - Sunday - Thursday	per night	\$317.00	Yes	Market Based Pricing
High season - Palm Cabin (rates for 4 people, max occupancy 5 people) - Sunday - Thursday	per night	\$317.00	Yes	Market Based Pricing
High season - Turimetta Cabin / Avalon Cabin (rates for 4 people, max occupancy 4 people) - Sunday - Thursday	per night	\$317.00	Yes	Market Based Pricing
High season - Lakeview Villa (rates for 4 people, max occupancy 4 people) - Sunday - Thursday	per night	\$366.00	Yes	Market Based Pricing
High season - Standard Studio Cabin (rates for 2 people, max occupancy 2 people) - Friday - Saturday	per night	\$242.00	Yes	Market Based Pricing
High season - Bunkhouse (rates for 4 people, max occupancy 4 people) - Friday - Saturday	per night	\$248.00	Yes	Market Based Pricing
High season - Studio Cabin (rates for 2 people, max occupancy 2 people) - Friday - Saturday	per night	\$254.00	Yes	Market Based Pricing
High season - Bungalow / Collaroy Cabin (rates for 4 people, max occupancy 5 people) - Friday - Saturday	per night	\$354.00	Yes	Market Based Pricing
High season - Avalon Cabin (rates for 4 people, max occupancy 4 people) - Friday - Saturday	per night	\$379.00	Yes	Market Based Pricing
High season - Narrabeen Cabin (rates for 4 people, max occupancy 6 people) - Friday - Saturday	per night	\$379.00	Yes	Market Based Pricing
High season - Palm Cabin (rates for 4 people, max occupancy 5 people) - Friday - Saturday	per night	\$379.00	Yes	Market Based Pricing
High season - Turimetta Cabin / Avalon Cabin (rates for 4 people, max occupancy 4 people) - Friday - Saturday	per night	\$379.00	Yes	Market Based Pricing
High season - Lakeview Villa (rates for 4 people, max occupancy 4 people) - Friday - Saturday	per night	\$428.00	Yes	Market Based Pricing
High season - Site Extras- children (4-15 years)	per week	\$56.00	Yes	Market Based Pricing
High season - Site Extras - adults (16 years and over)	per week	\$105.00	Yes	Market Based Pricing
High season - Villa/Cabin Extras - children (4 - 15 years)	per week	\$133.00	Yes	Market Based Pricing
High season - Villa/Cabin Extras - adults (16 years and over)	per week	\$168.00	Yes	Market Based Pricing
High season - Unpowered Tent Only Site (Small Sites) (rates for 2 people, max occupancy 2 people)	per week	\$435.00	Yes	Market Based Pricing
High season - Powered Site (North, South, Tent) (rates for 2 people, max occupancy 6 people)	per week	\$547.00	Yes	Market Based Pricing
High season - Standard Studio Cabin (rates for 2 people, max occupancy 2 people)	per week	\$1,571.00	Yes	Market Based Pricing
High season - Studio Cabin (rates for 2 people, max occupancy 2 people)	per week	\$1,655.00	Yes	Market Based Pricing
High season - Bunkhouse (rates for 4 people, max occupancy 4 people)	per week	\$1,619.00	Yes	Market Based Pricing
High season - Bungalow / Collaroy Cabin (rates for 4 people, max occupancy 5 people)	per week	\$2,166.00	Yes	Market Based Pricing
High season - Avalon Cabin (rates for 4 people, max occupancy 4 people)	per week	\$2,342.00	Yes	Market Based Pricing
High season - Narrabeen Cabin (rates for 4 people, max occupancy 6 people)	per week	\$2,342.00	Yes	Market Based Pricing
High season - Palm Cabin (rates for 4 people, max occupancy 5 people)	per week	\$2,342.00	Yes	Market Based Pricing
High season - Turimetta Cabin / Avalon Cabin (rates for 4 people, max occupancy 4 people)	per week	\$2,342.00	Yes	Market Based Pricing
High season - Lakeview Villa (rates for 4 people, max occupancy 4 people)	per week	\$2,687.00	Yes	Market Based Pricing

Fee	Units	2023 - 2024 Fee \$	GST Applicable	Pricing Methodology
Sydney Lakeside Holiday Park - Accommodation - Low Season				
Low season - Unpowered Tent Only Site (Small Sites) (rates for 2 people, max occupancy 2 people)	per night	\$47.00	Yes	Market Based Pricing
Low season - Powered Site (North, South, Tent) (rates for 2 people, max occupancy 6 people)	per night	\$59.00	Yes	Market Based Pricing
Low season - Site Extras - children (4-15 years)	per night	\$8.00	Yes	Market Based Pricing
Low season - Site Extras - adults (16 years and over)	per night	\$15.00	Yes	Market Based Pricing
Low season - Villa/Cabin Extras - children (4 - 15 years)	per night	\$19.00	Yes	Market Based Pricing
Low season - Villa/Cabin Extras - adults (16 years and over)	per night	\$24.00	Yes	Market Based Pricing
Low season - Ensuite Site (rates for 2 people, max occupancy 6 people)	per night	\$79.00	Yes	Market Based Pricing
Low season - Standard Studio Cabin (rates for 2 people, max occupancy 2 people) - Sunday - Thursday	per night	\$151.00	Yes	Market Based Pricing
Low season - Bunkhouse (rates for 4 people, max occupancy 4 people) - Sunday - Thursday	per night	\$158.00	Yes	Market Based Pricing
Low season - Studio Cabin (rates for 2 people, max occupancy 2 people) - Sunday - Thursday	per night	\$163.00	Yes	Market Based Pricing
Low season - Bungalow / Collaroy Cabin (rates for 4 people, max occupancy 5 people) - Sunday - Thursday	per night	\$216.00	Yes	Market Based Pricing
Low season - Avalon Cabin (rates for 4 people, max occupancy 4 people) - Sunday - Thursday	per night	\$237.00	Yes	Market Based Pricing
Low season - Narrabeen Cabin (rates for 4 people, max occupancy 6 people) - Sunday - Thursday	per night	\$237.00	Yes	Market Based Pricing
Low season - Palm Cabin (rates for 4 people, max occupancy 5 people) - Sunday - Thursday	per night	\$237.00	Yes	Market Based Pricing
Low season - Turimetta Cabin / Avalon Cabin (rates for 4 people, max occupancy 4 people) - Sunday - Thursday	per night	\$237.00	Yes	Market Based Pricing
Low season - Lakeview Villa (rates for 4 people, max occupancy 4 people) - Sunday - Thursday	per night	\$294.00	Yes	Market Based Pricing
Low season - Standard Studio Cabin (rates for 2 people, max occupancy 2 people) - Friday - Saturday	per night	\$182.00	Yes	Market Based Pricing
Low season - Bunkhouse (rates for 4 people, max occupancy 4 people) - Friday - Saturday	per night	\$186.00	Yes	Market Based Pricing
Low season - Studio Cabin (rates for 2 people, max occupancy 2 people) - Friday - Saturday	per night	\$194.00	Yes	Market Based Pricing
Low season - Bungalow / Collaroy Cabin (rates for 4 people, max occupancy 5 people) - Friday - Saturday	per night	\$285.00	Yes	Market Based Pricing
Low season - Avalon Cabin (rates for 4 people, max occupancy 4 people) - Friday - Saturday	per night	\$311.00	Yes	Market Based Pricing
Low season - Narrabeen Cabin (rates for 4 people, max occupancy 6 people) - Friday - Saturday	per night	\$311.00	Yes	Market Based Pricing
Low season - Palm Cabin (rates for 4 people, max occupancy 5 people) - Friday - Saturday	per night	\$311.00	Yes	Market Based Pricing
Low season - Turimetta Cabin / Avalon Cabin (rates for 4 people, max occupancy 4 people) - Friday - Saturday	per night	\$311.00	Yes	Market Based Pricing
Low season - Lakeview Villa (rates for 4 people, max occupancy 4 people) - Friday - Saturday	per night	\$363.00	Yes	Market Based Pricing
Low season - Site Extras- children (4-15 years)	per week	\$56.00	Yes	Market Based Pricing
Low season - Site Extras - adults (16 years and over)	per week	\$105.00	Yes	Market Based Pricing
Low season - Villa/Cabin Extras - children (4 - 15 years)	per week	\$133.00	Yes	Market Based Pricing
Low season - Villa/Cabin Extras - adults (16 years and over)	per week	\$168.00	Yes	Market Based Pricing
Low season - Unpowered Tent Only Site (Small Sites) (rates for 2 people, max occupancy 2 people)	per week	\$331.00	Yes	Market Based Pricing
Low season - Powered Site (North, South, Tent) (rates for 2 people, max occupancy 6 people)	per week	\$416.00	Yes	Market Based Pricing
Low season - Ensuite Site (rates for 2 people, max occupancy 6 people)	per week	\$554.00	Yes	Market Based Pricing
Low season - Ensuite Site (rates for 2 people, max occupancy 2 people)	per week	\$554.00	Yes	Market Based Pricing
Low season - Bunkhouse (rates for 4 people, max occupancy 4 people)	per week	\$1,160.00	Yes	Market Based Pricing
Low season - Studio Cabin (rates for 2 people, max occupancy 2 people)	per week	\$1,205.00	Yes	Market Based Pricing
Low season - Bungalow / Collaroy Cabin (rates for 4 people, max occupancy 5 people)	per week	\$1,651.00	Yes	Market Based Pricing
Low season - Avalon Cabin (rates for 4 people, max occupancy 4 people)	per week	\$1,806.00	Yes	Market Based Pricing
Low season - Narrabeen Cabin (rates for 4 people, max occupancy 6 people)	per week	\$1,806.00	Yes	Market Based Pricing
Low season - Palm Cabin (rates for 4 people, max occupancy 5 people)	per week	\$1,806.00	Yes	Market Based Pricing
Low season - Turimetta Cabin / Avalon Cabin (rates for 4 people, max occupancy 4 people)	per week	\$1,806.00	Yes	Market Based Pricing
Low season - Lakeview Villa (rates for 4 people, max occupancy 4 people)	per week	\$2,199.00	Yes	Market Based Pricing

Fee	Units	2023 - 2024 Fee \$	GST Applicable	Pricing Methodology
Sydney Lakeside Holiday Park - Accommodation - Mid Season				
Mid season - Avalon Cabin (rates for 4 people, max occupancy 4 people)	per week	\$2,153.00	Yes	Market Based Pricing
Mid season - Avalon Cabin (rates for 4 people, max occupancy 4 people) - Friday - Saturday	per night	\$358.00	Yes	Market Based Pricing
Mid season - Avalon Cabin (rates for 4 people, max occupancy 4 people) - Sunday - Thursday	per night	\$288.00	Yes	Market Based Pricing
Mid season - Bungalow / Collaroy Cabin (rates for 4 people, max occupancy 5 people)	per week	\$1,990.00	Yes	Market Based Pricing
Mid season - Bungalow / Collaroy Cabin (rates for 4 people, max occupancy 5 people) - Sunday - Thursday	per night	\$265.00	Yes	Market Based Pricing
Mid season - Bungalow / Collaroy Cabin (rates for 4 people, max occupancy 5 people) - Friday - Saturday	per night	\$334.00	Yes	Market Based Pricing
Mid season - Bunkhouse (rates for 4 people, max occupancy 4 people)	per week	\$1,448.00	Yes	Market Based Pricing
Mid season - Bunkhouse (rates for 4 people, max occupancy 4 people) - Friday - Saturday	per night	\$227.00	Yes	Market Based Pricing
Mid season - Bunkhouse (rates for 4 people, max occupancy 4 people) - Sunday - Thursday	per night	\$199.00	Yes	Market Based Pricing
Mid season - Lakeview Villa (rates for 4 people, max occupancy 4 people)	per week	\$2,489.00	Yes	Market Based Pricing
Mid season - Lakeview Villa (rates for 4 people, max occupancy 4 people) - Friday - Saturday	per night	\$405.00	Yes	Market Based Pricing
Mid season - Lakeview Villa (rates for 4 people, max occupancy 4 people) - Sunday - Thursday	per night	\$336.00	Yes	Market Based Pricing
Mid season - Ensuite Site (rates for 2 people, max occupancy 6 people)	per week	\$647.00	Yes	Market Based Pricing
Mid season - Ensuite Site (rates for 2 people, max occupancy 6 people)	per night	\$92.00	Yes	Market Based Pricing
Mid season - Narrabeen Cabin (rates for 4 people, max occupancy 6 people)	per week	\$2,153.00	Yes	Market Based Pricing
Mid season - Narrabeen Cabin (rates for 4 people, max occupancy 6 people) - Friday - Saturday	per night	\$358.00	Yes	Market Based Pricing
Mid season - Narrabeen Cabin (rates for 4 people, max occupancy 6 people) - Sunday - Thursday	per night	\$288.00	Yes	Market Based Pricing
Mid season - Palm Cabin (rates for 4 people, max occupancy 5 people)	per week	\$2,153.00	Yes	Market Based Pricing
Mid season - Palm Cabin (rates for 4 people, max occupancy 5 people) - Friday - Saturday	per night	\$358.00	Yes	Market Based Pricing
Mid season - Palm Cabin (rates for 4 people, max occupancy 5 people) - Sunday - Thursday	per night	\$288.00	Yes	Market Based Pricing
Mid season - Powered Site (North, South, Tent) (rates for 2 people, max occupancy 6 people)	per night	\$73.00	Yes	Market Based Pricing
Mid season - Powered Site (North, South, Tent) (rates for 2 people, max occupancy 6 people)	per week	\$508.00	Yes	Market Based Pricing
Mid season - Site Extras - adults (16 years and over)	per night	\$15.00	Yes	Market Based Pricing
Mid season - Site Extras - adults (16 years and over)	per week	\$105.00	Yes	Market Based Pricing
Mid season - Site Extras- children (4-15 years)	per night	\$8.00	Yes	Market Based Pricing
Mid season - Site Extras- children (4-15 years)	per week	\$56.00	Yes	Market Based Pricing
Mid season - Standard Studio Cabin (rates for 2 people, max occupancy 2 people)	per week	\$1,415.00	Yes	Market Based Pricing
Mid season - Standard Studio Cabin (rates for 2 people, max occupancy 2 people) - Friday - Saturday	per night	\$224.00	Yes	Market Based Pricing
Mid season - Standard Studio Cabin (rates for 2 people, max occupancy 2 people) - Sunday - Thursday	per night	\$193.00	Yes	Market Based Pricing
Mid season - Turimetta Cabin / Avalon Cabin (rates for 4 people, max occupancy 4 people)	per week	\$2,153.00	Yes	Market Based Pricing
Mid season - Turimetta Cabin / Avalon Cabin (rates for 4 people, max occupancy 4 people) - Friday - Saturday	per night	\$358.00	Yes	Market Based Pricing
Mid season - Turimetta Cabin / Avalon Cabin (rates for 4 people, max occupancy 4 people) - Sunday - Thursday	per night	\$288.00	Yes	Market Based Pricing
Mid season - Unpowered Tent Only Site (Small Sites) (rates for 2 people, max occupancy 2 people)	per night	\$57.00	Yes	Market Based Pricing
Mid season - Unpowered Tent Only Site (Small Sites) (rates for 2 people, max occupancy 2 people)	per week	\$400.00	Yes	Market Based Pricing
Mid season - Villa/Cabin Extras - adults (16 years and over)	per night	\$24.00	Yes	Market Based Pricing
Mid season - Villa/Cabin Extras - adults (16 years and over)	per week	\$168.00	Yes	Market Based Pricing
Mid season - Villa/Cabin Extras - children (4 - 15 years)	per night	\$19.00	Yes	Market Based Pricing
Mid season - Villa/Cabin Extras - children (4 - 15 years)	per week	\$133.00	Yes	Market Based Pricing

Fee	Units	2023 - 2024 Fee \$	GST Applicable	Pricing Methodology
Sydney Lakeside Holiday Park - Accommodation - Premium Season				
Premium season - Unpowered Tent Only Site (Small Sites) (rates for 2 people, max occupancy 2 people)	per day	\$90.00	Yes	Market Based Pricing
Premium season - Powered Site (North, South, Tent) (rates for 2 people, max occupancy 6 people)	per day	\$110.00	Yes	Market Based Pricing
Premium season - Site Extras- children (4-15 years)	per day	\$8.00	Yes	Market Based Pricing
Premium season - Site Extras - adults (16 years and over)	per day	\$15.00	Yes	Market Based Pricing
Premium season - Villa/Cabin Extras - children (4 - 15 years)	per day	\$19.00	Yes	Market Based Pricing
Premium season - Villa/Cabin Extras - adults (16 years and over)	per day	\$24.00	Yes	Market Based Pricing
Premium season - Ensuite Site (rates for 2 people, max occupancy 6 people)	per day	\$129.00	Yes	Market Based Pricing
Premium season - Standard Studio Cabin (rates for 2 people, max occupancy 2 people) - Sunday - Thursday	per day	\$260.00	Yes	Market Based Pricing
Premium season - Studio Cabin (rates for 2 people, max occupancy 2 people) - Sunday - Thursday	per day	\$264.00	Yes	Market Based Pricing
Premium season - Bunkhouse (rates for 4 people, max occupancy 4 people) - Sunday - Thursday	per day	\$270.00	Yes	Market Based Pricing
Premium season - Bungalow / Collaroy Cabin (rates for 4 people, max occupancy 5 people) - Sunday - Thursday	per day	\$454.00	Yes	Market Based Pricing
Premium season - Avalon Cabin (rates for 4 people, max occupancy 4 people) - Sunday - Thursday	per day	\$497.00	Yes	Market Based Pricing
Premium season - Narrabeen Cabin (rates for 4 people, max occupancy 6 people) - Sunday - Thursday	per day	\$497.00	Yes	Market Based Pricing
Premium season - Palm Cabin (rates for 4 people, max occupancy 5 people) - Sunday - Thursday	per day	\$497.00	Yes	Market Based Pricing
Premium season - Turimetta Cabin / Avalon Cabin (rates for 4 people, max occupancy 4 people) - Sunday - Thursday	per day	\$497.00	Yes	Market Based Pricing
Premium season - Lakeview Villa (rates for 4 people, max occupancy 4 people) - Sunday - Thursday	per day	\$590.00	Yes	Market Based Pricing
Premium season - Standard Studio Cabin (rates for 2 people, max occupancy 2 people) - Friday - Saturday	per day	\$260.00	Yes	Market Based Pricing
Premium season - Studio Cabin (rates for 2 people, max occupancy 2 people) - Friday - Saturday	per day	\$274.00	Yes	Market Based Pricing
Premium season - Bunkhouse (rates for 4 people, max occupancy 4 people) - Friday - Saturday	per day	\$270.00	Yes	Market Based Pricing
Premium season - Bungalow / Collaroy Cabin (rates for 4 people, max occupancy 5 people) - Friday - Saturday	per day	\$454.00	Yes	Market Based Pricing
Premium season - Avalon Cabin (rates for 4 people, max occupancy 4 people) - Friday - Saturday	per day	\$497.00	Yes	Market Based Pricing
Premium season - Narrabeen Cabin (rates for 4 people, max occupancy 6 people) - Friday - Saturday	per day	\$497.00	Yes	Market Based Pricing
Premium season - Palm Cabin (rates for 4 people, max occupancy 5 people) - Friday - Saturday	per day	\$497.00	Yes	Market Based Pricing
Premium season - Turimetta Cabin / Avalon Cabin (rates for 4 people, max occupancy 4 people) - Friday - Saturday	per day	\$497.00	Yes	Market Based Pricing
Premium season - Lakeview Villa (rates for 4 people, max occupancy 4 people) - Friday - Saturday	per day	\$590.00	Yes	Market Based Pricing
Premium season - Site Extras- children (4-15 years)	per week	\$56.00	Yes	Market Based Pricing
Premium season - Site Extras - adults (16 years and over)	per week	\$105.00	Yes	Market Based Pricing
Premium season - Villa/Cabin Extras - children (4 - 15 years)	per week	\$133.00	Yes	Market Based Pricing
Premium season - Villa/Cabin Extras - adults (16 years and over)	per week	\$168.00	Yes	Market Based Pricing
Premium season - Unpowered Tent Only Site (Small Sites) (rates for 2 people, max occupancy 2 people)	per week	\$628.00	Yes	Market Based Pricing
Premium season - Powered Site (North, South, Tent) (rates for 2 people, max occupancy 6 people)	per week	\$773.00	Yes	Market Based Pricing
Premium season - Ensuite Site (rates for 2 people, max occupancy 6 people)	per week	\$902.00	Yes	Market Based Pricing
Premium season - Standard Studio Cabin (rates for 2 people, max occupancy 2 people)	per week	\$1,823.00	Yes	Market Based Pricing
Premium season - Bunkhouse (rates for 4 people, max occupancy 4 people)	per week	\$1,890.00	Yes	Market Based Pricing
Premium season - Studio Cabin (rates for 2 people, max occupancy 2 people)	per week	\$1,915.00	Yes	Market Based Pricing
Premium season - Bungalow / Collaroy Cabin (rates for 4 people, max occupancy 5 people)	per week	\$3,175.00	Yes	Market Based Pricing
Premium season - Avalon Cabin (rates for 4 people, max occupancy 4 people)	per week	\$3,478.00	Yes	Market Based Pricing
Premium season - Narrabeen Cabin (rates for 4 people, max occupancy 6 people)	per week	\$3,478.00	Yes	Market Based Pricing
Premium season - Palm Cabin (rates for 4 people, max occupancy 5 people)	per week	\$3,478.00	Yes	Market Based Pricing
Premium season - Turimetta Cabin / Avalon Cabin (rates for 4 people, max occupancy 4 people)	per week	\$3,478.00	Yes	Market Based Pricing
Premium season - Lakeview Villa (rates for 4 people, max occupancy 4 people)	per week	\$4,133.00	Yes	Market Based Pricing

Fee	Units	2023 - 2024 Fee \$	GST Applicable	Pricing Methodology
Sydney Lakeside Holiday Park - Discounts Available				
Discount of 10% on group bookings of 10 or more cabins/sites and discount of 15%, for group bookings of 15 or more cabins/sites may be available at Management discretion (dependent upon season and occupancy)	per booking	up to 15% discount	Yes	Partial Cost Recovery
Extenuating circumstances affecting the amenity and enjoyment of the site (at Manager's discretion)	per instance	up to 50% discount	Yes	Partial Cost Recovery
Marketing and/or promotional offer	per instance	up to 100% discount	Yes	Partial Cost Recovery
Discount depending on occupancy levels	per night	up to 15% discount	Yes	Partial Cost Recovery
Sydney Lakeside Holiday Park - Permanent Residents				
Application for modifications to existing dwelling or installation of new moveable home	each	\$330.00	No	Full Cost Recovery
Bond to cover damage costs due to installation of new dwellings or renovations to existing dwellings	per approval	5% of value of works or min \$2,500	No	Full Cost Recovery
Telecommunications facility on Council controlled land				
Microwave or Wi-Fi antenna, small street cabinet, small cell installation or similar installation on Council's land, light pole or building etc. single user only, no co-user fee	per year	\$10,402.00	Yes	Rate of Return Pricing (IRR)
Installation of equipment on a Council building - rental to install equipment on a Council building, this rental excludes any equipment shelter	per year	\$52,156.00	Yes	Rate of Return Pricing (IRR)
Pole rental - rental for access for antennae on existing Council owned pole/small structure light pole etc., no co-user fee	per year	\$13,413.00	Yes	Rate of Return Pricing (IRR)
Typical site - co-user charge (i.e. another carrier within the existing lease area)	per year	\$26,078.00	Yes	Rate of Return Pricing (IRR)
Co-user charge (i.e. another carrier within the existing lease area)	per year	\$26,078.00	Yes	Rate of Return Pricing (IRR)
Typical site - small equipment cabinets or site for monopole	per year	\$52,156.00	Yes	Rate of Return Pricing (IRR)
High impact site - co-user charge (i.e. another carrier within the existing lease area)	per year	\$37,257.00	Yes	Rate of Return Pricing (IRR)
High impact site - additional rental for small shelter adjoining a large tower	per year	\$37,257.00	Yes	Rate of Return Pricing (IRR)
High impact site - large shelter, monopole or tower	per year	\$74,509.00	Yes	Rate of Return Pricing (IRR)

Fee	Units	2023 - 2024 Fee \$	GST Applicable	Pricing Methodology
Warringah Recreation Centre				
Futsal: ball hire	per hour	\$5.00	Yes	Partial Cost Recovery
Futsal: court - pre-school group per child (minimum 10 players)	per child	\$2.50	Yes	Partial Cost Recovery
Futsal: court - school holiday program group per court	per hour	\$31.70	Yes	Partial Cost Recovery
Futsal: court - school group per court	per hour	\$37.90	Yes	Partial Cost Recovery
Futsal: casual court hire (7:00AM to 5:00PM)	per hour	\$59.00	Yes	Partial Cost Recovery
Futsal: casual court hire (5:00PM to 9:00PM)	per hour	\$75.00	Yes	Partial Cost Recovery
Futsal: casual court hire (weekends)	per hour	\$75.00	Yes	Partial Cost Recovery
Futsal: permanent court hire (7:00AM to 5:00PM)	per hour	\$54.00	Yes	Partial Cost Recovery
Futsal: permanent court hire (5:00PM to 9:00PM)	per hour	\$64.00	Yes	Partial Cost Recovery
Squash: racquet hire	per hour	\$5.00	Yes	Partial Cost Recovery
Squash: school group - per child	per hour	\$8.00	Yes	Partial Cost Recovery
Squash: casual court hire (7:00AM to 5:00PM)	per half hour	\$17.00	Yes	Partial Cost Recovery
Squash: casual court hire (7:00AM to 5:00PM)	per hour	\$17.00	Yes	Partial Cost Recovery
Squash: casual court hire (5:00PM to 9:00PM)	per half hour	\$22.00	Yes	Partial Cost Recovery
Squash: casual court hire (5:00PM to 9:00PM)	per hour	\$22.00	Yes	Partial Cost Recovery
Squash: casual court hire (weekends)	per half hour	\$22.00	Yes	Partial Cost Recovery
Squash: casual court hire (weekends)	per hour	\$22.00	Yes	Partial Cost Recovery
Squash: permanent court hire (7:00AM to 5:00PM)	per hour	\$30.00	Yes	Partial Cost Recovery
Squash: permanent court hire (5:00PM to 9:00PM)	per hour	\$32.00	Yes	Partial Cost Recovery
Squash: coaching rate (includes court hire)	per hour	\$75.00	Yes	Partial Cost Recovery
Tennis: racquet hire	per hire	\$5.00	Yes	Partial Cost Recovery
Tennis: school group - per court (court hire only)	per hour	\$21.00	Yes	Partial Cost Recovery
Tennis: school group coaching - per person (includes court hire)	per hour	\$6.00	Yes	Partial Cost Recovery
Tennis: casual court hire (7:00AM to 5:00PM)	per hour	\$24.30	Yes	Partial Cost Recovery
Tennis: casual court hire (5:00PM to 9:00PM)	per half hour	\$27.50	Yes	Partial Cost Recovery
Tennis: casual court hire (weekends)	per hour	\$27.50	Yes	Partial Cost Recovery
Tennis: permanent court hire (7:00AM to 5:00PM)	per hour	\$22.10	Yes	Partial Cost Recovery
Tennis: permanent court hire (05:00PM to 09:00PM)	per hour	\$24.30	Yes	Partial Cost Recovery
Tennis: private coaching (includes court hire) - minimum 10 players	per hour	\$79.00	Yes	Partial Cost Recovery
Waste Management & Cleansing				
Avalon Car Boot Sale				
Stallholder fee	per stall	\$58.00	Yes	Partial Cost Recovery
Bags to Riches Travelling Flea Market				
Stallholder fee	per stall	\$16.70	Yes	Partial Cost Recovery
Domestic Waste Management Service Charge				
Waste availability charge	per annum	\$113.00	No	Full Cost Recovery
Standard Domestic Waste Service Charge	per annum	\$555.00	No	Full Cost Recovery

Fee	Units	2023 - 2024 Fee \$	GST Applicable	Pricing Methodology
Domestic Waste Management Service Charge - Additional Services				
Additional 80L volume red lid rubbish service (cap of 3 additional red lid bins per household or strata complex)	per annum	\$309.00	No	Full Cost Recovery
First additional 140L blue lid recycling service	per annum	\$34.00	No	Full Cost Recovery
First additional 140L yellow lid recycling service	per annum	\$34.00	No	Full Cost Recovery
Subsequent additional 140L blue lid recycling service	per annum	\$116.00	No	Full Cost Recovery
Subsequent additional 140L yellow lid recycling service	per annum	\$116.00	No	Full Cost Recovery
Third or Fourth green lid vegetation (cap of 4 per household)	per annum	\$34.00	No	Full Cost Recovery
Wheelie bin extension handle/tow hitch	each	\$40.00	No	Full Cost Recovery
Domestic Waste Management Service Charge - Clean Up and Contamination - Cost Recovery				
Clean up contaminated or excessive booked bulky goods collection in excess of the permitted 3 cubic metres	per cubic metre	\$81.40 per excess cubic metre	No	Full Cost Recovery
Empty contaminated bin	per bin	\$33.50	No	Full Cost Recovery
Clean up excessive or incorrectly presented waste	per instance	\$211.70 per hour + cost recovery on landfill disposal charges	No	Full Cost Recovery
Litterbin Services				
Deliver and remove bins (excludes emptying the bin) - 240 litre bin	per bin	\$11.50	Yes	Full Cost Recovery
Deliver and remove bins (excludes emptying the bin) - 660 litre bin	per bin	\$11.50	Yes	Full Cost Recovery
Deliver and remove bins (excludes emptying the bin) - 1,100 litre bin	per bin	\$11.50	Yes	Full Cost Recovery
Deliver and remove bins (excludes emptying the bin) - 1,500 litre bin	per bin	\$73.00	Yes	Full Cost Recovery
Deliver and remove bins (excludes emptying the bin) - 3,000 litre bin	per bin	\$85.00	Yes	Full Cost Recovery
Deliver and remove bins (excludes emptying the bin) - 4,000 litre bin	per bin	\$107.00	Yes	Full Cost Recovery
Deliver and remove bins (excludes emptying the bin) - 10,000 litre bin	per bin	\$252.00	Yes	Full Cost Recovery
Empty bins at functions and events - 240 litre bin - includes tipping and disposal	per bin	\$16.50	Yes	Full Cost Recovery
Empty bins at functions and events - 660 litre bin - includes tipping and disposal	per bin	\$87.00	Yes	Full Cost Recovery
Empty bins at functions and events - 1,100 litre bin (tipping and disposal costs may apply)	per bin	\$136.00	Yes	Full Cost Recovery
Empty bins at functions and events - 1,500 litre bin (tipping and disposal costs may apply)	per bin	\$161.00	Yes	Full Cost Recovery
Empty bins at functions and events - 3,000 litre bin (tipping and disposal costs may apply)	per bin	\$319.00	Yes	Full Cost Recovery
Empty bins at functions and events - 4,000 litre bin (tipping and disposal costs may apply)	per bin	\$414.00	Yes	Full Cost Recovery
Empty bins at functions and events - 10,000 litre bin (tipping and disposal costs may apply)	per bin	\$1,050.00	Yes	Full Cost Recovery
Tipping and Disposal	per bin	At cost	Yes	Full Cost Recovery

Fee	Units	2023 - 2024 Fee \$	GST Applicable	Pricing Methodology
Recreation Business				
Manly Andrew Boy Charlton Aquatic Centre - Admission				
Children under 4 years, TPI, school teachers in charge of school groups	per session	Zero	No	Free (Zero Cost Recovery)
Spectator	per session	\$4.20	Yes	Market Based Pricing
Spectator to swimmer upgrade	each	\$5.00	Yes	Market Based Pricing
Swim - Child (4-17yrs) /Concession	per session	\$7.20	Yes	Market Based Pricing
Swim - Student	each	\$7.20	Yes	Market Based Pricing
Swim - Adult	per session	\$9.20	Yes	Market Based Pricing
Swim - Family (A family is a maximum of 5 members of one immediate family)	per session	\$27.90	Yes	Market Based Pricing
Swim - Family Concession (A family is a maximum of 5 members of one immediate family)	per session	\$22.30	Yes	Market Based Pricing
Additional family member entry	each	\$4.00	Yes	Market Based Pricing
Swim, spa, steam, sauna combo (entry fee additional)	per session	\$5.60	Yes	Market Based Pricing
Swim, spa, steam, sauna combo Concession (entry fee additional)	per session	\$4.50	Yes	Market Based Pricing
All access casual visit - Adult	per session	\$28.00	Yes	Market Based Pricing
All access casual visit - Concession	per session	\$23.80	Yes	Market Based Pricing
Crèche (1.5 hours)	per child	\$6.50	Yes	Market Based Pricing
Crèche (1.5 hours) member 1st child	per 1.5 hrs	\$3.20	Yes	Partial Cost Recovery
Crèche 10 visit pass	each	\$58.50	Yes	Market Based Pricing
Pool inflatable - casual entry upgrade	each	\$2.50	Yes	Market Based Pricing
Manly Andrew Boy Charlton Aquatic Centre - Carnival Packages				
School carnivals 25m outdoor pool - hourly rate whole pool (handheld)	per hour	\$322.00	Yes	Partial Cost Recovery
School carnivals 25m indoor pool - hourly rate whole pool (handheld)	per hour	\$430.00	Yes	Partial Cost Recovery
School carnivals 25m outdoor pool - hourly rate whole pool (touchpad)	per hour	\$379.00	Yes	Partial Cost Recovery
School carnivals 25m indoor pool - hourly rate whole pool (touchpad)	per hour	\$488.00	Yes	Partial Cost Recovery
School carnivals 50m pool - hourly rate whole pool (handheld)	per hour	\$637.00	Yes	Partial Cost Recovery
School carnivals 50m pool - hourly rate whole pool (touchpad)	per hour	\$746.00	Yes	Partial Cost Recovery
Manly Andrew Boy Charlton Aquatic Centre - Commercial Hire Filming				
Staff member filming	per hour	\$65.00	Yes	Full Cost Recovery
Staff member filming after hours	per hour	\$113.00	Yes	Full Cost Recovery
Filming fees - application fee	each	\$345.00	Yes	Market Based Pricing
Manly Andrew Boy Charlton Aquatic Centre - Fitness Centre				
Casual Fitness Centre visit	per session	\$24.70	Yes	Market Based Pricing
Casual Fitness Centre visit - Concession	per session	\$20.00	Yes	Market Based Pricing
Concession casual group fitness (student/senior/pensioner)	per session	\$20.00	Yes	Market Based Pricing
Group fitness class / aqua class	per session	\$24.70	Yes	Market Based Pricing
Group fitness class / aqua class - Concession	per session	\$20.00	Yes	Market Based Pricing
Rehab 10 visit pass (health providers only)	each	\$97.20	Yes	Market Based Pricing
Health assessment fee	each	\$70.00	Yes	Market Based Pricing

Fee	Units	2023 - 2024 Fee \$	GST Applicable	Pricing Methodology
1 x 60 minute personal training session	each	\$98.00	Yes	Market Based Pricing
5 x 60 minute personal training session	each	\$445.00	Yes	Market Based Pricing
10 x 60 minute personal training session	each	\$808.00	Yes	Market Based Pricing
Manly Andrew Boy Charlton Aquatic Centre - Memberships				
6 month Swim Membership Concession - renewal only	per half season	\$269.00	Yes	Market Based Pricing
6 month Swim Membership Adult - renewal only	per half season	\$455.00	Yes	Market Based Pricing
6 Month Swim Only Family Membership (a family is a maximum of 5 members of one immediate family) - renewal only	per half season	\$665.00	Yes	Market Based Pricing
12 month Swim Membership Concession - renewal only	per season	\$490.00	Yes	Market Based Pricing
12 month Swim Membership Adult - renewal only	per season	\$785.00	Yes	Market Based Pricing
12 Month Swim Only Family Membership (a family is a maximum of 5 members of one immediate family) - renewal only	per season	\$1,240.00	Yes	Market Based Pricing
12 month Fitness Centre Membership Adult	each	\$1,508.00	Yes	Market Based Pricing
12 month Fitness Centre Membership - Concession	each	\$1,331.20	Yes	Market Based Pricing
12 month Family Membership for 2 members with access to all aquatic centre facilities conditions apply	each	\$2,641.60	Yes	Market Based Pricing
12 month Family Membership for 3 members access to all aquatic centre facilities conditions apply	each	\$2,818.40	Yes	Market Based Pricing
12 month Family Membership for 4 members with access to all aquatic centre facilities conditions apply	each	\$2,974.40	Yes	Market Based Pricing
12 month Family Membership for 5 members with access to all aquatic centre facilities conditions apply	each	\$3,182.40	Yes	Market Based Pricing
Membership replacement card fee	each	\$11.50	Yes	Full Cost Recovery
Manly Andrew Boy Charlton Aquatic Centre - Multi Centre Swim Only Memberships - Includes unlimited access to Manly Andrew Boy Charlton Aquatic Centre and Warringah Aquatic Centre				
6 month Swim Membership Concession	per half season	\$413.00	Yes	Market Based Pricing
6 month Swim Membership Adult	per half season	\$551.00	Yes	Market Based Pricing
6 Month Swim Only Family Membership (a family is a maximum of 5 members of one immediate family)	per half season	\$1,162.00	Yes	Market Based Pricing
12 month Swim Membership Concession	per season	\$608.00	Yes	Market Based Pricing
12 month Swim Membership Adult	per season	\$810.00	Yes	Market Based Pricing
12 Month Swim Only Family Membership (a family is a maximum of 5 members of one immediate family)	per season	\$1,708.00	Yes	Market Based Pricing
Manly Andrew Boy Charlton Aquatic Centre - Multi-Visit Passes				
10 pass entry card swim only Concession	each	\$64.80	Yes	Market Based Pricing
10 pass Adult entry card swim only	each	\$82.80	Yes	Market Based Pricing
20 pass entry card swim only Concession	each	\$129.60	Yes	Market Based Pricing
20 pass Adult entry card swim only	each	\$165.60	Yes	Market Based Pricing
10 visit pass Fitness Centre - Adult	each	\$222.30	Yes	Market Based Pricing
10 visit pass Fitness Centre - Concession	each	\$180.00	Yes	Market Based Pricing
10 visit pass group fitness - Adult	each	\$222.30	Yes	Market Based Pricing
10 visit pass group fitness - Concession	each	\$180.00	Yes	Market Based Pricing
20 visit pass Fitness Centre - Adult	each	\$444.60	Yes	Market Based Pricing
20 visit pass group fitness Concession	each	\$360.00	Yes	Market Based Pricing
10 visit swim, spa, steam/sauna Concession	each	\$105.30	Yes	Market Based Pricing
10 visit Adult swim, spa, steam/sauna	each	\$133.20	Yes	Market Based Pricing

Fee	Units	2023 - 2024 Fee \$	GST Applicable	Pricing Methodology
Manly Andrew Boy Charlton Aquatic Centre - Other Charges				
Locker hire - single use	per session	\$2.00	Yes	Full Cost Recovery
Locker hire - 6 months	per half year	\$46.50	Yes	Full Cost Recovery
Locker hire - 12 months	per year	\$93.00	Yes	Full Cost Recovery
Student program schools - 30 minute lesson	per student	\$12.00	No	Partial Cost Recovery
Student program schools - 45 minute lesson	per student	\$13.70	No	Partial Cost Recovery
Room hire crèche	per hour	\$46.00	Yes	Full Cost Recovery
Room hire group fitness room	per hour	\$105.00	Yes	Full Cost Recovery
Lifeguard hire	per hour	\$65.00	Yes	Full Cost Recovery
Cleaning fee	per hour	\$201.00	Yes	Full Cost Recovery
Manly Andrew Boy Charlton Aquatic Centre - Pool Hire				
25 metre indoor pool - schools, registered sporting and swimming clubs - per hour per lane 50% discount	per hour per lane	\$31.15	Yes	Partial Cost Recovery
Indoor program pool - commercial, private, social group	per hour per lane	\$34.20	Yes	Full Cost Recovery
25 metre indoor pool - commercial, private, social group	per hour per lane	\$62.30	Yes	Full Cost Recovery
25 metre pool registered foundation swimming clubs	per hour per lane	\$17.70	Yes	Partial Cost Recovery
25 metre outdoor pool - schools, registered sporting and swimming clubs - per hour per lane 50% discount	per hour per lane	\$23.50	Yes	Partial Cost Recovery
25 metre outdoor pool corporate, commercial, private, social group	per hour per lane	\$47.00	Yes	Full Cost Recovery
25 metre outdoor pool - schools, registered sporting and swimming clubs - hourly rate whole pool	per hour per lane	\$120.00	Yes	Partial Cost Recovery
25 metre outdoor pool - after hours pool hire - hourly rate whole pool (entry fee additional) schools, registered sporting and swimming clubs - 50% discount	per hour	\$120.00	Yes	Partial Cost Recovery
25 metre outdoor pool - after hours pool hire - hourly rate whole pool	per hour	\$240.00	Yes	Full Cost Recovery
50 metre pool registered foundation swimming clubs	per hour per lane	\$35.50	Yes	Partial Cost Recovery
50 metre outdoor pool - schools, registered sporting and swimming clubs - per hour per lane 50% discount	per hour per lane	\$49.10	Yes	Partial Cost Recovery
50 metre outdoor pool corporate, commercial, private, social group	per hour per lane	\$98.20	Yes	Full Cost Recovery
50 metre outdoor pool - after hours pool hire - hourly rate whole pool (entry fee additional) schools, registered sporting and swimming clubs - 50% discount	per hour	\$137.80	Yes	Partial Cost Recovery
50 metre outdoor pool - after hours pool hire - hourly rate whole pool (entry fee additional)	per hour	\$275.60	Yes	Full Cost Recovery
Manly Andrew Boy Charlton Aquatic Centre - Recreation Program				
Birthday party with inflatable	per child	\$28.50	Yes	Market Based Pricing

Fee	Units	2023 - 2024 Fee \$	GST Applicable	Pricing Methodology
Manly Andrew Boy Charlton Aquatic Centre - Swim Programs				
School holiday intensive swim program - per child, per day	per day	\$22.50	No	Market Based Pricing
Learn To Swim child, concession direct debit (paid fortnightly)	each	\$45.00	No	Market Based Pricing
Learn To Swim adult direct debit (paid fortnightly)	each	\$48.00	No	Market Based Pricing
Squads 1 x session (paid fortnightly)	per fortnight	\$44.00	Yes	Full Cost Recovery
Squads 2 x session (paid fortnightly)	per fortnight	\$66.00	Yes	Full Cost Recovery
Squads 3 x session (paid fortnightly)	per fortnight	\$75.00	Yes	Full Cost Recovery
Squads 4 x session (paid fortnightly)	per fortnight	\$90.00	Yes	Full Cost Recovery
Elite squads membership	each	\$100.00	Yes	Market Based Pricing
Elite squads swim & fitness membership	each	\$118.00	Yes	Market Based Pricing
Private Learn To Swim lesson - max 2 person - 30 minutes	per session	\$81.00	No	Market Based Pricing
Fit you Squad	each	\$22.20	Yes	Full Cost Recovery
Fit you Squad 10 Visit pass	each	\$199.80	Yes	Full Cost Recovery
Warringah Aquatic Centre - Admission				
Children under 4 years, TPI, school teachers in charge of school groups	per visit	Free	No	Free (Zero Cost Recovery)
Spectator	per entry	\$4.20	Yes	Market Based Pricing
Swim - Child (4-17yrs) /Concession	per session	\$7.20	Yes	Market Based Pricing
Swim - Adult	per session	\$9.20	Yes	Market Based Pricing
Family (a family is a maximum of 5 members of one immediate family) - Concession	per session	\$22.30	Yes	Market Based Pricing
Family (a family is a maximum of 5 members of one immediate family)	per session	\$27.90	Yes	Market Based Pricing
Family weekend pass valid 3 months including public holidays (A family is a maximum of 5 members of one immediate family)	each	\$160.00	Yes	Market Based Pricing
Water polo competition entry (applicable to Monday & Friday night comp only)	per entry	\$7.00	Yes	Market Based Pricing
Warringah Aquatic Centre - Carnival Packages				
Carnival Participant	per entry	\$3.30	Yes	Partial Cost Recovery
Carnivals 25m indoor pool - hourly rate (handheld)	per hour	\$594.00	Yes	Partial Cost Recovery
Carnivals 50m pool - hourly rate whole pool (handheld)	per hour	\$734.00	Yes	Partial Cost Recovery
Carnivals 50m pool - hourly rate whole pool -double ended timing (handheld)	per hour	\$806.00	Yes	Partial Cost Recovery
Carnivals 25m pool - hourly rate (touchpad)	per hour	\$734.00	Yes	Partial Cost Recovery
Carnivals 50m pool - hourly rate whole pool (touchpad)	per hour	\$878.00	Yes	Partial Cost Recovery
Meeting room (carnivals on weekends) not for profit rate	per hour	\$33.30	Yes	Partial Cost Recovery
Scoreboard Operator	per hour	\$65.00	Yes	Partial Cost Recovery
Warringah Aquatic Centre - Commercial Hire Filming				
25m lane in addition to filming fee	per hour	\$184.00	No	Full Cost Recovery
50m lane in addition to filming fee	per hour	\$270.00	No	Full Cost Recovery
Diving Pool in addition to filming fee	per hour	\$325.00	No	Full Cost Recovery
Filming fee	each	\$345.00	No	Market Based Pricing

Fee	Units	2023 - 2024 Fee \$	GST Applicable	Pricing Methodology
Warringah Aquatic Centre - Memberships - Includes unlimited entries during standard operating hours for swimming and all classes				
6 months Membership Concession	each	\$542.00	Yes	Market Based Pricing
6 months Membership Adult	each	\$732.00	Yes	Market Based Pricing
12 months Membership Concession	each	\$808.00	Yes	Market Based Pricing
12 months Membership Adult	each	\$1,045.00	Yes	Market Based Pricing
Warringah Aquatic Centre - Multi Centre Swim Only Memberships - Includes unlimited access to Warringah Aquatic Centre and Manly Andrew Boy Charlton Aquatic Centre				
6 month Swim Membership Concession	each	\$413.00	Yes	Market Based Pricing
6 month Swim Membership Adult	each	\$551.00	Yes	Market Based Pricing
6 Month Swim Only Family Membership (a family is a maximum of 5 members of one immediate family)	each	\$1,162.00	Yes	Market Based Pricing
12 month Swim Membership Concession	each	\$608.00	Yes	Market Based Pricing
12 month Swim Membership Adult	each	\$810.00	Yes	Market Based Pricing
12 Month Swim Only Family Membership (a family is a maximum of 5 members of one immediate family)	each	\$1,708.00	Yes	Market Based Pricing
Warringah Aquatic Centre - Multi-Visit Passes				
Spectator 10 visit	each	\$37.80	Yes	Market Based Pricing
Monthly Swim Only Child pass	each	\$69.70	Yes	Market Based Pricing
Child Swim Only 20 visit	each	\$129.60	Yes	Market Based Pricing
Child Swim Only 50 visit	each	\$306.00	Yes	Market Based Pricing
Adult Swim Only 20 visit - Concession	each	\$129.60	Yes	Market Based Pricing
Adult Swim Only 20 visit	each	\$165.60	Yes	Market Based Pricing
Adult Swim Only 50 visit	each	\$391.00	Yes	Market Based Pricing
Adult 50 Swim Only visit - Concession	each	\$306.00	Yes	Market Based Pricing
12 Month Swim Only Family Membership (a family is a maximum of 5 members of one immediate family)	each	\$1,708.00	Yes	Market Based Pricing
Additional child	each	\$367.00	Yes	Market Based Pricing
Warringah Aquatic Centre - Other Charges				
Lockers	per locker per session	\$1.20	Yes	Full Cost Recovery
Staffing normal hours per person	per hour	\$65.00	Yes	Full Cost Recovery
Special events after hours	per hour	\$119.00	Yes	Full Cost Recovery
Cleaning fee	per hour or part thereof	\$201.00	Yes	Full Cost Recovery

Fee	Units	2023 - 2024 Fee \$	GST Applicable	Pricing Methodology
Warringah Aquatic Centre - Pool Hire				
Schools water polo comp (8x25m) per lane + dive pool	per hour	\$23.40	Yes	Partial Cost Recovery
Organisation/association 25m lane	per hour or part thereof	\$28.10	Yes	Partial Cost Recovery
Organisation/association diving pool	per hour or part thereof	\$37.80	Yes	Partial Cost Recovery
Organisation/association 50m lane	per hour or part thereof	\$57.00	Yes	Partial Cost Recovery
Water polo comp other than schools (8x25m)	per hour per lane	\$28.10	Yes	Partial Cost Recovery
Business/commercial 25m lane	per hour or part thereof	\$57.00	Yes	Full Cost Recovery
Business/commercial diving pool	per hour or part thereof	\$70.00	Yes	Full Cost Recovery
Business/commercial 50m lane	per hour or part thereof	\$113.00	Yes	Full Cost Recovery
Studio/meeting room not for profit normal hours	per hour or part thereof	\$33.30	Yes	Partial Cost Recovery
Studio/meeting room commercial normal hours	per hour or part thereof	\$68.00	Yes	Full Cost Recovery
Warringah Aquatic Centre - Recreation Program				
Casual visit Concession	per person	\$20.00	Yes	Market Based Pricing
Casual visit	per person	\$24.70	Yes	Market Based Pricing
10 visit pass Concession	each	\$180.00	Yes	Market Based Pricing
10 visit pass	each	\$222.30	Yes	Market Based Pricing
Active Seniors Gentle Exercise	per person	\$11.20	Yes	Partial Cost Recovery
Active Seniors Gentle Exercise - 10 visit pass	each	\$100.80	Yes	Partial Cost Recovery
Birthday party with inflatable	per person	\$28.50	Yes	Market Based Pricing
Warringah Aquatic Centre - Swim Program				
Swim assessment	each	\$7.00	Yes	Partial Cost Recovery
Schools	per student	\$12.00	No	Market Based Pricing
Learn to Swim - 1 session per week	per person	\$22.50	No	Market Based Pricing
Learn to Swim refund fee	each	\$27.90	Yes	Full Cost Recovery
Adult Learn to Swim - 30 minute session	per session	\$24.00	No	Market Based Pricing
Adult stroke development - 30 minute session	per session	\$24.00	Yes	Market Based Pricing
Holiday swim programs	per person	\$22.50	No	Market Based Pricing
Holiday dive programs	per person	\$23.00	Yes	Market Based Pricing
Holiday swim clinics - 1 hour	per person	\$32.00	Yes	Market Based Pricing
Holiday swim clinics - package of 5 classes	each	\$144.00	Yes	Market Based Pricing
Holiday activity program - 1 hour	per person	\$12.00	Yes	Market Based Pricing
Swim Fit Concession - 1 hour	per session	\$18.90	Yes	Market Based Pricing
Swim Fit Concession 10 visit pass	each	\$170.10	Yes	Market Based Pricing
Swim Fit - 1 hour	per session	\$22.20	Yes	Market Based Pricing
Swim Fit 10 visit pass	each	\$199.80	Yes	Market Based Pricing
Diving - 1 session per week	per person	\$23.00	Yes	Market Based Pricing
Private Learn to Swim lessons - max 2 person - 30 minutes	per session	\$81.00	No	Market Based Pricing
Card replacement fee	per card	\$11.50	Yes	Full Cost Recovery

Fee	Units	2023 - 2024 Fee \$	GST Applicable	Pricing Methodology
Planning and Place				
Busking Permits				
Junior permit - under 16 years (other than Manly CBD)	per permit	Free	No	Free (Zero Cost Recovery)
Daily permit Manly CBD (Junior - 18 years and under)	per permit	\$17.90	No	Market Based Pricing
Daily permit Manly CBD (Adult)	per permit	\$34.50	No	Market Based Pricing
Monthly permit Manly CBD (7 days per week for 1 month)	per permit	\$60.00	No	Market Based Pricing
Quarterly Permit Manly CBD (7 days per week for 3 months)	per permit	\$136.00	No	Market Based Pricing
Annual permit - over 16 years (other than Manly CBD)	per permit	\$31.20	No	Market Based Pricing
Group busking fee – Manly per quarter (10 people maximum)	per permit	\$136.00	No	Market Based Pricing
Group busking fee – LGA (excluding Manly) per annum (10 people maximum)	per permit	\$31.20	No	Market Based Pricing
Manly Markets				
Manly Arts & Crafts Market	per charge	Plus Stall Fee (25% of participating stall rental fees)	Yes	Market Based Pricing
Manly Arts & Crafts Market	per month	Fixed Fee (per month as per contract)	Yes	Market Based Pricing
Manly Fresh Produce Market	per charge	Plus Stall Fee (20% of participating stall rental fees)	Yes	Market Based Pricing
Manly Fresh Produce Market	per month	Fixed Fee (per month as per contract)	Yes	Market Based Pricing



Long-Term Financial Plan 2023 - 2033

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Executive Summary

The Council's Long-Term Financial Plan (LTFP) is reviewed and updated each year as a rolling 10-year projection of Council's income and expenditure, assets and liabilities and cashflow. Updates have been made and include revised assumptions and indexation along with financial modelling for 2 scenarios.

In recent years the COVID-19 pandemic placed significant pressure on Council's income and expenditure and to a lesser extent events such as storms. This resulted in the re-prioritisation of many programs and capital expenditure projects to ensure Council had the capacity to respond to the pandemic. Rebuilding working capital and focusing on reducing the infrastructure renewal backlog are a priority.

While the 2023/24 budget is balanced and financial performance benchmarks met a number of key factors may challenge our ability to continue to sustain the same level of service:

- the impact of high inflation
- \$3.1 million increase in the Emergency Services Levy; and
- the constraints on rates income under the current rate peg methodology.

The Asset Management Plan (AMP) identifies a level of unfunded works which total \$151 million over 10 years, including \$48 million required to renew existing infrastructure and \$18 million to maintain existing assets. This is further exacerbated by current high inflation and the \$3.1 million per year recurring reduction in the capital expenditure program to fund the increase in the Emergency Services Levy. Further investment in upgrading legacy IT systems is also required.

To deliver the funding needed to progress these projects funding options will need to be explored with the community. The Long-Term Financial Plan explores an alternative scenario to strengthen our position in the future and address the funding gap for the renewal and maintenance of existing assets (\$14 million per year).

The 2 scenarios considered in the LTFP are:

- Scenario 1 'Delivery Program Model' – rates income increases based on the rate peg in each year - this option demonstrates a sound financial position in terms of liquidity and retaining a balanced budget position – however there are flags of an emerging financial sustainability issue especially regarding asset renewal and operating performance. The unfunded items within the Asset Management Plan will not be addressed nor the lag between the rate peg and inflation levels and the impact of the recent increase in the Emergency Services Levy. The operating result is weak, moving from small surpluses to deficits in years where larger projects occur including new software implementation costs (23/24 to 25/26) and elections (24/25, 28/29 and 32/33). This model is consistent with the Delivery Program 2023-2027.
- Scenario 2 'Alternative Model' - rates income increases based on the rate peg in each year with the exception of an additional increase of 7.7% in 2024/25 (year 2) - which results in \$14 million more income in that year (which is retained in future years). The additional income is then utilised to maintain and renew existing assets. This produces a stronger operating result and asset management ratios.

Introduction

The Long-Term Financial Plan forms part of our 10 year Resourcing Strategy, supporting Council's achievement of long-term goals in the Community Strategic Plan 2040. It ensures that we can sustainably deliver our related programs in our Delivery Program and Operational Plan.

What is the Long-Term Financial Plan?

The Long-Term Financial Plan (LTFP) explains how we will deliver services and assets now and in the future.

In forecasting to 2033, we considered a range of economic factors likely to affect our performance and finances and also make assumptions about how levels of service delivery to the community may change over time.

The Long-Term Financial Plan is important because it:

- assesses the financial sustainability of delivering service levels defined in the Delivery Program
- allows the costs of long-term strategic decisions to be quantified and debated
- determines the risk of future strategic directions

- allows scenario testing of different policies and service levels
- enables testing of sensitivity and robustness of key assumptions.

The LTFP has been developed based on fully funding the infrastructure renewal program, as well as additional maintenance costs and depreciation that result from major facilities upgrades.

A key element of the Resourcing Strategy

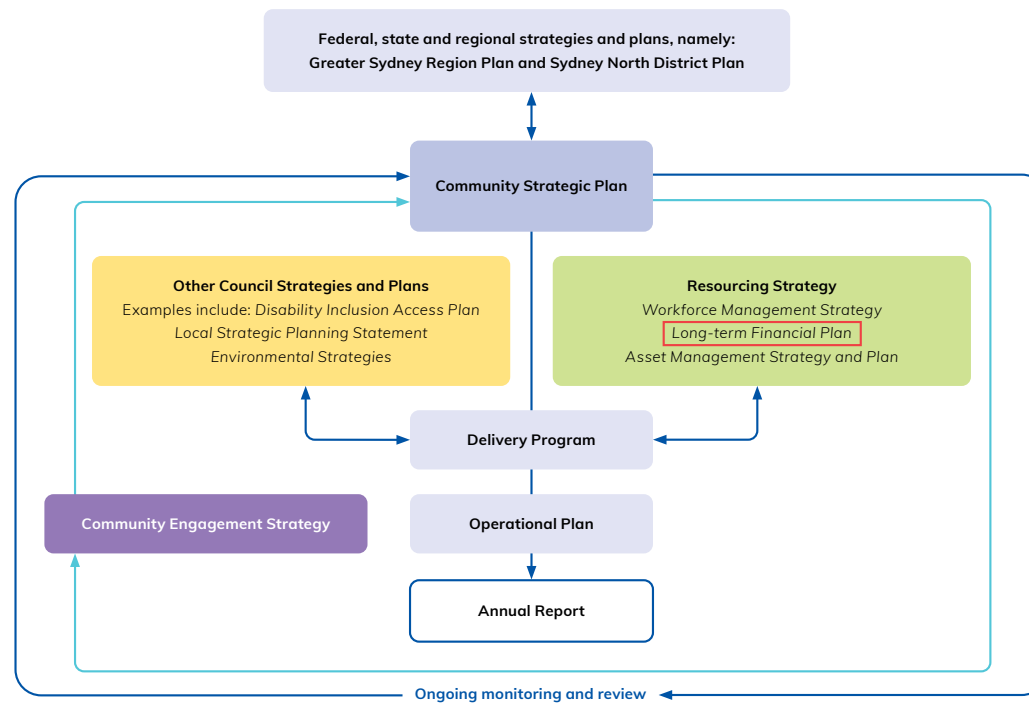
The LTFP is a key part of our 10-year Resourcing Strategy within our integrated planning and reporting framework. The Community Strategic Plan 2040 (CSP) captures our community's long term needs and aspirations. The Resourcing Strategy supports the CSP, by setting out how we will resource what Council provides in a sustainable way. It is made up of three interrelated elements:

- The long-term financial plan enables us to deliver services and build financial resilience to be able to withstand future shocks. It sets out how we will fund commitments such as infrastructure renewal, maintaining services, paying down debt and funding capital projects.
- The workforce management strategy shapes the capacity and capability of our workforce to deliver quality services and outcomes. It sets out priorities for developing and enabling staff.
- Our asset management strategy sets out how we will maintain facilities and assets and create new ones. It covers assets such as land and infrastructure for stormwater, transport, parks and recreation, buildings and is supported by an asset management plan.

The Resourcing Strategy plans ahead, anticipating the changing demographics and needs of our community, along with other trends and challenges that may impact the services we deliver. Together all elements of the Resourcing Strategy ensure our commitments for services and capital works are achievable in our four year Delivery Program and annual Operational Plan.

While other elements of the Resourcing Strategy are reviewed every four years with a new Council, the LTFP and asset management plan are reviewed annually to ensure financial planning for the annual Operational Plan and Budget are sound.

Figure 1
Integrated planning and reporting framework



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Strategic alignment

The community is at the centre of what drives us, starting with the community vision captured in the Community Strategic Plan 2040: Northern Beaches - a safe, diverse, inclusive and connected community that lives in balance with our extraordinary coastal and bushland environment.

This is supported by Council's Purpose:
**Partnering with the community to protect,
improve and create our future.**

The Community Strategic Plan captures our community's goals across environmental, social, economic and civic leadership outcomes. The Long-Term Financial Plan addresses the outcome of Good Governance, specifically Goal 19: 'Our Council is transparent and trusted to make decisions that reflect the values of the community', including our financial planning and accountability.

Our lead strategies and plans set out what Council will do to meet our community's needs and priorities.

They address our functions such as urban planning, environment, transport, community services, arts and events, childcare, libraries, sportsfields, open space and the local economy. These have implications for our service levels as well as resourcing through our finances, facilities and other assets.

The Resourcing Strategy considers these priorities as well as service levels, constraints, external pressures and risks over the coming 10 years. These are factored into the planning for our workforce, assets and finances so associated costs are considered. The LTFP then sets out how we will fund commitments such as delivering our services, renewing our infrastructure, paying down debt, and funding new capital projects.

The LTFP provides the financial horizon for the Delivery Program, paired with capital works planned in the Asset Management Plan. These are then devolved into the annual Operational Plan and its budget across all services. The LTFP is renewed each year to ensure the four-year and annual plans are based on current and robust financial planning.

Figure 2
Strategic line of sight



Long-Term Financial Plan

Principles and objectives

Financial management principles and objectives provide the framework for the development of Council's Long-Term Financial Plan and support consistent and informed decision-making by Council.

Under the Local Government Act 1993, councils must apply sound financial management principles that require responsible and sustainable spending and investment and ensure future decisions consider intergenerational effects and equity. These principles are applied in the Council's financial and asset management funding decisions and risk management practices.

Principles of sound financial management

The following principles of sound financial management apply to councils and are prescribed under the Local Government Act 1993 (section 8B):

- a) Council spending should be responsible and sustainable, aligning general revenue and expenses.
- b) Councils should invest in responsible and sustainable infrastructure for the benefit of the local community.
- c) Councils should have effective financial and asset management, including sound policies and processes for the following:
 - i performance management and reporting
 - ii asset maintenance and enhancement
 - iii funding decisions
 - iv risk management practices.

- d) Councils should have regard to achieving intergenerational equity, including ensuring:
 - i policy decisions are made after considering their financial effects on future generations
 - ii the current generation funds the cost of its services.

These financial principles above are consistent with and support Council's Asset Management Policy.

Financial objectives

Financial objectives provide the framework for the development of Council's Long-Term Financial Plan and annual budget. The objectives enable consistent and informed decision-making by Council including funding options for infrastructure projects such as borrowings which impact our present and future financial position. These financial objectives are also consistent with our Asset Management Policy.

The financial objectives are:

1. Financial sustainability

Generate sufficient income to fund ongoing services, renew and replace assets, meet future commitments, and maintain sufficient cash levels to support liquidity needs and unplanned events. To do this we will:

- integrate asset management, long-term financial and strategic resource planning to ensure Council's long-term financial sustainability
- continually seek time, cost and quality service improvements and efficiencies and opportunities to increase income
- consider lifecycle costs in decisions relating to new and upgraded services and assets
- maintain sufficient cash and investments to ensure short-term working capital requirements are met
- limit the use of loan funds in the main to income producing assets and new infrastructure projects where intergenerational equity considerations justify spreading the cost between generations of ratepayers who benefit from the expenditure
- maintain a sound financial position, reflected in Council's performance ratios.

2. Safeguard financial legacy

Create and safeguard our financial legacy by making prudent and responsible decisions that consider the financial impact on future generations. To do this we will:

- ensure the current generation covers the cost of its services through a fully funded operating budget
- aim to achieve equity between generations of ratepayers where the mechanisms to fund specific capital expenditure and operations consider the ratepayers who benefit from the expenditure and should pay.

3. Deliver a balanced budget

Council must achieve a fully funded operating position reflecting that Council collects enough revenue to fund operational expenditure, the repayment of debt and depreciation. To do this we will:

- have a fully funded capital program, where the source of funding is identified and secured for both capital renewal and new capital works
- manage the immediate and ongoing financial impacts of shocks like the COVID-19 pandemic and weather events, to safeguard long-term financial sustainability
- maintain an unrestricted current ratio of greater than 1.5 to ensure the required level of cash is maintained to meet operational requirements as well as build cash reserves for contingencies that may arise.

Strengthening this position over the years of the LTFP is a priority.

4. Fund current service levels

The operating budget is designed to deliver current services and service levels. To do this we will:

- maintain existing service levels to the community
- any changes to future service levels will be determined in consultation with the community.

5. Fund infrastructure renewal

A disciplined approach is undertaken in fully using depreciation for the renewal of assets, informed by asset management plans and the prioritisation of assets in poor condition. To do this we will:

- fully use depreciation for the renewal of assets and provide the appropriate level of funding for their scheduled and reactive Maintenance - Council prioritise asset renewal over new assets
- continually monitor asset conditions to minimise the likelihood of infrastructure backlogs

- link the Asset Management Plan to the Long-Term Financial Plan
- when funding is available
 - provide well-maintained community assets that are fit for purpose and provide best possible community benefit
 - focus adaptation and mitigation investment on critical assets and infrastructure to ensure they are resilient to natural disasters and climate change impacts.

6. Responsible funding of new community assets

Surplus funds and other funding sources are sought to meet additional infrastructure needs of the community in a prudent, ethical and responsible manner. To do this we will:

- achieve operating surpluses (excluding grants and contributions provided for capital purposes) which can be used to provide new assets when there are insufficient development contributions or grant funding

- fund capital expenditure in a prudent, ethical and responsible manner. Council will seek and accept external funding contributions to a project where the acceptance of the funding will not compromise Council's principles or objectives
- When funding is available, ensure the community has access to the required infrastructure to meet community needs within a framework of LGA-wide priorities
- ensure asset management decisions consider sustainability and adaptability, based on full life cycle costs through acquisition, operation, maintenance, renewal, adaptation and disposal.

Borrowing policy

Borrowings, where appropriate and financially responsible, can be an important funding source for income-generating projects and the delivery of significant new infrastructure to support intergenerational equity. The following is to be considered before entering a new loan arrangement.

- Borrowings should only be used as the last resort to finance projects of the highest priority to Council which are unable to be funded from income.
- The use of loan funds will, in the main, be limited to income producing assets and new infrastructure projects where intergenerational equity considerations justify spreading the cost between generations of ratepayers who benefit from the expenditure.

- Loans are not a funding source for operating expenditure.
- The total amount of loan borrowings must be sustainable in terms of ability to meet future repayments and budgetary obligations. The funding source to meet repayments must be identified before entering any new loan arrangement.
- The term of any loan is not to exceed the expected economic life of the asset being funded.

Council also maintains an overdraft facility of \$5 million as an integral and prudent part of cash management in responding to unexpected events without the need for the early redemption of term deposits.

Northern Beaches context

When preparing the Long-Term Financial Plan, many factors are taken into consideration and a vast array of research and statistics are analysed to forecast the likely revenue that will be available to meet the community's long-term objectives.

The Northern Beaches local government area (LGA) covers 254km² of urban and natural environment and is located to the north of the Sydney CBD. There is 80km of coastline and several national parks in the area, as well as four coastal lagoons, Manly Dam and many other Council reserves. Apart from housing there are also large areas for commercial and retail, light industry and rural land uses.

Community¹

The population is 264,481 people (Estimated Resident Population 2021) living across 105,016 dwellings. Other characteristics include:

- median age of 41 years
- the largest group is aged 35-49, with almost 56,022 people and comprising 21% of our population
- an ageing population: those aged 60+ years will grow by almost 36% by 2041, another 22,000 people
- living arrangements include 37% of the population as couples with children, 26% couples without children, 22% single, 9% single parents and 3% in group living situations such as nursing homes
- 4% of residents have a disability that needs assistance, and 11% provide unpaid assistance to a person with disability, long term illness or elderly.

Economy²

Our local economy features over 32,327 local businesses. Other characteristics include:

- 58% of our working population work full time, 32% part time
- 54% of working residents work locally
- 110,244 local jobs with 20% in health care and social assistance, 12% retail, 10% education and training, 9% professional and scientific industries, 8% in construction and 7% in manufacturing
- healthcare and social assistance is our fastest growing industry
- Gross Regional Product of over \$18 billion a year, at June 2021.

¹ Community data obtained from ID Planning
- Northern Beaches Community Profile
<https://profile.id.com.au/northern-beaches>

² Economy data obtained from ID Economy
- Northern Beaches Economic Profile
<https://economy.id.com.au/northern-beaches>

Council's role and partners

Council provides a range of services and facilities to the community and local businesses across social services, arts, culture and events, a theatre and museum, libraries, childcare, environment and waste management, parks and recreation, beaches and pools, planning and place management, local transport networks, economic development, cemeteries, holiday facilities, customer service and community engagement. We work together with the State Government on some of these functions to ensure our community's needs are recognised – such as planning and development, social and affordable housing, community safety, public transport and major roads, natural hazards and emergency management.

Some of the key agencies and other bodies we work with are listed here.

NSW Government:

- Department of Planning and Environment
- Greater Cities Commission
- Infrastructure NSW
- Department of Primary Industries
- Office of Local Government
- Office of Sport
- Destination NSW
- Transport for NSW
- Department of Education
- Department of Communities and Justice
- Rural Fire Service and Fire and Rescue
- Police and State Emergency Service

Not for Profits:

- Aboriginal Heritage Office
- Surf Life Saving Northern Beaches
- Community housing providers
- Community Northern Beaches
- Disability advocates
- Charities, churches and shelters
- Easylink Community Transport
- Cycling NSW
- Pedestrian Council of Australia
- Green Building Council of Australia

Other:

- Local resident associations
- Cultural and sporting groups
- Local businesses
- Chambers of Commerce
- Kimbriki Environmental Enterprises
- Utility providers
- TAFE and universities
- Sydney Coastal Councils
- Cities Power Partnership
- Resilient Cities Network

We also partner with our community, community groups and others to deliver the best outcomes. This includes the use of our facilities by community groups, schools and not for profit organisations such as community centres and hubs, creative art spaces, sportsfields, surf club and sports club buildings, aquatic centres, the Coastal Environment Centre.

This may involve the charging of a fee, or a subsidised lease for exclusive use. Various open spaces are hired for filming, sporting or major events as the Northern Beaches has many stunning locations.

Council manages \$2.5 billion of land assets, \$3.2 billion of infrastructure assets and \$125 million of other assets such as IT equipment, plant and fleet. Our infrastructure assets include the stormwater network, transport network (local roads, paths, cycleways, bus shelters, wharves, bridges, retaining walls), sportsfields and other parks and recreation assets, some foreshore and coastal

protection structures and a wide range of buildings and public amenities. Each year Council plans ahead and invests significantly into our assets to ensure that they meet the needs of our changing community, are well maintained, accessible, safe and operational, and upgraded when needed.

While around 56% of Council's income is sourced from rates and annual charges, our services and infrastructure works are also funded from grants, development contributions, interest on investments, dividends from Kimbriki and fees and charges. At times new major assets are provided by Council, often with the assistance of Government grants, such as at Dee Why PCYC, Church Point carpark, new surf club buildings, the 36 km Coast Walk and many recent cycleways and road improvements. We also work together with bodies such as sports clubs, Surf Life Saving and the Rural Fire Service to fund upgrades to related buildings where needed.

Financial issues and risks

An analysis of financial issues and risks that impact Council's ability to meet its objectives has been undertaken.

Risks

- Regulatory financial management restrictions placed on Council and its ability to raise revenue, limit Council's ability to forward plan with certainty, when the largest funding source is reliant on the annual rate peg announcement
- Currently costs are escalating greater than the annual rate peg. The 3.7% rate peg announced by the IPART for the 2023/24 financial year is considerably lower than the current inflation rate. IPART is currently reviewing the volatility and lag issues with the rate peg methodology
- Ongoing economic instability results in further uncertainty in estimating costs and setting prices

- Natural hazards - Pressures from climate change, population growth and increased property values will drive increased exposure to our entire community, from a safety, wellbeing, and financial perspective unless we take active steps to limit these risks. The LGA is particularly vulnerable to natural hazards including bushfire, flooding, landslip, coastal erosion and storms. As the climate changes, exposure to natural hazards such as heatwaves, heavy rainfall, severe bushfire conditions, storm surges, sea-level rise and flooding will increase. Efforts to increase resilience in the community and natural and built environments are needed along with measures to reduce carbon emissions and increase efficiencies in managing energy, water and waste
 - Political decisions at the State and Commonwealth level that change policy and legislation that Council operates under
 - Many projects are funded through grants. It is often not possible to submit grant applications several years in advance, and a lack of grant funding may severely affect the ability of Council to deliver a project. Grants that are not recurring in nature or secured are not included in the LTFP for this reason.
- Issues**
- The most significant financial consideration is the pressure the COVID-19 pandemic placed on Council's income and expenditure between 2020 and 2022 and to a lesser extent events such as storms. This resulted in the re-prioritisation of many programs and capital expenditure projects to ensure Council had the capacity to respond to the pandemic. Rebuilding working capital and focusing on reducing the infrastructure renewal backlog are a priority
 - The Asset Management Plan (AMP) identifies a level of unfunded works which total \$151 million over 10 years for:
 - Unfunded renewal of existing infrastructure \$48 million
 - Unfunded new infrastructure \$84 million
 - Unfunded maintenance and operational expense requirements \$19 million (\$18 million relates to existing assets)
 - The asset renewal gap will increase by a further \$3.1 million per year (\$35 million over 10 years) as a result of the recently announced increase in the NSW Government's Emergency Services Levy. In the 2023/24 financial year the levy will increase by \$3.1 million, comprising a \$1.5 million (19.5%) increase in the levy to \$9.3 million, and \$1.6 million through the removal of the levy subsidy.

Further investment in upgrading legacy IT systems is also required, which has required reprioritisation of future programs. To deliver the funding needed to progress these projects funding options will need to be explored with the community. Resourcing options to address the funding gap for the renewal and maintenance of existing assets (\$14 million per year) is explored in a scenario in this LTFP.

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Risk management

Council has a cautious risk appetite for financial risks and will manage risks that have the potential to adversely impact on its long-term sustainable future.

Council's activities expose it to a variety of risks which are considered in preparing the LTFP. Council recognises the importance of a risk framework to strengthen its capacity to effectively identify, understand and capitalise on challenges and pursue opportunities. Council has different levels of risk that it is prepared to accept before mitigation action is deemed to be necessary.

Council has a cautious risk appetite for financial risks and its preference is for safe options that are very low risk, tightly controlled, and which only pursue a potential for reward when it safely outweighs the risk/s taken. Council manages its budgets and financial commitments prudently to remain within its approved annual and long-term plans. Budgets are considered through effective short, medium and long-term financial planning and investment strategies and long-term asset management plans to maintain a disciplined approach to financial sustainability.

The risk of Council's financial position becoming unsustainable has been identified as a Strategic Risk Area for the organisation. There are likely causes, both external and internal, that could lead to this situation without the presence of risk controls. Controls are in place to mitigate this risk including the preparation of this LTFP informed by Council's Asset Management Plan.

However, long term planning in a dynamic environment has some level of uncertainty. Risks such as changes in legislative requirements and economic risks have been discussed in the previous section. These risks could materially change the outcome and projected results of this plan. The Sensitivity Analysis within this LTFP tests the impact of inherent economic risks.

Current financial position

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Council's financial results over the past three financial years largely reflect the impact of COVID-19 pandemic restrictions on operations and the support measures in place for the community.

This was partially offset by COVID-19 economic stimulus grants for capital expenditure. The net cost to Council of the COVID-19 pandemic to 30 June 2022 was \$41 million.

Council adjusted funding for expenditure programs to provide capacity to respond to the pandemic and retain our long term strong and sustainable position. While Council didn't meet the Operating Performance ratio benchmark of more than 0% in the first two financial years following the COVID-19 pandemic, all other financial and asset performance ratios were met and the loans of the former Councils continued to be repaid.

Along with COVID-19, other significant events placing pressure on Council include storms, flooding and bushfire threats. The restoration of working capital funds is a priority over the Long-Term Financial Plan along with continuing to repay loans taken out by the former Councils. Strengthening of working capital will ensure Council maintains sufficient funding for unexpected events and future opportunities.

High inflation and price volatility, combined with the lag in the rate peg, are resulting in a growing divergence between costs and rates income. This reduces Council's capacity to address unfunded elements of the Asset Management Plan.

Council's Financial Statements provide a summary of Council's financial performance and are available on our website.

Forecasting future budgets

In planning for the financial year 2023/24, and beyond, we have made assumptions on factors outside of our control such as inflation, wage increases and the rate peg.

In other words, our current budget and long-term outlook is based on the most likely scenarios.

To illustrate how further negative movements in these factors could affect our budgets in coming years, we have included a separate sensitivity analysis.

Revenue forecasts

In determining the likely revenue that will be available to meet the community's long-term objectives, we have considered the following:

Capacity for rating

Income from rates is a major component of Council's revenue base. The community's capacity and willingness to pay rates and whether there is potential for changes to the rate path are an important consideration when determining a rating structure.

In making that judgement, Council considers information related to:

- the potential to reduce the reliance on rates through increased revenues from other sources
- the projected impact of the rate peg
- changes in rating revenues from changing demographics and industry makeup
- opportunities for a special variation to general income
- any need to increase the reliance on rating due to a reduction of revenues from other sources such as a decline in grants and subsidies.

No change in the rating categories and sub-categories is proposed, nor the method of rating. The Alternative Model explores an application to the IPART for a Special Rate Variation to address unfunded renewal and maintenance requirements of the Asset Management Plan.

Socio-economic analysis and rates affordability

The following analysis assists in assessing the community's capacity and willingness to pay rates.

Residential properties

In the 2022/23 financial year, there were 96,074 properties across Northern Beaches Council rated as 'Residential'.

These properties include single dwellings, social housing and multi-unit dwellings.

Housing tenure

In the Northern Beaches, 68% of households were purchasing (with a mortgage) or fully owned their home, 24.5% were renting privately, and 1.6% were in social housing in 2021 (ABS).

The median monthly mortgage repayment across the Northern Beaches was \$2,750 and the median weekly rent was \$650³.

³ Australian Bureau of Statistics, Census of Population and Housing 2021
www.abs.gov.au/census/find-census-data/quickstats/2021/LGA15990

Household income

According to the 2021 Census the median weekly income of households across the Northern Beaches was \$2,592 which was \$515 more than the Greater Sydney area⁴.

Employment status

In December 2022, the Northern Beaches had an unemployment rate of 2.4% (3,749 people)⁵, lower than the Greater Sydney rate of 3.5%⁶.

Index of Relative Socio-Economic Disadvantage (IRSED)

The Index of Relative Socio-Economic Disadvantage (IRSED) is based on the 2021 Census and is useful in identifying geographic areas that are relatively disadvantaged. The index is derived from attributes that reflect disadvantage such as low income, low educational attainment, high unemployment, and jobs in relatively unskilled occupations.

An area with an IRSED of 1,000 is considered average while a lower score indicates that the area is experiencing more disadvantage.

The IRSED for the Northern Beaches is higher than the average at 1,089. This indicates relatively lower levels of socio-economic disadvantage as compared to other LGAs.

The IRSED index by suburb is outlined on the following page. Whilst there is some variation across the LGA, no areas fall below 1,000.

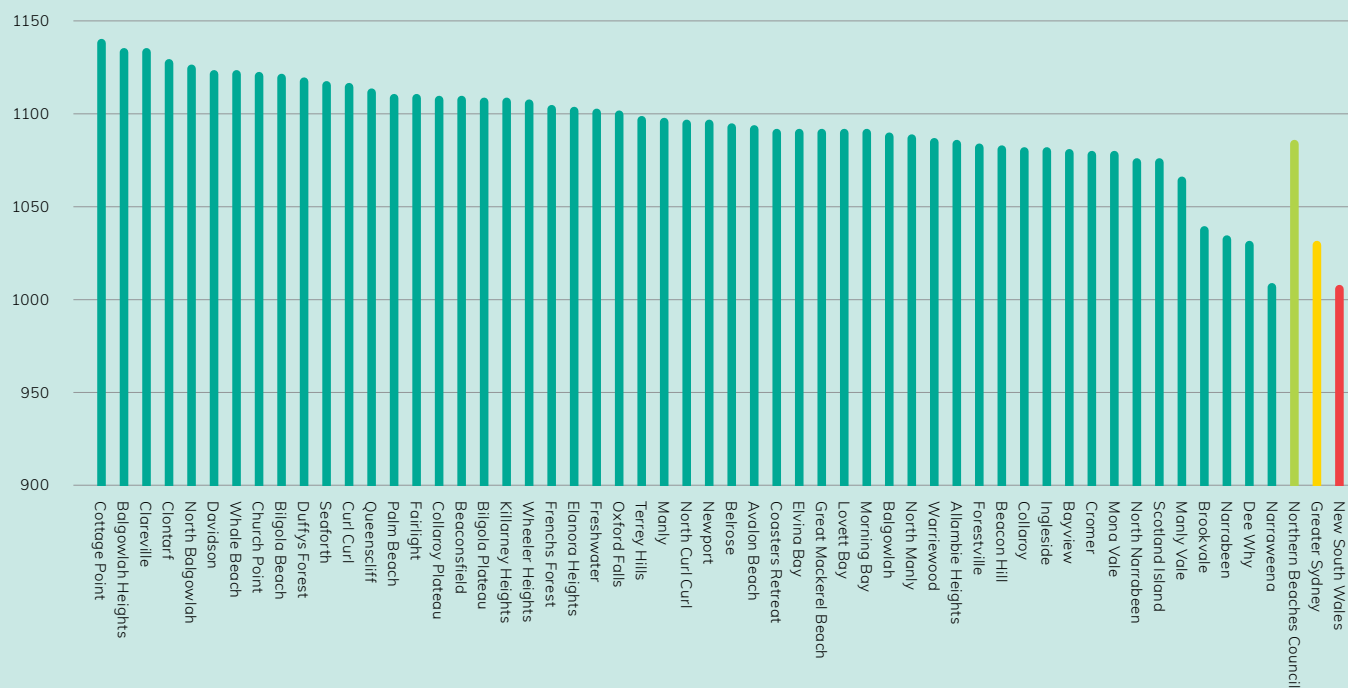
⁴ Australian Bureau of Statistics, Census of Population and Housing 2021
www.abs.gov.au/census/find-census-data/quickstats/2021/LGA15990

⁵ Jobs and Skills Australia, Small Area Labour Markets December 2022
www.jobsandskills.gov.au/work/small-area-labour-markets#downloads

⁶ Australian Bureau of Statistics, Labour Force Australia'
– Detailed (table 16b) January 2023
[www.abs.gov.au/statistics/labour/employment-and-unemployment/
labour-force-australia-detailed/latest-release](http://www.abs.gov.au/statistics/labour/employment-and-unemployment/labour-force-australia-detailed/latest-release)

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Figure 3
Index of Relative Socio-Economic Disadvantage (IRSED) 2021



Source: Australia Bureau of Statistics,
Socio-Economic Indexes for Areas (SEIFA), Australia 2021

Long-Term Financial Plan

Outstanding rates and annual charges

On 30 June 2022, 3.63% of rates and annual charges levied remained outstanding. This remains well under the industry benchmark of 5%. This is an important consideration in setting options for funding within this plan and is one of the indicators of our ratepayers' capacity and willingness to pay for the services of the Council.

Financial hardship and rebates

Council understands that individual ratepayers may experience financial hardship and has options available to provide support through the Rates and Annual Charges Hardship Policy. Rebates are also available to eligible pensioners.

Rate peg and Special Rate Variations

The maximum amount councils can collect in income from rates is determined each year by the Independent Pricing and Regulatory Tribunal (IPART) through their rate peg methodology. The current approach to determining the rate peg means variations can occur when there is economic instability, as we have recently experienced. A council can apply to IPART for a Special Variation (SRV) to the rate peg – which enables a Council to establish an increase in rates income above the rate peg. An alternative scenario is included in this LTFP to explore this option to provide additional funding for the renewal and maintenance of existing assets.

Fees and charges

A number of the services we provide are offered on a user pays basis.

In preparing the Long-Term Financial Plan, possible future income from fees and charges, including opportunities to reduce reliance on other forms of income, has been considered.

Grants and subsidies

Council receives an annual Financial Assistance Grant allocation from the Commonwealth as well as grants for specific programs. In preparing the Long-Term Financial Plan we have assumed we will continue to receive grants that are recurring. Should these grants and subsidies be reduced, our ability to provide the same level of service will be impacted.

The Financial Assistance Grant has been paid partially in advance for a number of years, with the advance payment for the following year generally occurring in the last quarter. We have assumed this will continue.

Borrowings

There are no anticipated new borrowings over the 10-year period of the Long-Term Financial Plan.

Refinancing of two existing loans which have an initial 10-year term will be undertaken over the next two years. The residual at maturity of the initial term was based on repayments over a term of 20 years. The refinancing of these loans is consistent with the loan documentation and planning undertaken at their initiation.

An internal loan of \$4.6 million (\$2.2m 2023/24, \$2.4m 2024/25) from the Mona Vale Cemetery Internal Cash Reserve is proposed to part fund the Enterprise Resource Planning system replacement.

The loan will be repaid to the Mona Vale Cemetery Internal Cash Reserve over six years with the equivalent interest the funds would have earned over the same period.

Cash reserves

Detailed modelling has been undertaken to manage Council's restricted cash reserves including development contributions, domestic waste and the Kimbriki landfill remediation reserves.

Working capital needs to be maintained at sufficient levels to provide against unforeseen and unbudgeted expenditures. This includes storm events, the need to undertake works unbudgeted in the current financial year which may impact on services to the community, the safety of the community and the protection of community assets. The events of the last few years now mean Council needs to rebuild working capital. Future operating surpluses have been utilised to reinstate working capital levels.

Expenditure forecasts

In developing expenditure forecasts, new expenditure items and ongoing commitments have been considered. This has included costs for capital and recurrent expenditures such as maintenance costs and capital renewals for infrastructure assets. Consideration has also been given to appropriate phasing of when the costs are expected to be incurred including expenditure for planning, construction, implementation and ongoing maintenance.

Increased maintenance expenditure has been included within the plan for new assets.

The Asset Management Plan identifies a level of unfunded works. To deliver the funding needed to progress these projects funding options will need to be explored with the community.

Financial modelling

The development process for the Long-Term Financial Plan has included financial modelling taking account of different scenarios. This has been presented in the sensitivity analysis.

Financial planning assumptions

In preparing the budget, consideration was given to a range of economic and political factors that affect our finances. This impacts our capability to maintain existing levels of service and long-term financial sustainability.

Based on reputable sources such as Deloitte Access Economics, we have made assumptions in putting together this year's budget and long-term financial outlook. The assumptions are detailed below:

Market driven planning assumptions

As part of undertaking financial modelling, key assumptions that underpin the estimates must be made. The following assumptions have been used in the modelling contained in the Long-Term Financial Plan.

Growth

Demographic trends and projections influence planning for housing, jobs, infrastructure, facilities and other services.

The Northern Beaches population is projected to increase to over 290,000 people in 2033, at an average of 0.8% per annum, or approximately 2,100 extra persons per year⁷.

Inflation (Consumer Price Index (CPI))

Inflation has been assumed as follows:

Year	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33
Consumer Price Index (CPI)	3.4%	2.5%	2.5%	2.5%	2.5%	2.4%	2.3%	2.3%	2.4%	2.4%

Source: Deloitte Access Economics Business Outlook - September Quarter 2022 - Underlying CPI

⁷ Source: ID Forecast – March 2023
<https://forecast.id.com.au/northern-beaches>

Income assumptions

Rates

Year	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33
Rate peg - Scenario 1: Delivery Program Model	3.70%	4.0%	3.0%	2.8%	2.8%	2.7%	2.6%	2.6%	2.7%	2.7%
Rate peg + SRV - Scenario 2: Alternative Model		4.0% + 7.7%								
Rates and annual charges growth	0.11%	0.11%	0.11%	0.11%	0.11%	0.11%	0.11%	0.11%	0.11%	0.11%

2023/24 is based on the IPART's rate peg of 3.7%.

Subsequent years are an estimation of the Rate Peg, based on 40% of costs being Employee Costs and 60% being Other Expenses. Scenario 2 also includes an additional amount to close the asset renewal and maintenance gap and address the impact of recent high inflation, which would form the basis of an SRV application.

Rates growth represents the average annual growth in income (measured over five years) due to supplementary valuations and anticipated population growth. This is also applied to annual charges for domestic waste and stormwater.

Scenario 1, the Delivery Program Model, is the primary model and is the basis upon which the Delivery Program and budget is prepared. It assumes that rates income will increase by the rate peg each year.

Scenario 2, the Alternative Model, explores the revenue implications of addressing the current gap between preferred and actual asset renewal and maintenance outlined in Council's Asset Management Plan. It is illustrative only of the revenue implications if Council was to increase its asset maintenance and asset renewal service levels without reducing service levels elsewhere. Should the need arise, Council would engage the community to further develop Scenario 2.

Annual Charges - Domestic Waste Management Charge

Year	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33
Waste charge	9.9%	6.1%	2.5%	2.5%	2.4%	2.4%	2.3%	2.3%	2.4%	2.4%

We calculate the domestic waste management charges (DWMC) to ensure the income generated can fund the costs associated with providing the service including provisions for the future replacement of bins.

This also includes planning for future improvements to the service and capacity to respond to unplanned events such as a storm.

It has been assumed that costs and therefore the DWMC will primarily increase in line with underlying inflation, with adjustments for items such as known contract 'rise and fall' factors including fuel and changes to the Waste Levy.

Annual Charges - Stormwater Management Services Charge

Year	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33
Stormwater charge	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

We have assumed there is no change in the stormwater management services charge, as the charge is capped by legislation and has not changed since it was introduced.

User Fees and Charges

Year	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33
Fees and charges – statutory	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Fees and charges – Kimbriki	CPI	CPI	CPI	CPI	CPI	CPI	CPI	CPI	CPI	CPI
Fees and charges – parking areas	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Fees and charges – non-statutory	5.60%	3.30%	3.30%	3.00%	3.00%	2.90%	2.90%	2.90%	2.90%	2.90%

User fees and charges that are controlled by other levels of government under legislation are assumed to not change. We have also assumed there is no change in income from pay and display beach parking and car parks due to the high elasticity of demand and volatility in this income stream. Kimbriki income is assumed to increase by CPI.

Non-statutory charges such as childcare fees and venue hire, are determined by applying our Pricing Policy which incorporates the Local Government Competitive Neutrality Guidelines. Projected income growth is based on 75% of related costs being employee costs and 25% being other expenses (CPI).

Other Revenues

Year	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33
Fines	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Other revenues	CPI	CPI	CPI	CPI	CPI	CPI	CPI	CPI	CPI	CPI

Other revenue principally comprises income from fines, sale of recycled materials and licences. CPI has been used to project future

income from other revenues except for fines. Fines are set by the State Government and are not forecast to increase.

Grants and Contributions - Operating Purposes

Year	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33
Financial Assistance Grant	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Grants and Contributions – Operating (recurring)	CPI	CPI	CPI	CPI	CPI	CPI	CPI	CPI	CPI	CPI

Council receives a number of operational grants from various government agencies. The largest of these being the Financial Assistance Grant (FAG) (\$8.6m) and we have assumed that this will continue (and be paid partially in advance).

In August 2022 the NSW Local Government Grants Commission advised that “given the current economic environment, the CPI may not increase going forward”. Based on this advice we assume there will be no increase in this grant.

We have also assumed we will continue to receive other operating grants in relation to ongoing operations e.g. salary grants and that these will increase annually in line with CPI. Other operating grants received for specific project related purposes have been included in the year we anticipate they will be received.

Grants and Contributions - Capital Purposes

Year	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33
Development contributions	CPI	CPI	CPI	CPI	CPI	CPI	CPI	CPI	CPI	CPI
Other grants and contributions - capital	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Local infrastructure contributions are a significant source of capital revenue. Predicting the amount of revenues received from this source is extremely difficult as it is essentially market driven and depends on the timing of developments. We have assumed \$6 million in contributions in

the 2023/24 financial year and these will increase annually in line with CPI with some adjustments for the expected timing of Warriewood Valley s7.11 payments. We have also assumed we will continue to receive other capital grants in relation

to ongoing programs for road resheeting, however we have not assumed any further growth in this income. Other capital grants received for specific project related purposes have been included in the year we anticipate they will be received only where the grant funding has been confirmed.

Interest and Investment Revenues

Year	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33
Return on investment portfolio	4.40%	3.80%	3.85%	3.25%	3.25%	3.25%	3.25%	3.25%	3.25%	3.25%

We have used information provided by our investment advisor and Deloitte Access Economics to determine forecast projections for interest on investments based on forecast cash balances over the 10-year period.

Other Income

Year	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33
Other income	CPI	CPI	CPI	CPI	CPI	CPI	CPI	CPI	CPI	CPI

Other income comprises rental income from leased properties. CPI has been used to project future income.

Gain/(Loss) on disposal of assets

Gains or losses on the disposal of assets are predominantly received from the sale of plant and fleet. Future years are based on the plant and fleet replacement program. Infrastructure-related disposals are based on the Asset Management Plan for the renewal program.

Expenditure assumptions

The following table outlines the financial planning assumptions by expenditure types. This includes a brief description as to how we have determined the assumption and impact of external influences.

Employee Benefits and On Costs

Year	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33
Industry Award base increase	3.70%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
Industry Award step increase	0.63%	0.63%	0.63%	0.63%	0.63%	0.63%	0.63%	0.63%	0.63%	0.63%
Super guarantee levy	11.00%	11.50%	12.00%	12.00%	12.00%	12.00%	12.00%	12.00%	12.00%	12.00%

The Local Government State Award provides for an annual increase as well as salary band step increases. The current Award expires on 30 June 2023. As the new Award is not yet available, the 2023/24 increase is based on the forecast Wage Price Index of 3.7%. We have assumed increases will be 2.5% per annum over the remainder of the Long-Term Financial Plan.

Other assumptions relating to employee costs in the Long-Term Financial Plan include:

- No change in existing employee working hours.
- A stable vacancy rate in establishment permanent positions in each financial year.

- The average increase as a result of award based salary band step increases will be 0.63% per annum.
- Superannuation expenditure based on the statutory contribution rate incrementally increasing to 12% by 2025/26.

Borrowing Costs

Year	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33
Interest rate on loans	6.55%	6.10%	6.00%	5.70%	5.70%	5.60%	5.60%	5.60%	5.60%	5.60%
Tip remediation discount	3.85%	3.85%	3.85%	3.85%	3.85%	3.85%	3.85%	3.85%	3.85%	3.85%

Council's borrowing costs over the 10-year period comprise a number of components:

- Interest incurred on borrowings - where borrowings have already been undertaken the interest rate identified in the Loan Agreement has been used. For variable loans or new borrowings the proposed interest rate has been calculated based on the forecast 10-year swap rate along with a 2% loan margin based on advice from Council's investment advisor.
- Lease interest charges - rates on these borrowings are forecast in accordance with the lease documents.
- Tip remediation discount - this relates to the remediation of the waste landfill site at Kimbriki. The remediation model was last updated in 2022.

Materials and Services

Year	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33
Materials and services	CPI	CPI	CPI	CPI	CPI	CPI	CPI	CPI	CPI	CPI
Fuel - petrol price at pump (cents per litre) (Sept 2022)	182.43	173.47	174.22	176.28	178.18	179.95	181.52	183.14	184.76	186.39

Materials and services including domestic waste management costs and other expenses which represent the principal costs used to deliver services to the community are forecast to increase in line with the CPI. While the rate of growth projected is uneven it is forecast to average 2.5% per annum.

Fuel is indexed by the forecast change in the petrol price at pump published by Deloitte Access Economics.

Depreciation and amortisation

The depreciation methodology can be found in the Notes to the Financial Statements.

The depreciation expense assumed in the Long-Term Financial Plan has been calculated in accordance with this methodology. Estimates have also been included for the projected depreciation cost of new assets which have been identified within the proposed Capital Works Program along with the impact of revaluations.

Other Expenses

Year	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33
Other expenses	CPI	CPI	CPI	CPI	CPI	CPI	CPI	CPI	CPI	CPI

Other expenses primarily relate to statutory charges (including the Emergency Services Levy and Waste Disposal Levy) and grants

and donations provided by Council. These are generally forecast to increase in line with CPI.

Future and ongoing financial challenges, opportunities and efficiency savings

The most significant financial consideration is the pressure the COVID-19 pandemic placed on Council's income and expenditure in the past three years. Council experienced a significant impact to operational income while also supporting small businesses and the community through this challenging time. The cost over this period was \$41 million and has resulted in the re-prioritisation of many programs and capital expenditure projects to ensure Council had the capacity to respond to the pandemic. Inflation is currently considerably higher than growth in rates income, which is placing further pressure on future years.

Infrastructure investment is informed by the Asset Management Plan 2022-2032. However, the plan identified a need to invest more funds into both the renewal, operation and maintenance of existing assets along with new assets. Further, there is a growing gap between the costs to maintain assets and services and the funding available to Council.

Council is focused on continuing to achieve efficiency savings and reinvesting those into our community. This includes efficiencies achieved through the introduction of new systems and processes and the optimisation of plant and fleet. This builds on savings achieved in each year since the formation of Northern Beaches Council.

We continue to work across the organisation to provide efficiency improvements and contain costs. Ongoing savings are anticipated through projects such as the advancement of technology and the efficiencies and improved customer experience it presents and the optimisation of resources and assets. Funds that may be made available through such projects could be used in a number of ways including supporting the rebuilding of working capital, improvements in services, accelerating the renewal of aging infrastructure or reducing rates. As savings are achieved opportunities will be considered and changes to the Long-Term Financial Plan applied.

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Sensitivity analysis

Although the assumptions listed in the previous section are our current informed estimate based on a range of reliable sources, long-term financial plans are inherently uncertain.

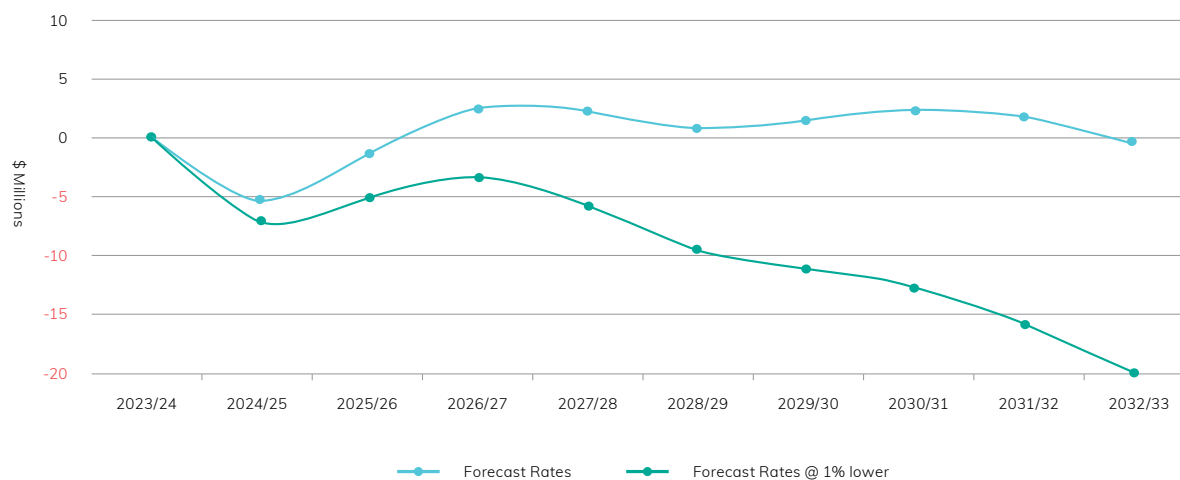
They contain a wide range of assumptions about interest rates and the potential effect of inflation on revenues and expenditures which are largely outside our control.

Developing our LTFP includes financial modelling taking into account the impact on our finances if trends worsen. Modelling has been developed on 'Scenario 1 - Delivery Program Model', as this is the base case for the Council's 2023/24 budget.

Rates

Rates comprise 42% of our total income. Rates are capped by the State Government and we can only increase rates if we apply for a special increase. If the rate peg is 1% pa lower than forecast from 2024/25 the budget would remain in deficit and this would continue to grow.

Surplus/(Deficit) before Capital Grants and Contributions



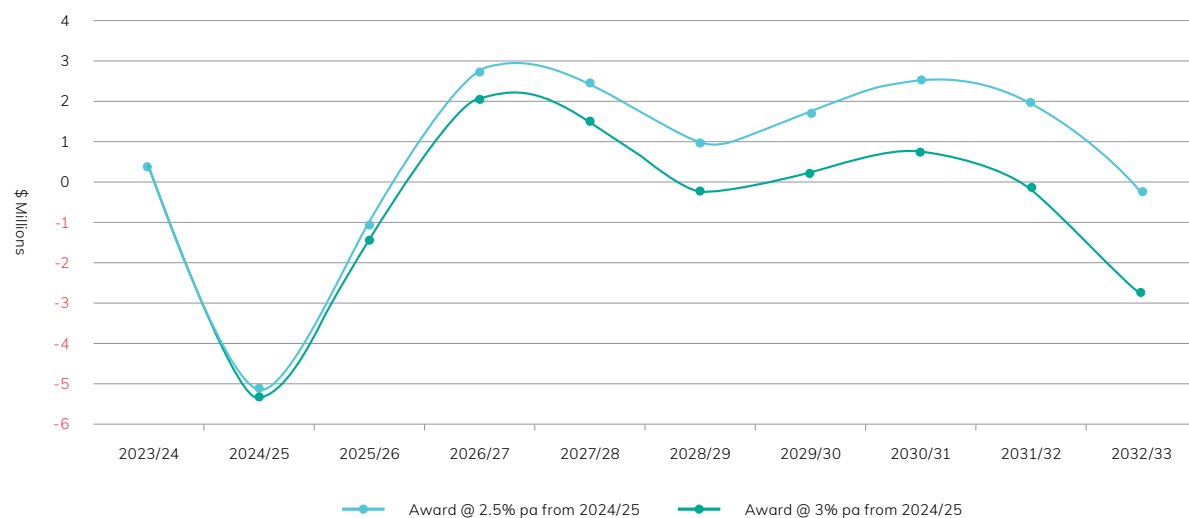
Long-Term Financial Plan

Employee costs

Salary growth is largely subject to the NSW Local Government Award. The current Award expires on 30 June 2023 and we have assumed an annual increase

of 3.7% in 2023/24 and 2.5% for each year afterwards before step increases. If the Award increase was 0.5% pa higher the budget would still remain in surplus for each year of the Long-Term Financial Plan except for 2024/25, 2025/26, 2028/29, 2031/32 and 2032/33.

Surplus/(Deficit) before Capital Grants and Contributions



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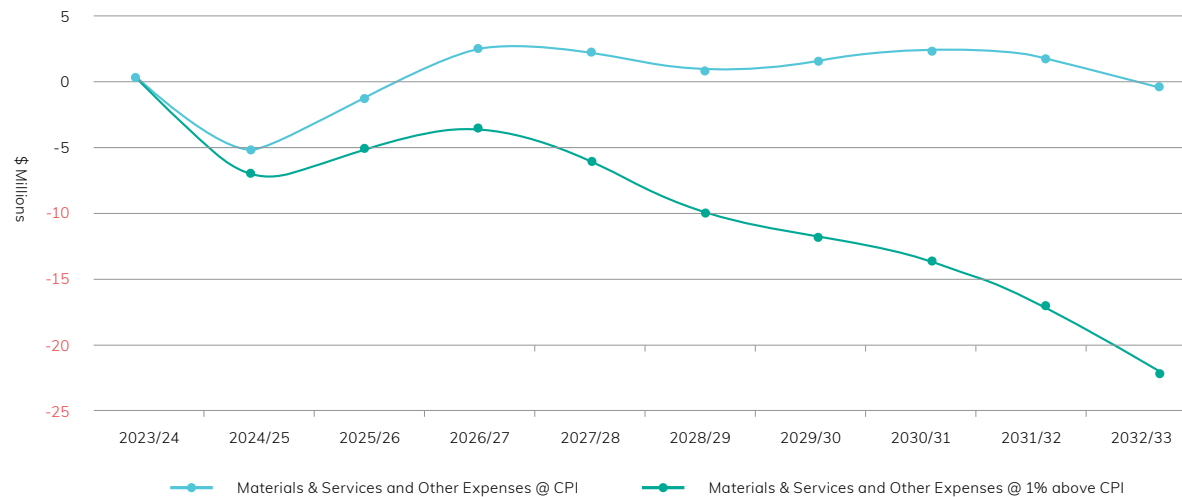
Materials, services and other expenses

Fluctuating market conditions could affect the price of certain materials and services.

The chart shows the impact of a 1% per annum increase in materials, services and other expenses above the CPI.

The budget would fall into deficit each year from 2024/25 if no corresponding change in income or expenditure is made.

Surplus/(Deficit) before Capital Grants and Contributions



Long-Term Financial Plan

Scenario modelling

The Long-Term Financial Plan is a rolling 10-year projection of Council's income and expenditure, assets and liabilities and cashflow.

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Updates have been made alongside the revision of Council's Delivery Program and Operational Plan. This includes revised assumptions, indexation and financial modelling for two scenarios.

- Scenario 1 - Delivery Program Model - this option is based on rates income increases based on the rate peg in each year. This option demonstrates responsible investment in the ongoing renewal of infrastructure assets – however the unfunded items within the Asset Management Plan will not be addressed. Results are weaker especially regarding asset renewal and operating performance. This model is consistent with the 2023/24 Budget.
- Scenario 2 - Alternative Model - this option applies an increase in rates income in the 2024/25 financial year (year 2), which results in \$14 million more income in that year. The additional income is then utilised to maintain and renew existing assets. This produces a stronger operating result and asset renewal ratio.

It is important to note Kimbriki's financial performance and position is consolidated with Council's position. This includes cash and investments which are held for operational purposes, future capital expenditure and the future remediation of the landfill site. These funds are held for the management of the facility and are governed by an independent Board. If Kimbriki's financial position was excluded the Council's performance against most benchmarks would be weaker.

Financial forecast 2023/24 to 2032/33 - Scenario 1 - Delivery Program Model

Income Statement

Scenario 1 - Delivery Program Model

	Result 2020/21 \$ '000	Result 2021/22 \$ '000	Forecast 2022/23 \$ '000	Budget 2023/24 \$ '000	Year 2 2024/25 \$ '000	Year 3 2025/26 \$ '000	Year 4 2026/27 \$ '000	Year 5 2027/28 \$ '000	Year 6 2028/29 \$ '000	Year 7 2029/30 \$ '000	Year 8 2030/31 \$ '000	Year 9 2031/32 \$ '000	Year 10 2032/33 \$ '000
Income from continuing operations													
Rates and annual charges	218,169	225,941	234,465	246,480	258,045	265,975	273,487	281,327	289,142	296,915	304,862	313,327	322,080
User charges and fees	79,105	79,722	91,618	96,837	99,350	101,841	104,028	106,477	108,904	111,419	114,003	116,688	119,197
Other revenues	14,994	22,343	19,023	20,788	21,072	21,363	21,661	21,967	22,267	22,562	22,864	23,186	23,516
Grants and contributions provided for operating purposes	19,460	27,165	28,134	27,461	17,298	18,289	17,481	18,702	17,619	18,826	18,061	19,287	18,543
Grants and contributions provided for capital purposes	26,544	43,952	33,116	32,289	18,096	11,446	10,556	8,247	9,623	9,033	10,122	10,313	10,463
Interest and investment revenue	1,363	1,238	6,840	6,691	5,313	5,282	4,909	5,213	5,348	5,327	5,670	5,935	6,175
Other Income	6,154	6,736	6,264	6,442	6,603	6,768	6,937	7,111	7,281	7,449	7,620	7,803	7,990
Net gain from the disposal of assets	-	960	1,301	395	266	324	324	304	305	253	402	289	362
Total income from continuing operations	365,789	408,057	420,762	437,384	426,044	431,290	439,383	449,348	460,489	471,784	483,604	496,828	508,326

Income Statement (continued)

Scenario 1 – Delivery Program Model

	Result 2020/21 \$ '000	Result 2021/22 \$ '000	Forecast 2022/23 \$ '000	Budget 2023/24 \$ '000	Year 2 2024/25 \$ '000	Year 3 2025/26 \$ '000	Year 4 2026/27 \$ '000	Year 5 2027/28 \$ '000	Year 6 2028/29 \$ '000	Year 7 2029/30 \$ '000	Year 8 2030/31 \$ '000	Year 9 2031/32 \$ '000	Year 10 2032/33 \$ '000
Expenses from continuing operations													
Employee benefits and on-costs	139,118	134,560	146,642	157,090	162,258	168,059	173,305	178,715	184,293	190,045	195,975	202,092	208,400
Materials and services	150,209	142,766	160,650	173,272	173,175	173,228	170,165	175,983	180,427	184,258	187,089	193,144	198,357
Borrowing costs	2,605	2,624	2,616	2,593	2,509	2,447	2,417	2,403	2,392	2,135	2,182	2,232	2,066
Depreciation, amortisation and impairment for non-financial assets	47,406	45,508	47,399	49,646	52,610	54,101	56,598	57,358	58,042	59,349	59,922	60,688	62,295
Other expenses	24,781	20,969	21,555	22,088	22,540	23,067	23,608	24,162	24,708	25,243	25,790	26,375	26,973
Net loss from the disposal of assets	1,579	-	-	-	-	-	-	-	-	-	-	-	-
Total expenses from continuing operations	365,698	346,427	378,862	404,689	413,091	420,903	426,093	438,622	449,862	461,029	470,959	484,531	498,091
Operating result - Surplus / (Deficit)	91	61,630	41,900	32,695	12,953	10,387	13,290	10,726	10,627	10,755	12,645	12,298	10,235
Operating result before grants and contributions provided for capital purposes	(26,453)	17,678	8,784	406	(5,144)	(1,060)	2,735	2,479	1,004	1,722	2,523	1,985	(228)

42 Balance sheet

Scenario 1 – Delivery Program Model

	Result 2020/21 \$ '000	Result 2021/22 \$ '000	Forecast 2022/23 \$ '000	Budget 2023/24 \$ '000	Year 2 2024/25 \$ '000	Year 3 2025/26 \$ '000	Year 4 2026/27 \$ '000	Year 5 2027/28 \$ '000	Year 6 2028/29 \$ '000	Year 7 2029/30 \$ '000	Year 8 2030/31 \$ '000	Year 9 2031/32 \$ '000	Year 10 2032/33 \$ '000
Assets													
Current assets													
Cash and cash equivalents	10,661	6,552	6,552	6,708	6,875	7,061	7,261	7,487	7,744	8,033	8,340	8,664	9,006
Investments	135,751	150,625	152,395	110,673	105,196	103,472	114,906	121,523	123,931	122,386	132,816	138,406	144,201
Receivables	15,993	24,936	24,936	25,108	25,568	25,974	26,391	26,810	27,218	27,619	28,053	28,501	28,962
Inventories	378	397	397	410	421	431	442	453	464	475	486	497	509
Prepayments	2,028	2,975	2,975	3,076	3,153	3,232	3,313	3,395	3,477	3,557	3,639	3,726	3,816
Total current assets	164,811	185,485	187,255	145,976	141,212	140,170	152,313	159,669	162,834	162,069	173,333	179,795	186,494
Non-current Assets													
Investments	826	760	760	786	805	826	846	687	528	369	210	52	0
Receivables	1,087	1,007	1,007	1,008	1,049	1,082	1,114	1,146	1,178	1,210	1,243	1,278	1,313
Infrastructure, property, plant and equipment	5,062,151	5,218,499	5,399,280	5,562,562	5,667,979	5,772,673	5,870,886	5,975,480	6,076,688	6,187,510	6,291,970	6,402,548	6,514,569
Investment property	5,835	6,155	6,155	6,475	6,795	7,115	7,435	7,755	8,075	8,395	8,715	9,035	9,355
Right of use assets	10,475	9,110	7,732	6,470	5,209	3,947	2,686	1,424	163	108	54	0	-
Other	-	-	-	-	-	-	-	-	-	-	-	-	-
Total non-current assets	5,080,374	5,235,531	5,414,933	5,577,301	5,681,837	5,785,643	5,882,966	5,986,492	6,086,632	6,197,592	6,302,191	6,412,912	6,525,238
Total assets	5,245,185	5,421,016	5,602,188	5,723,277	5,823,050	5,925,813	6,035,279	6,146,161	6,249,466	6,359,661	6,475,524	6,592,707	6,711,732

Balance sheet (continued)

Scenario 1 – Delivery Program Model

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	Result 2020/21 \$ '000	Result 2021/22 \$ '000	Forecast 2022/23 \$ '000	Budget 2023/24 \$ '000	Year 2 2024/25 \$ '000	Year 3 2025/26 \$ '000	Year 4 2026/27 \$ '000	Year 5 2027/28 \$ '000	Year 6 2028/29 \$ '000	Year 7 2029/30 \$ '000	Year 8 2030/31 \$ '000	Year 9 2031/32 \$ '000	Year 10 2032/33 \$ '000
Liabilities													
Current liabilities													
Payables	44,606	45,393	41,113	41,653	42,232	42,753	43,332	43,927	44,513	45,090	45,681	46,311	46,957
Contract liabilities	26,546	24,206	24,009	4,702	2,661	2,746	2,826	2,908	2,990	3,074	3,161	3,250	3,342
Lease liabilities	1,269	1,238	1,231	1,269	1,307	1,347	1,388	1,430	63	66	70	-	-
Borrowings	5,033	4,770	3,206	2,121	1,787	743	789	840	522	549	576	877	272
Employee benefit provisions	37,044	35,553	35,553	37,078	38,228	39,413	40,636	41,897	43,197	44,538	45,920	47,346	48,817
Provisions	762	759	759	792	817	1,014	916	7,658	974	1,004	5,945	5,917	1,168
Total current liabilities	115,260	111,919	105,872	87,614	87,031	88,016	89,887	98,660	92,259	94,321	101,353	103,702	100,555
Non-current liabilities													
Payables	200	150	100	50	-	-	-	-	-	-	-	-	-
Contract liabilities	9,815	7,466	7,460	5,949	5,860	5,772	5,684	5,596	5,508	5,419	5,331	5,243	5,155
Lease liabilities	9,474	8,237	6,941	5,673	4,365	3,018	1,630	200	-	-	-	-	-
Borrowings	17,293	12,538	9,377	7,257	5,470	4,727	3,938	3,098	2,575	2,027	1,450	573	301
Employee benefit provisions	2,432	761	761	794	819	844	871	898	926	955	985	1,016	1,047
Provisions	44,150	43,404	46,325	48,217	50,153	51,995	54,043	49,453	51,661	53,683	50,876	48,212	50,216
Total non-current liabilities	83,364	72,556	70,964	67,939	66,668	66,357	66,166	59,244	60,670	62,084	58,642	55,043	56,719
Total liabilities	198,624	184,475	176,836	155,553	153,699	154,373	156,053	157,904	152,929	156,406	159,996	158,745	157,274
Net assets	5,046,561	5,236,541	5,425,352	5,567,723	5,669,351	5,771,439	5,879,226	5,988,257	6,096,537	6,203,255	6,315,528	6,433,962	6,554,458

2023 - 2033

Balance sheet (continued)

Scenario 1 – Delivery Program Model

	Result 2020/21 \$ '000	Result 2021/22 \$ '000	Forecast 2022/23 \$ '000	Budget 2023/24 \$ '000	Year 2 2024/25 \$ '000	Year 3 2025/26 \$ '000	Year 4 2026/27 \$ '000	Year 5 2027/28 \$ '000	Year 6 2028/29 \$ '000	Year 7 2029/30 \$ '000	Year 8 2030/31 \$ '000	Year 9 2031/32 \$ '000	Year 10 2032/33 \$ '000
Equity													
Accumulated surplus	4,867,332	4,928,924	4,934,535	4,962,207	4,975,623	4,986,392	4,999,940	5,011,905	5,024,138	5,036,165	5,051,125	5,065,133	5,078,151
IPP&E revaluation surplus	179,229	307,617	490,818	605,516	693,728	785,047	879,286	976,352	1,072,399	1,167,090	1,264,403	1,368,829	1,476,307
Total equity	5,046,561	5,236,541	5,425,352	5,567,723	5,669,351	5,771,439	5,879,226	5,988,257	6,096,537	6,203,255	6,315,528	6,433,962	6,554,458



2023 - 2033

	Result 2020/21 \$ '000	Result 2021/22 \$ '000	Forecast 2022/23 \$ '000	Budget 2023/24 \$ '000	Year 2 2024/25 \$ '000	Year 3 2025/26 \$ '000	Year 4 2026/27 \$ '000	Year 5 2027/28 \$ '000	Year 6 2028/29 \$ '000	Year 7 2029/30 \$ '000	Year 8 2030/31 \$ '000	Year 9 2031/32 \$ '000	Year 10 2032/33 \$ '000
Cash flows from operating activities													
Receipts:													
Rates and annual charges	218,524	226,388	234,754	246,349	257,733	265,730	273,250	281,083	288,900	296,675	304,615	313,064	321,810
User charges and fees	82,123	84,291	98,128	100,908	103,595	106,191	108,497	111,057	113,597	116,219	118,913	121,715	124,344
Interest received	2,123	1,182	6,784	6,770	5,279	5,251	4,854	5,165	5,309	5,296	5,615	5,887	6,125
Grants and contributions	58,012	56,649	51,187	39,062	33,451	29,922	28,230	27,150	27,450	28,073	28,404	29,829	29,242
Bonds, deposits and retentions received	7,356	7,098	8,729	7,098	7,098	7,098	7,098	7,098	7,098	7,098	7,098	7,098	7,098
Other	37,697	45,656	41,713	45,369	41,366	41,996	41,555	42,739	43,787	44,959	44,742	45,966	46,710
Payments:													
Payments to employees	(134,939)	(137,235)	(146,020)	(155,511)	(161,068)	(166,832)	(172,040)	(177,410)	(182,947)	(188,656)	(194,544)	(200,616)	(206,878)
Payments for materials and services	(164,584)	(156,463)	(167,170)	(188,515)	(184,487)	(185,141)	(182,247)	(187,366)	(199,237)	(195,895)	(199,325)	(211,824)	(216,251)
Borrowing costs	(1,429)	(1,142)	(1,075)	(965)	(660)	(524)	(415)	(326)	(233)	(163)	(132)	(100)	(50)
Bonds, deposits and retentions refunded	(6,416)	(5,466)	(5,466)	(7,098)	(7,098)	(7,098)	(7,098)	(7,098)	(7,098)	(7,098)	(7,098)	(7,098)	(7,098)
Other	(28,449)	(30,930)	(25,135)	(21,820)	(22,261)	(22,831)	(23,315)	(23,861)	(24,406)	(24,940)	(25,480)	(26,048)	(26,638)
Net Cash flows from operating activities	70,018	90,028	96,428	71,648	72,948	73,763	78,369	78,231	72,219	81,568	82,808	77,873	78,415
Cash flows from investing activities													
Receipts:													
Sale of investments	367,193	338,038	317,657	341,696	305,458	301,704	295,345	296,841	297,751	305,005	295,729	299,567	298,857
Proceeds from sale of PPE	2,539	3,734	2,046	2,675	2,662	3,238	3,236	3,042	3,046	2,528	4,023	2,894	3,616

Cashflow statement (continued)

Scenario 1 – Delivery Program Model

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	Result 2020/21 \$ '000	Result 2021/22 \$ '000	Forecast 2022/23 \$ '000	Budget 2023/24 \$ '000	Year 2 2024/25 \$ '000	Year 3 2025/26 \$ '000	Year 4 2026/27 \$ '000	Year 5 2027/28 \$ '000	Year 6 2028/29 \$ '000	Year 7 2029/30 \$ '000	Year 8 2030/31 \$ '000	Year 9 2031/32 \$ '000	Year 10 2032/33 \$ '000
Payments:													
Purchase of investment securities	(355,613)	(352,829)	(319,427)	(300,000)	(300,000)	(300,000)	(306,800)	(303,300)	(300,000)	(303,300)	(306,000)	(305,000)	(304,600)
Payments for PPE	(73,150)	(76,755)	(90,600)	(111,308)	(77,426)	(75,337)	(67,772)	(72,321)	(70,395)	(83,421)	(75,501)	(74,221)	(74,850)
Net cash flows from investing activities	(59,031)	(87,812)	(90,324)	(66,937)	(69,307)	(70,395)	(75,990)	(75,737)	(69,598)	(79,188)	(81,748)	(76,760)	(76,977)
Cash flows from financing activities													
Receipts:													
Proceeds from borrowings	-	-	-	-	-	-	-	-	-	-	-	-	-
Payments:													
Repayment of borrowings	(5,130)	(5,018)	(4,724)	(3,206)	(2,121)	(1,787)	(743)	(789)	(840)	(522)	(549)	(576)	(877)
Lease liabilities (principal repayments)	(1,241)	(1,269)	(1,261)	(1,228)	(1,231)	(1,269)	(1,307)	(1,347)	(1,388)	(1,430)	(63)	(66)	(70)
Dividends paid to minority interest	(154)	(38)	(118)	(120)	(123)	(126)	(129)	(132)	(135)	(139)	(142)	(145)	(149)
Net cash flows from financing activities	(6,525)	(6,325)	(6,104)	(4,554)	(3,475)	(3,181)	(2,179)	(2,269)	(2,364)	(2,091)	(753)	(788)	(1,096)
Net change in cash and cash equivalents	4,462	(4,109)	(0)	156	167	186	200	226	257	289	307	325	342
Cash and cash equivalents at beginning of year	6,199	10,661	6,552	6,552	6,708	6,875	7,061	7,261	7,487	7,744	8,033	8,340	8,664
Cash and cash equivalents at end of year	10,661	6,552	6,552	6,708	6,875	7,061	7,261	7,487	7,744	8,033	8,340	8,664	9,006
Investments at year end	136,577	151,385	153,155	111,459	106,002	104,298	115,752	122,211	124,460	122,755	133,025	138,458	144,201
Cash, cash equivalents and investments at end of year	147,238	157,937	159,707	118,167	112,876	111,359	123,014	129,698	132,204	130,788	141,365	147,122	153,208
Net change in cash, cash equivalents and investments		10,699	1,770	(41,540)	(5,291)	(1,518)	11,655	6,684	2,506	(1,416)	10,577	5,758	6,085

2023 - 2033

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Cash and investments statement

Scenario 1 - Delivery Program Model

	Result 2020/21 \$ '000	Result 2021/22 \$ '000	Forecast 2022/23 \$ '000	Budget 2023/24 \$ '000	Year 2 2024/25 \$ '000	Year 3 2025/26 \$ '000	Year 4 2026/27 \$ '000	Year 5 2027/28 \$ '000	Year 6 2028/29 \$ '000	Year 7 2029/30 \$ '000	Year 8 2030/31 \$ '000	Year 9 2031/32 \$ '000	Year 10 2032/33 \$ '000
Total Cash and Investments	147,238	157,937	159,707	118,167	112,876	111,359	123,014	129,698	132,204	130,788	141,365	147,122	153,208
Represented by:													
Externally Restricted													
Developer Contributions	29,542	36,457	40,636	25,622	20,702	16,464	20,121	17,710	18,018	17,652	18,207	16,551	18,180
Unexpended Grants - not tied to liability	262	566	201	-	-	-	-	-	-	-	-	-	-
Domestic Waste Management	364	3,401	6,979	8,076	8,947	11,369	14,521	17,864	21,386	11,065	15,016	19,260	23,827
Other externally restricted reserves	604	722	421	652	889	1,133	275	413	558	710	870	507	681
Total Externally Restricted	30,771	41,146	48,238	34,349	30,538	28,967	34,916	35,987	39,962	29,428	34,093	36,317	42,688
Internally Restricted													
Deposits, Retentions & Bonds	13,749	15,380	15,380	15,380	15,380	15,380	15,380	15,380	15,380	15,380	15,380	15,380	15,380
Employee Leave Entitlement	7,633	7,026	7,026	7,026	7,277	7,534	7,797	8,068	8,345	8,628	8,919	9,218	9,523
Kimbriki Landfill Remediation	12,153	13,597	15,930	18,048	20,651	23,417	26,031	28,914	25,234	28,220	31,365	29,766	28,249
Unexpended Grants - tied to liability	34,095	28,600	29,407	8,645	6,603	6,693	6,762	6,835	6,914	6,998	7,087	7,183	7,284
Other	15,769	15,582	16,579	13,534	12,165	11,258	12,086	15,826	17,214	19,160	17,228	18,367	17,346
Total Internally Restricted	83,399	80,184	84,320	62,632	62,075	64,281	68,056	75,023	73,086	78,386	79,979	79,913	77,782
Total Restricted Cash	114,170	121,330	132,558	96,981	92,613	93,248	102,972	111,010	113,048	107,814	114,073	116,230	120,470
Total Unrestricted Cash	33,068	36,607	27,149	21,186	20,264	18,111	20,042	18,688	19,156	22,974	27,292	30,892	32,738

Capital budget statement

Scenario 1 - Delivery Program Model

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	Result 2020/21 \$ '000	Result 2021/22 \$ '000	Forecast 2022/23 \$ '000	Budget 2023/24 \$ '000	Year 2 2024/25 \$ '000	Year 3 2025/26 \$ '000	Year 4 2026/27 \$ '000	Year 5 2027/28 \$ '000	Year 6 2028/29 \$ '000	Year 7 2029/30 \$ '000	Year 8 2030/31 \$ '000	Year 9 2031/32 \$ '000	Year 10 2032/33 \$ '000
Capital Funding													
Working Capital	7,508	7,785	17,212	6,004	4,086	4,222	404	3,063	1,232	351	355	360	175
Depreciation	23,569	22,098	36,402	36,888	35,203	39,611	41,951	43,707	44,956	45,628	45,745	46,839	47,948
Capital grants and contributions													
Grants and contributions	19,194	29,262	22,012	25,948	11,042	4,913	1,913	1,913	1,913	1,913	1,913	1,913	1,913
Externally restricted reserves													
- Developer contributions	10,094	8,038	8,129	22,689	12,308	9,280	5,310	9,260	7,859	7,952	8,106	10,490	7,348
- Domestic Waste	-	-	-	-	-	-	-	-	-	14,048	-	-	-
- Other	1,207	1,797	2,338	1,967	1,956	1,945	3,045	2,044	2,033	2,023	2,013	2,533	1,993
Internally restricted reserves													
- Merger savings fund	1,375	1,893	684	892	-	-	-	-	-	-	-	-	-
- Other	8,718	4,005	2,398	5,035	3,943	5,834	6,687	3,902	4,347	3,290	7,216	4,216	6,262
Income from sale of assets													
- Plant and equipment	2,276	1,995	1,992	2,675	2,662	3,238	3,236	3,042	3,046	2,528	4,023	2,894	3,616
Total funding	73,941	76,872	91,167	102,098	71,200	69,043	62,546	66,931	65,386	77,734	69,372	69,243	69,254

Capital budget statement (continued)

Scenario 1 - Delivery Program Model

	Result 2020/21 \$ '000	Result 2021/22 \$ '000	Forecast 2022/23 \$ '000	Budget 2023/24 \$ '000	Year 2 2024/25 \$ '000	Year 3 2025/26 \$ '000	Year 4 2026/27 \$ '000	Year 5 2027/28 \$ '000	Year 6 2028/29 \$ '000	Year 7 2029/30 \$ '000	Year 8 2030/31 \$ '000	Year 9 2031/32 \$ '000	Year 10 2032/33 \$ '000
Capital Expenditure													
Buildings	16,107	21,091	17,098	19,147	13,483	12,539	9,660	10,030	10,273	10,509	10,754	11,014	11,277
Community Land	2,954	-	-	-	-	-	-	-	-	-	-	-	-
Furniture & Fittings	115	730	111	169	36	36	36	36	36	36	36	36	36
Land Improvements	-	-	14,462	5,439	2,144	4,561	740	3,395	1,560	675	675	675	675
Land Under Roads	159	-	-	-	-	-	-	-	-	-	-	-	-
Library Books	1,361	868	684	718	799	750	770	963	987	1,010	1,033	1,057	1,082
Office Equipment	1,042	1,995	3,302	2,411	2,210	2,606	2,494	2,533	2,559	2,608	2,658	2,687	2,752
Open Space / Recreational	10,116	9,387	11,715	23,780	11,093	11,407	8,100	10,152	8,777	7,798	8,819	11,755	8,547
Other Assets	43	696	422	892	-	-	-	-	-	-	-	-	-
Other Structures	2,074	3,419	3,047	6,082	2,423	1,530	402	941	959	977	995	1,014	1,035
Plant & Equipment	5,039	3,545	4,436	7,389	6,529	9,150	9,998	6,997	7,728	19,948	11,255	7,155	9,886
Road, Bridges & Footpaths	24,852	26,574	25,255	27,216	23,382	16,625	19,572	19,919	20,307	21,761	21,239	21,339	21,019
Stormwater Drainage	6,111	5,505	9,420	7,786	7,823	9,050	9,365	10,309	10,525	10,720	10,969	10,782	11,176
Swimming Pools	1,007	345	1,216	1,069	1,280	791	1,410	1,657	1,675	1,692	940	1,728	1,770
Tip Asset	2,960	2,718	-	-	-	-	-	-	-	-	-	-	-
Total expenditure	73,941	76,872	91,167	102,098	71,200	69,043	62,546	66,931	65,386	77,734	69,372	69,243	69,254

Long-Term Financial Plan

Statement of borrowings

The Long-Term Financial Plan recognises debt as an important source of funds for large capital projects.

There are no anticipated new borrowings over the 10 year period of the Long-Term Financial Plan, however Council will continue to review the need to borrow for major infrastructure projects. Spreading these costs over a number of years facilitates intergenerational equity and smooths out long-term expenditure peaks and troughs.



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Statement of performance measures

Scenario 1 - Delivery Program Model

	OLG Benchmark	Result 2020/21	Result 2021/22	Forecast 2022/23	Budget 2023/24	Year 2 2024/25	Year 3 2025/26	Year 4 2026/27	Year 5 2027/28	Year 6 2028/29	Year 7 2029/30	Year 8 2030/31	Year 9 2031/32	Year 10 2032/33
Budget Performance														
Operating Performance Ratio	> 0%	(7.3%)	4.5%	2.0%	0.02%	(1.3%)	(0.3%)	0.6%	0.5%	0.2%	0.3%	0.5%	0.4%	(0.1%)
measures the extent to which a council has succeeded in containing operating expenditure within operating revenue.		✗	✓	✓	✓	✗	✗	✓	✓	✓	✓	✓	✓	✗
Own Source Operating Revenue Ratio	> 60%	87.4%	82.5%	85.4%	86.3%	91.7%	93.1%	93.6%	94.0%	94.1%	94.1%	94.2%	94.0%	94.3%
measures fiscal flexibility. It is the degree of reliance on external funding sources.		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Operational Liquidity														
Unrestricted Current Ratio	> 1.5x	1.69x	1.90x	2.01x	2.24x	2.28x	2.28x	2.35x	2.14x	2.43x	2.56x	2.41x	2.42x	2.61x
represents a council's ability to meet short-term obligations as they fall due.		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Rates, Annual Charges, Interest & Extra Charges Outstanding Percentage	< 5%	3.9%	3.6%	3.6%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%
expressed as a percentage of total rates and charges available for collection in the financial year.		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Cash Expense Cover Ratio	> 3mths	5.1mths	5.6mths	5.5mths	3.8mths	3.6mths	3.5mths	3.8mths	3.9mths	3.8mths	3.8mths	4.0mths	4.0mths	4.0mths
liquidity ratio indicates the number of months a council can continue paying for its immediate expenses without additional cash inflow.		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

Long-Term Financial Plan

Statement of performance measures (continued)

Scenario 1 - Delivery Program Model

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	OLG Benchmark	Result 2020/21	Result 2021/22	Forecast 2022/23	Budget 2023/24	Year 2 2024/25	Year 3 2025/26	Year 4 2026/27	Year 5 2027/28	Year 6 2028/29	Year 7 2029/30	Year 8 2030/31	Year 9 2031/32	Year 10 2032/33
Liability and Debt Management														
Debt Service Cover Ratio	> 2x	2.8x	7.3x	8.0x	9.1x	10.8x	13.1x	19.5x	19.5x	19.0x	23.8x	23.7x	23.1x	21.8x
measures the availability of operating cash to service loan repayments.		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Asset Management														
Building and Infrastructure Renewals Ratio	> 100%	117.2%	112.7%	117.9%	108.9%	91.2%	95.0%	98.3%	98.0%	99.1%	98.2%	95.8%	96.4%	94.8%
assesses the rate at which these assets are being renewed against the rate at which they are depreciating.		✓	✓	✓	✓	✗	✗	✗	✗	✗	✗	✗	✗	✗
Infrastructure Backlog Ratio	< 2%	1.50%	1.53%	1.33%	1.26%	1.22%	1.19%	1.16%	1.12%	1.09%	1.06%	1.04%	1.01%	0.99%
ratio shows what proportion the infrastructure backlog is against the total net carrying amount of a council's infrastructure.		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Asset Maintenance Ratio	> 100%	106.5%	100.6%	100.5%	100.5%	100.5%	100.5%	100.5%	100.5%	100.5%	100.5%	100.5%	100.5%	100.5%
ratio compares actual versus required annual asset maintenance. A ratio of above 100% indicates that the council is investing enough funds that year to halt the infrastructure backlog from growing.		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Cost to bring assets to agreed service level	N/A	1.24%	1.26%	1.10%	1.05%	1.02%	0.99%	0.97%	0.94%	0.92%	0.89%	0.87%	0.85%	0.83%
ratio shows what proportion the infrastructure backlog is against the total gross replacement cost of a council's infrastructure.		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

2023 - 2033

Financial forecast 2023/24 to 2032/33 - Scenario 2 - Alternative Model

Income statement

Scenario 2 - Alternative Model

	Result 2020/21 \$'000	Result 2021/22 \$'000	Forecast 2022/23 \$'000	Budget 2023/24 \$'000	Year 2 2024/25 \$'000	Year 3 2025/26 \$'000	Year 4 2026/27 \$'000	Year 5 2027/28 \$'000	Year 6 2028/29 \$'000	Year 7 2029/30 \$'000	Year 8 2030/31 \$'000	Year 9 2031/32 \$'000	Year 10 2032/33 \$'000
Income from continuing operations													
Rates and annual charges	218,169	225,941	234,465	246,480	272,485	280,861	288,803	297,085	305,339	313,548	321,942	330,884	340,126
User charges and fees	79,105	79,722	91,618	96,837	99,350	101,841	104,028	106,477	108,904	111,419	114,003	116,688	119,197
Other revenues	14,994	22,343	19,023	20,788	21,074	21,365	21,663	21,969	22,270	22,565	22,867	23,189	23,519
Grants and contributions provided for operating purposes	19,460	27,165	28,134	27,461	17,298	18,289	17,481	18,702	17,619	18,826	18,061	19,287	18,543
Grants and contributions provided for capital purposes	26,544	43,952	33,116	32,289	18,096	11,446	10,556	8,247	9,623	9,033	10,122	10,313	10,463
Interest and investment revenue	1,363	1,238	6,840	6,691	5,368	5,357	4,994	5,408	5,682	5,800	6,211	6,531	6,896
Other Income	6,154	6,736	6,264	6,442	6,603	6,768	6,937	7,111	7,281	7,449	7,620	7,803	7,990
Net gain from the disposal of assets	-	960	1,301	395	266	324	324	304	305	253	402	289	362
Total income from continuing operations	365,789	408,057	420,762	437,384	440,540	446,252	454,785	465,304	477,023	488,892	501,227	514,984	527,096

Income statement (continued)

Scenario 2 - Alternative Model

	Result 2020/21 \$ '000	Result 2021/22 \$ '000	Forecast 2022/23 \$ '000	Budget 2023/24 \$ '000	Year 2 2024/25 \$ '000	Year 3 2025/26 \$ '000	Year 4 2026/27 \$ '000	Year 5 2027/28 \$ '000	Year 6 2028/29 \$ '000	Year 7 2029/30 \$ '000	Year 8 2030/31 \$ '000	Year 9 2031/32 \$ '000	Year 10 2032/33 \$ '000
Expenses from continuing operations													
Employee benefits and on-costs	139,118	134,560	146,642	157,090	162,258	168,059	173,305	178,715	184,293	190,045	195,975	202,092	208,400
Materials and services	150,209	142,766	160,650	173,272	176,265	176,383	173,461	179,692	184,294	188,377	191,466	197,700	203,150
Borrowing costs	2,605	2,624	2,616	2,593	2,509	2,447	2,417	2,403	2,392	2,135	2,182	2,232	2,066
Depreciation, amortisation and impairment for non-financial assets	47,406	45,508	47,399	49,646	54,121	55,679	58,212	58,612	59,333	60,698	61,650	62,479	63,831
Other expenses	24,781	20,969	21,555	22,088	22,540	23,067	23,608	24,162	24,708	25,243	25,790	26,375	26,973
Net loss from the disposal of assets	1,579	-	-	-	-	-	-	-	-	-	-	-	-
Total expenses from continuing operations	365,698	346,427	378,862	404,689	417,693	425,637	431,003	443,585	455,020	466,498	477,064	490,878	504,421
Operating result from continuing operations	91	61,630	41,900	32,695	22,847	20,616	23,783	21,719	22,003	22,394	24,163	24,106	22,675
Operating result before grants and contributions provided for capital purposes	(26,453)	17,678	8,784	406	4,751	9,169	13,227	13,471	12,380	13,361	14,041	13,793	12,212

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Balance sheet

Scenario 2 - Alternative Model

	Result 2020/21 \$ '000	Result 2021/22 \$ '000	Forecast 2022/23 \$ '000	Budget 2023/24 \$ '000	Year 2 2024/25 \$ '000	Year 3 2025/26 \$ '000	Year 4 2026/27 \$ '000	Year 5 2027/28 \$ '000	Year 6 2028/29 \$ '000	Year 7 2029/30 \$ '000	Year 8 2030/31 \$ '000	Year 9 2031/32 \$ '000	Year 10 2032/33 \$ '000
Assets													
Current assets													
Cash and cash equivalents	10,661	6,552	6,552	6,708	6,851	6,940	7,050	7,197	7,394	7,651	7,959	8,322	8,746
Investments	135,751	150,625	152,395	110,673	105,713	104,383	116,194	126,100	132,076	134,060	145,845	152,839	162,161
Receivables	15,993	24,936	24,936	25,108	26,149	26,574	27,009	27,452	27,885	28,310	28,765	29,236	29,723
Inventories	378	397	397	410	421	431	442	453	464	475	486	497	509
Prepayments	2,028	2,975	2,975	3,076	3,153	3,232	3,313	3,395	3,477	3,557	3,639	3,726	3,816
Total current assets	164,811	185,485	187,255	145,976	142,287	141,560	154,007	164,598	171,296	174,053	186,694	194,620	204,955
Non-current assets													
Investments	826	760	760	786	805	826	846	687	528	369	210	52	0
Receivables	1,087	1,007	1,007	1,008	1,127	1,162	1,196	1,231	1,265	1,299	1,335	1,372	1,411
Infrastructure, property, plant and equipment	5,062,151	5,218,499	5,399,280	5,562,562	5,676,532	5,789,915	5,896,916	6,008,127	6,115,915	6,233,452	6,346,508	6,465,859	6,585,090
Investment property	5,835	6,155	6,155	6,475	6,795	7,115	7,435	7,755	8,075	8,395	8,715	9,035	9,355
Right of use assets	10,475	9,110	7,732	6,470	5,209	3,947	2,686	1,424	163	108	54	0	-
Other	-	-	-	-	-	-	-	-	-	-	-	-	-
Total non-current assets	5,080,374	5,235,531	5,414,933	5,577,301	5,690,468	5,802,965	5,909,079	6,019,225	6,125,946	6,243,624	6,356,821	6,476,318	6,595,856
Total assets	5,245,185	5,421,016	5,602,188	5,723,277	5,832,755	5,944,525	6,063,086	6,183,823	6,297,242	6,417,676	6,543,515	6,670,939	6,800,811

Balance sheet (continued)

Scenario 2 - Alternative Model

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	Result 2020/21 \$ '000	Result 2021/22 \$ '000	Forecast 2022/23 \$ '000	Budget 2023/24 \$ '000	Year 2 2024/25 \$ '000	Year 3 2025/26 \$ '000	Year 4 2026/27 \$ '000	Year 5 2027/28 \$ '000	Year 6 2028/29 \$ '000	Year 7 2029/30 \$ '000	Year 8 2030/31 \$ '000	Year 9 2031/32 \$ '000	Year 10 2032/33 \$ '000
Liabilities													
Current liabilities													
Payables	44,606	45,393	41,113	41,653	42,408	42,935	43,520	44,120	44,711	45,294	45,890	46,526	47,178
Contract liabilities	26,546	24,206	24,009	4,702	2,661	2,746	2,826	2,908	2,990	3,074	3,161	3,250	3,342
Lease liabilities	1,269	1,238	1,231	1,269	1,307	1,347	1,388	1,430	63	66	70	-	-
Borrowings	5,033	4,770	3,206	2,121	1,787	743	789	840	522	549	576	877	272
Employee benefit provisions	37,044	35,553	35,553	37,078	38,228	39,413	40,636	41,897	43,197	44,538	45,920	47,346	48,817
Provisions	762	759	759	792	817	1,014	916	7,658	974	1,004	5,945	5,917	1,168
Total current liabilities	115,260	111,919	105,872	87,614	87,208	88,199	90,075	98,853	92,457	94,525	101,563	103,917	100,776
Non-current liabilities													
Payables	200	150	100	50	-	-	-	-	-	-	-	-	-
Contract liabilities	9,815	7,466	7,460	5,949	5,860	5,772	5,684	5,596	5,508	5,419	5,331	5,243	5,155
Lease liabilities	9,474	8,237	6,941	5,673	4,365	3,018	1,630	200	-	-	-	-	-
Borrowings	17,293	12,538	9,377	7,257	5,470	4,727	3,938	3,098	2,575	2,027	1,450	573	301
Employee benefit provisions	2,432	761	761	794	819	844	871	898	926	955	985	1,016	1,047
Provisions	44,150	43,404	46,325	48,217	50,153	51,995	54,043	49,453	51,661	53,683	50,876	48,212	50,216
Total non-current liabilities	83,364	72,556	70,964	67,939	66,668	66,357	66,166	59,244	60,670	62,084	58,642	55,043	56,719
Total liabilities	198,624	184,475	176,836	155,553	153,876	154,555	156,240	158,097	153,127	156,609	160,205	158,960	157,495
Net assets	5,046,561	5,236,541	5,425,352	5,567,723	5,678,879	5,789,970	5,906,846	6,025,726	6,144,115	6,261,067	6,383,310	6,511,978	6,643,316

2023 - 2033

Balance sheet (continued)

Scenario 2 - Alternative Model

	Result 2020/21 \$ '000	Result 2021/22 \$ '000	Forecast 2022/23 \$ '000	Budget 2023/24 \$ '000	Year 2 2024/25 \$ '000	Year 3 2025/26 \$ '000	Year 4 2026/27 \$ '000	Year 5 2027/28 \$ '000	Year 6 2028/29 \$ '000	Year 7 2029/30 \$ '000	Year 8 2030/31 \$ '000	Year 9 2031/32 \$ '000	Year 10 2032/33 \$ '000
Equity													
Accumulated surplus	4,867,332	4,928,924	4,934,535	4,962,207	4,984,824	5,004,205	5,026,384	5,047,753	5,069,610	5,091,342	5,115,621	5,139,127	5,162,246
IPP&E revaluation surplus	179,229	307,617	490,818	605,516	694,055	785,765	880,463	977,973	1,074,505	1,169,725	1,267,689	1,372,851	1,481,070
Total equity	5,046,561	5,236,541	5,425,352	5,567,723	5,678,879	5,789,970	5,906,846	6,025,726	6,144,115	6,261,067	6,383,310	6,511,978	6,643,316

Cashflow statement

Scenario 2 - Alternative Model

	Result 2020/21 \$ '000	Result 2021/22 \$ '000	Forecast 2022/23 \$ '000	Budget 2023/24 \$ '000	Year 2 2024/25 \$ '000	Year 3 2025/26 \$ '000	Year 4 2026/27 \$ '000	Year 5 2027/28 \$ '000	Year 6 2028/29 \$ '000	Year 7 2029/30 \$ '000	Year 8 2030/31 \$ '000	Year 9 2031/32 \$ '000	Year 10 2032/33 \$ '000
Cash flows from operating activities													
Receipts:													
Rates and annual charges	218,524	226,388	234,754	246,349	271,838	280,147	288,098	296,373	304,629	312,840	321,227	330,151	339,386
User charges and fees	82,123	84,291	98,128	100,908	103,595	106,191	108,497	111,057	113,597	116,219	118,913	121,715	124,344
Interest received	2,123	1,182	6,784	6,770	5,250	5,323	4,935	5,352	5,633	5,759	6,151	6,477	6,837
Grants and contributions	58,012	56,649	51,187	39,062	33,451	29,922	28,230	27,150	27,450	28,073	28,404	29,829	29,242
Bonds, deposits and retentions received	7,356	7,098	8,729	7,098	7,098	7,098	7,098	7,098	7,098	7,098	7,098	7,098	7,098
Other	37,697	45,656	41,713	45,369	42,912	43,373	42,933	43,732	44,626	45,680	45,622	46,796	47,211
Payments:													
Payments to employees	(134,939)	(137,235)	(146,020)	(155,511)	(161,068)	(166,832)	(172,040)	(177,410)	(182,947)	(188,656)	(194,544)	(200,616)	(206,878)
Payments for materials and services	(164,584)	(156,463)	(167,170)	(188,515)	(187,887)	(188,612)	(185,872)	(191,445)	(203,490)	(200,427)	(204,140)	(216,836)	(221,523)
Borrowing costs	(1,429)	(1,142)	(1,075)	(965)	(660)	(524)	(415)	(326)	(233)	(163)	(132)	(100)	(50)
Bonds, deposits and retentions refunded	(6,416)	(5,466)	(5,466)	(7,098)	(7,098)	(7,098)	(7,098)	(7,098)	(7,098)	(7,098)	(7,098)	(7,098)	(7,098)
Other	(28,449)	(30,930)	(25,135)	(21,820)	(22,261)	(22,831)	(23,315)	(23,861)	(24,406)	(24,940)	(25,480)	(26,048)	(26,638)
Net cash flows from operating activities	70,018	90,028	96,428	71,648	85,170	86,158	91,052	90,621	84,859	94,385	96,021	91,369	91,932

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Cashflow statement (continued)

Scenario 2 - Alternative Model

	Result 2020/21 \$ '000	Result 2021/22 \$ '000	Forecast 2022/23 \$ '000	Budget 2023/24 \$ '000	Year 2 2024/25 \$ '000	Year 3 2025/26 \$ '000	Year 4 2026/27 \$ '000	Year 5 2027/28 \$ '000	Year 6 2028/29 \$ '000	Year 7 2029/30 \$ '000	Year 8 2030/31 \$ '000	Year 9 2031/32 \$ '000	Year 10 2032/33 \$ '000
Cash flows from investing activities													
Receipts:													
Sale of investments	367,193	338,038	317,657	341,696	304,941	301,310	294,968	293,552	294,183	301,476	294,374	298,163	295,330
Proceeds from sale of PPE	2,539	3,734	2,046	2,675	2,662	3,238	3,236	3,042	3,046	2,528	4,023	2,894	3,616
Payments:													
Purchase of investment securities	(355,613)	(352,829)	(319,427)	(300,000)	(300,000)	(300,000)	(306,800)	(303,300)	(300,000)	(303,300)	(306,000)	(305,000)	(304,600)
Payments for PPE	(73,150)	(76,755)	(90,600)	(111,308)	(89,155)	(87,435)	(80,168)	(81,500)	(79,527)	(92,741)	(87,356)	(86,275)	(84,757)
Net cash flows from investing activities	(59,031)	(87,812)	(90,324)	(66,937)	(81,553)	(82,887)	(88,763)	(88,205)	(82,298)	(92,037)	(94,959)	(90,218)	(90,412)

Cashflow statement (continued)

Scenario 2 - Alternative Model

	Result 2020/21 \$ '000	Result 2021/22 \$ '000	Forecast 2022/23 \$ '000	Budget 2023/24 \$ '000	Year 2 2024/25 \$ '000	Year 3 2025/26 \$ '000	Year 4 2026/27 \$ '000	Year 5 2027/28 \$ '000	Year 6 2028/29 \$ '000	Year 7 2029/30 \$ '000	Year 8 2030/31 \$ '000	Year 9 2031/32 \$ '000	Year 10 2032/33 \$ '000
Cash flows from financing activities													
Receipts:													
Proceeds from borrowings	-	-	-	-	-	-	-	-	-	-	-	-	-
Payments:													
Repayment of borrowings	(5,130)	(5,018)	(4,724)	(3,206)	(2,121)	(1,787)	(743)	(789)	(840)	(522)	(549)	(576)	(877)
Lease liabilities (principal repayments)	(1,241)	(1,269)	(1,261)	(1,228)	(1,231)	(1,269)	(1,307)	(1,347)	(1,388)	(1,430)	(63)	(66)	(70)
Dividends paid to minority interest	(154)	(38)	(118)	(120)	(123)	(126)	(129)	(132)	(135)	(139)	(142)	(145)	(149)
Net cash flows from financing activities	(6,525)	(6,325)	(6,104)	(4,554)	(3,475)	(3,181)	(2,179)	(2,269)	(2,364)	(2,091)	(753)	(788)	(1,096)
Net change in cash and cash equivalents	4,462	(4,109)	(0)	156	142	89	110	147	197	257	308	363	424
Cash and cash equivalents at beginning of year	6,199	10,661	6,552	6,552	6,708	6,851	6,940	7,050	7,197	7,394	7,651	7,959	8,322
Cash and cash equivalents at end of year	10,661	6,552	6,552	6,708	6,851	6,940	7,050	7,197	7,394	7,651	7,959	8,322	8,746
Investments at year end	136,577	151,385	153,155	111,459	106,519	105,209	117,040	126,788	132,605	134,429	146,054	152,891	162,161
Cash, cash equivalents and investments at end of year	147,238	157,937	159,707	118,167	113,369	112,148	124,090	133,984	139,998	142,080	154,013	161,213	170,908
Net change in cash, cash equivalents and investments		10,699	1,770	(41,540)	(4,798)	(1,221)	11,941	9,895	6,014	2,081	11,934	7,200	9,694

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Cash and investments statement

Scenario 2 - Alternative Model

	Result 2020/21 \$ '000	Result 2021/22 \$ '000	Forecast 2022/23 \$ '000	Budget 2023/24 \$ '000	Year 2 2024/25 \$ '000	Year 3 2025/26 \$ '000	Year 4 2026/27 \$ '000	Year 5 2027/28 \$ '000	Year 6 2028/29 \$ '000	Year 7 2029/30 \$ '000	Year 8 2030/31 \$ '000	Year 9 2031/32 \$ '000	Year 10 2032/33 \$ '000
Total Cash and Investments	147,238	157,937	159,707	118,167	113,369	112,148	124,090	133,984	139,998	142,080	154,013	161,213	170,908
Represented by:													
Externally Restricted													
Developer Contributions	29,542	36,457	40,636	25,622	20,702	16,464	20,121	17,710	18,018	17,652	18,207	16,551	18,180
Unexpended Grants - not tied to liability	262	566	201	-	-	-	-	-	-	-	-	-	-
Domestic Waste Management	364	3,401	6,979	8,076	8,947	11,369	14,521	17,864	21,386	11,065	15,016	19,260	23,827
Other externally restricted reserves	604	722	421	652	889	1,133	275	413	558	710	870	507	681
Total Externally Restricted	30,771	41,146	48,238	34,349	30,538	28,967	34,916	35,987	39,962	29,428	34,093	36,317	42,688
Internally Restricted													
Deposits, Retentions & Bonds	13,749	15,380	15,380	15,380	15,380	15,380	15,380	15,380	15,380	15,380	15,380	15,380	15,380
Employee Leave Entitlement	7,633	7,026	7,026	7,026	7,277	7,534	7,797	8,068	8,345	8,628	8,919	9,218	9,523
Kimbriki Landfill Remediation	12,153	13,597	15,930	18,048	20,651	23,417	26,031	28,914	25,234	28,220	31,365	29,766	28,249
Unexpended Grants - tied to liability	34,095	28,600	29,407	8,645	6,603	6,693	6,762	6,835	6,914	6,998	7,087	7,183	7,284
Other	15,769	15,582	16,579	13,534	12,165	11,258	12,086	15,826	17,214	19,160	17,228	18,367	17,346
Total Internally Restricted	83,399	80,184	84,320	62,632	62,075	64,281	68,056	75,023	73,086	78,386	79,979	79,913	77,782
Total Restricted Cash	114,170	121,330	132,558	96,981	92,613	93,248	102,972	111,010	113,048	107,814	114,073	116,230	120,470
Total Unrestricted Cash	33,068	36,607	27,149	21,186	20,756	18,900	21,118	22,975	26,951	34,265	39,941	44,983	50,438

Long-Term Financial Plan

Capital budget statement

Scenario 2 - Alternative Model

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	Result 2020/21 \$ '000	Result 2021/22 \$ '000	Forecast 2022/23 \$ '000	Budget 2023/24 \$ '000	Year 2 2024/25 \$ '000	Year 3 2025/26 \$ '000	Year 4 2026/27 \$ '000	Year 5 2027/28 \$ '000	Year 6 2028/29 \$ '000	Year 7 2029/30 \$ '000	Year 8 2030/31 \$ '000	Year 9 2031/32 \$ '000	Year 10 2032/33 \$ '000
Capital Funding													
Working Capital	7,508	7,785	17,212	6,004	4,086	4,222	404	3,063	1,232	351	355	360	175
Special Rate Variation	-	-	-	-	10,731	10,885	11,149	8,216	8,167	8,332	10,631	10,804	8,845
Depreciation	23,569	22,098	36,402	36,888	35,203	39,611	41,951	43,707	44,956	45,628	45,745	46,839	47,948
Capital grants and contributions:													
Grants and contributions	19,194	29,262	22,012	25,948	11,042	4,913	1,913	1,913	1,913	1,913	1,913	1,913	1,913
Externally restricted reserves:													
- Developer contributions	10,094	8,038	8,129	22,689	12,308	9,280	5,310	9,260	7,859	7,952	8,106	10,490	7,348
- Domestic Waste	-	-	-	-	-	-	-	-	-	14,048	-	-	-
- Other	1,207	1,797	2,338	1,967	1,956	1,945	3,045	2,044	2,033	2,023	2,013	2,533	1,993
Internally restricted reserves:													
- Merger savings fund	1,375	1,893	684	892	-	-	-	-	-	-	-	-	-
- Other	8,718	4,005	2,398	5,035	3,943	5,834	6,687	3,902	4,347	3,290	7,216	4,216	6,262
Income from sale of assets:													
- Plant and equipment	2,276	1,995	1,992	2,675	2,662	3,238	3,236	3,042	3,046	2,528	4,023	2,894	3,616
Total funding	73,941	76,872	91,167	102,098	81,931	79,928	73,694	75,147	73,553	86,066	80,002	80,047	78,099

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Capital budget statement (continued)

Scenario 2 - Alternative Model

	Result 2020/21 \$ '000	Result 2021/22 \$ '000	Forecast 2022/23 \$ '000	Budget 2023/24 \$ '000	Year 2 2024/25 \$ '000	Year 3 2025/26 \$ '000	Year 4 2026/27 \$ '000	Year 5 2027/28 \$ '000	Year 6 2028/29 \$ '000	Year 7 2029/30 \$ '000	Year 8 2030/31 \$ '000	Year 9 2031/32 \$ '000	Year 10 2032/33 \$ '000
Capital Expenditure													
Buildings	16,107	21,091	17,098	19,147	19,700	18,838	13,377	13,832	14,166	14,496	16,965	17,320	15,544
Community Land	2,954	-	-	-	-	-	-	-	-	-	-	-	-
Furniture & Fittings	115	730	111	169	36	36	36	36	36	36	36	36	36
Land Improvements	-	-	14,462	5,439	2,144	4,561	740	3,395	1,560	675	675	675	675
Land Under Roads	159	-	-	-	-	-	-	-	-	-	-	-	-
Library Books	1,361	868	684	718	899	852	875	1,071	1,097	1,123	1,148	1,175	1,203
Office Equipment	1,042	1,995	3,302	2,411	2,210	2,606	2,494	2,533	2,559	2,608	2,658	2,687	2,752
Open Space / Recreational	10,116	9,387	11,715	23,780	11,935	12,268	8,981	11,053	9,698	8,739	9,780	12,737	9,550
Other Assets	43	696	422	892	-	-	-	-	-	-	-	-	-
Other Structures	2,074	3,419	3,047	6,082	2,616	1,728	1,778	1,363	1,173	1,195	1,218	1,243	1,269
Plant & Equipment	5,039	3,545	4,436	7,389	6,529	9,150	9,998	6,997	7,728	19,948	11,255	7,155	9,886
Road, Bridges & Footpaths	24,852	26,574	25,255	27,216	26,749	20,036	24,628	22,889	23,323	24,822	24,345	24,495	24,224
Stormwater Drainage	6,111	5,505	9,420	7,786	7,823	9,050	9,365	10,309	10,525	10,720	10,969	10,782	11,176
Swimming Pools	1,007	345	1,216	1,069	1,292	803	1,423	1,670	1,688	1,705	954	1,743	1,784
Tip Asset	2,960	2,718	-	-	-	-	-	-	-	-	-	-	-
Total expenditure	73,941	76,872	91,167	102,098	81,931	79,928	73,694	75,147	73,553	86,066	80,002	80,047	78,099

Long-Term Financial Plan

Statement of borrowings

The Long-Term Financial Plan recognises debt as an important source of funds for large capital projects.

There are no anticipated new borrowings over the 10 year period of the Long-Term Financial Plan, however Council will continue to review the need to borrow for major infrastructure projects. Spreading these costs over a number of years facilitates intergenerational equity and smooths out long-term expenditure peaks and troughs.



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Statement of performance measures

Scenario 2 - Alternative Model

	OLG Benchmark	Result 2020/21	Result 2021/22	Forecast 2022/23	Budget 2023/24	Year 2 2024/25	Year 3 2025/26	Year 4 2026/27	Year 5 2027/28	Year 6 2028/29	Year 7 2029/30	Year 8 2030/31	Year 9 2031/32	Year 10 2032/33
Budget Performance														
Operating Performance Ratio	> 0%	(7.3%)	4.5%	2.0%	0.02%	1.1%	2.1%	2.9%	2.9%	2.6%	2.8%	2.8%	2.7%	2.3%
measures the extent to which a council has succeeded in containing operating expenditure within operating revenue.		✗	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Own Source Operating Revenue Ratio	> 60%	87.4%	82.5%	85.4%	86.3%	92.0%	93.3%	93.8%	94.2%	94.3%	94.3%	94.4%	94.2%	94.5%
measures fiscal flexibility. It is the degree of reliance on external funding sources.		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Operational Liquidity														
Unrestricted Current Ratio	> 1.5x	1.69x	1.90x	2.01x	2.24x	2.29x	2.30x	2.38x	2.22x	2.59x	2.78x	2.63x	2.66x	2.93x
represents a council's ability to meet short-term obligations as they fall due.		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Rates, Annual Charges, Interest & Extra Charges Outstanding Percentage	< 5%	3.9%	3.6%	3.6%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%	3.4%
expressed as a percentage of total rates and charges available for collection in the financial year.		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Cash Expense Cover Ratio	> 3mths	5.1mths	5.6mths	5.5mths	3.8mths	3.6mths	3.5mths	3.8mths	4.0mths	4.0mths	4.1mths	4.3mths	4.3mths	4.5mths
liquidity ratio indicates the number of months a council can continue paying for its immediate expenses without additional cash inflow.		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

Long-Term Financial Plan

Statement of performance measures (continued)

Scenario 2 - Alternative Model

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	OLG Benchmark	Result 2020/21	Result 2021/22	Forecast 2022/23	Budget 2023/24	Year 2 2024/25	Year 3 2025/26	Year 4 2026/27	Year 5 2027/28	Year 6 2028/29	Year 7 2029/30	Year 8 2030/31	Year 9 2031/32	Year 10 2032/33
Liability and Debt Management														
Debt Service Cover Ratio	> 2x	2.8x	7.3x	8.0x	9.1x	13.3x	15.9x	23.4x	23.3x	22.9x	28.7x	28.5x	28.0x	26.5x
measures the availability of operating cash to service loan repayments.		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Asset Management														
Building and Infrastructure Renewals Ratio	> 100%	117.2%	112.7%	117.9%	108.9%	116.8%	119.8%	122.0%	115.2%	115.5%	114.4%	116.1%	116.4%	110.5%
assesses the rate at which these assets are being renewed against the rate at which they are depreciating.		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Infrastructure Backlog Ratio	< 2%	1.50%	1.53%	1.33%	1.26%	1.21%	1.16%	1.12%	1.08%	1.04%	1.00%	0.97%	0.94%	0.91%
ratio shows what proportion the infrastructure backlog is against the total net carrying amount of a council's infrastructure.		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Asset Maintenance Ratio	> 100%	106.5%	100.6%	100.5%	100.5%	106.9%	106.9%	107.0%	107.6%	107.7%	108.0%	108.3%	108.4%	108.6%
ratio compares actual versus required annual asset maintenance. A ratio of above 100% indicates that the council is investing enough funds that year to halt the infrastructure backlog from growing.		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Cost to bring assets to agreed service level	N/A	1.24%	1.26%	1.10%	1.05%	1.01%	0.98%	0.94%	0.91%	0.88%	0.85%	0.82%	0.80%	0.77%
ratio shows what proportion the infrastructure backlog is against the total gross replacement cost of a council's infrastructure.		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

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Performance monitoring

Council monitors its performance against financial health check performance indicators. The statement of performance measures is in accordance with Local Government Code of Accounting Practice and Financial Reporting and the benchmarks set by the NSW Office of Local Government.

Indicator	Measure	Definition	Benchmarks
Operating Performance Ratio	Measures a council's ability to contain operating expenditure within operating revenue.	Operating revenue (excluding capital grants and contributions less operating expenses)/Operating revenue (excluding capital grants and contributions)	> 0%
Own Source Operating Revenue Ratio	Measures the level of a council's fiscal flexibility. It is the degree of reliance on external funding sources such as operating grants and contributions.	Total operating revenue (inclusive of capital grants and contributions) / Total operating revenue	> 60%
Unrestricted Current Ratio	This ratio is specific to local government and is designed to assess the adequacy of working capital and the ability to satisfy obligations in the short term for unrestricted activities of council.	Current assets less all external restrictions/current liabilities less specific purpose liabilities	> 1.5x
Rates and Annual Charges Outstanding Percentage	To assess the impact of uncollected rates and annual charges on liquidity and the adequacy of recovery efforts.	Rates, Annual and Extra Charges Outstanding / Rates, Annual and Extra Charges Collectible	< 5.0%
Cash Expense Cover Ratio	This liquidity ratio indicates the number of months a council can continue to pay for its immediate expenses without additional cash inflow.	Current year's cash and cash equivalents/Payments from cashflow of operating and financing activities multiplied by 12	> 3 months
Debt Service Cover Ratio	The availability of operating cash to service debt including interest, principal and lease payments.	Operating Result before capital grants excluding interest and depreciation / Principal Repayments (from the Statement of Cash Flows + Borrowing Interest Costs (from the Income Statement))	> 2x
Building and Infrastructure Renewals Ratio	Compares the proportion spent on infrastructure asset renewals and the assets deterioration.	Asset renewals/Depreciation of building and infrastructure assets	> 100%
Infrastructure Backlog Ratio	This ratio shows what proportion the backlog is against total value of a council's infrastructure.	Estimated cost to bring assets to a satisfactory condition/ total infrastructure assets (carrying value)	< 2%
Asset Maintenance Ratio	Compares actual versus required annual asset maintenance.	Actual maintenance / Required asset maintenance	> 100%
Cost to Bring Assets to Agreed Service Level	This ratio shows what proportion the backlog is against total replacement value of a council's infrastructure.	Estimated cost to bring assets to a satisfactory condition/ total infrastructure assets (replacement cost)	N/A

Long-Term Financial Plan



2023 - 2033



Australian Government

Australian Citizenship Ceremonies Code



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PART 1

Australian Citizenship Ceremonies Code

The Australian Citizenship Ceremonies Code (the Code) follows the *Australian Citizenship Act 2007* (the Citizenship Act) and sets out the legal and other requirements for conducting citizenship ceremonies as well as the roles and responsibilities for those involved in citizenship ceremonies.

The Code provides guidance to organisations to help plan and conduct citizenship ceremonies.

The Code is structured in four parts, providing relevant responsibilities and advice for before, during and after the ceremony. This is prefaced with a quick guide, outlining the key ceremony information and background.

The resources in the Code are reviewed regularly to ensure that information is up to date. This version of the Code was published in December 2022.

Legal requirements

There are three legal requirements under the Citizenship Act that must be strictly adhered to when conducting citizenship ceremonies:

1. an authorised presiding officer
2. reading the preamble
3. the pledge of commitment

Authorised presiding officer

It is a legal requirement that the presiding officer is authorised by the Australian Government minister responsible for citizenship matters. Authorisation is given to **Australian citizens only** and is specific to a position or person. Further information on the role of the presiding officer is at page 12.

Reading the preamble

It is a legal requirement that the presiding officer must read aloud to the conferees the preamble for citizenship ceremonies (found at Schedule 1 of the *Australian Citizenship Regulation 2016*).

The pledge of commitment

It is a legal requirement that most conferees 16 years of age and over (at the time of application) make the pledge before an authorised presiding officer.

The presiding officer reads the pledge aloud, generally line by line, for the conferees to repeat. This is referred to as 'administering' the pledge.

Further information on the pledge of commitment is at page 10.

The importance of Australian citizenship

Australian citizenship is an important common bond for all Australians, whether Australians by birth or by choice, and lies at the heart of a unified, cohesive and inclusive Australia.

It is a unique symbol of formally identifying with Australia, acknowledging responsibilities and conferring significant privileges that allow people to participate fully in the community.

Responsibilities

As an Australian citizen you must:

- obey the laws and fulfil your duties as an Australian citizen
- vote in federal and state or territory government elections, and in a referendum
- serve on a jury if called to do so
- defend Australia should the need arise.

Privileges

As an Australian citizen you have the right to:

- vote in federal, state or territory, and local government elections, and in a referendum
- apply for work in the Australian Public Service or in the Australian Defence Force
- seek election to parliament
- apply for an Australian passport
- receive help from Australian officials while overseas
- register children born to you overseas, after you become an Australian citizen, as Australian citizens by descent.

What is a citizenship ceremony?

The final legal step in the acquisition of Australian citizenship, for most people, is to make the pledge of commitment at an Australian citizenship ceremony.

At the citizenship ceremony, conferees pledge that they share Australia's democratic beliefs and respect the rights and liberties of the people of Australia.

Our democratic beliefs:

- parliamentary democracy
- the rule of law
- living peacefully
- respect for all individuals regardless of background
- compassion for those in need.

Our freedoms:

- freedom of thought, speech and expression
- freedom of association
- freedom of religion and secular government.

Our equality standing:

- equality before the law
- equality of genders
- equality of opportunity.

Citizenship ceremonies are public, ceremonial occasions, which fulfil legal requirements prescribed by the Citizenship Act and the *Australian Citizenship Regulation 2016*.

Citizenship ceremonies also provide an important opportunity to formally welcome new citizens as full members of the Australian community. Since the early 1950s, local government councils have conducted the majority of citizenship ceremonies on behalf of the Department responsible for citizenship. Local government councils are well placed for this welcoming role as the arm of government closest to new citizens and the communities to which they belong.

Representatives of all three levels of government (federal, state or territory and local), community leaders, Aboriginal and Torres Strait Islander leaders, and guests of the conferees are invited to attend.

After the conferral, citizenship ceremonies often include the Australian Citizenship Affirmation, giving everyone present an opportunity to publicly affirm their loyalty to Australia in a similar way to the new citizens.



The nature of the ceremony

To reflect the significance of the occasion, citizenship ceremonies should be formal and meaningful occasions conducted with dignity, respect and ceremony. They should be designed to impress upon conferees the responsibilities and privileges of Australian citizenship.

They should warmly welcome new citizens as full members of the community. Conferees are the most important people at the ceremony and the focus of attention should be on them.

Citizenship ceremonies must be non-commercial, apolitical, bipartisan and secular. They must not be used as forums for political, partisan or religious expression, for the distribution of political material or the sale of souvenirs.

As conferees come from diverse cultures, it is important to be aware and respectful of cultural differences.

What is the pledge of commitment?

The pledge of commitment made by conferees under Section 27 of the Citizenship Act is the last step in becoming Australian citizens. It is a legal requirement for most conferees to make the pledge.

The pledge allows conferees to publicly state their loyalty to Australia and its values.

Conferees can choose between two versions of the pledge; one that refers to God and one that does not.

Pledge 1

From this time forward, under God,
I pledge my loyalty to Australia and its people,
whose democratic beliefs I share,
whose rights and liberties I respect, and
whose laws I will uphold and obey.

Pledge 2

From this time forward,
I pledge my loyalty to Australia and its people,
whose democratic beliefs I share,
whose rights and liberties I respect, and
whose laws I will uphold and obey.

Roles and responsibilities

This section outlines the roles and responsibilities for those involved in Australian citizenship ceremonies.

Minister

The Australian Government Minister(s) responsible for citizenship matters has precedence to preside at any ceremony they choose to attend. The Minister does not require individual event invitations from ceremony organisers.

When attending a ceremony, the Minister should be invited to speak immediately after the opening address and Welcome to Country/Acknowledgement of Country, before any other official speeches.

Where the Minister is not attending, the local Federal Member of Parliament (MP) or Senator should read the Minister's message (regardless of political party). Where both the MP and Senator are in attendance, precedence goes to the MP. When no Federal representative is present, the presiding officer must read the Minister's message.

A copy of the Minister's message is available on the [Department of Home Affairs website](#).

The Department of Home Affairs

The Department of Home Affairs manages the Citizenship Program including the policy around Australian citizenship ceremonies, and the list of conferees who have been approved for citizenship and are ready to attend a ceremony.

Generally, officers of the Department of Home Affairs will:

- liaise with local government councils or other community organisations undertaking ceremonies to ensure ceremony organisers are aware of, and abide by, the requirements set out in the Code
- provide advice on the authorised presiding officer
- provide regular reports to councils on the number of people waiting for a ceremony in their local government area
- work with ceremony organisers to ensure that ceremonies are held regularly to facilitate timely conferral of prospective citizens
- ensure that the pledge verification list (PVL) is provided to ceremony organisers in a timely manner
- distribute citizenship certificates to the ceremony organisers prior to the ceremony and ensure any certificates for non-attendees are returned to the Department of Home Affairs
- ensure citizenship certificates are treated as accountable documents and stored correctly
- provide advice and assistance on ceremonies for ceremony organisers.

Attendance by departmental staff to assist with the conduct of ceremonies may occur at the discretion of the Department of Home Affairs.

Where arrangements have been made for departmental officers to assist at a ceremony, this may include:

- assisting with registration and verification of the identity of conferees on arrival
- ensuring the legal and other requirements of the Code are adhered to, and/or
- assisting with enquiries and other issues as they arise.

The Department of Home Affairs may also provide assistance such as sending invitation letters to conferees and, if required, providing a presiding officer for ceremonies.

Presiding officer

The presiding officer has the lead role in a citizenship ceremony. Their legal responsibilities involve:

- reading out the Preamble for citizenship ceremonies (Schedule 1 of the [Australian Citizenship Regulation 2016](#))
- administering the pledge.

Additionally, the presiding officer:

- reads the Minister's message in the Minister's absence where no Federal parliamentary representative is present
- signs the PVL immediately at the completion of the citizenship ceremony after ensuring that it is accurate and any conferees who have attempted to present fraudulent identification documents or no identification have been immediately referred to the Department of Home Affairs.

It is a legal requirement that the presiding officer is authorised by the Australian Government Minister responsible for citizenship matters. Authorisation is given to **Australian citizens only** and is specific to a position or person. These are outlined in the [Instrument of Authorisation](#).

It is possible to apply for one-off authorisation to preside at a citizenship ceremony by writing to the Minister.

Presiding officers have no power to appoint a proxy or to share the role of presiding officer at a ceremony. However, a person may perform the duties of the presiding officer when they are acting in place of an authorised person for a period of time.

To avoid the appearance of conflict of interest, presiding officers must not confer Australian citizenship on family members or close friends. Contact the Department of Home Affairs to manage potential conflict of interest matters in public ceremonies.

Official guests

The presence of official guests serves to introduce new citizens to Australia's three-tiered, democratic system of government, as well as to formally welcome them into the local community.

Ceremony organisers must invite all elected officials of the locality, at all levels of government, including:

- Local Federal MP and a Senator (of a different political party)
- Local state or territory MP
- A local government representative.

Invitations are to be extended to elected representatives. Invited elected representatives cannot send a delegate to act in an official capacity on their behalf. Delegates may attend in a private capacity. Delegates will not be provided with an official speaking role, VIP seating, and will not be referenced in the speaking notes.

While an MP or Senator cannot be prevented from asking an individual to attend on their behalf, the nominated person should not be included in the official guest party and under no circumstances should that person be invited to speak.

Candidates for election, who currently do not hold elected office, may attend the ceremony in a private capacity, however they should not receive an official invitation, should not be included as an official guest or provided with a VIP seat.

It is particularly important that the above guidelines are adhered to in the period leading up to an election. The emphasis remains on elected representatives welcoming new citizens to the local community.

Official guests can also include:

- community leaders
- representatives of community organisations
- Aboriginal and Torres Strait Islander elders or leaders.

Federal Members of Parliament

Ceremony organisers must invite all elected officials of the locality, at all levels of government. This is to allow local representatives to introduce themselves and welcome new citizens as full members of the community.

Where there are multiple MPs across local government boundaries, ceremony organisers should work with the MPs to arrange a rotation of responsibility.

Where a Federal MP or Senator attends a ceremony, they should read the Minister's message. MPs and Senators are reminded that, if invited to speak by the ceremony organisers, it must be in accordance with the nature of citizenship ceremonies which are apolitical, bipartisan and secular. For this reason, material which could be perceived to be political, commercial or religious must not be distributed.

All Federal MPs and Senators have standing authorisation to preside at Australian citizenship ceremonies. This allows ceremony organisers to approach their local MP or Senator if they wish to hold a ceremony and require a presiding officer. This usually happens on nationally significant days such as Australia Day and Australian Citizenship Day. MPs and Senators should not assume that an invitation to attend a ceremony is an invitation to preside. This will be specified in the invitation.

MPs and Senators make occasional requests to conduct citizenship ceremonies that may be accommodated on an exceptional basis. The Department of Home Affairs can provide advice regarding all aspects and requirements of a ceremony.

It is important that MPs and Senators do not seek to fulfil ceremony requests from constituents as the Department of Home Affairs manages ceremony attendance to ensure fair and equal treatment for all conferees. Additionally, to avoid the appearance of conflict of interest, citizenship must not be conferred on family members, close friends or members of staff at private ceremonies.

State and Territory Members of Parliament

If invited to a ceremony as an official guest, the same guidelines apply to State and Territory MPs as for Federal representatives. However, state and territory parliamentarians do not have standing authorisation to preside at citizenship ceremonies, and are not permitted to read the Minister's message.

If invited to preside at a ceremony, requests may be made in writing to the Minister for one-off authorisation on each occasion they wish to preside. State and territory parliamentarians should include a signed letter of agreement with their request, indicating they will abide by the requirements for the conduct of citizenship ceremonies set out in the Code. A copy of this letter can be provided by the Department of Home Affairs. Where a State and Territory MP has been authorised by the Minister to preside, they then can read the Minister's message.

Mayors

Mayors play an important role in formally welcoming our nation's newest citizens into the Australian community by hosting the majority of Australian citizenship ceremonies. It is usual for them to fulfil the role of presiding officer. Unless specifically excluded, mayors have standing authorisation to preside.

Other positions authorised to preside over citizenship ceremonies (such as Deputy Mayors or Chief Executive Officers of local government councils) are detailed in the [Instrument of Authorisation](#).

Upon election, mayors and authorised presiding officers are requested to complete an Authorised presiding officer form to confirm their Australian citizenship status and agreeance to abide by the Code. This form is available from the Department.

Ceremony organisers

Ceremony organisers are usually staff from local government councils or other approved organisations whose role it is to organise the ceremony. A ceremony organiser is responsible for ensuring a citizenship ceremony is conducted in accordance with the Code.

Most citizenship ceremonies are conducted by local government councils. Community organisations may also conduct citizenship ceremonies, particularly on significant national days such as Australia Day or Australian Citizenship Day.

Community organisations that wish to conduct a citizenship ceremony should approach their local office of the Department of Home Affairs to discuss the possibility of hosting such a ceremony and securing a presiding officer. Community organisations will be asked to provide an Expression of Interest form detailing the plans for the ceremony, in addition to signing an agreement with the Department of Home Affairs on how ceremonies are to be conducted.

Responsibilities for ceremony organisers are to:

- ensure that ceremonies are conducted in accordance with the Code
- ensure that person invited to preside is an Australian citizen and is authorised to preside over a ceremony
- ensure that all elected officials of the locality, at all levels of government, including local Federal MP and a Senator (of a different political party), local state or territory MP and a local government representative are invited to attend
- provide advice to those who have a role in the ceremony
- ensure that the ceremony is conducted in a meaningful, dignified, orderly and memorable way with proceedings designed to impress upon conferees the significance of the occasion
- ensure all conferees are informed about appropriate protocols for the citizenship ceremony
- include a Welcome to Country/Acknowledgement of Country in the proceedings
- conduct identity verification of conferees.

An officer of the Department of Home Affairs may attend ceremonies conducted by local government councils and community organisations to assist with the ceremony.

Checklists are available for ceremony organisers for [Before the ceremony](#), [At the ceremony](#) and [After the ceremony](#).

Conferees

A conferee is a person who has made an application for Australian citizenship which has been approved and whose details have been provided by the Department of Home Affairs to an organiser for attendance at a ceremony. The final legal step for the applicant to acquire citizenship is to make the Australian citizenship pledge of commitment before the presiding officer at the citizenship ceremony.



Australian Electoral Commission

All organisations conducting citizenship ceremonies should receive Australian Electoral Commission (AEC) [Electoral Enrolment of New Citizens](#) information sheets from the Department of Home Affairs. Information sheets are to be provided to each conferee over the age of 16 and used to facilitate online electoral enrolment.

As staff from the AEC may not be in attendance at ceremonies, conferees must be reminded to read the information sheet and complete an online enrolment application at their earliest convenience. See page 43 for further information about electoral enrolment.

Guests of conferees

Guests may be invited to attend a citizenship ceremony with conferees, these may include invited friends and relatives of the conferee. The number of guests may be limited according to the practicalities of organising a ceremony, for example, size/capacity of the venue, and should be outlined in the invitation to the ceremony.

Citizenship ceremonies during election periods

At the Federal level, the caretaker period begins at the time the House of Representatives is dissolved and continues until the election result is clear or, if there is a change of government, until the new government is appointed.

Ceremonies can continue as usual during the caretaker period. Election periods should not cause unnecessary delays in conferees attending their ceremonies.

Citizenship ceremonies are apolitical and must not be used for political or partisan expression or for the distribution of political, promotional or election material.

Local council elections

Citizenship ceremonies should not be held by local government councils after the election date until the results of the election become known.

As local council elections can be complicated, ceremony organisers can contact their relevant state or territory departmental office for advice on ensuring presiding officers are authorised.

State and Federal elections

MPs should not be invited to ceremonies held after the election date until the results of the election are known.

An MP's status does not depend on the meeting of the parliament, nor on the MP taking their seat or making the oath or affirmation of allegiance before the Governor-General. An MP is technically regarded as an MP from the day of election—that is, when they are, in the words of the Constitution, 'chosen by the people'. A new MP is entitled to use the title MP once this status is officially confirmed by the declaration of the poll.

Candidates for election should not be included as part of the official party. The emphasis remains on elected representatives welcoming new citizens to the local community.

Persons currently authorised to preside at citizenship ceremonies (i.e. mayors of a local council) may still preside at a ceremony in their current capacity if they are intending on running for State or Federal Government. They are to be reminded that they must remain apolitical and that citizenship ceremonies are not to be used to promote a political or ideological agenda and must not distribute political or election material.

Federal elections

The Minister's message can be read at ceremonies after the election date until it has been announced that there is a new Minister. If there is a new Minister, the new Minister's message will be provided.

Citizenship certificates with the incumbent Minister's signature can be issued up until a new Minister is sworn in. In the event there is a change of Minister, there will be a period of time where certificates are not available.

Once printing of certificates resumes, the Department of Home Affairs will commence distribution. Conferees who attended their ceremonies during this period will receive their certificate by registered mail.



In the event that official citizenship certificates cannot be provided on the day of ceremony, ceremony organisers have the option of providing conferees with a commemorative citizenship certificate at the ceremony. The commemorative certificate has no legal standing but is purely for marking the occasion. This should be made clear at the ceremony.

Commemorative citizenship certificates are not to be created or amended by ceremony organisers. They can be ordered from the Department of Home Affairs website by using the [order form](#).

Overseas Australian citizenship ceremonies

All applicants are expected, as far as possible, to attend a citizenship ceremony in Australia. In limited circumstances, however, it may be possible for eligible conferral clients who meet certain requirements to be offered a ceremony overseas. An application must be made to the Department of Home Affairs for consideration.

Ceremony organisers must ensure that the person who is to preside at the ceremony is an Australian citizen and is listed in the Instrument of Authorisation, or request a one-off authorisation for the ceremony. Written requests for authorisation should be sent to the Minister.

Online Australian citizenship ceremonies

Where a council or community organisation is not able to conduct in-person ceremonies or would like to supplement their already planned in-person ceremonies, they are able to conduct online citizenship ceremonies.

Online citizenship ceremonies must be conducted in accordance with legislative requirements. The ceremonies focus on the minimum requirements necessary to make someone a citizen, while being conducted in a professional and warm manner.

The mandatory requirements for a ceremony are:

- identification of the conferee prior to conducting the ceremony
- a person (the presiding officer) must be authorised to receive the pledge of commitment and must be an Australian citizen
- the presiding officer must read the preamble verbatim from Schedule 1 of the *Australian Citizenship Regulation 2016*
- further guidance on organising and undertaking an online ceremony can be provided by the departmental office in the relevant state or territory.

Contact the Department of Home Affairs

For all enquiries relating to Australian citizenship ceremonies, your first point of contact should be to email the departmental team for the relevant state or territory.

In the event of crises, such as pandemics or natural disasters, ceremony organisers are to follow state-based guidelines. Further guidance can be sought from the Department of Home Affairs by contacting the relevant departmental team in the state or territory.

Enquiries from applicants relating to their citizenship application, including their ceremony, should be referred to the Department of Home Affairs website.

Glossary

- **The Citizenship Act:** The *Australian Citizenship Act 2007* is the legal basis for all citizenship provisions.
- **Australian Citizenship Affirmation:** The Australian Citizenship Affirmation offers an opportunity to those who wish to express their pride in being an Australian citizen and affirm their loyalty and commitment to Australia and its people.
- **Australian citizenship ceremony:** Fulfills the legal requirements prescribed by the *Australian Citizenship Act 2007* and the *Australian Citizenship Regulation 2016* that a person must make a pledge of commitment to become an Australian citizen.
- **Australian citizenship certificate:** Evidentiary notice given to a person stating that the person is an Australian citizen at a particular time.
- **Commemorative certificate:** A memento given to conferees when the official citizenship certificate is not available for the ceremony. The commemorative certificate has no legal status and cannot be used as evidence of Australian citizenship. Commemorative certificates are not to be created by ceremony organisers, they can be ordered free of charge from the Department of Home Affairs.
- **Community organisation:** An organisation that is not-for-profit, whose activities are intended to benefit its members and the wider Australian community. Examples include Lions and Rotary Clubs, Scouts and Guides Associations and Surf Life Saving Associations.
- **Conferee:** A person who has applied for Australian citizenship by conferral whose final step to becoming a citizen is to attend a ceremony.
- **The Department of Home Affairs:** Australian Government department responsible for citizenship matters.
- **Master of ceremonies:** A local government official or other person who assists the presiding officer in conducting citizenship ceremonies.
- **Minister:** Australian Government Minister responsible for citizenship matters.
- **Non-attendee:** A conferee who has been invited to a particular ceremony but did not attend the ceremony to make the pledge of commitment.
- **Presiding officer:** A person who is an Australian citizen and who has been approved in writing by the Australian Government Minister responsible for citizenship matters to confer Australian citizenship.
- **Pledge:** Most people are required to make the pledge of commitment at a citizenship ceremony. In doing so they are making a public commitment to Australia and accepting the responsibilities and privileges of citizenship.
- **Pledge verification list (PVL):** This is provided by the Department of Home Affairs to ceremony organisers and provides the details of people who are to attend a particular ceremony, their Australian citizenship certificate numbers, whether they are part of a family group and their pledge preference.
- **The Regulation:** The *Australian Citizenship Regulation 2016* is the subordinate legislation that sets out detailed requirements for some matters as provided for by the Citizenship Act.

PART 2

Before the ceremony

Scheduling ceremonies

In keeping with government policy that ceremonies be held at regular intervals, most local government councils should arrange for ceremonies to be held at least every two to three months, regardless of the number of conferees available to attend, and more frequently if necessary. There is no maximum or minimum number of conferees prescribed for citizenship ceremonies.

Local government councils must provide their local office of the Department of Home Affairs with a schedule of their planned ceremony dates. This allows for the Department of Home Affairs to allocate conferees to particular ceremonies. In localities which confer more than 100 conferees per year the council should provide the ceremony schedule for the calendar year. Any changes to the schedule should be advised to the Department of Home Affairs as soon as possible.

Councils may schedule extra ceremonies throughout the year, in liaison with the Department of Home Affairs, if the numbers of people waiting to attend a ceremony have increased.

Community organisations holding approved/special ceremonies must complete an Expression of Interest form and provide it to their local office of the Department of Home Affairs at least three months before the proposed date of the ceremony. Community organisations should also work in partnership with local government councils to ensure a coordinated approach.

Community organisations should consider the availability of authorised presiding officers such as the local Federal MP or mayor when scheduling citizenship ceremonies.

Events

The Government expects ceremony organisers to schedule citizenship ceremonies on days of significance, for example in the context of annual celebrations to mark Australia Day (26 January) and Australian Citizenship Day (17 September).

Organisations may also wish to hold citizenship ceremonies in conjunction with other community events or activities, such as Harmony Day or Refugee Week. Citizenship ceremonies may, for example, be incorporated into annual festivals or activities of community service organisations however these ceremonies must remain non-commercial, apolitical, bipartisan and secular.

It is important that ceremonies remain apolitical and that special event ceremonies not be used to promote a political or ideological agenda.

Australia Day — 26 January

Australia Day provides an opportunity for all Australians to reflect, respect and celebrate our national day. Australia Day is marked by events across Australia, including special citizenship ceremonies.

The Government expects local government councils to hold a citizenship ceremony as part of their Australia Day celebrations. Many thousands of Australians have had their citizenship conferred on Australia Day, and many Australians would like to receive their citizenship on our national day, in their community. Councils must hold a ceremony on Australia Day, or the three days prior or the three days after Australia Day.

Councils that conferred citizenship on fewer than 20 people in the previous year are exempt from this requirement.

More information about Australia Day celebrations can be found at australiaday.org.au

Australian Citizenship Day — 17 September

Introduced in 2001, Australian Citizenship Day is a day for everyone in the community to reflect on and celebrate the meaning and importance of Australian citizenship and the role Australian citizens have played in shaping our nation.

It is an opportunity for all Australians, by birth or by application, to reflect on the common bond of citizenship in our diverse society. It is an opportunity to celebrate our democratic values, equality and respect for each other, and think about what unites us as Australians.

Local government councils should hold a citizenship ceremony on or around 17 September. Australian Citizenship Day is celebrated with special citizenship ceremonies, affirmations and other events around Australia.

Local government councils, community organisations, schools and others in the community are encouraged to participate in Australian Citizenship Day.

For ideas on events and activities for celebrating Australian Citizenship Day visit the [Department of Home Affairs website](#).

Note: Australian Citizenship Day is an exception to the expectation that citizenship ceremonies be held outside of parliamentary sitting days, as 17 September generally falls on a federal sitting day.



Parliamentary sitting days

It is important and appropriate that elected representatives have the opportunity to welcome new citizens as formal members of the Australian community.

When scheduling citizenship ceremonies organisers should:

- not schedule ceremonies on federal, or the relevant state or territory sitting days, unless impracticable
- engage with relevant federal and state or territory elected members to ascertain availability
- provide the schedule of ceremony dates to the offices of elected representatives along with the Department of Home Affairs.

Where a citizenship ceremony is scheduled on the same day as a local government council meeting, the citizenship ceremony may proceed but must be conducted with due ceremony and importance.

A sitting calendar for Federal parliamentary sittings can be obtained from the [Australian Parliament House website](#). The next parliamentary sitting calendar is generally released in the late months of the year.

In the event that a sitting day is added late to the sitting calendar, the ceremony organiser is not required to move that ceremony if it has already been planned for that date.

Ceremony planning report

The Department of Home Affairs will provide ceremony organisers with a list of approved conferees, referred to as the ceremony planning report, who are waiting to attend a citizenship ceremony in their local area approximately four weeks before the scheduled date. Ceremony organisers must use this list as the basis for planning the ceremony.

This list should not be provided to any official guests or other parties before or after the ceremony as this contains personal information.

If a person approaches the ceremony organiser or an authorised presiding officer for a private ceremony, or inclusion in a planned public ceremony, refer the person to the Department of Home Affairs. Do not include additional people in the ceremony unless advised to do so by the Department of Home Affairs. Until a person has been included by the Department of Home Affairs on the list of approved conferees for ceremony, the Department of Home Affairs may still be assessing the person's application.

If the council sends an invitation to conferees, they should advise conferees of the date, time and location of the ceremony for which they are scheduled as soon as possible when they receive the ceremony planning report. The Department of Home Affairs will assist community organisations in inviting conferees.

Rescheduling ceremonies

Conferee request

A conferee who wishes to change the date of their allocated ceremony must contact the Department of Home Affairs. If a conferee approaches the ceremony organiser, they may refer the person to the Department of Home Affairs.

Ceremony organiser request

The ceremony organiser must contact the Department of Home Affairs at the earliest possible opportunity if a ceremony is to be rescheduled. Rescheduling a ceremony may affect Australian citizenship certificates, the PVL and invited conferees.

Special purpose ceremonies

The majority of citizenship ceremonies are public occasions and conferees are encouraged to participate in a public citizenship ceremony wherever possible.

Special purpose ceremonies, or private ceremonies, may only be arranged in exceptional circumstances, for example, where a conferee has a significant disability preventing them from attending a public ceremony, or where the Department of Home Affairs has asked the ceremony organiser to provide urgent conferral for an applicant. All special purpose ceremony requests are to be referred to the Department of Home Affairs for assessment.

Organising the ceremony

Venue

Citizenship ceremonies are significant occasions and care should be taken to ensure that the venue reflects the importance of the occasion.

In choosing a location for the ceremony, ceremony organisers should ensure they undertake the necessary event planning and/or a risk assessment in line with their policies and procedures. Consideration should be given to accessibility such as ramps or elevators.

It is important to select a venue that is appropriate to the size of the ceremony. In the case of local government councils, the most suitable venue may be the town hall or council chambers. Many community organisations also have appropriate sized function rooms on their premises. If this is not the case, an appropriate venue could be hired for the occasion.

Citizenship ceremonies may be held outdoors, for example, in a park or in the same locality as a relevant community event (should there be no security concerns). An alternative venue in case of inclement weather should be considered. Ceremony organisers should also ensure an outdoor venue is conducive to conferees being present throughout the ceremony to make the pledge and receive their Australian citizenship certificate.

As citizenship ceremonies are apolitical and secular, they should not be held in a place of worship or in a venue which has political affiliation. A community hall adjacent to a place of worship is acceptable where there are no religious symbols in view.

It is not appropriate for a citizenship ceremony to be held at a venue for the purpose of promoting a commercial enterprise. Consideration should be given to avoid exposing conferees and guests to potentially inappropriate areas such as drinking and gaming areas. Attendees should not have to pay entry in order to attend the ceremony.

Products

There are a number of free citizenship promotional products available to either download or order online from the Department of Home Affairs website using the [order form](#).

Dress Code

The attire of attendees at citizenship ceremonies should reflect the significance of the occasion. A Dress Code is to be set by individual councils.

Councils must provide a current copy of their Dress Code to the Department of Home Affairs.

Seating plan

Prior to the ceremony, the Department of Home Affairs will provide a ceremony planning report which lists the people waiting to attend a ceremony. This report has a linking group section which can be used to identify groups or families who are having Australian citizenship conferred upon them and who wish to attend the same ceremony. This can be used to arrange seating so that the conferees remain with their group/family.

The PVL also provides the linking group detail to aid seating arrangements.



Symbols

Citizenship ceremonies are conducted under the authority of the Australian Government Minister responsible for citizenship matters. In keeping with other Commonwealth official occasions, the following national symbols should be present in a citizenship ceremony:

- the Australian national flag
- the Aboriginal and Torres Strait Islander flags
- the Commonwealth Coat of Arms
- an official portrait or photograph of Australia's head of state, The King of Australia, His Majesty King Charles III
- the Australian national anthem (*Advance Australia Fair*) should be played.

These national symbols and the Australian national anthem are available free of charge through the local Federal MP under the Constituents Request Program.

Further guidance on displaying national symbols and [flag protocols](#) is available on the Department of Prime Minister and Cabinet website at [Information on Australian Flags and Symbols](#).

Portrait of the The King

The portrait should be placed behind the presiding officer or in another prominent position at the same level and to the left (when facing) of the Commonwealth Coat of Arms.



Commonwealth Coat of Arms

The Commonwealth Coat of Arms is to be displayed. The Commonwealth Coat of Arms is the formal symbol of the Commonwealth of Australia that signifies Commonwealth authority and ownership.

The Australian national flag

The Australian national flag is to be displayed in one of the following ways:

- Flat against a surface, whether horizontally or vertically, with the top left (first) quarter placed uppermost on the observers' left as viewed from the front
- On a staff, with the top left quarter placed in the position nearest the top of the staff. When carried, the flag should be aloft and free
- On a flag rope (halyard) with the top left quarter placed uppermost, raised as close as possible to the top and the flag rope tight.

Other Australian flags

Aboriginal and Torres Strait Islander flags should also be displayed at citizenship ceremonies. State flags or local government flags may also be displayed.

The Australian national flag should always have precedence over all flags.

Australian national anthem

The Australian national anthem (*Advance Australia Fair*) should be played at the ceremony. This may be played as a live performance or a recording, and it is at the discretion of ceremony organisers whether only the first verse or both verses are played though verse two is appropriate to new citizens. All attendees at the ceremony should be invited to join in singing the Australian national anthem. The words of the Australian national anthem should be provided to all attendees.

Gifts and entertainment

In addition to observing the legal requirements and important elements of the ceremony, those conducting citizenship ceremonies may wish to consider incorporating other features which would significantly enhance the occasion.

The provision of gifts, entertainment and refreshments is entirely voluntary and at the discretion of organisations conducting ceremonies.

Gifts

Ceremony organisers may choose to present gifts to new citizens to mark the acquisition of Australian citizenship.

Any gifts are to be appropriate to the occasion and cannot be of a political, commercial or religious nature.

Examples of appropriate gifts include:

- a native plant that could grow well in the local area (consider size)
- a genuine item reflecting Aboriginal and Torres Strait Islander cultures
- a book about the local region
- a commemorative coin or pin
- a free copy of a professional photograph of the occasion.

Additionally, information could be provided to conferees on local community services including volunteering opportunities and multicultural services.

Entertainment

Entertainment befitting the occasion may be incorporated into a ceremony.

If music is being played, ceremony organisers should ensure that the appropriate music licence is obtained by contacting [APRA AMCOS](#) (Australasian Performing Right Association Limited Australasian and Mechanical Copyright Owners Society Limited).

Ceremony organisers may like to consider inviting local school choirs or community groups to sing/perform at the event to incorporate local community elements into the ceremony.

Catering

Citizenship ceremonies may be followed by a social gathering that includes refreshments. The gathering provides an opportunity for officials and new citizens to become acquainted and enhances the welcoming atmosphere of the occasion.

The form of the gathering and the choice of refreshments are matters for local government councils and community organisations conducting citizenship ceremonies.

In making these arrangements, it is important to take into account any special dietary or religious requirements which people may have.

Incorporating Aboriginal and Torres Strait Islander elements

There is great value in incorporating appropriate Aboriginal and Torres Strait Islander elements into citizenship ceremonies and the Department of Home Affairs encourages all organisations conducting citizenship ceremonies to do so.

Incorporating Aboriginal and Torres Strait Islander elements into citizenship ceremonies enhances awareness and understanding by new citizens, as well as the wider community, of their histories and cultures and their status as the First Australians and traditional custodians of the land.

The presiding officer or other appropriate person should publicly acknowledge the Traditional Owners of the land where the citizenship ceremony is taking place. An example of an acknowledgment could be as follows:

General

I'd like to begin by acknowledging the traditional owners of the land on which we meet today.
I would also like to pay my respects to Elders past, present and emerging.

Specific

I'd like to begin by acknowledging the traditional owners of the land on which we meet today,
the [people] of the [nation] and pay my respects to Elders past, present and emerging.

The following are a range of ideas for incorporating Aboriginal and Torres Strait Islander elements into or within citizenship ceremonies:

- Invite a local Aboriginal or Torres Strait Islander leader or leaders to Acknowledge Country and/or perform a Welcome to Country ceremony
- Invite members of local Aboriginal and Torres Strait Islander communities to perform other traditional ceremonies, for example a smoking ceremony
- Invite Aboriginal and Torres Strait Islander artists to perform or a local leader or personality to address the citizenship ceremony.

Incorporating Aboriginal or Torres Strait Islander cultural considerations into a citizenship ceremony should be done in consultation with representatives of the local traditional peoples.

Further information is available at the [Reconciliation Australia website](#).

Invitations

Only approved conferees as advised by the Department of Home Affairs may be invited to take the pledge at a ceremony. Conferees are invited to attend their ceremony by letter, which can be posted or emailed. Depending on local arrangements, invitation letters are sent to conferees either by the local government council or by an office of the Department of Home Affairs. For ceremonies conducted by community organisations, the Department of Home Affairs will generally send out invitations.

Invitation letters to conferees from the Department of Home Affairs include the following advice:

- Date, time and venue for the ceremony and expected arrival time for registration
- Conferees 16 years of age and over must bring photographic identification to the ceremony, such as a driver license or passport
- Children under 16 years are not required to make a pledge of commitment or attend a ceremony although they are welcome and encouraged to do so if they wish
- Conferees who wish to make the pledge of commitment on a holy book or scripture of their choice should bring it to the ceremony.

If invitations are sent by the Department, conferees may also receive a reminder email and SMS closer to the ceremony.

Ceremony organisers may wish to add the following information as appropriate:

- Process for RSVPs (if relevant)
- Dress Code (attendee attire should reflect the significance of the occasion and venue, including national or cultural dress)
- A voluntary Australian Citizenship Affirmation (if included in the program) will take place after the citizenship ceremony
- Any special arrangements concerning seating and the taking of photographs or video during the ceremony
- The number of guests each conferee may invite to attend the ceremony and subsequent social gathering
- Attendees may be asked to sign a form providing their consent for photographs, video or film taken during the ceremony to be used for future citizenship promotional purposes
- Advice on venue accessibility or parking.

Additionally, information for conferees about attending ceremonies is available on the [Department of Home Affairs website](#).



Children

Children under 16 years of age

Children under the age of 16 years are not required to make the pledge of commitment or attend a citizenship ceremony although they are welcome and encouraged to do so with their parent(s) if they wish. Children who were under 16 on application, but have since turned 16 are not required to make the pledge. Children do not have to present identification at citizenship ceremonies.

Australia has a welcoming and inclusive citizenship policy. Encouraging dependents to attend the citizenship ceremony is in keeping with this policy. It is also important for children, particularly older children, to witness the occasion as part of their introduction to, and understanding of, civic life in Australia.

Children aged 16 years or over

Most children aged 16 years or over must make the pledge of commitment and provide identity documents at the ceremony.

Pledge verification list (PVL)

The PVL is provided by the Department of Home Affairs to ceremony organisers and lists the people who are to attend a particular ceremony, their pledge preferences, Australian citizenship certificate numbers and groups who wish to sit together (e.g. families).

The PVL must be signed by the authorised presiding officer and be returned to the Department of Home Affairs within two days after the ceremony so that the conferee's record can be updated to reflect their Australian citizenship status. The PVL may be scanned and sent digitally, but hard copies must be returned along with any non-attendee citizenship certificates.

Media, photos and consent forms

Media

Every effort should be made by ceremony organisers to publicise forthcoming ceremonies and to encourage local and even national media to attend and report on the event. Publicising citizenship ceremonies promotes to the wider community the contribution of new citizens to Australia.

Media coverage can be enhanced by providing local media, for example, newspapers, newsletters and magazines, with details of the ceremony as far in advance as possible. Details provided should include a list of speakers and important guests. Local community organisations could similarly be informed. Details of attendees should not be provided to media without their consent.

Where a ceremony could be of interest beyond the local district, consideration could be given to alerting the national media. Examples of such situations include:

- an unusually large ceremony
- where the ceremony is planned to coincide with a local or national event such as Australia Day or Australian Citizenship Day
- where conferees include prominent figures in local affairs, the arts, sport or other fields
- where there are particularly interesting features planned for the ceremony.

Conferees should be informed in advance that ceremonies may attract media attention and that departmental officers or representatives of the media may attend ceremonies to film, photograph or interview conferees for promotional purposes or for social media. While some new citizens may welcome publicity, others may not.

Local government councils and community organisations should be aware of privacy obligations. For more information, refer to the [*Privacy Act 1988*](#).

When the Minister responsible for citizenship matters is in attendance, liaison with their media adviser is required for any press releases or media coverage. Public affairs officers of the Department of Home Affairs will liaise with the Minister's media adviser and can also assist with publicity arrangements.



Photographs

There is no requirement to hire a professional photographer to take photos of the citizenship ceremony but having photographs is a great way of recording the occasion. The photos can also be used to present as a gift to the conferees as a memento of the ceremony.

It is important to be aware that images of individuals or Australian citizenship certificates in photographs or videos are treated as personal information under the *Privacy Act 1988* where the person's identity is clear or can reasonably be worked out from that image.

Consent forms

If a picture or video is to be used for something that the attendee is unaware of, the attendee will likely be required to give consent, unless they would reasonably expect their image to be used for this other purpose.

If images are to be used in a publication, website or social media platform that ceremony organisers put out, consent forms must be signed and collected from the subjects. Personal details in these images (such as names on certificates) must not be visible.

It may be applicable to include information on media and promotional image use in the invitation.

Suggested program for ceremony

The names of the presiding officer, master of ceremonies and official guests should be inserted.

1:30 pm	Conferees arrive, are registered and identity verified then are seated.
1:55 pm	Official party enters (List names and titles of official guests).
2:00 pm	<i>(Master of ceremonies)</i> Welcomes all present.
2:02 pm	Welcome to Country or Acknowledgment of Country.
2:05 pm	<i>(Master of ceremonies)</i> welcomes all present, introduces official guests, delivers the opening address, and foreshadows the Australian Citizenship Affirmation.
2:15 pm	<i>(Master of ceremonies)</i> introduces each speaker in the following order: <ul style="list-style-type: none"> • Minister or Minister's representative • If the Minister/Minister's representative is not in attendance, the presiding officer reads the Minister's message • Other speakers
2:30 pm	<i>(Presiding officer)</i> reads the preamble for a citizenship ceremony to the conferees.
2:32 pm	<i>(Presiding officer)</i> administers the pledge to conferees.
2:35 pm	<i>(Presiding officer, master of ceremonies or official guest)</i> presents Australian citizenship certificates to new citizens and congratulates them. Each conferee who has made the pledge is called forward to receive their Australian citizenship certificate. A gift may also be presented at this time.
2:50 pm	<i>(Master of ceremonies)</i> advises that new citizens must enrol to vote by completing an online enrolment application form. New citizens can access the AEC's website via the QR code on the information sheet provided.
2:52 pm	<i>(Master of ceremonies)</i> introduces dignitary to conduct affirmation ceremony.
2:54 pm	<i>(Presiding officer, master of ceremonies or other appropriate Australian citizen)</i> conducts affirmation ceremony.
2:57 pm	<i>(Master of ceremonies)</i> asks all present to stand for the Australian national anthem.
3:00 pm	<i>(Master of ceremonies)</i> concludes the ceremony; invites new citizens, official guests and all present to join him/her for light refreshments.

Before the Ceremony Checklist

These checklists can be used to assist your organisation of the ceremony.

Before the ceremony	
Annually (for councils with >100 conferees per annum)	
	Provide the Department of Home Affairs with an annual schedule of planned ceremonies
3-6 months before	
	Check Federal and State/Territory parliamentary sitting days
	Ensure scheduled ceremonies avoid parliamentary sitting days
	Advise Department of Home Affairs of the date of ceremony to allow provision of certificates and PVL
1-2 months before	
	Check venues for suitability (access, size/capacity, power, secular, wet weather contingencies)
	Prepare invitations for conferees with relevant ceremony details
4 weeks before	
	Invite conferees from list of approved applicants provided by the Department of Home Affairs
	Invite elected government members and other official representatives. Include which officials are to preside and present a speech
	Prepare a ceremony <u>program</u>
	Order products such as pledge cards and affirmation cards
1 week before	
	Confirm the Master of Ceremonies, and arrange lectern and sound system
	Ensure receipt of Australian citizenship certificates, PVL and AEC Electoral Enrolment New Citizens information sheets
	Ensure portrait of The King, Commonwealth Coat of Arms and Australian flag are available for display
	Arrange for the Australian national anthem to be played/performed
	Arrange for Welcome to Country and/or Acknowledgement of Country
	Arrange who will deliver the Australian Citizenship Affirmation
	Arrange seating plan for VIPs and conferee guests
	Arrange seating plan for conferees with families/groups together
	Ensure certificate of currency for insurance purposes (if applicable)
Additional considerations	
	Arrange gifts and entertainment
	Arrange catering
	Arrange photography
	Notify media of ceremony
	Print media consent forms if images to be used on social media or publications
	Arrange speaking notes for the presiding officer and Master of ceremonies
	Order commemorative certificates, promotional items

PART 3

At the ceremony

Registration

The Department of Home Affairs provides a copy of the PVL for each citizenship ceremony. The PVL lists invited conferees and includes personal details to assist ceremony organisers to verify their identities.

It is a requirement that each conferee making the pledge be formally registered at the ceremony. Use the PVL to mark non-attendance or failure to make the pledge by marking a single line through the person's name.

Registration areas should be well lit to allow proper verification of conferee identity.

Identity verification

The Minister cannot approve a person becoming an Australian citizen unless satisfied of a person's identity. All conferees aged 16 and over at the time of application must have their identity verified prior to making the pledge of commitment and receiving their Australian citizenship certificate.

Identity documents and verification are not required for children under the age of 16, however, the identity of the responsible parent on their application will need to be verified.

A form of photographic identification is required for each person aged 16 and over, which will allow facial comparison between the person and their identification. A driver licence, passport or other official document with a photograph is acceptable. If a conferee cannot produce any form of photographic identification, at least three documents bearing their name and/or current address, for example, bank statements, credit cards or bills, are required. Identity documents should be current and original documents (not photographs or photocopies).

Unofficial documents with a photo such as student cards are not acceptable. Conferees may bring their invitation letter to the ceremony to assist with registration but the letter is not an identity document.

If the conferee has attended without any identity documents and their identity cannot be verified, they cannot proceed to the ceremony. Refer the person to the Department of Home Affairs.

Guidance on face-to-photo identification is available from the Department of Home Affairs.

If there are doubts about the identity of the person, or the person does not have sufficient identity documentation, they cannot proceed with the ceremony. Refer the person to the Department of Home Affairs.

Officers of the Department of Home Affairs may attend to assist in identifying the conferees for citizenship ceremonies arranged by community organisations.

Welcome to Country/ Acknowledgement of Country

A Welcome to Country is a ceremony performed by Aboriginal or Torres Strait Islander people to welcome visitors to their traditional land. It can take many forms, depending on the particular culture of the traditional owners. It can include singing, dancing, smoking ceremonies or a speech in traditional language or English.

An Acknowledgement of Country is a way of showing awareness of and respect for the traditional Aboriginal or Torres Strait Islander owners of the land on which a meeting or event is being held, and of recognising the continuing connection of Aboriginal and Torres Strait Islander peoples to their Country.

An Acknowledgment of Country can be informal or formal and involves visitors acknowledging the Aboriginal or Torres Strait Islander owners of the land as well as the long and continuing relationship between First Nations and their Country.

Further information is available on Welcome to and Acknowledgement of Country at the [Reconciliation Australia website](#).

Ceremony organisers should consult with their local Aboriginal or Torres Strait Islander elders or leaders about the most appropriate way to recognise their communities.

If the Minister attends

If in attendance, the Minister will have precedence to assume the role of presiding officer, conduct the citizenship ceremony and confer Australian citizenship on conferees.

The Department of Home Affairs will advise ceremony organisers if the Minister is interested in attending a citizenship ceremony.

Speeches

The Minister/Minister's Representative

The Minister will be given the opportunity to speak at the citizenship ceremony. The Minister is not required to read their own message verbatim, as they may wish to deliver a speech specific to the event.

If the Minister does not attend, the local Federal MP or Senator (if present) should read the Minister's message. This must be read in its entirety and without amendment.

When neither the Minister nor a federal representative attends, the Minister's message must be read by the presiding officer in its entirety and without amendment.



Inviting official guests to speak

Speeches by other official guests must immediately follow the Minister's speech/message.

All elected local representatives, at the federal, state/territory and local government level, should over time have an opportunity to provide a welcoming speech to citizenship conferees. It is preferable, however, that not all elected representatives speak at every ceremony. This will ensure that the number of speeches remains manageable, particularly where local areas cross a number of electorates. They are still to be invited to attend the ceremony as guests if no formal role is given.

Appropriate arrangements should be reached at the local level to meet the requirements of all concerned.

For example, ceremony organisers may wish to reach early agreement with elected representatives on appropriate dates in the year for each representative to speak, for example in the context of setting up or reviewing the annual ceremony schedule.

The emphasis remains on elected representatives welcoming new citizens to the local community. Candidates for election must not be invited to speak. The apolitical nature of the ceremony must be maintained. People attending on behalf of elected representatives must not be included in the official party.

Other official guests do not have to be invited to speak, however, subject to the number of speeches by elected representatives, a few brief messages of welcome from any local community leaders and/or local clubs and associations may contribute to a feeling of welcome.



Suggested length and content of speeches

Local government councils and community organisations conducting citizenship ceremonies should give speakers an idea of how long they are expected to speak. To manage the length of the ceremony, each speech would ideally be less than five minutes long.

Speeches must be relevant and appropriate to the occasion and must avoid issues that may be contentious from a political, racial or sectarian point of view. Speeches that have particular political or denominational overtones, for example, would not be appropriate. It is essential that the dignity and significance of citizenship ceremonies be maintained at all times.

Citizenship ceremonies must not be used as forums for political or partisan expression or for the distribution of political or promotional material.

Ceremony organisers should draw these matters to the attention of all speakers in their invitations.

Speakers may welcome conferees as new citizens and refer to the economic, social and cultural contribution that new citizens make to Australia.

Conferees come from a variety of circumstances and backgrounds. It is advisable to avoid assumptions and generalisations about their background and their reasons for coming to Australia.

Preamble

It is a legal requirement under section 10 of the *Australian Citizenship Regulation 2016* that the presiding officer read aloud to the conferees the preamble for citizenship ceremonies. The words of the Preamble are found in [Schedule 1](#) of the Regulation.

The Preamble should be read directly before the pledge of commitment.

The pledge of commitment

It is a legal requirement that most conferees 16 years of age and over make the pledge of commitment before the presiding officer.

The pledge must be made in English. It comes in two versions:

Pledge 1

From this time forward, under God,
I pledge my loyalty to Australia and its people,
whose democratic beliefs I share,
whose rights and liberties I respect, and
whose laws I will uphold and obey.

Pledge 2

From this time forward,
I pledge my loyalty to Australia and its people,
whose democratic beliefs I share,
whose rights and liberties I respect, and
whose laws I will uphold and obey.

The version of the pledge which each conferee has indicated they wish to make is specified on the PVL forwarded to ceremony organisers by the Department of Home Affairs. Pledge cards may be placed on the conferees' seats or handed to conferees on arrival. Pledge cards are available from the Department of Home Affairs website [order form](#).

A person may elect to switch pledge group on the day or make one pledge with the other pledge group in order to stand with their family group. As long as one form of the pledge is made, their citizenship is conferred.

Only conferees on the PVL can take the pledge. A person who attends a ceremony but was not invited and is not on the PVL cannot be allowed to make the pledge before the presiding officer as their application may still be under assessment.

As a matter of practice, and to facilitate the making of the pledge, the presiding officer 'administers' (i.e. reads out and the conferees repeat) the pledge. The presiding officer, with the support of organising staff, should observe that each conferee makes the pledge.

If it is observed that a conferee has not said the pledge, they are considered not to have acquired citizenship and must not be presented with their citizenship certificate. The conferee should be taken aside respectfully at the end of the ceremony, advised that making the pledge is the final legal requirement to become an Australian citizen, and given another opportunity to say the pledge before the presiding officer.

Should they refuse, they should not be presented with their citizenship certificate, their name should be ruled out on the PVL and the Department of Home Affairs should be contacted immediately.

Generally conferees who have a permanent or enduring physical or mental incapacity will not be allocated to attend a ceremony. Councils will be made aware of conferees with other needs (e.g. an Auslan interpreter) to allow enough time to prepare the necessary support.

Children

Children under 16 years of age are welcome to make the pledge if they wish. The conferral of their citizenship is dependent on the responsible parent making the pledge before the presiding officer.

If the responsible parent does not attend the ceremony or fails to make the pledge, then the child does not acquire Australian citizenship nor receive their Australian citizenship certificate, even if they are present at the ceremony. Rule a line through the name of the child on the PVL and contact the Department of Home Affairs if this occurs.

Holy books and scriptures

It is not a requirement for conferees to use a holy book or scripture or hold up their hand/s when making the pledge however, conferees are permitted to do so if they wish.

Conferees who wish to use a holy book or scripture when making the pledge, should be invited to bring the holy book or scripture of their choice to the citizenship ceremony in the invitation to ceremony letter.

Organisations who wish to provide holy books are not permitted to place the books on the conferees' chairs. They should be placed in an area where conferees may choose to use one during the ceremony, but it must not be made to look like a requirement. For example, a small table at the back of the room may be appropriate.

Holy books must not be provided as gifts to conferees.

Australian citizenship certificates

Presenting Australian citizenship certificates to conferees

It is not a legal requirement that:

- Australian citizenship certificates be presented to conferees attending a ceremony
- Australian citizenship certificates be presented by the presiding officer or other authorised person.

However, both of these are common practices.

Usually, the Department of Home Affairs will provide Australian citizenship certificates to organisations in advance of citizenship ceremonies for distribution to conferees at the ceremony. On the rare occasion that certificates are not available, the ceremony should continue as scheduled. The certificates will be sent to the new citizens at a later date by the Department of Home Affairs.

It is recommended that ceremony organisers hold a quantity of commemorative certificates to present to conferees in this situation. Commemorative certificates are not to be created by ceremony organisers, they can be obtained by contacting your local ceremonies team for a copy of the file or ordered free of charge through the Department of Home Affairs website [order form](#). Commemorative certificates are of no legal standing and are not official evidence of Australian citizenship.

It is the making of the pledge of commitment before an authorised person that is the final legal requirement for acquiring Australian citizenship by conferral. The citizenship certificate does not make a person an Australian citizen however it is legal evidence of Australian citizenship and should be treated as an accountable document. Citizenship certificates should be stored in a safe when not being used for the purpose of arranging the ceremony.

When family members are conferred Australian citizenship at the same ceremony, each family member should be presented with their own certificate. If children under 16 years do not attend the ceremony, their certificates may be handed to the parent.

Altering citizenship certificates

The presiding officer may, if they wish, sign each certificate at the dotted line on the bottom right corner of the certificate. However, this is not compulsory. No other amendments, additions, deletions or marks may be made to the certificate.

Altering Australian citizenship certificates is an offence under the Citizenship Act and carries serious penalties.

The person who signs the certificates prior to the ceremony must then be the presiding officer on the day of the ceremony for those certificates to be valid.

Australian citizenship certificates are only valid if the conferee makes the pledge before the presiding officer on the date printed on them.

Where conferees fail to attend a scheduled ceremony or do not make the pledge, their certificates must be returned by registered mail immediately following the ceremony, along with the PVL, to the office of the Department of Home Affairs that provided the certificates. The dates on the certificate must not be amended if the conferee attends a ceremony at another date. A new certificate will be provided by the Department of Home Affairs.

If details are incorrect on Australian citizenship certificates

If a conferee claims that information on their Australian citizenship certificate is incorrect, they should still be allowed to make the pledge and be presented with the certificate. Conferees should be directed to the [Department of Home Affairs website](#) for further information.

The Australian Citizenship Affirmation

To further enhance the meaning and symbolism of citizenship ceremonies, ceremony organisers are encouraged to conduct the Australian Citizenship Affirmation (the Affirmation) at the conclusion of the citizenship ceremony.

The Affirmation is a statement affirming loyalty and commitment to Australia and its people. It is based on the pledge made by conferees at citizenship ceremonies in order to become Australian citizens.

The Affirmation increases awareness of the responsibilities and privileges of Australian citizenship, promotes community involvement and participation, and helps people feel that they belong. It also helps to build pride in Australians about their citizenship.

Unlike the pledge, the Affirmation is entirely voluntary, has no status in law and has no legal effect.

The Affirmation may be incorporated at the end of the Australian citizenship ceremony and allows all present to join with the new citizens to publicly affirm their loyalty and commitment to Australia and its people. Non-citizens are able to participate by joining in at the second line.

The Affirmation

As an Australian citizen
I affirm my loyalty to Australia and its people,
whose democratic beliefs I share,
whose rights and liberties I respect,
and whose laws I uphold and obey.

If the Affirmation is to be included, affirmation cards may either be placed on all seats at the venue, or handed to all members of the audience as they arrive. Affirmation products, such as cards and banners, can be ordered through the Department of Home Affairs website by using the [order form](#).

The Affirmation must be led by an Australian citizen.

They may be a person of some standing in the community, such as an official guest, a leader within the community, a federal or state/territory parliamentarian or other appropriate person.



Australian electoral enrolment

Local government councils and community organisations conducting citizenship ceremonies are asked to facilitate electoral enrolment of new citizens.

The Department of Home Affairs provides AEC Electoral Enrolment of New Citizens information sheets to organisations conducting citizenship ceremonies. The information sheet must be issued to each conferee aged 16 and over to help facilitate online enrolment.

As enrolment and voting is compulsory for Australian citizens, once they have made the pledge and been presented with their Australian citizenship certificate new citizens must be advised to:

- use the QR code on the information sheet to access the [AEC's website](#)
- complete the online enrolment application form.

Conferees can contact the AEC if further assistance or information on enrolment and voting is required. The AEC contact details are provided on the information sheet.

At the Ceremony Checklist

On the day	
	Arrange flags, Commonwealth Coat of Arms and official portrait/photo of His Majesty King Charles III, according to protocols
	Verify identity of conferees against photographic identity document provided
	Mark attendance or non-attendance on the PVL
	Collect written consent of conferees to use images if they are to be used for promotional purposes
	Issue pledge cards, program, AEC Electoral Enrolment of New Citizens information sheets and affirmation cards to the conferees
	Ensure no political, commercial, promotional or religious material is available for distribution
	Advise conferees they must complete an online enrolment application form accessible through the QR code on the AEC information sheet they have been provided
During the ceremony	
	Welcome to Country and/or Acknowledgement of Country
	Reading the Minister's message
	Reading the Preamble
	Observe conferees making the pledge of commitment
	Present Australian citizenship certificates to conferees who have made the pledge
	Play the Australian National Anthem
	Conduct the Australian Citizenship Affirmation

PART 4

After the ceremony

Returning the PVL

The PVL is considered official evidence that an applicant has fulfilled the final legal obligation of making the pledge of commitment before a person authorised to receive the pledge (the presiding officer).

The Department of Home Affairs is required to retain completed PVLs as a record documenting acquisition of Australian citizenship on behalf of the National Archives of Australia. It is therefore important to return the signed PVL to the Department of Home Affairs as soon as possible after the ceremony.

The presiding officer must sign the PVL immediately after the conclusion of a ceremony, certifying that each person on the list has attended and been observed making the pledge.

The names of people who did not attend the ceremony, whose identity has not been verified or who have not made the pledge of commitment, must have a line ruled through them on the PVL. If they are a responsible parent, their child must also have a line ruled through their name on the PVL. The PVL should not be altered in any other way.

A copy of the completed and signed PVL must immediately be forwarded to the Department of Home Affairs electronically. Hard copies are to be returned with any non-attendee citizenship certificates within two working days.

Hard copy PVLs and non-attendee citizenship certificates should be returned to the Department of Home Affairs within two working days following a ceremony.

The Department of Home Affairs relies on ceremony organisers returning signed PVLs promptly. Delays can result in significant problems being encountered by new citizens, for example, when applying for an Australian passport.

Privacy

The names and addresses of conferees on the PVL must be used by organisations only for the purpose of conducting citizenship ceremonies, for example, to identify the conferees, manage invitations and RSVPs.

Improper use or disclosure of personal information provided for the purpose of citizenship ceremonies may be in breach of the *Privacy Act 1988*. Inappropriate use of personal information could lead to revocation of authorisation to conduct citizenship ceremonies.

Authorised secondary use of conferees' personal details includes providing names and addresses to elected representatives for the purpose of a welcome.

Disclosing names and addresses of new citizens

Whether local federal, state and territory MPs attend the ceremony or not, it is important and appropriate that they have the opportunity to welcome new citizens as formal members of the Australian community.

Where requested, local government councils should forward the names and addresses of new citizens (including email addresses) to local federal, state and territory MPs and local government councillors.

New citizens are informed through the application form for conferral of Australian citizenship that their information may be disclosed to MPs and local government councillors for the purpose of welcoming new citizens as constituents.

Only names and addresses are forwarded to MPs, unless a justifiable reason for other information is provided. Copies of the PVL containing other identity and personal information must not be sent to MPs.

Conferee details must not be provided before the ceremony. They will be provided only after the ceremony is completed and only upon request. This is to ensure that only conferees who attend the ceremony and become citizens receive a welcome letter.

The information must be sent with advice that clearly states the names and addresses of new citizens are disclosed to local MPs solely for the purpose of welcoming new citizens into the community. This advice must be provided to be consistent with privacy legislation.

Advice to MPs and local government councillors should also clearly state that the names and addresses of new citizens should not be forwarded to other persons or organisations, or used by local MPs and local government councillors for any other purpose.

The PVL must not be used by local government councils for any purpose other than administering a ceremony. The list must not be shared with candidates for election.

Ensure that any conferee who did not attend the ceremony, whose identity was not verified, or who did not make the pledge is removed from the list provided to MPs and local government councillors.



Returning Australian citizenship certificates

Australian citizenship certificates are only valid for the date printed on them and under the condition that the conferee makes the pledge on that same date.

Where conferees fail to attend a scheduled ceremony, their identity was not verified or they did not make the pledge, their certificates must be returned by hand or by registered mail immediately following the ceremony to the office of the Department of Home Affairs that provided the certificates.

After the Ceremony Checklist

After the ceremony	
	Non-attendees, those whose identity was not verified, or those who did not make the pledge (including their children) have been ruled out on the PVL
	The presiding officer has signed the PVL
	Completed PVL has been returned to the Department of Home Affairs. The hard copy PVL should be returned within two working days
	All non-attendee certificates have been returned to the Department of Home Affairs
	Any issues regarding identity or the pledge have been referred to the Department of Home Affairs
	Names and addresses forwarded to MPs and local government councillors (on request)

Exemptions to the Code

In exceptional circumstances councils may apply for an exemption to the requirements of the Australian Citizenship Ceremonies Code by writing to the Department of Home Affairs.







**THE HON ANDREW GILES MP
MINISTER FOR IMMIGRATION, CITIZENSHIP AND
MULTICULTURAL AFFAIRS**

MEDIA RELEASE

16 December 2022

Greater Flexibility for Citizenship Ceremonies for 2023

The Australian Government has today announced an update to the Australian Citizenship Ceremonies Code, removing red tape to allow councils to hold Australia Day citizenship ceremonies on or around Australia's national day, as a part of their Australia Day celebrations.

This is a pragmatic change that allows councils to hold Australian citizenship ceremonies on Australia Day, or on the three days before and after: from 23 to 29 January.

Minister for Immigration, Citizenship and Multicultural Affairs, Andrew Giles said, "Australia Day holds great significance to many people across Australia. Our national day provides all Australians with the opportunity to reflect, respect, and celebrate."

"It is also the day when more people become citizens than any other time of the year and, for those who have joined our great Australian community from all corners of the world, becoming a citizen is an unforgettable occasion to be treasured forever."

"It is the Australian Government's strong expectation that councils conduct ceremonies on January 26."

"The Australian Government implores councils to have new citizens as their key focus, recognising that many community members want to complete their journey to Australian citizenship in connection with Australia Day."

"I look forward to joining some of our newest citizens at the National Citizenship and Flag Raising Ceremony on the shores of Lake Burley Griffin in Canberra on Australia Day 2023," he said.

"Australian citizenship is an important common bond for all Australians, whether by birth or by choice, and lies at the heart of a unified, cohesive and inclusive Australia. The Government's priority is to ensure that, where people have made the choice to become Australia citizens, they are afforded that opportunity in their own communities, with friends and family, in a timely way."

A number of councils have indicated they will move to no longer hold a citizenship ceremony on Australia Day due to higher operational costs involved in hosting ceremonies on a public holiday. Councils have also indicated they would benefit from scheduling ceremonies as part of a broader program of Australia Day community events.

Minister Giles also announced the reinstatement of the City of Yarra and Darebin City Councils' authority to conduct citizenship ceremonies. Importantly, by increasing the capacity to confer citizenships in these local government areas, new citizens in Yarra and Darebin will once again be able to invite friends and family to what is, for some, the most important day in their lives.

The Australian Citizenship Ceremonies Code sets out the requirements for conducting citizenship ceremonies in accordance with the *Australian Citizenship Act 2007* (Cth). Prior to this update, councils were required to hold a citizenship ceremony on Australia Day; they will now be able to hold it on 26 January, or on the three days before and after – for 2023, councils will be allowed to hold Australia Day ceremonies in the period from Monday 23 to Sunday 29 January.

This is a pragmatic change in line with the Government's commitment to efficient processing of citizenship applications and timely ceremonies for new citizens.

As of 9 December 2022 there were under 98,000 applications on-hand- the first time in more than 5 years that the number has been below 100,000. Of the total number of new citizens in 2022, 92 per cent had, to date, been waiting less than six months to attend a citizenship ceremony.

MEDIA CONTACT

Zoe Ranganathan (Giles) 0403 732 346



Policy – No 31	Adopted:	OM: 03.03.1997
	Reviewed:	
	Amended	OM: 17.10.2011 OM: 04.11.2013
	Revoked:	

TITLE:	COMPANION ANIMAL POPULATION
STRATEGY:	COMMUNITY ENGAGEMENT, EDUCATION AND AWARENESS
BUSINESS UNIT:	ENVIRONMENTAL COMPLIANCE
RELEVANT LEGISLATION:	COMPANION ANIMALS ACT 1998
RELATED POLICIES:	No. 179 - COMPLIANCE ENFORCEMENT AND ORDERS POLICY

Objective

To assist in the control in the management of companion animals on residential properties.

Policy Statement

That the number of companion animals kept on residential premises be restricted to a maximum of 3 except;

Where the companion animals concerned are less than 6 months old, or

Where the property concerned is within a "Non Urban" zone.



Council Policy – No 28	Adopted:	OM: 03.03.97
	Reviewed:	OM: 24.06.2013
	Amended	OM: 17.10.2011
	Revoked	

TITLE:	HORSES ON PRIVATE PREMISES
STRATEGY:	LAND USE AND DEVELOPMENT BIODIVERSITY
BUSINESS UNIT:	ENVIRONMENTAL COMPLIANCE
RELEVANT LEGISLATION:	LOCAL GOVERNMENT REGULATION 2005
RELATED POLICIES:	NONE

Objectives

To manage the keeping of horses on premises to prevent public health, safety and nuisance concerns.

Policy Statement

- For the purposes of Council, the *Local Government Act 1993* and *Pittwater Local Environmental Plan 1993* the keeping of horses is considered “agriculture” and has the same meaning as “Agriculture” and “Cultivation” in the *Local Government Act 1919*.

The term is defined as follows: “Agriculture” and “Cultivation” includes horticulture and the use of land for any purpose of husbandry, including the keeping or breeding of live stock, poultry, or bees, and the growing of fruit, vegetables, and the like, and “agricultural” and “cultivate” have a corresponding meaning.

- The keeping of horses is not supported in any zone of Pittwater except those listed in the following table.

PLEP 1993 ZONE	Type of consent
Zone No 1(a) (NON-URBAN “A”)	Without development consent
Zone No 1(a1) (NON-URBAN “A1”)	Only with development consent
Zone No 1(b) (NON-URBAN “B”)	Without development consent
Zone No 1(c) (NON-URBAN “C”)	Without development consent
All other zones	Not Supported

3. The keeping of horses requires suitable stable accommodation, enclosure/yard space and animal health management practices to be in place.
4. A stable for the keeping of horses does not require development consent provided it meets the criteria of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.
5. Implementation of the powers outlined in Local Government (General) Regulation 2005 – Schedule 2 - Standards Enforceable by Orders: Part 5, Division 3:
 - a) Horses must not be kept within 9 metres (or such greater distance as the council may determine in a particular case) of a dwelling, school shop, office, factory, workshop, church or other place of public worship, public hall or premises used for the manufacture, preparation or storage of food.
 - b) The floors of stables must be paved with concrete or mineral asphalt or other equally impervious material, and must be properly graded to drain.
 - c) Horse yards must be so enclosed as to prevent the escape of horses.
6. The keeping of horses is to be managed in accordance with:
 - a) "Environmental Management on the Urban Fringe – Horse Properties on the rural urban fringe" published by the Department of Environment and Conservation (NSW), September 2004.
7. Each horse shall be provided with a horse yard being a minimum area of 100 square metres (excluding the stable). Reference: "Environmental Management on the Urban Fringe – Horse Properties on the rural urban fringe" published by the Department of Environment and Conservation (NSW), September 2004.
8. Liquid wastewaters from stables are to be graded and drained to:
 - a) the Sydney Water sewage system (premises where the sewer is available).
 - b) a separately dedicated on-site sewage management system (premises where the sewer is not available).
9. All feed receptacles are to be vermin proof and fly proof.
10. All manure and other materials contaminated by liquid or solid wastes are to be removed from the stable and yard areas daily.
11. All collected manure and other materials contaminated by liquid or solid wastes are to be contained in closed, waterproof and flyproof receptacles.
12. The receptacles containing the collected manure and other materials contaminated by liquid or solid wastes are not to be stored in close proximity to the boundaries of the premises.
13. Manure and other materials contaminated by liquid or solid wastes are to be removed from the premises at least one in every seven consecutive days.
14. The premises shall be maintained free from nuisance, flies, vermin and offensive odour at all times.
15. A regular and effective cleaning and maintenance regime is to be maintained in and around the horse stable/s and yard area/s.
16. Liquid and solid horse wastes are to be effectively prevented from escaping from the horse stable/s and yard area/s.



Council Policy

Keeping of Animals

Policy Statement

This policy outlines the requirements for the keeping of animals within the Northern Beaches local government area.

- Section 1 addresses Non-Companion Animals (which are animals other than Cats and Dogs) and;
- Section 2 addresses Companion Animals.

Principles

Northern Beaches Council recognises that the effective management of animals in order to minimise any adverse impacts on the community needs a balanced approach. This policy utilises principles to control and regulate the number of animals kept on premises, primarily in accordance with the requirements of relevant legislation.

This policy aims to:

- Inform the community of the legal restrictions and acceptable limits which apply to keeping certain animals, such as domestic pets or hobby animals.
- Provide advice on any restricted or prohibitions on the keeping of certain animals within the local government area.
- Establish acceptable hygiene standards for the keeping of animals.
- Ensure residential amenity, and the amenity of neighbouring premises is not impacted by the keeping of animals.
- Promote responsible animal ownership.

Section 1 - Non-Companion Animals

1. Policy Requirements

The number of animals that may be kept at a premise should not exceed the number prescribed as appropriate to the kind of animal listed in *Table 1. Requirements*, within page 4 of this Policy.

Animals should be kept in a manner which does not:

- Create unclean or unhealthy conditions for people or animals;
- Attract or provide a harbourage for vermin;
- Create offensive noise or odours;
- Cause a dust or drainage nuisance;
- Create waste disposal or pollution concerns;
- Create an unreasonable annoyance or safety concerns for neighbouring residents;
- Cause nuisance due to proliferation of flies, lice, fleas or other parasites; or
- Cause harm to native wildlife.

The keeping of native animals must be undertaken in accordance with the licencing and other requirements of the *Biodiversity Conservation Act 2016*. Further information can be obtained from NSW National Parks and Wildlife Service.

Keeping of Animals

Suitable shelter(s) should be provided for all animals. Certain species of animals are required to be kept in cages to prevent escape or attack by predators. Generally, other animals are to be securely enclosed with adequate fencing to prevent escape.

Animal owners wishing to erect animal shelters and facilities need to refer to State Environmental Planning Policy (Exempt and Complying Development Codes) 2008 Part 2 Division 1 Subdivision 3A - Animal Shelters, 4 - Aviaries, 21 - Fowl and poultry houses and 40 - Fish Ponds for the Specified Development standards

Shelters and facilities not listed in the above codes are classed as a development which would require the submission of a Development Application.

Animals should not be kept at a premises used for the manufacture, preparation, sale or storage of food for human consumption.

1.1 Council's Powers for Control and Regulation of Non Companion Animals

Generally, legislative powers to control and regulate the keeping of animals are provided under Section 124 of the *Local Government Act 1993* and the *Local Government (General) Regulation 2005*. Further compliance and enforcement action may also be taken under the *Protection of the Environment Operations Act 1997* and the *Impounding Act 1993*.

The Council may, where appropriate, issue an Order to:

- prohibit the keeping of various kinds of animals;
- restrict the number of various kinds of animals to be kept at a premises;
- require animals to be kept in a specific manner;
- seek the demolition of animal shelters built without the prior approval of Council;
- require the occupier to do or refrain from doing such things as are specified so as to ensure that land or premises are placed or kept in a safe or healthy condition;
- manage noise nuisance; and
- clean up water pollution.

1.2 Animals Prohibited on properties located within a Residential Zone

The following animals are not permitted to be kept on properties that are located within a residential zone, due to the likely adverse impacts on health and amenity of the occupants at the premises and any neighbouring properties;

- Roosters;
- Goats;
- Sheep;
- Horses;
- Cattle;
- Pigs; and
- All other animals not listed in *Table 1. Requirements*, within page 4 of this Policy.

1.3 Horses and other livestock are prohibited from:

All Beaches, Creeks (with exception of the Bridle Trail in Terrey Hills), Lagoons, Sporting Fields and Bushland Reserves (with exception of the Bridle Trail in Terrey Hills and JJ Hills Melbourne Memorial Reserve).

Although, NSW Police horses and horses involved with a commercial activity that has a prior approval of Council are permitted.

Keeping of Animals

Definitions:

Animal: In this section, includes a mammal, bird, reptile, amphibian or fish. It does not include a human being (as defined by the Prevention of Cruelty to Animals Act)

Residential Zone listed in the following Local Environment Plans are: -

Pittwater Local Environment Plan 2014 are:

E3 Environmental Management
E4 Environmental Living
R2 Low Density Residential.
R3 Medium Density Residential and
R5 Large Lot Residential.

Warringah Local Environmental Plan 2011 are

E3 Environmental Management
E4 Environmental Living
R2 Low density residential,
R3 Medium Density Residential,

Manly Local Environment Plan 2013 are

E3 Environmental Management
E4 Environmental Living
R1 General Residential,
R2 Low Density Residential and
R3 Medium Density Residential

Rural Zones are only listed in the following Local Environment Plans

Pittwater Local Environmental Plan 2014
RU2 Rural Landscape

Warringah Local Environment Plan 2011
RU4 Primary Production Small Lots

Keeping of Animals

TABLE 1 - Requirements

The following table indicates the essential requirements and relevant considerations regarding the keeping of animals.

ANIMAL SPECIES	MAXIMUM NUMBER PERMITTED	MINIMUM DISTANCE (see Note A)	APPLICABLE REGULATIONS AND OTHER ADVISORY MATTERS
Poultry, domestic and guinea fowl	5	4.5 metres from a dwelling on the same site and 15m from any other building	<p>Keeping of poultry must not create a nuisance or be dangerous or injurious to health. Poultry yards must at all times be kept clean and free from offensive odours. Council may require that domestic poultry or guinea fowl be kept at a distance greater than 10 metres in particular cases.</p> <p>Poultry yards must be enclosed to prevent escape of animals.</p> <p>Yards must be kept free of rats and mice.</p> <p>The base of poultry enclosures must be paved with concrete or mineral asphalt unless situated on clean sand.</p>
Poultry, other than fowls, including, peafowl and other pheasants	5	30 metres	
Geese and turkeys	2	30 metres	
	<p>Roosters are not permitted in residential zones.</p> <p>1 Rooster In Rural Zones</p>		
Pigeons	<p>60 pairs – Registered racing pigeon owners</p> <p>10 pairs – Non registered owners</p>	9 metres	Compliance with the Department of Primary Industries Code of Practice No4 – keeping and trading of birds

Keeping of Animals

ANIMAL SPECIES	MAXIMUM NUMBER	MINIMUM DISTANCE (see Note A)	APPLICABLE REGULATIONS AND OTHER ADVISORY MATTERS
Birds including canaries, budgerigars, quails, finches and parrots	Appropriate to location and breed	Appropriate distance to avoid nuisance to adjoining premises	Compliance with the NSW Animal Welfare Code of Conduct No 4 the Keeping and trading of Birds, including canaries, budgerigars, quails, finches and parrots. (Attachment 1, Appendix 2).
Rabbits	Appropriate to location and breed. Care should be taken to prevent excessive breeding.	3 metres	Must be domestic breed and kept in a cage. One gender must be desexed if housed together. Must not be released into the environment. It is illegal to administer the fibroma (myxomatosis) vaccine in rabbits.
Ferrets and Weasels	4	Appropriate distance to avoid nuisance to adjoining premises	The keeping of ferrets is not recommended; however, where proper care (including appropriate secure cages) is available, the keeping of ferrets may be undertaken provided no nuisance is created. Cages should be adequate to prevent escape. Must be desexed no later than 6 months of age.
Native animals including birds, frogs, snakes, lizards, turtles and mammals	As appropriate in the circumstances with the appropriate licences.	Appropriate distance to avoid nuisance to adjoining premises	Not all native animals can be kept as pets, but some species which have been bred in captivity can be kept. For most native animals, a biodiversity conservation licence is required in accordance with the <i>Biodiversity Conservation Act 2016</i> . Further information can be obtained from NSW National Parks and Wildlife Service.
Pet rats, mice and guinea pigs	4 of each variety	3 metres	Rats and mice are to be kept indoors only in appropriate cages which are to be kept odour free. Care should be taken to prevent excessive breeding and release into the environment. At least one gender desexed if housed together

Keeping of Animals

ANIMAL SPECIES	MAXIMUM NUMBER	MINIMUM DISTANCE (see note A)	APPLICABLE REGULATIONS AND OTHER ADVISORY MATTERS
Sheep, Goats, Llamas and Alpacas including miniature	Rural Zones- As appropriate to size of property Not permitted in Residential Zones	10 metres	These animals are not to be slaughtered at the properties where they are kept. Consideration should be given to any noise created by sheep as they are subject to noise restrictions under Protection of the Environment Operations Act 1997.
Pigs including miniature	Rural Zones – 1 Not permitted in Residential Zones	Pigs or their manure must not be within 60 metres of certain buildings	Local Government (General) Regulation, 2005 applies to pigs. The keeping of pigs is not permitted in residential areas. This applies to all breeds of pigs, including miniature pigs.
Horses and Cattle	Rural Zones - As appropriate to size of property Not permitted in Residential Zones	9 metres	Local Government (General) Regulation, 2005 applies. A greater separation distance may be required by resolution of Council in each particular case. Fencing must be strong and durable to prevent escape. Stables and sheds must be hard paved and graded to drain.
Bees	Maximum 2 hives in Residential Zones Rural Zones – As appropriate to the size of the property	Appropriate distance to avoid nuisance to adjoining premises. Where hives are located within close proximity to schools, childcare centres and other public buildings, stingless varieties of bees are to be used.	Regulated by the Department of Primary Industries. Beekeepers must be registered in NSW and applications are available from the NSW Department of Primary Industries (DPI). Beekeepers should refer to the Beekeeping Code of Practice on the NSW DPI website. Bee flight paths to and from the hive should be kept distant from outdoor areas frequently used by people. Screens may be necessary to raise flight paths. An ample supply of water near the hive is required in summer months.
Fish (external ponds)	Appropriate numbers for the size of the pond and type of fish	Refer to provisions of Subdivision 40 of SEPP Exempt and Complying Development Codes 2008 on size of pond before consent is required	Ponds must be located well clear of drainage easements or flow lines to prevent spread of fish and eggs to creeks during heavy rain

NOTES:

- A The distances indicated in the third column of the above table are to be measured in metres from the animal yard or enclosure to the nearest dwelling, public hall, school, hospital, premises used for the manufacture, preparation, sale or storage of food or any other building listed.
- B The distance specified above may be varied by resolution of the Council and notified in writing to the occupier of the premises in specific cases.

Keeping of Animals

Section 2 – Companion Animals**2. Policy Requirements**

In accordance with the *Companion Animals Act 1998*, Council is required to:

- (a) to promote awareness within its area of the requirements of this Act with respect to the ownership of companion animals, and
- (b) to take such steps as are appropriate to ensure that it is notified or otherwise made aware of the existence of all dangerous, menacing and restricted dogs (including dogs that might reasonably be considered to be the subject of a declaration under Division 1 or 6 of Part 5 of this Act) that are ordinarily kept within its area.

Council will undertake community education, review complaints about the behaviour of a dog or cat, or review applications for the revocation of declarations issued under the *Companion Animals Act 1998*. Relevant officers will be trained to have a comprehensive understanding of the relevant legislation, and in the exercise of functions under the *Companion Animals Act 1998* issued by the NSW Office of Local Government.

Council staff will respect the confidentiality of complainants, and records will be kept of all complaints for future reference and will be referred to if further complaints about the particular dog or cat are received.

2.1 Community Education

Education and awareness is critical to achieving responsible pet ownership and community harmony. Council's Companion Animals Management Officers and Authorised Officers will implement ongoing, effective and community-sensitive education strategies to encourage and reinforce responsible pet ownership.

2.2 Identification and registration of cats and dogs

Cats and dogs must be microchipped and registered from the time the animal is 12 weeks old, or when the animal is first sold (even if it is less than 12 weeks old).

This system helps the Council in returning animals to their owners if the pets are lost, hurt or stolen.

If registration details change, companion animal owners must update their pet's details on the NSW Pet Registry.

2.3 De-sexing

De-sexing helps to reduce aggressive behaviour in animals and helps owners control their cats and dogs. It is preferable that pets be de-sexed unless they are intended for breeding.

De-sexing greatly assists in reducing the number of abandoned companion animals and serves to prevent unnecessary suffering of unwanted animals.

2.4 Lost, seized or surrendered pets

The Council will do everything possible to return a lost pet to its owner, rather than having the animal impounded. Returning a pet safely home, rather than impounding it, is much easier if the animal is microchipped and the registration details are up to date, and if the animal is wearing a tag on its collar with the owner's current contact phone number.

Keeping of Animals

Owners have 14 days to claim impounded microchipped pets or 7 days to claim non microchipped pets, before the animal may be re-homed.

Council is able to accept surrendered pets from owners who no longer wish to have them. However, they will be transferred for re-housing if appropriate with organisations who can accept surrendered pets.

The Council is not authorised to accept animals seized under the *Prevention of Cruelty to Animals Act 1979* (NSW), or seized when there is no-one available to care for the animal. In these circumstances, it is appropriate to contact the Royal Society for the Prevention of Cruelty to Animals or other animal welfare organisations.

2.5 Cat management

Cats must be identified by a form of identification that enables council to ascertain the name of the cat and the address or telephone number of the owner of the cat.

Cats are prohibited from entering wildlife protection areas and food preparation areas. Cats found in prohibited areas may be trapped and removed.

Council encourages cat owners to keep their pets indoors between sunset and sunrise to minimise the opportunity for injury to the animal, to protect wildlife and to reduce instances of nuisance.

2.6 Control of dogs

Dogs must always be under the effective control of their owners with a cord or leash, except when they are let off the leash in designated off-leash areas. A dog is not considered to be under the effective control of a person if that person has more than four dogs under their control.

The Council encourages all dog owners to enrol their dogs in an obedience training course if they feel they are not able to effectively control their dog.

2.6.1 Off leash areas

Council recognises that public spaces to walk or run the dog are very important. Off-leash exercise helps to relieve boredom and reduce incidences of unacceptable nuisance behaviour such as uncontrolled barking. The Council may designate areas to be off-leash at certain times.

To maximise opportunities for off-leash exercising and socialising of dogs, the Council will provide designated off-leash parks with open space areas based on community feedback. Designation of off-leash areas will require approval by the Chief Executive Officer.

Effective, welcoming and informative Signage will be used to designate off-leash parks and open spaces. Dog-tidy stations will be installed and maintained in off-leash parks. Council will routinely sign-post all off-leash areas including, time restrictions where applicable.

Keeping of Animals

2.6.2 Prohibited areas

Dogs are prohibited in the following places (whether or not they are leashed or otherwise controlled):

- (a) **Children's play areas** (meaning any public place, or part of a public place, that is within 10 metres of any playing apparatus provided in that public place or part for the use of children).
- (b) **Food preparation/consumption areas** (meaning any public place, or part of a public place, that is within 10 metres of any apparatus provided in that public place or part for the preparation of food for human consumption or for the consumption of food by humans).
- (c) **Recreation areas where dogs are prohibited** (meaning any public place, or part of a public place, provided or set apart by Council for public recreation or the playing of organised games and in which Council has ordered that dogs are prohibited and in which, or near the boundaries of which, there are conspicuously exhibited by Council at reasonable intervals notices to the effect that dogs are prohibited in or on that public place or part).
- (d) **Public bathing areas where dogs are prohibited** (meaning any public place or any part of a public place that is used for or in conjunction with public bathing or public recreation (including a beach), in which Council has ordered that dogs are prohibited and in which, or near the boundaries of which, there are conspicuously exhibited by Council at reasonable intervals notices to the effect that dogs are prohibited in or on that public place).
- (e) **School grounds** (meaning any property occupied or used for a purpose connected with the conduct of a government school or non- government school under the [Education Act 1990](#), other than any property used for a residence or the curtilage of a residence).
- (f) **Child care centres** (meaning any property occupied or used for a purpose connected with the conduct of an approved education and care service within the meaning of the [Children \(Education and Care Services\) National Law \(NSW\)](#) or the [Children \(Education and Care Services\) Supplementary Provisions Act 2011](#), other than any property used for a residence or the curtilage of a residence).
- (g) **Shopping areas where dogs are prohibited** (meaning a shopping arcade or shopping complex, including any part of it that is used by the public for parking or access to shops, in which or part of which Council has ordered that dogs are prohibited and in which, or near the boundaries of which, there are conspicuously exhibited by Council at reasonable intervals notices to the effect that dogs are prohibited there). This paragraph does not apply to any shop or part of a shop.
- (h) **Wildlife protection areas** (meaning any public place or any part of a public place set apart by Council for the protection of wildlife and in which Council has ordered that dogs are prohibited for the purposes of the protection of wildlife and in which, or near the boundaries of which, there are conspicuously exhibited by Council at reasonable intervals notices to the effect that dogs are prohibited in or on that public place).

Note: A Police dog and a dog that is an assistance animal being used bona fide by a person with a disability are permitted in the above listed areas.

2.6.3 Dog waste

Owners have a legal responsibility to pick up after their dogs.

Council will provide dog tidy stations (including dog litter bags) at off-leash parks and other suitable locations.

Keeping of Animals

Council's Companion Animals Management Officers will work with dog owners in promoting awareness of these responsibilities to encourage owners to clean up after their dogs.

2.6.4 Barking

Persistent barking can be a nuisance for the neighbourhood and a source of community complaints.

To address dog barking the Council will pursue positive and proactive approaches such as:

- Providing community education and targeted training for dog owners.
- Investigating reports of persistently barking dogs and taking appropriate action to work with the owner of the animal to address any nuisance caused by barking.

2.6.5 Nuisance orders

If Council becomes aware of any dog behaviour that may be considered a nuisance, an investigation will be undertaken by the Council's Authorised Officers. Where necessary, a nuisance order may be issued under the *Companion Animals Act 1998* which requires a dog owner to prevent specified behaviour.

A dog will be considered a nuisance if the dog:

- Is habitually at large, or
- Makes a noise, by barking or otherwise, that persistently occurs and interferes with peace and comfort of any person, or
- Repeatedly defecates on others' property, or
- Repeatedly runs at or chases any person, animal or vehicle, or
- Endangers the health of any person or animal or
- Repeatedly causes substantial damage to anything outside of the property on which it is ordinarily kept.

2.7 Menacing or dangerous dogs

The *Companion Animals Act 1998* details the requirements and actions which must be taken if the behaviour of a dog is considered to be menacing or dangerous.

2.7.1 Applications seeking to revoke a declaration that a dog is menacing or dangerous

Once a declaration has been in place for 12 months, the dog owner can apply to Council in writing to revoke the declaration that their dog is menacing or dangerous.

The application needs to be accompanied with a recent report by a qualified Animal Behavioural Specialist addressing the nature of the original attack/s and reasons for the declaration detailing the manner in which the dog has been trained and cared for and managed since the declaration was imposed leading to the change in behaviour.

2.7.2 Determination of Application

Where an application is successful the owner will be notified in writing as soon as possible the declaration has been revoked.

If an application to revoke a declaration is unsuccessful the owner of a Dangerous Dog can under Section 41 (b) of the *Companion Animals Act* appeal to court against a refusal by a council to revoke a declaration that the dog is a Dangerous Dog.

Keeping of Animals

However, an owner of a Menacing Dog under Section 41 (1) of the Companion Animals Act, unlike a Dangerous Dog, no appeal lies to a court against a refusal by a council to revoke a declaration that the dog is a Menacing Dog.

2.8 Restricted dogs

The owner of a restricted dog must comply with a number of control requirements:

- The dog must be de-sexed.
- The dog must not be in the sole charge of someone under 18 years of age.
- Signs must be displayed on the property showing the words "Warning Dangerous Dog".
- The dog must wear a distinctive collar as prescribed by the *Companion Animals Regulation 2018* (NSW).
- While the dog is on the property where it is normally kept, it must be kept in an enclosure that complies with the requirements prescribed by the *Companion Animals Regulation 2018*.
- Whenever the dog is outside its enclosure it must be on a leash and must also be muzzled.

Restricted dogs may also include cross-bred dogs.

A dog owner may request a review of the breed classification applied to their animal. If so, the owner will be asked to provide an independent breed assessment report. This report and any other submissions made by the owner will be considered by qualified personnel in determining whether a reclassification is required.

References and related documents:

- *Local Government Act 1993*
- *Local Government (General) Regulation 2005*
- *Environmental Planning and Assessment Act 1979*
- *Impounding Act*
- *Protection of the Environment Operations Act 1997*
- *Companion Animals Act 1998*
- *Companion Animals Regulation 2018*
- *Biodiversity Conservation Act 2016*.
- *Northern Beaches Council Compliance and Enforcement Policy*
- *Northern Beaches Council Compliance and Enforcement Guidelines*
- *Department of Primary Industry, Code of Practice for Keeping and Trading of Birds*
- *Department of Primary Industry, Bee keeping Code of practice for NSW*
- *Office of Environment and Heritage, Code of Practice for the Private Keeping of Reptiles.*
- *State Environmental Planning Policy (Exempt and Complying Development Codes) 2008*
- *Pittwater Local Environment Plan 2014*

Keeping of Animals

- *Warringah Local Environment Plan 2000*
- *Warringah Local Environment Plan 2011*
- *Manly Local Environment Plan 2013*
- *NSW Office of Local Government - Guidelines on the exercise of functions under the Companion Animals Act*

Responsible Officer

Director Planning and Place

Review Date

At least every four years or as required

Revision History

Revision	Date	Change	TRIM #
1	25.9.2019	For internal consultation	2019/559095
2	30.9.2019	For public consultation	
3			



Council Policy

Privacy

Policy Statement

Council is committed to:

- protecting the personal information that Council collects from individuals
- managing personal information in accordance with the [Information Protection Principles](#) (IPPs).

Principles

The IPPs define the legal obligations that Council must comply with in relation to the management of personal information. They relate to the collection, storage, use and disclosure of personal information.

Collecting Personal Information

Council collects personal information for business purposes in order to provide services to the community. When Council collects personal information, the following applies:

- personal information must be collected for a lawful purpose
- personal information must be collected directly from the person to whom the information relates or from someone authorised to provide the information
- the person to whom the information relates must be advised prior to collection or as soon as possible after collection that the information is being collected, why it is being collected, and who will be storing and using it
- the personal information must be relevant, accurate, complete, up-to-date and not excessive
- when collecting personal information, the person from whom the information is being collected must be informed if the information is required by law or is voluntary and if there are any consequences to not providing it.

Privacy Protection Notice

Council must include a Privacy Protection Notice in all forms and correspondence that result in the collection of personal information to ensure that people are aware that their personal information is being collected. The Privacy Protection Notice must advise the following:

- that the information is being collected
- the purposes for which the information is being collected
- the intended recipients of the information
- whether the supply of personal information is required by law or is voluntary, and any consequences for the person if the information (or any part of it) is not provided
- the existence of any right of access to, and correction of, the information
- Council's name and address as the agency that is collecting and holding the information.

Personal Information about Children

Council collects personal information about children and youths. Whether a child or youth has the capacity to make his or her own privacy decisions will be assessed on a case-by-case basis.

For any person who are under 18 years of age, or who otherwise does not have capacity to make these decisions, or where we cannot make an assessment of their capacity, Council will manage requests for access, consent and notices in relation to personal information via a parent and/or guardian. Council will treat consent given by a parent and/or guardian as consent given on behalf of the person.



Storing Personal Information

Council must store personal information securely, keep it no longer than necessary and dispose of it appropriately. It should also be protected from unauthorised access, use, modification or disclosure.

Using Personal Information

When using personal information, it must be used for the purpose for which it was collected, or a directly related purpose that the person would expect. Otherwise, the consent of the person to whom the information relates is required.

The information must be relevant, accurate and up to date before being used.

Accessing Personal Information

Council must allow the person to whom the information relates to access their personal information without excessive delay or expense and allow them to update, correct or amend their personal information.

Limitations on Access and Amendments to Personal and Health Information

A person is only entitled to access their own personal and health information with the following exceptions:

- if the person to whom the information relates has advised Council in writing to provide access to another person
- if the person to whom the personal information relates is incapable of accessing the information themselves and another person has been authorised to do so
- if a serious or imminent threat to life or serious health and safety can be avoided through the release of personal information.

Disclosing Personal Information

Council can not disclose sensitive personal information without consent.

Other personal information can only be disclosed in limited circumstances. Disclosure requires consent unless the person was advised that it would be disclosed at the time, or as soon as possible after the time of collection or if the disclosure is directly related to the purpose for which it was collected and it could be assumed the person would not object or if the disclosure is required to prevent a serious and imminent threat to any person's health or safety.

If a person believes the disclosure of their contact details would place them or their family at risk, they can request their contact details be withheld from public view.

In the case of a submission in response to a development application, the submission will be made confidential or published with personal information redacted at the request of the submitter. In addition, email addresses and phone numbers will be redacted from all submissions prior to publication to Council's website without the need for the submitter to make this request.

Scope & Application

This policy applies to all employees, agents and officers of Northern Beaches Council, including Councillors.

References and related documents

- [Government Information \(Public Access\) Act 2009 \(NSW\)](#)
- [Privacy and Personal Information Protection Act](#)
- [Privacy Act 1988 \(Commonwealth\)](#)



- [National Privacy Principles \(Commonwealth\)](#)
- [Privacy Code of Practice for Local Government](#)

Definitions

Personal Information:

Information or an opinion about a person whose identity is apparent or can be reasonably ascertained from the information or opinion. This information can be on a database and does not necessarily have to be recorded in written form.

Personal information does not include information about a person that is contained in a publicly available publication.

Health Information:

Information or an opinion about:

- the physical or mental health or a disability of a person
- an person's express wishes about the future provision of health services to him or her
- a health service provided, or to be provided, to a person.

Other personal information collected:

- to provide, or in providing, a health service
- in connection with the donation, or intended donation, of an person's body parts, organs or body substances
- regarding genetic information about a person arising from a health service provided to the person in a form that is or could be predictive of the health (at any time) of the person or of a genetic relative of the person.

Responsible Officer

Chief Information Officer

Review Date

May 2025

Revision History

Revision	Date	Change	HPE CM Ref
1	25/07/2017	Policy adopted by Council with no changes following exhibition	2017/128385
2	28/09/2021	Policy reviewed with minor changes	2021/683374
3			



Community and Stakeholder Engagement Report

Library Strategy (Stage 1 of 2)

Impact level: One

Consultation period: 1 March 2021 – 30 November 2022

Contents

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1. Summary



This report outlines the outcomes of stage one community and stakeholder engagement for the Library Strategy which consisted of various feedback gathering activities between 1 March 2021 and 30 November 2022.

Engagement occurred over a two-year period with the Northern Beaches community, external stakeholders (including community partners) and Council staff. The consultation engaged library users and non-users.


Throughout the engagement several key themes emerged.

1. The Northern Beaches community highly value their libraries for the services they provide. They love the collections, the programs, the spaces, the interactions and the experiences they have when they are at the library.
2. Library users are proud of their libraries. They think Northern Beaches Libraries provide an excellent service that connects them with and makes them feel part of a unique community.
3. Innovation is key to the library's success. The community admires the fact that the libraries are continually striving to explore new ways of expanding access and delivering community-focused services, even during difficult times.



1.1. Key outcomes

 How feedback was received	Your Local Library Survey		Responses: 428
	Library user feedback forms		Responses: 4,139
	Online ideas board (Your Say)		Contributions: 206
	Stakeholder meetings: <ul style="list-style-type: none"> - Strategic Reference Groups - Internal Council Stakeholder Workshops - Library staff survey and planning workshops 		
 Feedback themes	Collections		Flexible Spaces and Places
	Fees		Promotion and Marketing
	Programming and Events		Buildings
	Opening Hours		Sense of Place

1.2. How we engaged¹

	Visitors: 2017	Visits: 1799	Av. time onsite: 1min 55secs
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¹ The statistics in this table only relate to the Your Say Ideas Board consultation.

Have Your Say: visitation stats			
 Social media	4 Council Facebook posts		Reach: 52,992 1,187 clicks 117 comments
	1 KALOF Facebook post 1 KALOF Instagram post		Reach: 294 9 clicks 1 comment Reach: 449
	1 Council LinkedIn post		Reach: 1686 Clicks: 41
	3 Council Instagram posts		Reach: 2001 Comments: 23
 Electronic direct mail (EDM)	Community Engagement (fortnightly) newsletter: 2 editions		Distribution: Approx. 22,000 subscribers
	Council (weekly) e-News: 2 editions		Distribution: Approx. 160,000 subscribers
	The Drift Library Newsletter: 1 edition		Distribution: Approx. 85,000
	The Wave Disability Newsletter: 1 edition		Distribution: Approx. 1,300
	KALOF Newsletter: 1 edition		Distribution: Approx. 1,800
	Creative News: 1 edition		Distribution: Approx. 1,300

2. Background

Library Services has an ongoing and embedded approach to continuous improvement with processes in place to capture real-time feedback from library users. These methods were leveraged to engage with the community during the consultation period, providing significant feedback from users.

Additional engagement sought to capture feedback from non-users of libraries, the general community, stakeholders and community partners. An extensive and inclusive engagement approach ensured diverse perspectives were included for consideration in developing the draft strategy.

This strategy will guide the planning, improvement and management of our libraries over the next five years.

3. Engagement objectives

Community and stakeholder engagement aimed to:

- build community and stakeholder awareness of participation activities
- provide accessible information so community and stakeholders can participate in a meaningful way
- identify community and stakeholder concerns, local knowledge and values.

4. Engagement approach

Stage one community and stakeholder engagement for the Library Strategy was conducted between 1 March 2021 and 30 November 2022 and consisted of a series of activities that provided opportunities for community members and stakeholders to contribute feedback.

The engagement was planned, implemented and reported in accordance with Council's [Community Engagement Matrix](#) (2017).

Library User Feedback

A survey to capture feedback from existing library members was conducted between 1 March 2021 and 31 March 2021. The survey was primarily promoted through our email newsletter (EDM) channels, social media, onsite collateral and on the library website, with further information provided via an online portal.

Feedback was captured through an online survey tool. Library users were encouraged to provide feedback on motivations for visiting their library and ideas on how the library service might be improved.

Library user feedback was also captured through established library feedback processes. Library members can provide continuous feedback to library services via dedicated onsite kiosks, QR codes, or online via the library website.

Promotion and suggestions for library users to provide feedback is promoted onsite and online via posters, brochures, social media, email newsletter (EDM) channels and online.

Feedback is captured ongoing through an online tool where library users are encouraged to provide general feedback and suggestions for improvement moving forward.

Have Your Say

A project page² was established on our have your say platform with information provided in an accessible and easy to read format. The project page sought feedback between 7 February 2022 and 6 March 2022.

The project was primarily promoted through social media and our diverse email newsletter (EDM) channels.

Feedback was captured through an online ideas board tool where people were encouraged to share their ideas and thoughts on what our libraries might offer to meet the needs of our diverse community moving forward. Feedback was also captured via comments on social

² <https://yoursay.northernbeaches.nsw.gov.au/library-strategy>

media posts.

4.1. Reaching diverse audiences

A thorough stakeholder mapping exercise was completed to identify and understand the needs of the whole community.

It was determined for this project that it was particularly important to hear from young people and people with disability to ensure our libraries are as accessible as possible. A notice about the Your Say consultation was included on the KALOF social media channels and in Council's Disability Newsletter.

To ensure we reached a diverse representation of the community, including people who are not regular library users, we developed a broad communication campaign, utilising our diverse social media and newsletter channels and varying messaging to suit the target audience. These are outlined above in section 1.2.

5. Findings

During consultation, people were asked to share their ideas about what our libraries might offer to meet the needs of our diverse community moving forward.

Feedback from library users has highlighted the many things that Northern Beaches residents love about their libraries, including:

- **extensive collections** – both the physical collections and increasing e-book collection, and especially the children's collection
- **a widely distributed network** – with library branches spread across the Northern Beaches
- **light and colour** – especially at Forestville and Glen Street, with most branches offering a range of different casual, work and activity spaces
- **welcoming and helpful library staff** – whose personal approach to library users helps to create a sense of connection and belonging
- **a Northern Beaches feeling** – with the use of artwork and artefacts creating a sense of place and ownership of library spaces.

There were also many suggestions for improvement. We heard that library users particularly want:

- **expanded and more responsive collections** – with faster purchasing of new books, greater rotation of stock between branches, more e-Books and e-Audiobooks
- **fewer fees** – to encourage more active and sustained library use
- **more diverse programming** – with greater variety of content for users of all ages and interests and more convenient program times
- **extended opening hours** – notably in evenings and on weekends, especially for people who cannot access the library during standard working hours
- **more flexible spaces** – including quiet spaces, dedicated study and remote working spaces, group meeting rooms, and spaces for entertainment and community activities
- **greater promotion** of what's available and what's on at the library
- **more attractive, appealing and accessible buildings** – especially in comparison with other libraries in Sydney.

For current non-users of library services, issues of access (both locational and timing) and awareness (of what services are available in a contemporary public library) were most relevant in planning for increased service reach.

Table 1 below outlines key themes and what we heard during the consultation, along with our responses.

The full list of ideas and comments provided on the Ideas Board can be found on the Your Say project page: <https://yoursay.northernbeaches.nsw.gov.au/library-strategy>

Table 1: Issues, change requests and other considerations

Theme	What we heard	Council's response
Collections	Respondents value the collection, and the ability to have access to an extensive collection. Respondents want access to new books faster, greater rotation of stock between branches and more eBooks/eAudiobooks.	Several actions to support and grow community-centred collections have been addressed in Goal 1.1 of the draft strategy.
Fees	Respondents wanted fewer fees, in particular reservation fees and overdue fines for children.	Council has adopted to remove reservation fees in Fees & Charges 23/24. Actions to review fees for an improved customer experience have been addressed in Goal 1.3 of the draft strategy.
Programming and Events	Respondents offered a significant number of ideas for programming and events suggesting a wider variety of content for users of all ages and interest at convenient program times.	Several actions to increase and improve a dynamic and inclusive calendar of programs, events and exhibitions has been addressed in Goals 1.2, 3.2 and 3.3 of the draft strategy.
Opening Hours	Respondents frequently noted the difficulty many community members have in getting to a library during standard business hours. Feedback suggested extending opening hours on evenings and weekends.	Forestville 24/7 officially launched in March 2022. Actions to support and expand 24/7 service delivery and outreach services have been addressed in Goal 4.1 of the draft strategy.
Flexible Spaces and Places	Respondents noted the importance of having different spaces in libraries that cater to different community needs including quiet spaces, study and remote	Creative Library, Manly officially launched in March 2021 to support the creative community in Manly and provide spaces for artists,

	working spaces, meeting rooms and spaces for entertainment and events.	exhibitions and community programming. Several actions supporting an improved and inclusive experience in library branches have been addressed in Goals 1.3, 2.1 and 2.3 of the draft strategy.
Promotion and Marketing	Respondents noted that greater promotion of what's available and what's on at the library would be of benefit particularly for non-users.	This has been addressed in Goal 3.1 of the draft strategy with a focus to refine our marketing approach for improved engagement.
Buildings	Respondents commented frequently on library buildings, enjoying the spread of branches across the Northern Beaches. Patrons enjoy light-filled, contemporary buildings such as Glen St and Forestville but suggested Dee Why Library may benefit from a refurbishment.	This has been addressed in Goal 1.3 of the draft strategy with a focus on improving and enhancing library infrastructure.
Sense of Place	Respondents commented often about the uniqueness of the Northern Beaches, expressing pride about local stories including the importance of Local History in creating a sense of place and ownership of community spaces.	Several actions supporting a focused approach on delivering a sense of place in libraries has been addressed in Goal 2.2 and 2.3 of the draft strategy with a focus on showcasing local stories and First Nations history through exhibitions, increased programming and ongoing digitisation work supporting History Hub.

Document administration

Version	1.0
Date	1 May 2023
Approval	Content provided and approved by Library Services Team. Responsible manager: Maeva Masterson
Status	Draft
Notes	Community and stakeholder views contained in this report do not necessarily reflect the views of the Northern Beaches

	Council or indicate a commitment to a particular course of action.
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Northern Beaches Council

Library Strategic Plan
2023-2028

Message from the Mayor	4	Northern Beaches Libraries	Library Strategic Plan 2023-2028
Acknowledgement of Country	6	Northern Beaches Council	Our Purpose
		Safe Inclusive Connected	Strategic Directions
		Northern Beaches Libraries	Goals and Actions
		What our community wants from their libraries	Direction 1 – EXPERIENCE ... Explore and Engage
		Our Unique Community	Direction 2 – CONNECTION ... Belonging and Pride
		How this strategy was prepared	Direction 3 – TOGETHER ... Partnerships and Collaboration
		Transforming Library Services To Meet The Demands Of A Fast-Changing World	Direction 4 – LEADERSHIP ... Excellence and Innovation
		Changing Community Context	Implementation and Evaluation
		Tomorrow's Libraries	References and Data Sources



4

Message from the Mayor

Supporting our community, economy and environment to be strong and resilient



Every day, thousands of Northern Beaches residents choose to use their library service. From bringing little ones along to Storytime, using a computer or the Wi-Fi, attending an art class, studying for exams or simply borrowing a book, our Libraries are important community spaces for learning, relaxation and connection.

Gone are the days that libraries were just books. They are now interactive hubs that provide safe, inclusive spaces, supporting literacy, social inclusion and community resilience.

Our Library Strategic Plan 2023-2028, Safe Inclusive Connected is Council's roadmap to making sure we continue to deliver leading and contemporary library services that meet our communities' needs and aspirations, now and into the future.

We have heard from so many community members – those who are already library lovers, and those who aren't currently using the service. Thank you to all who contributed their views and ideas during this extensive community engagement period.

Your involvement has ensured that this Strategy reflects our communities' priorities and aspirations, and has provided the Strategy's foundation including a strong focus on showcasing the unique history of the Northern Beaches, local stories, Aboriginal heritage and living cultures, and diverse dynamic programming that engages all ages and abilities.

I encourage everyone to visit their local library and see what is on offer.



Sue Heins
Mayor

Acknowledgement of Country

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Council acknowledges the traditional custodians of these lands and shows its respect to the Elders past and present.





Library Strategic Plan 2023-2028



Library Strategic Plan 2023-2028

Northern Beaches Libraries

The national Standards and Guidelines for Australian Public Libraries define the important role of public libraries in supporting a free, prosperous and democratic society.

“The public library, the local gateway to knowledge, provides a basic condition for lifelong learning, independent decision-making and cultural development of the individual and social groups. The public library is a living force for education, culture and information. The public library is the local centre of information, making all kinds of knowledge and information readily available to its users. The services of the public library are provided on the basis of equality of access for all, regardless of age, race, sex, religion, nationality, language or social status.”¹

¹Australian Public Library Alliance (APLA)/Australian Library and Information Association (ALIA) Standards and Guidelines for Australian Public Libraries, December 2020 – referencing the IFLA/UNESCO Public Library Manifesto, <http://read.alia.org.au/apla-alia-standards-and-guidelines-australian-public-libraries-december-2020>.

²Profile ID, sourced February 2023, <https://profile.id.com.au/northern-beaches>.

This Library Strategic Plan 2023-2028, Northern Beaches Council, sets a vision for the future of public library services on the Northern Beaches and provides clear directions for development and delivery of community-focused services that meet the diverse library needs of the people who live and work on the Northern Beaches.

Northern Beaches Council

Northern Beaches Council was formed in May 2016 through the merger of the former Manly, Pittwater and Warringah Councils. Its municipal population of 268,463 is the fourth largest in NSW.

The Northern Beaches Local Government Area (LGA) is bounded by Cowan Creek and Broken Bay in the north, the Tasman Sea in the east, Sydney Harbour and North Harbour in the south, and Middle Harbour and the Ku-ring-gai Council area in the west. The area is mainly residential and national park, with some commercial, industrial and rural areas. The LGA encompasses a total land area of about 250 square kilometres, including substantial areas of water frontage, coastal foreshores, beaches, islands, national parks, bushland, and reserves.² Stretching from Palm Beach in the north to Manly in the south, the Northern Beaches boasts more than half of all the beaches in Sydney.

Safe Inclusive Connected

This Library Strategic Plan is framed by, complements and will directly contribute to achievement of Council's Community Strategic Plan 2040 and its Better Together, Social Sustainability Strategy 2040.

The Community Vision in the Strategic Plan encapsulates the aspirations of the diverse Northern Beaches community, which includes residents, businesses, stakeholders and visitors to the area.

"Northern Beaches - a safe, diverse, inclusive and connected community that lives in balance with our extraordinary coastal and bushland environment."

The Community Strategic Plan sets a path forward for the Northern Beaches which:

- reflects community values
- takes into account environmental, social, economic and civic perspectives (a quadruple bottom line)
- takes into account fundamental social justice and sustainability principles – including the principles of access, equity and participation that are central to provision of public library services.

The Better Together, Social Sustainability Strategy 2040 supports achievement of the Community Strategic Plan. It is about creating inclusive and resilient communities that have the required skills, services, people and infrastructure to respond to and recover from social, political, environmental and economic change. The Strategy's three key directions – A safe community, An inclusive community, A connected community – explicitly focus on the Plan's Community and Belonging outcome, which is where the Plan's library-related actions are found.

The library connection is clear. Public libraries have a reputation within the community among library users and non-users, for being safe community places – welcoming, trusted and non-judgmental. Northern Beaches libraries are used by people of all ages, backgrounds, circumstances and interests and everyone is free to walk through the doors.

Similarly, the Northern Beaches libraries contribute to the Northern Beaches Resilience Strategy by being both active accessible public spaces and critical social connectors, nurturing a sense of belonging and mutual wellbeing.



The Community Strategic Plan 2040 also acknowledges the strategic line of sight between Council's local ambitions and relevant international, federal and state government strategies. It notes the vital role of civic institutions in achievement of the United Nations Sustainable Development Goals (SDG). In addition to the general contribution of public libraries to improved community outcomes against SDG 4 'Ensure inclusive and equitable quality education and promote lifelong learning opportunities for all' and SDG 11 'Make cities and human settlements inclusive, safe, resilient and sustainable', Northern Beaches Libraries proudly shares the Australian Library and Information Association's (ALIA) strong commitment to SDG 16.10 'Ensure public access to information and protect fundamental freedoms'.

Northern Beaches Libraries also has a key role to play in supporting achievement of complementary Council strategies, notably the Children's Services Strategy, Arts and Creativity Strategy, Youth Voice Action Plan, and Community Centres Strategy.

Northern Beaches Libraries

Northern Beaches Council operates one of the largest, well-used and respected public library services in NSW. The library network has six physical branch libraries across the Northern Beaches – Manly, Warringah Mall (Brookvale), Dee Why, Forestville, Glen Street (Belrose) and Mona Vale. It offers outreach services in community locations and has an extensive range of digital collections and services accessible via the library website (<https://www.northernbeaches.nsw.gov.au/library>).

Northern Beaches Libraries is committed to leading the way in delivery of contemporary library services with NSW's first Creative Library established at Manly Library in 2022, and one of Australia's first open (24/7) libraries launched as a permanent service at Forestville Library in March 2023.

A unique aspect of the Northern Beaches library service is the support it provides to predominantly volunteer-led and managed community library services in Avalon, Terrey Hills, Seaforth and Freshwater, and to the Booklovers Club. Our Community Libraries are valued social and community

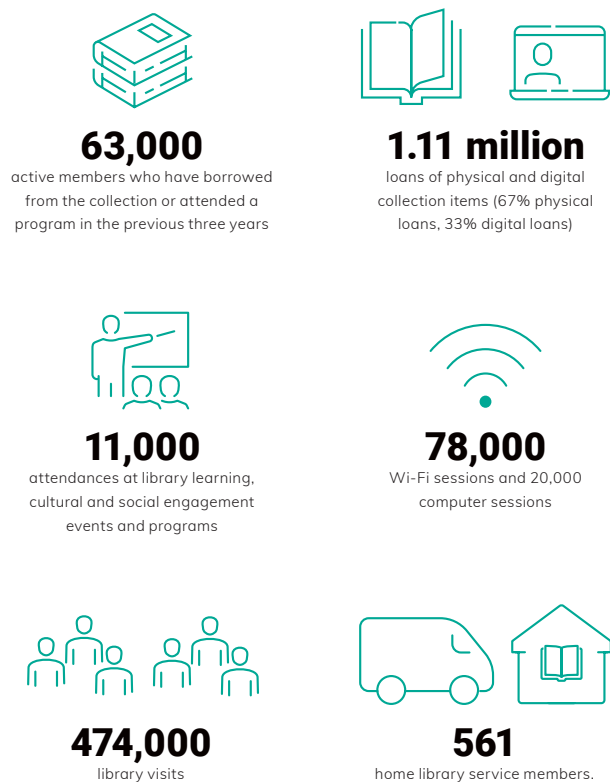
assets, providing engaging opportunities for volunteering and contributing to community connectedness, social inclusion and resilience.

Despite the significant challenges and disruptions to service delivery brought on by the COVID pandemic, the Northern Beaches community continued to access their local libraries whenever and wherever possible.

Northern Beaches Libraries continue to be one of the community's most valued civic institutions with high levels of customer satisfaction. More than just a place for books, the libraries support learning, creativity, social and digital inclusion, community wellbeing and resilience.

"I really appreciate the extended hours. I love the library's space as it is effective and spacious at the same time. Overall, very happy with the cleanliness and quietness. A very nice modern library!" (Glen Street)

Figure 01
Northern Beaches Libraries Performance 2021-22.



Library Strategic Plan 2023-2028



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What our community wants from their libraries

Library Strategic Plan 2023-2028



14 What our community wants from their libraries

Figure 02

Northern Beaches Community (ABS census 2021).

Note: Comparisons are with the 2021 Greater Sydney average (profile id)



Our Unique Community

The Northern Beaches is unique – from North Head to Narrabeen, Belrose to Bilgola Beach, and Killarney Heights to Ku-ring-gai Chase National Park. With golden sands and ocean pools, pristine parks and harbour views, it is a truly extraordinary coastal and bushland environment. Our story begins with ancient marine fossils, honours First Nations Australians, flows from First Fleet to early settlement, grazing and guesthouses, and families that span generations. Today, nearly 270,000 people proudly call the Northern Beaches home. This is where we live, work and play.

Every day, thousands of Northern Beaches residents choose to use their library service. With a varied service offering access onsite, online and in the community, the library has universal appeal across all community demographics.



The Northern Beaches community has a 2023 population of 268,463 and is expected to grow to around 309,000 people by 2041.³ This growth, wherever it occurs and whether those demographics be younger, middle-aged, or older, will bring increased demand for community facilities such as public library services.

The unique characteristics of the Northern Beaches population presents both opportunities and challenges in engaging the community and providing library services.

- The identified strengths of our community include high levels of community safety, a self-sufficient economy, relative socioeconomic advantage, access to open spaces, and thriving social and recreational opportunities. This means residents have options and the capacity to choose where and how they live their lives.
- The population is ageing at a higher rate than the Greater Sydney average,

a result of long-standing residents ageing in place, being a popular place to retire and young adults migrating to locations that offer greater access to education, employment, entertainment and affordable housing. The number of people aged 60 years and over will increase by 36% (22,000 people) by 2041.

- There are strong local ties and a sense of belonging, with 50% of residents living at the same address as five years ago.
- Around 80% of people who work in the Northern Beaches LGA live in the LGA. In addition, more than 50% of Northern Beaches residents who work do so within the Northern Beaches (the highest 'local workforce' in Greater Sydney).
- Although there is a high average level of socioeconomic advantage, support is needed for the pockets of disadvantaged and vulnerable populations living within the community.
- 17% of the population report being engaged in some form of voluntary work, compared with 12% across Greater Sydney.

How this strategy was prepared

The development of this Strategic Plan has been informed by research and consultation with the Northern Beaches community, external stakeholders, and Council staff. The consultation engaged library users and non-users, our key stakeholders and community partners, allied Council business units and the library team. Engagement with different types of groups ensured a range of perspectives informed the strategy.

Community feedback

Community surveys in the past two years (which includes a significant period of COVID-related service disruption) have generated more than 4000 responses. Feedback from library users has highlighted the many things that Northern Beaches residents love about their libraries. These include:

- **extensive collections** – both the physical collections and increasing e-book collection, and especially the children's collection

³Northern Beaches Community Strategic Plan 2040, Better Together: Social Sustainability Strategy 2040, and profile id <https://profile.id.com.au/northern-beaches>.

- a widely distributed network – with library branches spread across the Northern Beaches
- light and colour – especially at Forestville and Glen Street, with most branches offering a range of different casual, work and activity spaces
- welcoming helpful library staff – whose personal approach to library users helps to create a sense of connection and belonging
- a Northern Beaches feeling – with the use of artwork and artefacts creating a sense of place and ownership of library spaces.



These surveys demonstrate the high level of customer satisfaction with the services currently provided by Northern Beaches Libraries, producing an average customer satisfaction score of 9.1 out of 10.

There were also many suggestions for improvement. Particularly, library users wanted:

- **expanded and more responsive collections** – with faster purchasing of new books, greater rotation of stock between branches, more e-books and e-audiobooks
- **fewer fees** – to encourage more active and sustained library use
- **more diverse programming** – with greater variety of content for users of all ages and interests and more convenient program times
- **extended opening hours** – notably in evenings and on weekends, especially for people who cannot access the library during standard working hours
- **more flexible spaces** – including quiet spaces, dedicated study and remote working spaces, group meeting

rooms, and spaces for entertainment and community activities

- **greater promotion** of what's available and what's on at the library
- **more attractive, appealing and accessible buildings** – especially in comparison with other libraries in Sydney.

For current non-users of library services, issues of access (both locational and timing) and awareness (of what services are available in a contemporary public library) were most relevant in planning for increased service reach.

Through the detailed comments, several key themes emerged.

1. The Northern Beaches community highly value their libraries for the services they provide. They love the collections, the programs, the spaces, the interactions and the experiences they have when they are at the library.
2. Library users are proud of their libraries. They believe Northern Beaches Libraries provide an excellent service that connects them with and makes them feel part of a unique community.

3. Innovation is key to the library's success.

The community admires the fact that the libraries are continually striving to explore new ways of expanding access and delivering community-focused services, even during difficult times.

These broad themes have guided the framing of the library's future strategic directions more than specific suggestions for improvement, which have been incorporated as areas for attention and action.

"I have been using the library space to complete my work on my laptop. I like that there are powered workstations for private use in a quiet area." (Manly)

External stakeholders

Throughout 2022, regular engagement with local community, education and cultural organisations and industry partners strengthened our commitment to community and cross-sector partnerships. By working together we can:

- better understand the needs and demands of our unique community
- expand service reach
- realise efficiencies in service delivery and achieve mutual benefits
- maintain connections with our community that inform and facilitate service planning.

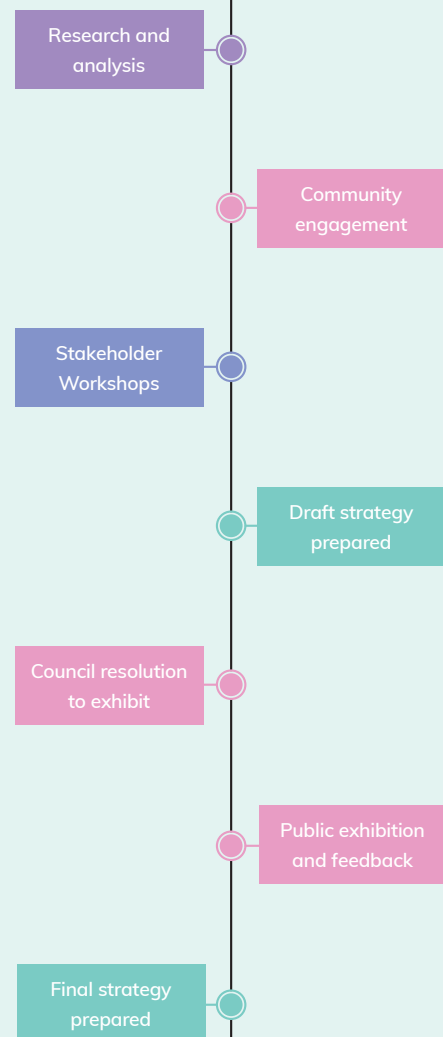
These aspirations are also reflected in the library's future strategic directions.

Internal perspectives

Internal consultation with Council stakeholders and library staff reinforced the perception of Northern Beaches Libraries as valuable community assets with broad community appeal and accessible locations. In addition to highlighting opportunities for stronger collaboration and integration in planning, programming and service delivery, these stakeholders saw potential improvements through:

- more flexible service models, especially through use of digital technology and outreach services
- more flexible library spaces that respond to the needs of different user groups
- targeted support for priority population cohorts (e.g. families, youth, older people, researchers, people experiencing homelessness)
- more innovative programming that supports literacy and lifelong learning, intergenerational activities, digital literacy and creative pursuits
- increased volunteering opportunities.

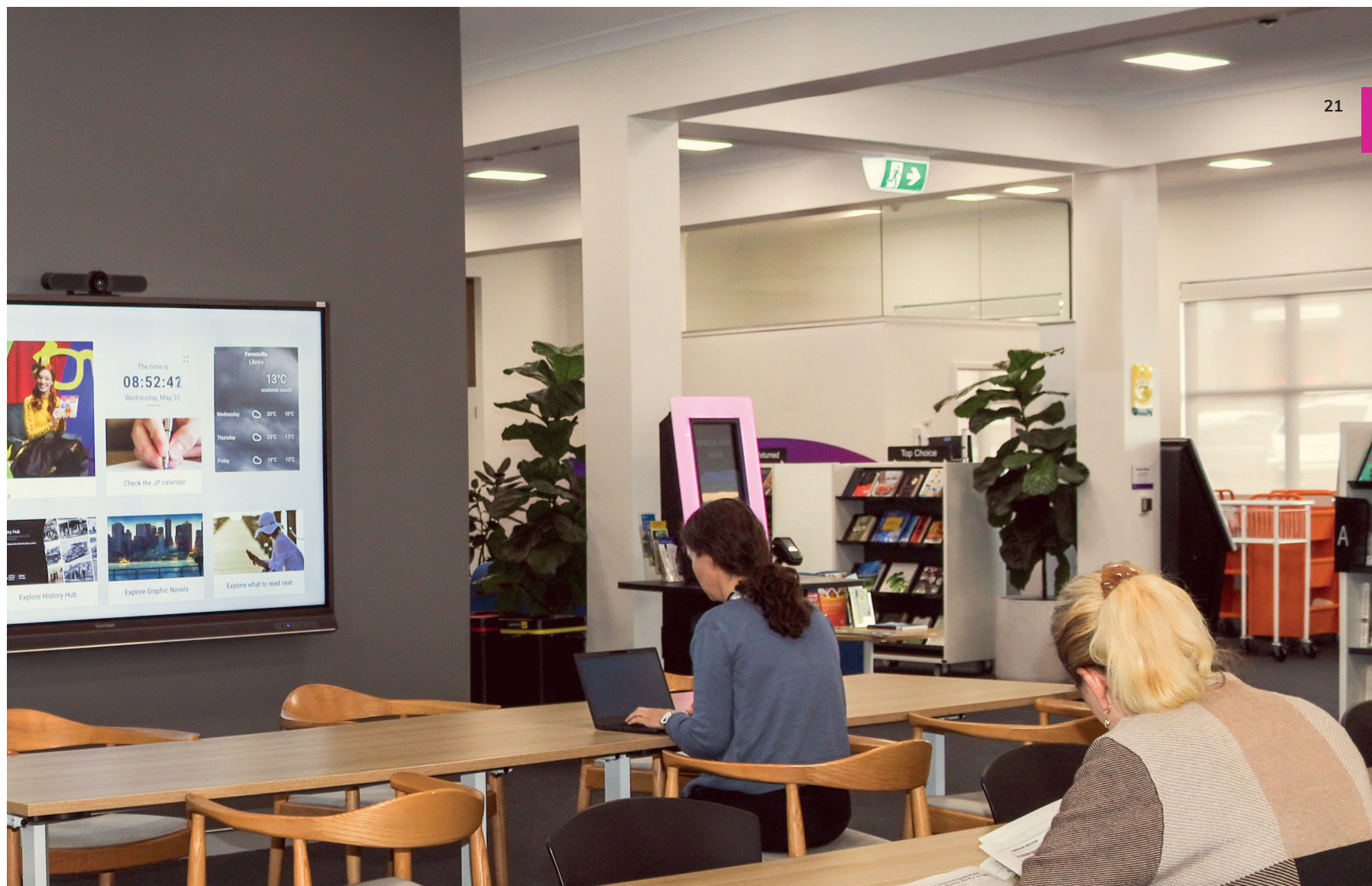
Library Strategic Plan 2023-2028



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Transforming library services to meet the demands of a fast-changing world

Library Strategic Plan 2023-2028



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Transforming library services to meet the demands of a fast-changing world

Changing community context

Northern Beaches Libraries operate in a complex, dynamic and challenging environment, where the services offered and the capacity to deliver those services professionally and efficiently is influenced by a range of social, economic, environmental, technological and political factors.

An evolving population

The best public libraries reflect their local community. As demographics change, so must libraries adapt the collections, programs and services they provide, and the way those services are delivered to the community. In the coming years, the Northern Beaches community will experience increasing:

- population growth – with an extra 40,000 people forecast to be living in the area by 2041
- ageing – with increased demand for access to support services and personal assistance
- cultural diversity – as families from non-English speaking backgrounds move into the area

- single person households – with more people (especially older people) at risk of social isolation
- numbers of retirees – who will want access to social, leisure and informal learning activities, as well as volunteering opportunities.

Social inclusion, community wellbeing, resilience and capacity building

Public libraries have always had a role in supporting literacy, social inclusion and community resilience. Libraries support early years' literacy through provision of children's collections and Story Time activities that assist families to access resources and develop skills to support reading in the home. Libraries support vulnerable communities by providing free access to reading and information resources, learning programs, computers and Wi-Fi connections, and safe welcoming community spaces. Libraries are also connecting places, where people can come together to support one another to prepare, act, respond and recover from challenges – both individually and collectively.

An economy under stress

Rising interest rates and static wages growth increase the cost of living and place significant financial stress on homeowners, renters and people seeking to enter the housing market. These pressures are likely to increase the appeal of free lending, Wi-Fi services and activities at public libraries.

Exponential growth in the power and reach of technology

Technology has become integral to the way we connect, consume and learn. Public libraries play an important role in providing free access to computers and the internet, especially for people who might otherwise not have access because of cost (devices, data, printers and consumables) or a need to access specialist equipment (e.g. large format display and keyboards for people with print disability). People who lack skills and confidence in accessing and using technology can find assistance at their local library. Ongoing growth in the reach of technology through all aspects of everyday life has the potential to widen the digital divide and increase the impact of cybersecurity risks.

Climate change and environmental sustainability

Climate change is leading to more frequent and more severe weather events, with both rural and urban populations at increased risk from bushfires, heat waves, floods, drought, dry spells and torrential downpours. Public libraries can be used as places of refuge and recovery during climate and emergency situations. Through programming and information resources, libraries can also play a role in facilitating greater awareness of the impact of climate change and environmental sustainability.

"I enjoy coming to the library often and spending my time studying. I'm always warmly welcomed by staff when I arrive. It has a great range of books and comfortable chairs to read in." (Forestville)

Tomorrow's libraries

Public libraries have always demonstrated a capacity to evolve in response to changing community needs, social trends and technological advancements. The library of 2023 is not the same as the library of 5, 10 or 20 years earlier. And the library of 2028 will be different again.

Core library services

A high-performing library engages its unique community in design, development and delivery of library services that support the community's recreational, learning, social, information and employment needs – across all life stages, cultures, interests and circumstances. These services include:

- physical and digital content and collections (including local studies and cultural collections)
- reading, literacy, learning, wellbeing, cultural and creative programs
- access to the internet, computers, printers and other essential technology
- places and spaces where people can relax, work, meet, learn, connect and create.

- places of safety where people can be supported and connect with government information.

Northern Beaches Libraries will continue to deliver library services consistent with community feedback and best practice benchmarks for Australian public libraries.

New service models

The COVID-19 pandemic disrupted the normal order of Australian society. For a period, use of Northern Beaches Libraries declined by as much as 75%. However, COVID restrictions unleashed a latent innovation in the library sector which quickly pivoted to explore new service models that increased local access to library collections and services. Northern Beaches Library launched Library2U, an award-winning home delivery service, ensuring community members were served during COVID lockdowns.

The successful and ground-breaking launch of an open 24/7 library at Forestville demonstrates the way that Northern Beaches Libraries transformed its service approach to enable community members to access library services at a time and in a way that is convenient to them.

Emerging library trends

Beyond the transformation of library service models, Northern Beaches Libraries will continue to adapt to changes in its operating environment and the specific demands of the Northern Beaches community. In the next five years, the library service will be mindful of:

- changing demand for physical and digital collections and increased content creation
- increasing demand for access to library spaces for study, work and collaboration – driven by the off-siting of tertiary study, people engaging in 'work from library' where 'work from home' is not a viable option, and growth in microbusinesses
- reduced demand for fixed library PCs and increased demand for seating where people can access Wi-Fi from their own device and charging points
- learning and lifestyle programming opportunities offered through industry and community partnerships – especially for young people, retirees and the elderly
- the shift from transactional to transformational library services that support lifelong learning, social and digital inclusion, community resilience and mental health and wellbeing
- service efficiencies offered through industry and community partnerships and collaboration
- open (24/7) libraries becoming mainstream with secure user access to libraries outside staffed hours
- libraries as a 'safe' referral point for non-judgmental access to social and human services
- libraries being places for storytelling and celebration of local history and Indigenous stories
- building the library workforce, qualifications and retention.

Library 'as place'

For more than 30 years, librarians have been aware of the role of libraries as a 'third place', a place beyond the realms of home and work which hosts the regular, voluntary, informal, and happily anticipated gatherings of individuals.⁴ Libraries, shopping malls, coffee shops, bars and other 'third places' are believed to be central to local democracy and community vitality. This is especially the case where dwelling sizes are small, where people live alone, and where the communal aspect of work is diminishing, as is currently occurring with the rise of 'work from home'. Unlike many other such places, Northern Beaches libraries have the distinction of being casual inclusive places where people of all ages can spend time without spending money and just be without obligation.

Outcome focus

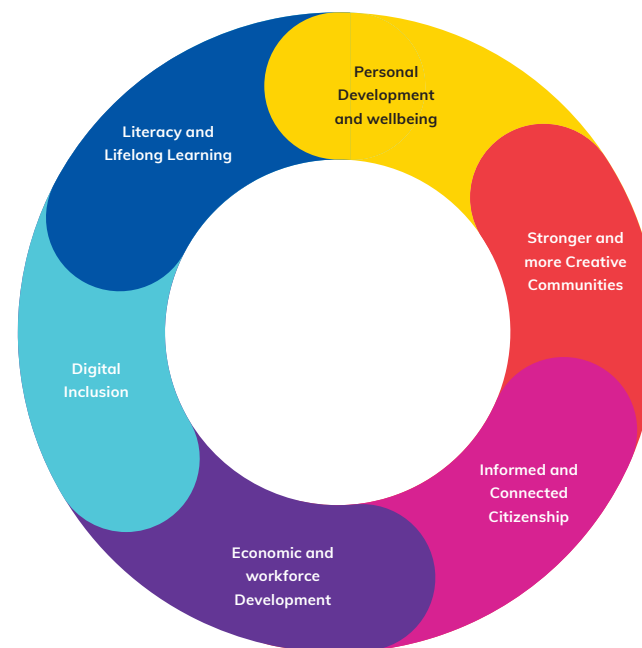
In service planning and measurement Northern Beaches Libraries will maintain its focus on delivering real and meaningful outcomes for our community. As defined in the national library standards,⁵ public libraries:

- help children to read, support adult literacy, help people improve their English language skills and provide people of all ages opportunities to study and learn
- enhance people's ability to access and use technology to meaningfully engage in society
- are safe welcoming and accessible places that provide access to authoritative information on health and wellness, support reading for pleasure and provide social interaction
- strengthen community resilience, build social capital and support expression of creativity and cultural identity
- connect people with one another and with what is happening in their community
- support improved employment and productivity outcomes (e.g. job seekers, entrepreneurs).

⁵APLA/ALIA Standards and Guidelines for Australian Public Libraries, December 2020, <http://read.alia.org.au/apla-alia-standards-and-guidelines-australian-public-libraries-december-2020>.

Figure 03

Outcome Measures for Australian Public Libraries.





Library Strategic Plan 2023-2028



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LIBRARY STRATEGIC PLAN 2023-2028

Figure 04
Strategic Directions.



Our purpose

Northern Beaches Libraries – Safe, Inclusive, Connected

Our libraries are safe, inclusive and connected. Wherever you are, we are close by. Whatever your point in life, we have something for you. When you need to connect or find a place to belong, we will be there.

Strategic directions

Northern Beaches Libraries provide access to onsite and online collections, programs and services that meet the reading, learning and information needs of our unique community. Over the next five years we will – through a targeted focus on four strategic directions – reinforce the strength of our service, strive for innovation and continue to push the boundaries of what it means to be a modern library. Together, we will create a library service that tells our unique stories and is the pride of the Northern Beaches community.

Goals and actions

Three key goals have been identified under each strategic direction. Priority actions have been listed against each goal and will be progressively implemented and embedded in everyday library operations over the life of the Library Strategic Plan.

“The Northern Beaches Library is always offering innovative ideas and technology. Long gone are the days of hushed patronage. It is wonderful to see so many progressive ideas and services. The local community is fortunate indeed.” (online)



Library Strategic Plan 2023-2028

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Direction 1 – Experience... Explore and engage

Northern Beaches Libraries play a vital role in enriching people's lives through our collections, literacy and lifelong learning programs, welcoming spaces and access to information, technology, leisure opportunities and cultural engagement. There is something for everyone at the library, and our team will strive to ensure that every library user, whatever they are seeking, can find what they are looking for – and maybe more.

“Northern Beaches Libraries are wonderful. Our family visits often and there is absolutely no replacement for having a book that you can hold and touch. Libraries are essential for children and teenagers – no technology can replace them.” (Glen Street)

Goal 1.1 Community-centred collections

Deliver contemporary library collections and content that are shaped by input from our unique and diverse community support the community's information, recreation and cultural needs, fosters a love of reading and enhance lifelong learning.

Action	Commencing ⁶
1.1.1 Implement a plan for the curation of our collections that supports and reflects evolving community needs and expectations	2023-24
1.1.2 Develop and implement a flexible and responsive collection purchasing model which reflects community needs and expectations	2024-25
1.1.3 Undertake a diversity audit of collections to benchmark and drive targeted collection development	2025-26
1.1.4 Explore and implement contemporary approaches to collection display and layout	2026-27

⁶Some actions will have discrete start and end dates. Others will, after a development phase, become embedded in everyday practice. For consistency, 'commencement' dates are shown against each action.

Goal 1.2 Dynamic programming

Deliver programs, events and exhibitions (onsite, online and via outreach) that engage, inform and inspire our community, with a focus on community connection, learning, inclusion and wellbeing.

Action	Commencing
1.2.1 Increase delivery of programs, events and exhibitions that enhance community connection, learning, inclusion and wellbeing	2023-24
1.2.2 Increase a targeted range of program, events and exhibitions that reflect our commitment to inclusive and diverse programming	2023-24
1.2.3 Host innovative digital programs, events and exhibitions that provide opportunities for community connection	2023-24
1.2.4 Collaborate with allied Council business units on delivery of relevant programs, events and exhibitions.	2023-24

Goal 1.3 Exceptional service

Provide the Northern Beaches community with library experiences that are personal and productive, encourage increased library use and create a sense of pride and belonging.

Action	Commencing
1.3.1 Review, assess and implement fee reductions and workflow improvements to enhance community experience	2023-24
1.3.2 Undertake long-term planning for Home Library Services in response to evolving community needs.	2024-25
1.3.3 Develop a Library Customer Service Charter that sets expectations of the library experience (for customers and staff) with a focus on encouraging return use of library services	2024-25
1.3.4 Review, and as necessary enhance, library infrastructure in line with Council's Asset Management Plan	As required
1.3.5 Increase access to emerging technologies, spaces and platforms to support creative production	As required

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Direction 2 – Connection... Belonging and pride

People who live and work in the Northern Beaches are proud of their home, their community, their casual lifestyle and the unique natural environment. Northern Beaches Libraries are safe, diverse, inclusive and connected, and contribute to this sense of belonging by being accessible to all, showcasing the area's unique character and history, and being a place where people come together to tell and create their own stories.

“Being very deaf, it would be very hard to entertain myself if I couldn't read. The library is a godsend. The courtesy, kindness and dedication of library staff is amazing.” (Home Library Service)

Goal 2.1 Access and inclusion

Create and deliver safe inclusive library places and experiences that enhance service access for all people – so that no-one is left behind.

Action	Commencing
2.1.1 Develop and implement an Access and Inclusion Plan	2024-25
2.1.2 Review and re-design services, branch layouts and workforce approaches to remove or reduce actual and perceived barriers to access	2026-27

Goal 2.2 Local stories

Document, preserve, share, showcase and celebrate the Northern Beaches' unique local history, Aboriginal heritage and living cultures

Action	Commencing
2.2.1 Continue the Local History digitisation program to expand access to community history and heritage collections	2023-24
2.2.2 Work alongside and collaboratively with First Nations peoples to facilitate sharing of stories, cultural heritage, language and knowledge	2024-25
2.2.3 Explore new ways to capture, conserve, exhibit and share local stories	2025-26

Goal 2.3 Pride in place

Create and deliver welcoming and vibrant library places and experiences that engender a sense of belonging and pride in the Northern Beaches community.

Action	Commencing
2.3.1 Encourage and promote the use of libraries as creative and co-working spaces for the community	2024-25
2.3.2 Explore opportunities to showcase Northern Beaches' history, culture and vibrant lifestyle through exhibitions, presentations and events	2026-27



Direction 3 – Together... Partnerships and collaboration

Northern Beaches Libraries understand that meeting the diverse spectrum of the community's reading, learning and information needs cannot be met by working in isolation. It requires a strategically aligned and coordinated approach to working with different organisations⁷ in the Northern Beaches and community members themselves.

Goal 3.1 Community and volunteers

Strategically engage with the Northern Beaches community to provide them with opportunities to shape their library service and support community access to library services.

Action	Commencing
3.1.1 Refine our marketing approach to foster community connection and interaction	2023-24
3.1.2 Support and grow our volunteers by finding new opportunities for them to connect with and support their community	2023-24
3.1.3 In collaboration with Northern Beaches' Community Libraries, plan for ongoing sustainability and service delivery	2024-25

⁷Potential partners and collaborators include kindergartens and schools, universities, vocational and community education providers, community service agencies, cultural organisations, business and tourism groups, Aboriginal organisations, other business units within Council, and state and Commonwealth government agencies.

Goal 3.2 Community organisations

Seek out and foster community-based partnerships with education, welfare, cultural and business organisations that efficiently leverage library resources, build community capacity and celebrate local culture and heritage.

Action	Commencing
3.2.1 Strengthen and activate relationships between the library service and current community partners	2023-24
3.2.2 Seek out new community and/or commercial partnerships that provide opportunities to realise shared goals, enhance the user experience and improve community connections	2023-24

“My local library feels like home and has been a much valued resource for myself and my family since we immigrated 17 years ago. Thank you.” (Mona Vale)

Goal 3.3 Council partners

Work collaboratively with other Council business units to provide seamless access to Council services, improve community outcomes and maximise the return on Council investment in the Northern Beaches community

Action	Commencing
3.3.1 Strengthen and activate relationships between the library service and allied Council business units	2023-24
3.3.2 Pilot co-located and/or integrated Council service provision	2024-25
3.3.3 Explore, encourage and enable the use of libraries as centres for strengthening community resilience	2024-25

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Direction 4 – LEADERSHIP... Excellence and innovation

Northern Beaches Libraries has proved itself to be a leader in exploration of contemporary library service models. We will continue to invest in our people and innovation to ensure that the Northern Beaches community has convenient and efficient access to high quality public library services that are valued by the community and admired our peers.

“24-hour library is literally the best thing that happened to the Northern Beaches since the B-line. I used to have to travel 1.5hrs to Macquarie Uni library to use a library after 8pm (when Dee Why library closed). Now it's only 30 minutes, which has improved my uni marks and really helped me manage my time.” (Forestville)

Goal 4.1 Service transformation

Trial innovative and flexible service models – onsite and online – to increase and improve community access to, use of and satisfaction with library collections and services.

Action	Commencing
4.1.1 Explore and implement 24/7 service delivery across Northern Beaches library network where feasible	2023-24
4.1.2 Develop a new plan for outreach and flexible services, extending opportunities for our community to access and engage with library services	2025-26
4.1.3 Improve line of sight to outcome measures for library services and programs to inform service planning and improvement	2025-26
4.1.4 Pioneer and lead digital technologies and platforms for improved service delivery	2025-26

Goal 4.2 Culture and capability

Develop, nurture and grow a library workforce and culture that is professional, high-performing and future-ready.

Action	Commencing
4.2.1 Develop and implement a Workforce Development Plan to build and/or acquire the skills needed to deliver library services into the future	2024-25
4.2.2 Design workforce tasks for purposeful alignment with strategic outcomes	2024-25

Goal 4.3 Industry leadership

Monitor global industry trends and maintain strong connections with the national and NSW public library sector to inform strategic planning and service innovation.

Action	Commencing
4.3.1 Proactively contribute to and/or lead industry initiatives and forums that enhance public library sector capability	2023-24
4.3.2 Collect and analyse qualitative and quantitative performance and impact data to ensure library experience adapts to community expectations	2023-24



"I really liked my time at this library and I love coming here. I'm 11-years-old and I love coming to the library to study and have fun." (Dee Why)

Implementation and evaluation

The actions listed in this Plan are presented against four strategic directions. Where applicable, more detailed actions will be documented each year in Northern Beaches' Council Operational Plan and the library service's annual Business Plan. Northern Beaches Council will monitor and review progress by keeping track of key performance indicators (KPIs) through monthly and annual reporting processes.

The APLA-ALIA Standards and Guidelines for Australian Public Libraries form the basis of our KPIs. The standards and guidelines set expectations for provision of community-based public library services. Northern Beaches Council will use a range of activity and outcome indicators to measure performance.

Key performance indicators

- Active library membership (as % of the Northern Beaches population)
- Number of library visits per capita
- Number of loans per capita
- Collection turnover – number of loans per collection items
- Program participation per capita
- Customer satisfaction score
- Number of productive local partnerships with businesses, education or community organisations
- External and internal partner feedback
- Industry recognition and awards.

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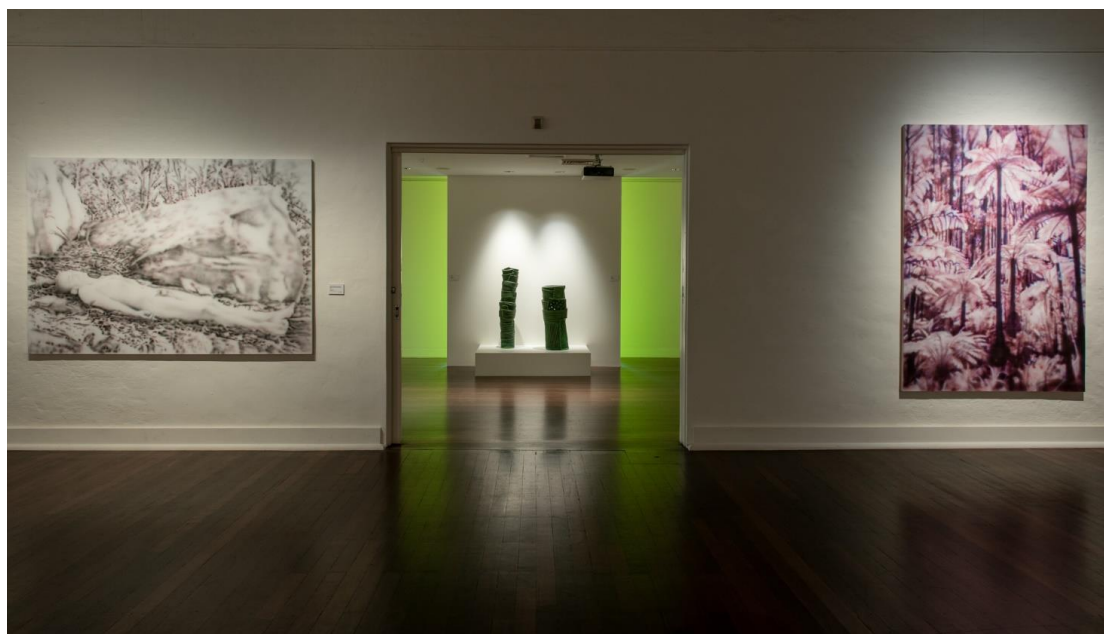
Development of this Library Strategic Plan was informed by:

- Your Local Library survey results (2021, n=428)
- Your Say Northern Beaches ideas board (2022, n=180)
- social media comments (2022, n=102)
- library customer feedback forms (2021-2022, n=4,139)
- a library staff survey (2021) and a planning workshop (2022)
- workshops with three Northern Beaches Council's Strategic Reference Groups (2021)

Manly Art Gallery & Museum

Fundraising Strategy

2024-2030



Front Cover image: Fiona Lowry and Merran Esson, 2021-2022

Northern Beaches Council Operational Strategy	Version 1 June 2023
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2

Why are we fundraising?

MAG&M is both a gallery and a museum, a gateway and destination, and a place for people and ideas. It shares, illuminates, and preserves stories with its diverse audiences, connecting people to Australian culture, place, and each other. As **the oldest metropolitan purpose-built regional gallery** in NSW, Manly Art Gallery & Museum (MAG&M) is a treasured cultural icon that has been a vital part of Sydney's cultural life on the Northern Beaches for 100 years. Today, MAG&M forms the heart of a network of creatives and activity across the Northern Beaches region.

MAG&M is an Australian story of vision, generosity, intergenerational commitment, and, at points, sheer determination. **Giving is at the core of MAG&M's DNA**, with the gallery itself built to house its first work Middle Harbour from Manly Heights by James R Jackson, both funded through community donations and local council support. Originally a bandstand transformed into an art gallery, MAG&M remains in its original location, a few steps from the shoreline of Gayamay / Manly Cove.

Since 1924, dedicated supporters have maintained a strong tradition of giving. Early artists including Antonio Dattilo-Rubbo, James R Jackson, Sydney Long, Norman Lindsay, and Ethel Carrick Fox through contemporary artists Belinda Fox, Fiona Lowry, Fairley Kingston, Noel McKenna, Rodney People, Garry Shead, and Joshua Yeldham have generously donated artworks to MAG&M's impressive collection.

Private bequests and donations have been fundamental to MAG&M's evolution. Significant contributions have been received from Lady Mollie Askin, Theo Batten, P.S. Garling, Colonel Alfred Spain, and Sir Phillip Street, as well as the Friends of MAG&M. Community action and public fundraising, along with the consistent support of Local and State governments have supported MAG&M's renewal for 100 years. The Australian Government's Cultural Gifts Program has facilitated many donations from private donors and artists.

A proudly public gallery and museum, MAG&M's nationally significant collection currently contains over 5,000 objects including paintings, ceramics, works on paper, photographs, museum objects, documents, and public art. The artwork collection comprises paintings and works on paper from the 1800s to 2023, including paintings by pivotal Australian artists Tom Roberts, Ethel Carrick Fox, Joan Ross, Wendy Sharpe, and a newly commissioned work by 2022 Archibald Prize-winning artist, Blak Douglas.

MAG&M's unique ceramic collection represents a survey of key, post-war, small-scale objects across functional, sculptural, and narrative ceramics. It includes works by renowned Australian artists Gwyn Hanssen Pigott, Marea Gazzard, Peter Rushforth, Les Blakebrough, and Alison Milyika Carroll.

Since the 1980s, MAG&M has focused on creating a strong collection of swimwear, memorabilia, and photographs reflecting the Northern Beaches' role in the emergence of Australian beach culture. The collection now comprises over 3,000 museum objects (including surf skis, surfboards, woolen one-piece bathing suits, bikinis, towels, beach toys, and more) and photographs, and historical documents, and traces the story of the Gallery's donors and artworks. It is also **the custodian** of an extensive public art collection, with over 30 artworks across the Northern Beaches, including historical and contemporary works by Australian artists such as Michael Snape, Marilyn Fairskye and Frances Belle Parker.

What is the vision for MAG&M?

As MAG&M embarks on its second centenary, it aims to continue partnering with its community of supporters and build its enduring cultural legacy for future generations, growing its collections of Australian art and diverse cultural histories.

By engaging visitors in uniquely Australian stories through the presentation of innovative exhibitions and programs in contemporary spaces across the Northern Beaches, MAG&M will remain a cultural institution treasured locally, nationally, and internationally.

As an incubator for interdisciplinary creativity, MAG&M's new Centre for Environmental Art and Design will bring together dynamic communities of artists, designers, traditional knowledge holders, scientists, economists, and the community to explore and inspire action on critical social and environmental issues through innovative programming.

What is our current funding story?

MAG&M operates through the support and generosity of many partners and friends, including:

Northern Beaches Council	-	operating costs
Theo Batten Bequest	-	programs and acquisitions
Friends of MAG&M	-	acquisitions and youth programs
Volunteers	-	front of house, exhibitions, and collections support
Corporate partners	-	program support
Artists	-	donations and programs
Community members	-	donations
Government partners	-	exhibition and project grants
Industry partners	-	exhibition and project support



R.H. Robertson, West Esplanade Reserve Bandstand (Manly Art Gallery & Museum), 1924. MAG&M Collection - Donated by Mrs Crowley 1987 (detail).

What are our fundraising goals?

2024 marks 100 years of collecting for MAG&M. It also marks 100 years of the beginning of a community campaign to establish an art gallery in Manly. As MAG&M approaches its centenary in 2030, it faces key challenges that must be addressed to ensure it is fit for purpose as Northern Beaches' major cultural institution into its second centenary. It is also the centre of creative spaces and outreach programs across the Northern Beaches.

MAG&M has a critical need for additional space that is fully accessible – space for larger-scale exhibitions, collection display and storage, and public programs including workshops, talks, and multimedia events. Limited space also means limited access to MAG&M's collection of nationally significant artworks and objects; collections that will continue to grow for the benefit of current and future generations. Enhanced space will allow more of this amazing collection to be enjoyed, pondered, and studied by the community, artists, students, and visitors. With MAG&M's impressive ceramics collection only accessible by stairs, there is an urgent need to ensure MAG&M is fully inclusive.

MAG&M was one of the founding members of the NSW Regional Galleries Association and has maintained its status as one of the few metropolitan-based regional galleries in the NSW. While MAG&M meets many criteria for a regional-level cultural facility such as excellent positioning within a strategic local centre and a high level of accessibility by public, active, and private transport, its current capacity of 200 people does not meet industry standards for a regional-level creative facility. Most regional-level facilities have a capacity for 1,000+ people, and MAG&M's current floor space of 577 square metres is well below the industry standard of 1,000+ square metres.*

By increasing its capacity through increased floor space, contemporary facilities, and world-class collections including public art across the Northern Beaches region, MAG&M will be able to meet its community expectations and maintain industry standards as a significant regional Australian cultural institution into the future.

*2022 Northern Beaches Cultural Mapping Audit



Cathe Stack, Manly Dam Project, 2019

Goal 1: Sustainable growth of the community's collection through new acquisitions of visual art, ceramics, and public art.

Actions	2024-2026	2027-2028	2029-2030
1. Increase awareness of MAG&M's significance as an enduring cultural institution and build community pride and ownership of this public asset.	+	+	+
2. Prepare a collection acquisitions strategy and promote key collection targets.	+	+	
3. Conduct specific fundraising campaigns for public art, including the ongoing development of public art on the Coast Walk.	+	+	+
4. Deliver the <i>Collection 100</i> program in 2024 to mark 100 years of collecting and to launch the <i>MAG&M Fundraising Strategy 2024-2030</i> .	+		
5. Deliver the <i>MAG&M 100</i> program in 2030 to mark MAG&M's centenary.			+



Lady Askin Ceramics Gallery, Manly Art Gallery & Museum

Goal 2: Capital renewal ensuring MAG&M meets the needs of future generations by its centenary in 2030.

Actions	2024-2026	2027-2028	2029-2030
1. Masterplan the refurbishment of the gallery including the addition of a second level, workshop, and event space, increased collection display, and management areas.	+		
2. Develop and deliver the Centenary Capital Campaign to commence in 2025 targeting individual giving.	+	+	+
3. Seek government and corporate support through grants to complement individual giving.	+	+	+



Joan Ross, Destination Sydney, 2021

Goal 3: MAG&M's Centre for Environmental Art and Design is renowned as an incubator for interdisciplinary creativity, connecting people to inspire real-world change.

Actions	2024-2026	2027-2028	2029-2030
1. Deliver an annual giving campaign to support the development and delivery of CEAD to contribute to growing a culture of sustainability.	+	+	+
2. Promote CEAD through an innovative and dynamic program of workshops, events, and exhibitions, including the Environmental Art & Design Prize.	+	+	+
3. Develop a strong network of interdisciplinary partners working across the arts, design, traditional knowledge, science, economics, and mental health.	+	+	+



Jennifer Turpin & Michaelie Crawford, Seaweed Arboretum, 2020

Goal 4: MAG&M is supported by a strong culture of giving, ensuring its sustainable future and cultural legacy.

Actions	2024-2026	2027-2028	2029-2030
1. Undertake research to identify potential donors and to connect them with MAG&M, its significance, collection, and programs.	+		
2. Work in partnership with Friends of MAG&M to engage and grow our members' group through events and marketing.	+	+	+
3. Host regular events at MAG&M to explain legacy giving and its benefits.	+	+	+
4. Host in-person and online events for potential donors to engage them in our fundraising goals.	+	+	+
5. Identify incremental giving opportunities, including members, volunteers, and friends who may like to make a substantial gift/bequest.	+	+	+
6. Acknowledge our community of supporters and partners in MAG&M's foyer, publications, and social media.	+	+	+
7. Identify government and corporate partners for touring exhibitions and arts and cultural programs.	+	+	+
8. Develop an engagement plan for supporters and share the impacts and successes of fundraising initiatives.	+	+	+



Dennis Golding with Collide Public Art Initiative, Through the wind and water, 2022

Goal 5: Donating to MAG&M is easy.

Actions	2024-2026	2027-2028	2029-2030
1. Provide comprehensive information on giving on MAG&M's web pages.	+	+	+
2. Create an online giving platform with 'donate now' links from MAG&M's web pages, MAG&M What's On, and Quarterly Program.	+		
3. Establish a visible donations box and online giving facility in MAG&M's foyer and promote upcoming fundraising campaigns.	+		
4. Include a donation option with public program tickets and Design Shop sales.	+		
5. Promote MAG&M's Deductible Gift Recipient Status to potential donors.	+	+	+



Alan Constable & David Atkins, Ceramix, 2020

Goal 6: Fundraising is resourced for success.

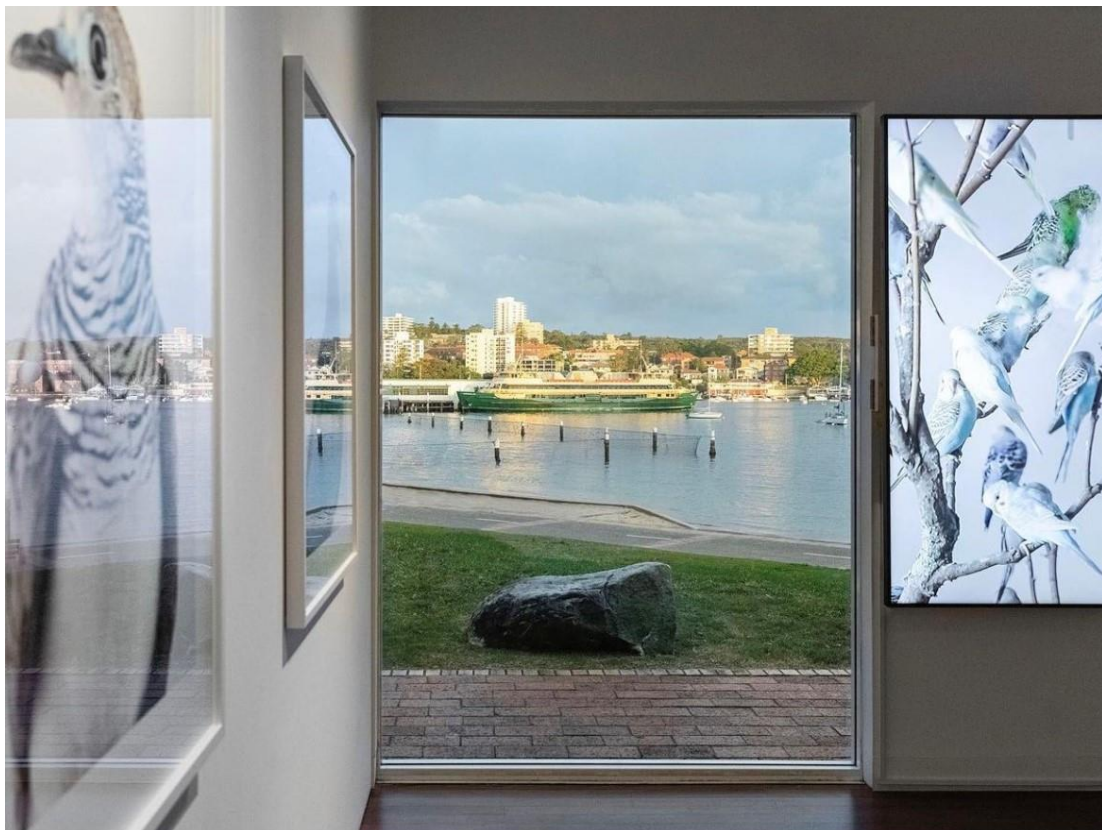
Actions	2024-2026	2027-2028	2029-2030
1. Establish a MAG&M Giving Group, including community experts to support the implementation of the Fundraising Strategy.	+		
2. Engage specialist support to deliver campaigns, build relationships and attract targeted financial resources.	+	+	+
3. Seek philanthropic support to fund specialist fundraising staff/contractors for 2-3 days per week.	+	+	+
4. Allocate fundraising responsibilities to staff from the executive to officer levels including strategy implementation, donor relationships, and fundraising projects.	+	+	+
5. Recruit volunteers to assist with the delivery of fundraising activities.	+	+	+
6. Establish an annual operating budget for fundraising based on proposed annual campaigns including contractor fees, publications/printing, and events.	+		
7. Establish protocols and processes to manage donor relationships, data, and fundraising activities.	+		



Kids Workshops – Seaweed Forest Festival, 2020

Review / Evaluation

The commitments in this Strategy will be prioritised and included in MAG&Ms annual operational and business plans over the period 2024-2030. A final strategy evaluation in 2030 will contain an evaluation of our performance against the Strategy outcome indicators. Council will monitor and review our ongoing progress by keeping track of the progress of key actions and specific fundraising campaigns.



Leila Jeffreys, Birdland, 2020



Community and Stakeholder Engagement Report

Manly Art Gallery & Museum Fundraising Strategy & Arts and Culture Events Action Plan (Stage 1 of 1)

Consultation period: February to June 2023

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1. Summary


This report outlines the outcomes of community and stakeholder engagement as part of the development of the Manly Art Gallery & Museum Fundraising Strategy 2024-2030.

The development of this strategy is in response to a Notice of Motion resolved by Council at its November 2022 meeting:


- *Within the next six months, Council staff prepare a long-term and ongoing draft fundraising strategy to raise funds that contribute to the development of public art programs including for the Northern Beaches Coast Walk Art Trail, the future growth of the Manly Art Gallery & Museum, including its upcoming centenary celebrations and for other arts and cultural programs across the Northern Beaches LGA.*
- *The draft fundraising strategy consider / include the appointment of an experienced and professional dedicated development expert to develop programs, build relationships and attract targeted financial resources.*
- *Within the next six months, Council staff prepare an action plan to integrate Council and the Northern Beaches arts and cultural programs into major event circuits including: the Sydney Film Festival, Sydney Writer's Festival, Festival of Sydney, VIVID, Heritage Week, NAIDOC Week, Byron Bay Blue's Fest and other identified major events.*
- *The above documents be prepared in consultation with relevant Northern Beaches arts and cultural organisations including the Barrenjoey Alliance for Arts and Culture and the Manly Art Gallery and Museum Society, local historical associations, and other identified organisations.*

The feedback collected during consultation indicated a high level of support for an ongoing fundraising strategy for MAG&M, its public art collection, and upcoming centenary specifically, as well as for arts and cultural programming, with comments citing the anticipated benefits for the local community and local artists.

1.1. Key outcomes

 Total unique responses	9	
 How responses were received	Interviews Written responses (email/letter)	Completions: 9 Number received: 2
 Feedback themes	Events Partnerships Strategic collaborations	Networking for artists Gifts and bequests Sustainable Outcomes

1.2. How we engaged

 Key stakeholder engagement	Interviews: 9 Written responses: 2
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1.3. Who responded

- Barrenjoey Alliance for Arts & Culture (BAAC)
- Pittwater Artist Trail
- Brookvale Artist District (BAD)
- Friends of Manly Art Gallery & Museum (MAG&M) Committee
- Manly Warringah & Pittwater Historical Society
- Sydney Festival
- Biennale of Sydney
- Sydney Writers Festival
- Sydney Film Festival
- Vivid Festival

2. Background

Next year, 2024, marks 100 years of collecting for MAG&M. It also marks 100 years of the beginning of a community campaign to establish an art gallery in Manly. As MAG&M approaches its centenary in 2030, it faces key challenges that must be addressed to ensure it is fit for purpose as Northern Beaches' major cultural institution into its second centenary.

As MAG&M embarks on its second centenary, it aims to continue partnering with its community of supporters and build its enduring cultural legacy for future generations, growing its collections of Australian art, public art, and diverse cultural histories.

3. Engagement objectives

Community and stakeholder engagement aimed to:

- build community and stakeholder awareness of the fundraising strategy development.
- provide accessible information so that the community and stakeholders can participate in a meaningful way.
- provide balanced and objective information to assist in understanding the problem, alternatives, and/or solutions for fundraising to support MAG&M and its collection development, including public art, along with arts and cultural programming.
- identify community and stakeholder concerns, local knowledge, and values.

4. Engagement approach

Community and stakeholder engagement was conducted between February and June 2023 and consisted of a series of online meetings and interviews that provided opportunities for the community and stakeholders to contribute.

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

Email and written comments were also invited.

5. Findings

Table 1: Issues and other considerations

Theme	Issues, change requests, and other considerations raised	Council's response
Fundraising methods	Consider a wide range of fundraising methodologies to reach the largest number of potential supporters	Council has included several proposed fundraising streams in the <i>Draft Manly Art Gallery & Museum Fundraising Strategy 2024-2030</i>
Partnerships	Develop relationships with other events and exhibitions	Council is exploring opportunities with several Sydney events and exhibitions
Strategic collaborations	Participate in events and programs that align with and are beneficial to Northern Beaches communities	Council is exploring opportunities with several Sydney event organisers and local groups
Sustainable outcomes	Evolve a sustainable program of fundraising opportunities to develop a culture of giving on the Northern Beaches	Council has included a range of fundraising actions in the <i>Draft Manly Art Gallery & Museum Fundraising Strategy 2024-2030</i>
Connections to Greater Sydney	Explore partnerships with Greater Sydney organisations like the Sydney Biennale and Sydney Festival	Council is exploring opportunities with several Sydney events and exhibitions, with most requiring a financial contribution to participate
Donations, gifts, and bequests	Set up a package to make it easy for people to make bequests to MAG&M	Council has included specific actions related to donations, gifts, and bequests in the <i>Draft Manly Art Gallery & Museum Fundraising Strategy 2024-2030</i>

Appendix 1 Verbatim community and stakeholder responses

1. Meeting of Barrenjoey Alliance for Arts and Culture (BAAC) - 1 February 2023	
1. The resolution calls for a long-term ongoing fundraising strategy for MAG&M, its public art collection, and upcoming centenary specifically; as well as for arts and cultural programming. What key opportunities do you see for this?	<ul style="list-style-type: none"> Identify and collaborate with: <ul style="list-style-type: none"> key relevant Northern Beaches arts and cultural organisations, e.g., Friends of MAG&M local businesses philanthropists in the Northern Beaches space patrons of MAG&M and Glen Street Theatre Explore sponsorship opportunities, both individual and corporate, i.e., funding programs/events or exhibition tours Explore cross-sponsorship with Glen Street Theatre donors. Identify opportunities for one-time donations i.e., acquisitions/bequests (for works, buildings, or space)
2. What are some of the challenges you think Council may face in fundraising and do you have any suggestions for how these may be overcome?	<ul style="list-style-type: none"> Gallery status (Regional not Local) Public lack of awareness of MAG&M (permanent collection, relevance) What is Gallery's brand / what does it want to be known for (Surfing Beach Culture, Ceramics, Public Art, Coast Walk) Participating in a competitive funding landscape. Vying against universities, medical research, etc. Public Sector accepting funding. As a government organisation - need to remain neutral, without political advantage. The vast size of LGA Raise awareness / Promote accreditation. Promote MAG&M's unique and significant collection and relevance, to Manly, the Northern Beaches, and beyond. Clearly define the MAG&M brand – what we do / who we represent / who is our target audience. Engage with Philanthropy Australia - work with high-net-worth individuals, find the main philanthropic starts, and find the champions. Include Branding and positioning MAG&M as part of the community, in the tourism pitch. To build ownership of MAG&M across the whole of the LGA
3. What fundraising strategies have you seen that you think would work well in a local government context?	<ul style="list-style-type: none"> Mosman Art Gallery - The Balnaves Gift: this has led to other gifts, thereby expanding the program. Bega Valley Regional Gallery - Shirley Hannan National Portrait Award – \$50,000 biennial award. One individual made a major donation which has created continued awareness. Dundee example of private philanthropy, building on the creative life of Scotland. Move the reach of the Gallery for cash beyond Manly and identity of the specific community. MAG&M Life drawing at Mona Vale. Not separate but integrated. Items in the collection that could be exhibited in the area. Mona Vale - a work in progress that needs money, very exciting.

1. Meeting of Barrenjoey Alliance for Arts and Culture (BAAC) - 1 February 2023	
4. Would you like to provide any further comments or feedback on fundraising by Council?	<ul style="list-style-type: none"> • Think about the market in which you are competing. • Consider the professional resources that can assist in crafting your program.
5. The resolution also calls for an action plan to integrate local arts and culture with Sydney-wide events, including: Sydney Film Festival, Sydney Writer's Festival, Festival of Sydney, VIVID, Heritage Week, NAIDOC Week, Byron Bay Blue's Fest and other identified major events. What benefits do you think would be delivered for the local community by participating in large Sydney events?	<ul style="list-style-type: none"> • Extends access beyond the city. E.g., a book festival - have a night or a couple of nights on the beaches in a different space. • Performing arts is a little harder with spaces, and some touring opportunities if Council had the facilities.
6. What are some of the other major events that you think should be considered in the action plan?	<ul style="list-style-type: none"> • Sydney Festival • Heritage Festival (is talking to the libraries) • Writers Festival – Northern Beaches has never been listed in their program. • Illuminations of Brenda Bancroft on the Government house façade • Sydney Festival – link and have satellite activity (bookend with Circular Quay) • Selling the Destination as a region as itself – a combination of bush and coast • Destination NSW funding opportunities • Bring it together under one Brand – could have huge international reach if that was done. Wholistic view of how to pull this all together. Ambassadors for each field • Link with Surf-related events / cultural program (incredible collection in the gallery). • Historical collection – art co-op and how we use those groups to deliver other events. • Artist market - add locations beyond James Meehan at Dee Why • A Film Festival – what is the outdoor film festival, creative life north of Narrabeen with a creative event. • Create an umbrella brand for all programs – Northern Beaches 'Arts and Culture' program. • If you want philanthropic support, you have to kick it up a level to the whole LGA or greater. • Identify the concept that brings everything together: e.g. lifestyle that is underpinned by the extraordinary environment. • Create a small pilot program, use to attract funding. • Identify challenges of increased visitation: i.e., conserving the local environment.
7. Are there other Northern Beaches community groups that you think should be consulted as part of the action plan?	<ul style="list-style-type: none"> • Community artist groups e.g., Pittwater Artists Trail, Brookvale Arts District. • Surfing community. • Other institutions e.g., Art Gallery, Dave Shirley

2. Meeting of Pittwater Artist trail - 15 February 2023	
1. The resolution calls for a long-term ongoing fundraising strategy for MAG&M, its public art collection, and upcoming centenary specifically; as well as for arts and cultural programming. What key opportunities do you see for this?	<ul style="list-style-type: none"> Educate the public that MAG&M is the regional gallery for the whole area.
2. What are some of the challenges you think Council may face in fundraising and do you have any suggestions for how these may be overcome?	<ul style="list-style-type: none"> Fundraising is at the bottom of the list for many due to increasing interest rates/cost of living increases. Consider corporate sponsorships for the centenary program. Build MAG&M's profile to 'shine and stand out' to build momentum.
3. What fundraising strategies have you seen that you think would work well in a local government context?	<ul style="list-style-type: none"> Recalled a City of Sydney event where artists were invited to pay a fee/donation and then paint around the foreshores of Sydney – an exhibition followed by the commission on sales going towards fundraising. Consider talking with commercial galleries who do well promoting the area, e.g. Michael Reid Gallery in Newport, for ideas for strategies
4. Would you like to provide any further comments or feedback on fundraising by Council?	<ul style="list-style-type: none"> Will email ideas if they arise.
5. The resolution also calls for an action plan to integrate local arts and culture with Sydney-wide events, including: Sydney Film Festival, Sydney Writer's Festival, Festival of Sydney, VIVID, Heritage Week, NAIDOC Week, Byron Bay Blue's Fest and other identified major events. What benefits do you think would be delivered for the local community by participating in large Sydney events?	<ul style="list-style-type: none"> There is merit in the idea of participating in big Sydney events but recommend chatting with the organiser to see if an appropriate fit for Northern Beaches can be found. Suggest moving carefully as we don't want to be aligned with something that isn't the right fit for us – we need to keep our identity. Consider participating on the fringe. Needs to be a sustainable benefit to the NB, not just a one-off 'wham, bam' thing that has no lasting benefit.
6. What are some of the other major events that you think should be considered in the action plan?	<ul style="list-style-type: none"> N/A
7. Are there other Northern Beaches community groups that you think should be consulted as part of the action plan?	<ul style="list-style-type: none"> Michael Reid Gallery Newport Sydney Road Gallery

3. Meetings with members of Brookvale Arts District (BAD) - 17 February & 6 March 2023	
1. The resolution calls for a long-term ongoing fundraising strategy for MAG&M, its public art collection, and upcoming centenary specifically; as well as for arts and cultural programming. What key opportunities do you see for this?	<ul style="list-style-type: none"> • Promote the value of the Gallery, the unique beauty of the gallery, and its setting. • Host community events on the grounds around the Gallery • Host ticketed events such as lecture series. • to create awareness about raising funds. • to align with BAD – who are key partners with the same values. • MAG&M is one of the most well-known and important cultural institutions here. • To engage in partnerships with BAD to create opportunities. • to find major donors and sponsors / philanthropic aid, etc. • Membership program. • Fundraising campaigns targeted or focused by project or program – opportunities for marketing and profile-raising. • Leverage social media.
2. What are some of the challenges you think Council may face in fundraising and do you have any suggestions for how these may be overcome?	<ul style="list-style-type: none"> • Competing demands for people's time, attention, and money, therefore public engagement is a challenge. • Most people know where it is, but a lot don't go. • Find the right time to engage. • Define the value of the gallery for the public. • Engaging with the community. People don't engage the same way when the Council approaches as when the community approaches – there is a division between the way government engages and the community engages. • Truly understanding the community and the value of the arts to them, not just from a Council perspective • The biggest challenge – the reality is that the arts are not appreciated by the right people. Hopefully, that is starting to change. The government, community, and general audiences don't know how to put an objective value to art in the community. • General people ask, "But why do I need the arts?" • Cost of living pressures – need to pay the rent etc. • Need to keep doing it. • Need a clear communication of what the Gallery is and its role to the community. • More locally focussed exhibitions are a fundraising opportunity. Re-engage with the local creative community. For example, create a program where artists donate work and have the opportunity to sell works – needs to be regular to remind the community why the Gallery exists. • "That story made me fall in love with the Gallery all over again" (i.e. the story of MAG&M's beginning)
3. What fundraising strategies have you seen that you think would work well in a local government context?	<ul style="list-style-type: none"> • Friends of NAS held a fundraiser exhibition (silent auction). Artists were asked to: <ul style="list-style-type: none"> - donate a work / a small art board, 5" x 7" (12.7 x 17.8cm) - sign only on the back so when displayed the works were anonymous.

3. Meetings with members of Brookvale Arts District (BAD) - 17 February & 6 March 2023	
	<p>Some prestigious artists were hung next to emerging artists and the works lined the Cell Block Theatre at eye level.</p> <p>All works were approximately \$350 so buyers could be purchasing a Wendy Sharp or a Nicholas Harding or a Karla Dickens or a new graduate.</p> <p>Obviously, some artists' works were recognised and snapped up quickly - it was all in good fun.</p> <p>There are a lot of renowned artists who would do it for MAGM.</p>
4. Would you like to provide any further comments or feedback on fundraising by Council?	<ul style="list-style-type: none"> • Need to work with loyalty to the local area: "Look at what we have here". • The gallery needs to be repositioned in our thoughts as representing who we are and what we are. •
5. The resolution also calls for an action plan to integrate local arts and culture with Sydney-wide events, including: Sydney Film Festival, Sydney Writer's Festival, Festival of Sydney, VIVID, Heritage Week, NAIDOC Week, Byron Bay Blue's Fest and other identified major events. What benefits do you think would be delivered for the local community by participating in large Sydney events?	<ul style="list-style-type: none"> • This will help with the perception of the NB to develop, and for greater Sydney and the NB to grow understanding of the complexity of the cultural life of the area. • Contribute to our understanding of ourselves. • Understanding our specific and distinct subculture about Greater Sydney and how that could work with large events. • Welcome Greater Sydney to engage with us / come and enjoy what's on offer. • Important for us to feel like we're a part of the Greater Sydney • For arts and cultural organisations to participate in big Sydney events. • BAD exposure increased. • Enhancing the social diversity – growth. • Opportunities to collaborate through expanding your reach. • Tourism benefits
6. What are some of the other major events that you think should be considered in the action plan?	<ul style="list-style-type: none"> • GOOD SPACE Festival - https://goodspacefestival.com/ • Tropfest - https://tropfest.org/ • Festival of Dangerous Ideas https://festivalofdangerousideas.com/ • All About Women Festival https://www.sydneypoperahouse.com/all-about-women • A TEDX event hosted in a Northern Beaches venue. • A Northern Beaches Council 'Symphony/ Ballet/ Jazz in the Park' on summer evenings. • Sydney Biennale on the NB's with BAD • Sculpture by the Sea • Sydney Fringe Festival • Sydney Comedy Festival • International film festivals • BAD would love a partnership/awareness campaign linked to MAG&M – BAD poster and walls event, driven by an app; • Groundswell Festival – live music, fire dancing – one weekend • South by South X West Festival in October

3. Meetings with members of Brookvale Arts District (BAD) - 17 February & 6 March 2023	
7. Are there other Northern Beaches community groups that you think should be consulted as part of the action plan?	<ul style="list-style-type: none"> • Other BAD group members • Northern Beaches Music Festival • Manly Group Theatre • Writers Groups
4. Meeting of Friends of MAG&M Committee (FOM) - 20 February 2023	
1. The resolution calls for a long-term ongoing fundraising strategy for MAG&M, its public art collection and upcoming centenary specifically; as well as for arts and cultural programming. What key opportunities do you see for this?	<ul style="list-style-type: none"> • FOM is a major fundraising group for MAG&M • Look for incremental opportunities, such as members who may like to make a substantial gift/bequest. • Profile other groups outside of the FOM. • Network with other cultural groups and spaces. • Consider donation tap machines at reception, as per other cultural institutions such as AGNSW and Queen Victoria • Consider adding an increment in ticket sales as a donation. • Set a specific goal and promote it widely. • Consider families attached to the Express Yourself exhibition.
2. What are some of the challenges you think Council may face in fundraising and do you have any suggestions for how these may be overcome?	<ul style="list-style-type: none"> • Ensuring funds are properly accounted for. • Dedicated person to instigate fundraising with the right skills. • Perception of MAG&M as covering the whole of the NB and not just the Manly area. • Fundraising is a highly competitive market. • People will give if they have a vested interest – the challenge is to find what that is for MAG&M.
3. What fundraising strategies have you seen that you think would work well in a local government context?	<ul style="list-style-type: none"> • Tax deductible strategies
4. Would you like to provide any further comments or feedback on fundraising by Council?	<ul style="list-style-type: none"> • N/A
5. The resolution also calls for an action plan to integrate local arts and culture with Sydney-wide events, including: Sydney Film Festival, Sydney Writer's Festival, Festival of Sydney, VIVID, Heritage Week, NAIDOC Week, Byron Bay Blue's Fest and other identified major events. What benefits do you think would be delivered for the local community by participating in large Sydney events?	<ul style="list-style-type: none"> • Putting the LGA on the map • Networking for artists • Will support fundraising attempts. • Unify the NB as part of the event.
6. What are some of the other major events that you think	<ul style="list-style-type: none"> • Consider Queer contemporary week annually in the program. • Consider U3A, Fashion Week, Historical Societies, ADC, and State Library

4. Meeting of Friends of MAG&M Committee (FOM) - 20 February 2023	
should be considered in the action plan?	<ul style="list-style-type: none"> • Participate broadly – the more we participate the more people will know who we are/put us on the map. • Talk with CoS re piggybacking on their events.
7. Are there other Northern Beaches community groups that you think should be consulted as part of the action plan?	<ul style="list-style-type: none"> • Surf Clubs • Aged Care Sector • YAG

5. Written response from Manly Warringah Pittwater Historical Society (MWPHS) - 27 February 2023
<p><i>Thanks for seeking our opinion.</i></p> <p><i>While there can be pluses in integrating local arts and culture with Sydney-wide events there are also potential minuses. We do not believe that there should be any such blanket approach. It runs the risk of reducing the holding of events to a roster, reducing local energy. Events held primarily for a "roster" reason inevitably become stale.</i></p> <p><i>We believe that Council should first – and as its main priority - identify what arts and cultural events it wishes to hold from its own particular local perspective. For these a secondary decision should be would they benefit by being combined with a more global event. It is possible that they could be harmed.</i></p> <p><i>The second pass would be to look at the list of planned Sydney or State-wide events and decide if Council wishes to create participatory events."</i></p> <p><i>President & Vice President MWPHS</i></p>

6. Meeting of Sydney Festival - 16 May 2023	
What key opportunities do you see?	<ul style="list-style-type: none">• Sydney Festival has partnered with MAG&M over the years, most recently Destination Sydney in 2021, and is interested in working with MAG&M and Council in 2024 and maintaining a working relationship going forward.• Most Councils they partner with provide some kind of cash and value-in-kind support.• A cash investment of \$20-30k for 2024 could deliver an event at Freshwater and one at MAG&M, as part of the Lost in Palm Springs exhibition.

7. Meeting of Biennale of Sydney - 23 May 2023	
What key opportunities do you see?	<ul style="list-style-type: none">• Open to collaborations with MAG&M, where there is resonance with the Biennale theme and that aids to self-empowerment for MAG&M• Need to figure out the alignment between their chosen theme and the program.• Important to connect through the community and purpose, important to program activities that speak to local communities.• Regarding fundraising, look for 3-way partnerships – government, private, and institution.

7. Meeting of Biennale of Sydney - 23 May 2023	
	<ul style="list-style-type: none"> • Very open to new partnerships where there is co-investment and resources can be pooled. • 2024 theme – resilience, resistance – exploring opportunities to align with the MAG&M program.
8. Meeting of Sydney Writers Festival – 6 June 2023	
What key opportunities do you see?	<ul style="list-style-type: none"> • Open to working with councils that demonstrate an enthusiasm for hosting author events. • There are no set guidelines for partnering with councils, authors will be matched to suitable venues/locations in the planning phase. • Smaller venues and the alignment of authors with relevant locations will be considered. • Festival would be open to partnering with Northern Beaches Council for future years.
9. Written response Sydney Film Festival – 6 June 2023	
	<ul style="list-style-type: none"> • The 70th Sydney Film Festival takes place 8 - 18 June 2023, showcasing the world's best new films over 12 days and nights in Sydney. • It takes place at its flagship venue the State Theatre, as well as cinemas in the CBD, Newtown, Cremorne, Randwick, Western Sydney and more, screening films you won't usually find in the multiplex. 12 films are selected for the Official Competition, which celebrates "courageous, audacious and cutting-edge" cinema with a \$60,000 cash prize. Sydney Film Festival also presents eight other cash awards over the course of the festival. • There may be interest in continuing discussions about the potential for the Northern Beaches to host activations as part of future SFF. • Council will be required to provide funding to support/ partner with an SFF activation.
10. Meeting of Vivid Festival - early 2023	
What key opportunities do you see?	<ul style="list-style-type: none"> • VIVID Festival has an expression of interest program for venues/ partners wishing to host events activations as part of the VIVID festival. • The 2024 program has not opened, and Council is registered for future notifications. • Good working relationships with the current Director of VIVID Festival and with key contacts at Destination NSW that may be supportive of a strategic activation in Manly as part of a future VIVID festival. • Opportunities are available in the following categories: <ul style="list-style-type: none"> - Light - Music - Ideas - Food - Cross Art Forms. • Council will be required to provide funding to host a VIVID activation. This may include operational logistics including traffic management, waste services, security and other resources as required and depending on the type of activation.

Document administration	
Version	1.0
Date	5 June 2023
Approval	Responsible Manager: Josephine Bennett, Manager, Arts and Culture
Status	Final
Related Projects	Connected Through Creativity: Arts and Creativity Strategy Action Plan 2023-2026
Notes	Community and stakeholder views contained in this report do not necessarily reflect the views of the Northern Beaches Council or indicate a commitment to a particular course of action.



Environment
Strategic Reference Group

ENVIRONMENT STRATEGIC REFERENCE GROUP

held in the Flannel Flower Room, Civic Centre, Dee Why on

THURSDAY 27 APRIL 2023

**Minutes of the Environment Strategic Reference Group
held on Thursday 27 April 2023
in the Flannel Flower Room, Civic Centre, Dee Why
Commencing at 6:00pm**

ATTENDANCE:

Committee Members

Cr Kristyn Glanville (Chair)	Councillor
Cr Michael Gencher	Councillor (left 8pm)
Individual or organisation representatives with specific expertise/experience:	
Alan Jones	Individual – Curl Curl Ward
Nigel Howard	Individual – Frenchs Forest Ward
Jamileh Jahangiri	Individual – Manly Ward
Oscar Jones	Individual – Manly Ward
Roberta Conroy	Individual – Pittwater Ward
Joeline Hackman	Northern Beaches War on Waste
Leigh McGaghey	Pittwater Natural Heritage Association and Canopy Keepers
Community members or group representatives with broad range of strategic views	
Natalie Warren	Community representative – Curl Curl Ward
Malin Frick	Community representative – Manly Ward
TBC	Community representative – Manly Ward
Billy Bragg	Community representative – Pittwater Ward
Jacqueline Marlow	Friends of Narrabeen Lagoon Catchment representative

Council Officer Contacts

Todd Dickinson	Director Environment and Sustainability
Yianni Mentis	Executive Manager Environment and Climate Change
Andrew Ward-Harvey	Executive Manager Waste Management & Cleansing
Tony Walmsley	Manager Waste Services
Emma Mackay	Coordinator Waste Education
Lesley Milbourne	Manager Governance
Anna Moore	Senior Advisor Governance

Quorum

A majority of members including the Chair or one of the elected Councillors.



MINUTES OF ENVIRONMENT STRATEGIC REFERENCE GROUP

27 APRIL 2023

1.0 ACKNOWLEDGEMENT OF COUNTRY

As a sign of respect, Northern Beaches Council acknowledges the traditional custodians of these lands on which we gather and pays respect to Elders past, present and emerging.

2.0 APOLOGIES

Apologies were received from Mayor Michael Regan and Cr Stuart Sprott

3.0 DECLARATION OF PECUNIARY AND CONFLICTS OF INTEREST

Members submitted their disclosures via the Disclosure App.

Oscar Jones disclosed that a family member worked in textile recycling and as such during the discussion relating to this matter in item 6.1 Oscar left the meeting.

4.0 CONFIRMATION OF MINUTES OF PREVIOUS MEETINGS

4.1 MINUTES OF ENVIRONMENT STRATEGIC REFERENCE GROUP MEETING HELD 2 JUNE 2022

OUTCOME

That the minutes of the previous Environment Strategic Reference Group (ESRG) meeting held 2 June 2022 (prior to the establishment of this SRG) be reported to Council.

5.0 INTRODUCTION

5.1 SRG MEMBER INDUCTION

DISCUSSION

The Chair, Cr Kristyn Glanville, introduced herself and invited all those present to introduce themselves. Lesley Milbourne, Manager Governance provided members with a brief induction into the SRG. All members were invited to submit a disclosure of interest via the Disclosure App and to be mindful of the importance of disclosing any perceived, real or potential conflicts for all meetings. The Governance Team can help with any queries.

OUTCOME

That SRG Members:

1. Note membership and meeting details.
2. Familiarise themselves with the SRG Charter and Terms of Reference, Council's Code of Conduct and Disclosure of Interest online form.
3. Sign their Member Agreements.

6.0 WASTE & CIRCULAR ECONOMY

6.1 WASTE AND CIRCULAR ECONOMY STRATEGY

DISCUSSION

Andrew Ward-Harvey, Executive Manager Waste Management & Cleansing gave a presentation to members on the draft Waste and Circular Economy Strategy. Members were invited to break into 4 groups to partake in two workshops:

- Activity 1 - Challenges and Opportunities related to Waste and Circular Economy
- Activity 2 – Review of the 4 Directions of the Waste and Circular Economy

Members took part in the workshop discussions and provided feedback to the group. A copy of the notes from the two workshops are included as an attachment to these minutes.

The Executive Manager Waste Management & Cleansing thanked members for their considered feedback.

OUTCOME

That a separate workshop on the draft Waste and Circular Economy be organised for SRG members.

7.0 ENVIRONMENTAL RESTORATION & BIODIVERSITY

7.1 ENVIRONMENTAL RESTORATION & BIODIVERSITY UPDATE

DISCUSSION

Due to the short time remaining in the meeting Yianni Mentis, Executive Manager Environment and Climate Change provided a brief update to members, reflecting the status detailed in the report and that updates will be provided to each meeting.

OUTCOME

That the ESRG notes the information outlined in this report.

ACTION

Staff to call Oscar Jones to discuss weeding and tree replacement for bats in Manly area.

8.0 CLIMATE CHANGE & SUSTAINABILITY

8.1 CLIMATE CHANGE & SUSTAINABILITY UPDATE

DISCUSSION

Yianni Mentis, Executive Manager Environment and Climate Change provided a brief update and stated that the team is preparing a Climate Change Policy within a few months which will be



MINUTES OF ENVIRONMENT STRATEGIC REFERENCE GROUP

27 APRIL 2023

brought to the group.

OUTCOME

That the ESG notes the information outlined in this report.

9.0 RESILIENCE AND NATURAL HAZARDS**9.1 RESILIENCE AND NATURAL HAZARDS UPDATE****DISCUSSION**

Yianni Mentis, Executive Manager Environment and Climate Change provided a brief update on considerations within this area – the numerous hazards in the environment, that Council was preparing for a dry bushfire season with Asset Protection Zones (APZs) in order and fire trails prepared but keeping vigilant; he also mentioned the Resilience Strategy.

OUTCOME

That the ESG notes the information outlined in this report.

ACTION

Executive Manager Environment and Climate Change to report to the SRG at the June meeting on the Coastal Management Program, including the coastal areas not in the NSW Government-rated coastal erosion 'hotspots' of Collaroy-Narrabeen Beach, Bilgola Beach and Basin Beach at Mona Vale.

10.0 SUPPORTING A SUSTAINABLE COMMUNITY**10.1 SUPPORTING A SUSTAINABLE COMMUNITY UPDATE****DISCUSSION**

Yianni Mentis, Executive Manager Environment and Climate Change provided a brief update noting that whilst there was more that can be done in this area Council is working on a number of programs and projects as detailed in the report. He mentioned the business power purchasing agreement and plans to grow this using the sustainable network.

OUTCOME

That the ESG notes the information outlined in this report.

The meeting concluded at 9:01pm

This is the final page of the Minutes comprising 5 pages numbered 1 to 5 of the Environment Strategic Reference Group meeting held on Thursday 27 April 2023 and confirmed on Wednesday 7 June 2023

Workshop Notes

Activity One: Challenges and Opportunities related to Waste and Circular Economy.

	Challenges	Opportunities
Group 1	<ul style="list-style-type: none"> • overflowing public bins • illegal littering when people move • transient community • cost/rates • return and earn – not central spots • rubbish trucks run on petrol • putting a price on 2nd hand materials • encouraging people to buy 2nd hand • reaching % of people who don't care about environment 	<ul style="list-style-type: none"> • look at the Nordic Countries • 2nd hand mall (centre) • food waste collection • highest literacy + high wfh rate – easy to reach people • reverse garbage centre • build community around shared values • schools, teachers now aware, protect environment + cc • bioelectra is future (NSW govt levies) new tech • \$ funding, Fed, State, Local, Private, Business • cost of living crisis could actually drive environmental change, ie 2nd hand goods • rubbish trucks + buses to run on local biogas • NB communications, values environment, highly special • Market weekly, eg Narrabeen 2nd hand
Group 2	<ul style="list-style-type: none"> • facilities to recycle too far away • organic food waste goes into red bin, especially in high density living • soft plastics taken to Kimbriki, too far away • red/yellow bin integrated in high food traffic zones eg Manly • waste education to the 'general public' 	<ul style="list-style-type: none"> • prioritise recycle facilities close to the LGA or develop with State/Fed \$ • organic waste (food scraps/veg) into green bin, turn into compost that goes on Council assets • local drop offs for soft plastics • workshops at schools/aged care/other non converted • Council facilitate independent companies • electric appliances going to companies not Council
Group 3	<ul style="list-style-type: none"> • do we consider the impact of the diesel burnt for collection • do we do more damage by recycling some things • how to make waste economic • is there a waste audit? Do we know the quantities? 48% • different strategies for different demographics eg engage teenagers • visitors - tourism vs rubbish • no individual responsibility 'council should look after it' • how to move beyond strategies & targets to actual initiatives • gasification & pyrolysis 	<ul style="list-style-type: none"> • consolidate pick up zones • locals agree and manage • ownership of problem • save truck stops – fuel maintenance

<p>Group 4</p>	<ul style="list-style-type: none"> • Affluenza (book by Prof Clive Hamilton & Richard Dennis) • FOGO seen as too difficult • get more/larger ROCS to be able to put the machine mentioned by Roberta Conroy in for pyrolysis systems • laziness and apathy • communicating with wider community • as teachers are overloaded already, create a unit to put into schools that saves teachers having to, possibly send a council volunteer to do it • single residence vs strata • create 'Council auxiliary' positions for environment, volunteers who have been trained in specific projects to communicate with the community which increase the amount of environment staff • fewer chances to compost in strata 	<ul style="list-style-type: none"> • find a company that recycles fabrics & have collection bins • recycle building waste, instead of going into landfill at Kimbriki • large manufacturing base locally → attract circular economy businesses • large rate payer base to pay for solutions • bulky goods recycling centres & repair centres • community food scrap areas • discourage non-native plant & veg • encourage adaptive reuse rather than demolition • support repair
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Activity Two: Direction Review

Direction 1 – Eliminating Waste

The best way to manage waste and its impacts is to avoid creating it in the first place. Council's approach prioritises avoiding and reducing waste as the most preferable approach.

Outcomes:

- Avoiding waste: Our community is empowered to make better choices when buying and using products and Council is a successful advocate for waste reduction.
- Circular economy: A local circular economy is activated, facilitating widespread reuse, repair and recycling of local products and materials.

Direction 1:	Eliminating Waste
Council's Role <ul style="list-style-type: none"> • provide local education + networking + access to new customer opportunities • collect food waste & change to gas that local buses run on 	Actions <ul style="list-style-type: none"> • lower 'bin rates- the more house • grant * funds incentivise • work with local businesses for solutions • plastic free co-ops run by councils
Community's Role <ul style="list-style-type: none"> • Residents take responsibility • Educate themselves about materials + if they're recyclable 	<ul style="list-style-type: none"> • send people to the economic development dashboard + combined with waste + circular economy e.g. businesses so we can choose who to support • support eco friendly businesses first → promote businesses on the Council biz dashboard • underground bins, shared residents eg 10+ households
Business Role <ul style="list-style-type: none"> • Design circularity into the product from the beginning 	<ul style="list-style-type: none"> • education + contract for Strata Managers • responsibility packaging

Direction 2 – User Friendly Waste Service

Council will focus on providing reliable, convenient, innovative, and sustainable waste collections & recycling.

Outcomes:

- Collection: Convenient, reliable, accessible, and innovative domestic waste collection service
- Recycling: Opportunities to sustainably recycle domestic waste are realised, with supporting local infrastructure and transparent information provided to the community

Direction 2:	User Friendly Waste Service
Council's Role <ul style="list-style-type: none"> • easy to access & inclusive • fulfills community expectations to recycle & divert from landfill • provide education • provide opportunity to reduce waste 	Actions <ul style="list-style-type: none"> • Kimbriki tours to educate • geographical fairness • bulky goods recycling & repair centre • engage multi cultural communities
Community's Role <ul style="list-style-type: none"> • take responsibility • educate themselves • be proactive • combat cognitive dissonance 	<ul style="list-style-type: none"> • environmental education in schools, TAFE (like ethics classes) leverage motivation eg CDS, rate credits
Business Role <ul style="list-style-type: none"> • take responsibility • exceed imposed standards • differentiate SME vs corporate 	<ul style="list-style-type: none"> • subsidies for smaller businesses to encourage waste reduction • business awards • rate discounts

Direction 3 – Transition for Organics, Plastics, and emerging waste types

Ensuring our community is ahead of the game in organics, plastics and emerging waste (eg solar panel, textiles)

Outcomes:

- Organics: Our households have the tools to minimise their organic waste, reuse their organics at home and access a flexible collection and recycling service which maintains the value in organics
- Plastics: Our community has viable alternatives to single use plastics, and we can recycle the plastic that remains into valued products
- Emerging waste: Our community have viable options to reuse, repair and recycle emerging waste types (including electronics, textiles, engineered timber and solar panels)

Direction 3:	Organics, Plastics & Emerging Waste
Council's Role <ul style="list-style-type: none"> • purchasing policy – criteria (lead by example) • promotion & adverts to encourage greener choice • arranging programs to allow pick up of emerging waste 	Actions <ul style="list-style-type: none"> • looking at best practice + repeating • address issues for MUDs & SUDs • more localised drop-offs • assist schools with circular processes to embed best behaviours
Community's Role <ul style="list-style-type: none"> • working with councils as volunteers to assist with waste programs (trained) 	<ul style="list-style-type: none"> • important to own/be responsible for their actions • mindset (rethinking!) • volunteers + groups
Business Role <ul style="list-style-type: none"> • work with Council to reduce those waste streams • also lead by example 	<ul style="list-style-type: none"> • consider using local businesses to assist with drop-offs, collection

Direction 4 - Green and Clean Environment

Council will work with the community and business to shift our focus on managing litter and illegal dumping, towards preventing litter and illegal dumping.

Outcomes:

- Litter and Illegal Dumping: Cleanest public places in Sydney
- Environment and climate change: environmental and climate change impacts from managing waste are minimised.

Direction 4:	Green and Clean Environment
Council's Role <ul style="list-style-type: none"> • road map • partnerships with key players • assess • education 	Actions <ul style="list-style-type: none"> • bin access – makes it easier • find litter hotspots in close proximity to high natural value sites for bins • better enforcement for littering/dumping through CCTV in dumping spots – rangers fining for littering
Community's Role <ul style="list-style-type: none"> • personal responsibility to keep natural assets clean by not littering 	<ul style="list-style-type: none"> • enable reduction champions • find influencers – what they know
Business Role <ul style="list-style-type: none"> • business sustainability training 	



MINUTES

ENVIRONMENT STRATEGIC REFERENCE GROUP

held in the Flannel Flower Room on

THURSDAY 2 JUNE 2022

**Minutes of the Environment
Strategic Reference Group
held on Thursday 2 June 2022
in the Flannel Flower Room
Commencing at 6:10PM**

ATTENDANCE:

Committee Members

Cr Kristyn Glanville (Chair)	Councillor
Roberta Conroy	Community Representative – Pittwater Ward
Alan Jones	Community Representative – Curl Curl Ward
Tom Hazell	Community Representative – Curl Curl Ward
Nigel Howard	Community Representative – Frenchs Forest Ward
Marita Macrae	Pittwater Natural Heritage Association
Margaret Wood	Friends of Narrabeen Lagoon Catchment
Billy Bragg	Community Representative – Pittwater Ward

Council Officer Contacts

Todd Dickinson	Director Environment and Sustainability
Yianni Mentis	Executive Manager Environment and Climate Change
Andrew Ward-Harvey	Executive Manager Waste and Management Cleansing (<i>item 6.4</i>)
Ximena Von Oven	Governance Officer
Sean Granger	Coordinator Invasive Species (<i>item 6.1</i>)
Kristie King	Biodiversity Officer (<i>item 6.2</i>)
Gareth Birch	Resilience and Climate Change Officer (<i>item 6.3</i>)

1.0 ACKNOWLEDGEMENT OF COUNTRY

As a sign of respect, Northern Beaches Council acknowledges the traditional custodians of these lands on which we gather and pays respect to Elders past and present.

2.0 APOLOGIES

Apologies were received from Cr Regan, Cr Sprott, S Scott and S Markich.

3.0 DECLARATION OF PECUNIARY AND CONFLICTS OF INTEREST

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

4.0 CONFIRMATION OF MINUTES OF PREVIOUS MEETINGS

4.1 MINUTES OF ENVIRONMENT STRATEGIC REFERENCE GROUP MEETING HELD 31 MARCH 2022

Unanimously confirmed

That the minutes of the Environment Strategic Reference Group meeting held 31 March 2022, copies of which were previously circulated to all members, are hereby confirmed as a true and correct record of the proceedings of that meeting.

5.0 UPDATE ON ACTIONS FROM LAST MEETING

Nil

6.0 AGENDA ITEMS

6.1 INVASIVE SPECIES PROGRAM

OVERVIEW OF UPDATE

Sean Granger, Coordinator Invasive Species briefed the group on this topic.

In accordance with the *Biosecurity Act 2015*, Northern Beaches Council (Council) has a general biosecurity duty (GBD) with regards to preventing, eliminating, and minimising the biosecurity risks and impacts posed by weeds and pest animals on lands Council manages.

Council is the local control authority for the management of weeds. Council has implemented several programs to manage pest animals and weeds.

A presentation on this topic was provided.

ITEMS DISCUSSED

- The *Biosecurity Act 2015* (the Act) provides detailed mandatory measurement for the control of weed species and the prohibition on the sale or trade of specific plant and animal species.
- The Act identifies Council as local control authority with regard to weed management.
- Weed Management Control Plan

- Pest Animal Management Control Plan
- Fox Control Program
- Rabbit Control Program
- Priority Weed Management Program
- Future Invasive Species Projects.

6.2 FLYING-FOX CAMP MANAGEMENT

OVERVIEW OF DISCUSSION

Kristie King, Biodiversity Officer briefed the group on this topic.

The flying fox is a threatened species listed as vulnerable under the NSW *Biodiversity Conservation Act 2016* and Commonwealth *Environment Protection and Biodiversity Conservation Act 1999*.

Northern Beaches Council (Council) is the land manager for three flying fox colonies at Avalon, Warriewood, and Balgowlah.

The Department of Planning and Environment (DPE) requires land managers to have a Camp Management Plan (CMP).

Council is drafting a new Flying Fox CMP which will provide guidance for the management of the flying fox colonies and will also identify actions to minimise conflict with nearby residents and improve awareness of flying fox conservation issues.

A presentation on this topic was provided.

ITEMS DISCUSSED

- Flying fox colonies at Burnt Bridge Creek, Balgowlah
- Flying fox colonies at Cannes Reserve, Avalon
- Flying fox colonies at Warriewood Wetlands
- Policy and legislative context for the management of flying fox species
- Objectives of Council's flying fox CMP
- Overview of actions undertaken with regards of management and conservation of flying fox species.

6.3 CLIMATE CHANGE RISK ASSESSMENT

OVERVIEW OF DISCUSSION

Gareth Birch, Resilience and Climate Change Officer updated the group on this topic.

Climate in NSW is changing on a frequent basis. These changes imply new risks that Northern Beaches Council (Council) must manage.

Council is reviewing the Climate Change Risk Assessment (CCRA) approach of the three former

councils to consolidate and align them to the current situation and needs.

Council's approach to climate change is a dual approach of mitigation and adaptation.

Council's CCRA project approach has three main objectives which are to: reassess our climate change risks; develop specific monitored actions to adapt to our assets, operations and services; and incorporate risk and actions into the Enterprise Risk Management Framework.

The objectives will allow Council to monitor and report on actions undertaken to identify risks.

This project will be undertaken in the 2022/23 financial year. Workshops will be conducted to identify the risks and determine adaption actions to address climate change risks to Council's operations, assets and services.

A presentation on this topic was provided.

6.4 WASTE - SUMMARY AND STATUS REPORT

OVERVIEW OF DISCUSSION

Andrew Ward-Harvey, Executive Manager Waste provided an update to the group on the following topics:

Red Bin Options

The final draft of the Red Bin Strategy has been prepared. This document reviews and analyses the different options that can be undertaken for organics and resource recovery from red bins.

Audit of Litterbin Network

As a result of Council's Council meeting resolution from October 2021:

"That Council undertake a review of public litter bin contents from a small number of key locations on the Northern Beaches to obtain more detailed information on the amount of takeaway coffee cups and other waste streams present in these areas."

Council staff are currently researching and assessing what is being placed in the litter bins to decide if more recycle stations and litter bins need to be installed in some specific areas.

Soft plastic trial

An Expression of Interest has been undertaken to review what options are currently used and offered in the market with regards to the recycling of soft plastics.

Bulky good timber trial

The trial will begin in June and will be conducted across the LGA.

Waste and circular economy strategy

- Single use plastic bags were banned in NSW from 1 June 2022. From 1 November single use plastic bowls, plates and cutlery will be banned.

6.5 STAFF UPDATE

ITEMS DISCUSSED

Yianni Mentis, Executive Manager Environment and Climate Change and Chris Munro, Manager Bushland and Biodiversity provided an update to the group on the following topics:

Currawong

Council has engaged Thompson Berril Landscape Architects to develop a Masterplan and detailed project plan for Currawong.

The final draft plan has been completed. The draft plan includes different topics like creek bank stabilisation, bushland regeneration works, improved access and footpath network, native tree planting and landscaping, information shelter at the entrance to Currawong.

The draft plan has been sent to NSW Crown Lands for approval and comment.

Valley View Reserve Wetland

The wetland is located in Warriewood Valley. Council has engaged an environmental contractor to design and construct an engineered wetland to treat the water quality of Narrabeen Creek. Construction designs and a review of environmental factors have been finalised and the wetland construction phase will begin in July.

Action

Y Mentis, to inform Friends of Narrabeen Lagoon Committee about the construction of an engineered wetland to treat the water quality of Narrabeen Creek at Prosperity Park.

2022/23 Environmental Grants

Council will be undertaking the Environmental Grant Program in the 2022/23 FY. Council is currently seeking nominations from community members of the Environment SRG to assist in the evaluation panel. Grants will be open for submissions between June and August. \$50,000 have been allocated to the program.

Climate Councils Cities Power Pledges

Council staff will present a report to the June Council meeting on the two additional pledges for the Climate Council Cities Power Pledges.

Northern Beaches Resilience Strategy

The Strategy is currently on public exhibition and submissions are open until 8 June.

<https://yoursay.northernbeaches.nsw.gov.au/resilient-northern-beaches>

World Environment Day

5 June

7.0 GENERAL BUSINESS

Nil

SUMMARY OF ACTIONS

ITEM NO.	ACTION	RESPONSIBLE OFFICER	DUE DATE
6.5	Council to inform Friends of Narrabeen Lagoon Committee about the construction of an engineered wetland to treat the water quality of Narrabeen Creek at Prosperity Park.	Yianni Mentis	In due course

The meeting concluded at 8:11pm

This is the final page of the Minutes comprising 7 pages numbered 1 to 7 of the Environment Strategic Reference Group meeting held on Thursday 2 June 2022.

Planning Agreement

Environmental Planning and Assessment Act 1979 (NSW)

321-331 Condamine Street Manly Vale New South Wales

This Agreement is dated:

PARTIES

Northern Beaches Council (ABN 57 284 295 198) of 725 Pittwater Road, Dee Why, New South Wales (**Council**)

and

Manly Vale Developments No 2 Pty Limited (ACN 604 334 796) of 'Stanton Financial Services 1 & 2', 50 Murray Street, Sydney, New South Wales (**Developer**)

BACKGROUND

- A. The Developer owns the Land.
- B. The Developer proposes to carry out the Development on the Land.
- C. On 24 July 2020, the Developer lodged Development Application DA2020/0824 with Council for Development Consent to carry out the Development on the Land.
- D. The Developer made an offer to enter into a planning agreement associated with the Development Application on 22 December 2021.
- E. The Development Application DA2020/0824 was the subject of Land and Environment Court proceedings. On 11 February 2022 the Land and Environment Court granted Development Consent to the Development Application subject to conditions, including a deferred commencement condition requiring the Developer to enter into a planning agreement with Council to dedicate a 1.4 metre wide by 38.075 metre long, strip of Land adjacent to Somerville Place, Manly Vale, for the purposes of road widening and consistent with the Developer's offer dated 22 December 2021. A right of footway will also be created as an easement benefiting Council.
- F. The Developer has offered to enter into this Agreement with Council to secure the dedication of the Land and creation of easement referred to in E above.

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OPERATIVE PROVISIONS

It is agreed:

1. Definitions and interpretation

- 1.1 In this Agreement the following definitions apply, unless the context clearly indicates otherwise:

Act means the *Environmental Planning and Assessment Act 1979 (NSW)*.

Address for Service means the address of each Party appearing in Clause 11 or any new address notified by any Party to all other parties as its new Address for Service.

Authority means any Federal, State or local government or semi-governmental, statutory, judicial or public person, instrumentality or department.

Consent Authority has the same meaning as in the Act.

Dealing, in relation to the Land, means, without limitation, selling, transferring, assigning, mortgaging, charging, encumbering or otherwise dealing with the Land.

Developer means the Developer and the Landowner, unless other specified in this Agreement.

Development means a shop-top housing development comprising a four-storey building over a two-level basement carpark with four retail tenancies, storage areas, plant rooms, loading bay, and three levels of apartments above and around a centralised internal courtyard, as approved under the Development Consent for DA2020/0824.

Development Application has the same meaning as in the Act.

Development Consent has the same meaning as in the Act.

Development Contribution means a monetary contribution, the dedication of land free of cost or the provision of a material public benefit to be used for or applied towards a public purpose.

Land means Lots 20-22 and 25 in DP11320, and Lot 123 in DP 737259.

Party means a party to this Agreement, including their successors and assigns.

Plan of Subdivision means a registered plan of subdivision within the meaning of section 195 of the *Conveyancing Act 1919 (NSW)*.

Regulation means the *Environmental Planning and Assessment Regulation 2021*.

Subdivision Certificate has the same meaning as in the Act.

- 1.2 In the interpretation of this Agreement, the following provisions apply unless the context otherwise requires:

- a) Headings are inserted for convenience only and do not affect the interpretation of this Agreement.
- b) A reference in this Agreement to a business day means a day other than a Saturday or Sunday on which banks are open for business generally in Sydney.
- c) If the day on which any act, matter or thing is to be done under this Agreement is not a business day, the act, matter or thing must be done on the next business day.
- d) A reference in this Agreement to dollars or \$ means Australian dollars and all amounts payable under this Agreement are payable in Australian dollars.
- e) A reference in this Agreement to any law, legislation or legislative provision includes any statutory modification, amendment or re-enactment, and any subordinate legislation or regulations issued under that legislation or legislative provision.
- f) A reference in this Agreement to any agreement, deed or document is to that agreement, deed or document as amended, novated, supplemented or replaced.
- g) A reference to a clause, part, schedule or attachment is a reference to a clause, part, schedule or attachment of or to this Agreement.
- h) An expression importing a natural person includes any company, trust, partnership, joint venture, association, body corporate or governmental agency.
- i) Where a word or phrase is given a defined meaning, another part of speech or other grammatical form in respect of that word or phrase has a corresponding meaning.
- j) A word which denotes the singular denotes the plural, a word which denotes the plural denotes the singular, and a reference to any gender denotes the other genders.
- k) References to the word 'include' or 'including' are to be construed without limitation.
- l) A reference to this Agreement includes the agreement recorded in this Agreement.
- m) A reference to a Party to this Agreement includes a reference to the servants, agents and contractors of the Party, and the Party's successors and assigns.
- n) Any schedules and attachments form part of this Agreement.

2. Operation and application of this Agreement

2.1 Operation of this Agreement

This Agreement commences on the date that it is signed by all the parties.

2.2 Planning agreement under the Act

The Parties agree that this Agreement is a planning agreement within the meaning of section 7.4 of the Act and governed by Subdivision 2 of Division 7.1 of Part 7 of the Act.

2.3 Application of this Agreement

This Agreement applies to the Land and the Development.

2.4 Application of sections 7.11, 7.12 and 7.24 of the Act

This Agreement shall not exclude the application of sections 7.11, 7.12 and 7.24 of the Act.

3. Interest in Land

The Developer represents and warrants that it is:

- 3.1** the owner of the Land; and
- 3.2** legally and beneficially entitled to obtain all consents and approvals and to compel any person referred to in or contemplated by clause 4 to assist, cooperate and to otherwise do all things necessary for the Developer to comply with its obligations under clause 4.

4. Registration

- 4.1** Within 14 Business Days of receiving a copy of this Agreement executed by Council, the Developer at its own expense is to take all practical steps and otherwise do anything to procure:
 - 4.1.1** the consent of each person, as required by the Registrar-General, who:
 - 4.1.1.1** has an estate or interest in the Land registered under the Real property Act; or
 - 4.1.1.2** is seized or possessed of an estate or interest in the Land,to the registration of this Agreement on the title to the Land and to the terms of this Agreement; and the execution of any documents;
- 4.1.2** the production of the relevant certificates of title; and
- 4.1.3** the lodgement of this Agreement in a registrable form at the NSW Land Registry Services for registration by the Registrar-General in the relevant folio of the Register for the Land within 14 Business Days of execution of this Agreement.

4.2 Evidence of registration

The Developer must provide Council with evidence of the registration of this Agreement pursuant to clause 4 within 14 Business Days of such lodgement at the NSW Land Registry Services. This must be in the form of a title search for the Land (all allotments) from Land Registry services.

5. Development contributions to be made under this Agreement

SCHEDULE 1 – CONTRIBUTIONS TABLE

The Developer is required to make the Development Contribution in accordance with in the Contributions Table below and in accordance with the provisions of this Agreement.

Contributions Table

Item	Name	Description
1	Dedicated Land	<p>Land being 54.6m² in size shown in the draft Proposed Plan of Subdivision of LOTS 20-22 & 25 in DP11320 AND LOT 123 in DP37259, Issue A, dated 17 January 2022 (Plan of Subdivision) and contained in Attachment 1, for the purpose of widening the road reserve at Somerville Place.</p> <p>The timing of the dedication is to occur:</p> <ul style="list-style-type: none"> • following the construction of Somerville Place by the Developer and appropriate inspections/signoff by Council, and • upon the issue of a Subdivision Certificate by Council, and • prior to the issue of an Occupation Certificate for Development Consent DA2020/0824.
2	Public Benefits	<p>Creation of an easement benefiting Council for public access across a privately owned footpath, as shown in the Proposed Plan of Subdivision contained in Attachment 1.</p> <p>The easement is to be created through the registration of a Subdivision Certificate issued by Council.</p> <p>The easement is to be created prior to the issue of an Occupation Certificate for Development Consent DA2020/0824.</p>

6. Dedication of Land

SCHEDULE 2 – LAND DEDICATION PROVISIONS

The dedication of land is to be made in accordance with the provisions set out in the Land Dedication Provisions Table below.

Land Dedication Provisions Table

Item of Work	Development Stage	Final Inspection Stage	Relevant Drawing Numbers

Planning Agreement 321-331 Condamine Street Manly Vale

Road widening and pedestrian footpath	As part of the Development Consent	First inspection required during construction. Final inspection to occur following the completion of construction and prior to dedication of the land and registration of the easement	Gartner Trovato Architects Civil Works Plan C01, CO2 and CO3
---------------------------------------	------------------------------------	--	--

7. Application of section 7.11 and section 7.12 of the Act to the development

This Agreement shall not exclude the application of sections 7.11, 7.12 and 7.24 of the Act.

8. Review of this Agreement

This Agreement may be reviewed with agreement from both parties and in accordance with all legislative requirements.

9. Dispute resolution**9.1 Not Commence**

A Party must not commence any court proceedings relating to a dispute unless it complies with this Clause 9.

9.2 Notice of Dispute

If a Party claims that a dispute has arisen under this Agreement (Claimant), it must give written notice to the other Party (Respondent) stating the matters in dispute and designating as its representative a person to negotiate the dispute (Claim Notice). No Party may start court proceedings (except for proceedings seeking interlocutory relief) in respect of a dispute unless it has first complied with this clause.

9.3 Response to Notice

Within ten (10) business days of receiving the Claim Notice, the Respondent must notify the Claimant of its representative to negotiate the dispute.

9.4 Negotiation

The nominated representative must:

- (a) meet to discuss the matter in good faith within five (5) business days after service by the Respondent of notice of its representative.
- (b) use reasonable endeavours to settle or resolve the dispute within 15 business days after they have met.

9.5 Further Notice if Not Settled

If the dispute is not resolved within 15 business days after the nominated representatives have met, either Party may give to the other a written notice calling for determination of the dispute (Dispute Notice) by mediation under clause 9.6 or by expert determination under clause 9.7.

9.6 Mediation

If a Party gives a Dispute Notice calling for the dispute to be mediated:

- a) the parties must agree to the terms of reference of the mediation within five (5) business days of the receipt of the Dispute Notice (the terms shall include a requirement that the mediation rules of the Resolution Institute.
- b) the Mediator will be agreed between the parties, or failing agreement within five (5) business days of receipt of the Dispute Notice, either Party may request the President of the Resolution Institute to appoint a mediator.
- c) the Mediator appointed pursuant to this clause 9.6 must:
 - i. have reasonable qualifications and practical experience in the area of the dispute; and

- ii. have no interest or duty which conflicts or may conflict with his function as mediator, he being required to fully disclose any such interest or duty before his appointment;
- d) the Mediator shall be required to undertake to keep confidential all matters coming to his knowledge by reason of his appointment and performance of his duties.
- e) the parties must, within five (5) business days of receipt of the Dispute Notice, notify each other of their representatives who will be involved in the mediation.
- f) the parties agree to be bound by a mediation settlement and may only initiate judicial proceedings in respect of a dispute which is the subject of a mediation settlement for the purpose of enforcing that mediation settlement.
- g) in relation to costs and expenses:
 - i. each Party will bear their own professional and expert costs incurred in connection with the mediation; and
 - ii. the costs of the Mediator will be shared equally by the parties unless the Mediator determines a Party has engaged in vexatious or unconscionable behaviour in which case the Mediator may require the full costs of the mediation to be borne by that Party.

9.7 Expert Determination

If the dispute is not resolved under clause 9.4 or 9.6 the dispute may, by agreement between the parties, both acting reasonably having regard to the nature of the dispute, be resolved by expert determination, in which event:

- a) The dispute must be determined by an independent expert in the relevant field:
 - i. agreed upon and appointed jointly by Council and the Developer; or
 - ii. in the event that no agreement is reached or appointment made within 30 business days, appointed on application of a Party by the then current President of the Law Society of New South Wales.
- b) the expert must be appointed in writing and the terms of appointment must not be inconsistent with this clause.
- c) the determination of the dispute by such expert will be made as an expert and not as an arbitrator and will be in writing and contain the reasons for the determination.
- d) the expert will determine the rules for the conduct of the process but must conduct the process in accordance with the rules of natural justice.
- e) each Party will bear its own costs in connection with the process and the determination by the expert together with an equal proportion of the expert's fees and costs; and
- f) any determination made by an expert pursuant to this clause is final and binding upon the parties except where the determination is in respect of, or relates to, termination or purported termination of this agreement by any Party, in which

event the expert is deemed to be giving a non-binding appraisal and any Party may commence litigation in relation to the dispute if it has not been resolved within 20 business days of the expert giving his or her decision.

9.8 Litigation

If the dispute is not finally resolved in accordance with this clause 9, either Party is at liberty to litigate the dispute.

9.9 Continue to perform obligations

Each Party must continue to perform its obligations under this Agreement, notwithstanding the existence of a dispute.

10. Enforcement

- 10.1** Nothing in this Agreement prevents Council from exercising any function under the Act or any other Act or law relating to the enforcement of any aspect of this Agreement (including the breach of this Agreement by the Developer) or any matter to which this Agreement relates.
- 10.2** Until such time as the land has been dedicated to Council and the easement has been registered, the Developer must:
- a) Notify Council in writing of the name and contact details of any Certifying Authority to which it has applied for a Construction Certificate at the same time that such application is made.
 - b) At the time it lodges any application for a construction certificate notify the Certifying Authority in writing of the existence and terms of this Agreement.
 - c) Procure and provide to Council a written acknowledgement from the Certifying Authority addressed to Council confirming that the Certifying Authority will not issue an Occupation Certificate until Council provides written confirmation that the contribution identified in clause 5 – Schedule 1 has been provided.
- 10.3 Right to Lodge a Caveat**
- 10.3.1. The Developer acknowledges and agrees that Council has a caveatable interest in the Land from the date of Development Consent and shall be entitled to lodge and maintain a caveat on the title to the Land notifying Council's interest created by this Agreement.
- 10.3.2. The Developer will upon execution of this Agreement deliver to Council a caveat in registrable form with the consent to caveat signed by the Developer notifying Council's interest created by this Agreement together with a cheque in favour of NSW Land Registry Services for the registration fee on the caveat.
- 10.3.3. Council will provide such written consents and registrable documents to the Developer to enable the Land to be mortgaged provided that the mortgagee acknowledges Council's interest in the Land under this Agreement and agrees to the registration of this Agreement in accordance with its terms.

- 10.3.4. Upon registration of the Agreement on the title to the Land in accordance with clause 4 or surrender of the Development Consent, the Developer will be entitled to withdrawal of the caveat.

11. Notices

- 11.1 Any notice, consent, information, application or request that must or may be given or made to a Party under this Agreement is only given or made if it is in writing and sent in one of the following ways:

- a) Delivered or posted to that Party at its address set out below.
- b) Emailed to that Party at its email address set out below.

Council

Attention: CEO, Northern Beaches Council

Address: PO Box 82 Manly, NSW, 1655

Email: council@northernbeaches.nsw.gov.au

Developer

Attention: Moe Jarra

Address: PO Box 456, Pyrmont NSW 2009

Email: reception@citegroup.com.au and mj@citegroup.com.au

- 11.2 If a Party gives the other Party three (3) business days' notice of a change of its address or fax number, any notice, consent, information, application or request is only given or made by that other Party if it is delivered, posted or faxed to the latest address or fax number.

- 11.3 Any notice, consent, information, application or request is to be treated as given or made at the following time:

- a) If it is delivered, when it is left at the relevant address.
- b) If it is sent by post, two (2) business days after it is posted.
- c) If it is sent by fax, as soon as the sender receives from the sender's fax machine a report of an error free transmission to the correct fax number.

- 11.4 If any notice, consent, information, application or request is delivered, or an error free transmission report in relation to it is received, on a day that is not a business day, or if on a business day, after 5pm on that day in the place of the Party to whom it is sent, it is to be treated as having been given or made at the beginning of the next business day.

12. Approvals and consent

Except as otherwise set out in this Agreement, and subject to any statutory obligations, a Party may give or withhold an approval or consent to be given under this Agreement in that Party's absolute discretion and subject to any conditions determined by the Party. A Party is

not obliged to give its reasons for giving or withholding consent or for giving consent subject to conditions.

13. Assignment and dealings

Until the Land is dedicated and the easement is registered, the Developer cannot sell, transfer, assign, novate, charge, encumber or otherwise deal with the Land or attempt or purport to do so unless the Developer:

- 13.1** Gives Council no less than twenty (20) business days' notice in writing of the proposed sale, transfer, assignment, novation, charge, encumbrance or other dealing with its rights in respect of the Land.
- 13.2** Procures that any buyer, transferee, assignee or novatee promptly executes an Agreement in favour of Council whereby the buyer, transferee, assignee or novatee becomes contractually bound with Council to perform the Developer's obligations under this Agreement.
- 13.3** In the event of a proposed charge, mortgage, encumbrance or other dealing with the Land, the novatee provides to Council a bank guarantee unlimited in time from a bank and on terms acceptable to Council to secure the payment of the development contribution.

14. Costs

Council's costs of and incidental to the preparation and execution of this Agreement and any related documents and registration of same shall be borne by the Developer.

15. Entire Agreement

This Agreement contains everything to which the Parties have agreed in relation to the matters it deals with. No Party can rely on an earlier document, or anything said or done by another Party, or by a director, officer, agent or employee of that Party, before this Agreement was executed, except as permitted by law.

16. Further acts

Each Party must promptly execute all documents and do all things that another Party from time to time reasonably requests to affect, perfect or complete this Agreement and all transactions incidental to it.

17. Governing law and jurisdiction

This Agreement is governed by the law of New South Wales. The Parties submit to the nonexclusive jurisdiction of its courts and courts of appeal from them. The Parties will not object to the exercise of jurisdiction by those courts on any basis.

18. Joint and individual liability and benefits

Except as otherwise set out in this Agreement, any agreement, covenant, representation or warranty under this Agreement by 2 or more persons binds them jointly and each of them individually, and any benefit in favour of 2 or more persons is for the benefit of them jointly and each of them individually.

19. No fetter

Nothing in this Agreement shall be construed as requiring Council to do anything that would cause it to be in breach of any of its obligations at law, and without limitation, nothing shall be construed as limiting or fettering in any way the exercise of any statutory discretion or duty.

Planning Agreement 321-331 Condamine Street Manly Vale

20. Representations and warranties

The Parties represent and warrant that they have power to enter into this Agreement and comply with their obligations under the Agreement and that entry into this Agreement will not result in the breach of any law.

21. Severability

If a clause or part of a clause of this Agreement can be read in a way that makes it illegal, unenforceable or invalid, but can also be read in a way that makes it legal, enforceable and valid, it must be read in the latter way. If any clause or part of a clause is illegal, unenforceable or invalid, that clause or part is to be treated as removed from this Agreement, but the rest of this Agreement is not affected.

22. Modification

No modification of this Agreement will be of any force or effect unless it is in writing and signed by the Parties to this Agreement.

23. Waiver

The fact that a Party fails to do, or delays in doing, something the Party is entitled to do under this Agreement, does not amount to a waiver of any obligation of, or breach of obligation by, another Party. A waiver by a Party is only effective if it is in writing. A written waiver by a Party is only effective in relation to the particular obligation or breach in respect of which it is given. It is not to be taken as an implied waiver of any other obligation or breach or as an implied waiver of that obligation or breach in relation to any other occasion.

Execution**Dated:****Executed as a deed:****Executed by Manly Vale Developments
No 2 Pty Ltd (ACN 604 334 796)** in
accordance with section 127(1) of the
Corporations Act 2001:.....
Signature of Director.....
Signature of Director/Secretary.....
Name of Director in full.....
Name of Director/Secretary in full**Signed sealed and delivered by Northern
Beaches Council** by its authorised delegate
in the presence of:

_____ ←

Signature of Witness

_____ ←

Signature of delegate

Signature of witness_____
Name of delegate (print)_____
Address of witness_____
Authority

Note: the purpose of this explanatory note is to provide details about this Agreement. This explanatory note should not be used to assist in construing this Agreement.

Explanatory Note

Proposed Planning Agreement

Under section 7.4 of the *Environmental Planning and Assessment Act 1979 (NSW)*

1. Parties

Northern Beaches Council (*Planning Authority*)

Manly Vale Developments No 2 Pty Ltd (*Developer*)

2. Description of subject land

Lots 20-22 and 25 in DP11320, and Lot 123 in DP37259

3. Description of proposed change to environmental planning instrument/development application

DA2020/0824 for shop-top housing development comprising a four-storey building over a two-level basement carpark with four retail tenancies, storage areas, plant rooms, loading bay, and three levels of apartments above and around a centralised internal courtyard, as approved under the Development Consent for DA2020/0824.

4. Summary of objectives, nature and effect of the proposed Planning Agreement

The Planning Agreement will deliver the following contributions to Council:

Dedication of Land to Council being approximately 54.6m² in size shown in the draft Proposed Plan of Subdivision of LOTS 20-22 & 25 in DP11320 AND LOT 123 in DP37259, Issue A, dated 17 January 2022 (**Plan of Subdivision**), for the purpose of widening the road reserve at Somerville Place and contained in **Attachment 1**.

Creation of an easement benefiting Council for public access across a privately owned footpath, as shown in the Plan of Subdivision.

The following public benefits are afforded by this Planning Agreement:

- The dedication of Land will be at no cost to Council and will provide a widened road reserve, resulting in it being 6 metres in width, and goes towards partially achieving the planned future outcome for Somerville Place.
- Widening this section of Somerville Place improves the utility of this road (which will be reconstructed under DA2020/0824) and will contribute to the future anticipated two-way operation, improving traffic movements.
- Public access, by way of a registered easement benefiting Council, over the privately-owned land (that will contain a footpath constructed under DA2020/0824) provides a safe pedestrian access to the local road network.

Planning Agreement 321-331 Condamine Street Manly Vale

5. Timing of delivery of the public community benefit *(Note: Information is to be provided on the timing of delivery of the proposed benefits in relation to the issuing of construction, occupation or subdivision certificates.)*

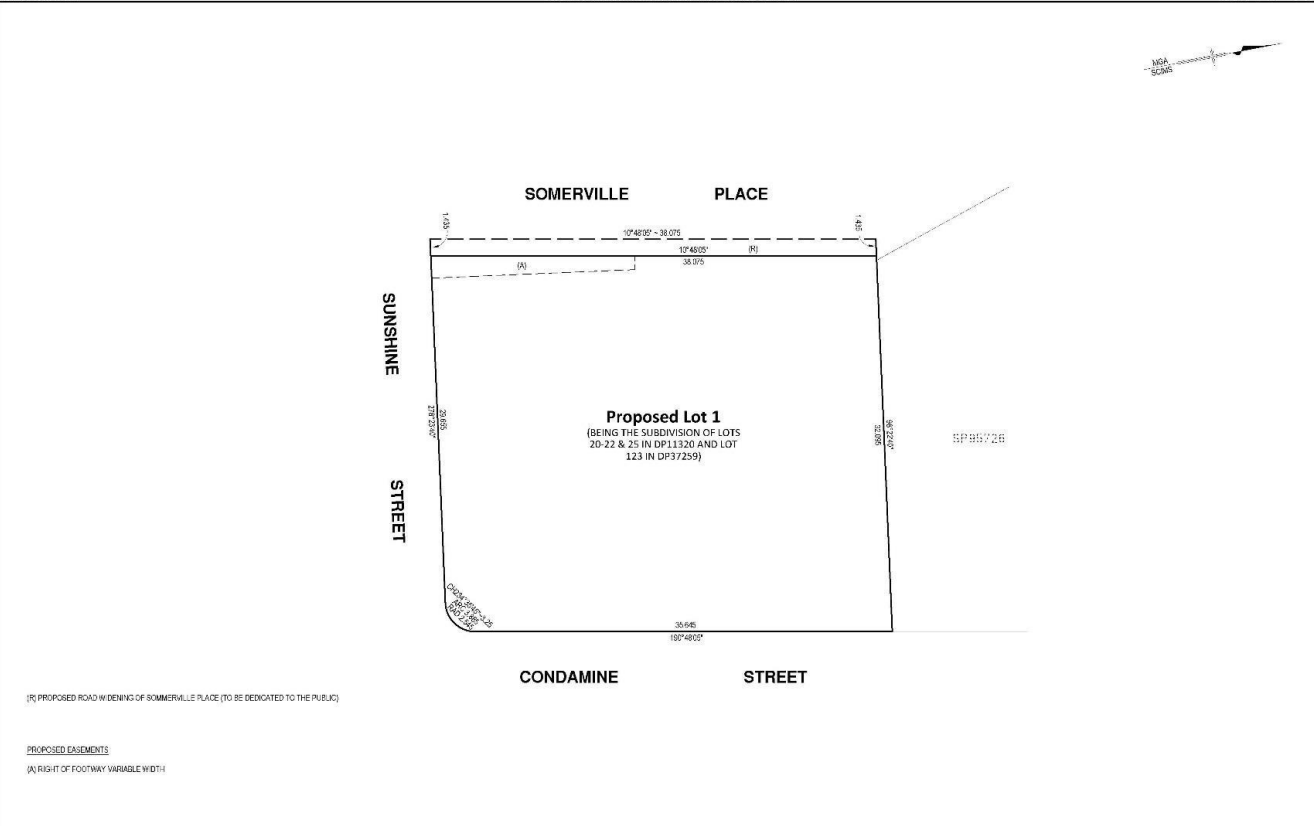

Name	Timing
Dedicated Land	<p>The dedication of Land to Council is to occur:</p> <ul style="list-style-type: none"> • following the construction of Somerville Place and appropriate inspections/signoff by Council, and • via the issue of a Subdivision Certificate by Council, and • prior to the issue of an Occupation Certificate for DA2020/0824.
Easement	<p>The easement is to be created through the registration of a Subdivision Certificate issued by Council.</p> <p>The easement is to be created prior to the issue of an Occupation Certificate for DA2020/0824.</p>

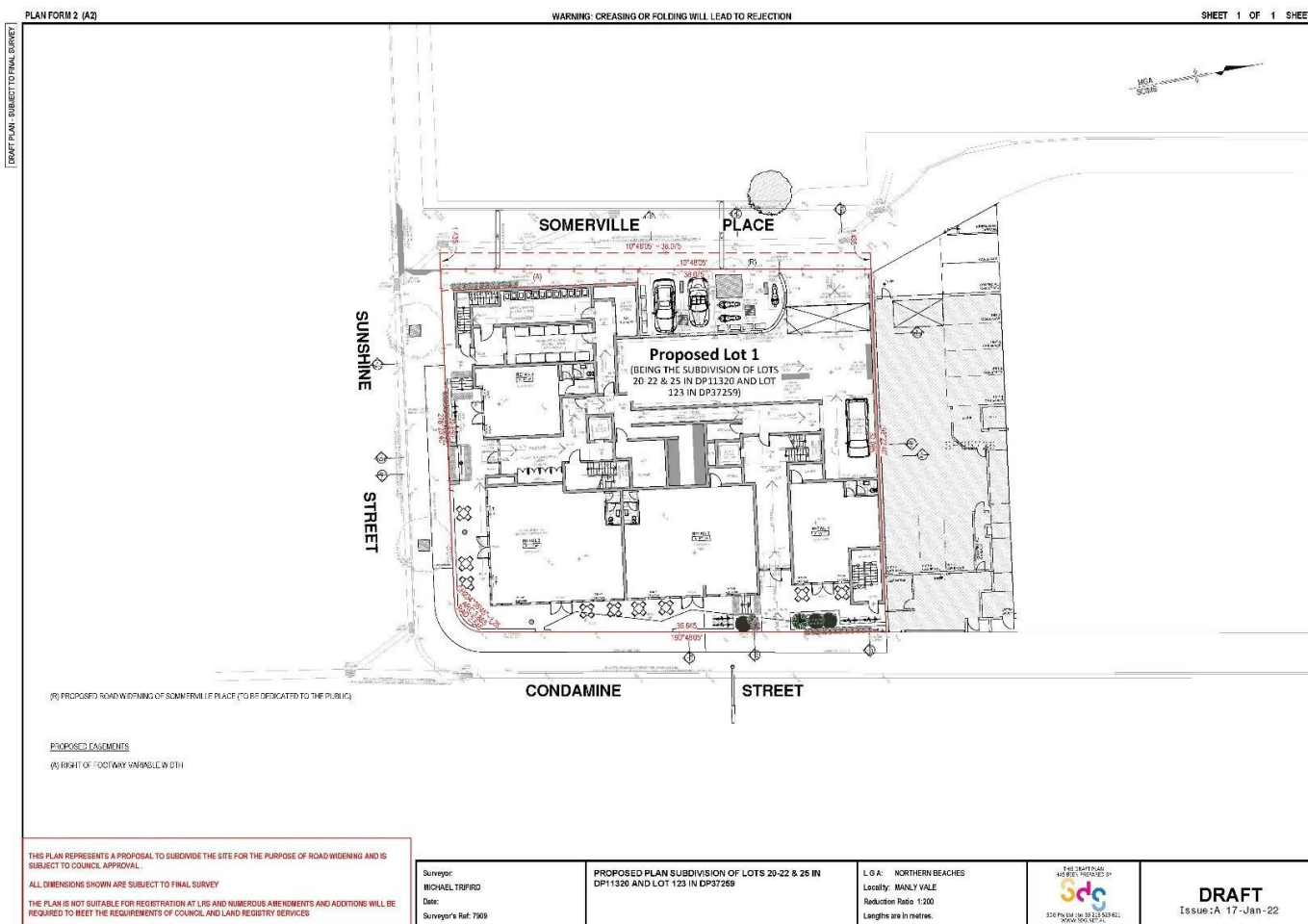
6. Other Matters

Signed and dated by all Parties

Note: This template has been drafted for a proposed planning agreement, but applies equally to a proposed amendment or revocation of a VPA.

Attachment 1 – Draft Plan of Subdivision

PLAN FORM 2 (A2)	WARNING: CREASING OR FOLDING WILL LEAD TO REJECTION	SHEET 1 OF 1 SHEETS
 <p style="text-align: center; font-weight: bold;">SOMERVILLE PLACE</p> <p style="text-align: center;">Proposed Lot 1 (BEING THE SUBDIVISION OF LOTS 20-22 & 25 IN DP11320 AND LOT 123 IN DP37259)</p> <p style="text-align: center;">CONDAMINE STREET</p> <p style="text-align: center;">SUNSHINE STREET</p> <p style="text-align: center;">(R) PROPOSED ROAD WIDENING OF SOMERVILLE PLACE (TO BE DEDICATED TO THE PUBLIC)</p> <p style="text-align: center;">PROPOSED EASEMENTS</p> <p style="text-align: center;">(A) RIGHT OF FOOTWAY VARIABLE WIDTH</p>		
<div style="display: flex; justify-content: space-between;"> <div style="width: 30%;"> <p>THIS PLAN REPRESENTS A PROPOSAL TO SUBDIVIDE THE SITE FOR THE PURPOSE OF ROAD WIDENING AND IS SUBJECT TO COUNCIL APPROVAL.</p> <p>ALL DIMENSIONS SHOWN ARE SUBJECT TO FINAL SURVEY.</p> <p>THE PLAN IS NOT SUITABLE FOR REGISTRATION AT LRS AND NUMEROUS AMENDMENTS AND ADDITIONS WILL BE REQUIRED TO MEET THE REQUIREMENTS OF COUNCIL AND LAND REGISTRY SERVICES.</p> </div> <div style="width: 30%;"> <p>Surveyor: MICHAEL TRIFIRO</p> <p>Date: Surveyor's Ref: 7509</p> </div> <div style="width: 30%;"> <p>PROPOSED PLAN SUBDIVISION OF LOTS 20-22 & 25 IN DP11320 AND LOT 123 IN DP37259</p> </div> <div style="width: 10%;"> <p>LGA: NORTHERN BEACHES</p> <p>Locality: MANLY VALE</p> <p>Reduction Ratio 1:200</p> <p>Lengths are in metres.</p> </div> <div style="width: 10%; text-align: center;"> <p>THIS PLAN HAS BEEN PREPARED BY</p>  <p>SDS SURVEYING & DESIGN</p> </div> <div style="width: 15%; text-align: center;"> <p>DRAFT</p> <p>Issue: A 17-Jan-22</p> </div> </div>		





Community and Stakeholder Engagement Report

Planning Agreement (draft) 321 – 331 Condamine Street, Manly Vale

Consultation period: 3 April 2023 to 7 May 2023

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1. Summary

This report outlines the outcomes of community and stakeholder engagement with the exhibition of Draft Planning Agreement at 321 – 331 Condamine Street, Manly Vale.

One submission was received, raising concern about laneway access during construction of the already approved development on the subject property.

1.1. Key outcomes

 Total unique responses	1	
 How responses were received	Written responses (email)	Number received: 1
 Feedback themes	Access to Somerville Place during construction of approved development.	

1.2. How we engaged

 Have Your Say: visitation stats	Visitors: 855	Visits: 965	Average time onsite: 2mins 23secs
 Print media and collateral	Notification letters		Distribution: 33
 Electronic direct mail (EDM)	Community Engagement (fortnightly) newsletter: 2 editions Council (weekly) e-News: 1 edition		Distribution: 24,000 subscribers Distribution: 61,500 subscribers

2. Background

Council has received an offer to enter into a Planning Agreement at 321-331 Condamine Street, Manly Vale.

The deferred commencement consent issued for the subject property requires the developer to enter into a Planning Agreement (PA) with Northern Beaches Council to facilitate a strip of land adjacent to Somerville Place being dedicated to Council.

The assessment of the Offer to Enter into a Planning Agreement was considered to have public benefit, resulting in the preparation of a draft Planning Agreement by Council staff. The draft Planning Agreement was reviewed and agreed to by the developer before it was reported to Council.

At its meeting of 28 March 2023, Council agreed to place the draft Planning Agreement on public exhibition in accordance with statutory requirements.

3. Engagement objectives

Community and stakeholder engagement aimed to:

- build community and stakeholder awareness of participation activities
- provide accessible information so community and stakeholders can participate in a meaningful way
- provide balanced and objective information to assist in understanding the problem, alternatives and/or solutions
- identify community and stakeholder concerns, local knowledge and values.

4. Engagement approach

Community and stakeholder engagement for the Planning Agreement (draft) involving 321 – 331 Condamine Street, Manly Vale was conducted between 3 April 2023 to 7 May 2023, and consisted of a series of activities that provided opportunities for community and stakeholders to contribute.

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

A project page was established on our have your say platform with information provided in an accessible and easy to read format.

The project was primarily promoted through our regular email newsletter (EDM) channels.

Feedback was captured through an online submission form embedded onto the have your say project page.

Email and written comments were also invited with one submission made via this platform.

5. Findings

One submission was received in relation to the access during construction works which is a DA matter and not relevant to this Planning Agreement.

No submissions were received that opposed or required changes to the Planning Agreement as exhibited.

Appendix 1 Verbatim community and stakeholder responses*

Number	Verbatim community and stakeholder responses	Council Response
1	<p>To whom it may concern,</p> <p>We are long term business owners at 337 Condamine St, Manly Vale. We are a retail tile showroom with a warehouse at the rear, accessed by the rear lane, Somerville Place. Tiles are delivered daily via this lane by trucks up to 10 metres long and 2.5 metres wide. On a busy day we can have up to 6 deliveries via this lane as well as our delivery contractor in a 14 tonne crane truck.</p> <p>We are very concerned by the proposed works affecting this lane as it is currently one way only and trucks will have no access to exit at Sunshine St</p> <p>We would like to suggest the following:</p> <p>Complete overhaul of current stormwater system</p> <p>Return the lane to 2 way as it has been previously for many years until changed approx. 3 years ago.</p> <p>Repair lane at rear of 335 Condamine St (photo attached)</p> <p>As per goal 16 of the document "integrated transport networks meets the needs of our community" we feel it is imperative to have a traffic management person directing traffic at the King St end as many people use the lane to get to the shops along Condamine St as well as a cut through by after school traffic. Hold ups in the lane cause aggression and traffic build up at the junction of King St and Somerville Place.</p> <p>Please could we arrange a site meeting with all relevant parties.</p> <p>Warm regards,</p>	<p>It is concerned with access arrangement associated with the construction of an approved development. Conditions of the consent DA2020/0824 have been imposed regarding the:</p> <ul style="list-style-type: none"> • implementation of a Traffic Management Plan during the construction phase of the approved development, including the management of traffic during peak hour; • reconstruction of the section of Somerville Place immediately fronting the development site including road drainage; • the relocation of existing stormwater pit in Sunshine Street to clear the proposed new lane widening (as imposed by Transport for NSW). <p>The request to repair at 335 Condamine Street is noted however the Planning Agreement and the development consent does not relate to 335 Condamine Street. The request has been referred to Council's Transport & Civil Infrastructure Assets for their consideration.</p> <p>We note the request for a site meeting however this was not done as the issues raised are not specifically relevant to the progress of the exhibited Planning Agreement.</p> <p>The works on the section of Somerville Place and Sunshine Street need to be</p>

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

		completed under the development consent. The dedication of land under the Planning Agreement can only occur after the work on Somerville Place is completed.
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Document administration	
Version	2.0
Date	23 May 2023
Approval	Content provided and approved by Strategic and Place Planning Team. Responsible manager: Liza Cordoba
Status	Final
Related Projects	DA2020/0824
Notes	Community and stakeholder views contained in this report do not necessarily reflect the views of the Northern Beaches Council or indicate a commitment to a particular course of action.



COVID-19 AND THE POTENTIAL IMPACT ON DATA INFORMATION

The data and information that informs and supports our opinions, estimates, surveys, forecasts, projections, conclusion, judgments, assumptions and recommendations contained in this report (Report Content) are predominantly generated over long periods, and is reflective of the circumstances applying in the past. Significant economic, health and other local and world events can, however, take a period of time for the market to absorb and to be reflected in such data and information. In many instances a change in market thinking and actual market conditions as at the date of this report may not be reflected in the data and information used to support the Report Content.

The recent international outbreak of the Novel Coronavirus (COVID-19), which the World Health Organisation declared a global health emergency in January 2020 and pandemic on 11 March 2020, has and continues to cause considerable business uncertainty which in turn materially impacts market conditions and the Australian and world economies more broadly.

The uncertainty has and is continuing to impact the Australian real estate market and business operations. The full extent of the impact on the real estate market and more broadly on the Australian economy and how long that impact will last is not known and it is not possible to accurately and definitively predict. Some business sectors, such as the retail, hotel and tourism sectors, have reported material impacts on trading performance. For example, Shopping Centre operators are reporting material reductions in foot traffic numbers, particularly in centres that ordinarily experience a high proportion of international visitors.

The data and information that informs and supports the Report Content is current as at the date of this report and (unless otherwise specifically stated in the Report) does not necessarily reflect the full impact of the COVID-19 Outbreak on the Australian economy,

the asset(s) and any associated business operations to which the report relates. It is not possible to ascertain with certainty at this time how the market and the Australian economy more broadly will respond to this unprecedented event and the various programs and initiatives governments have adopted in attempting to address its impact. It is possible that the market conditions applying to the asset(s) and any associated business operations to which the report relates and the business sector to which they belong has been, and may be further, materially impacted by the COVID-19 Outbreak within a short space of time and that it will have a longer lasting impact than we have assumed. Clearly, the COVID-19 Outbreak is an important risk factor you must carefully consider when relying on the report and the Report Content.

Where we have sought to address the impact of the COVID-19 Outbreak in the Report, we have had to make estimates, assumptions, conclusions and judgements that (unless otherwise specifically stated in the Report) are not directly supported by available and reliable data and information. Any Report Content addressing the impact of the COVID-19 Outbreak on the asset(s) and any associated business operations to which the report relates or the Australian economy more broadly is (unless otherwise specifically stated in the Report) unsupported by specific and reliable data and information and must not be relied on.

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This report is dated **4th April 2023** and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Pty Ltd's (Urbis) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of **Northern Beaches Council** (Instructing Party) for the purpose of a **Human Movement Data and Traffic Study** (Purpose) and not for any other purpose or use. Urbis expressly disclaims any liability to the Instructing Party who relies or purports to rely on this report for any purpose other than the Purpose and to any party other than the Instructing Party who relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

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All surveys, forecasts, projections and recommendations contained in or made in relation to or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control.

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Urbis acknowledges the important contribution that Aboriginal and Torres Strait Islander people make in creating a strong and vibrant Australian society.

We acknowledge, in each of our offices, the Traditional Owners on whose land we stand.

Urbis staff responsible for this report were:

Director	Graham McCabe
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Project code	P0045362
Report number	1

EXECUTIVE SUMMARY

BACKGROUND

As part of the Streets as Shared Spaces Program, Northern Beaches Council has undertaken a trial along The Strand in Dee Why. The Strand has been converted to a one-way street in the northbound direction, with the additional provision of increased pedestrian space and a separated cycleway.

The initial one-way activation was installed on The Strand between Oaks Avenue and Dee Why Parade from August 2021 to April 2022. Following a 12-month extension of the trial from April 2022 to April 2023, Council seeks to understand the outcomes of the project.

Human Movement Data (HMD) and traffic data analysis have been undertaken to capture the longer-term impacts of the trial. An initial HMD and Traffic Study was produced by Urbis in January 2022.

KEY FINDINGS

- 1 Traffic volumes on The Strand have decreased as traffic volumes along Avon Road, Clyde Road, and Oaks Avenue have slightly increased.** Only a small portion of the pre-trial traffic from The Strand has been absorbed by Avon Road, Oaks Avenue, and Clyde Road, suggesting that a large portion of traffic has rerouted around the local area entirely or has evaporated.
- 2 The changed traffic conditions along The Strand do not have significant traffic speed impacts on The Strand and surrounding local roads.** Traffic speeds have remained largely unchanged from February 2021 to September 2022.
- 3 The one-way conversion has had an impact on the draw of visitors to The Strand.** The proportion of people visiting from outside the Northern Beaches Council Local Government Area (LGA) has increased from February 2020 to February 2023.
- 4 The proportion of pedestrian visits has increased with the implementation of the one-way conversion on The Strand.** There has been a corresponding decrease in the proportion of vehicle trips to The Strand.

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INTRODUCTION

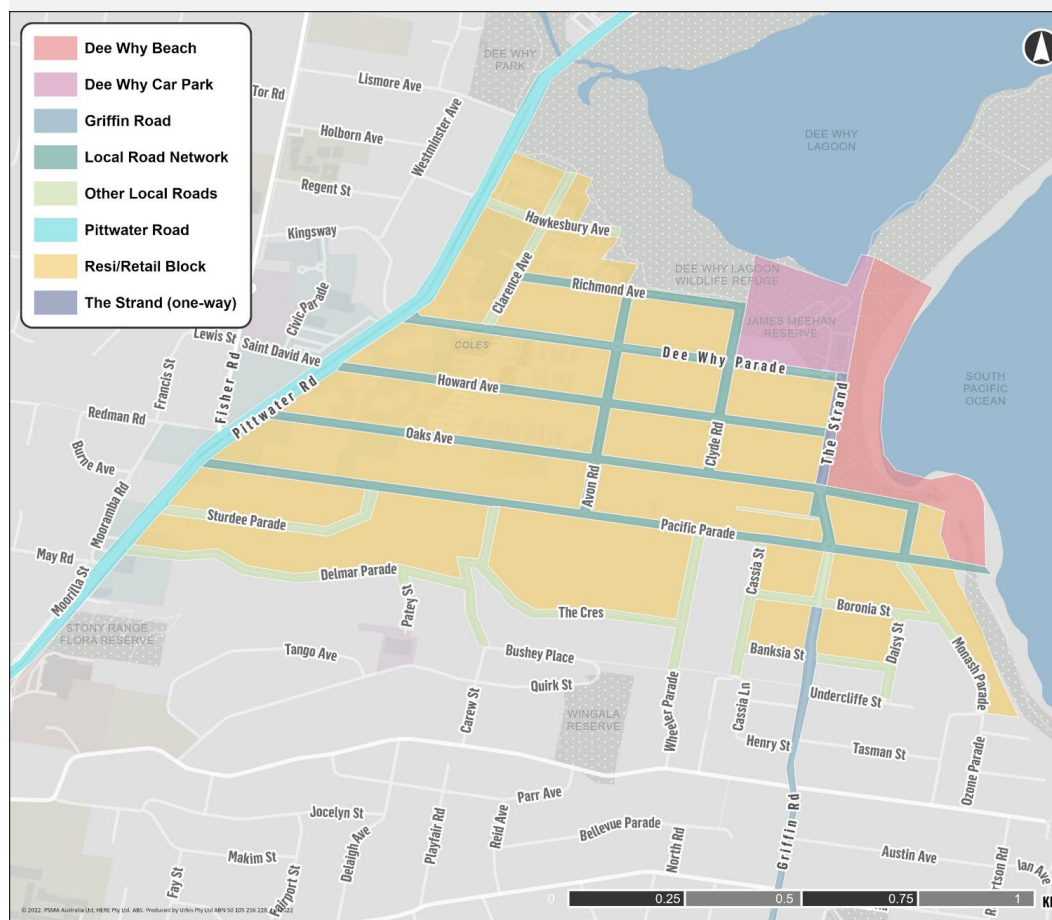
As part of the *Streets as Shared Spaces Program*, Northern Beaches Council has undertaken a trial along The Strand in Dee Why to increase outdoor dining, provide a separated cycleway and reduce circulating traffic. This has been achieved by converting The Strand to a one-way street in the northbound direction. The initial one-way activation was installed on The Strand between Oaks Avenue and Dee Why Parade from August 2021 to April 2022. Following a 12-month extension of the trial from April 2022 to April 2023, Council seeks to understand the outcomes of the project.

An initial Human Movement Data (HMD) and Traffic Study was produced by Urbis in January 2022. This report has been produced as an update to capture the longer-term impacts of the trial.

This study aims to identify any impacts or changes to the utilisation of the local road network following the report dated January 2022, particularly at the following locations, for which traffic volume data has been provided

- The Strand.
- Avon Road.
- Clyde Road.
- Dee Why Parade.
- Howard Avenue.
- Oaks Avenue.

Study Area Map



TRAFFIC VOLUME COUNT LOCATIONS AND SCREENLINES

This report uses the previous traffic data analysis undertaken in the HMD and Traffic Study report dated January 2022 to draw conclusions about settled traffic behaviour in comparison to additional traffic data from September 2022.

Traffic data was provided by Northern Beaches Council for four reporting periods. These periods are

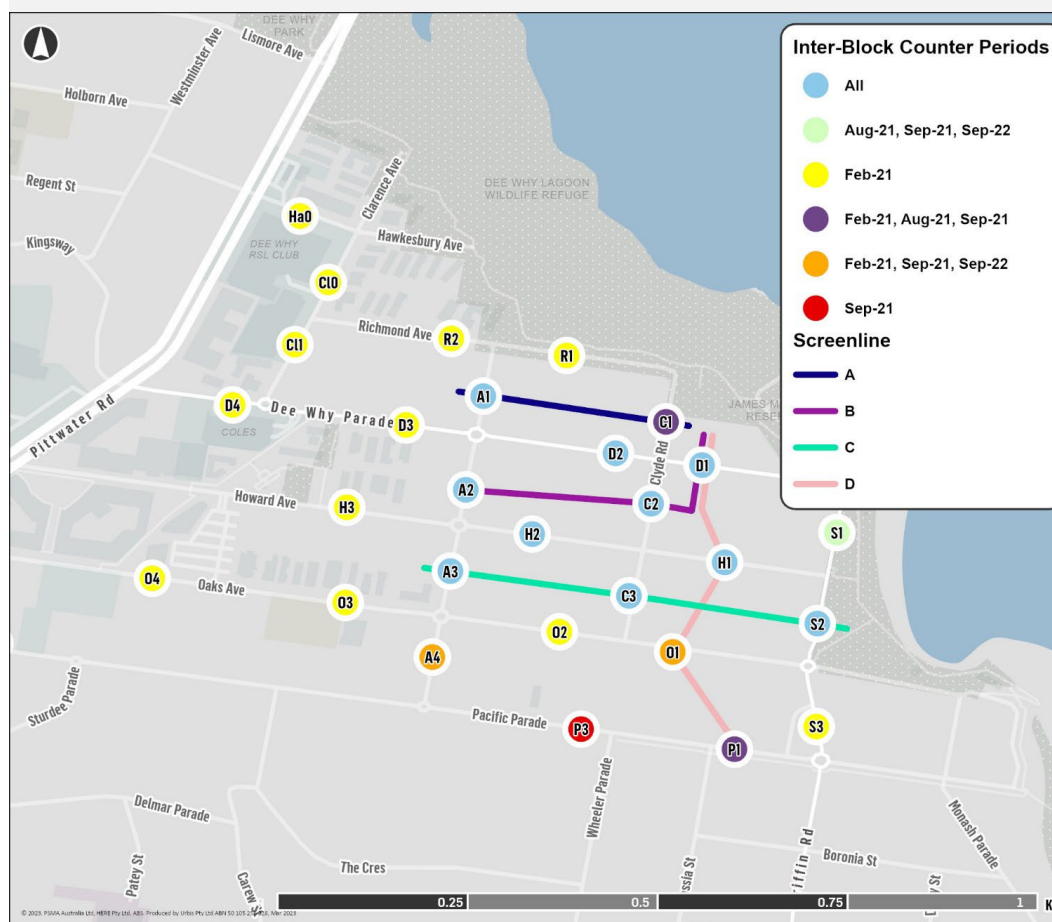
- 1st – 8th February 2021.
- 16th – 22nd of August 2021.
- 27th September – 3rd October 2021.
- 9th – 15th September 2022.

The traffic data from the counters shown in the figure on the right were used to determine changes in vehicle trip behaviours on the streets of Dee Why before and after the implementation of one-way northbound traffic conditions along The Strand. This report particularly focuses on settled traffic behaviour considering September 2022 traffic data.

The figure on the right illustrates the location of the inter-block traffic counters and the period for which data was available from each counter. It also shows the screenlines used for analysis (a screenline enables comparison across a collection of roads to show network-wide changes by direction).

The same traffic counters and screenlines have been used for comparison as that presented in the report dated January 2022. Comparative analysis of Screenline A and Screenline D was not possible due to the absence of relevant traffic data from September 2022.

Inter-block Traffic Volume Counter Locations and Screenlines



HUMAN MOVEMENT DATA METHODOLOGY

Methodology

The Human Movement Data has been sourced from the third-party provider Near. Near's mobile location data is aggregated from a variety of high-quality sources, including data from proprietary apps and locational data derived from mobile advertising. Across Australia, the dataset has approximately 6.1 million active unique devices per month. Consequently, the dataset is seen as accurate for this report.

These apps are predominantly English-speaking apps and will have varying levels of penetration across different user groups. Some user groups, for example, Chinese residents, could potentially have lower penetration rates. There are limitations with specific countries when assessing international visitors, for example, penetration across China is limited due to strict privacy laws.

The mobile phone data assessment includes the following constraints

- Data has been analysed over five different periods
 - HMD Period 1 (February 2020) - pre-COVID-19.
 - HMD Period 2 (February 2021) - pre-installation; completed in the previous stage of work.
 - HMD Period 3 (February 2022).
 - HMD Period 4 (September 2022).
 - HMD Period 5 (February 2023).
- The resident and worker locations of each mobile phone are derived from the device's common evening and common daytime locations, respectively.
- The Common Evening Location (CEL) for a device is estimated by determining where a device most frequently appears during the "non-work" hours (evening through morning and weekends). The overnight hours are defined as after 6 pm and before 8 am.
- The Common Daytime Location (CDL) for a device is estimated by determining where a device most frequently appears during work hours (daytime on weekdays). The hours are defined as after 8 am and before 6 pm from Monday through Friday.
- The data sample is highlighted in the charts opposite, which outline the number of visits to the precincts.

Assumptions

Devices can be attributed to both people walking throughout the area, as well as cycling and driving.

Given vehicles are the most impacted by the one-way conversion, device identification associated with vehicles used a number of methodologies, including

- If a device was observed to have travelled between Pittwater Road and The Strand within 15 minutes or between Griffin Road and The Strand within 10 minutes, the said device was identified as a car.
- Analysis of journey path and utilisation of surrounding road network.
- All trips of particular devices are identified as vehicles if more than 50 per cent of their trips to The Strand have been identified as vehicles.
- Exceptions have been made to identify pedestrians from the sample by looking at local residents who live within 15 minutes walking distance from The Strand as these visitors are more likely to walk than drive to the precinct. The following exceptions are made for local residents.
- If a local resident's device travelled between Pittwater Road and The Strand within 10 minutes, then this is a vehicle trip.
- If a local resident's devices takes longer than 10 minutes to move between Pittwater Road and The Strand then they are identified as pedestrian trips.
- All other local resident trips to The Strand are considered to be pedestrian trips.

02

TRAFFIC & HUMAN MOVEMENT DATA ANALYSIS



TRAFFIC VOLUME SUMMARY

Key Findings

The table on the right outlines the summary of traffic counters in the local road network and The Strand. The traffic volume data is for the following period

- 1st – 8th of February 2021.
- 16th – 22nd of August 2021.
- 27th September – 3rd October 2021.
- 9th – 15th September 2022.

The *Streets as Shared Spaces* project was implemented in August 2021 with shared space being installed in late August and early September 2021.

The traffic volume data not only shows a general decrease as a result of lockdowns but also outlines the effect of the one-way conversion.

Between February 2021 and August 2021, all roads except Clyde had reduced volumes. Clyde Road between Oaks Avenue and Dee Why Parade saw increases of over 200 per cent in weekly volumes during this period.

Between September 2021 and September 2022, there are slight traffic volume reductions on Clyde Road and Dee Why Parade while there were slight increases along Avon Road and Howard Avenue. This is suggestive of Avon Road becoming a preferred route through the local area.

There is also a recorded increase of 55 per cent along The Strand from September 2021 to September 2022, though this is still significantly lower than February 2021 traffic volumes on The Strand. This suggests that more northbound drivers are utilising The Strand as they are becoming familiar with the changed conditions.

Traffic Volume (Weekly)

TRAFFIC COUNTER LOCATIONS	WEEKLY TOTAL VOLUMES				CHANGE (%)			
	FEB 2021	AUG 2021	SEP 2021	SEP 2022	FEB 21 – AUG 21	AUG 21 – SEP 21	FEB 21 – SEP 21	SEP 21 – SEP 22
S2 – The Strand (Oaks & Howard)	74,927	18,819	28,119	28,242	-75%	+49%	-62%	+0.4%
S1 – The Strand (Howard & Dee Why)	-	17,367	21,712	33,582	-	+25%	-	+55%
D1 – Dee Why Pde (The Strand & Clyde)	63,029	36,517	43,027	42,060	-42%	+18%	-32%	-2%
D2 – Dee Why Pde (Clyde & Avon)	69,627	42,988	48,594	39,095	-38%	+13%	-30%	-20%
H2 – Howard Ave (Clyde & Avon)	25,493	16,631	18,360	19,766	-35%	+10%	-28%	+8%
H1 – Howard Ave (The Strand & Clyde)	23,003	11,635	15,086	15,649	-49%	+30%	-34%	+4%
A3 – Avon Rd (Oaks & Howard)	59,339	55,817	61,053	67,820	-6%	+9%	+3%	+11%
A2 – Avon Rd (Howard & Dee Why)	52,217	41,561	51,199	58,683	-20%	+23%	-2%	+15%
A1 – Avon Rd (Dee Why & Richmond)	14,101	11,774	11,392	11,907	-17%	-3%	-19%	+5%
C3 – Clyde Rd (Oaks & Howard)	6,840	21,296	14,060	12,275	+211%	-34%	+106%	-13%
C2 – Clyde Rd (Howard & Dee Why)	4,997	17,280	11,745	9,676	+246%	-32%	+135%	-18%

Source: Northern Beaches Council

Note: Blank data fields represent the absence of traffic volume data for the corresponding traffic counter and time period.

Note:

- February 2021 – Pre-commencement of the Streets as Shared trial at The Strand, Dee Why.
- August 2021 – COVID-19 lockdown in place.
- September 2021 – COVID-19 lockdown has ended. This period includes School Holidays.
- September 2022 – No notable events.

WEATHER DURING TRAFFIC COUNTING WEEK

Key Findings

The impact of weather on the traffic along Dee Why roads were assessed during the analysis. The charts on the right show the traffic volume picked up by the traffic counters along Clyde Road and The Strand against the weather for the study period.

The temperature and rainfall statistics have been sourced from the Australian Government Bureau of Meteorology. Temperature was measured at Terry Hills while rainfall was measured at Collaroy, being the closest stations to Dee Why.

The charts show that the weather has little to no impact on the traffic on the roads in Dee Why.

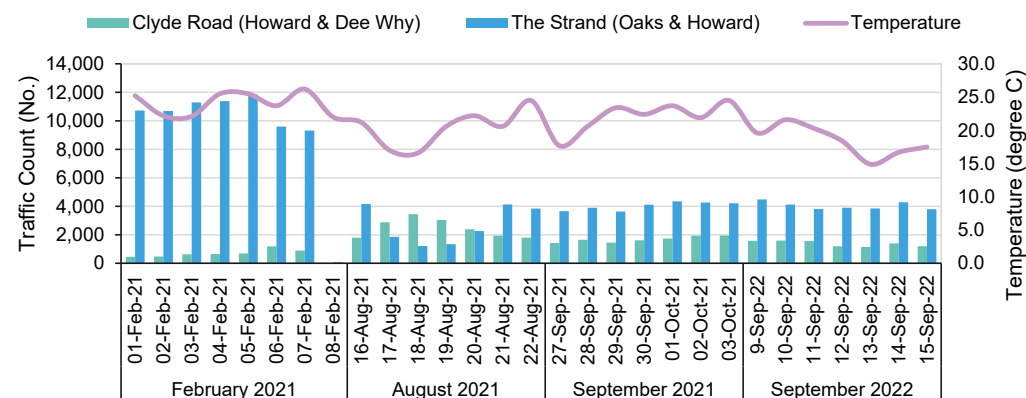
The drop in the traffic volume from February 2021 to August 2021 is primarily attributed to the one-way conversion along The Strand.

Similar to the findings from the report dated January 2022, weather has continued to have little to no impact on traffic behaviour in Dee Why when adding the September 2022 data.

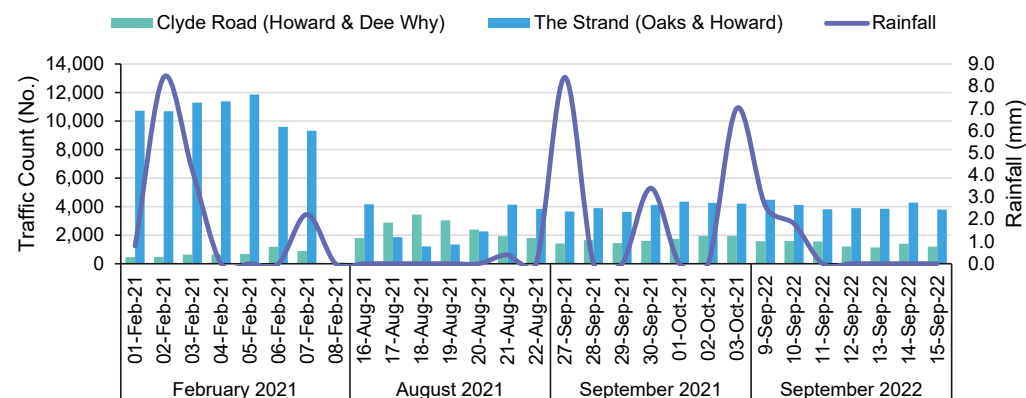
September 2022 exhibited slightly cooler temperatures and less rainfall than September 2021. However, traffic volumes for these roads remained relatively unchanged.

Weather has continued to have little to no impact on the change in visitation over the traffic study periods.

Traffic Volume vs Temperature



Traffic Volume vs Rainfall



Source: Australian Government Bureau of Meteorology; Northern Beaches Council; Urbis

UNADJUSTED VEHICLE VOLUME COMPARISON

Key Findings

COVID-19 has impacted the number of vehicles driving around Dee Why with drops in the number of recorded vehicles at most inter-block counter locations in both August 2021 and September 2021. Results from the HMD analysis indicate similar COVID-19 related downturns.

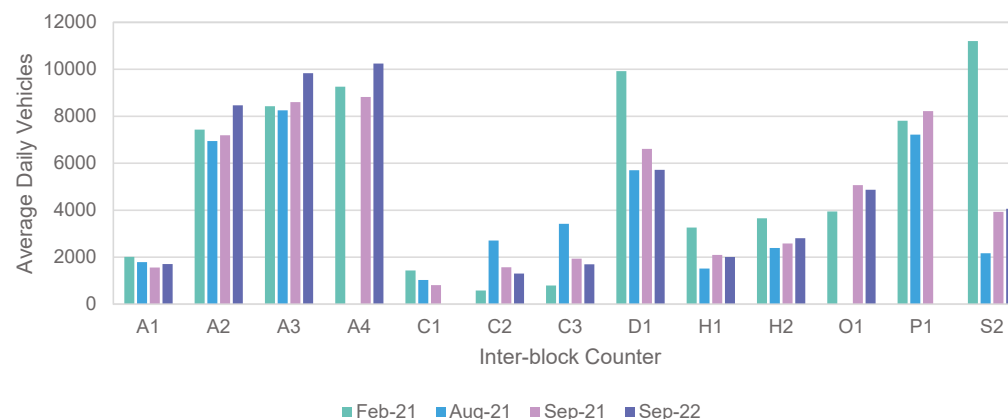
The charts on the right show the changes in average daily traffic volume at the key traffic counters across the study periods. Traffic volumes on The Strand (refer to map location S2 on page 8) significantly dropped following February 2021, coinciding with the beginning of the trial.

From February 2021 to September 2022, there were significant reductions in traffic volumes on The Strand, Dee Why Parade, and Howard Avenue. Some of this traffic has been absorbed by Avon Road (A1-A4), Oaks Avenue (O1), and Clyde Road (C1-C3), reflective of the settled routes through the area in replacement of The Strand. However, only a small portion of the traffic from The Strand has been absorbed by these roads, suggesting that a large portion of traffic has rerouted around the local area entirely or has evaporated.

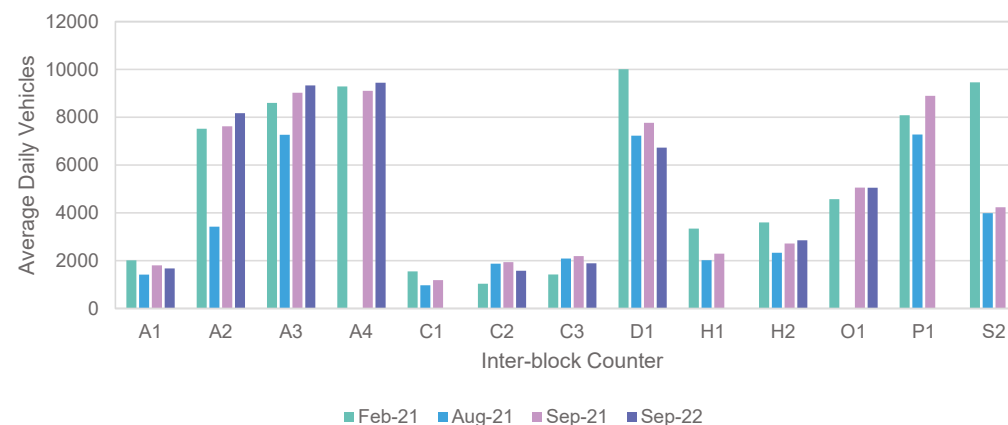
Clyde Road (C1-C3) initially absorbed traffic from The Strand in August 2021, though has shown traffic volume reductions from September 2021 to September 2022 as Avon Road has increased.

Only a small portion of the pre-trial traffic from The Strand has been absorbed by Avon Road, Oaks Avenue, and Clyde Road, suggesting that a large portion of traffic has rerouted around the local area entirely or has evaporated.

Weekday Average Daily Vehicles at Inter-Block Counter Locations



Weekend Average Daily Vehicles at Inter-Block Counter Locations



COMPARATIVE ANALYSIS OF TRAFFIC SPEED IMPACTS

Key Findings

The one-way conversion and reduced access for vehicles on The Strand has the potential to impact speeds on The Strand and surrounding roads.

It is valuable to understand how the trial has impacted speeds on The Strand and surrounding local roads. This assesses whether drivers are changing their speed behaviours following the changed traffic conditions on The Strand.

Comparative analysis of key roads The Strand, Avon Road, Clyde Road, and Oaks Avenue show that traffic speeds have not been particularly impacted by the trial.

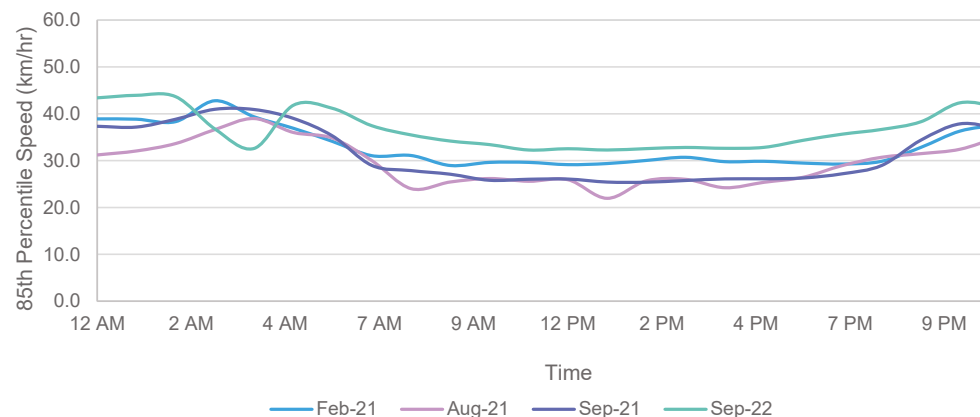
Speeds on The Strand are slightly higher in September 2022 than that of 2021. However, this is a minor increase and variable throughout the day.

Speeds on all other locals have remained largely unchanged from February 2021 to September 2022.

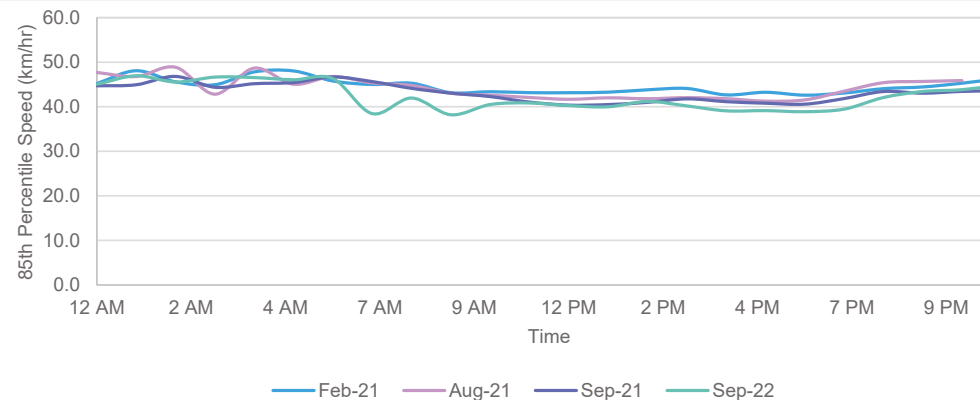
Further speed comparisons of key roads across time periods are shown in **Appendix C**.

The changed traffic conditions along The Strand do not have significant traffic speed impacts on The Strand and surrounding local roads.

Traffic speeds on The Strand (Inter-block counter S2)



Traffic speeds on Avon Road (Inter-block counter A3)



IMPACT OF HEAVY VEHICLES AS A RESULT OF CHANGED TRAFFIC CONDITIONS

Key Findings

Heavy vehicle movements on Screenline C (refer to page 8) were investigated as two bus routes (166 and 176x) had their route paths altered by the one-way conversion on The Strand. These routes now travel along Oaks Avenue and Clyde Road before accessing Howard Avenue rather than using The Strand.

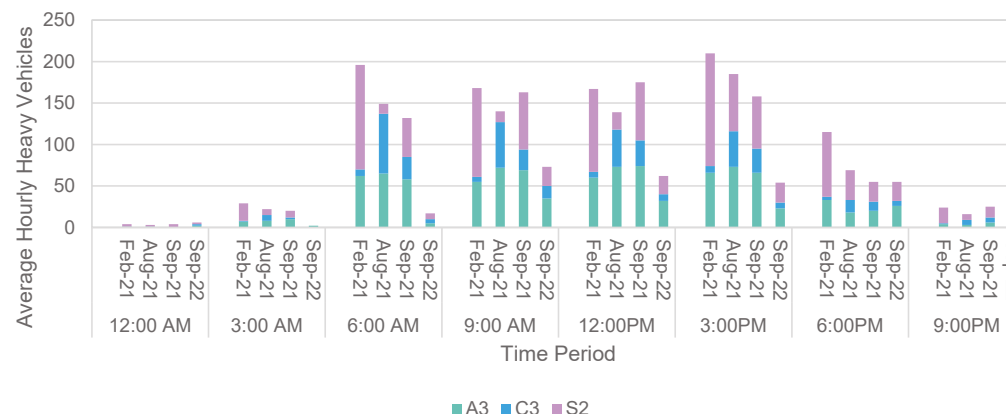
The chart on the top right shows the average hourly weekday heavy vehicle volumes by time of day. The change in route is highlighted by the increases in Clyde Road's (C3) share in heavy vehicle totals from February 2021 to August 2021.

From September 2021 to September 2022, there are significant reductions in heavy vehicle volumes during daytime hours on The Strand, Avon Road, and Clyde Road. This reduction is noted during both weekdays and weekends.

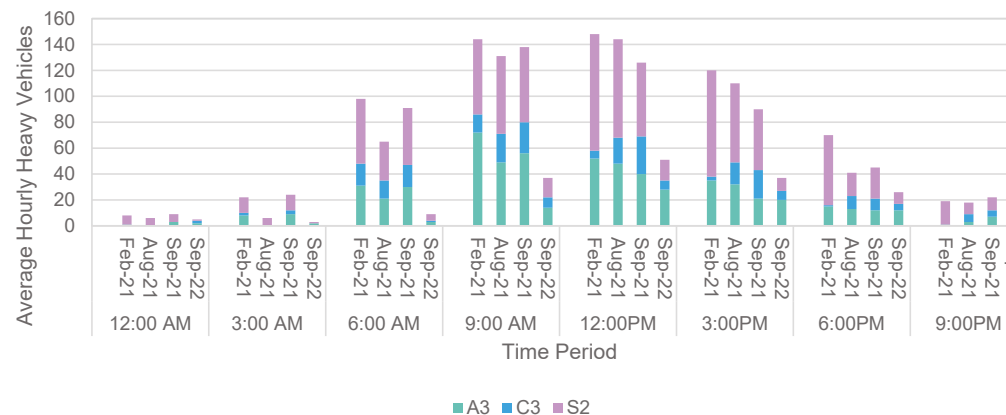
This significant reduction suggests that heavy vehicle drivers are better adjusting their routes to avoid The Strand and surrounding local roads.

Heavy vehicles volumes have decreased on The Strand, Avon Road, and Clyde Road in September 2022, providing a quieter and safer environment for the mostly residential area.

Screenline C – Weekday Heavy Vehicle Totals (Unadjusted)



Screenline C – Weekend Heavy Vehicle Totals (Unadjusted)



JOURNEY PATH – PRE AND POST INFRASTRUCTURE

Key Findings

The table on the right shows the changes in the share of vehicles travelling from the street shown in the row to the street shown in the column, as determined by HMD analysis between February 2022 and February 2023. This represents the change in local road network usage patterns as a result of installing the one-way conversion at The Strand, but does not reflect the overall number of vehicles on the roads.

For the most part, the one-way conversion caused cross usage between roads to reduce.

The Strand was used significantly less after visits to the other roads. This was particularly pertinent for visits from Clyde Road, Dee Why Parade and Richmond Avenue.

Vehicle movements from The Strand increased slightly on Oaks Avenue and Avon Road. This would likely be vehicles turning off of The Strand before it transitions to a one-way street and utilising this route in replacement of The Strand.

The least overall change was observed on Clyde Road, which fostered similar vehicle movements across both time periods.

The Strand has been visited following a visit to another road in Dee Why at a much lesser frequency following the one-way conversion, as have many roads in the suburb.

Changes to vehicle movements (origin-destination within the same hour, Feb 2020 to Feb 2023)

	Richmond Ave	Dee Why Pde	Howard Ave	Oaks Ave	Pacific Pde	Avon Rd	Clyde Rd	The Strand (Dee Why & Oaks)	The Strand (Oaks & Pacific)
Richmond Ave		-13.7%	0.0%	-4.2%	-9.5%	-8.0%	-0.9%	-18.2%	-11.3%
Dee Why Pde	-2.2%		-2.7%	-3.4%	-5.1%	-3.0%	-0.1%	-19.3%	-13.8%
Howard Ave	-0.2%	-4.3%		-4.8%	-2.6%	-1.4%	0.3%	-5.8%	-7.6%
Oaks Ave	-1.5%	-8.3%	-8.5%		-5.9%	-2.9%	-0.3%	-8.4%	-5.3%
Pacific Pde	-2.3%	-8.6%	-3.3%	-4.0%		-6.8%	-0.7%	-6.2%	-4.8%
Avon Rd	-4.3%	-11.7%	-3.1%	-2.4%	-12.5%		-0.7%	-2.7%	-1.8%
Clyde Rd	-9.6%	-8.8%	-0.5%	-4.0%	-9.2%	-5.2%		-30.0%	-15.1%
The Strand (Dee Why & Oaks)	-2.5%	-14.4%	-1.8%	-1.2%	-3.1%	0.0%	-1.2%		-11.1%
The Strand (Oaks & Pacific)	-2.3%	-16.6%	-5.5%	0.6%	-2.0%	0.3%	-0.6%	-16.3%	

Source: Near, Urbis

HEATMAP ANALYSIS

Key Findings

These heatmaps illustrate the distribution of vehicle activity relative to its respective period in the local road network and The Strand. The maps are not comparable to one another in terms of volume but tell a clearer story about which roads vehicles are frequented after the changes.

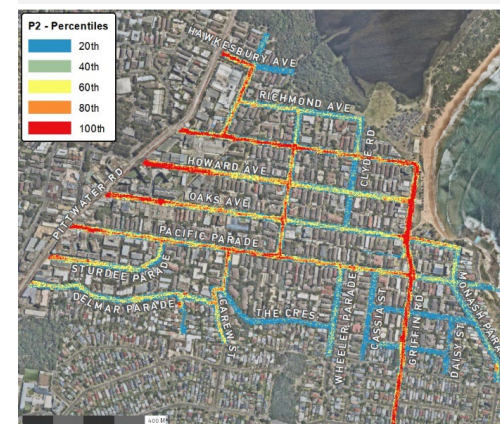
There does not seem to be many shifts in overall activity patterns across the five periods. Observed changes between HMD P1 – P2 (pre-implementation) and the post-implementation periods include

- Increased relative visitation to Pacific Parade turning left from Griffin Road.
- Increased usage of Monash Parade turning off or into Pacific Parade.

HMD Period 1 (Feb 2020)



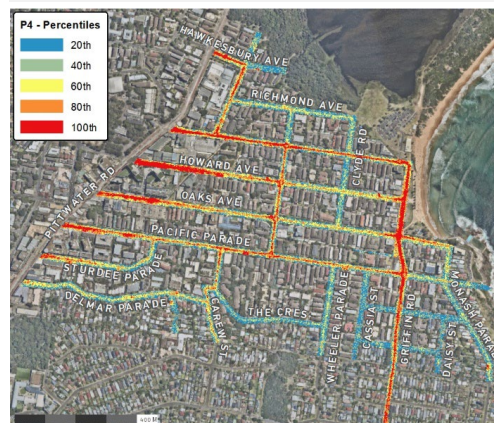
HMD Period 2 (Feb 2021)



HMD Period 3 (Feb 2022)

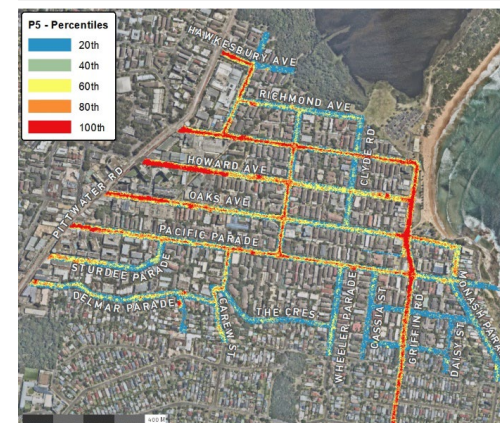


HMD Period 4 (Sep 2022)



Source: Near, Urbis

HMD Period 5 (Feb 2023)



THE STRAND VISITOR DISTRIBUTION

Key Findings

The chart on the right represents the distribution of visits to The Strand across the different periods.

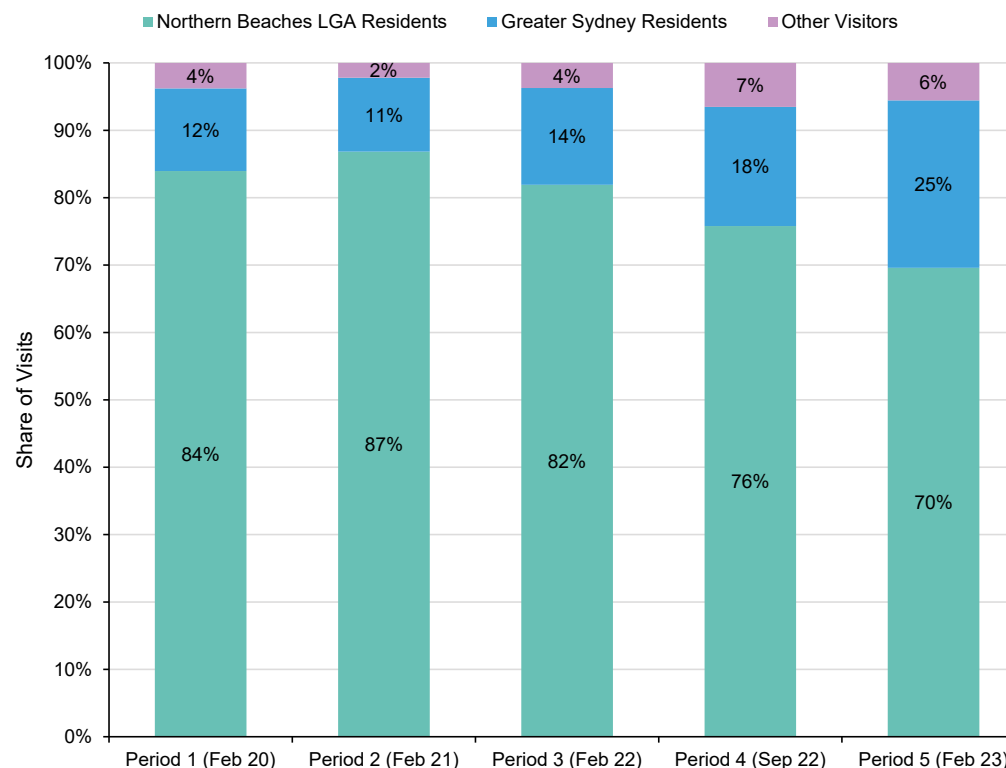
The majority of visitors to The Strand are from within the Northern Beaches Council Local Government Area (LGA) ranging from 70 to 87 per cent of the total visits.

Between HMD Period 1 and Period 2, the share of Northern Beaches residents increased, which could be attributed to the lockdowns. The share went back to being similar to Period 1 in Period 3, reflecting the easing of lockdown measures.

Interestingly, the share has continued to shift away from Northern Beaches residents in the past year and it now sits at 70 per cent. This could point to an increased draw of visitors as a result of the one-way conversion and improved place, cycling and pedestrian amenities.

The one-way conversion has had an impact on the draw of visitors to The Strand. The proportion of people visiting from outside the Northern Beaches Council LGA has increased from February 2020 to February 2023.

Visitor Distribution



Source: Near, Urbis

HOME LOCATION OF ALL VISITORS

Key Findings

The table on the right outlines the top 20 home locations of visitors to The Strand across the different periods.

As outlined on page 18, visitation to The Strand is predominantly driven by residents in the Northern Beaches Council LGA. The top home suburbs for The Strand visitors are located in the immediate area.

Dee Why accounts for 14 to 22 per cent of visits to The Strand and Cromer accounts for 5 to 8 per cent. Since February 2020 this share has relatively declined and the draw from other suburbs has increased.

After the one-way conversion, the share of visitors from areas to the south of The Strand such as North Curl Curl and Curl Curl dropped. The Strand received a higher share from suburbs north of Dee Why.

The Strand draws strongly from the immediate area with 20 to 27 per cent of visits coming from Dee Why and Cromer residents over the analysis period.

The draw is expanding however, with a much higher share of visitation from areas outside the top 20 suburbs in February 2023.

Home Location by Suburb (All Visitors)

HMD PERIOD 1 (FEB-20)		HMD PERIOD 2 (FEB-21)		HMD PERIOD 3 (FEB-22)		HMD PERIOD 4 (SEP-22)		HMD PERIOD 5 (FEB-23)	
Dee Why	21.6%	Dee Why	17.0%	Dee Why	16.7%	Dee Why	16.8%	Dee Why	14.1%
Cromer	5.2%	Cromer	6.1%	Cromer	5.4%	Cromer	5.1%	Cromer	4.5%
North Curl Curl	4.9%	North Curl Curl	5.2%	North Curl Curl	4.7%	North Curl Curl	3.8%	Collaroy	3.3%
Collaroy	4.3%	Collaroy Plateau	4.6%	Collaroy	4.3%	Collaroy Plateau	3.8%	North Curl Curl	3.2%
Freshwater	4.2%	Freshwater	4.4%	Narraweena	4.1%	Narraweena	3.6%	Frenchs Forest	3.0%
Collaroy Plateau	4.2%	Narraweena	4.0%	Collaroy Plateau	3.8%	Collaroy	3.3%	Freshwater	2.8%
Warriewood	3.0%	Collaroy	4.0%	Freshwater	3.6%	Freshwater	3.3%	Narraweena	2.7%
Narraweena	2.7%	Warriewood	3.6%	Beacon Hill	2.9%	Frenchs Forest	2.9%	Collaroy Plateau	2.6%
Narrabeen	2.7%	Manly	3.0%	Frenchs Forest	2.9%	Beacon Hill	2.4%	Beacon Hill	2.6%
Beacon Hill	2.6%	Beacon Hill	2.7%	Mona Vale	2.5%	Warriewood	2.4%	Warriewood	2.5%
Curl Curl	2.5%	Frenchs Forest	2.6%	Narrabeen	2.5%	Newport	2.1%	Mona Vale	2.0%
Mona Vale	2.2%	Curl Curl	2.4%	Narrabeen	2.5%	Mona Vale	2.0%	North Narrabeen	1.8%
Newport	2.2%	North Narrabeen	2.3%	Newport	2.0%	Curl Curl	2.0%	Manly	1.8%
Frenchs Forest	2.1%	Mona Vale	2.2%	Wheeler Heights	1.8%	Manly	1.9%	Narrabeen	1.7%
Frenchs Forest	2.1%	Wheeler Heights	2.2%	North Narrabeen	1.8%	North Narrabeen	1.8%	Newport	1.7%
Wheeler Heights	2.1%	Narrabeen	2.2%	Curl Curl	1.6%	Allambie Heights	1.6%	Allambie Heights	1.6%
Allambie Heights	1.7%	Newport	2.0%	Allambie Heights	1.6%	Wheeler Heights	1.6%	Wheeler Heights	1.5%
Elanora Heights	1.6%	Elanora Heights	1.8%	Manly	1.6%	Narrabeen	1.5%	Elanora Heights	1.3%
Manly	1.5%	Allambie Heights	1.7%	Belrose	1.5%	Elanora Heights	1.5%	Curl Curl	1.3%
Belrose	1.3%	North Manly	1.3%	Elanora Heights	1.5%	North Manly	1.2%	Belrose	1.3%
Total Other	25.3%	Total Other	24.7%	Total Other	30.8%	Total Other	35.3%	Total Other	42.5%

Source: Near, Urbis

HOME LOCATION OF VEHICLE TRIPS

Key Findings

The charts on the right show the distribution of home location distance and visits to The Strand by travel mode.

Half of the visitors who walked to The Strand live within a six kilometre radius while the 50th percentile by vehicle live at around the 8 kilometre mark. This reflects the high share of visits to The Strand from within the Northern Beaches LGA.

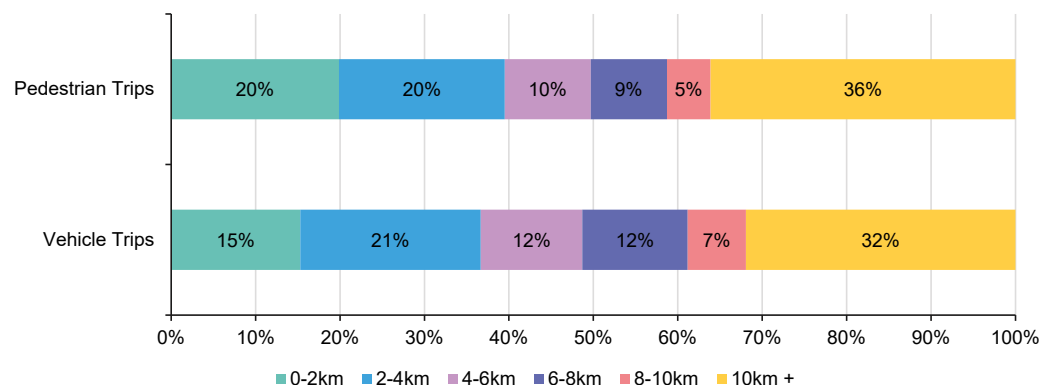
The method for calculating the transport mode distributions for visitors to The Strand for been refined since the report dated January 2022, in light of optimised HMD analysis approaches and as such these values supersede those documented in the previous report.

Before the trial in February 2020, vehicle trips made up 46 per cent of visits to The Strand. This figure increased to February 2021, every successive HMD period has shown a decline in the share of vehicle trips. As of February 2023, only 28 per cent of visits were made up of vehicle trips, which is an 18 per cent reduction from the pre-trial Period 1.

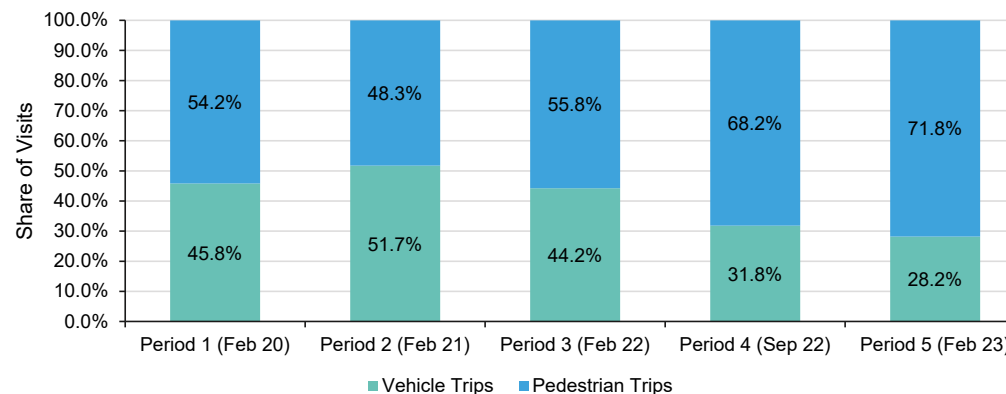
The map overleaf illustrates the home location of both pedestrian and vehicle trips to The Strand.

The proportion of pedestrian visits has increased with the implementation of the one-way conversion on The Strand. There has been a corresponding decrease in the proportion of vehicle trips to The Strand.

Home Location Distance for visitors on The Strand (HMD P4 and P5)

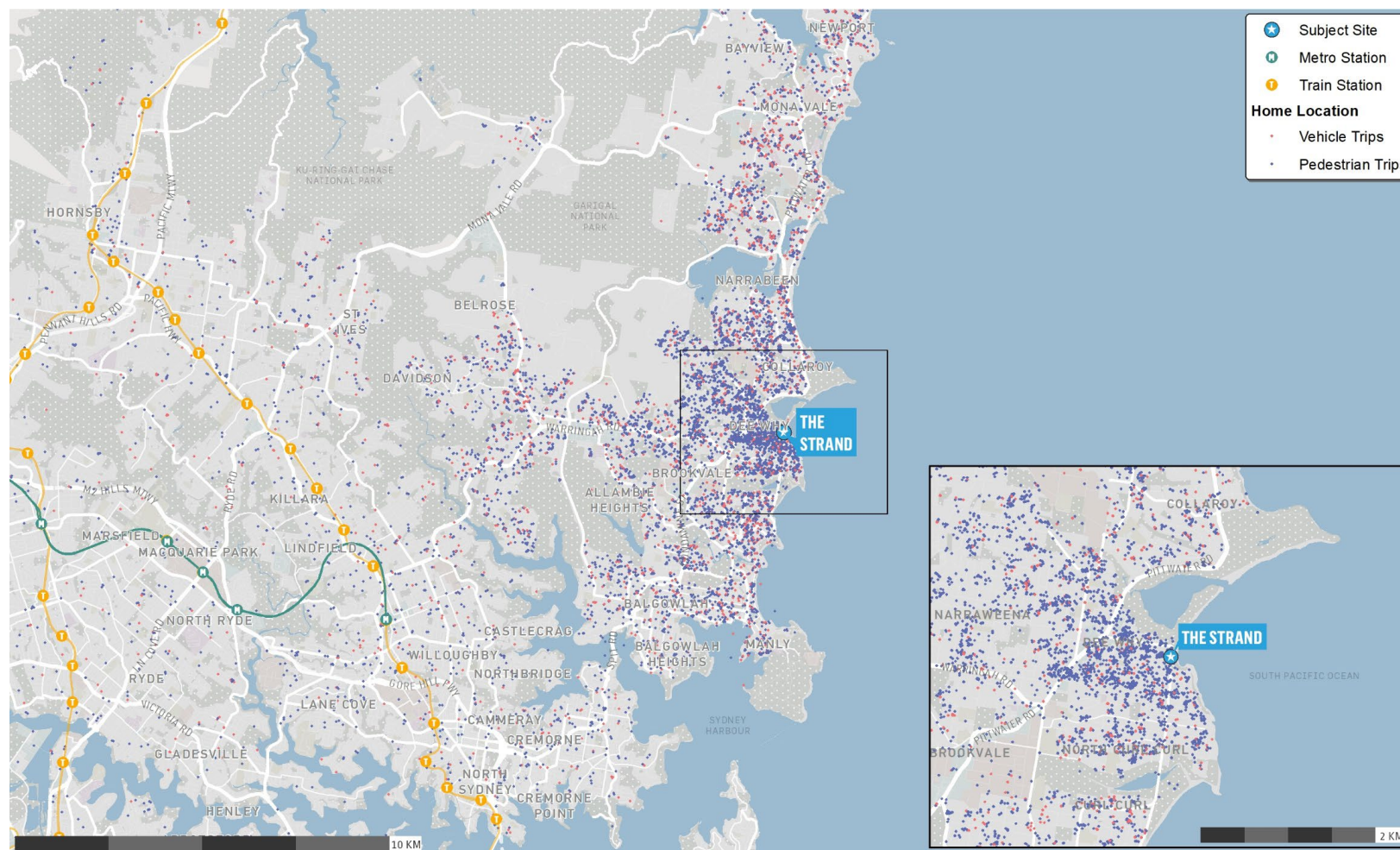


Transport Mode Distribution for visitors to The Strand



Source: Near; Urbis

HOME LOCATION OF VISITORS (HMD PERIOD 4 AND PERIOD 5)



Note: Some devices have been attributed to both vehicle visitors and local walkers as they could drive to the area on one day and walk on another.

PRE-VISIT ANALYSIS (60 MINUTES)

Key Findings

The map on the right shows where people were 60 minutes before being observed at The Strand (one-way conversion) precinct in September 2022 and February 2023.

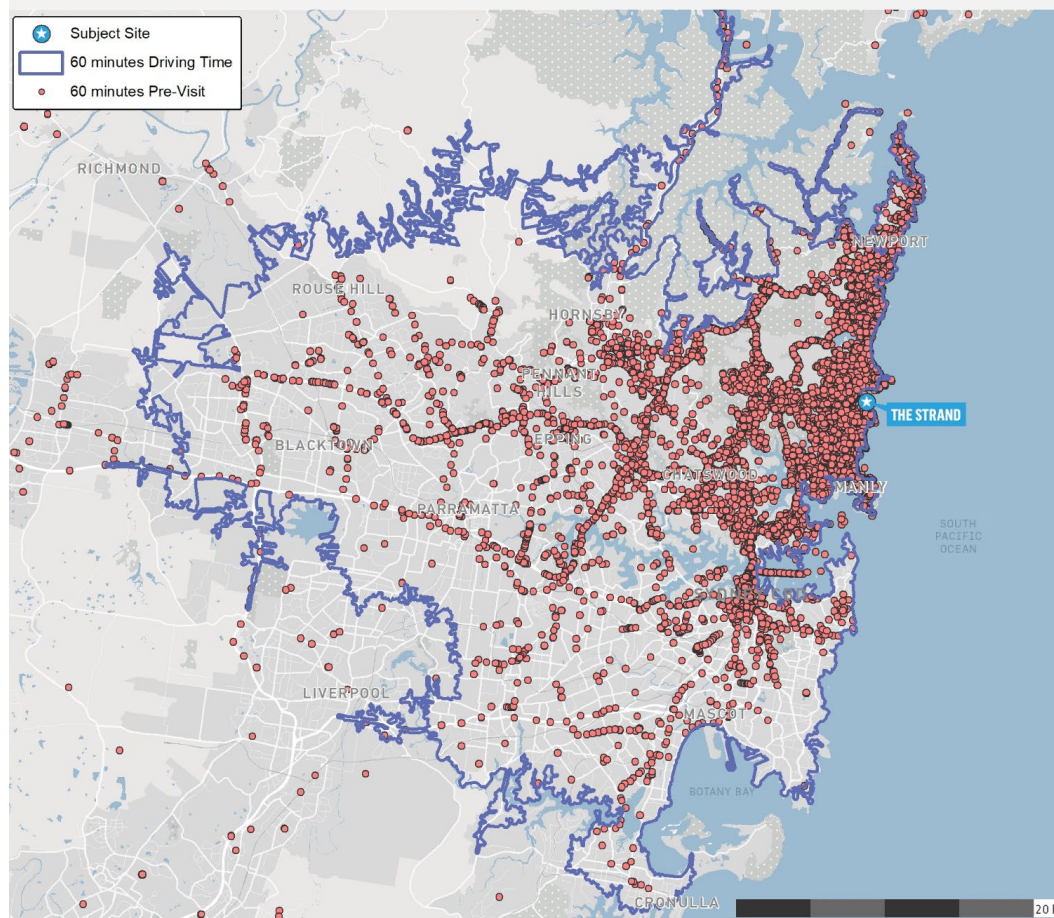
Most of the visitors are located along the coast stretching from Manly to Newport.

Compared to 60 minutes post-visit (see page 25), there is more movement along the Ryde Bridge and from near Mascot and the south-eastern suburbs.

The majority of trips would still be well within a half an hour drive of The Strand.

The Strand is shown to be drawing considerable visitation from south of the Harbour Bridge, but generally most visitors are well within a 60 minute drive.

Pre-Visit Analysis (60 minutes)



PRE-VISIT ANALYSIS (15 MINUTES)

Key Findings

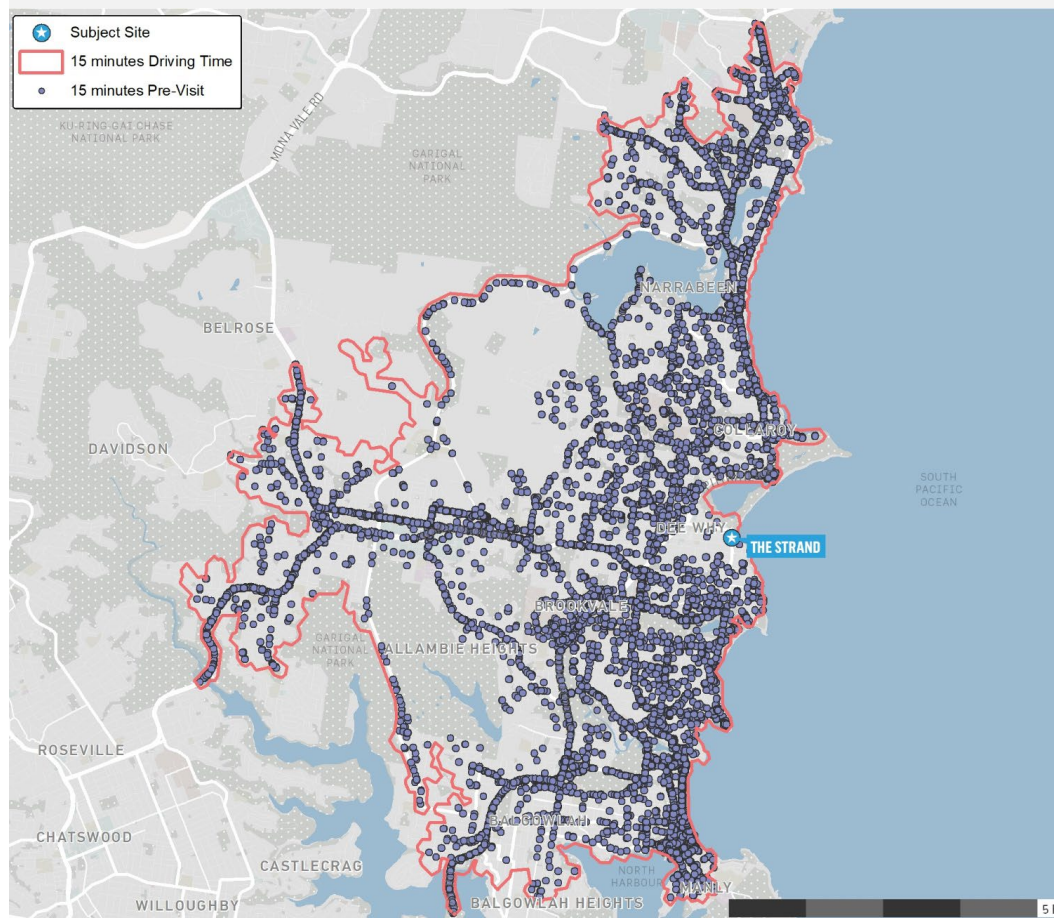
The map on the right shows where people were 15 minutes before being observed at The Strand (one-way conversion) precinct in September 2022 and February 2023.

In the 15-minute pre-visit, there is a lot of movement through Belrose and Roseville and up from Manly and Balgowlah Heights.

Compared to post-visit, there is a wider activity spread as visitors come in from around Sydney.

Key arterial roads are highlighting the predominance of vehicle travel to get in and around The Strand itself.

Pre-Visit Analysis (15 minutes)



POST-VISIT ANALYSIS (15 MINUTES)

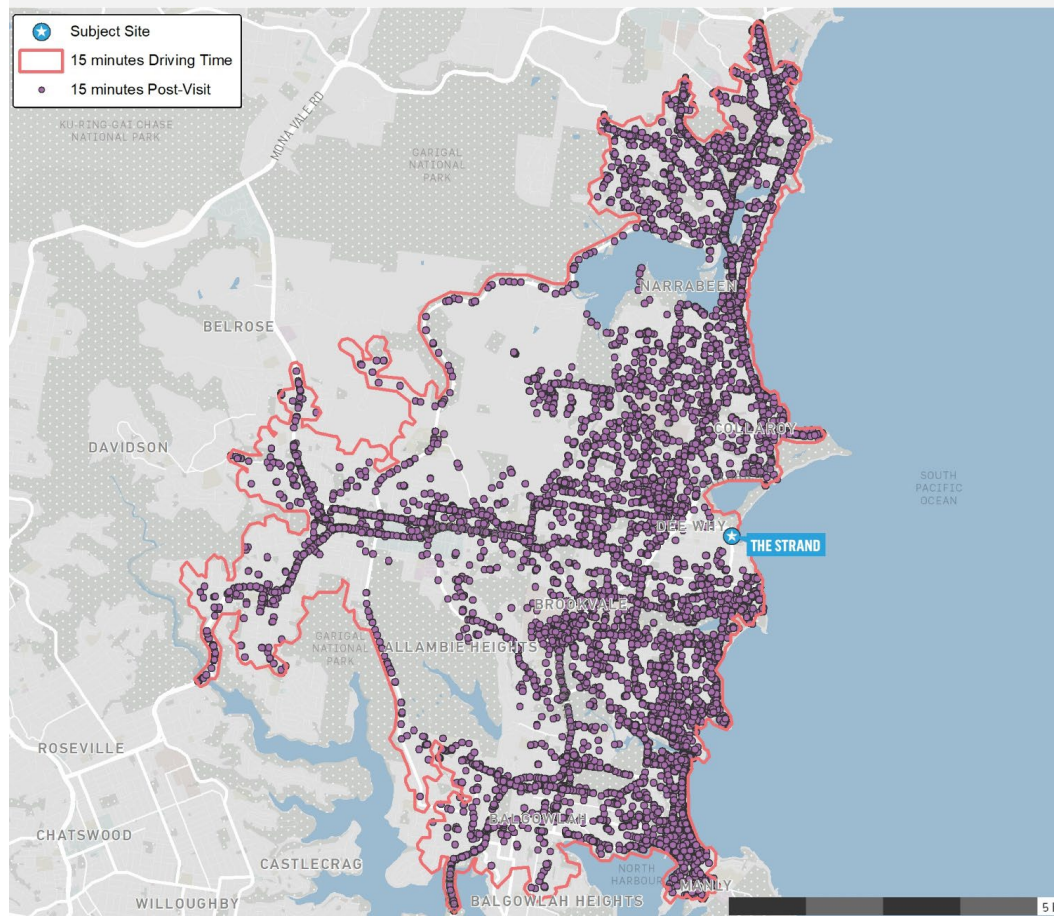
Key Findings

The map on the right shows where people were 15 minutes after being observed at The Strand (one-way conversion) precinct in September 2022 and February 2023.

Activity is mostly centred along the Northern Beaches coastline 15 minutes post-visit to The Strand. Many visitors move up towards Narrabeen or into nearby residential areas.

Visitors to The Strand were observed to be travelling back home 15 minutes after visiting The Strand.

Post-Visit Analysis (15 minutes)



POST-VISIT ANALYSIS (60 MINUTES)

Key Findings

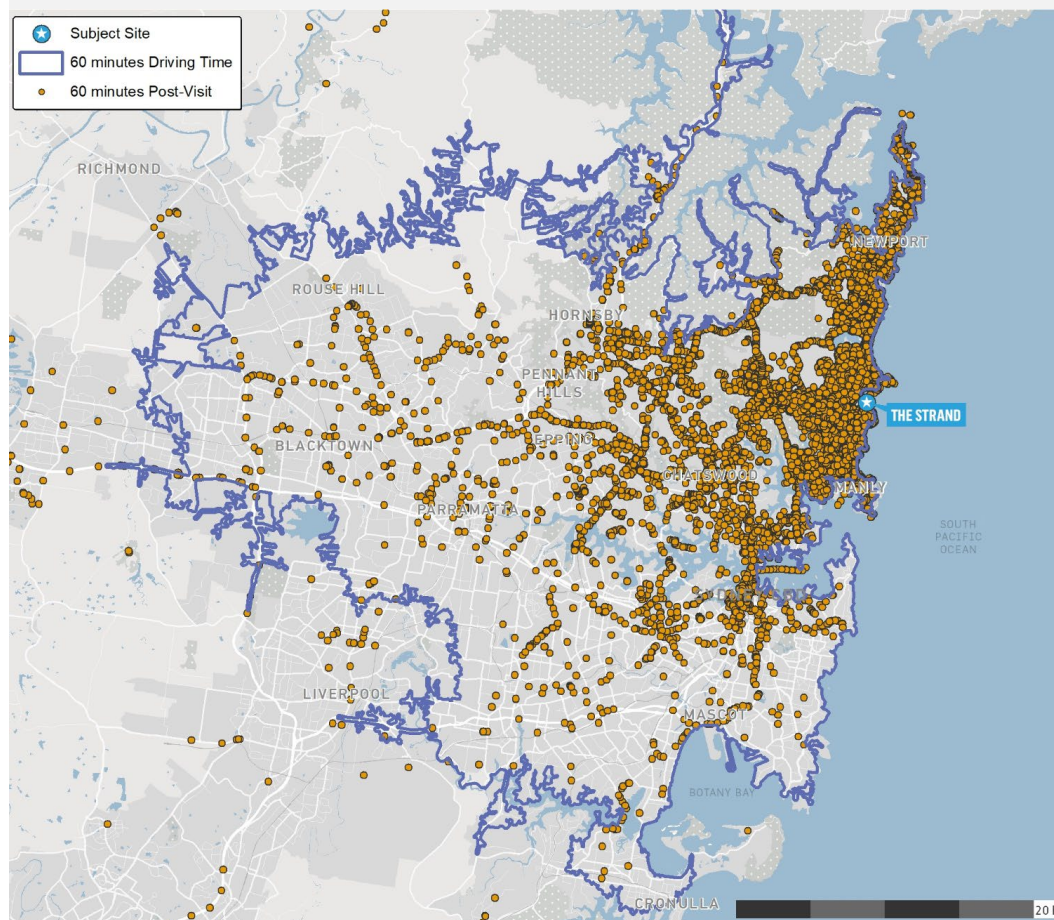
The map on the right shows where people were 60 minutes before being observed at The Strand (one-way conversion) precinct in September 2022 and February 2023.

Most of the visitors are located along the coast stretching from Manly to Newport.

Compared to 60 minutes pre (see page 22) there is more movement towards the city, but generally less movement away from The Strand. This highlights The Strand's ability to hold visitors for an extended period of time.

The Strand is able to hold more visitors in around the area for over an hour.

Post-Visit Analysis (60 minutes)



DAY OF WEEK ANALYSIS

Key Findings

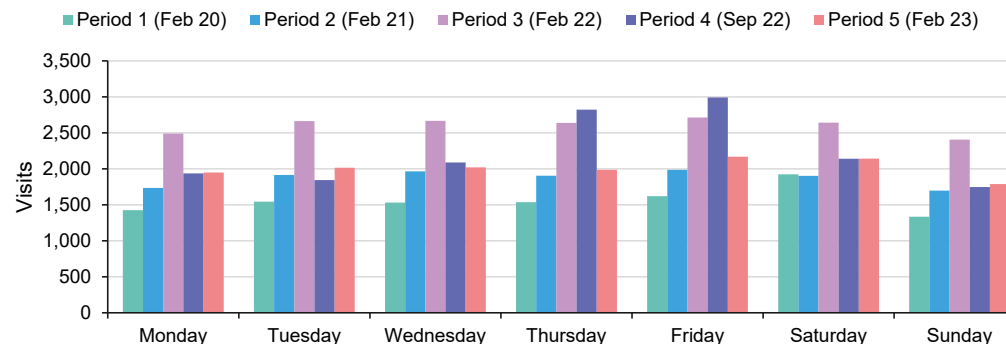
The charts on the right show the visitation level across the week in the local road network and The Strand. The visitation level only accounts for visitors who were assumed to be travelling by vehicle.

HMD Periods 1 and 2 are pre-implementation, and show a relatively even spread of activity across the week. The pre-COVID-19 period 1 shows a spike on Saturday as increased leisure and dining visitation occurs.

HMD Periods 3, 4 and 5 are post-implementation, and overall show higher numbers of visitation to The Strand. Activity is spread more evenly in the February periods whilst spikes are observed on Thursday and Friday in September 2022.

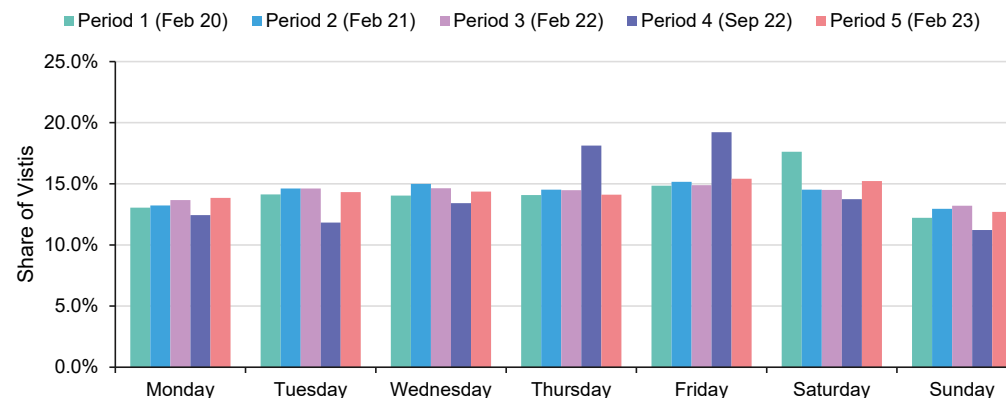
A higher share of visitation is observed on the weekdays and weekends post-implementation and post-lockdown.

Aggregate Volume by Day of Week



*Note: 2022 device counts were significantly different to the other periods and have been excluded
Source: Near; Urbis*

Share of Visits by Day of Week



Source: Near; Urbis

TIME OF DAY ANALYSIS

Key Findings

The charts on the right show the visitation level across the day in the local road network and The Strand. The visitation level only accounts for visitors who were assumed to be travelling by vehicle.

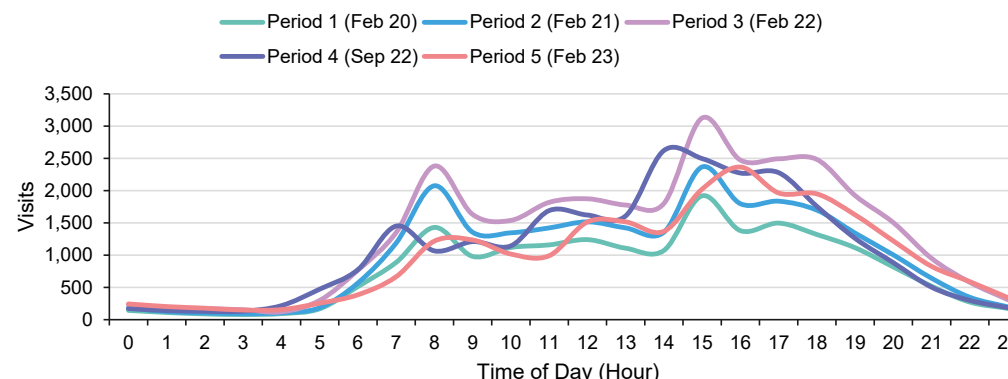
HMD Periods 1 and 2 show visitation spikes in line with the start and end of the work day. Activity in between is steady, reflective of the NSW COVID-19 pandemic conditions at these times.

HMD Periods 3, 4 and 5 overall show higher visitation figures. Multiple smaller spikes also begin to emerge in the middle of the day, and greater visitation into the evening.

Post-implementation, overall activity throughout the day increased until the most recent Period 5, where activity appears to return to the baseline of Period 1.

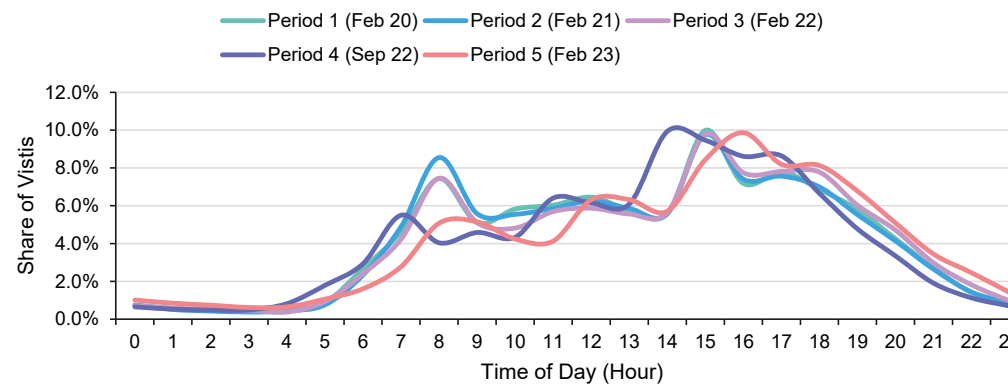
In February 2023, activity spikes are seen more frequently throughout the day, not just at morning and evening peak hours.

Aggregate Volume by Hour



*Note: 2022 device counts were significantly different to the other periods and have been excluded
Source: Near; Urbis*

Share of Daily Visits by Hour



Source: Near; Urbis

03

KEY FINDINGS & CONCLUSIONS



WHAT WERE THE IMPACTS OF THE CHANGED TRAFFIC CONDITIONS ON THE STRAND?

Key Findings and Conclusion

Using both HMD and traffic data, a comparative study of the impacts of traffic behaviour and pedestrian visitation was undertaken to assess the long-term outcomes of the *Streets as Shared Spaces* trial at The Strand, Dee Why. This study has found that

- Vehicle usage along The Strand has dropped with the one-way conversion of the street.
- More vehicles are being observed by traffic counters on Avon Road, Oaks Avenue, and Clyde Road as drivers are diverting away from The Strand.
- The trial has had a minimal impact on the traffic speeds of vehicles on The Strand and surrounding local roads.
- Heavy vehicle volumes in the area have reduced, suggesting that drivers are adjusting their routes to avoid The Strand and surrounding local roads.
- Most visitors to The Strand still live within the Northern Beaches LGA.
- A larger proportion of visitors to The Strand are coming from other areas outside the Northern Beaches Council LGA, which has been a growing trend since the commencement of the trial and suggests a greater draw to The Strand.
- The transport mode split on The Strand has shifted to comprise mostly pedestrian trips, with the proportion of vehicle trips gradually decreasing since the commencement of the trial.



APPENDIX A CROSS USAGE

JOURNEY PATH (CROSS USAGE, DEVICE OBSERVED IN ROW THEN COLUMN IN SAME HOUR)

Appendix Table 1 – HMD Period 1 (February 2020)

Period 1	Richmond Ave	Dee Why Pde	Howard Ave	Oaks Ave	Pacific Pde	Avon Rd	Clyde Rd	The Strand (Dee Why & Oaks)	The Strand (Oaks & Pacific)
Richmond Ave		46.1%	8.2%	14.9%	20.3%	24.3%	13.2%	46.4%	27.7%
Dee Why Pde	7.3%		11.2%	14.2%	15.7%	15.6%	2.1%	55.1%	36.3%
Howard Ave	1.6%	13.5%		23.2%	13.5%	12.7%	1.9%	16.6%	20.1%
Oaks Ave	3.5%	21.1%	28.5%		22.7%	14.7%	2.8%	21.0%	19.5%
Pacific Pde	4.2%	20.6%	14.7%	20.1%		24.6%	1.5%	13.1%	14.8%
Avon Rd	10.7%	43.1%	29.1%	27.4%	51.9%		2.2%	10.0%	11.2%
Clyde Rd	33.8%	33.8%	25.7%	29.7%	18.2%	12.5%		55.4%	34.8%
The Strand (Dee Why & Oaks)	10.0%	74.6%	18.6%	19.2%	13.5%	4.9%	4.7%		47.6%
The Strand (Oaks & Pacific)	6.7%	54.8%	25.1%	19.8%	17.1%	6.1%	3.3%	53.1%	

Source: Near, Urbis

Appendix Table 2 – HMD Period 2 (February 2021)

Period 2	Richmond Ave	Dee Why Pde	Howard Ave	Oaks Ave	Pacific Pde	Avon Rd	Clyde Rd	The Strand (Dee Why & Oaks)	The Strand (Oaks & Pacific)
Richmond Ave		46.1%	8.6%	16.0%	22.2%	25.8%	18.8%	46.9%	30.2%
Dee Why Pde	7.6%		10.8%	15.0%	18.1%	19.3%	2.9%	56.1%	38.3%
Howard Ave	2.0%	14.9%		28.6%	17.8%	18.2%	2.3%	18.8%	20.3%
Oaks Ave	3.6%	20.7%	28.8%		25.4%	17.5%	3.1%	22.8%	19.7%
Pacific Pde	4.3%	21.6%	15.4%	21.8%		28.0%	1.2%	13.1%	16.6%
Avon Rd	10.0%	45.4%	31.1%	29.7%	55.4%		2.3%	11.4%	14.0%
Clyde Rd	40.6%	38.8%	22.1%	29.3%	13.5%	13.1%		58.9%	34.1%
The Strand (Dee Why & Oaks)	10.2%	74.2%	18.1%	21.8%	14.5%	6.4%	5.9%		53.4%
The Strand (Oaks & Pacific)	7.3%	56.5%	21.7%	21.0%	20.6%	8.8%	3.8%	59.6%	

Source: Near, Urbis

JOURNEY PATH (CROSS USAGE, DEVICE OBSERVED IN ROW THEN COLUMN IN SAME HOUR)

Appendix Table 3 – HMD Period 3 (February 2022)

Period 3	Richmond Ave	Dee Why Pde	Howard Ave	Oaks Ave	Pacific Pde	Avon Rd	Clyde Rd	The Strand (Dee Why & Oaks)	The Strand (Oaks & Pacific)
Richmond Ave		37.6%	8.0%	17.1%	20.5%	26.0%	16.8%	33.9%	21.3%
Dee Why Pde	4.8%		10.7%	14.8%	20.3%	22.4%	3.7%	43.4%	29.7%
Howard Ave	1.2%	12.5%		28.6%	16.9%	16.7%	4.6%	14.9%	18.8%
Oaks Ave	2.5%	17.1%	28.2%		22.5%	16.2%	5.2%	16.8%	19.0%
Pacific Pde	2.8%	21.2%	15.0%	20.4%		28.9%	1.5%	9.0%	14.3%
Avon Rd	6.6%	44.5%	28.3%	27.8%	55.0%		2.4%	9.3%	14.1%
Clyde Rd	20.5%	35.1%	37.3%	42.9%	13.3%	11.3%		28.7%	35.3%
The Strand (Dee Why & Oaks)	6.8%	67.6%	19.8%	22.6%	13.5%	7.3%	4.7%		43.5%
The Strand (Oaks & Pacific)	4.3%	46.6%	25.1%	25.9%	21.4%	11.1%	5.9%	43.9%	

Source: Near; Urbis

Appendix Table 4 – HMD Period 4 (September 2022)

Period 4	Richmond Ave	Dee Why Pde	Howard Ave	Oaks Ave	Pacific Pde	Avon Rd	Clyde Rd	The Strand (Dee Why & Oaks)	The Strand (Oaks & Pacific)
Richmond Ave		33.0%	6.5%	12.6%	14.3%	18.9%	12.8%	31.6%	18.0%
Dee Why Pde	4.7%		9.5%	10.9%	11.3%	12.7%	2.4%	40.1%	23.8%
Howard Ave	1.0%	10.4%		19.4%	11.6%	10.6%	2.1%	11.5%	15.1%
Oaks Ave	2.2%	13.2%	21.6%		18.2%	11.3%	2.9%	14.2%	15.4%
Pacific Pde	2.4%	13.2%	12.3%	17.5%		18.2%	1.1%	7.6%	10.5%
Avon Rd	7.2%	34.0%	25.9%	24.9%	41.7%		2.2%	7.1%	7.9%
Clyde Rd	22.8%	30.1%	24.3%	29.5%	12.3%	10.0%		31.7%	25.4%
The Strand (Dee Why & Oaks)	7.2%	64.2%	16.9%	18.8%	10.5%	4.3%	4.1%		37.6%
The Strand (Oaks & Pacific)	4.2%	39.1%	22.8%	20.8%	14.8%	4.9%	3.4%	38.5%	

Source: Near; Urbis

JOURNEY PATH (CROSS USAGE, DEVICE OBSERVED IN ROW THEN COLUMN IN SAME HOUR)

Appendix Table 5 – HMD Period 5 (February 2023)

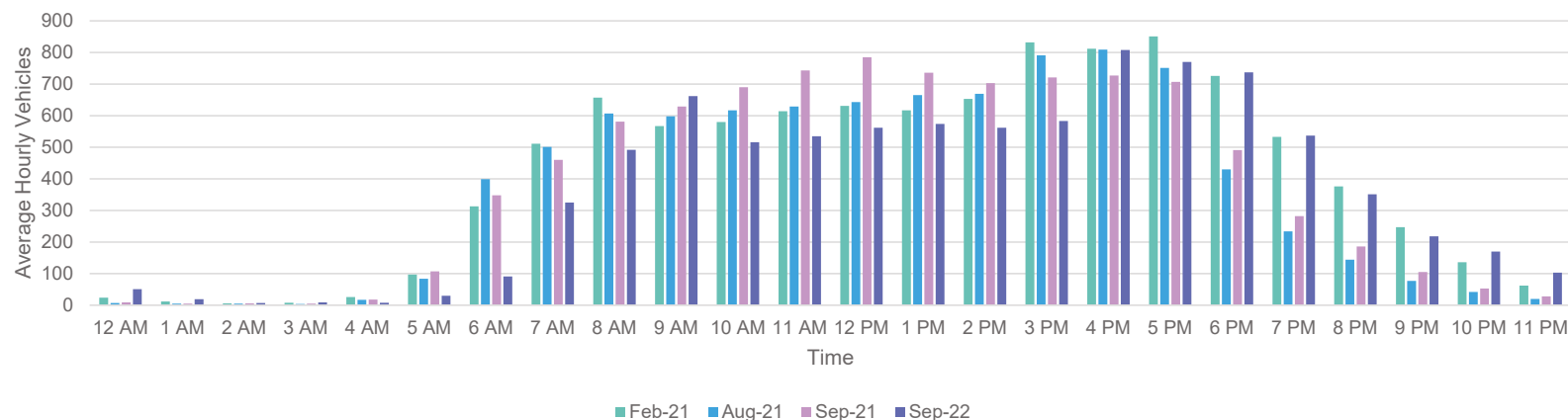
Period 5	Richmond Ave	Dee Why Pde	Howard Ave	Oaks Ave	Pacific Pde	Avon Rd	Clyde Rd	The Strand (Dee Why & Oaks)	The Strand (Oaks & Pacific)
Richmond Ave		32.4%	8.2%	10.7%	10.8%	16.3%	12.3%	28.2%	16.4%
Dee Why Pde	5.1%		8.5%	10.8%	10.7%	12.6%	2.0%	35.7%	22.4%
Howard Ave	1.4%	9.2%		18.4%	10.9%	11.3%	2.2%	10.9%	12.5%
Oaks Ave	2.0%	12.7%	20.1%		16.8%	11.8%	2.5%	12.6%	14.2%
Pacific Pde	1.9%	12.0%	11.4%	16.1%		17.8%	0.8%	7.0%	10.0%
Avon Rd	6.4%	31.4%	26.0%	25.0%	39.3%		1.5%	7.3%	9.3%
Clyde Rd	24.2%	24.9%	25.2%	25.7%	9.1%	7.3%		25.5%	19.7%
The Strand (Dee Why & Oaks)	7.5%	60.2%	16.9%	17.9%	10.4%	4.9%	3.5%		36.5%
The Strand (Oaks & Pacific)	4.4%	38.1%	19.6%	20.4%	15.1%	6.4%	2.7%	36.8%	

Source: Near; Urbis

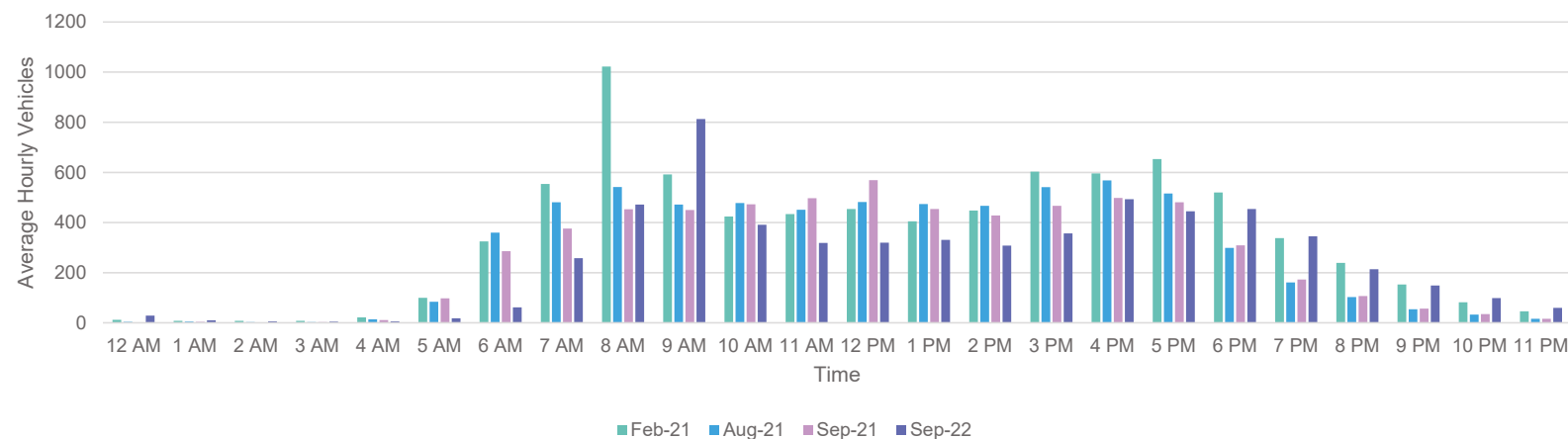
APPENDIX B TRAFFIC COUNTS

SCREENLINE B – WEEKDAY UNADJUSTED AVERAGE TOTAL VOLUMES

Appendix figure 1 – Screenline B – Weekday Northbound Total Volumes (Unadjusted)

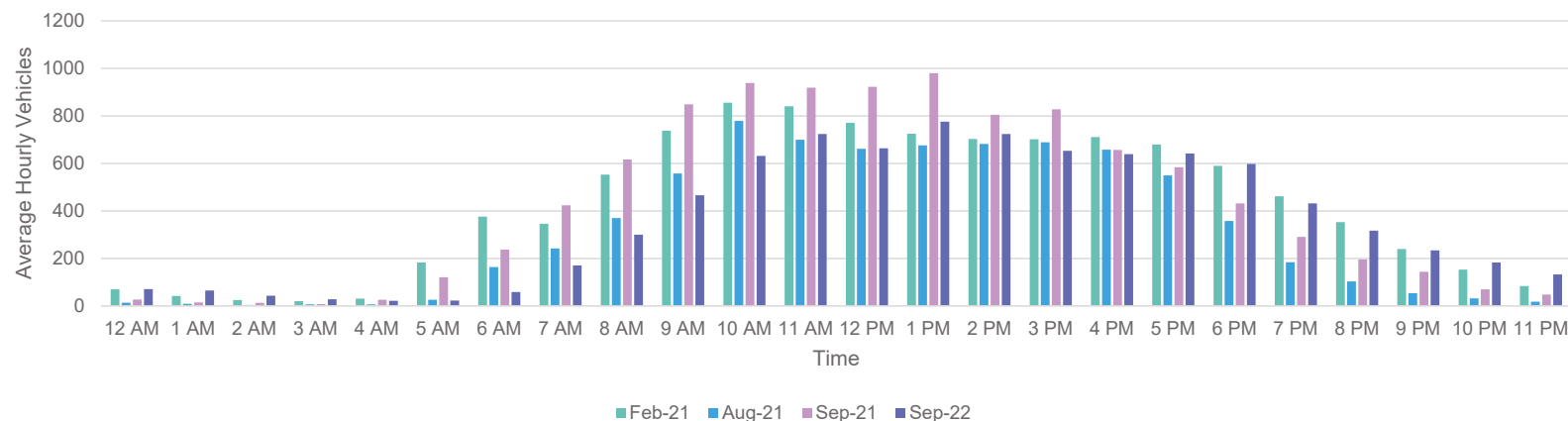


Appendix figure 2 – Screenline B – Weekday Southbound Total Volumes (Unadjusted)

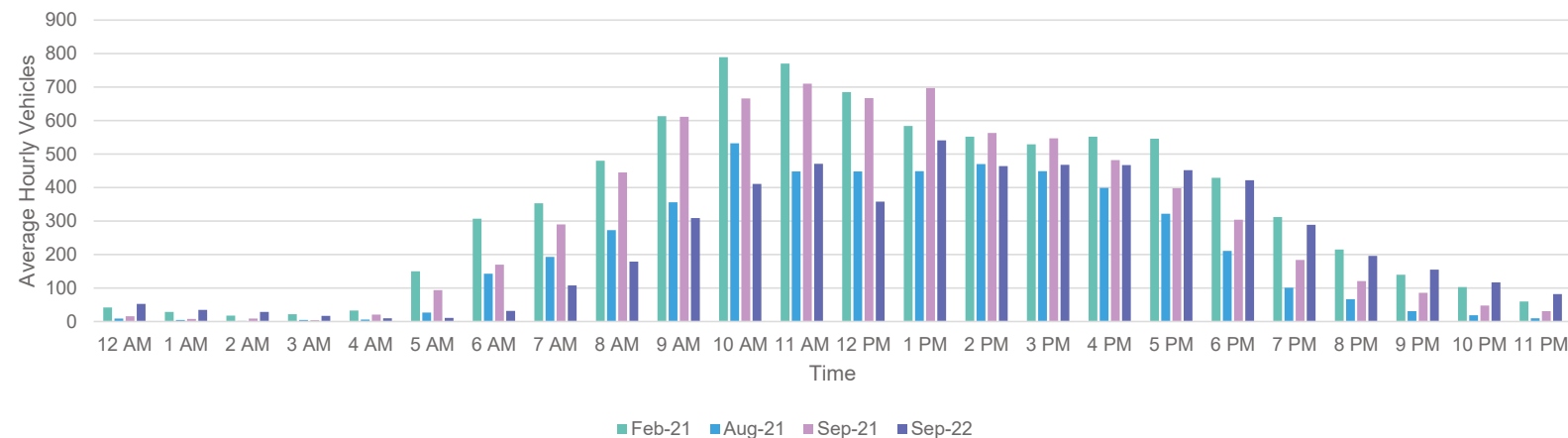


SCREENLINE B – WEEKEND UNADJUSTED AVERAGE TOTAL VOLUMES

Appendix figure 3 – Screenline B – Weekend Northbound Total Volumes (Unadjusted)

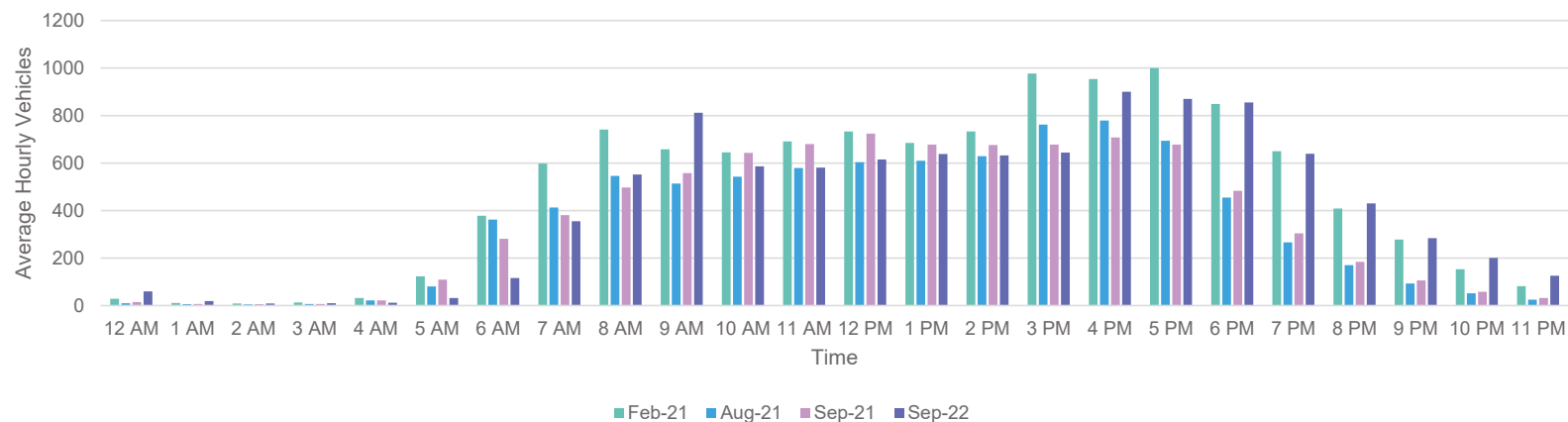


Appendix figure 4 – Screenline B – Weekend Southbound Total Volumes (Unadjusted)

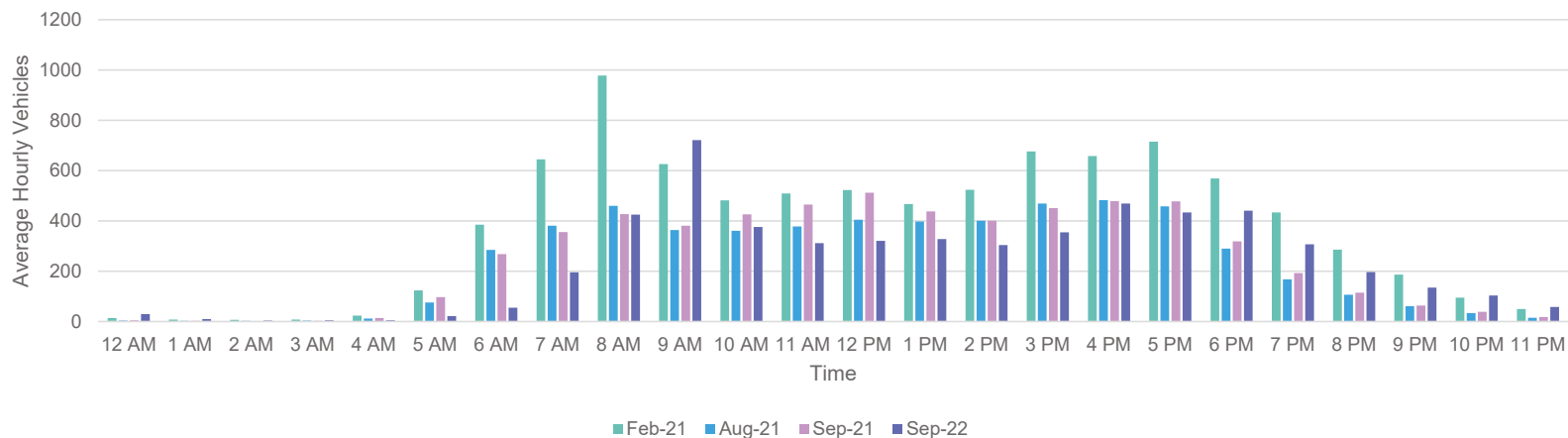


SCREENLINE C – WEEKDAY UNADJUSTED AVERAGE TOTAL VOLUMES

Appendix figure 5 – Screenline C – Weekday Northbound Total Volumes (Unadjusted)

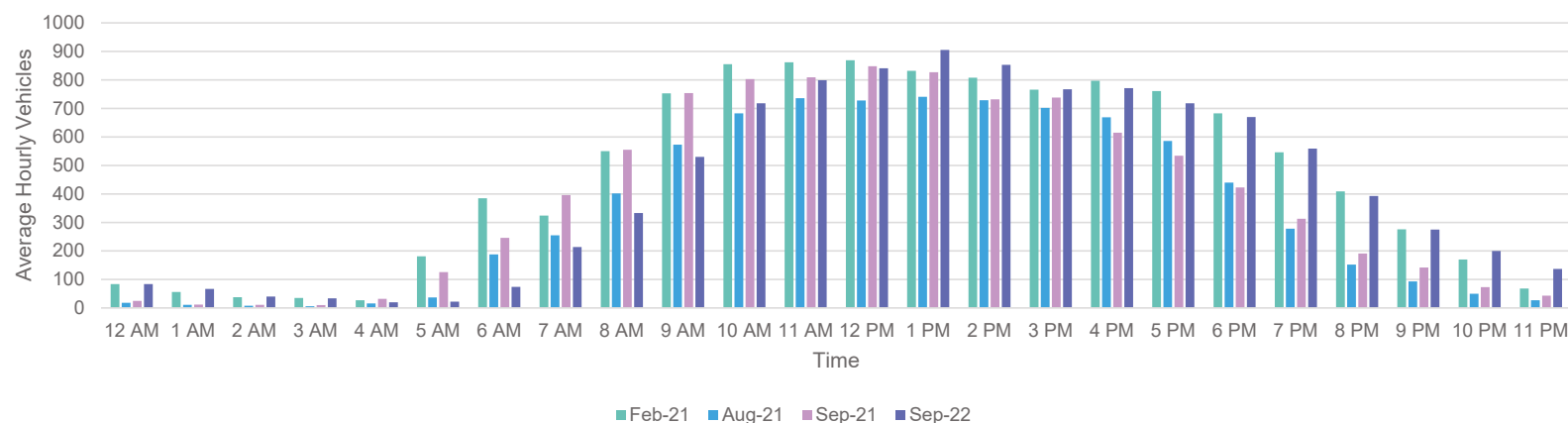


Appendix figure 6 – Screenline C – Weekday Southbound Total Volumes (Unadjusted)

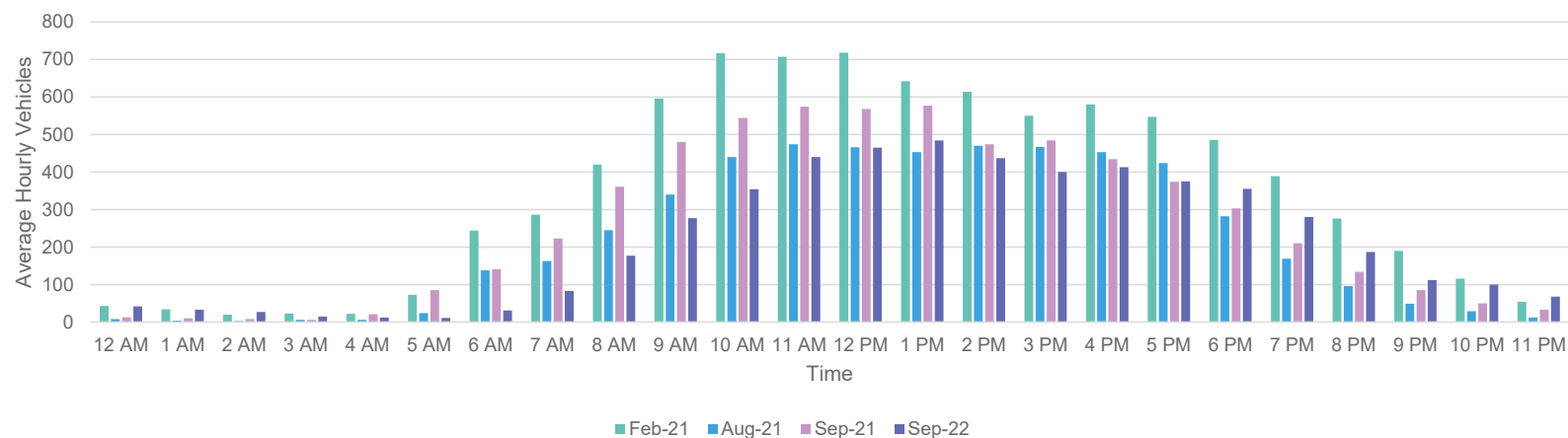


SCREENLINE C – WEEKEND UNADJUSTED AVERAGE TOTAL VOLUMES

Appendix figure 7 – Screenline C – Weekend Northbound Total Volumes (Unadjusted)

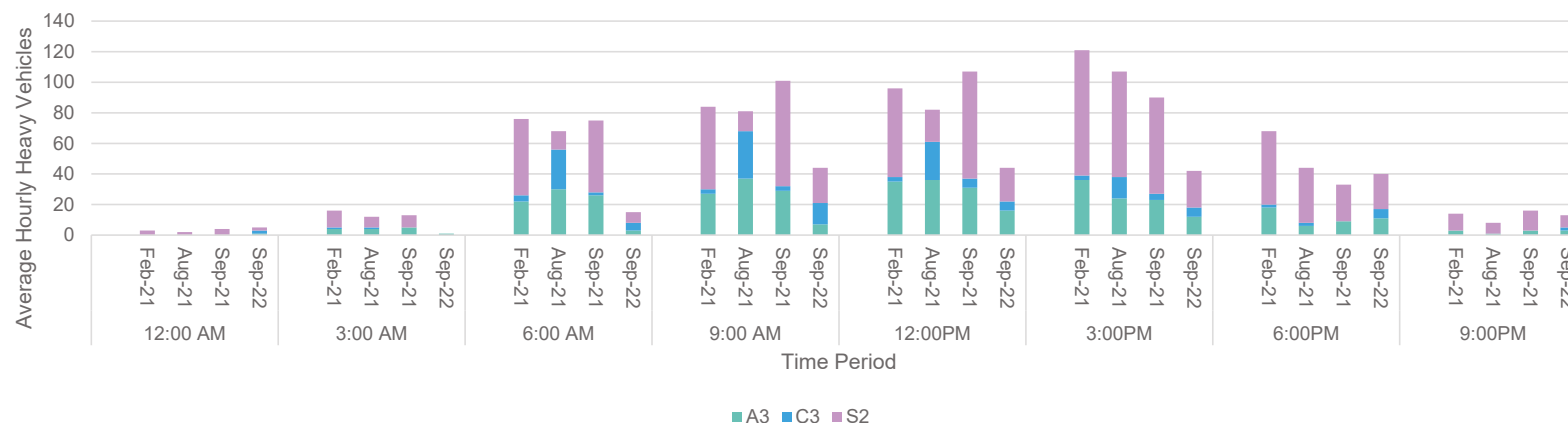


Appendix figure 8 – Screenline C – Weekend Southbound Total Volumes (Unadjusted)

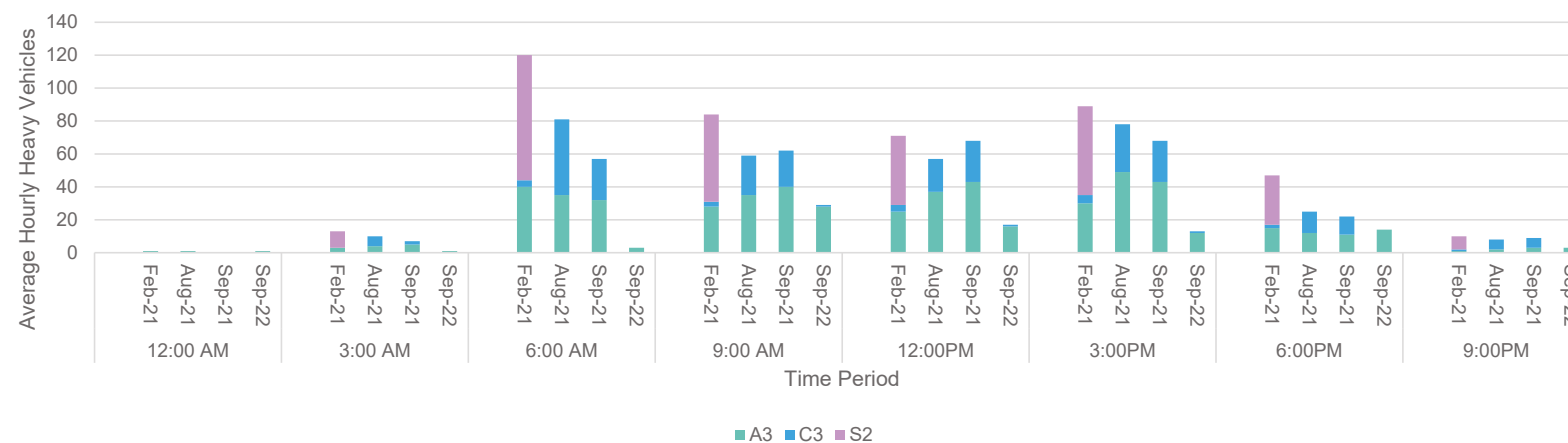


SCREENLINE C – WEEKDAY UNADJUSTED AVERAGE HEAVY VEHICLE VOLUMES

Appendix figure 9 – Screenline C – Weekday Northbound Heavy Vehicle Volumes (Unadjusted)

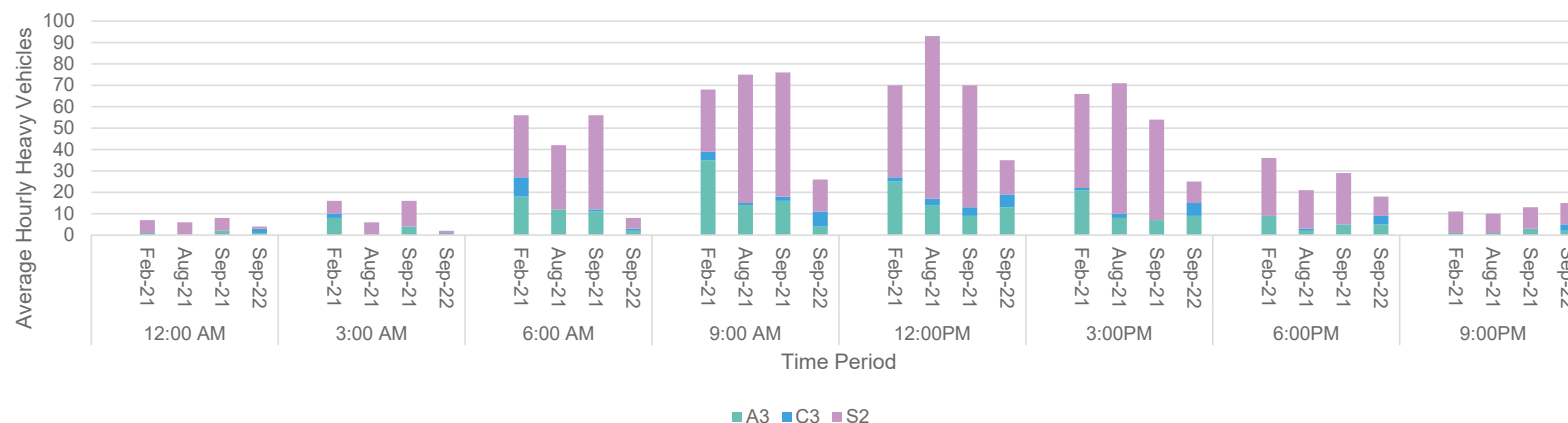


Appendix figure 10 – Screenline C – Weekday Southbound Heavy Vehicle Volumes (Unadjusted)

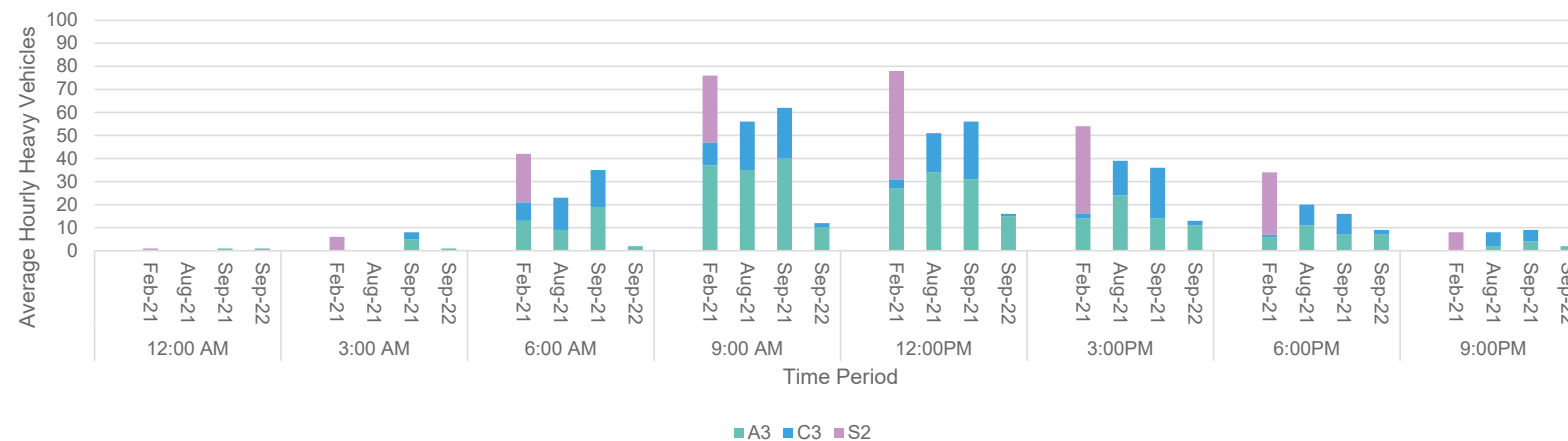


SCREENLINE C – WEEKEND UNADJUSTED AVERAGE HEAVY VEHICLE VOLUMES

Appendix figure 11 – Screenline C – Weekend Northbound Heavy Vehicle Volumes (Unadjusted)



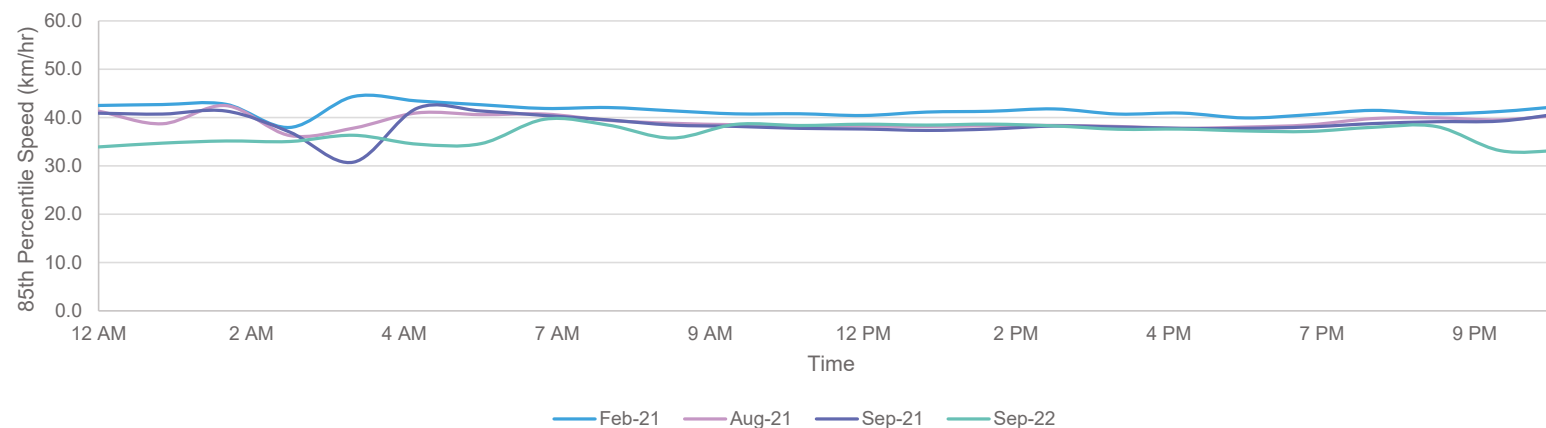
Appendix figure 12 – Screenline C – Weekend Southbound Heavy Vehicle Volumes (Unadjusted)



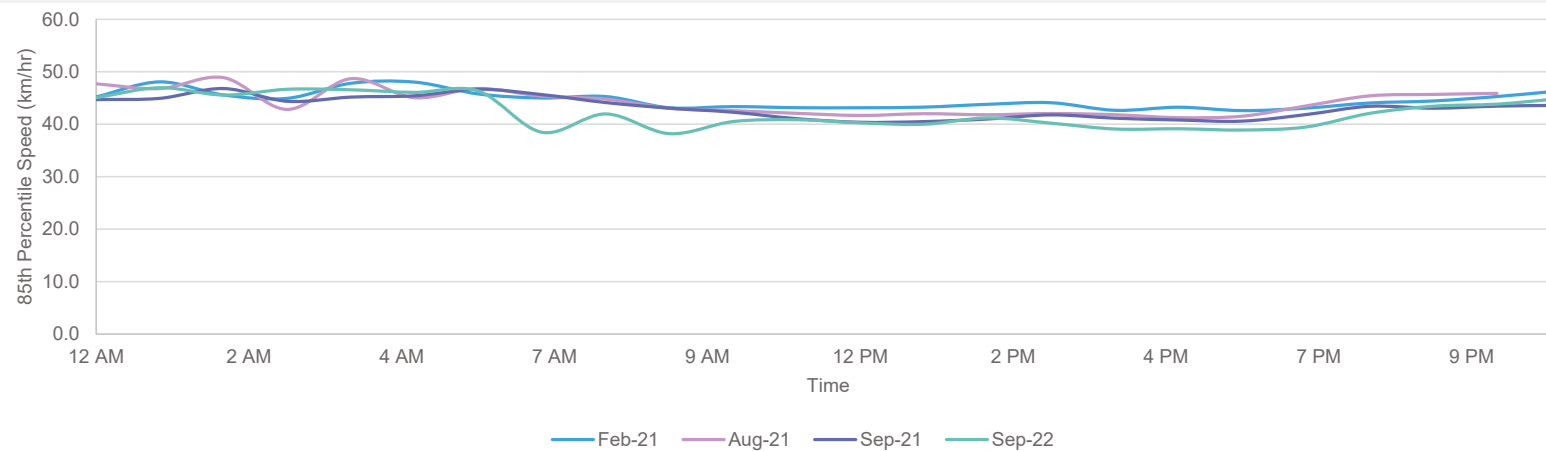
APPENDIX C COMPARATIVE ANALYSIS OF TRAFFIC SPEEDS

COMPARATIVE ANALYSIS OF TRAFFIC SPEEDS

Appendix figure 13 – Traffic speeds on Avon Road (Inter-block counter A2)

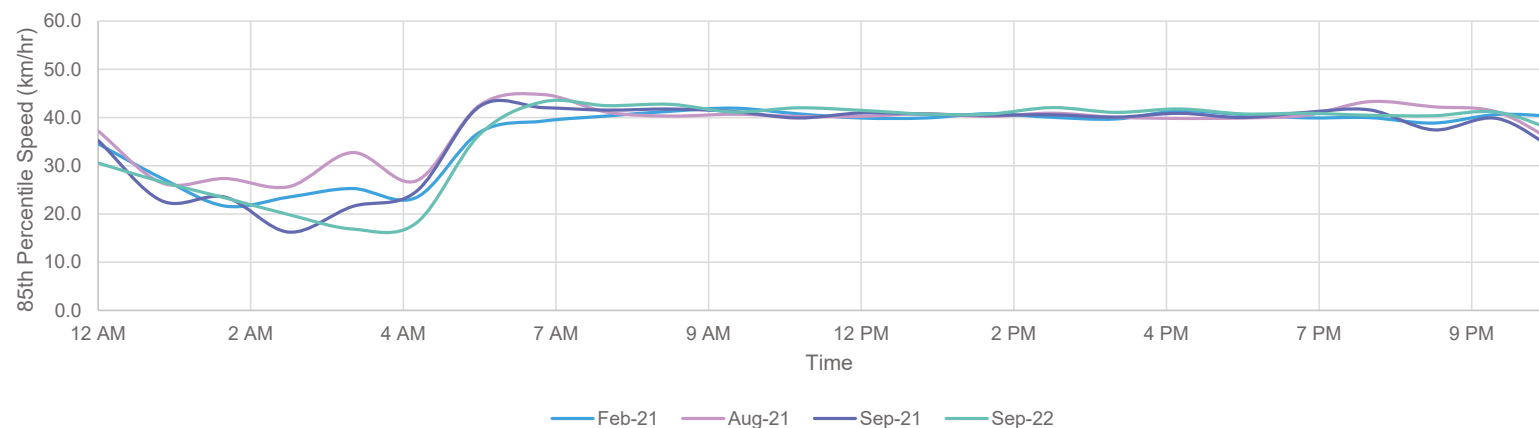


Appendix figure 14 – Traffic speeds on Avon Road (Inter-block counter A3)

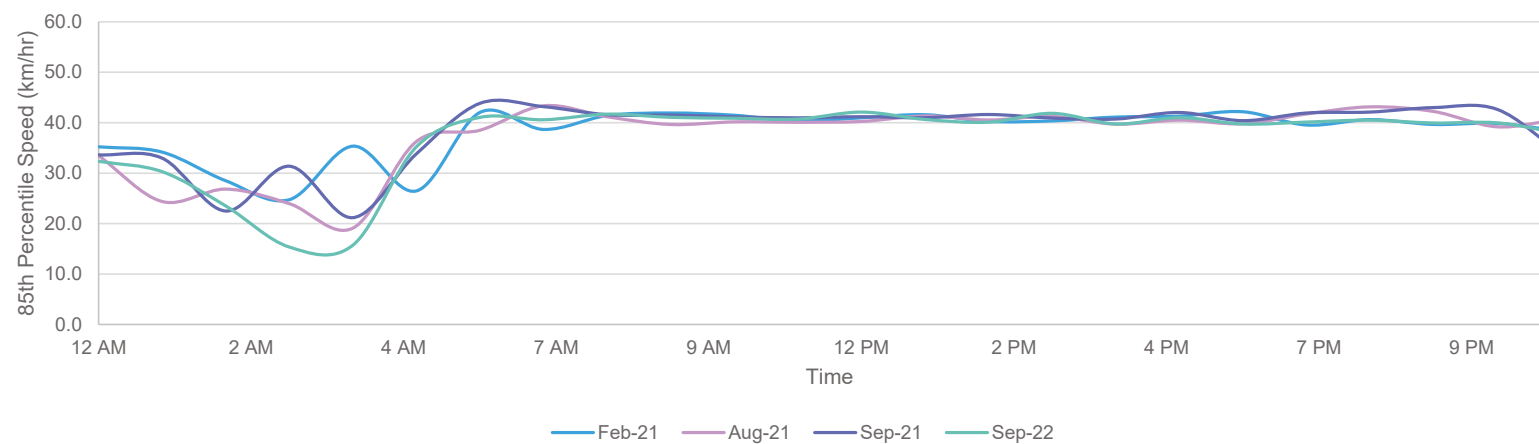


COMPARATIVE ANALYSIS OF TRAFFIC SPEEDS

Appendix figure 15 – Traffic speeds on Clyde Road (Inter-block counter C2)

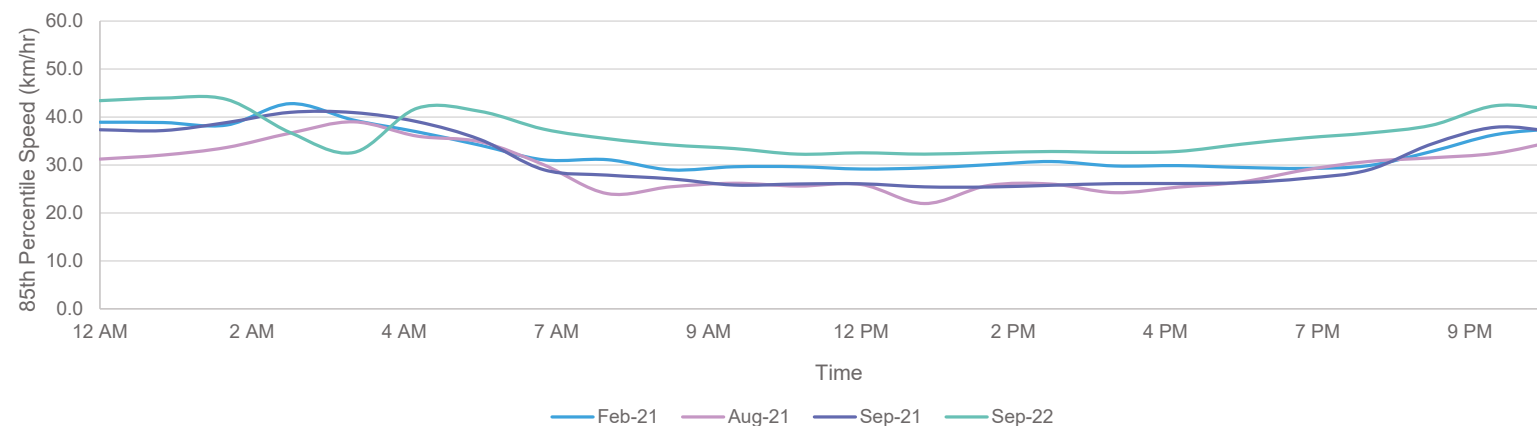


Appendix figure 16 – Traffic speeds on Clyde Road (Inter-block counter C3)

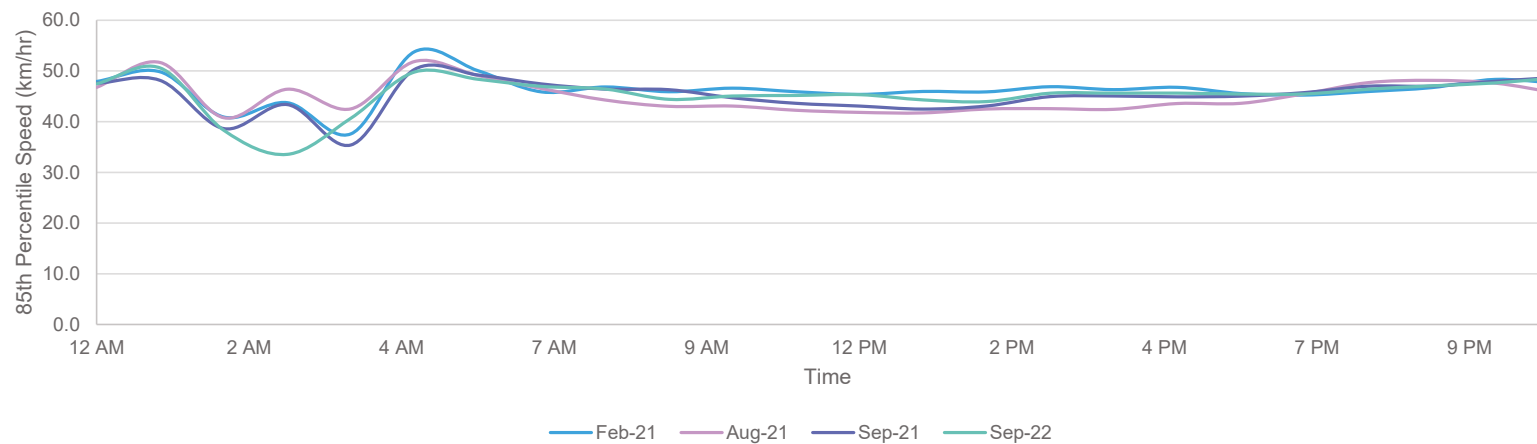


COMPARATIVE ANALYSIS OF TRAFFIC SPEEDS

Appendix figure 17 – Traffic speeds on The Strand (Inter-block counter S2)

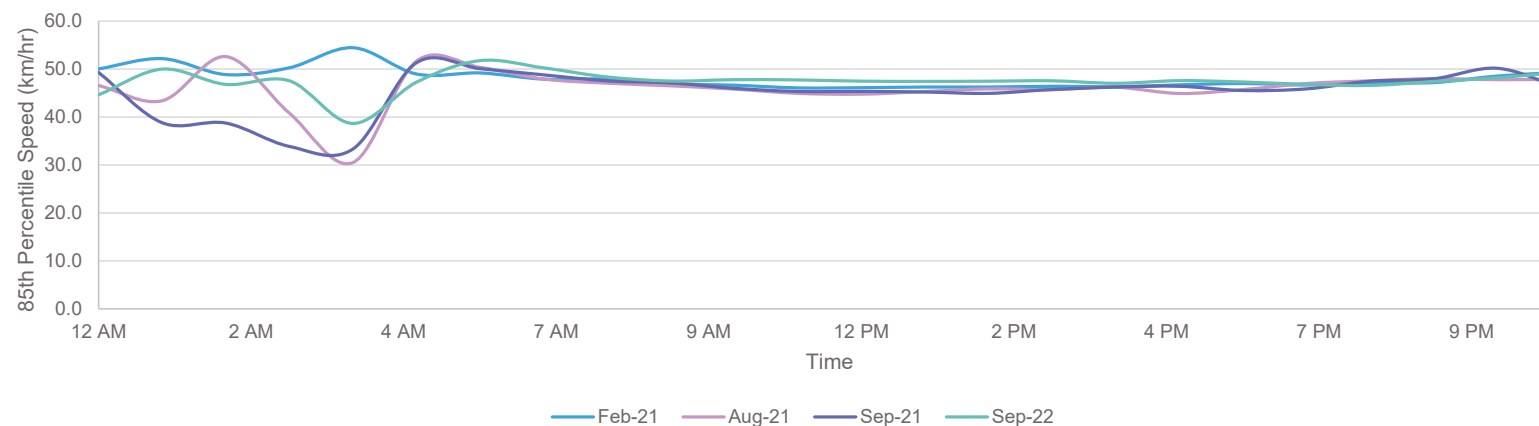


Appendix figure 18 – Traffic speeds on Oaks Avenue (Inter-block counter O2)

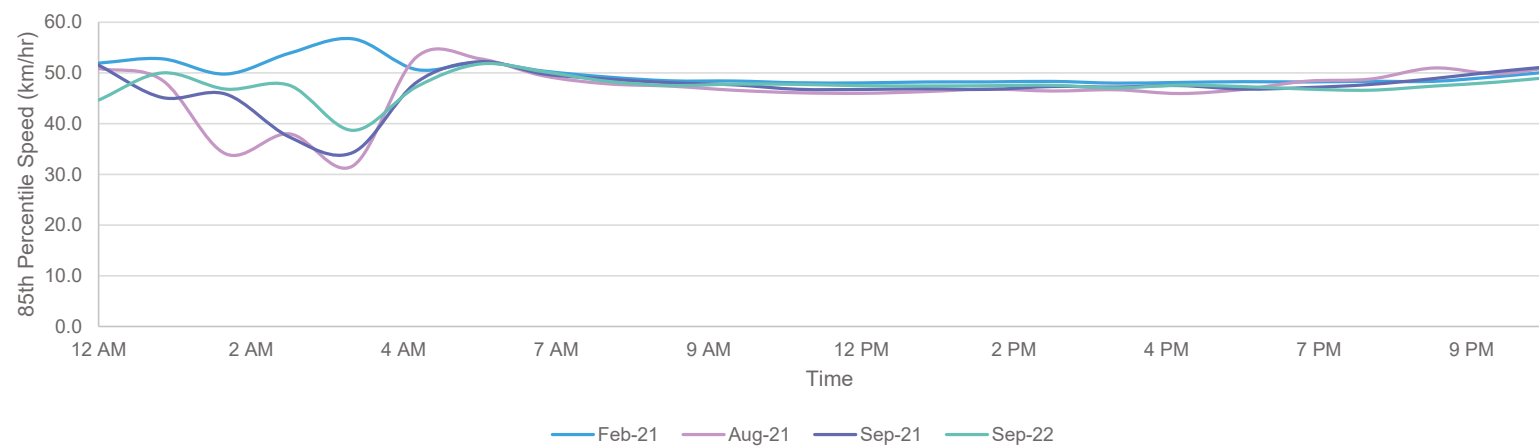


COMPARATIVE ANALYSIS OF TRAFFIC SPEEDS

Appendix figure 19 – Traffic speeds on Dee Why Parade (Inter-block counter D1)

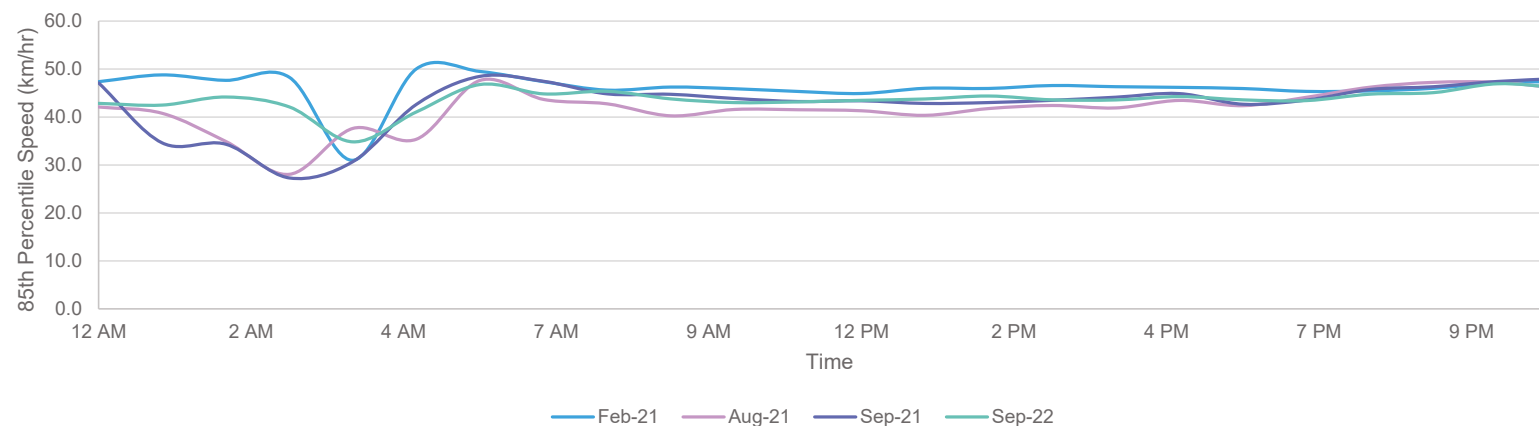


Appendix figure 20 – Traffic speeds on Dee Why Parade (Inter-block counter D2)

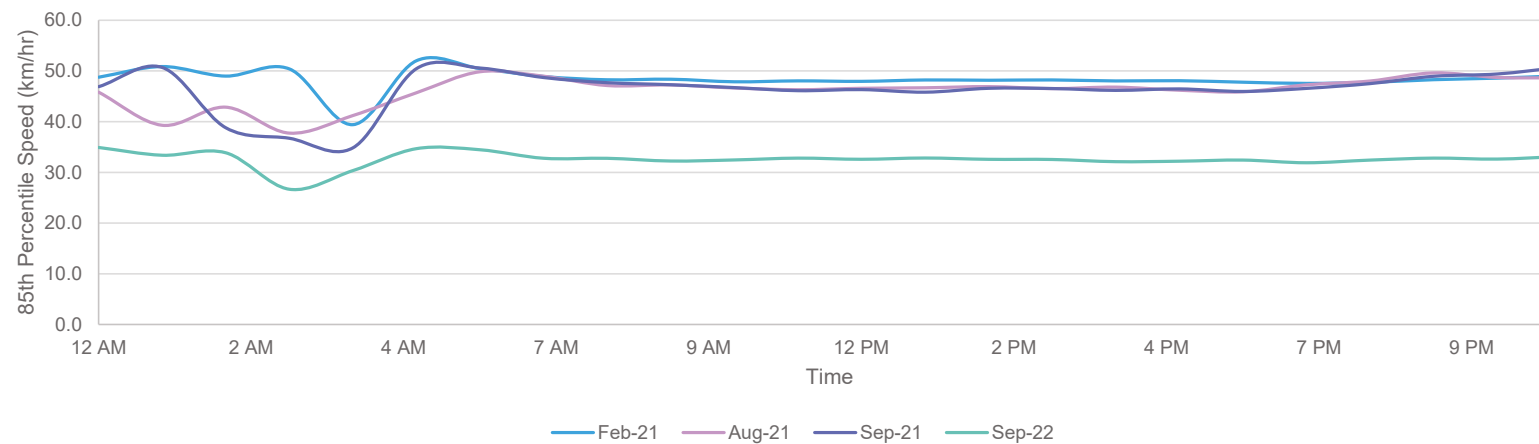


COMPARATIVE ANALYSIS OF TRAFFIC SPEEDS

Appendix figure 21 – Traffic speeds on Howard Avenue (Inter-block counter H1)



Appendix figure 22 – Traffic speeds on Howard Avenue (Inter-block counter H2)



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THE STRAND, DEE WHY

HMD and Traffic Study

Prepared for Northern Beaches Council
January 2022

COVID-19 AND THE POTENTIAL IMPACT ON DATA INFORMATION

The data and information that informs and supports our opinions, estimates, surveys, forecasts, projections, conclusion, judgments, assumptions and recommendations contained in this report (Report Content) are predominantly generated over long periods, and is reflective of the circumstances applying in the past. Significant economic, health and other local and world events can, however, take a period of time for the market to absorb and to be reflected in such data and information. In many instances a change in market thinking and actual market conditions as at the date of this report may not be reflected in the data and information used to support the Report Content.

The recent international outbreak of the Novel Coronavirus (COVID-19), which the World Health Organisation declared a global health emergency in January 2020 and pandemic on 11 March 2020, has and continues to cause considerable business uncertainty which in turn materially impacts market conditions and the Australian and world economies more broadly.

The uncertainty has and is continuing to impact the Australian real estate market and business operations. The full extent of the impact on the real estate market and more broadly on the Australian economy and how long that impact will last is not known and it is not possible to accurately and definitively predict. Some business sectors, such as the retail, hotel and tourism sectors, have reported material impacts on trading performance. For example, Shopping Centre operators are reporting material reductions in foot traffic numbers, particularly in centres that ordinarily experience a high proportion of international visitors.

The data and information that informs and supports the Report Content is current as at the date of this report and (unless otherwise specifically stated in the Report) does not necessarily reflect the full impact of the COVID-19 Outbreak on the Australian economy,

the asset(s) and any associated business operations to which the report relates. It is not possible to ascertain with certainty at this time how the market and the Australian economy more broadly will respond to this unprecedented event and the various programs and initiatives governments have adopted in attempting to address its impact. It is possible that the market conditions applying to the asset(s) and any associated business operations to which the report relates and the business sector to which they belong has been, and may be further, materially impacted by the COVID-19 Outbreak within a short space of time and that it will have a longer lasting impact than we have assumed. Clearly, the COVID-19 Outbreak is an important risk factor you must carefully consider when relying on the report and the Report Content.

Where we have sought to address the impact of the COVID-19 Outbreak in the Report, we have had to make estimates, assumptions, conclusions and judgements that (unless otherwise specifically stated in the Report) are not directly supported by available and reliable data and information. Any Report Content addressing the impact of the COVID-19 Outbreak on the asset(s) and any associated business operations to which the report relates or the Australian economy more broadly is (unless otherwise specifically stated in the Report) unsupported by specific and reliable data and information and must not be relied on.

To the maximum extent permitted by law, Urbis (its officers, employees and agents) expressly disclaim all liability and responsibility, whether direct or indirect, to any person (including the Instructing Party) in respect of any loss suffered or incurred as a result of the COVID-19 Outbreak materially impacting the Report Content, but only to the extent that such impact is not reflected in the data and information used to support the Report Content.

This report is dated **January 2022** and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Pty Ltd's (Urbis) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of **Northern Beaches Council** (Instructing Party) for the purpose of a **Human Movement Data and Traffic Study** (Purpose) and not for any other purpose or use. Urbis expressly disclaims any liability to the Instructing Party who relies or purports to rely on this report for any purpose other than the Purpose and to any party other than the Instructing Party who relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

In preparing this report, Urbis was required to make judgements which may be affected by unforeseen future events including wars, civil unrest, economic disruption, financial market disruption, business cycles, industrial disputes, labour difficulties, political action and changes of government or law, the likelihood and effects of which are not capable of precise assessment.

All surveys, forecasts, projections and recommendations contained in or made in relation to or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control.

Urbis has made all reasonable inquiries that it believes is necessary in preparing this report but it cannot be certain that all information material to the preparation of this report has been provided to it as there may be information that is not publicly available at the time of its inquiry.

In preparing this report, Urbis may rely on or refer to documents in a language other than English which Urbis will procure the translation of into English. Urbis is not responsible for the accuracy or completeness of such translations and to the extent that the inaccurate or incomplete translation of any document results in any statement or opinion made in this report being inaccurate or incomplete, Urbis expressly disclaims any liability for that inaccuracy or incompleteness.

This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the belief on reasonable grounds that such statements and opinions are correct and not misleading bearing in mind the necessary limitations noted in the previous paragraphs. Further, no responsibility is accepted by Urbis or any of its officers or employees for any errors, including errors in data which is either supplied by the Instructing Party, supplied by a third party to Urbis, or which Urbis is required to estimate, or omissions howsoever arising in the preparation of this report, provided that this will not absolve Urbis from liability arising from an opinion expressed recklessly or in bad faith.

Urbis staff responsible for this report were:

Director	Graham McCabe, Princess Ventura
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Consultant	Thet Swan, Lucas Biurra-Hoy

Project code	P0037008
Report number	1

Urbis acknowledges the important contribution that Aboriginal and Torres Strait Islander people make in creating a strong and vibrant Australian society.

We acknowledge, in each of our offices, the Traditional Owners on whose land we stand.

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INTRODUCTION

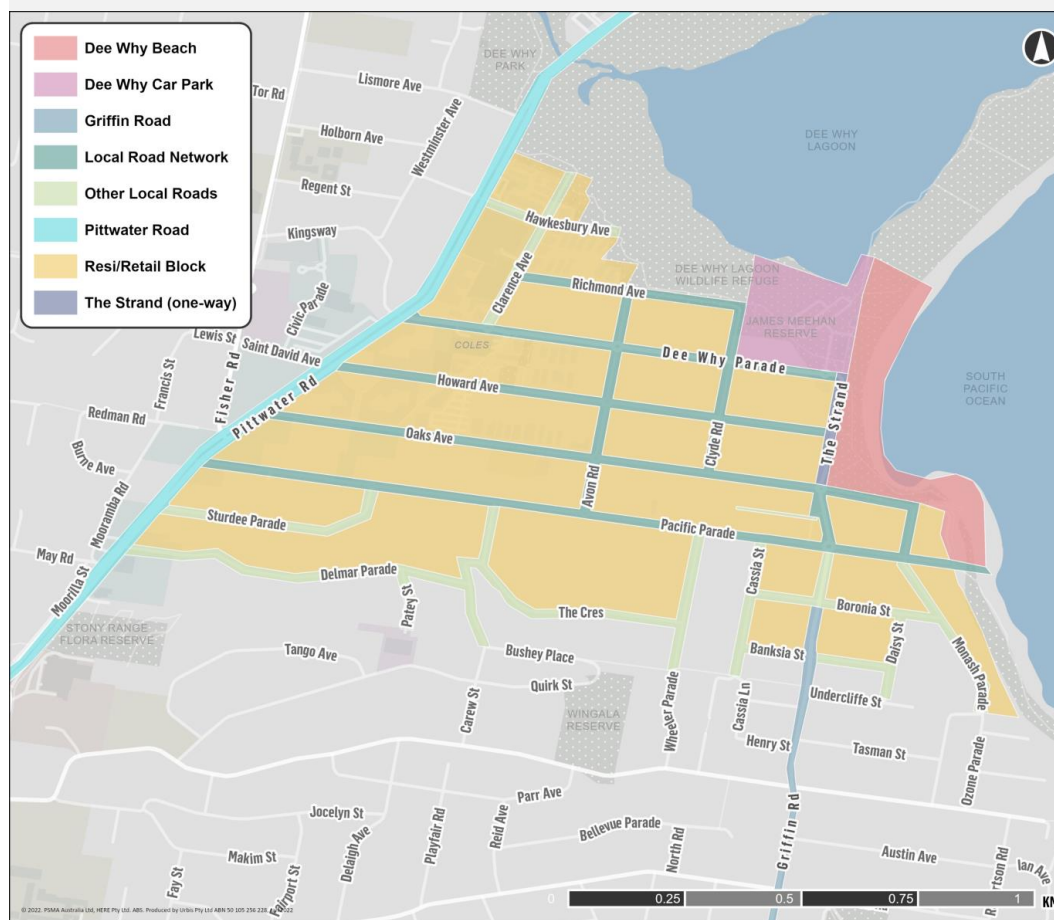
As part of the *Streets as Spaces Program*, Northern Beaches Council has undertaken a trial change to The Strand at Dee Why to increase outdoor dining, provide a separated cycleway and reduce circulating traffic by converting The Strand to one-way northbound. The one-way activation was installed at The Strand between Oaks Avenue and Dee Why Parade from August 2021

This study seeks to identify any impacts or changes to the utilisation of the local road network, in particular on the following locations, for which traffic volume data has been provided

- The Strand (Pacific Parade – Oaks Avenue)
- Richmond Avenue.
- Dee Why Parade.
- Howard Avenue.
- Oaks Avenue.
- Pacific Parade.
- Avon Road.
- Clyde Road.

Traffic data and Human Movement Data (HMD) has been processed and analysed for additional precincts (other local roads), however, they have been excluded from the core analysis. These precincts were used to assist in cleaning the data, user type identification and refining the sample set.

Study Area Map



TRAFFIC VOLUME COUNT LOCATIONS AND SCREENLINES

Traffic data was provided by Northern Beaches Council for three reporting periods. These periods were

- 1st – 8th of February (February)
- 16th – 22nd of August (August).
- 27th of September – 3rd of October (September).

The traffic data from these counters were used in conjunction with the Human Movement Data (HMD) to determine changes in vehicle trip behaviours on the streets of Dee Why before and after the implementation of one-way northbound traffic conditions along The Strand in Dee Why.

The map on the right illustrates the location of the inter-block traffic counters and the period for which data was available from each counter. It also shows the screenlines used for analysis (a screenline enables comparison across a collection of roads to show network-wide changes by direction).

The comparison of traffic volumes was only able to be completed using counters that include February and either August or September.

Inter-block Traffic Volume Counter Locations and Screenlines



HMD METHODOLOGY

Methodology

The Human Movement Data has been sourced from the third-party provider Near. Near's mobile location data is aggregated from a variety of high-quality sources, including data from proprietary apps and locational data derived from mobile advertising. Across Australia, the dataset has approximately 6.1 million active unique devices per month. Consequently, the dataset is seen as accurate for this report.

These apps are predominantly English-speaking apps and will have varying levels of penetration across different user groups. Some user groups, for example, Chinese residents, could potentially have lower penetration rates. There are limitations with specific countries when assessing international visitors, for example, penetration across China is limited due to strict privacy laws.

The mobile phone data assessment includes the following constraints

- Data has been analysed over four different periods.
 - Period 1 (February 2021) - pre-lockdown and pre-implementation.
 - Period 2 (July 2021) - lockdown and pre-implementation.
 - Period 3 (September 2021) - lockdown and post-implementation.
 - Period 4 (November 2021) - post-lockdown and post-implementation.
- The resident and worker locations of each mobile phone are derived from the device's common evening and common daytime location, respectively.
- The Common Evening Location (CEL) for a device is estimated by determining where a device most frequently appears during the "non-work" hours (evening through morning and weekends). The overnight hours are defined as after 6 pm and before 8 am.
- The Common Daytime Location (CDL) for a device is estimated by determining where a device most frequently appears during the "work hours" (daytime on weekdays). The hours are defined as after 8 am and before 6 pm from Monday through Friday.
- The data sample is highlighted in the charts opposite, which outline the number of visits to the precincts.

Assumptions

Devices can be attributed to both people walking throughout the area, as well as cycling and driving.

Given vehicles are the most impacted by the one-way conversion, device identification associated with vehicles used a number of methodologies, including

- If a device was observed to have travelled between Pittwater Road and The Strand within 15 minutes or between Griffin Road and The Strand within 10 minutes, said device was identified as a car.
- Analysis of journey path and utilisation of surrounding road network.
- All trips of particular device are identified as vehicles if more than 50 per cent of their trips to The Strand have been identified as vehicles.
- Exceptions have been made to identify pedestrians from the sample by looking at local residents who live within 15 mins walking distance from The Strand as these visitors are more likely to walk than drive to the precinct. The following exceptions are made for local residents.
- If a local resident's device travelled between Pittwater Road and The Strand within 10 mins, then this is a vehicle trip.
- If a local resident's devices takes longer than 10 minutes to move between Pittwater Road and The Strand then they are identified as pedestrian trips.
- All other local resident trips to The Strand are considered to be pedestrian trips.



TRAFFIC VOLUME SUMMARY

Key Findings

The table on the right outlines the summary of traffic counters in the local road network and The Strand. The traffic volume data is for the week starting the following dates

- 1st of February 2021.
- 16th of August 2021.
- 27th of September 2021.

The *Streets as Shared Spaces* project was implemented in August 2021 with shared space being installed over late August and early September.

The traffic volume data not only shows a general decrease as a result of lockdowns but also outlines the effect of the one-way conversion.

Between February and August, all roads except Clyde had reduced volumes. Clyde Road between Oaks Avenue and Dee Why Parade saw increases of over 200 per cent in weekly volumes during this period.

Between August and September, most roads saw an uptick in visitation, with Clyde Road (all sections) and Avon Road Between Dee Why Parade and Richmond Avenue being the only streets to experience a decline in usage.

Between February and September Clyde Road still saw weekly increases of over 100 per cent between Dee Why Road and Oaks Avenue while all segments of Avon Road returned to near February volumes except Between Dee Why Parade and Richmond Avenue

Traffic Volume (Weekly)

TRAFFIC COUNTER LOCATIONS	WEEKLY TOTAL VOLUMES			CHANGE (%)		
	FEB 2021	AUG 2021	SEP 2021	FEB - AUG	AUG - SEP	FEB - SEP
The Strand (Oaks & Howard)	74,927	18,819	28,119	-75%	+49%	-62%
The Strand (Howard & Dee Why)	-	17,367	21,712	-	+25%	-
Dee Why Pde (The Strand & Clyde)	63,029	36,517	43,027	-42%	+18%	-32%
Dee Why Pde (Clyde & Avon)	69,627	42,988	48,594	-38%	+13%	-30%
Howard Ave (Clyde & Avon)	25,493	16,631	18,360	-35%	+10%	-28%
Howard Ave (The Strand & Clyde)	23,003	11,635	15,086	-49%	+30%	-34%
Avon Rd (Oaks & Howard)	59,339	55,817	61,053	-6%	+9%	+3%
Avon Rd (Howard & Dee Why)	52,217	41,561	51,199	-20%	+23%	-2%
Avon Rd (Dee Why & Richmond)	14,101	11,774	11,392	-17%	-3%	-19%
Pacific Pde (The Strand & Cassia)	55,215	50,645	58,901	-8%	+16%	+7%
Clyde Rd (Oaks & Howard)	6,840	21,296	14,060	+211%	-34%	+106%
Clyde Rd (Howard & Dee Why)	4,997	17,280	11,745	+246%	-32%	+135%
Clyde Rd (Dee Why & Richmond)	10,269	7,103	6,434	-31%	-9%	-37%

Source: Northern Beaches Council

WEATHER DURING TRAFFIC COUNTING WEEK

Key Findings

The impact of weather on the traffic along Dee Why roads was also during the analysis.

The charts on the right show the traffic volume picked up by the traffic counters along Clyde Road and The Strand against the weather for the study period.

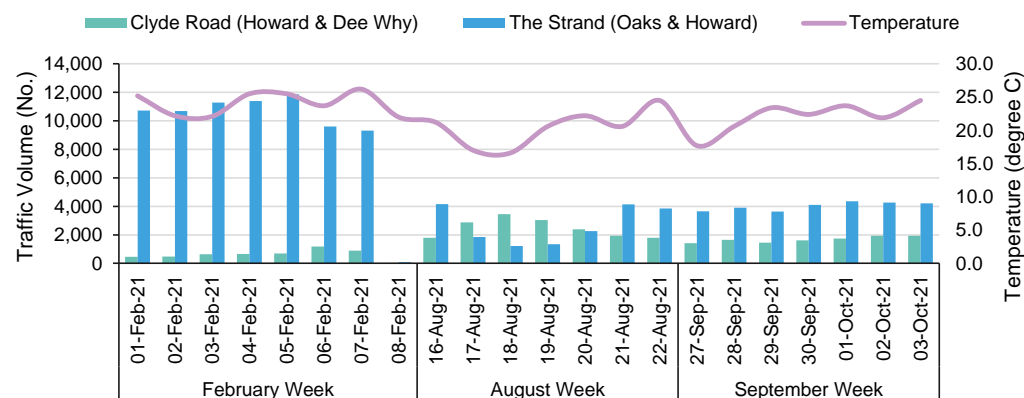
The Temperature and Rainfall statistics have been sourced from the Australian Government Bureau of Meteorology. Temperature was measured at Terry Hills while rainfall was measured at Collaroy, being the closest stations to Dee Why.

The charts show that the weather has little to no impact on the traffic on the roads in Dee Why.

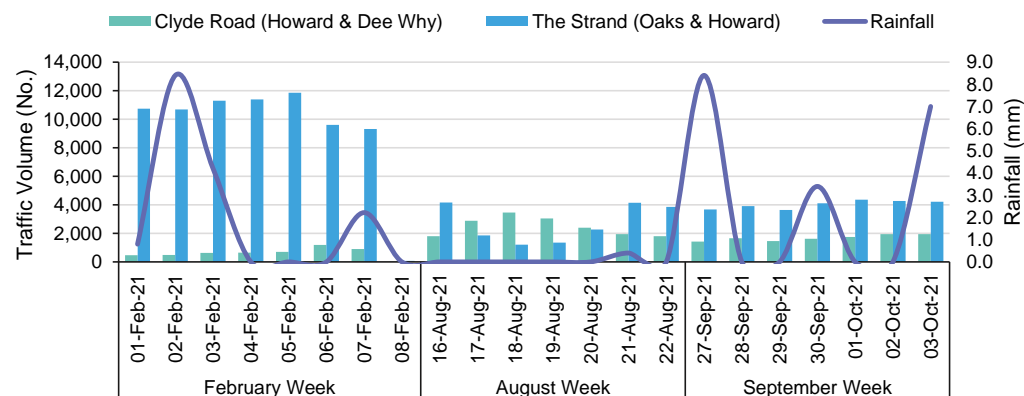
The drop in the traffic volume in August and September can mainly be the result of lockdown and one-way conversion along The Strand.

Weather has little to no impact on the change in visitation over the traffic study periods.

Traffic Volume vs Temperature



Traffic Volume vs Rainfall



Source: Australian Government Bureau of Meteorology; Northern Beaches Council; Urbis

UNADJUSTED VEHICLE VOLUME COMPARISON

Key Findings

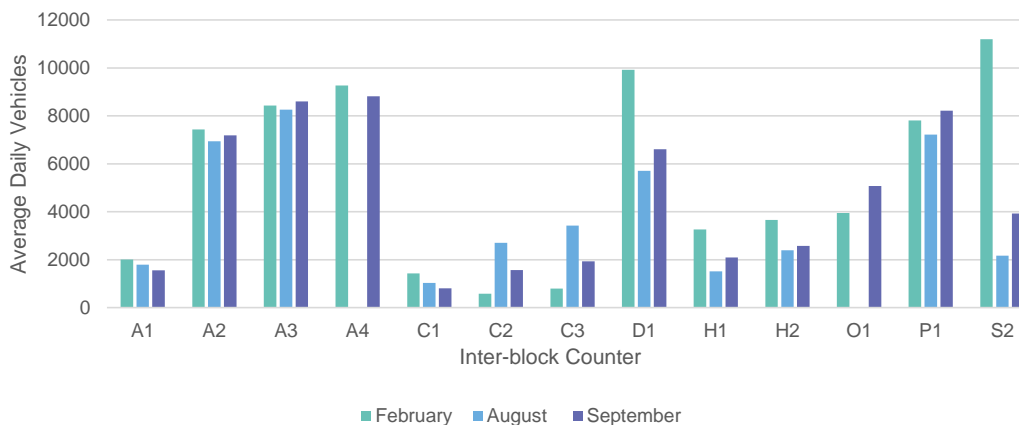
Covid has impacted the number of vehicles driving around Dee Why with drops in the number of recorded vehicles at most inter-block counter locations in both August and September. Results from the HMD analysis indicate similar Covid related downturns.

Despite the impacts of Covid, the changed traffic conditions along The Strand did have an impact on certain routes drivers would take. Vehicle movements along The Strand, represented by inter-block counter S1 significantly dropped (all other inter-block counters are shown in brackets). However Avon Road (A1-A4) returned to February volumes on both weekdays and weekends, while Clyde Road (C1-C3) exceeded February volumes. This suggests that more people are using these roads in place of The Strand as a north-south connection in Dee Why given the similarity to February's "Covid free" volumes. Pacific Parade (P1) and Oaks Avenue (O1) also experienced a noticeable increase as vehicles re-routed from The Strand to an alternative route.

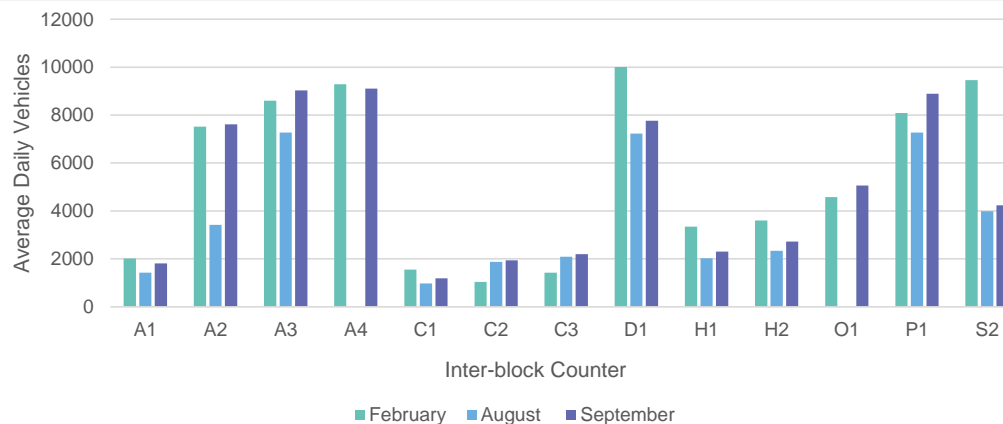
Observations across all the screenlines found in **Appendix B** indicate a significant drop in vehicle trips during the afternoon peak in September, shifting to the middle of the day, particularly on weekdays. This could suggest a Covid related behaviour change.

The changed traffic conditions along The Strand results in Avon Road and Clyde Road absorbing The Strands North-South Traffic

Weekday Average Daily Vehicles at Inter-Block Counter Locations



Weekend Average Daily Vehicles at Inter-Block Counter Locations



JOURNEY PATH – IMPACT OF ONE WAY ROAD

Key Findings

The tables on the right show the changes in the share of vehicles to the row precincts that also used the column precincts. This represents the change in local road network usage pattern as a result of installing the one-way conversion at The Strand.

The table at the top shows the impact of one-way conversion during lockdown, comparing period 2 and period 3 while table at the bottom shows the impact outside of lockdown, comparing Period 1 and 4.

In both cases, The Strand between Dee Why Parade and Oaks Avenue experienced a drop in usage from vehicles travelling via local road network.

On the other hand, Oaks Avenue and Avon Road experienced an increase in usage. This can be the result of vehicles taking alternative routes as they were unable to travel south along The Strand.

Cross usage between Clyde Road and Oaks Avenue and Howard Avenue, as well as Avon Road and Pacific Parade, has increased significantly as a result of the implementation.

Impact of one-way during lockdown (P2-P3)

Also Used...	Richmond Ave	Dee Why Pde	Howard Ave	Oaks Ave	Pacific Pde	Avon Rd	Clyde Rd	The Strand (Dee Why & Oaks)	The Strand (Oaks & Pacific)
Richmond Ave		-11.4%	-1.6%	7.9%	4.5%	9.1%	2.0%	-18.7%	-3.3%
Dee Why Pde	-3.9%		0.9%	7.0%	9.1%	14.0%	5.5%	-14.3%	-4.5%
Howard Ave	-1.1%	1.2%		7.6%	4.8%	6.1%	5.1%	-9.7%	-0.9%
Oaks Ave	-0.8%	4.1%	-0.6%		0.2%	4.0%	8.1%	-7.1%	5.8%
Pacific Pde	-1.1%	5.2%	-0.5%	-0.3%		11.0%	0.6%	-5.5%	1.8%
Avon Rd	-3.1%	8.1%	-6.6%	-1.9%	5.9%		-0.9%	-3.8%	3.4%
Clyde Rd	-30.7%	17.0%	9.5%	28.9%	-2.4%	-5.0%		-25.7%	5.2%
The Strand (Dee Why & Oaks)	-3.4%	1.9%	-0.6%	4.2%	2.5%	3.7%	2.6%		6.7%
The Strand (Oaks & Pacific)	-2.3%	-3.5%	0.5%	12.3%	7.0%	7.2%	5.6%	-7.2%	

Impact of one-way outside lockdown (P1-P4)

Also Used...	Richmond Ave	Dee Why Pde	Howard Ave	Oaks Ave	Pacific Pde	Avon Rd	Clyde Rd	The Strand (Dee Why & Oaks)	The Strand (Oaks & Pacific)
Richmond Ave		-17.2%	1.5%	6.5%	9.4%	16.0%	-4.7%	-22.4%	-3.9%
Dee Why Pde	-4.8%		1.3%	6.0%	10.5%	12.6%	3.1%	-11.9%	-6.3%
Howard Ave	-0.5%	-1.6%		8.0%	3.8%	4.2%	4.9%	-7.0%	-2.3%
Oaks Ave	-1.5%	0.0%	3.8%		-0.1%	3.0%	7.7%	-9.8%	1.8%
Pacific Pde	-1.9%	1.7%	0.5%	0.0%		9.7%	0.2%	-5.5%	-2.5%
Avon Rd	-4.0%	-2.1%	-2.2%	0.5%	7.7%		0.2%	-4.7%	-0.2%
Clyde Rd	-32.8%	2.9%	20.2%	34.2%	-1.8%	-0.3%		-44.1%	4.0%
The Strand (Dee Why & Oaks)	-5.1%	-2.3%	5.1%	2.0%	1.7%	2.2%	-0.6%		-4.1%
The Strand (Oaks & Pacific)	-3.2%	-7.2%	5.4%	10.6%	4.9%	6.0%	4.9%	-14.3%	

HEATMAP ANALYSIS

Key Findings

These heatmaps illustrate the level of vehicle activity relative to its respective period in the local road network and The Strand. The maps are not comparable to one another in terms of volume but tell a clearer story about which roads vehicles are frequented after the changes.

Periods 1 and 2 (pre-implementation of one-way conversion), show little activity or usage along Clyde Road. The major routes vehicles took were via Pacific Pde, Dee Why Pde, and Avon Road.

After the conversion, during Periods 3 and 4, activity along Clyde Road increased. This is consistent with the analysis of traffic counters in the area. This can also be explained by vehicles opting for alternative routes to travel south. The increase in activity was also driven by southbound buses being rerouted from The Strand to Clyde Road. There is also an increase in usage along Oaks Avenue and Avon Road.

This shows vehicles changing their travel routes in response to the one-way conversion.

Greater levels of relative activity are observed along Clyde Road and Oaks Ave after the one-way conversion at The Strand.

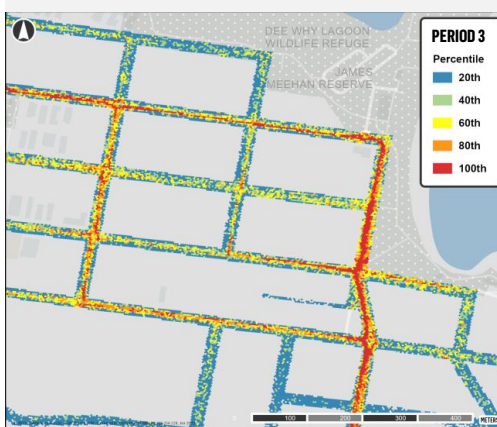
Period 1 (Feb)



Period 2 (Jul)



Period 3 (Sep)



Period 4 (Nov)



Source: Near; Urbis

1/02/2022

IMPACT OF HEAVY VEHICLES AS A RESULT OF CHANGED TRAFFIC CONDITIONS

Key Findings

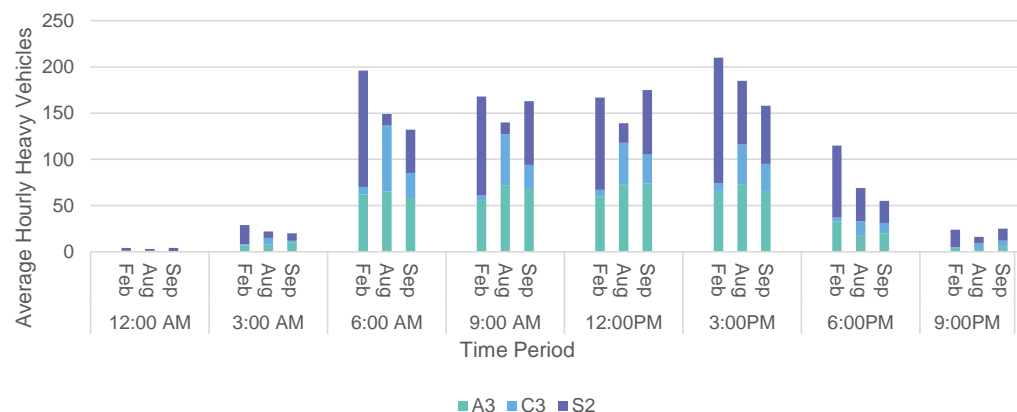
Heavy vehicle movements on Screenline C were investigated as two bus routes, the 166 and 176x, had their route paths altered by one-way conversion on The Strand. These routes now travel along Oaks Avenue and Clyde Road before accessing Howard Avenue rather than using The Strand.

The figure on the top right demonstrates weekday heavy vehicle volumes. The change in route is highlighted by the significant increases in Clyde Road's (C3) share in heavy vehicle totals in August and a decline in heavy vehicles on The Strand. A slight reduction in Heavy Vehicles using Clyde Road (C3) and an increase in heavy vehicles using Avon Road (A3) was observed in September. This likely indicates other heavy vehicle drivers better adjusting their routes to utilise the roundabouts on Avon Road as well as Avon Roads ability to completely avoid The Strand.

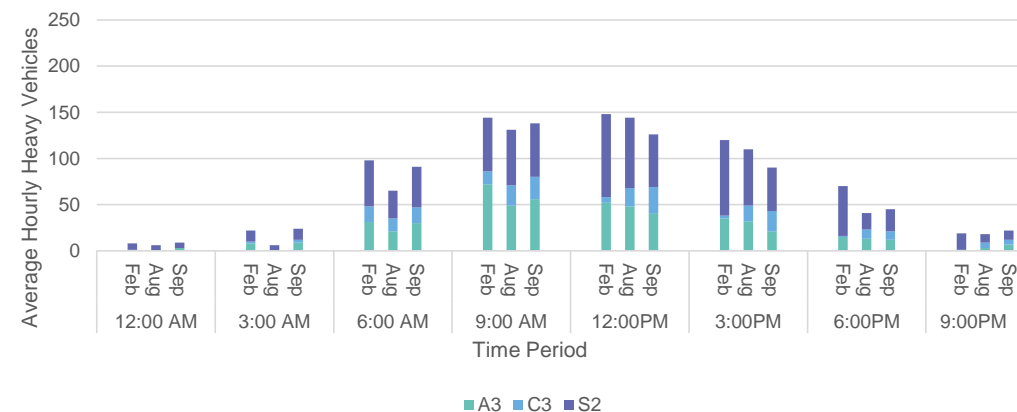
There is a less significant change in how heavy vehicles travel through Screenline C on weekends. This could be reflective of delivery vehicle hours and the fact the 176x does not run on the weekend.

Both Clyde and Avon Road are residential streets, any increase in heavy vehicle volumes on these roads would be noticeable by residents.

Screenline C – Weekday Heavy Vehicle Totals (Unadjusted)



Screenline C – Weekday Heavy Vehicle Totals (Unadjusted)



THE STRAND VISITOR DISTRIBUTION

Key Findings

The chart on the right represents the distribution of visits to The Strand across the different periods.

The majority of visitors to The Strand are from within the Northern Beaches LGA ranging from 84 to 91 per cent of the total visits. Periods 2 and 3 experienced an increase in the share of visits from Northern Beaches LGA Residents as COVID-19 lockdown restricted visits to the local LGA. The share dropped in November, reflecting the easing of lockdown measures in October.

The one-way conversion of The Strand had little impact on the type of visitors to The Strand. The distribution is consistent with that of pre-implementation periods for both pre/post and during the lockdown.

The one-way conversion has had little impact on the draw of visitors to The Strand. Those travelling from outside the LGA are continuing to do so, with their contribution marginally higher post implementation (Period 4).

Visitor Distribution



Source: Near, Urbis

HOME LOCATION OF ALL VISITORS

Key Findings

The table on the right outlines the top 20 home locations of visitors to The Strand across the different periods.

As previously noted, visitation to The Strand is predominantly driven by residents in the Northern Beaches LGA. The top home suburbs for The Strand visitors are located in the immediate area.

Dee Why accounts for 16 to 24 per cent of visits to The Strand and Cromer accounts for 5 to 8 per cent. Periods 2 and 3 received a higher share from both suburbs as a result of the lockdown.

After the one-way conversion, the share of visitors from areas in the south of The Strand like North Curl Curl, Curl Curl and Manly dropped. The Strand received a higher share from suburbs north of Dee Why.

The Strand draws strongly from the immediate area with 22 to 31 per cent of visits coming from Dee Why and Cromer residents over the analysis period.

The draw is expanding however, with a much higher share of visitation from outside the top 20 suburbs in Period 4.

Home Location by Suburb (All Visitors)

	PERIOD 1 (FEB)		PERIOD 2 (JUL)		PERIOD 3 (SEP)		PERIOD 4 (NOV)
Dee Why	16.4%	Dee Why	20.1%	Dee Why	23.6%	Dee Why	17.9%
Cromer	5.5%	Cromer	7.6%	Cromer	7.7%	Cromer	5.4%
North Curl Curl	5.0%	Collaroy	6.2%	Freshwater	4.4%	Narraweena	4.5%
Collaroy Plateau	4.4%	Freshwater	5.4%	Collaroy	4.3%	Collaroy	4.3%
Freshwater	4.2%	North Curl Curl	5.0%	Narraweena	4.1%	Freshwater	4.0%
Collaroy	3.8%	Narraweena	4.4%	North Curl Curl	3.9%	Collaroy Plateau	3.5%
Narraweena	3.7%	Collaroy Plateau	3.9%	Frenchs Forest	3.9%	Beacon Hill	3.2%
Warriewood	3.6%	Beacon Hill	3.6%	Beacon Hill	3.4%	North Curl Curl	2.7%
Beacon Hill	2.7%	Allambie Heights	2.7%	Collaroy Plateau	3.2%	Frenchs Forest	2.7%
Manly	2.7%	Wheeler Heights	2.5%	Belrose	2.6%	Warriewood	2.6%
Frenchs Forest	2.6%	Mona Vale	2.5%	Allambie Heights	2.4%	Mona Vale	2.5%
Curl Curl	2.5%	Manly	2.4%	Narrabeen	2.3%	Wheeler Heights	2.0%
Wheeler Heights	2.4%	Frenchs Forest	2.2%	Wheeler Heights	2.1%	Curl Curl	1.9%
Mona Vale	2.3%	North Manly	1.9%	Warriewood	2.0%	Newport	1.8%
North Narrabeen	2.2%	Warriewood	1.7%	Manly	1.9%	Allambie Heights	1.7%
Narrabeen	2.0%	Curl Curl	1.7%	Mona Vale	1.8%	Narrabeen	1.7%
Newport	1.9%	North Narrabeen	1.5%	North Narrabeen	1.7%	Manly	1.3%
Allambie Heights	1.9%	Newport	1.4%	Newport	1.5%	North Manly	1.2%
Elanora Heights	1.8%	Brookvale	1.3%	North Manly	1.5%	Elanora Heights	1.2%
North Manly	1.4%	Narrabeen	1.2%	Curl Curl	1.4%	North Narrabeen	1.1%
Total Other Visitors	27.0%	Total Other Visitors	20.7%	Total Other Visitors	20.1%	Total Other Visitors	32.8%

Source: Near; Urbis

HOME LOCATION OF VEHICLE TRIPS

Key Findings

The charts on the right shows the distribution of home location distance and visits to The Strand by travel mode.

Majority of visitors who walked to the Strand live within the 2km radius while majority of those via vehicle live within the 10km radius. This reflects the high share of visits to The Strand from within the Northern Beaches LGA.

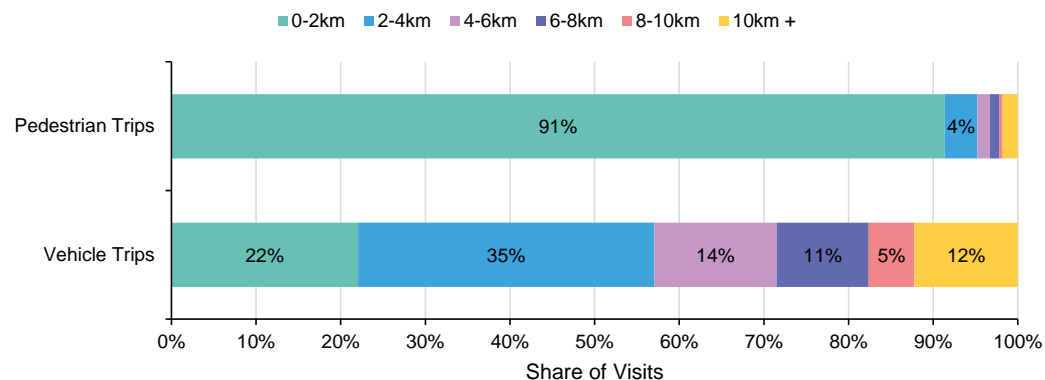
Over 80 per cent of trips to The Strand were vehicle trips in February and July. After the one-way conversion along The Strand in August, the share of visits from vehicle trips dropped to 74 and 77 per cent in September and November respectively.

The map overleaf illustrates the home location of both pedestrian and vehicle trips to The Strand.

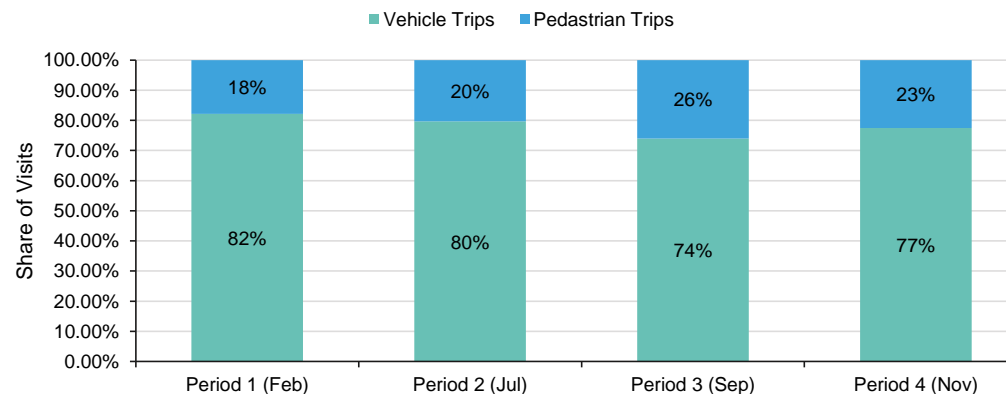
Most visitors walking to The Strand live in the neighbouring suburbs within a 2km radius.

Visitations from pedestrian has increased with implementation of one-way conversion on The Strand.

Home Location Distance from The Strand (2021)

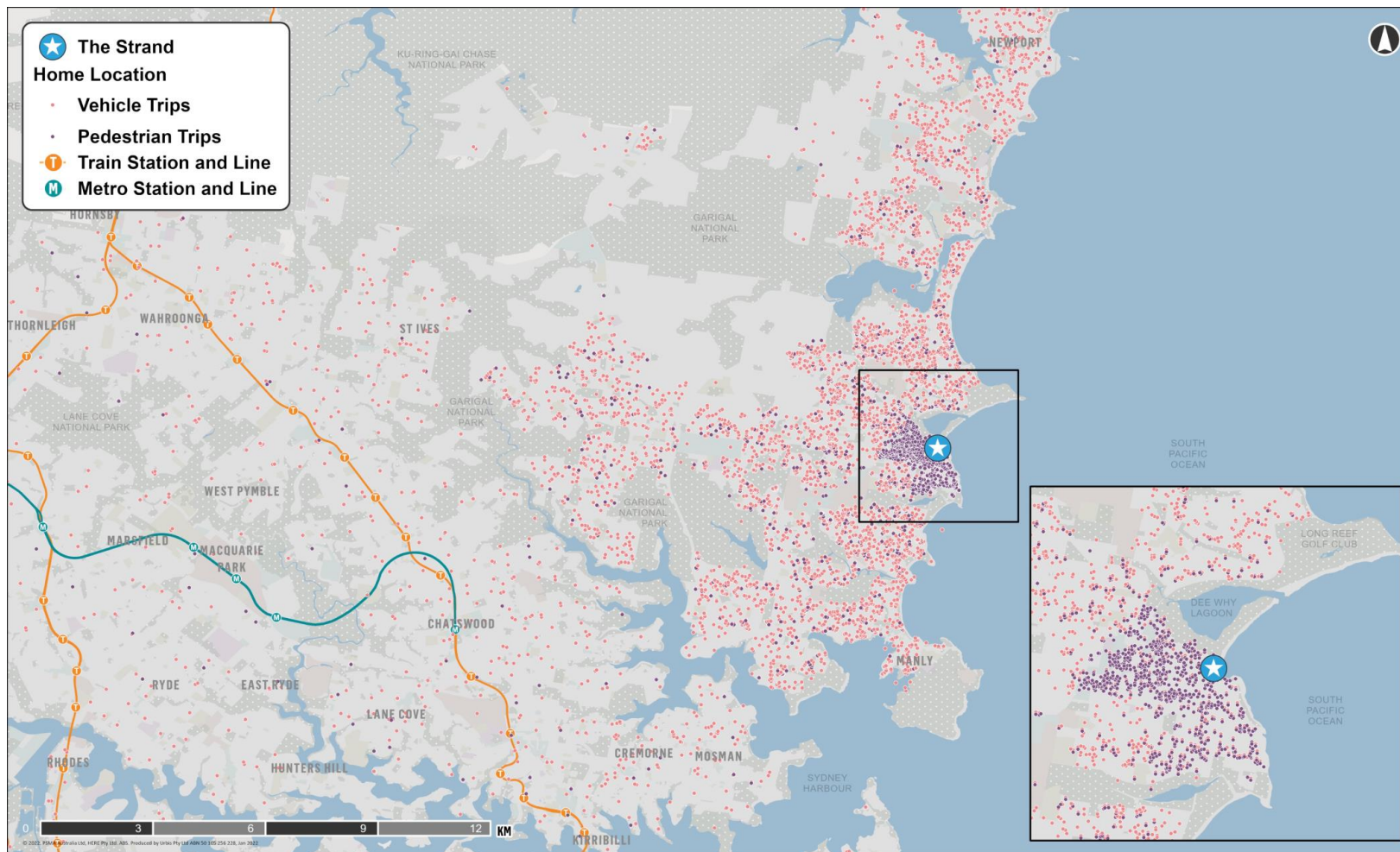


Visits Distribution by Travel Mode



Source: Near, Urbis

HOME LOCATION OF VISITORS



Note: Some devices have been attributed to both vehicle visitors and local walkers as they could drive to the area on one day and walk on another.

POST-VISIT ANALYSIS (15 MINUTES)

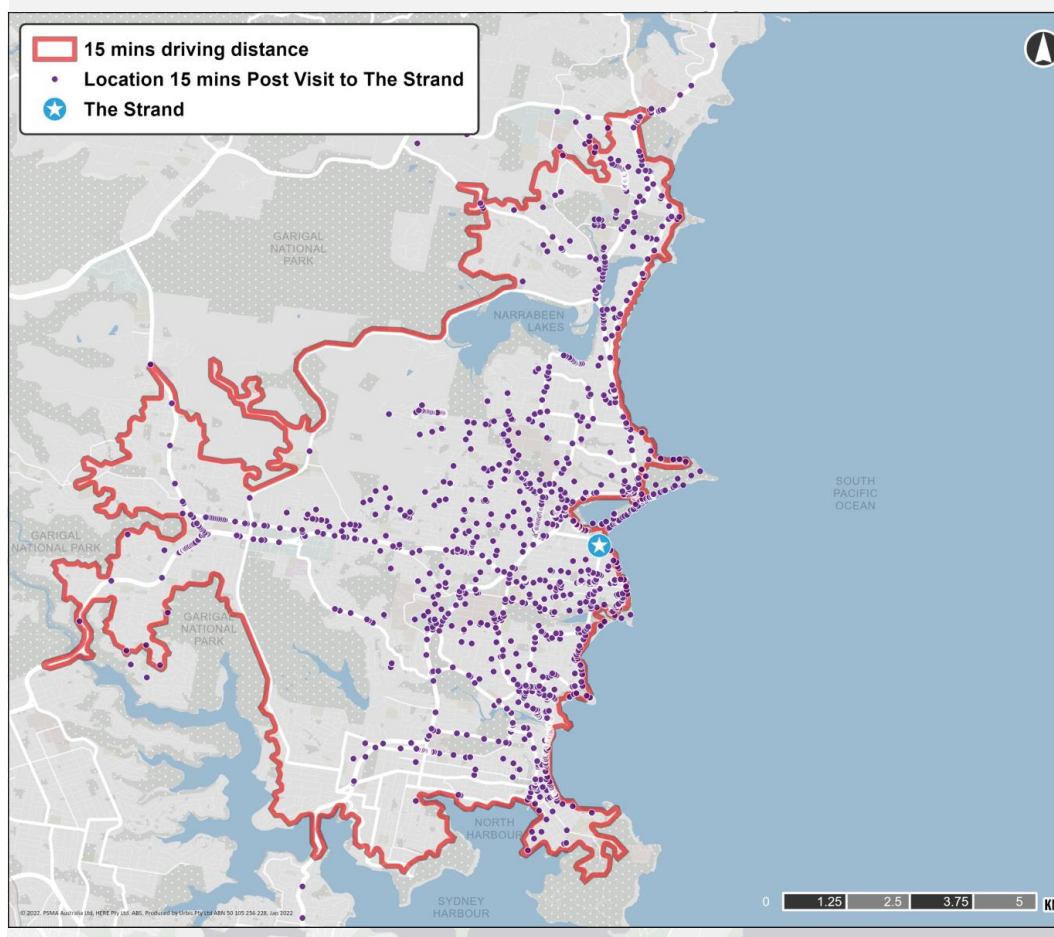
Key Findings

The map on the right shows where people were 15 minutes after being observed at The Strand (one-way conversion) precinct in 2021.

Most of the visitors are located in the residential areas that is within the 15 min driving distance from The Strand. This reflects the high share of local residents to The Strand. The majority of the visitors are located south of The Strand with some travelling east along Warringah Road.

Visitors to The Strand were observed to be travelling back home 15 minutes after visiting The Strand.

Post-Visit Analysis (15 mins)



DAY OF WEEK ANALYSIS

Key Findings

The charts on the right show the visitation level across the week in the local road network and The Strand. The visitation level only accounts for visitors who were assumed to be travelling by vehicle.

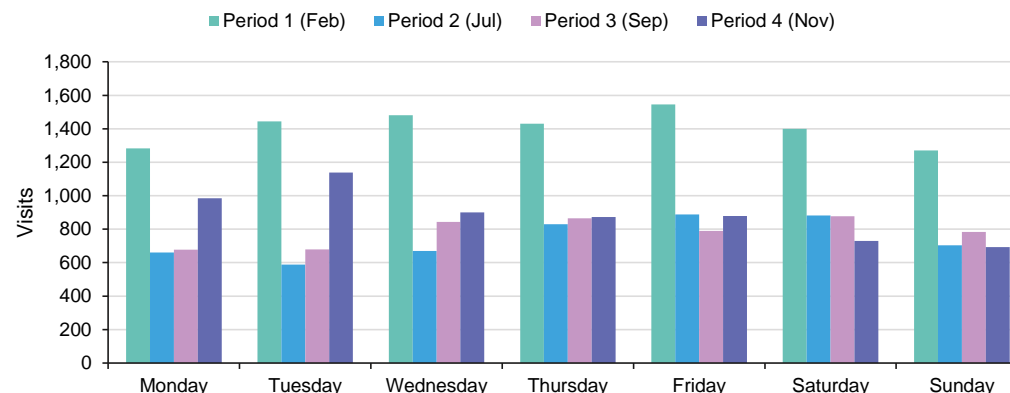
Visitation levels in Period 1 is similar across the week with slightly higher visitation towards Friday. The even distribution can be explained by both local residents travelling to work and visitors enjoying the beach.

Period 2 and 3 are observed to have greater visitation level towards the end of the week. During lockdown, working from home arranging resulted in lower distribution during the weekdays compared to the weekend.

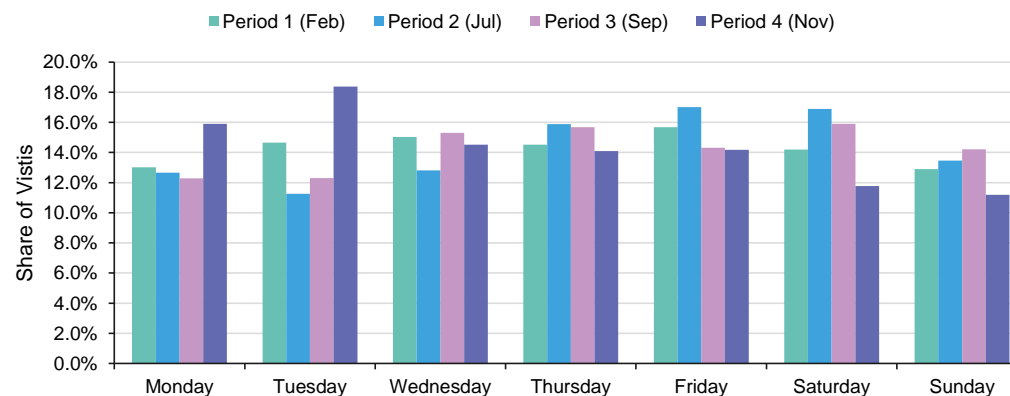
In Period 4, visitation levels were significantly higher on Monday and Tuesday. The higher share of visitation level across the weekday may represent local residents returning back to office for work.

Higher share of visitation observed on the weekdays post-implementation and post-lockdown.

Aggregate Volume by Day of Week



Share of Visits by Day of Week



Source: Near; Urbis

1/02/2022

Page 21

TIME OF DAY ANALYSIS

Key Findings

The charts on the right represent the visitation level of vehicles across the day in the local road network and The Strand.

As indicated in the previous pages, visitation volume is greater in Period 1 compared to the other time periods.

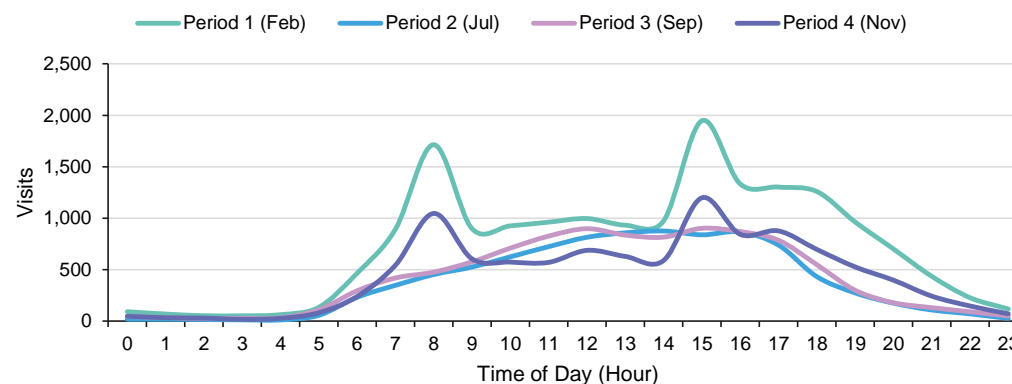
The visitation patterns for Period 1 and Period 4 are similar with obvious peaks at 8 am and 3 pm. This can be explained by visitors' travelling to and from work outside of lockdown.

This pattern is not observed in Period 2 and Period 3 as a result of the COVID-19 lockdown which commenced in June. During lockdown, local residents were more likely to make short trips to carry out daily activities such as exercise in the from lunchtime onwards.

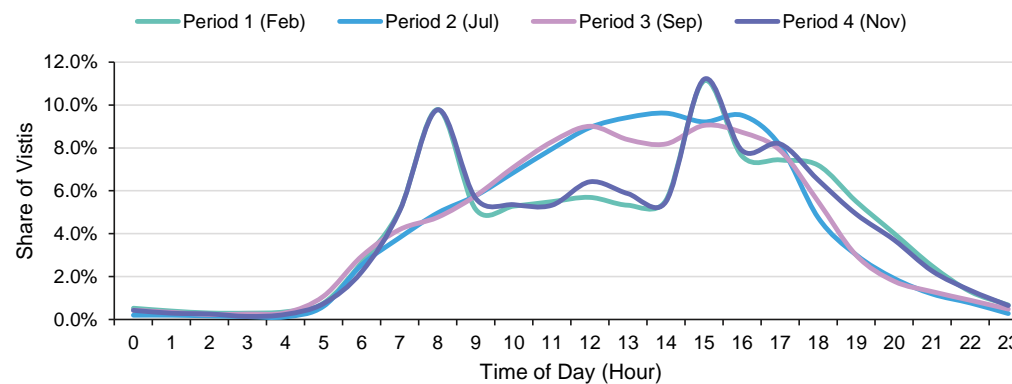
Usage volume of Dee Why roads dropped mainly due to the impact of lockdown.

Visit distribution during post-implementation periods are similar to that of pre-implementation periods across the day.

Aggregate Volume by Hour



Share of Daily Visits by Hour



Source: Near, Urbis

03

KEY FINDINGS & CONCLUSIONS



WHAT WERE THE IMPACTS OF THE CHANGED TRAFFIC CONDITIONS?

Key Findings and Conclusion

Using both HMD and traffic data, a comparative analysis of the impacts of changes in vehicle and pedestrian visitation on The Strand and surrounding streets before and after the one way northbound on The Strand was implemented found the following

- Vehicle usage along The Strand has dropped with the one-way conversion.
- Higher vehicle volumes were observed by counters on Clyde Road, Avon Road, Oaks Ave and Pacific parade as vehicles diverted away from The Strand.
- The one-way conversion has a minimal impact on the draw of visitors to The Strand.
- Most visitors to The Strand live within the Northern Beaches LGA.
- Most visitors walking to The Strand live in the neighbouring suburbs within a 2km radius of The Strand.
- The one-way conversion has resulted in an increase in pedestrian visitation to The Strand.
- Most visitors were observed to be travelling home after their visit to The Strand.
- Decreased vehicle volumes on Dee Why's local roads are consistent with the heightened Covid restrictions experienced in the second half of 2021.
- It was not possible to rectify the traffic data using HMD to demonstrate an "if Covid did not happen scenario" after the implementation of the one way on The Strand. Additional data collection is recommended.



**THE STRAND
VEHICLE USAGE
DECREASED**



**OTHER LOCAL
ROADS HAVE
ABSORBED TRAFFIC
FROM THE STRAND**



**PEDESTRIAN
VISITATION
INCREASED**



**MINIMAL
IMPACT ON
VISITOR DRAW**

APPENDIX A CROSS USAGE

JOURNEY PATH (CROSS USAGE)

Appendix Table 1 - Period 1 (Feb)

	Also Used ...							The Strand (Dee Why & Oaks)	The Strand (Oaks & Pacific)
	Richmond Ave	Dee Why Pde	Howard Ave	Oaks Ave	Pacific Pde	Avon Rd	Clyde Rd		
Richmond Ave		53.0%	5.7%	12.9%	20.5%	25.0%	20.1%	60.5%	41.0%
Dee Why Pde	8.7%		9.0%	11.4%	16.9%	19.2%	2.8%	65.6%	47.0%
Howard Ave	1.5%	14.6%		24.2%	17.8%	17.7%	2.4%	35.8%	33.5%
Oaks Ave	4.4%	23.8%	31.3%		24.2%	19.5%	3.1%	27.2%	28.3%
Pacific Pde	5.4%	27.0%	17.6%	18.5%		33.6%	1.6%	15.8%	19.0%
Avon Rd	10.8%	50.5%	29.0%	24.6%	55.7%		1.9%	14.6%	17.9%
Clyde Rd	44.4%	37.0%	19.9%	20.2%	13.4%	9.4%		71.4%	47.5%
The Strand (Dee Why & Oaks)	10.2%	67.1%	22.8%	13.4%	10.2%	5.7%	5.4%		58.8%
The Strand (Oaks & Pacific)	8.2%	57.2%	25.3%	16.5%	14.5%	8.3%	4.3%	70.0%	

Appendix Table 2 - Period 2 (Jul)

	Also Used ...							The Strand (Dee Why & Oaks)	The Strand (Oaks & Pacific)
	Richmond Ave	Dee Why Pde	Howard Ave	Oaks Ave	Pacific Pde	Avon Rd	Clyde Rd		
Richmond Ave		52.3%	8.9%	16.8%	14.7%	16.2%	22.5%	62.9%	35.2%
Dee Why Pde	9.2%		10.6%	13.1%	14.7%	13.6%	2.7%	69.5%	49.1%
Howard Ave	2.7%	18.3%		30.4%	18.5%	17.1%	2.6%	36.6%	30.4%
Oaks Ave	5.0%	22.2%	29.9%		26.6%	16.2%	3.7%	28.4%	27.7%
Pacific Pde	4.1%	23.3%	17.0%	24.9%		24.8%	2.1%	19.0%	18.0%
Avon Rd	9.6%	45.5%	33.3%	32.0%	52.3%		3.6%	17.3%	17.9%
Clyde Rd	51.0%	35.3%	19.1%	28.4%	16.7%	13.7%		63.2%	44.6%
The Strand (Dee Why & Oaks)	10.6%	66.5%	20.3%	16.1%	11.5%	5.0%	4.7%		55.5%
The Strand (Oaks & Pacific)	7.5%	59.1%	21.2%	19.7%	13.7%	6.4%	4.2%	69.7%	

JOURNEY PATH (CROSS USAGE)

Appendix Table 3 - Period 3 (Sep)

	Also Used ...							The Strand (Dee Why & Oaks)	The Strand (Oaks & Pacific)
	Richmond Ave	Dee Why Pde	Howard Ave	Oaks Ave	Pacific Pde	Avon Rd	Clyde Rd		
Richmond Ave		40.8%	7.2%	24.7%	19.2%	25.3%	24.4%	44.2%	31.9%
Dee Why Pde	5.3%		11.5%	20.2%	23.8%	27.6%	8.3%	55.1%	44.6%
Howard Ave	1.6%	19.4%		38.0%	23.4%	23.2%	7.6%	26.9%	29.5%
Oaks Ave	4.2%	26.3%	29.3%		26.8%	20.2%	11.8%	21.3%	33.5%
Pacific Pde	3.0%	28.4%	16.5%	24.6%		35.8%	2.7%	13.5%	19.9%
Avon Rd	6.4%	53.6%	26.7%	30.1%	58.2%		2.7%	13.6%	21.3%
Clyde Rd	20.3%	52.3%	28.6%	57.4%	14.3%	8.8%		37.6%	49.8%
The Strand (Dee Why & Oaks)	7.2%	68.3%	19.7%	20.3%	14.0%	8.7%	7.3%		62.2%
The Strand (Oaks & Pacific)	5.2%	55.6%	21.7%	32.0%	20.7%	13.6%	9.8%	62.5%	

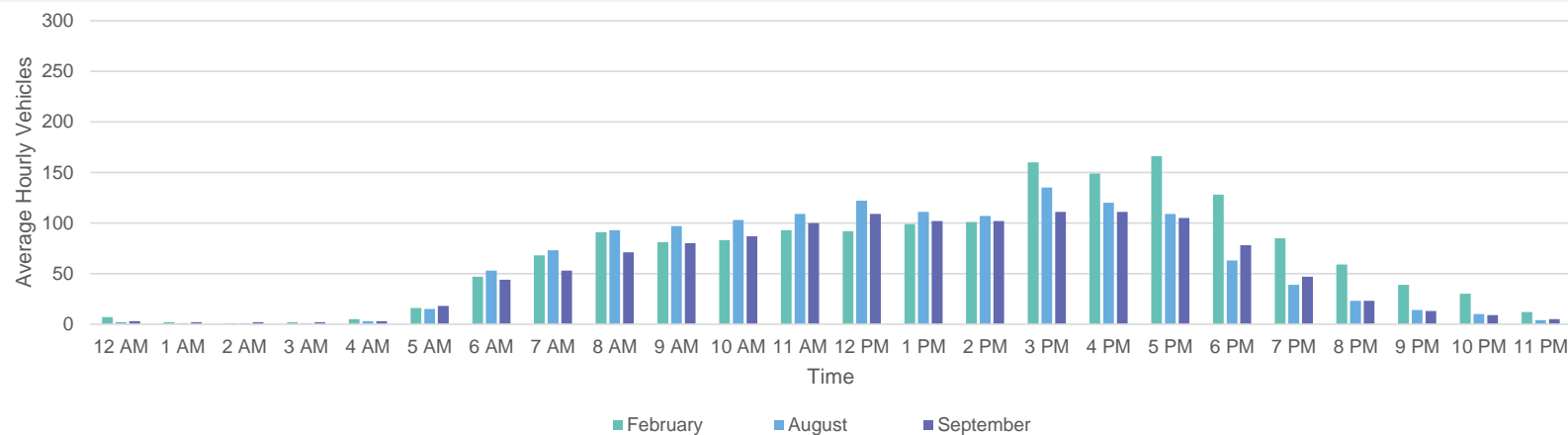
Appendix Table 4 - Period 4 (Nov)

	Also Used ...							The Strand (Dee Why & Oaks)	The Strand (Oaks & Pacific)
	Richmond Ave	Dee Why Pde	Howard Ave	Oaks Ave	Pacific Pde	Avon Rd	Clyde Rd		
Richmond Ave		35.7%	7.2%	19.3%	29.8%	41.0%	15.4%	38.0%	37.0%
Dee Why Pde	3.9%		10.3%	17.5%	27.5%	31.7%	5.8%	53.7%	40.7%
Howard Ave	1.0%	12.9%		32.2%	21.6%	22.0%	7.3%	28.8%	31.2%
Oaks Ave	2.9%	23.8%	35.1%		24.1%	22.4%	10.8%	17.4%	30.1%
Pacific Pde	3.4%	28.6%	18.0%	18.4%		43.3%	1.8%	10.3%	16.4%
Avon Rd	6.9%	48.4%	26.8%	25.1%	63.4%		2.0%	9.9%	17.6%
Clyde Rd	11.6%	39.9%	40.1%	54.4%	11.6%	9.1%		27.3%	51.5%
The Strand (Dee Why & Oaks)	5.0%	64.8%	27.8%	15.4%	11.9%	7.8%	4.8%		54.7%
The Strand (Oaks & Pacific)	5.0%	50.0%	30.7%	27.2%	19.4%	14.2%	9.3%	55.7%	

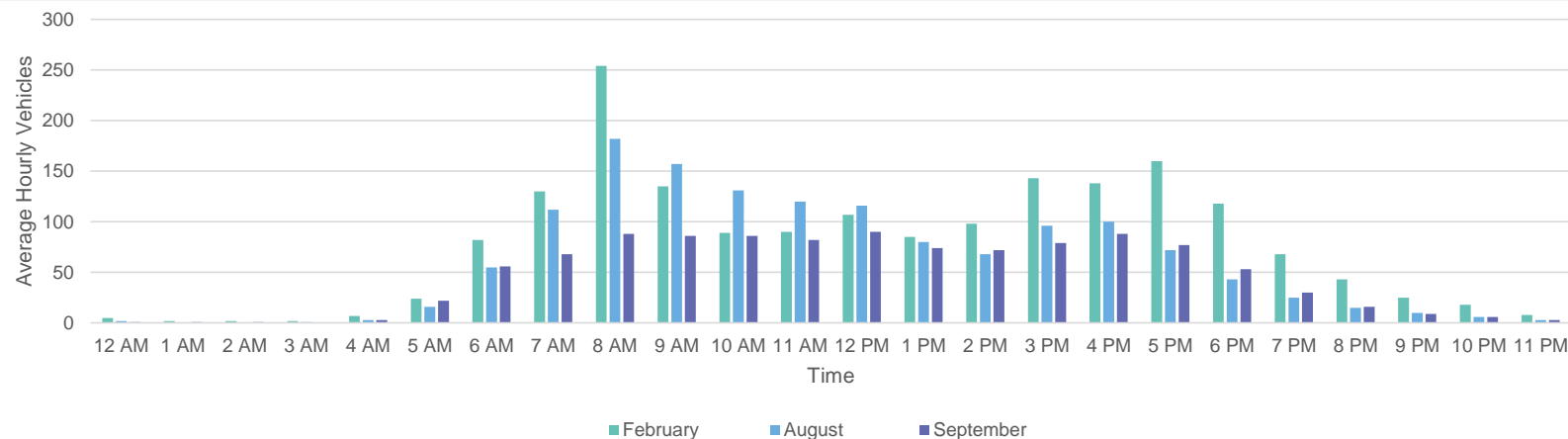
APPENDIX B TRAFFIC COUNTS

SCREENLINE A - WEEKDAY UNADJUSTED AVERAGE TOTAL VOLUMES

Appendix figure 1 – Screenline A – Northbound Weekday Total Volumes (Unadjusted)

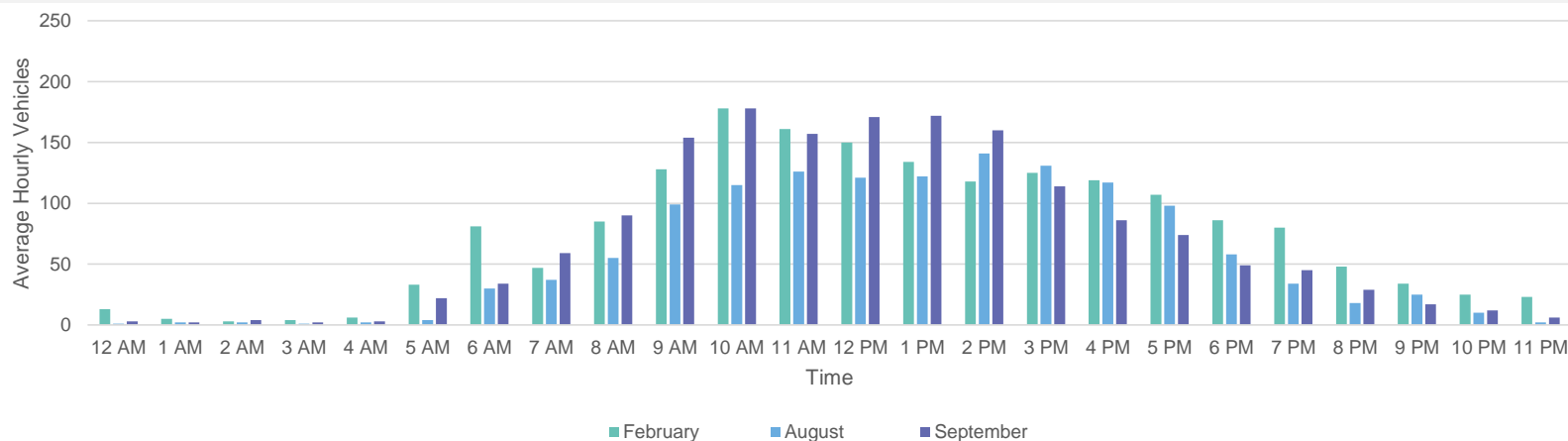


Appendix figure 2 – Screenline A – Southbound Weekday Total Volumes (Unadjusted)

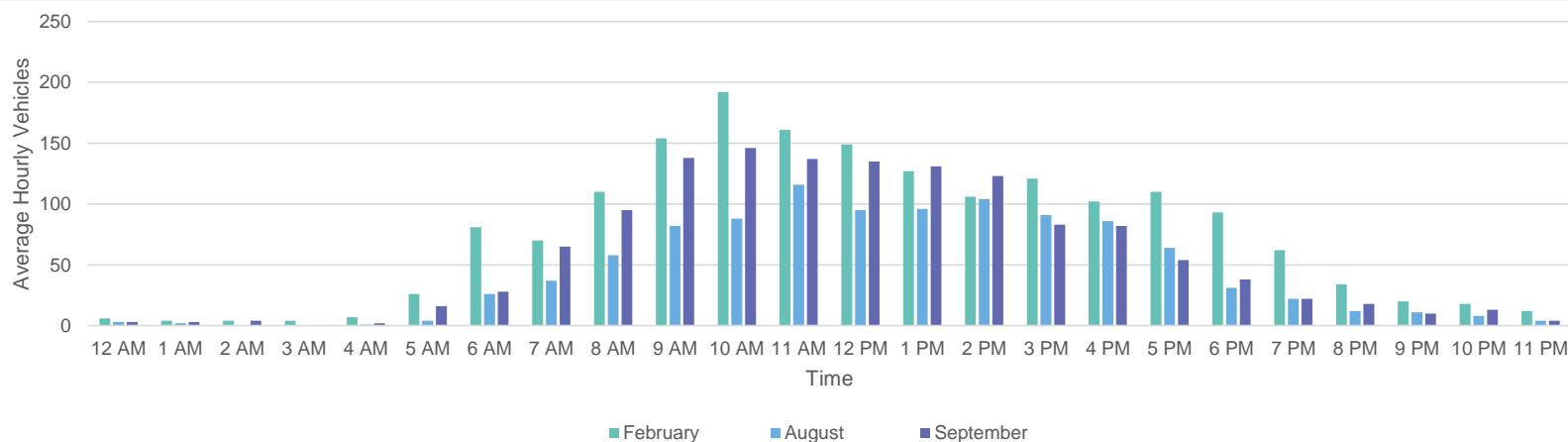


SCREENLINE A - WEEKEND UNADJUSTED AVERAGE TOTAL VOLUMES

Appendix figure 3 – Screenline A – Northbound Weekend Total Volumes (Unadjusted)

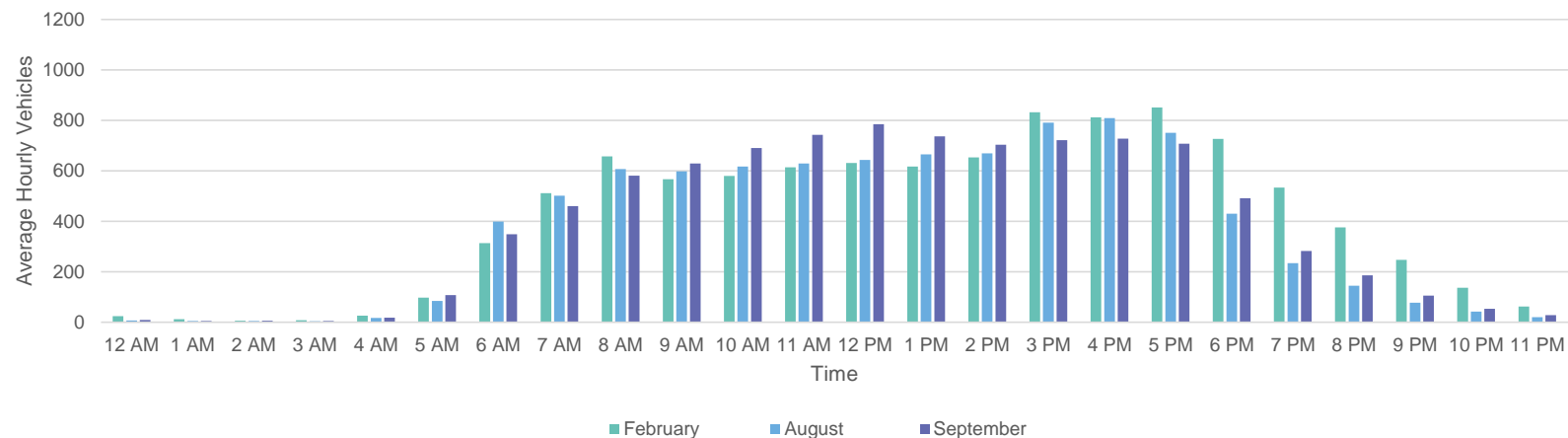


Appendix figure 4 – Screenline A – Weekend Southbound Total Volumes (Unadjusted)

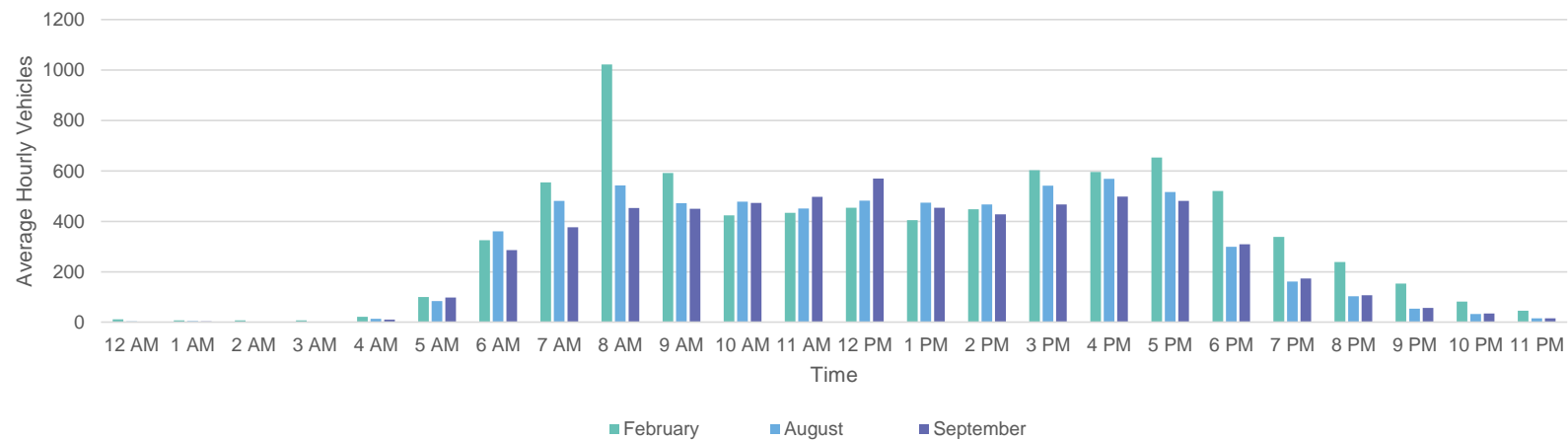


SCREENLINE B - WEEKDAY UNADJUSTED AVERAGE TOTAL VOLUMES

Appendix figure 5 – Screenline B – Weekday Northbound Total Volumes (Unadjusted)

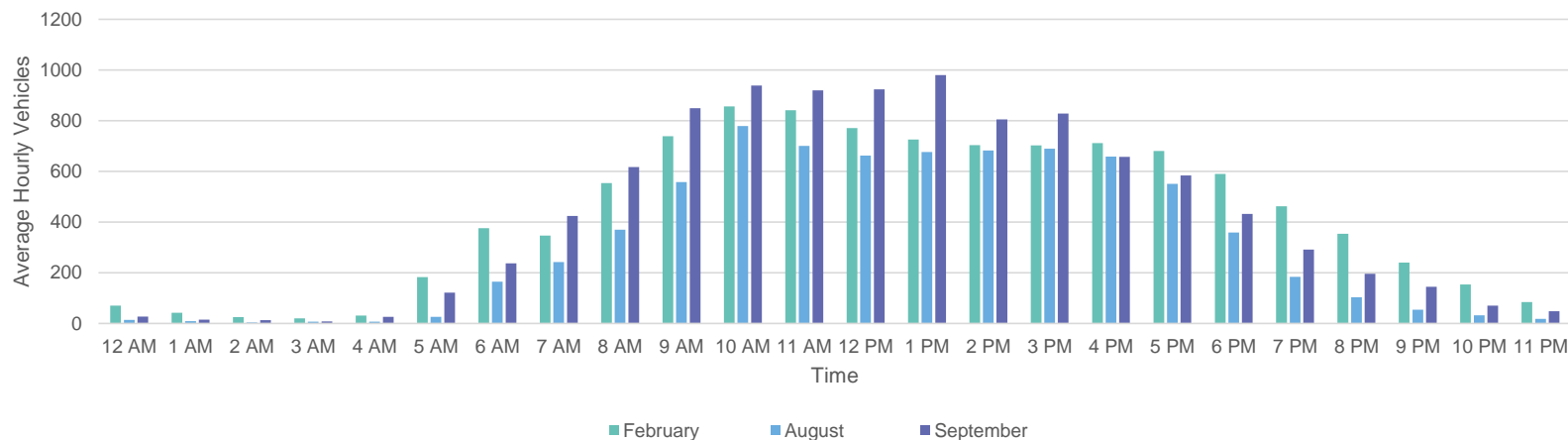


Appendix figure 6 – Screenline B – Weekday Southbound Total Volumes (Unadjusted)

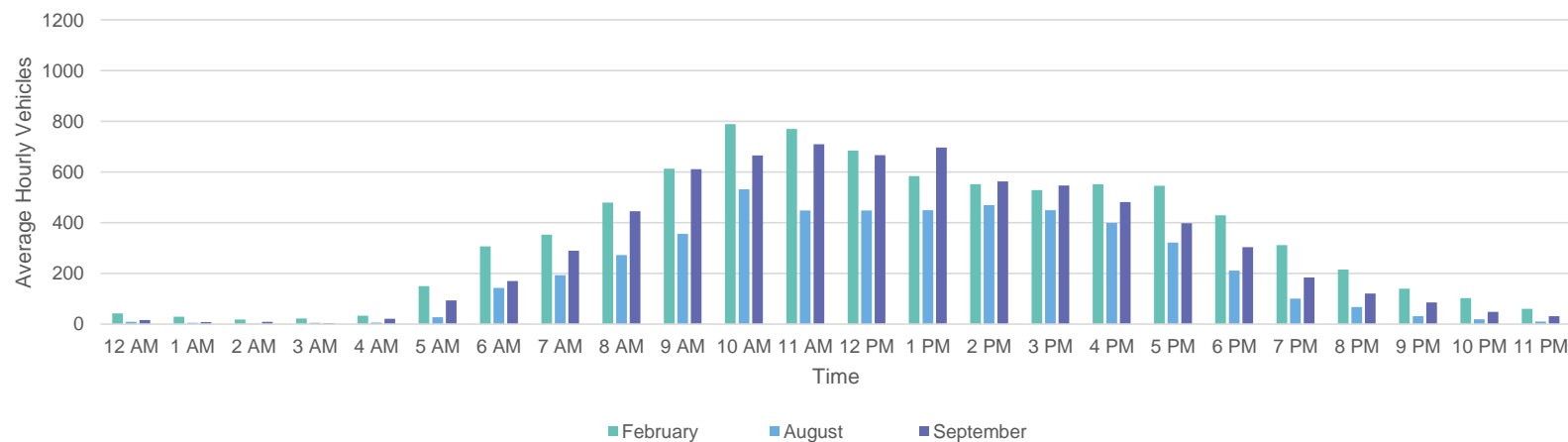


SCREENLINE B - WEEKEND UNADJUSTED AVERAGE TOTAL VOLUMES

Appendix figure 7 – Screenline B – Weekend Northbound Total Volumes (Unadjusted)

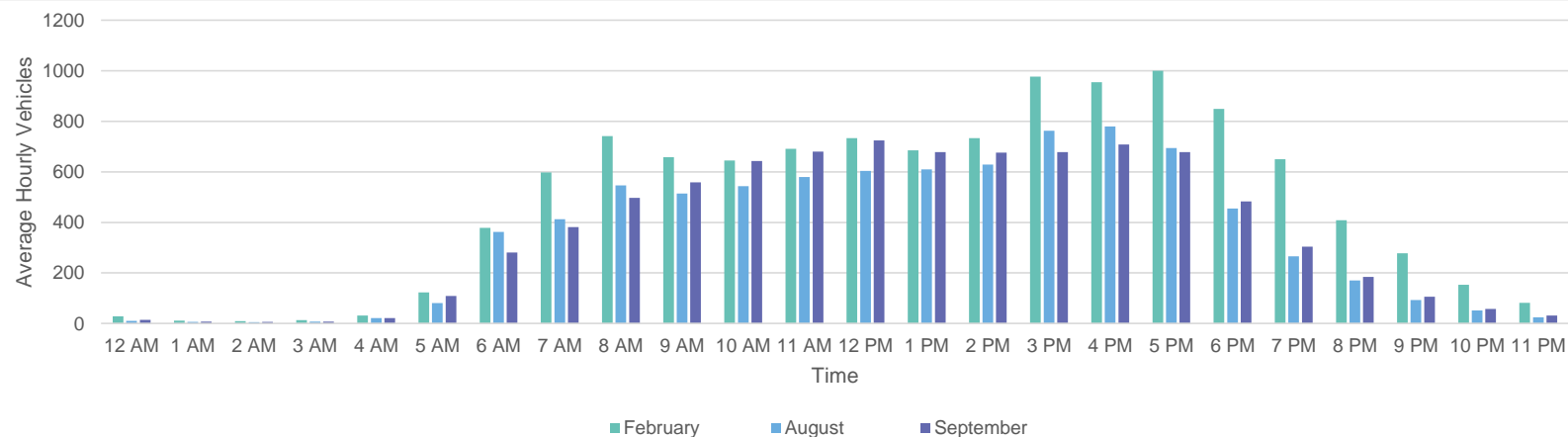


Appendix figure 8 – Screenline B – Weekend Southbound Total Volumes (Unadjusted)

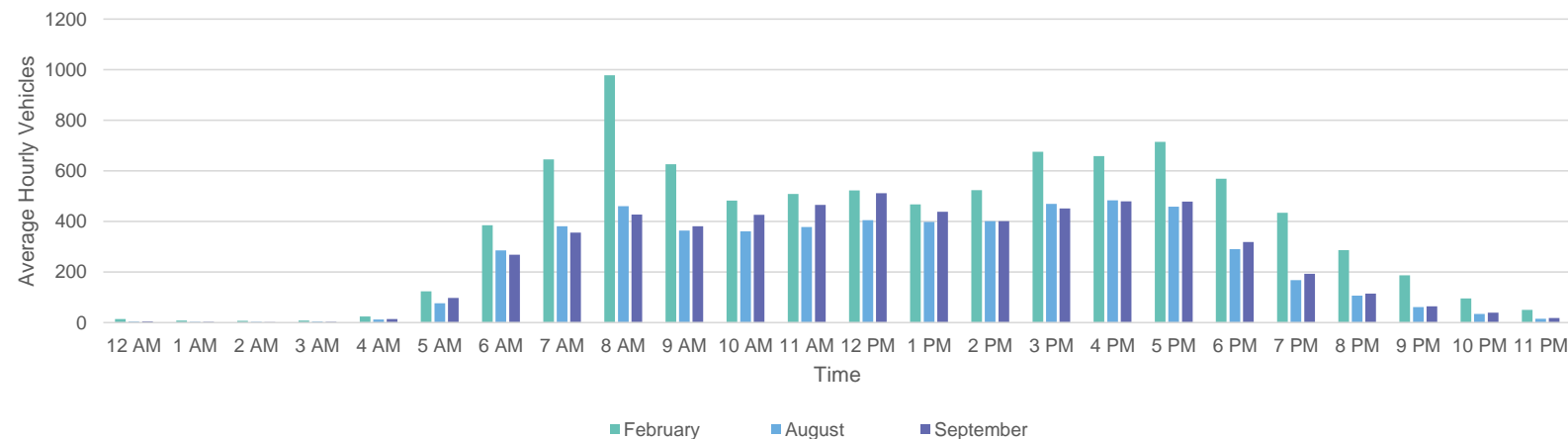


SCREENLINE C - WEEKDAY UNADJUSTED AVERAGE TOTAL VOLUMES

Appendix figure 9 – Screenline C – Weekday Northbound Total Volumes (Unadjusted)

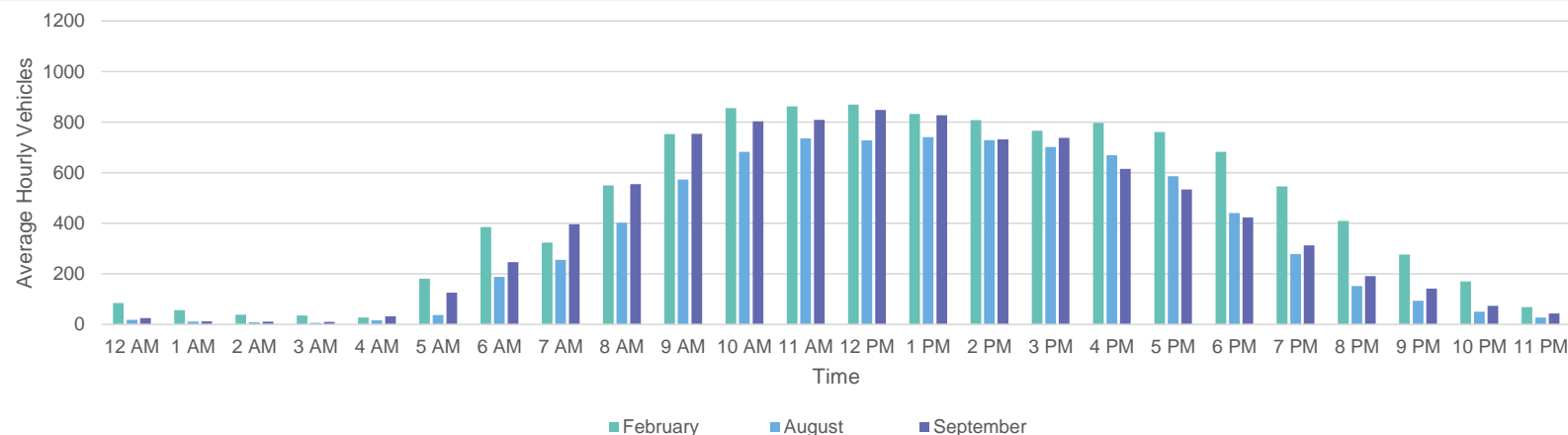


Appendix figure 10 – Screenline C – Weekday Southbound Total Volumes (Unadjusted)

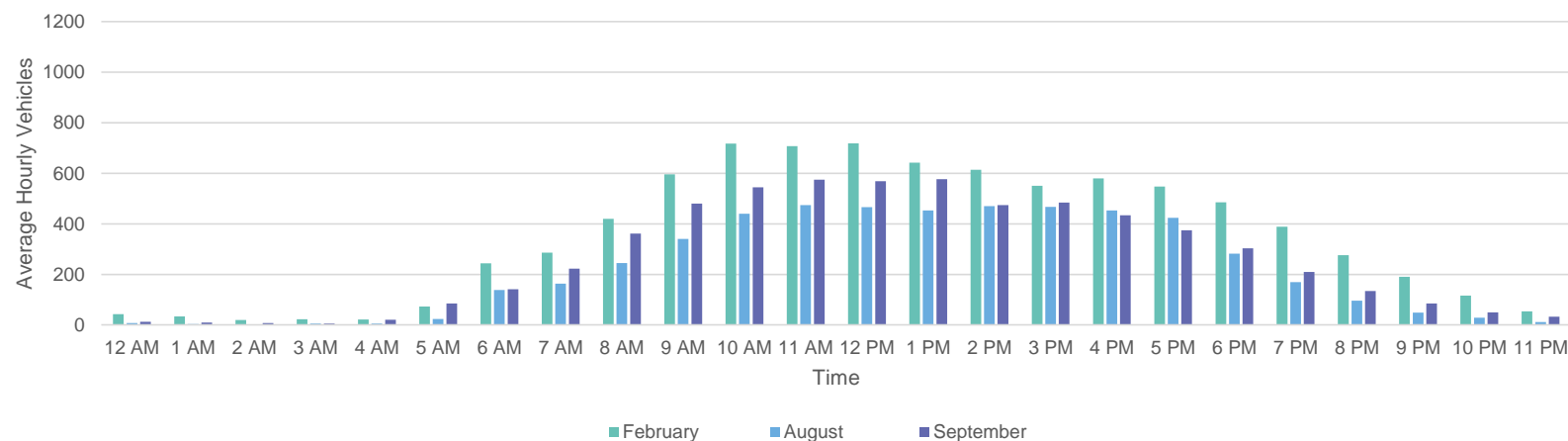


SCREENLINE C - WEEKEND UNADJUSTED AVERAGE TOTAL VOLUMES

Appendix figure 11 – Screenline C– Weekend Northbound Total Volumes (Unadjusted)

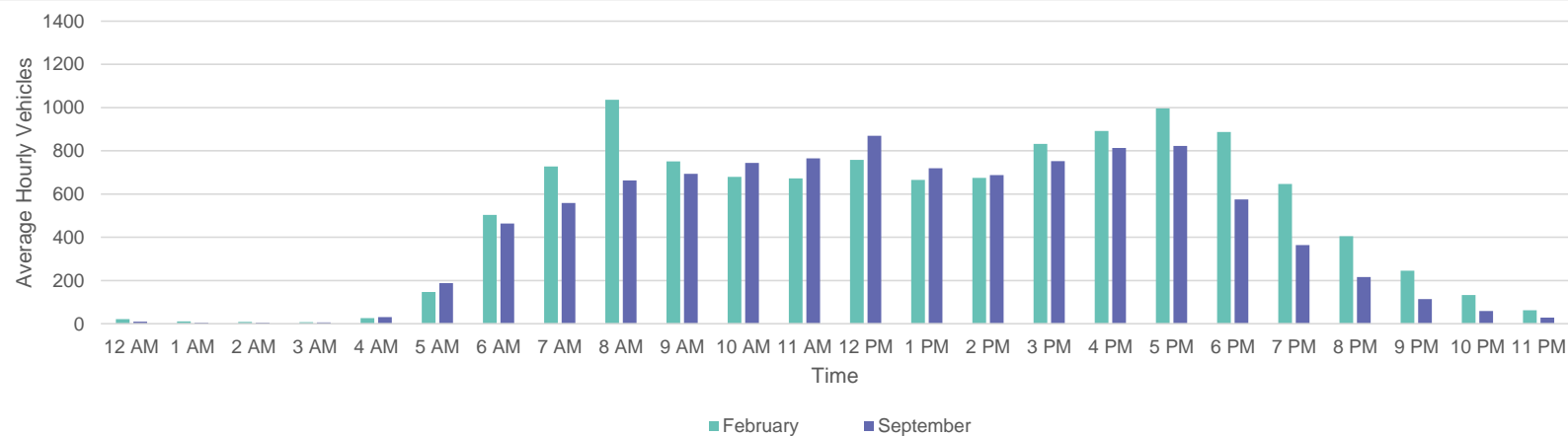


Appendix figure 12 – Screenline C – Weekend Southbound Total Volumes (Unadjusted)

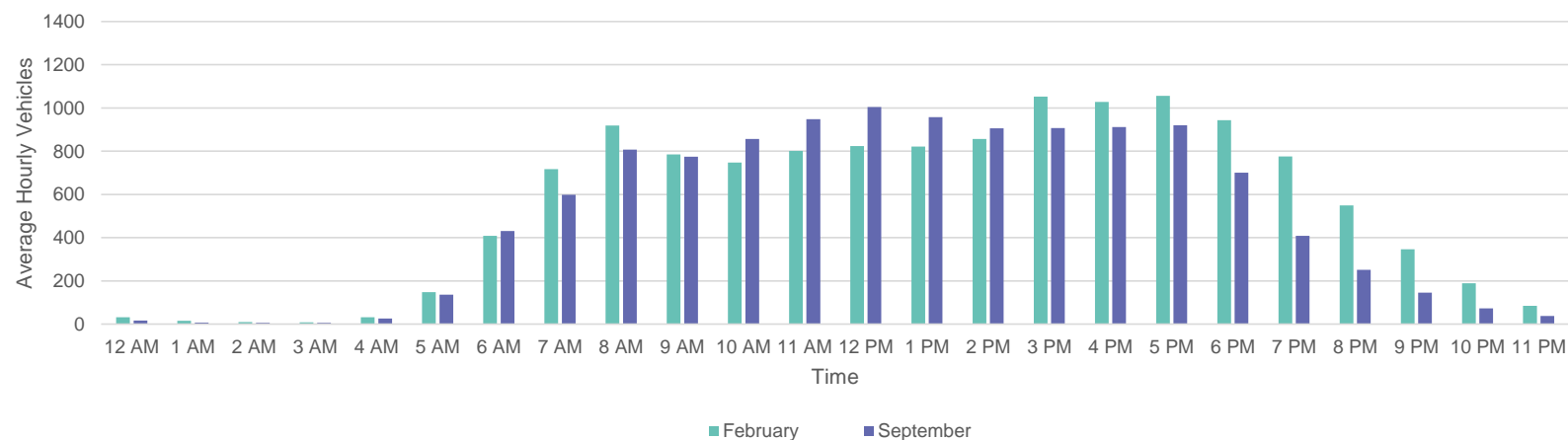


SCREENLINE D - WEEKDAY UNADJUSTED AVERAGE TOTAL VOLUMES

Appendix figure 13 – Screenline D – Weekday Eastbound Total Volumes (Unadjusted)

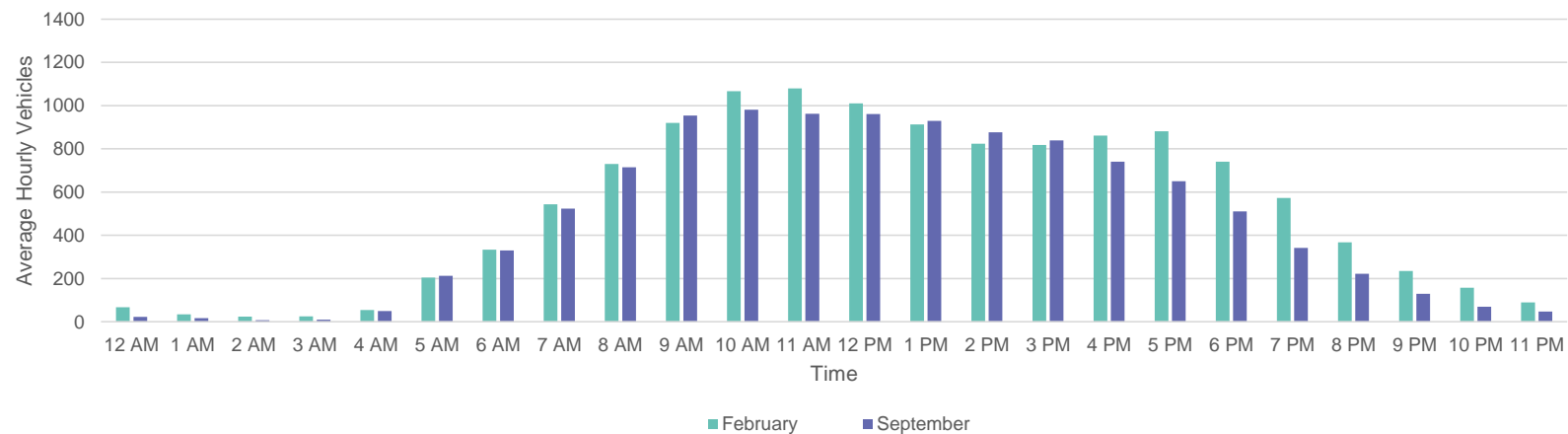


Appendix figure 14 – Screenline D – Weekday Westbound Total Volumes (Unadjusted)

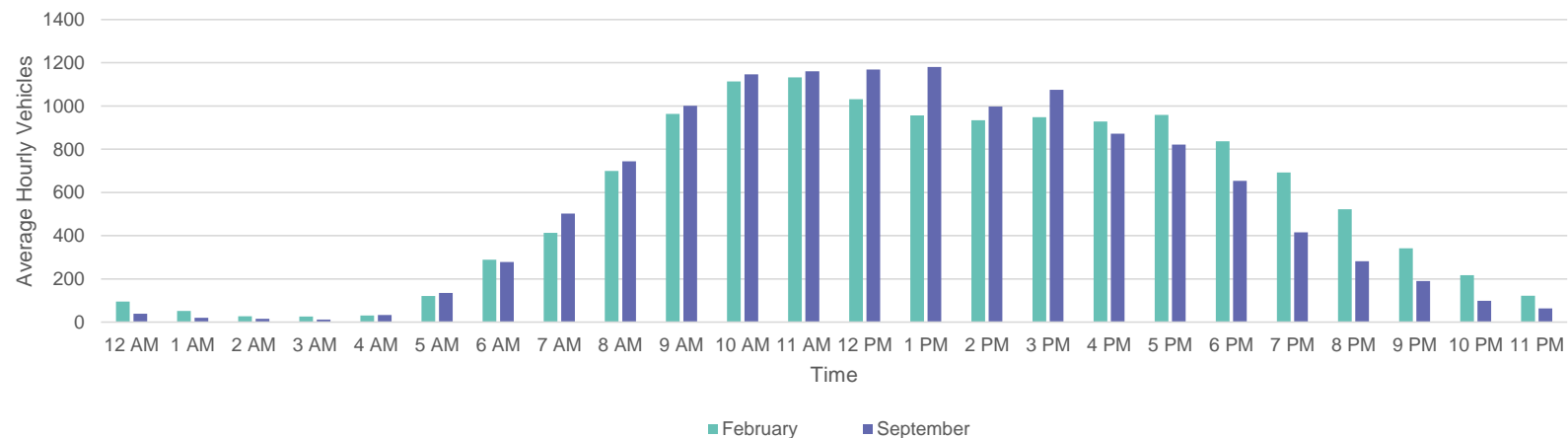


SCREENLINE D WEEKEND UNADJUSTED AVERAGE TOTAL VOLUMES

Appendix figure 15 – Screenline D – Weekend Eastbound Total Volumes (Unadjusted)

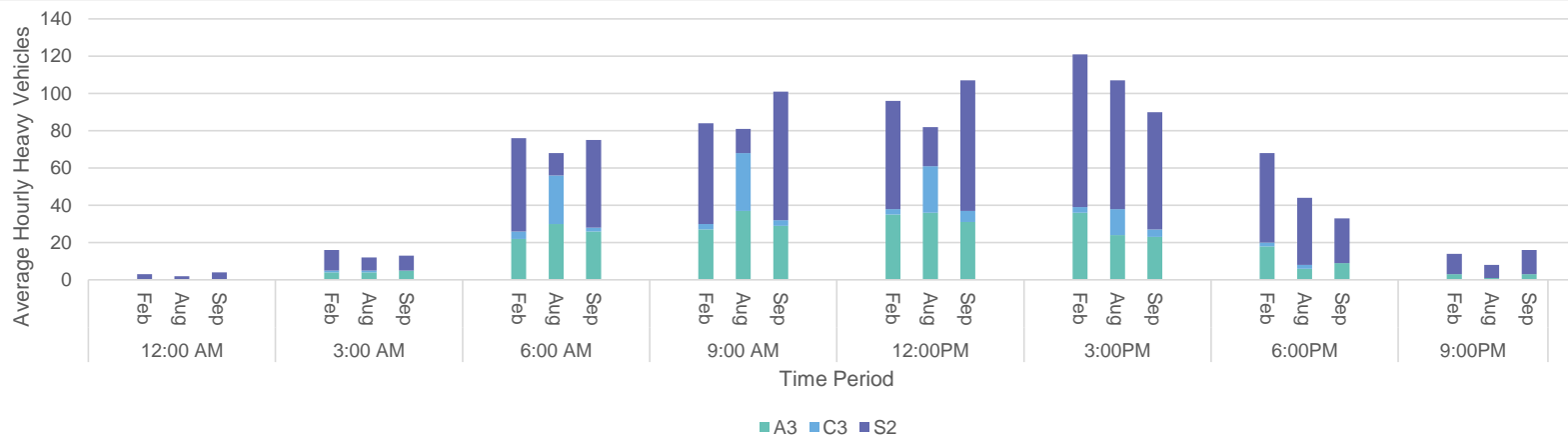


Appendix figure 16 – Screenline D – Weekend Westbound Total Volumes (Unadjusted)

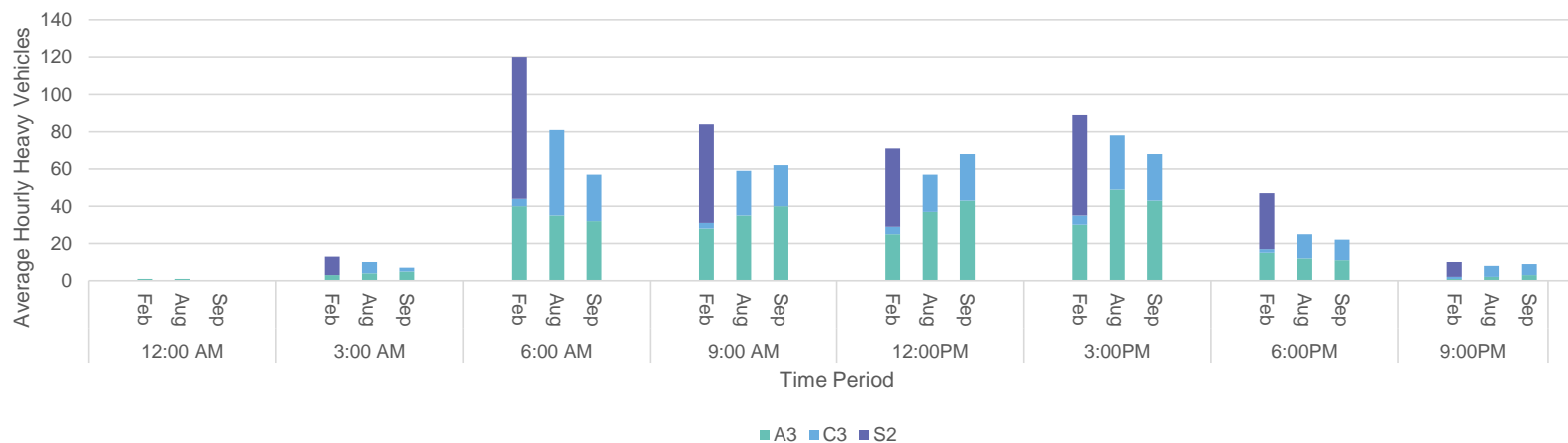


SCREENLINE C WEEKDAY UNADJUSTED AVERAGE HEAVY VEHICLE VOLUMES

Appendix figure 33 – Screenline C – Weekday Northbound Heavy Vehicle Volumes (Unadjusted)

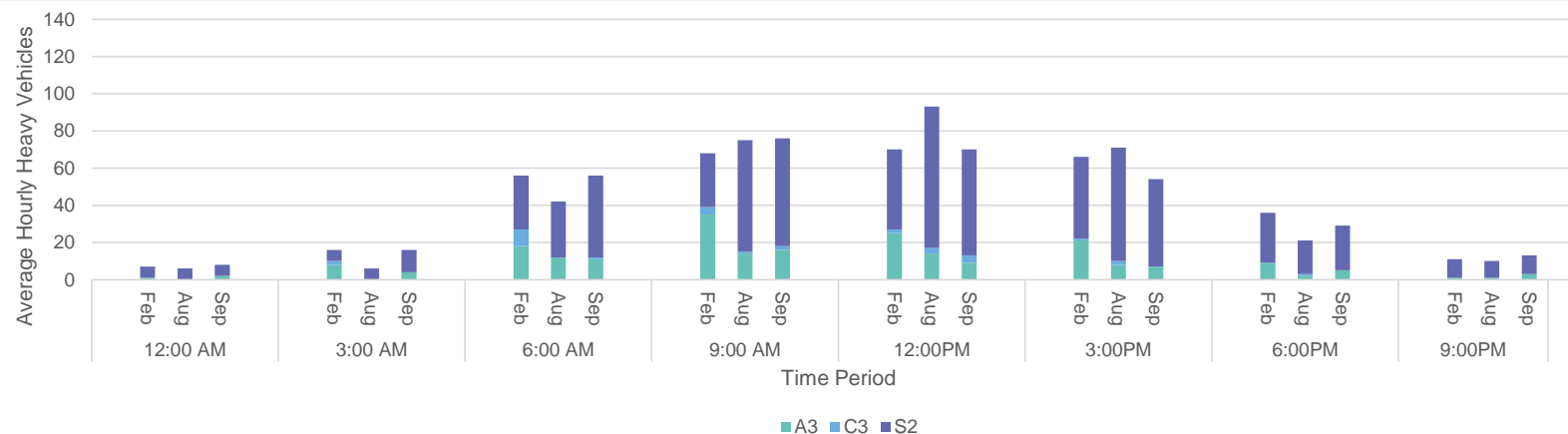


Appendix figure 34 – Screenline C – Weekday Northbound Heavy Vehicle Volumes (Unadjusted)

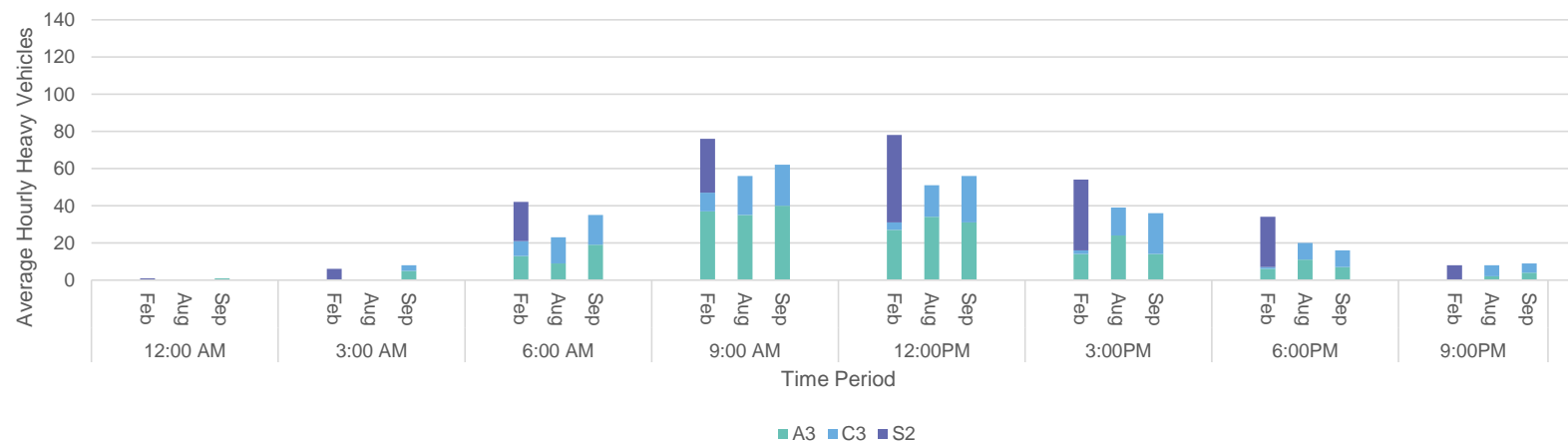


SCREENLINE C WEEKEND UNADJUSTED AVERAGE HEAVY VEHICLE VOLUMES

Appendix figure 35 – Screenline C – Weekend Northbound Heavy Vehicle Volumes (Unadjusted)



Appendix figure 36 – Screenline C – Weekend Northbound Heavy Vehicle Volumes (Unadjusted)



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Community and Stakeholder Engagement Report

Streets as Shared Spaces – The Strand, Dee Why – Evaluation of trial

Consultation period: Thursday 11 May to Sunday 28 May 2023

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1. Summary

This report outlines the outcomes of community and stakeholder engagement as part of an evaluation of the trial of Streets as Shared Spaces – The Strand, Dee Why. Community feedback obtained during this engagement process provides a clear picture of community support, concerns and issues relating to the Streets as Shared Spaces – The Strand, Dee Why trial.

This trial has been quite divisive in the community, with both celebration of the space and concern about its impacts.

Of the 910 submissions received during the consultation period, 28% said they fully supported the proposal and 35% supported the proposal with changes. 36% indicated that they did not support the proposal in its current form.

Overall, feedback collected during consultation indicated the community were in favour of the changes to the space and considered it a safer and more enjoyable environment to spend time in.




Feedback also suggested Council needs to address the impact of traffic congestion in the local roads due to the one-way system.

The main reasons people gave for supporting the proposal were that it will create safer and more enjoyable spaces on The Strand and that it prioritises pedestrians and cyclists over vehicles. The main reasons people stated for not supporting the proposal relate to the traffic flow and bus route changes that directly impacted local streets and residents in the vicinity through increased noise, pollution, traffic and access issues.

People, both in support and against the proposal, provided ideas and suggestions for how the trial could be improved to maximise the space and minimise the negative impacts.

Feedback suggests that many of the issues raised by the community could be alleviated with changes to the overall proposal.

1.1. Key outcomes

 Total unique responses	910 ¹	
 How responses were received	Submission form Written responses (email/letter) Business responses	Completions: 879 Number received: 7 Number received: 25
 Feedback themes	Roadway Support for full road closure Traffic Congestion	Cycling Parking





¹ This is the total number of unique submissions, i.e. where a community member has submitted more than one submission/provided comments through multiple channels, these have been counted as one unique submission (e.g. completed online form and sent an email).

	Street Furniture	Social improvement and places for people Bus Changes
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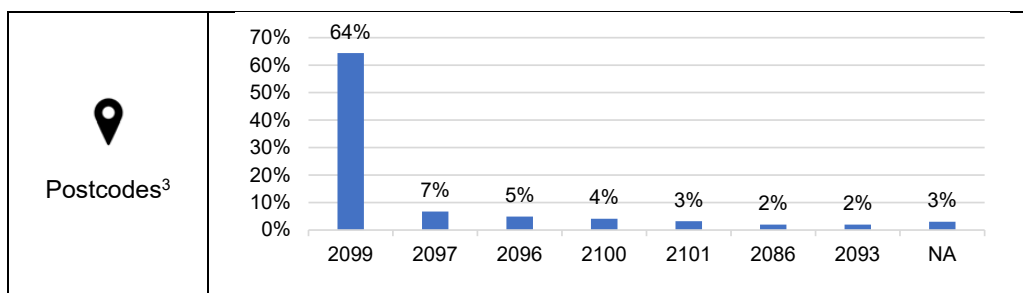
1.2. How we engaged

 Have Your Say: visitation stats	Visitors: 2,864	Visits: 3,377	Average time onsite: 2 mins 51 secs
 Electronic direct mail (EDM)	Community Engagement (fortnightly) newsletter: 1 edition Council (weekly) e-News: 1 edition Stakeholder email: 1		Distribution: 23,000 subscribers Distribution: 61,500 subscribers Distribution: 538
 Key stakeholder engagement	Interview: 8 (business interviews)		Attendance: 12 Attendance: 25

1.3. Who responded²

 Gender	<ul style="list-style-type: none"> Male Female Other id. N/A 
 Age groups	<ul style="list-style-type: none"> <25 yrs 26-50 yrs 51-75 yrs 76+ yrs N/A 

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



2. Background

Northern Beaches Council was successful in obtaining NSW Government grant funding under The Department of Planning, Industry and Environment (DPIE) Streets for Shared Spaces program for a trial at The Strand, Dee Why between June and December 2020. The aim of the Streets as Shared Spaces program is to facilitate activation projects to deliver short-term improvements to local streets, paths or public spaces.

We sought feedback on a proposal to trial changes to the allocation of road space to prioritise pedestrians including combining the cycle lanes into a combined separated cycleway and provide improvements to the amenity of the street environment on The Strand, Dee Why through the Streets as Shared Spaces program. We invited comments on this proposal between 22 March and 26 April 2021. We also held four face-to-face sessions to provide community members and stakeholders an opportunity to speak with Council staff, ask questions and share ideas. During the consultation period, we received 684 online comments, 37 written comments and one petition.

An extension of the Dee Why trial for a further 12-months was supported at the Council Meeting held on Tuesday 26 April 2022.

We are now evaluating the trial, before Council decides if the changes we implemented remain, are modified, or removed and two-way travel reinstated.

3. Engagement objectives

Community and stakeholder engagement aimed to:

- build community and stakeholder awareness of participation activities
- provide accessible information so community and stakeholders can participate in a meaningful way
- identify community and stakeholder concerns, local knowledge and values.

4. Engagement approach

Community and stakeholder engagement to evaluate the trial for the Streets as Shared Spaces – The Strand, Dee Why was conducted between Thursday 11 May to Sunday 28 May

³ Response greater than 2%

2023, and consisted of a series of activities that provided opportunities for community and stakeholders to contribute.

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

A project page⁴ included a concept photomontage, a proposed travel flow map, frequently asked questions, a link to the NSW Government's Streets as Shared Spaces program page and links to relevant Council documents. The project was promoted via our Council E-News and our community engagement newsletter.

Feedback was captured through an online submission form embedded onto the have your say project page.

An open-field comments box provided community members a space to explain or elaborate on their support, not support or neutral sentiment as well as any other feedback they wished to contribute.

Email and written comments were also invited.

We also carried out business interviews directly, to gain business feedback from those along The Strand, Dee Why.

5. Findings

In general, the community was in favour of the changes to the space and considered it a safer and more enjoyable environment to spend time in. The area has created a sense of enrichment and community for those that have used it.

Of the 910 submissions received during the consultation period, 28% said they fully supported the proposal and 35% supported the proposal with changes. 36% indicated that they did not support the proposal in its current form.

The main reasons people stated for supporting the proposal were that it will create safer and more enjoyable spaces on The Strand and that it prioritises pedestrians and cyclists over vehicles. The main reasons people stated for not supporting the proposal relates to the traffic flow and bus route changes that directly impacted local streets and residents in the vicinity through increased noise, pollution, traffic and access issues.

Community members requested changes to ease traffic congestion and improve pedestrian safety in the back streets. Suggestions included, traffic calming, more pedestrian crossings with lighting, better signage, roundabouts (without crossings on the exit), and shared zones.

22% of the community would like the space to be returned to the original format. However, 12% the community liked the extra pedestrian space outside the businesses but requested removal of either the parking or the bike lane to reinstate two-way traffic. 50% of those that liked the extra space wanted it returned to two-way traffic by removing or relocating the bike lane.

23% of the community supported the proposal to further enhance the space for pedestrians by closing to traffic completely, except deliveries or accessible parking requirements.

Suggestions from the community to improve the existing treatment included improved connections at each end of the bike lane, better facilities such as permanent seating and

⁴ <https://yoursay.northernbeaches.nsw.gov.au/streets-shared-spaces-strand-dee-why>

pavement instead of decking and more pedestrian crossings on surrounding streets to accommodate safer pedestrian access to the area.

Some residents questioned whether the bike path was a valuable use of space as they considered it rarely used. The data shows that it is used at a level indicative of the isolated section.

Some people liked the shared space but not at the detriment of the local residents and in particular the traffic impact.

Feedback suggests that many of the issues raised by the community could be alleviated with changes to the overall proposal.

Table 1: Issues, change requests and other considerations

Theme	Issues, change requests and other considerations raised	Council's response
Roadway	<p>Reinstate 2-way traffic and remove bike lane.</p> <p>Many residents believed the bike lane was a waste of space and not worth the impact of reducing The Strand to one way. Therefore, suggested replacing the bike lane with a southbound traffic lane.</p> <p>Remove parking</p> <p>Of those that requested removal of parking there were for two main reasons; the view was obscured or to reinstate 2-way traffic (whilst keeping bike lane).</p> <p>Reduced speed limit</p> <p>The community were supportive of the 30km/h speed limit along The Strand and wanted this kept as it made the area safer for pedestrians. Many also noted that the 40km/h speed limit is not enforced and often not adhered to making it dangerous for pedestrians wanting to cross the road.</p> <p>Shared zone</p> <p>Some residents suggested a shared zone with a primary target of slowing the traffic and making it a safer area for pedestrians and families.</p>	<p>This separated cycleway is a key connection in the network linking Narrabeen to Manly. It is part of Council's separated cycleway, shared user paths and off-road shared infrastructure.</p> <p>Using the permanent counter that is installed in the bike lane along The Strand, on average there are over 200 people using the bike lane daily.</p> <p>Council considered removal of parking as part of the previous community engagement and design. Analysis of previous feedback, from the businesses in particular, determined that some parking was required within the zone to facilitate businesses.</p> <p>We are keeping the 30km/h speed limit in the area, in line with Council's Road speed management of precinct areas. 40km/h was put in in local roads to improve pedestrian safety. Further infrastructure to make the speed limit self-enforcing is commencing at key locations as part of our current 4 year program.</p> <p>In order for a shared zone to be considered there requires a further reduction in traffic using The Strand including the removal of buses. At the current volume of traffic this is not feasible.</p>

Theme	Issues, change requests and other considerations raised	Council's response
Support for full road closure	<p>Either close or 2-way traffic</p> <p>The community who did not support the one-way traffic due to the impact on traffic locally suggested we reinstate the 2-way traffic or close the road completely. The logic behind this statement was neither the space for pedestrians nor the one-way traffic was working and needed changing. If The Strand was completely pedestrianised, the northbound and southbound traffic flow would not cut each other off and flow better.</p> <p>Close to traffic, delivery only or drop off</p> <p>Enjoyment of the local area and benefits of a full road closure was a strong theme identified through the engagement process. Many respondents provided feedback that The Strand would benefit further from a full road closure to all vehicles, with consideration of emergency and delivery vehicles. This would result in a place for people in a car free environment with improved pedestrian safety.</p>	<p>From a traffic flow perspective, closing The Strand to traffic would allow for a better flow through the area. However, it has been noted that businesses would be impacted through no short-term parking and delivery difficulties.</p> <p>Closing The Strand to traffic permanently is not currently being considered due to the local requirements for access to some businesses and residential properties.</p>
Traffic Congestion	<p>Traffic congestion</p> <p>A key topic identified through the engagement process by many people was the increase in traffic congestion on local roads; Avon Road, Oaks Avenue, Pacific Parade and Clyde Road. It was felt that by making The Strand one way, northbound only, a rat run has been created along Avon Road and Clyde Road and impacted residents and users.</p> <p>Many comments raised safety issues of walking in the local area due to the increase of traffic and lack of crossings and adequate lighting of new pedestrian crossings</p>	<p>We are working to improve the walkability in Dee Why in partnership with TfNSW.</p> <p>Volumes on the alternative route to The Strand have increased however this is in line with other roads with similar width and function across Northern Beaches Council area.</p> <p>To address the concern about crossing of the local roads, more pedestrian crossings are currently in concept design stage within the Dee Why precinct, including one near the eastern end of Pacific Parade.</p> <p>To address the safety issues on the new pedestrian crossings on Avon Road, lighting designs for pedestrian crossings have been sent for</p>

Theme	Issues, change requests and other considerations raised	Council's response
	<p>Improve traffic management locally</p> <p>Of those that were in support of the trial to remain, many requested improvements to the local traffic issues, including more pedestrian crossings, reduced speed limits, lighting at pedestrian crossings and better signage for alternative routes.</p>	<p>approval to Ausgrid prior to installation.</p> <p>Temporary direction signage was installed as part of the project. This would be upgraded and reviewed as part of making this project permanent.</p> <p>Transport Network Team will consider traffic calming measures as part of any future road and traffic changes.</p>
Street Furniture	<p>Better quality facilities, benches, planters, shade etc</p> <p>There was strong sentiment that, if the trial were to remain, replacement of the current decking and upgrade of the street furniture is necessary. Suggestions to enhance the space included providing permanent paving and better planters.</p> <p>Some community members felt that the planters obscured the view and were ugly, and that the seating should not block the pavement making it difficult for pushchairs and pedestrians to pass.</p>	<p>As part of the permanent project, all the furniture and facilities would be upgraded and made permanent, such as concrete paving to replace the current timber decking.</p> <p>In consultation with relevant stakeholders, the design of the seating, planters and shade would be a key part of making the trial permanent and in line with streetscapes appropriate to Dee Why.</p> <p>In consultation with businesses the outdoor dining was extended into the footpath with pedestrian traffic using temporary structures as the businesses saw risk in providing table service across the footpath.</p>
Cycling	<p>Bike lane unused</p> <p>Community members raised concern about the apparent lack of use of the bike lane and thus its necessity noting that cyclists still used the road and the footpath instead. There were also issues about cyclists not stopping at the pedestrian crossings and near misses occurring for pedestrians.</p> <p>The abrupt ending and lack of way finding signage for the bike lane was causing issues for motorists and cyclists.</p> <p>Connect bike lane further on</p>	<p>The permanent counter installed in the bike lane along The Strand shows that on average there are over 200 people using the bike lane daily.</p> <p>Additional work on way finding and connection on this section is required as it is integrated into the border network.</p> <p>Continuation of connecting bike lanes is currently in the planning stages with an ultimate aim of a</p>

Theme	Issues, change requests and other considerations raised	Council's response
	<p>Comments were received relating to a lack of cycle way connections to the north and south of The Strand.</p> <p>Loves bike lane.</p> <p>Many community members expressed their appreciation for a dedicated, safe bike lane on The Strand. It encouraged many families to use their bikes to get to the beach and some to get to childcare.</p>	<p>network connecting from Narrabeen to Manly in line with our Bike Plan</p> <p>This type of infrastructure provision is meeting the goals set out in the Council transport strategy to increase journeys made using active transport.</p>
Parking	<p>The issues raised about parking this round of engagement were the same as those raised in previous engagements. Concerns were raised about high demand and a lack of parking, along with changes suggested to parking time conditions and an increase in parking in the surf club car park at James Meehan Reserve.</p> <p>Full removal of parking was put forward as a solution to reinstating 2-way traffic, and to enhance the experience of the space with uninterrupted views.</p> <p>The northern car park at SLSC was raised as a possible location for extra parking using the overflow area and changing the parking time conditions to ensure higher turnover and no long stay people (trailers in car park).</p>	<p>It was noted that parking is vital to support the local businesses, especially short-term parking for quick stops.</p> <p>Time restrictions in car parking will be reviewed as part of the broader parking management strategy of Council.</p> <p>To formalise use of the overflow car park, changes to the current Plan of Management would be required.</p>
Social improvement and places for people	<p>A key theme identified during engagement was the importance of Dee Why Beach to the local area and the positive aspects that were a result of creating a place for people in a reduced traffic environment.</p> <p>Respondents told us that the space was a more pleasant and safer environment for pedestrians, families and cyclists. The space had enhanced the community feel of the area.</p>	<p>This is a key outcome of the Streets as Shared Spaces project and we are pleased these parameters have been met.</p>
Bus Changes	<p>There was a call to return the bus route to The Strand due to buses</p>	<p>Changes to the bus service has created a minor increase to the</p>

Theme	Issues, change requests and other considerations raised	Council's response
	<p>now going down streets such as Clyde Road. There was also concern raised for less mobile community members and the extra length they now have to walk to catch the bus and access the beach area.</p> <p>Bus access to the beach was expressed as essential. Some community members suggested smaller buses and a shuttle bus from Pittwater Road to the beach to reduce car traffic and demand for car parking at the beach.</p>	<p>distance travelled from transport to the beach. The nearby bus stops are now on the corner of Oaks Avenue and The Strand.</p> <p>Clearer information around journey management and accessing the existing transport services is required to reduce impact locally on parking and the road network. We are currently gathering information on how best to provide this service to the community.</p>
Project implementation	Complaint of maladministration regarding the project	Staff have referred this complaint to the Internal Audit and Complaints Resolution department for review.

Appendix 1 Verbatim community and stakeholder responses*

Submission ID	Verbatim submission
1	64047 I like the current traffic/pedestrian arrangements. Please invest in permanent public domain improvements.
2	64051 Fantastic trial, it really opened up the pedestrian access, outside dining capability and general beach front area for everyone to enjoy. It is also a lot safer and as a local I believe it hardly impacts traffic and still allows for easy access for people trying to access the beach.
3	64052 I'm glad there was a trial as it offered a first hand look at how this area would be affected. Frankly, I think it created a problem with traffic flow and impacted the flow going south making Pittwater Rd a congested mess. I don't see the point of making it more difficult in an already congested and overbuilt area.
4	64053 Make it permanent
5	64054 Terrible. Not safe and limit business. We had 4 business close after the trial
6	64055 I think is great to have more space for pedestrians. It is so more liveable. Personally, I would even remove completely parking and traffic from the Strand.. NIMBYs don't park there anyway! Increase shuttle buses looping from the B-line. Go council!!
7	64056 I love it! It is helping make the area more of a community, more social, more of a celebration of the fabulous beach. It could be extended to make the are totally car free. Perhaps starting just at weekends. It might need bigger roundabouts at each end ot deal with traffic and parking for UberEats drivers to pick up orders, in support of the restauraners. There is little need for traffic on the seafront, which makes it special even on the northern beaches, where other towns like Collaroy have major roads on the seafront, or nothng on the seafront like Newport. It is a fantastic improvement!
8	64057 100% positive, and ideally it should become a car free space linking cafes and beach. I regularly drive all around the area and while there is some peak traffic on the parallel streets, I don't see it as dramatic.
9	64058 I love the sewing less traffic on The Strand. I would rather see the entire area block off to traffic though.
10	64059 I did not think it worthwhile. The negatives outweighed any positive. Making the road one-way northbound just created a huge amount of traffic in the surrounding streets for everyone wanting to go south. Traffic in Avon Rd has increased monumentally since the Trial commenced. There is often traffic congestion. The bike path on The Strand is a waste of space - there is hardly ever a bicycle rider using it. I think it should be returned to 2-way traffic on The Strand.
11	64060 We live a few blocks away from The Strand and walk that way almost every day.

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

Submission ID	Verbatim submission
	The current one way traffic and bike lanes are very good. The only improvement would be to make The Strand pedestrian access only
12	64061 <p>I think the trial has been a success and the arrangements should be made permanent. I do have a couple of points:</p> <ul style="list-style-type: none"> - traffic has definitely increased along Avon and Clyde roads as a result of The Strand going to one way. In my observation (I live on Oaks Avenue close to Avon Road) most of this traffic is drivers who are not from the area rat running through residential Dee Why streets to avoid Pittwater Road. Some solution could surely be found to keep these cars back where they should be; - the cycle lane has not been a great success. Most cyclists, especially the ones who travel at speed and in groups, use The Strand anyway. Very few of them respect the 3 pedestrian crossings in this section, often weaving through people crossing the road. There should be some way to slow these inconsiderate riders down.
13	64062 <p>The one way is very frustrating whilst the one way & extra pedestrian space does not seem to make much difference. There were bike lanes & parking previously with traffic more concentrated / congested as it has to go up Oaks Ave.</p>
14	64063 <p>Love the shared space, great for the cafes and social space</p>
15	64064 <p>Positive. I think it's a huge improvement to the amenity of the beachfront. Initially, there were some traffic problems, but these seem to have settled down as people have gotten used to the new arrangements.</p> <p>A suggestion. I notice the cycle lanes are hardly ever used. Perhaps the cycle lane could be moved onto the adjacent pavement (creating a shared zone), and the pedestrian area in front of the cafes could be expanded to provide more seating and footpath.</p>
16	64065 <p>Hi, I don't live in DY, so maybe if I did, I would have found it inconvenient, but I think it's great. It's so nice to have as little traffic as possible between restaurants and walking area and the beach/ocean. I hope it will continue that way.</p>
17	64066 <p>I believe it has been excellent and reduced the traffic gridlock flowing through the strand. I personally like the faux grass outside the restaurants and more seating similar to outside Sea Change to enable people to wait for their takeaways frees up pedestrian traffic on the walkway. The flower boxes are also nice. I would be very much against a return to two way traffic. It is a safer place to bring children and the cycle lane is also a positive addition. I am sure it has also had a positive impact on environment with less vehicles passing by. A fully pedestrianised consideration would need to be trialled but believe it should be considered. Only negative is the impact on parking with increased street parking - something needs to be done to remove commercial vehicles and trailers and long stay people staying in their vehicles. I think it is great having these visitors to the area but there is a higher volume of longer stays which is adding to parking and litter problem in the area especially around Richmond Ave and the reserve where I live.</p>
18	64067 <p>I live at [REDACTED] and I have found this trial has caused traffic chaos. The bike path should be moved onto the beach reserve alongside The Strand as there is ample room for the track along there and return The Strand to two way traffic. I am always down at the beach and I have probably only seen about ten bikes in total use the bike lane in the whole time of this trial. The bike riders are still using the road as they were prior to this trial. Waste of time and money in my opinion.</p>
19	64068 <p>These modifications are not great. Impeding traffic flow in an already over crowded area is just a bad idea. Having visited Dee Why beachfront on several occasions during the trial, there was not a significant use of the extra space occurring. Cafes still utilised just the space they did before the trial. The grass area across the road</p>

Submission ID	Verbatim submission	
	<p>was still full of people using this space. The only thing the extra space seemed to be used for was people standing and having a chat while blocking the pathway through. This made it difficult for strollers, groups and individuals on crutches (such as my daughter at the time) to walk along the footpath. The wooden framing on some of the planter boxes was falling off, making it look tacky.</p> <p>Given Dee Why beachfront has such a large area of useable space across the road on the beach side, I truly don't see the value in blocking off half the road permanently.</p> <p>In the times I was at the beachfront, I also did not see one cyclist in the bike one, suggesting this is also a waste of space.</p>	
20	64069	I love it! Feels safer when I take my young daughter down, encourages us to go and enjoy some food or a coffee, it feels like a community. You've done a great job with it! I hope it stays.
21	64070	<p>I like the reduced traffic flow at the beach frontage and especially the widened footpath adjacent the shops.</p> <p>I visit the area a few times a month and use the cafes on occasion. The current setup provides a much safer and user-friendly pedestrian zone. At the next step I hope this can be further enhanced by coordinated paving and street furniture with a reduced variety of surface finishes/levels etc, better designed planters and landscape to create an integrated dining, sitting and landscaped outcome with some substantial tree plantings.</p>
22	64071	Great idea. Improved pedestrian safety & accessibility should be improved around all our beachfronts & shopping districts.
23	64072	I do not like the one way street and most of the space is wasted. The 2 way street makes more sense and avoids putting another traffic jam in dee why
24	64073	<p>The trial is a great way to start to open the beachfront up for people not cars. I'd suggest:-</p> <ol style="list-style-type: none">1) Have no car traffic or parking at all in this section, except for service vehicles for the retail.2) Keep the two direction cycle lane3) With the increased traffic flow on Pacific Parade install pedestrian crossing at least on the raised section speed bumps and on other suitable locations.4) On The Strand footpath keep open space to allow people to walk rather than block with tables.5) Allow some food vendor pop-up kiosks to offer marketplace type food offerings
25	64074	I love it!! I wish the whole strand was closed as it would be much more family friendly. My only issue is that there should be more traffic calming measures in the rest of Dee Why. People drive crazy at times. Please put a speed camera on the hill on Griffin Road. There are so many idiots that see the hill as a fun way to really rev their engines. I love the shared space trial though and I hope it continues. Thanks
26	64075	Trying to do too much in too small a space, making DY even more cluttered. Leave the street as it was as two way so that people can simply drive past in both directions to check the surf. Cars also need to be able to drive through without a fuss. With trees blocking the view of the beach at Long Reef, there is barely an opportunity to drive past this part of the coast to look at the surf without having to get out and park a car (just for a quick look).

Submission ID	Verbatim submission
27	64076
	<p>Love it. Its brought down the amount of traffic passing through the strand. Much quieter and more enjoyable to spend time on the grass front and outside of restaurants.</p> <p>Definitely do not want it to revert back to dual lane traffic.</p>
28	64077
	<p>As far as it went I think the trial was successful. The one change I would suggest is that there is that the parking along the street should be removed as the parked cars detract from the beautiful view of the beach and water. The moving cars are less of a problem. If Council were brave enough the whole street could be pedestrianised. There is plenty of parking in the Council parking area at the northern end of the street.</p>
29	64078
	<p>The current arrangement of the Strand, with one way traffic and additional seating areas for restaurants has had a major positive impact to the traffic conditions, use of public space, support of active transport and overall amenity of not only The Strand, but the southern beach precinct generally. This arrangement shows forward thinking by Council and has delivered numerous benefits to the area and Dee Why community. Council should be commended on their strategic vision for the area and provides an exceptionally successful model for future traffic calming measures to be rolled out elsewhere in the LGA.</p> <p>Future improvements to be made would include;</p> <ul style="list-style-type: none"> - extension of the bike paths and improving connectivity of these paths throughout the suburb and LGA. In particular, a bike highway could be constructed offering an alternative north-south connection for active transport than Pittwater road - Improvements to aesthetics and amenity of run down buildings and waste areas, particularly behind shops and cafes - additional traffic calming to be installed to further enhance the amenity and walkability, particularly between the beach and Pittwater road <p>Overall, this has been a highly successful infrastructure upgrade and it would be tragic to see progress walked backwards in the future.</p>
30	64079
	<p>The trial is a failure, only the selfish people who live on the Strand or close by benefit from your non existent bike Lane you can go there and watch the non existent bike riders that nobody uses and the Public Roads are for everyone to use not just cyclists and shop owners. The people who live in units don't decide on the use of public roads that's all it boils down to. The minority of the population should not rule. I am AGAINST your trial plans to The Strand and want it return to its original use of two way traffic the public road is for all to use.</p>
31	64080
	<p>It is great and should absolutely stay in place without the parking along the strand.</p> <p>Thank you for the opportunity to share my thoughts.</p>
32	64081
	<p>Unightly invasion of the footpath by greedy restaurant owners.</p> <p>The lack of normal two way traffic flow created accidents and chaos on other streets further back.</p> <p>A whole lane dedicated to bicycles that is never used is ridiculous!!!</p> <p>Let's just get rid of the unsightly rubbish and return to a normal safe two way street and footpath.</p>
33	64082
	<p>I think it's a brilliant improvement.</p> <p>I know there was some short term pain adjusting to different traffic conditions but I don't think that's a long term issue.</p>

Submission ID	Verbatim submission
	There seems to be very low cycleway traffic, but I don't see that as a reason not to provide the safe carriageway as we would hope (and therefore plan) for future growth in cycling for recreation and commute.
34	64083 I have two young kids, and found it much safer visiting the beachfront with one way traffic. Also enjoyed the extra space at the restaurants on the beachfront. My preference would be to close the street off completely and use it as a picnic area/extra space for outdoor dining at the restaurants. But the one way street was a good start
35	64084 Amazingly positive transformation of the road. The Strand Is now safe, but still easy to access. The amount of traffic passing is more casual which adds to the beach relax vibe. Any extra traffic on back roads (Clyde and Avon) is likely more from the apartment construction and not due to Strand changes. I fully support this change as a resident to stay forever.
36	64085 I love it. Please do the same along waterfront in manly.
37	64087 Really good that less traffic, however I would be happy with emergency traffic only in the one way section! Much safer for pedestrians & more space for families to sit & eat & enjoy the wonderful view of DeeWhy Beach away from the dense unit blocks..... Such a health asset! Thank you for asking.
38	64088 Hi I reside at cnr Monash Ave and Pacific Parade. My recommendation is to permanently and completely close The Strand to all traffic. I would prefer the existing road become exclusively combined pedestrian and alfresco seating area. This would green the beachfront and effectively provide further 'casualisation' of what is a high density urban environment.
39	64089 i am still of the firm belief the the roads should be closed due to pedestrian safety . the 40k zones are not working with 3 major accidents in Dee Why Parade in the last 12 months closure should be a factor in this (except emergency vehicles of course) TOO MANY TIMES I HAVE SEEN PEDESTRIANS NEARLY HIT BY CARS USING THE PED CROSSING IN THE STRAND there is just too much traffic to for our little streets to cope mosman coui=uncil did it why cant we
40	64090 Much slower traffic movement is a big safety improvement. I would prefer two way traffic capped at 20kl per hour and if not, on street parking moved from the west side of strand to the beach side of strand
41	64091 The separated bicycle lanes are a good first step. I feel safe riding along this section even with my kids. But terrible that it is not connected to any other routes or paths - it just ends! Such a half-attempt by council. The northern end should at least connect with the path that runs through James Meehan Reserve. And the southern end needs to be extended

Submission ID	Verbatim submission
	<p>to at least Pacific Pde to allow us to continue safely riding east along Pacific Pde and through quieter back streets.</p> <p>The bicycle lane will not get anywhere near patronage it should unless they are connected with other safer lanes or paths.</p>
42	64092
	<p>Awful. I used to enjoy going to some of the restaurants along The Strand. I don't bother now because of a lack of parking (esp. if one has an elderly relative on a stick and need SOME reasonable proximity to the eateries there). I have yet to see any use of the bike lane by bikes. The planter boxes are poorly maintained and some of the planks in the boarded area are dangerously broken. Return The Strand to two-way traffic and maybe keep the widened footpath and plant some appropriate trees (Banksia integrifolia) and maintain them for shade and shape. The planter boxes are so twiddly-fiddly that they are a nuisance rather than a visual enhancement of a beachfront stroll area.</p>
43	64093
	<p>The cycle lane has been a brilliant addition. We've loved taking our kids riding to the beach and the quieter traffic along the beach front. Please keep this lane and expand the network across the whole of the beaches. Having dedicated bike lanes is the future and stops the confrontation that happens on shared paths, that with the advent of e-bikes are no longer fit for purpose.</p> <p>Providing safer active transport routes and removing cars from our streets can only improve our suburbs.</p>
44	64094
	<p>The streets as shared places program in The Strand has brought a hugely positive and welcome change to Dee Why! It has delivered numerous social and environmental improvements. I support that the changes made to pedestrian and bike access in the Strand remain permanently and are further expanded so that vehicle access is removed from the Strand in its entirety. These changes have had such a positive impact on the local community, bringing improved social and environmental outcomes. The safety, amenity and usability of the Strand has significantly improved, and the bike access is regularly used by families and other cyclists. The reduction in vehicle access to the Strand has also increased pedestrian safety in the busy strip filled with children and pedestrians. The outdoor seating is regularly used by patrons of local businesses and pedestrians along the Strand. I'm aware that there is some opposition to these changes from vehicle users who would prefer to continue to drive through and park on the Strand. I do not support these comments. There is plenty of vehicle access, parking and public transport available in the surrounding streets to enable easy and disability-friendly access to Dee Why beach. It would be such a detriment to, and a step backwards for, the local community if the shared spaces program was reverted back to two-way traffic on the Strand in response to noisy opposition from a handful of motor vehicle users. This is 2023 and it is Council's responsibility to aid local communities to move towards more sustainable transport infrastructure that promotes public transport, walking and cycling over the use of motor vehicles. The reduction in motor vehicle emissions also brings positive clean air impacts to the local area. I live locally and the number of near-miss accidents at Howard Avenue and Clyde Streets can't be underestimated. There is a near-miss at this intersection weekly, if not daily! Further reducing vehicle traffic through the Strand would assist to increase safety in this high vehicle use area.</p>
45	64095
	<p>I live in Clyde Road. The impact for our street and those in Avon, Howard, the Strand, Pacific pde is worse. Traffic is higher due to the 1 way along the Strand, the additional roundabouts and pedestrian crossings create bottlenecks and it can take 15 mins to move 2 streets to get to school or work.</p>

Submission ID	Verbatim submission
	<p>This all creates more dangerous situations for kids and those walking as drivers are frustrated and some race through intersections given so little opportunity to get through. ¶The Strand looks messy.</p> <p>The roundabout to tune south at the Strand, particularly with additional bus traffic, is often blocked and traffic backed up.</p> <p>So many people say they now avoid coming through Dee Why and that obviously town planning is not working.</p> <p>It's less attractive for residents, visitors and essentially is ridiculously thoughtlessly planned. Add in the towers of apartments built and more houses being replaced by units this is just going to be worse.</p> <p>The changes need revision or this will continue to be known as the worst place to live or visit on the beaches. Such a shame as the natural beauty is overshadowed by business and mess.</p>
46	64096
	<p>I live on the Strand and think the trial has been excellent. At a minimum I would thoroughly recommend making the trial a permanent solution, but my preference would be to close off the area completely and make it a pedestrian-only solution.</p>
47	64097
	<p>I think the changes have been a success. It has created more outdoor dining and socialising areas on the Strand for local businesses. Visually the entire beachfront now appears more welcoming to visitors in the area.</p> <p>I feel the implementation of the zebra crossings in the back streets has been successful. These were needed either way as mums with prams and children needed a right of way for crossing.</p> <p>As a lifelong resident of Dee Why I am in full support of the changes remaining in place permanently.</p> <p>I honestly believe that further in the future Council should look to closing off the entire Strand beachfront and creating a corso. We could then have cafes situated on the corso with a more European style of outdoor dining.</p>
48	64098
	<p>I thought the trial was worth having, but not very successful with regard to cyclists. I have never witnessed much use of the bike lane - in fact there has been continued use of the foreshore pavement with cyclists dodging pedestrians on a regular basis. My own preference is for the road to become more space for people- it gets very crowded on public holidays and would be ideal for markets. I realise I am in a minority here a there is a push to restore car spaces, but I thought the reduced traffic on the Strand was a good for noise, pollution and pedestrian safety and generally made the area more ambient.</p>
49	64099
	<p>Hi there. I find the current set-up, which maximises the space for pedestrians, and also allows for safe passage for bicycles, very good. It did, in my experience, not affect car traffic flow. My vote would be to keep it the way it is.</p>
50	64100
	<p>Hi</p> <p>I really like the fact that the Strand has been closed southbound. I think it would be even better if the road was totally closed. I know many people may object - but I remember them objecting to the Corso closure in Manly decades ago and look how much everyone loves this open space now.</p>
51	64101
	<p>Hi, thank you for this opportunity..</p> <p>My first reaction is that the trial is not successful.</p>

Submission ID	Verbatim submission	
	<p>1-the bike lanes are not used bikes use Dee Why Beach as a destination not as a through route, the hill directly leading to Curl Curl is a major obstacle . The bike lanes should be relocated.</p> <p>2 - is the major increase in local traffic that results from the closure worth the increase in business along the strand?</p> <p>3-The majority of traffic that goes to the Strand is by foot, and a lot of Pedestrians need to cross Avon .and cross streets, at the moment it is just dangerous and the elderly find it a major obstacle. Two pedestrian crossings are not enough.</p> <p>4 The resulting traffic on Avon Road is a nightmare residents have trouble leaving their driveways.</p> <p>5-There is an argument that supports the quality of lifestyle that the closure of Strand represents if that were to occur are major re-organization of the traffic accessing Pittwater Road .one way streets, more pedestrian crossings and road closures would have to happen, in shortstop through traffic in residential areas.</p>	
52	64102	<p>Don't like it. Hardly ever see bikes using the bike lane - it's a waste of space</p> <p>It causes congestion in the streets back from</p> <p>The beachfront ie The Strand</p>
53	64103	<p>I feel that the changes made have created more negatives than benefits promoted with this trial with my reasons below:</p> <p>1. The one way traffic along the Strand has increased traffic congestion in other parts of Dee Why far greater than was happening prior the trial, particularly in Pacific Pde, Oaks Ave and Avon Rd. On these streets there seems to be more confusion as motorists navigate multiple roundabouts, which now have pedestrian crossings prior to entering them and seems to me to increase risk of collisions. I have concerns also that this increase in travel time has an effect on emergency response vehicle who use this route to respond to cases in the area.</p> <p>2. The bike lanes on the eastern side of the Strand has created safety issues with bike riders either entering from the wrong side of the road or exiting into the wrong side which increases the chance of accidents and injury.</p> <p>My proposal would be that:</p> <p>1. Two way traffic be reintroduced on The Strand.</p> <p>2. All parking on the Strand be removed.</p> <p>3. Bike lanes be placed on each side of The Strand.</p> <p>Too me this is a same option for pedestrians, bike riders and returns the natural flow to traffic.</p>
54	64104	<p>I loved the changes. It made the area far more friendly and accessible for people. The bike lanes are great and the pedestrian areas really create a nice feel to the street.</p>
55	64105	<p>I think it's been a success. It's great having more milling area along the beach front and more dining area.</p> <p>I always thought removing parked cars all together would bring an even better atmosphere with full beach views coming into place but I know some were opposed to that.</p> <p>Happy for it to become permanent</p>
56	64106	<p>I think it has been appalling in the increase in traffic especially among the back streets such as Clyde and Dee Why parade, with extra speeding traffic and I am so</p>

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	worried for my child in trying to cross a street. It needs to be two way and I hate that it becomes one way halfway down the strand. Even with the bikeway, the bikes are not stopping at the pedestrian crossing and have had several near misses. The roundabout near oaks and the strand have led to near misses due to the confusing signage. Also, you can get stuck at Oaks to turn right onto the strand due to the increased traffic coming from freshwater. Also I think it has led to people not stopping near the restaurants due to the one way and lack of parking. This has also led to parking further up on streets such as Howard , Clyde and Dee Why Parade , limiting parking for residents. Most locals who live in the area are not happy at all
57	64107 <p>I'm not a fan.</p> <p>We live in North Curl Curl, so often access or pass through the area. When walking, the change is minimal.</p> <p>When driving past Dee Why: heading North, people amble across the road from the pedestrian crossings that are located at the roundabouts oblivious to the traffic, and traffic is slower and often banked up.</p> <p>Heading South, all traffic must now pass through the roundabouts in the centre of Dee Why, making traffic slower and the intersections more hazardous. There is always a large bank up at the corner of Griffin Road/ The Strand waiting to turn right to head back towards Manly. At peak times, this is a significant delay, with cars often banked across the roundabout.</p> <p>The trial has affected our use of the restaurants at Dee Why beach. We now go there less often, and try not to order take away from there because the traffic and parking options are so much worse. The surf club carpark is often full, so even a quick journey to pick up an order becomes longer and more annoying.</p> <p>I don't know how the restaurants feel, but as a local, we have found pedestrian improvements to be minimal, but access by vehicle, or travelling through Dee Why, is much worse.</p>
58	64108 <p>It has made the area a much nicer and safer space.</p>
59	64109 <p>I think the trial was successful and I think the changes should be made permanent.</p> <p>I find spending time at Dee Why beach much more peaceful with traffic heading in only one direction.</p> <p>Eating outside the cafes / restaurants feels better with more space, and crossing the road from the beach to the restaurants / cafes feels safer.</p>
60	64112 <p>Trial has gone well and changes implemented should remain.</p>
61	64113 <p>1. The road bike track on the Strand.. maybe 2 rides use it a week but 50 plus a day use the Esplanade a day thus when a vehicle wants to park on the Strand ALL OF THE TRAFFIC behind him stops... blocking intersection everywhere!</p> <p>2. Traffic have only one way to travel to Griffen Rd... morning and afternoon traffic is a nightmare with midday traffic just as bad competing with parking (residents and beach goers) buses, heavy vehicles and garbage trucks.</p> <p>3. The roads on these "selected rtes" to Griffen rd are destroyed by the increased heavy traffic and heavy vehicles thus costing the rate payer thousands of dollars to fix WHEN this Council wishes to do so by this decision of. "Making like some sort of European strand" hello what for... some 18 shops!!</p> <p>4. Nobody in our Council listens to the locals or people that live in this area... just ignore us even though 65% said NO... so WHY. ask us?</p> <p>5. Has "anybody" I mean councillor or employee actual stood on this traffic rte For 3-5 days and seen the mess this idea has caused in the above "moan" and the silent</p>

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	<p>majority have complained about and having people parking in your strata visitors car parking so they can go to the strand for lunch or s surf!</p> <p>6. Grow some courage ALL OF YOU WHO SAID YES TO THIS MISTAKE and say No and revert it back to its original area and have some peace once again!</p>	
62	64114	Loved it. Placing roads right in front of amazing and natural beaches is a very Australian thing.
63	64115	<p>Hello! Thanks for implementing the trail. I would like to have the trail as permanent solution, even better closing off the strand completely for traffic to become a quiet enjoyable zone as so many foreshore spaces e.g. in Europe where they banned traffic years ago.</p> <p>I think a great majority of people like the current trail a lot of the people I have talked to want to close the foreshore off for any traffic as i proposed.</p> <p>The area nowadays is soo much more enjoyable without the traffic noise and pollution of the old 2 way high way. On top of that people have accepted the traffic solutions and there were and are no traffic build ups in the surrounding streets</p> <p>Please do not revert it to the old 2 way high way with all the noise and pollution as it would be a step backwards. We all want less traffic, greener and safer spaces to be in and enjoy Dee Why foreshore. Thanks for the great work.</p>
64	64116	The trial is a failure - the volume of bicycles using the valuable strip set aside is minute compared to other users and unwarranted however the reduction in traffic from having only one way improves the amenity of the strand but is very annoying when south bound as the roundabout gets clogged I would favour some way of allowing two way reduced speed for vehicles with no parking on beach side of the strand or even better a bypass for through traffic
65	64117	<p>I think the trial has been excellent and would fully support some permanent changes to be made to the Strand.</p> <p>I use the cycle lane everyday with my children as it connects us to their daycare in Cromer without having to go "on road" at all. before the trial - this section was a missing link for us.</p> <p>We use the reserve all the time (everyday) and love that there are less cars and only one directional slower traffic flow makes the beachfront even more pleasant.</p> <p>We eat out at the restaurants from time to time and the reduction in traffic makes for a more pleasant environment too, The parking is important I understand but uninterrupted views of the ocean would be nice too!</p> <p>Living just off the strand I think that the changes have led to some increased traffic flow on Pacific parade but it is far from the gridlock described in some online groups you are probably familiar with. Dee Why has always been busy and I haven't noticed a massive change once people got use to the new arrangement.</p> <p>I think the plants are now starting to look established even though some of the pots have seen better days - I hope that the plants can be salvaged in any upgrade.</p>
66	64118	I believe the trial was a success and should remain as it is
67	64119	The reduction of traffic in a high pedestrian area is to be applauded. I thoroughly enjoy the added freedom and safety accorded since it's introduction
68	64120	<p>Thank you for your request. Years before you made the change I was of the opinion that such a change needed to be done. So the moment the council asked for support I would have been among the many who applauded the plan.</p> <p>As a regular diner patronizing the restaurants along the street, I have enjoyed the far improved ambiance due to the improvements. There are plenty of South to North</p>

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	parallel street options so there is no excuse for motorists' complaints. If this street was in QLD the whole section would be a plaza! I would also like to applaud the council for all the improvements that have occurred on the Northern beaches.
69	64121 More push bikes,e-bikes, scooters,and skateboards in public walk area than on green designated bike area in The Strand Dee Why. No policing of signage . Whole walk area a free for all. Go there on weekends and be very aware ,or you can easily become an accident.
70	64122 I love the Streets as Shared Spaces program at Dee Why Beach. It uplifts the entire area and makes it an appealing destination, particularly on weekends. Since this road is not essential and mostly used by surfers checking the waves, there is no need for it to be a two-way road. I believe the entire road should be closed on special days such as Sundays and public holidays. This could be achieved by installing boom gates that can be opened and closed as needed. Reverting to a two-way road would be a step backward, as it would prioritize cars over people and diminish the positive impact of the Streets as Shared Spaces program. Thank you.
71	64123 Absolutely abysmal. Who fixes something that ISN'T broken? Having 4 pedestrian crossings at the one roundabout and then funnelling ALL the traffic into that roundabout? I would surely hope the creator of that chaos did NOT get paid for such poor design. People amble across without a thought for the poor bus drivers or the traffic chaos that it causes. The bike lane is a joke all 20meters (I know it is not 20meters) of it. Virtually NOBODY uses it; bikes are still ridden on the footpaths. Worst of all is the pollution caused from the Strand to Clyde Rd with cars and buses stuck and idling in the traffic build up from the completely useless and poor planning. I caught the bus the other day and actually heard the bus driver complain about how ridiculous the bus route is now. Please return the Strand to how it was before.
72	64124 I like the wider pedestrian strip. It would be good for restaurants and cafes to be able to utilise that space more for dining. I would like to see The Strand without any car access at all from Oaks Ave to the Dee Why SLSC, especially to stop parking breaking up the view from the cafe side of the road. The bike lanes are fine. This is a unique opportunity on the Northern Beaches and would make Dee Why beach that much more desirable and safe as a play space for all ages.
73	64125 Terrible, the Strand should be completely closed off and be only for the use of pedestrians. I said that in my last statement when this trial was to go ahead. I thought the idea for a one traffic and bike path was a complete waste of rate payers money. It is so dangerous to have cars driving through such a high pedestrian/family area. It spoils the view having cars driving along, spoils the whole atmosphere. Why are cars needed to go through the Strand anyway? They could turn at the roundabout and head west. Leave the beachfront for the people and turn the road and bike path into extended dining/park/play area. What an asset that would be!
74	64126 I think the shared spaces program has given Dee Why a more friendly feel. It should definitely be implemented permanently and even expanded
75	64127 Really good - I would like to see the whole if the strand closed not just one lane. I think some people shout loudly when they don't like it but overall it really benefits the community and businesses.
76	64128 I believe the Strand should be closed to all car traffic, ie to 2way car traffic, not just one way.

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83	64136

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	not to mention the cost and associated environmental cost with additional, slower traffic pollution and so much ongoing construction and management of the challenges associated with this trial. Please consider returning it to a model with two way traffic, and a better designed use of shared public space by incorporating the cycleway into the road traffic, lower the speed limit if necessary and even remove all the car parking spaces to create more space. This would have a much more positive and safe community impact. Thanks for your consideration.
84	64137 I thought that the trial was a great initiative by Council. I would like to see the area closed to all vehicle traffic except loading and unloading for the restaurants, shops and cafes. The parking spaces that are lost could be replaced with the creation of additional car parking spaces in adjoining streets.
85	64138 We have really enjoyed the trial of the changes at the strand and feel it has created a safer and more engaging environment - I would like to see this continue permanently and feel that no traffic with a "manly corso" feel would be even better - it would be great to find a way to entice more retail and a bar down to the precinct. There are great solutions in Europe where areas are closed off with robotic bollards that have a code to allow access for deliveries etc that could be explored to allow vehicle access to the retailers. It would also be great to have more of an events programme like food festivals, outdoor cinema nights, outdoor games for kids (and adults) - it was great when Council did the small trial of games applied to the road and shut it down - it could be executed in a greater way. When the road was shut down it was great to see people skating safely and having a great time in a family friendly manner. I'm fully supportive of the changes of the strand to be permanently implemented and to a greater extent if possible. I with my partner are a regular visitor to the strand 3 times a week.
86	64140 Seemed to be a good start, would like to see it 100% pedestrianised if it didn't affect traffic flow on other streets.
87	64141 I love it. I think it's great. I think more space should be allocated to pedestrians, recreation spaces - including outdoor eating - and cyclists. I think less space should be allocated to motor traffic and car parking.
88	64142 I think it was a great success. Please keep the one way traffic, bike paths and widen alfresco dining, as a matter of fact I'm all for closing The Strand to all vehicular traffic.
89	64143 I thought the trial was good but would prefer to see the front fully pedestrianised (with an early morning exception for business deliveries like pitt street mall in the city). A shared cycle/bike path could exist like in Manly - I don't think it needs to be solely a bike lane. I live in Dee Why and don't think the surrounding roads have been impacted that much to make a huge difference. Would be good to see some weekly markets, buskers, performers etc. Shame the pop up events were always in average/poor weather as this may have biased results. More of this would be good!
90	64144 I liked the shared space trial. Great to remove cars & open the space for greater public usage.
91	64145 It has been great to have the shared space. I hope it continues. Giving the space to people rather than cars is a positive use of the space. To see kids on their bikes riding in safety, people enjoying the footpath, being able to sit at more outside tables has been great. In fact it would be great if The Strand was car free. People should enjoy the space over cars.

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92	64146
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94	64148
95	64149
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97	64154
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101 64158	<p>I compliment NBC for trying to improve the Dee Why beachfront precinct. I am a resident directly affected by the trial.</p> <p>Positives:</p> <p>1.) From what I have observed and experienced, the footpath area in front of the shops along The Strand has improved enormously. During peak times, this used to be a nightmare. The extra width for pedestrians and patrons is a great thing.</p> <p>2.) The changes trialled have given shops along The Strand and real opportunity to take advantage of the improved amenity. It is potentially a really nice place to visit, especially in the afternoon as the sun sets. The area is now less affected by shading because patrons can sit further away from the buildings and take advantage of the late afternoon sunshine.</p> <p>Negatives:</p> <p>1.) The traffic flow has definitely been impacted with many more cars coming down Oaks Ave. Avon Road and Pacific Pde seem to be most affected. The roundabouts on Avon at Howard, Oaks and Pacific are now VERY VERY busy. That's not necessarily a bad thing, but I hate to living in that area.</p> <p>2.) I spend a lot of time along the beachfront and on The Strand. The cycleway is massively under-utilised. At current usage, this facility would appear to be unnecessary. The cycleway is a local joke. My friends and I exclaim sarcastically whenever we see a bike actually using the cycleway. The question needs to be asked is the cycleway an asset for the future if we become like Amsterdam? Are we ever going to become less dependent on motor vehicles to the point where we need a dedicated cycleway in this area? On current usage level it would seem that we are many many years away from this. The real estate dedicated to the cycleway could be better utilised.</p> <p>3.) The NBC trial has resulted in the loss of many street parking spots. It is my impression that many more spots were lost than Council indicated in the original proposal. Parking spots have even been dedicated to Council vehicles. And these parking spots are in premium locations. Dee Why beachfront cannot afford to lose parking spots. To my mind, a lack of parking is the biggest impediment to the success of businesses along The Strand. We find it a very real problem when trades or friends come to visit us as they often have to park several hundred metres away. I have even had to park in the Woolworths carpark (800 metres away) on occasions. The parking situation in Dee Why is a critical consideration for future planning. On a daily basis I observe staff from the businesses along The Strand parking their cars in Oaks, Clyde, Pacific, Dee Why Pde. Some of the restaurant staff take up street parking from midday to late evening.</p> <p>4.) I am very much in favour of improving the amenity of The Strand and Dee Why beachfront; but Council must do something about the senile Norfolk Island Pines that are in decline. Spending money on changes to streets and traffic flows, etc. is only one part of improving the amenity of the area. What is happening to Ted Jackson Reserve? Does NBC have a Master Plan for the Dee Why beachfront? Trees take many years to grow. Council needs to be planning for the future and planting replacement trees NOW! Are Norfolk Island Pines the best species for along this area? This species has not preformed anywhere near as well along Dee Why as in other northern beaches precincts. This must be associated with the underlying soil conditions in Ted Jackson Reserve. I would like to see a Master Plan for Ted Jackson Reserve.</p> <p>Conclusion:</p> <p>I fully support NBC initiative to improve the amenity of Dee Why beachfront and The Strand, albeit under the guise of a government grant for a cycleway. The cycleway</p>

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	<p>has been an abject failure in my opinion. It is either ahead of its time or a white elephant. Either way, its place along The Strand is very questionable.</p> <p>A lack of street parking is the single biggest issue in our area. Closely followed by an increase in traffic. The rat run from Pittwater Road still exists. The speed of some vehicles travelling on suburban streets is frightening at time. I'm very pleased that I don't have young children.</p>	
102	64160	I commend the Council for this initiative which has succeeded in it's goal of making this iconic location a safer and more inviting place for the community. It also has reduced the motorised vehicle chaos that cuts off the restaurant strip from the beach and reserve and that has strengthened the connection between the two spaces. I am strongly in favour of entirely closing sections The Strand to motorised traffic as that would greatly enhance the the amenity and vibrancy of the location and make it one of the most desirable recreational locations in Sydney for local residents and visitors alike.
103	64161	<p>The trail has been excellent. It has provide more pedestrian and bike access to the beach front for everyone. Also made the Strand a safer place with only one way traffic and reduced speed limit. Please keep it permanently. Further I would suggest closing the stand totally.</p> <p>I use the beach daily and I have seen a large increase in both pedestrian and bike traffic because of the changes implemented. As well I would suggest that the local businesses have benefited as it always pedestrians and customers to have easier, safer and greater access to the shops, beach and more room to sit and eat safely.</p>
104	64162	Very good. Remove all cars
105	64163	<p>This bike road isn't used enough.</p> <p>It seems to me that we need to return the road back to a two way street..the traffic in the area on most weekends is horrendous.</p> <p>It is a waste of space .</p>
106	64165	<p>I think the one-way Strand (reduced traffic, wider foot traffic area and extra seating) is a great idea for our beautiful beachfront. It's safer for pedestrians, gives us all extra space to walk, roam and enjoy the view. My only regret is that it wasn't closed to vehicular traffic entirely.</p> <p>If you're looking for other suggestions/recommendations I would just suggest cleaning up and beautifying the plant boxes (they're looking a bit untidy and barren).</p> <p>At a minimum I hope we keep the one-way Strand the way it is now (including the bike lane) and at best close it to vehicular traffic entirely (making it entirely pedestrian only - with or without a bike lane)</p>
107	64166	Present situation is an improvement, but I would like to have The Strand made car free and become a pedestrian plaza.
108	64168	Highly positive, improved the space and a good connection between beach and shops.
109	64169	Amazing trial it's been excellent at showing how we can use the spaces better along the beach front. I would like to see more of this and even a trial of no cars along the strand would also be great.
110	64172	As a Dee Why resident, I think the Shared Space allows the community to better use and enjoy the beach area. I specifically enjoy the reduced or slowed traffic, increased pedestrian usage and dedicated bicycle path.

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111	64174
	<p>Multiple traffic negatives. Congestion in Clyde & Avon Rds and at their intersections with their cross-roads.</p> <p>Much congestion in Oaks Ave, also much delay with heavy traffic at Oaks/Griffin intersection.</p> <p>Multiple turns at various intersections, dangerous to pedestrians.</p> <p>Split bus route (North vs South) confusing to passengers.</p> <p>Little advantage to pedestrians and diners on The Strand.</p> <p>RECOMMEND return to status quo.</p>
112	64176
	<p>This trial was great forward thinking and will be a game changer for the area if we can do away with traffic completely.</p> <p>I strongly support the full closure of road.</p> <p>Every community member will benefit enormously even the naysayers who only fear a reduction in house prices.. their home values will all rise as a result of this community upgrade.</p>
113	64177
	<p>Very successful. The Strand should be closed to all traffic as is done on special occasions. There are still the odd cruising hoons using the strip on weekends</p>
114	64179
	<p>We believe it has worked very well. We live nearby so often use this space.</p> <p>The bike lane is well used at different times of the day and so much safer for cyclists.</p> <p>The extended areas for cafes and restaurants works very well and add to the beautiful vibe of our suburb.</p> <p>Please make this a permanent change.</p>
115	64180
	<p>I love it. I would be even happier if there was no traffic instead of the current 1 way system.</p>
116	64181
	<p>Its great would be better if hole street was closed</p>
117	64182
	<p>My thoughts are as they have been from the onset of the trial. I believe Dee Why beach precinct would benefit from making it a complete closure on The Strand from Dee Why Parade to Oaks avenue. This would enable people dining in all the cafes and restaurants to enjoy an uninterrupted view of the beach without parked cars obscuring the view. I believe it would give more energy to The Strand and an all round true beach feel. Many threw much objection to the Manly Corso when it was planned, but it works and is now a trademark of the area. I believe Dee Why would benefit as well</p>
118	64183
	<p>It is a great idea, so enjoyable through sunny days strolling in the area. Businesses can have more people cattered for due to extended footpath.</p> <p>Possibly don't need carparking spots on The Strand itself, just a afew spots anyway that dont make much of a difference.</p> <p>In the future, could be worth studying closing off the street entirely, having more space for activities, events, food trucks, markets, etc.</p>
119	64184
	<p>Fantastic. Shared space are the future. I feel the trial was a success and i would love to see the atrand closed off to vehicles permanently and more space made available to restaurants.</p>
120	64185
	<p>Complete failure. It's reduced parking and access to shops on the beach, increased traffic on Avon rd and caused damage to the road with increased transport and buses taking the road, made it harder to cross pacific Pde which does not have a pedestrian crossing, stopped buses picking up and dropping off along Dee why</p>

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	beach, moved the bus stop too far up the road, which is less safe, less accessible and does not have rain cover, the merging of cars creates more traffic than ever and people keep using the side roads to turn around when they realise they can't turn right on the strand which is making them more dangerous as well. And no one uses the bike path and no one uses the seating along the sidewalk
121	64186 I think it's been a wonderful change to the area! I take my kids down the shops and beach more in the last 12-24months than I had in the 13years we have lived in Dee Why. I think it should stay, if not be blocked similar to the Steyne in Manly.
122	64187 I think it's great
123	64188 Terrible. Traffic is a nightmare and I avoid it at all costs. It has caused more parking spaces to be filled in the streets, I could always get a spot at my 94 year old mother's place to pick her up, now I have to park in her underground garage and she finds the stairs difficult. The bicycle lane is rarely used by bicycles, only by pedestrians. If someone is parking or waiting for a parking spot along The Strand, it holds the traffic up for a long, long time. I've lived across from the beach or within two minutes walking distance for over 50 years. It's a mess.
124	64190 The trial should be made permanent. If possible close the beach front to all cars. This is great for future of all the residents of Dee Why and beyond to have a safe picnic, bike and eating area as a backyard. Traffic will always build and just needs the right steps to correct the flow and get people to stop using it as a short cut to North Curl Curl or Manly. Fix Pittwater rd. Please keep this for people to use!
125	64191 I think it is excellent, it has created a fantastic restaurant strip at the beach. I do not find that it has affected the traffic situation negatively.
126	64192 I absolutely love it , it's has completely reinvigorated Dee Why. I live in Pacific Parade and am completely in love with it Shut the whole street off and finish the job
127	64193 I love the bicycle path and use it frequently. The outdoor eating areas would be enhanced if there were no parked cars and car traffic (and their pollution). I would like to see cars banned from the Strand so the area is safer and more people friendly.
128	64194 As a local visitor to the beach and restaurants I preferred the change to one way traffic. It felt safer as a pedestrian and quieter on the Strand for dining. However I would LOVE to see the road shut for traffic completely and have permanent safe access from beach to restaurants. This would impact very few cars and make a massive difference to Dee Why as a destination. No other beach on the Northern Beaches seems able to be converted to restaurant on direct beachfront as easily as Dee Why it would be a draw card for the area.
129	64195 Dear council, Please change The Strand back to two way traffic. We have put up with this one way, bike lane mess go far too long. The businesses need parking, they need short term parking to pick up coffee, food. Support your local businesses now, they have been through enough.
130	64196 It has turned Clyde Rd into a nightmare!

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	I purchased My Apartment in 2019 due to it being a lovely reasonably peaceful Rd. Please change The Strand back into a 2 way street.
131	64197 The trial of one way traffic along the Strand has now generated so much more additional traffic directed along Oaks Ave particularly between Clyde Road and the Strand. Much of Howard Ave and Dee Why Parades' south bound traffic is now redirected onto Oaks Ave. The increased traffic noise, including bus movements has markedly reduced the quality of life living along this stretch of Oaks Ave. Please return the Strand to two way traffic again.
132	64198 The strand has a better pedestrian and cyclist atmosphere, which is positive. Some issues have arisen regarding southbound flow along the next parallel streets, which are not designed for that sort of flow.
133	64199 I really love it. Would be even better if the street was closed to traffic completely. I think it's given the strand and beachfront area in general a much better vibe, it's more community minded. It's allowed restaurants and cafes to expand their seating (ie fish n chip shop, cafe plenty) and people can still have plenty of room to walk past. There was minimal parking spaces along the strand before and the traffic has always been bad so it hasn't impacted those 2 issues that people whinge about. Please keep it the way it is now (or close of the street completely) as we are used to it and enjoy the space. It works so well and has improved Dee Why for tourists and locals alike.
134	64200 I love the open space on the DY beach front It is very pedestrian friendly and provides the restaurants with more space to do trade and take away food. It would be a fabulous permanent feature
135	64201 The people who thought of this are obviously NOT residents of Dee Why. I have only seen a handful of cyclists using the bike lane as it stops at the roundabout at Oaks Ave and they then have to fight with the rest of the traffic. The traffic from Oaks Avenue to turn right on to the strand is always queued at the weekend sometimes back to Avon Rd. As a pedestrian crossing Avon Rd from either, Oaks Ave, Pacific Parade or Howard Ave is taking life into your own hands as despite the 40 km speed limit as it is not adhered to! The 2 crossings on Avon Rd are effective but if you thought that would encourage vehicles to stop for pedestrians on the other sides you are greatly mistaken. The trial needs to be stopped and the strand returned to 2 way traffic. Keep the 30km speed limit. Put the bike lane where it can meet up with another so you can go south without negotiating the Oaks Ave roundabout.
136	64202 The beach area has a more relaxed feel. I would like to see a trail with only limited disabled/delivery access. This would give Dee Why beach area a point of difference & a safe, family beach feeling.
137	64203 I really like it. I like how its like manly. But the only problem is manly has a few car parks like whistler to compensate... dee why doesnt and theres no side street parking. Would be good if we could get a few levels of parking somewhere like even revamp the SLSC council parking to a few levels. I would also get rid of the cycling lanes as cyclists still use the roads anyway. So we could either put in 2 way lanes again removing cyclists, or leave as 1 way but do something more with cycle lanes. Overall I love the wood work and how you can sit out further at cafes
138	64204 No one really sits at the extended areas, you can't eat there and you just have a view of the cars

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139	64205	There are fewer cars at the beachfront now which makes it more enjoyable. I think the road should be closed to cars completely and made a pedestrianised zone.
140	64206	The single direction on the Strand has generated huge traffic flow on Pacific Pde between Avon Rd and The Strand. It's becoming a safety issues for people coming out their driveways on top of difficulties to do so and time that's consumed! Is there any thing to be done before a collision happening and somebody gets injured/killed? Typically like the pedestrian crossing on Dee Why Pde! It wasn't upgraded even after two run-over incidents for pedestrians until my colleague got killed when crossing it!
141	64207	It's great, please leave it as is, less traffic to worry about when down at the beach, if anything get rid of the parking on the strand or close the strand off to traffic all together, a nice area with more tables and chairs to sit on when buying take away from the restaurants.
142	64208	I love it. I prefer the less cars, less traffic, more open space for people to gather and get coffees, walk dogs and enjoy the area. The two way traffic was too much and now you get a view of the sea even when at a restaurant. I love the bike lanes, and the wider path by the restaurants.
143	64209	I absolutely love it and would like it to continue, I would actually like for the road to be closed and for the area to become pedestrianised as I think that would be even better
144	64210	If you are going to ban traffic then ban all forms inc bikes and do not confuse the issue. I do not consider this trial a success. There is no alternative parking or additional form of transport compared to pre trial. It has simply reduced access to the area as some, like us, don't bother going any kore due to the increased traffic congestion. It needs dollars. Maybe a multi storey car park in the current surf club site?
145	64211	I think this is a terrible idea. It has made travelling along the beachfront even slower and as a local resident, it has made it even more inaccessible by car. I don't think the bike lane is used much and I have seen on it a handful of bikes throughout the trial.
146	64212	I believe the road should be shut. And make the area bigger with tables and chairs to eat and enjoy the sunshine. No traffic at all.
147	64213	I think the shared space at The Strand has been very successful and should be made permanent. I would like to see a trail to completely close The Strand for traffic in conjunction with a designated One Way street system for Dee Why Pde, Howard Ave, Oaks Ave and Pacific Pde. This would allow for additional parking spaces and better traffic flow.
148	64214	It was very bad pls go back to two way it is only good for the people who live walking distance to the beach if it is two way there would be a lot less traffic in back streets and more people drone outer sydney coming too the beach
149	64215	I live at [REDACTED] and am totally in favour of the change. Reasons are:- 1. Huge reduction of road dirt into cafes and dwellings. Health issues. 2. Change speed to 20ks and that will be even better. 3. Change has made road much safer. 4. So much safer for bike traffic. 5. People who object strongly do not take into account the massive increase in population with all the new unit developments.

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	PLEASE DON'T CHANGE BACK TO TWO WAY TRAFFIC.
150	64216 This has been a great success and we need more thinking like this to improve our spaces. Dee Why beach is now a much more pleasant place to be, with businesses benefitting from increased pedestrian traffic and safety greatly improved.
151	64217 I really enjoyed more space for pedestrians at the beach. I would prefer the whole beach front to be car free. Restaurants with their outdoor seating further towards the grass, a place for kids to cycle and to scooter... Just like they have been doing in Europe for the last 50 years. As a resident in the Pacific parade I do find traffic has increased enormously since the trial but I think a simple solution is pedestrian crossings everywhere. Dee Why is a 40km/h zone and all we need is a safe way for us and our children to cross the roads and get to our traffic free beach.
152	64218 As a resident in Howard Ave I have noticed extra traffic on Avon near misses at pedestrians crossing, as drivers fail to slow down at roundabout, s and don't realise there is a marked crossing,, delay, s for traffic at intersections leading to the Strand or passing thru beach front ,,
153	64219 Trial is great. Even better to close it off completely. I live in one of the impacted streets, and the traffic flow has changed, but it is not as bad and the "no" voters like to admit. Traffic in NBC always continues to increase and people always look for back streets to avoid Pittwater Rd. Roundabouts along Dee Why Pde and Howard Ave would help with traffic flow, and to also slow down the cars that speed from car park up DY Pde
154	64220 It's a great initiative, would be great to see the plans for a more permanent solution, the current set up looks very "temporary" with the flower pot arrangements (but understand it was a trial) All in favour of continuing the one way We'll done
155	64221 I have really enjoyed the trial. 1. I want Council to close the Strand to traffic in both directions. 2. If Council does not feel it can close the Strand to traffic then I request Council to remove all standard parking along the Strand, while retaining drop off areas for those with mobility issues with parking for those people in designated spots close to the drop off areas in the nearby side streets.
156	64222 We need crossings on the wide side of the footpath on Howard avenue. It's very difficult to cross with kids as the crossings were put on the other side where no one walks (narrow, broken footpath). This was a design flaw when inserting the additional crossings. My son almost got hit the other day. If that's done, it would be great to have no traffic on the strand and extend seating of restaurants.
157	64223 I think the bike line was a terrible idea, and should be removed to reinstate two way traffic. I'm there everyday, and those bike lanes are empty 99.8% of the time. Either bring back two way or remove all lanes and open up the space.
158	64224 It is much better having traffic only one way along the strand I also think traffic should be stopped in both directions

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159	64225
160	64226
161	64227
162	64228
163	64229
164	64230
165	64231

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	footfall to the cafes and restaurants, particularly as they, the beach and Ted Jackson reserve are destinations in of themselves.
166	64232 Put it back to the way it was before 2 way traffic There is still plenty of room for a bike lane The round about on the corner by the coffee shop and the Indian restaurant is dangerous and the yellow lines on the floor make no difference cars are always blocking the flow of the traffic because of the pedestrian crossing on the corner
167	64233 I approve of the change overall I would prefer it if it went further and the strand was totally pedestrianised
168	64234 Pathetic lived in Dy for 47 years don't fix things that are not broken
169	64235 I think the trial has had a good chance to prove its worth. I don't feel the space has been utilized by businesses or patrons to the extent of needing the space and the traffic on smaller roads in the area. I can imagine that for the people living in the surrounding streets would have experienced frustrations caused by increased traffic.
170	64236 It's been a total success! Provides safe bike paths. Great for the restaurants on the strand. Gives pedestrians a lot more walking space and safer crossing! I request for the trial to become a permanent setting.
171	64237 Fanbloodytastic, please make it permanent. Better yet, completely close off the road between Pacific and Howard or at least between Oaks and Howard.
172	64239 I've loved it! I think the whole road should be closed and better ways to manage the traffic flow through Dee why back streets to accommodate it, by maybe a one way street or two. But on a whole love the space down the beach now
173	64240 The changes create a nicer atmosphere for the restaurants with more space to sit with less noise and traffic. It also makes it much safer for kids and families using the grass areas. It should definitely stay.
174	64241 Terrible! The traffic in the local streets epically along Avon road and Clyde road and oaks ave is dangerous! I have also seen many children almost be run over because children see the grass near the shops and the grass near the beach and think there are no cars. I have also witnessed multiple accidents into the parking spaces along the strand.
175	64242 Love the extra space for pedestrians and people waiting for coffee. It is much safer. Would love it if it stays this way.
176	64243 It offers no advantages because the restraints can not use the space, the space isn't wide enough to encourage more pederstrians, the flower boxes are messy and in the way of car parking and cramp the space up. Either it should be fully paved over like the Corso in Manly or it should be returned to normal two way traffic.
177	64244 I like it the way it is but I would even make it 100% pedestrian/bike shared. No more cars in the beach front. Thank you.
178	64245 I live on Oaks Avenue, since the trial there is so busy on this street. Traffic is being redirect and always clogged up around the round about on Oaks Avenue. Buses

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	turning into a little street so another parking was removed because the buses couldn't make the turn.. No one is using the bike lane.. Just waste of space. Dining areas didn't get any bigger and there is only few extra parkings. There is 2 big parking areas within 200m distance so it's not that hard to walk from there to the cafes and restaurants. The parking in streets is a big problem for residents. And this project just made it worse.. Its busy area and removing that one lane it's just making it worse and the traffic isn't spreading around as it should.. Thank you for reading this.
179	64246 <p>Having only one car lane is a great idea, although it would be even better to close it off completely except for the final 50 metres of the northern end where resident need access to driveways.</p> <p>The bike land seems to be relative under-utilised and could just as well, for the amount it's used, be reduced down to one (two way)bike lane next to the one traffic lane.</p> <p>The pedestrian areas by the cafes need to be built of something sturdier as the wooden planters are ravaged by ocean water. There needs to be not seating along all of those areas. Not just the southern end.</p> <p>If the Car park behind the surf area could get redeveloped to be another single storey, you could also remove the parking along the beach front which would also make less of a traffic jam along that traffic lane if it's kept open.</p> <p>To be honest, Dee Why beach front is at its finest on days like Anzac Day and NYE where it's closed completely.</p> <p>I'm sure there would be residents issues to resolve but would make for a much more sustainable and environmentally friendly beach front.</p> <p>As a resident on Pacific parade, some of the parking issues at the front could be resolved if the parking spaces were marked all up the roads leading off the Strand as it's a bit of a free for all with some cars taking up 2 cars worth of spaces simply because they have very little spatial awareness.</p> <p>I'm any case I really hope that it stays at least one lane and hopefully is closed off completely</p>
180	64247 <p>I thought it was a great idea and should continue. Much more people centric than goes both ways. Like the wider footpaths</p>
181	64248 <p>I think it is great. Less cars makes for a better community and living space.</p> <p>Please keep it permanent</p>
182	64249 <p>Should be returned to a two way , traffic is heavier through dee why and the round about just after the one way traffic builds up because people cross at the crossing</p> <p>Iv now had 2 near misses because of this</p> <p>Traffic flowed easier when it was two way and the other streets where not as congested as people are now using the other back street to cut through</p>
183	64250 <p>In practice it does not work. The re-routing of traffic through the suburb is detrimental to the residents and creates a rat run for anyone traveling south.</p>
184	64251 <p>I would like it to be like the corso. In manly. No cars whatsoever</p>
185	64252 <p>Has brought a great sense of community to the area.</p>
186	64253 <p>I think no cars and block it off</p>
187	64254 <p><i>No comment provided</i></p>
188	64255 <p>Great idea - the extra pedestrian space is bringing a lot of life to the beach front</p>

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189	64256
	<p>1. Increased difficulty of parking for local residents especially in conjunction with extra yellow no parking lines on corners of streets</p> <p>2. Heavy traffic along alternative route particularly south without southbound access via beach. Often gridlocked esp in conjunction with strangely located pedestrian crossings on Avon Rd</p> <p>3. Limited use of bike lanes by bikes but regularly used by garbage trucks (even though they have a dedicated space in Howard ave which is rarely used) and visitors dropping off passengers to beachside kerb bikes continue to use beach front promenade</p>
190	64257
	Great initiative! My family and I would leave the car at home and cycle to Dee Why beach for coffee and breakfast. It feels safer with less traffic. We've made great use of this cycle way and truly hope it continues.
191	64258
	I love it would be even better if no cars at all just for pedestrians thanks
192	64259
	Two-way travel should be reinstated. The cycling path is rarely used and the outdoor deck is deteriorating in a fast pace.
193	64260
	Terrible, makes side streets even more congested as well as along the strand. There's no seating out further just a wider footpath and the cycle lane can easily be added beachfront
194	64261
	Making the beachfront quieter has been great. I also feel it has slowed the traffic which I s favoured in a high pedestrian traffic area.
195	64262
	Brilliant. Restaurants a buzz, road and bike riders much safer.
196	64263
	<p>I love the one way traffic on The Strand. It makes the park and beach so much more enjoyable for all - residents, visitors and businesses.</p> <p>Whilst there is some traffic on surrounding streets at peak time - this is to be expected living in Sydney!</p> <p>Thank you NBC, please make the trial permanent!</p>
197	64264
	Brilliant, keep it please
198	64265
	<p>I love it. I think the street should be pedestrian only! The wider street for restaurants and bars is so beneficial for the community and businesses. This is the only beachfront strip on the northern beaches, we should not be ruining it with cars and roads!</p> <p>Let's promote the use of bikes and walking to enjoy the beautiful scenery. People complain about increased traffic, but we shouldn't be promoting road use - if anything we should be promoting the use of walking or biking. I say keep it or even better, remove cars and roads all together.</p>
199	64266
	<p>Make the Strand motor vehicle, bicycle and all motorised transport including bikes and scooters, free</p> <p>Make the Strand pedestrian only</p> <p>Just like the corso in manly</p> <p>Simple</p> <p>No cars, bikes or scooters</p>
200	64267
	Don't like it. Increased traffic in the back streets around Dee why
201	64268
	I think the current set up should stay. Safe for pedestrians & nice to sit outside the restaurants to eat/drink

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202	64269
	I think it significantly improves the beachfront and the community engagement. It now needs a refresh and additional facilities (tables chairs shade and fairy lights). Please make the trial permanent.
203	64270
	The trial was a full success. The street is now safer for kids and children. The new cycleway is another plus. Thank you, Council. This is a great initiative.
204	64271
	The changes have been a great positive and success. It gives a much nicer feel to the entire area and it would be crazy to revert it back to 2 way traffic. Let's not let a few loud mouthed individuals prevent such a positive change for the entire area.
205	64272
	This has caused so much more congestion on Howard, Avon, Clyde & Dee why parade, it is absolutely ridiculous!, we need the strand to go back to a two way street, there is hardly any cyclists using it. We need it to be a two way street again
206	64273
	I think the extended footpath has been great for residents & businesses, creating a great sense of community. It now needs an upgrade & additional facilities in the park ie more picnic tables. Please do NOT remove the one way lane.
207	64275
	The traffic it has caused in the surrounding streets (especially Avon Rd) is insane. It's so hard to get out of any of the side streets onto Avon Rd in the morning. I honestly feel like the one way should have been north to south, rather than the south to north that it is now. Most people who turn off Pittwater Rd to go through the back streets are trying to avoid driving through Dee Why, so it makes sense to have the one way going from north to south. Alternatively, I feel like there's enough room to bring back to two lanes AND have a bike path and keep the cafe seating. Dee Why is just too busy to have this left the way it is. The side streets are so dangerous now with speeding drivers going well over the signposted 40kmph.
208	64276
	As a local and business owner I use to frequent the beach front nearly every day. I don't as much anymore as it is inconvenient. It simply doesn't work the bike lanes are hardly used to justify its existence. I have noticed bike riders using the main car lanes more often than using the bike lane. The main issue for bike riders cycling north is it suddenly stops at the round about near the surf club and it is in my opinion dangerous as they then have to merge into main traffic on the round about. The little parking spots left are hard to park as the spots are tight and the flower pot dividers are tightly positioned. The motor bike spots are hardly used as there are more spots than bikers that visit.
209	64277
	I believe it was a waste of time money and resources doing this as the bike lane was used at most 0.01% Remove the bike lane only Put back a two way cars Leave the 30 k zone Put in more speed bump Take out the round about on the strand and put in lights as most of the time there is traffic because just as someone gets off the crossing someone else goes on. So it stops traffic for an extended period of time
210	64278
	The strand and dee why beach is a much more pleasant place to visit with the changes, and it feels much safer with children playing on the grass without two way traffic going past.

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	The changes should remain permanently.
211 64279	I feel it has tried to be all things to all stakeholders and in the end not necessarily achieved the objective which may need to be reviewed. Ideally the space is closed off for pedestrian use allowing the restaurants and the park areas to connect into a safe space. By closing the 2 roundabouts as one way entrance will in fact allow flow easier.. at present it's a log jam due to the pedestrian crossing just before the roundabout. When the area is closed there is no dramatic increase in traffic however the flow all the way back to Curl curl is more effective.. make a brave decision and close off for pedestrian and social space
212 64280	Bike path absolutely pointless We are at Dee Why beach all the time and have only ever seen a bike on there a couple of times
213 64281	It is a very friendly setup for anyone who wants to relax along dee why beach. I love it especially because it slows down the traffic by the beach and further makes our beach safe.
214 64282	I would like to see the Strand closed to all traffic permanently.
215 64283	Think it's been great - please make it permanent.
216 64284	Love it. Would be in favour of having both lanes closed to traffic. Please don't go back to two lanes of traffic, it's been a great idea and again, would love the whole area to be free from traffic if possible
217 64285	You are making it harder and harder to get around the beaches, get rid of it
218 64286	I was unsure at first but I think it's been a success and would love to see it stay in place permanent.
219 64287	Amazing!! Significantly improved the beach front. Keep it going 😊
220 64288	I hate it. The congestion of traffic is ridiculous now around the beach and driving the one way down it. I've seen maybe 3 people use the bike lane since it was put in and I'm often at the beach. Please return it back to its original state ASAP.
221 64289	Go back to 2 way please. It hasn't helped the business that we're struggling as I notice some have gone out of business. Fact is the strand can't support that many cafes/restaurants and the 1 way traffic hasn't changed that. It's not worth the inconvenience it has created and I'm sure the extra traffic it has pushed onto the next streets back is annoying for the residents of those streets
222 64290	I think we have been tortured long enough with this trial. It has done nothing but clogged the traffic through the alternative roads in dee why (Avon pde, in particular). I actually get a surprise if I ever see a bike in the lane. I am very curious to know the count...I can't possibly imagine it's very many. Bring back the 2 way traffic on the beachfront!
223 64291	This trial has been an epic inconvenience for the people of Northern Beaches & visitors. The bike lane is rarely used. People use it as another walking lane , I have even see people park their cars there. Everyone would be better off if this road was returned too a two way road.
224 64292	The trial has congested surrounding streets and has put even more people travelling onto Pittwater Road. The cycle way is not completely utilised cyclists still ride on the road or footpath along the beachfront. I understand this has been a trial but none of the pot plants along the extended path have been maintained either dying, dead or full of rubbish. The trial I don't feel has been beneficial to businesses along the

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	beachfront with several cafes/restaurants closing during the trial - Ben Bry burger, Austrian restaurant, the old On Shore Brasserie has not reopened, the old Wok Bar still for lease. The extended footpath has not allowed for cafes/restaurants to extend outdoor seating they still have the same as before the trial	
225	64293	Excellent idea! Having a space dedicated for cycling really is amazing. Would absolutely support the trial to become permanent.
226	64294	Keep it the way it is. The trial has been a success from my point of view. I've been eating out a lot more at Dee Why ocean front significantly more since the trial started. I also use the new bike lane at least 3 times a week on my morning rides.
227	64295	Absolutely love it, so much safer for cycling. overall traffic has calmed down, which makes it more enjoyable to sit at the cafes and restaurants.
228	64296	Excellent!!! Increased foot traffic, more people around, not so much impact. Traffic impacts must be reviewed if residential density continues to increase. Should stay for the next 4 years, then reviewed again.
229	64297	I love it! There are so many people at Dee Why beach front which we need for the businesses and now its so much safer with one way traffic. It has reduced the volume of traffic, and discouraged people from driving that way unless absolutely necessary. It should remain as it currently is as a one way traffic flow.
230	64298	Need 2 lanes back- the cyclists don't even use their lane and still ride in the car lane
231	64299	<p>It pushed extra traffic around to Clyde Road and made the intersection at Clyde and Howard quite dangerous. Numerous accidents and near accidents have happened there since the trial began and they were rare before.</p> <p>The crossing put in as afterthought because of the buses being redirected up Clyde off Howard is also dangerous. There are no warnings or road signals and people often enter the intersection and then slam on the breaks because someone's on the crossing they didn't know was there. Then they block the road and create a hazard on Howard.</p> <p>The traffic and pedestrian planning has been an absolute joke. Can't believe someone has been paid to do it. The north side of Howard gets the nice new footpath but the crappy south side gets all the crossings? Completely nonsensical!</p> <p>The bike lane at the beach is a waste of space. It rarely gets used and people prefer to ride on the beach front.</p> <p>If you insist on keeping the bike lane, just get rid of parking along the beach front and make it two way traffic again. Or shrink the pedestrian space that is also hugely under-utilised.</p> <p>The trial has created huge traffic issues and made areas dangerous with accidents.</p> <p>But who cares about people's safety, right? It usually gets ignored, so I look forward to the PR gymnastics that will be pulled to justify keeping the 'trial' without any revision.</p>
232	64300	<p>Absolutely fantastic. This new layout gives the beach side shop owners more room to cater for people, given the area more of a community vibe and atmosphere.</p> <p>It's also far safer for pedestrians and I personally would love the whole space made into a Corso.</p>
233	64301	I think the trial has much improved the Strand and would very much like to see the changes made permanent
234	64302	When parking there is not enough room to open kerbside doors due to planter boxes etc. same for reverse parking between cars - not enough room for angles required.

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	Area still looks tacky to me. The roads used as alternative south bound need major resurfacing work as congested and dangerous. Have given up ever trying to find parking in area.
235	64303 We were of the understanding that was a permanent change & sad to think it could be reversed. Have enjoyed the reduced traffic and added ability to access the southern of the beach and rock pool most easily by bike. Would love to see the whole road transformed into a pedestrian space, removing the car park spaces so outside eateries have a better outlook of the beach. A further step that would enhance it even further would be to close that section of the road off entirely and make it only pedestrians (from Oak Ave to Dee Why Parade with access for the single residence that only has an entrance from the Strand) (and emergency vehicles obviously).
236	64304 I think the road should be opened both ways maybe during the summer peak season keep it one way.
237	64305 It is great to have a shared space for bikes, more space on the kerb along the restaurants and bars and the one way for cars makes it enjoyable. It should be established permanently as during the trial, and the kerbs should definitely be widened to replace the temporary timber decks
238	64306 My main concern is around the new pedestrian crossings on Clyde Road and Avon Road. These streets are very poorly lit at night, and it can be incredibly hard to see pedestrians when it's dark. The one on Clyde Road is even worse, because if you are driving South on Clyde, you sometimes need to stop in the middle of the intersection of Clyde and Howard after noticing a pedestrian, causing further risk. Clyde Road is usually a relatively quiet road, with plenty of opportunities to cross, so these crossings seem unnecessary anyway. It would make much more sense to add one on Dee Why Parade, near Clyde Road. This is a much more difficult and dangerous road to cross. If the crossings do stay, can we get better street lighting?
239	64307 It is a good trial.
240	64308 A good idea in principle but causing traffic chaos away from the Strand. In the summer the surrounding streets were gridlocked with people trying to access the surf club car park and the Strand itself. You also don't see many cyclists using the path either - they use the road!
241	64309 I prefer this as a one way street. It is much safer and I hope it will become permanent.
242	64310 It's great! Please keep it that way
243	64311 I have absolutely loved it! It has transformed Dee Why for the better - the footpaths and shops are all busier and there is a better connection to the beachfront. I wouldn't look back!
244	64312 I think it's terrible! The traffic congestion, increase, stoppages in every single street surrounding as well as The Strand for such little return. I live in DY parade and my traffic has increased exponentially. Traffic is backed back 2 blocks minimum during peak hours - for me this means because of the annoying flashing arrow light at corner of Pittwater Rd and DY Pde, cars constantly beeping each other to move through the lights! Prior to trial it was annoying but not constant. I can't get out of my driveway due to constant backups, I can't cross from DY Pde to any of the cross streets on the way to The Strand - back to back cars, driving fast due to frustration and rat race. In addition I used to love driving past the beach in the morning! Not

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	anymore. Who's the town planner that thought, in one of the busiest suburbs on the beaches let's block roads? Not sure they adequately understand their field of study.	
245	64313	Great initiative, formalise it and implement the final solution.
246	64314	I would like to keep it one way or remove cars altogether and open the street to pedestrians full time.
247	64315	It doesn't work. Cars and bikes where they shouldn't be. No extra eating space. Go back to 2 way. Please
248	64316	It's terrible idea. Remove the bike path. Does not get used.
249	64317	I think this is a great change. Much more suitable for the area making it safer for pedestrians and cyclists. I think the trial should stay!
250	64318	Happy with it 🍌
251	64319	We believe that the one way street along Dee why front has been extremely beneficial for the community. It reduces traffic, is more pedestrian and biker friendly and opens opportunities for more community engagement activities and events.
252	64320	I feel the parking on the Strand is unnecessary and dangerous. Cars intermingled with pedestrians leads to accidents. Why not close the strand off completely like at Terrigal and put in a water park/ child playground as well. Parking needs to be provided somewhere else. Maybe a carpark behind Dee why surf club can be multi-storey? Keep the cars away from people. Let dee why beachfront be a family area.
253	64321	The idea of reducing traffic flow to one way is a positive. And, of course, more table space for cafes is great for business. The bike lane is a waste of space and comparatively rarely used. I frequent The Strand most days and can say with honesty that I've barely seen it used for its intended purpose. Additionally, on two occasions I've stepped out onto the pedestrian crossing from the east side to be narrowly missed by a cyclist who both clearly had no intention of giving way as evidenced by their speed. Once was bad enough, but twice is a great concern for pedestrians.
254	64322	Close The Stand off to cars between Oaks Ave & Dee Why Parade, bicycles permitted. Restaurants can expand their dining space. Then food stalls, markets, concerts could happen on the stand making it safe and fun for all. Build a multi level carpark behind Dee Why Surf Club so there is plenty of parking for beach goers and when there are pop up things happening on the Stand.
255	64323	I think it's great! I think there should be no cars at all, and the end of Howard avenue be turned into a dead end turning circle.
256	64324	Having walked the Strand on several occasions & at different times. The bike path is a waste of space, yet to see a cyclist use it.
257	64325	I am impressed very much with the whole concept. I would like the changes to remain, but with a more completed look, as it does look very haphazard & incomplete at the moment. Thank you
258	64326	It was fantastic. It completely changed the feeling of the area. The beach is for people,not cars.

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259	64327
	<p>I do not like the trial at all.</p> <p>Please discontinue one way.</p> <p>Coming from Narrabeen, to visit family in Nth Curl Curl I have to negotiate dee why main Rd traffic until pacific Pde.</p> <p>Such a waste of time and added traffic on the main rd.</p> <p>Surely one way does not help the businesses in any way.</p>
260	64328
	<p>Think it's a great idea and manages traffic and pedestrians in a much friendlier way. Great work. Thank you.</p>
261	64329
	<p>Destroys businesses.</p>
262	64330
	<p>Excellent but there is some confusion relating to traffic - better to remove all cars and expand the car parks, make it a true pedestrian and cycle zone.</p>
263	64331
	<p>The trial of one way traffic has been great with easier and safer access for pedestrians. I've not experienced any negative traffic impacts as a driver. I would love to see a trial of a car-free strand, particularly to enhance the experience when dining, to build more public and private seating areas, and to create a more beautiful Dee Why beachfront.</p>
264	64332
	<p>The negatives of this trail far out way the positives.</p> <p>The traffic created due to it being one way is awful.</p> <p>A lot of speeding cars through the back streets which has been a massive issue and very dangerous.</p> <p>The bike lane taking up the lane never gets used.</p> <p>Bus's through the back streets (Clyde Rd) is a big issue for residents.</p> <p>The only positive is the seating created but that isn't even that great as plenty of areas on the grass.</p>
265	64333
	<p>Has ruined dee why beach front!</p> <p>We can accomodate 2 lanes of traffic, and still have extra seating for restaurants.</p> <p>You forget no beach front has grass like Dee Why.</p> <p>No headland can you see waves go past like dee why.</p> <p>There are many people who love to drive past and few this from their cars!!!</p> <p>The last drive I ever did with my grandma was dee why beach front.</p> <p>What this has done to to congestion around the back streets is CRUEL!</p> <p>This trial has been an error on the councils behalf.</p> <p>The two lanes needs to go back to how it was!!</p> <p>ASAP</p>
266	64334
	<p>A waist of government grant. The cycle track is rarely used, in fact I've witnessed parents pushing prams nearly knocked over by cyclists on the Promenade where there are signs banning cyclists. The traffic on near by roads is chaotic with increased volumes. This forces traffic onto an already overcrowded Pittwater Rd. This only benefits a few people who live on the beach front.</p>
267	64335
	<p>The two lanes need to come back. It has caused a massive inconvenience and made traffic a nightmare. I still everyone riding their bikes through the walkway by</p>

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	the beach and no one even uses the new bike lanes. Please bring back the car lanes!
268	64336 I would like two way traffic reinstated. The fact that the bus now goes up Howard Ave, turns right onto Clyde Road, then Left at Oaks Ave causing extra weight that has caused pot holes then left at Oaks Ave then right onto strand driving over the island is ridiculous. A lot of people used to drive the strand see the restaurants and coffee shops and decide they would park and either get coffee or food. Although the bike lane has always been there, it isn't being used. So why not get rid of the bike lane to extend two way traffic? The build up in Oaks Ave of long car queues is causing no amount of road rage to other cars and pedestrians alike. The useless previous Mayor has caused no end of debt and problems to the NB Council. The original vote was NO clearly, but his Highness for personal reasons decided to ignore his constituents and extend a NO vote. Reinstatement two way traffic
269	64337 The one way trial on the strand has been awful. The traffic backs up on the side streets and parking is harder and we have started avoiding dee why beach front because of this trial. There are hardly any cyclists that use the bike lanes and the amount of motorcycle parking is ridiculous! One ever see one or two bikes there.
270	64338 I really liked the trial. I reckon the road should be closed for cars and only allow bikes. You could also trial the bike only road on Sundays and see how it goes.
271	64339 I think having it as one way has created more traffic in the streets around Dee Why and as a local i've noticed the traffic flowed better as it being a two way street. I hardly saw the bike lanes being used and if bikes can use the road then having an extra space for bike lanes feels redundant.
272	64340 I love it, but loved it even more when it was completely pedestrian only! With the crates etc for sitting on. It was so family and child friendly. Need a pedestrian crossing on Pacific Parade!!!
273	64341 Hate it! Bike Lane NEVER gets used. I live in dee why pde and it's torture trying to get to freshwater in peak times going through back streets. Bring back 2way
274	64342 It has been fantastic! Would be even better if front was completely closed to cars
275	64343 Excellent idea. A far nicer area to visit now. A lot more space to eat and mingle. Bike paths are also great as there are always a lot of children running around making it safer for families. We have not had any issue visiting or parking at Dee Why since the change.
276	64344 As a resident of Dee Why, I think the trial has been great. It's made the very busy street in front of all the restaurants much easier to walk around (particularly with people waiting for food, etc) and made the area feel a bit more pedestrian friendly.
277	64345 I am not in favour of the one way trial on The Strand as it's ugly and the bike lane is rarely used The extension of the footpath is also ugly and the side streets are unnecessarily clogged with traffic. I'd prefer to see The Strand returned to 2 way traffic or converted to foot traffic only
278	64346 The area is much more pleasant since the change. The area outside the front of the restaurants has plenty of room to walk past where previously you were very close to the road. It is also quieter when having a meal or at the beach front Cycling is safer where previously where the bike path was closer to passing cars.
279	64347 It has been a complete waste of time and Money as well as making my streets Oaks avenue even busier as well as Avon Road and they are now both in a bad state with potholes and cracks in the road everywhere. What's the point of widening the footpath on the strand when tables and

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	chairs and A frame advertisements take up the footpath leaving minimal space to walk in some sections. If it stays get rid of the parking so people can sit and see the beach, not look at parked cars and have traffic be extremely slow with people reverse parking. Sometimes it takes up to 10/15 minutes to leave my own street which is ridiculous.
280	64348 My opinion is that the space greatly benefited from the trialled changes. I would fully support any consideration towards incorporating a pedestrian & bike layout with no vehicle traffic (with exception to delivery trucks at set times to service businesses as required) to maximise the potential and utilisation for the community as it continues to grow in population.
281	64349 Not a fan of the one way street.
282	64350 I thought the trial was a fantastic change to the beachfront. The change has given more space to walkers and restaurant go-ers and made the street space so much more engaging and better to use. The walkway feels less cramped and the planters are a nice break between the street and the walkway. Admittedly traffic has been impacted at the streets further back from the beach, but this is really only really an issue during peak times and there are other routes/side streets to take if you are in a hurry. I hope that the council decides to keep this setup as it makes Dee why beach a much more pleasant place to be and walk through.
283	64351 AMAZING! Loved it. Wish this whole area was car free. Never seen dee why so vibrant
284	64352 Hi The cycle way and extended pedestrian space along the shops is fantastic. Please make it permanent. It is much safer for children, families, beach users, cyclists and older people alike. The changes to vehicle traffic make no meaningful difference to vehicle movement. Dee Why Beach is much better and safer thanks to this initiative.
285	64353 The cycle way along Dee Why beach is amazing and should be made permanent
286	64354 I think the trial was great! Great for the businesses in the Strand but more importantly increasing the utility of the beachfront for the entire community. I believe it should be closed to all cars in the future! Keep it going! People before cars!
287	64355 The bike path through Dee Why beach opens up the access of the area much better and should be a permanent addition
288	64356 Please get rid of all cars and parking on the strand and make it pedestrian only like the Corso in Manly. I've seen three bikes use the bike lane during the Trial.
289	64357 We have greatly enjoyed the improved pedestrian and cycling amenity in Dee Why. Our visits to family in the area inevitably see us walking down to the beach and enjoying the foreshore eateries. The additional pedestrian space makes a huge difference, unquestionably attracts more patronage, and enhances the sense of local community. It should be retained.
290	64358 The traffic chaos that this one way beach front drive has caused is more catastrophic than not having a hardly used bike lane. Avon road is effectively a main road now-busy, gridlocked and covered in pot holes because of this. Return the beach front to a two way street and the safety of pedestrians throughout Dee Why will improve.

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291 64359	As you might appreciate a lot of vehicular traffic has been pushed into the backstreets. I live in a block of units at [REDACTED] and find it's 😬 dangerous and extremely difficult to cross Pacific Parade to get to the restaurants and beach and all that goes with it. Many of the residents agree that a pedestrian crossing is warranted for the safety of people living on the southern side of Pacific Parade....including 👨‍👩‍👧 families, the young and the elderly all trying to dodge traffic. Someone is going to get hurt and I can only hope it's not a baby in a pram.
292 64360	I really like the open spaces created by the wider footpaths and cycle ways. It means the road is quieter as we walk past the eateries, and stop to enjoy a meal. The beach front is tidier and easier to navigate on busy summer days too. I think this area should definitely be maintained for the community and it's visitors to enjoy in the future.
293 64361	We would like the street to be open two way for vehicle traffic like before, this will not affect the moving pedestrians if you make the zone as shared zone traffic limits
294 64362	Waste of parking space and served no purpose go back to way it was
295 64363	The one-way only road (south to north) along the strand has been a roaring success with the widened footpath giving pedestrians much more comfort in strolling along the front of the shops and restaurants. Businesses will also be benefiting with more space for tables and less noise from traffic. Safety is also a consideration and one lane of slow moving traffic is much safer than a two way arterial road. Those against the trial are only looking out for themselves wanting to drive the rat run and get off Pittwater Road. They purport to speak for locals and traffic issues on Avon Rd and these are minimal compared to the tens of thousands that benefit every month from the safe tourism on the strand.
296 64364	I think the road should remain one way if not, close all together for car traffic. Being the next most high density populated area north of manly it's important to encourage people to utilise bike and walk transport instead of driving. Dee why has all the public transport amenities needed, there is no reason for people to be driving down the strand other then to check the beach.
297 64365	I want to express my profound dissatisfaction with the ongoing bicycle lane trial in Dee Why. Far from achieving its proposed objectives, it seems to be exacerbating the existing traffic congestion and dissuading local residents and visitors alike from frequenting our lovely area. Dee Why, as well as its surrounding suburbs, have been sadly and steadily avoiding our locality due to the adverse impact of this trial. It has, unintentionally I'm sure, added more strain to the local commute rather than alleviating it. A location known for its charm and community spirit, Dee Why is now more associated with the notorious tag of having the most challenging traffic conditions on the Northern beaches. Regrettably, the introduction of this bike path has only encouraged a more sluggish and potentially hazardous driving culture. Instead of fostering an environment that promotes safe and efficient transportation, we've seen an increase in slow-moving, risky behavior on our roads. This is certainly not the vision we share for our community, and it undermines the benefits that such an initiative should ideally bring.

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	<p>I urge you to reconsider this experiment and terminate it with immediate effect. As a deeply involved community member, I have taken part in numerous discussions surrounding this issue. The general consensus is one of frustration and disapproval, with no logical justifications provided to counter these valid concerns. This initiative, though well-intended, has unfortunately become a source of unnecessary stress in my daily life, and I am not alone in this sentiment.</p> <p>In the best interests of Dee Why and its residents, I kindly request you to evaluate the adverse impacts of this trial. Let's work together to devise solutions that cater to the diverse transportation needs of our community while ensuring the safety and ease of commute for all.</p> <p>Thank you for your attention to this critical issue, of which I strongly oppose.</p>	
298	64366	Love that the street is quieter, it is so much safer for the kids playing on the grass to have less cars on the strand. Love it!
299	64367	It was good idea to trial traffic changes in the Strand. What I found that once the Ganges were implemented it is always much more difficult to find parking around Dee Why Beach. Since the changes were introduced, I have on number of occasions when I wanted to go to the beach I couldn't find free parking space so I had to turnaround and go home. I feel like I see less people on the beach since the changes. This may be contributed by the lack of parking near the we beach sure to the recent traffic changes.
300	64368	<p>I prefer the way it was before it was a one way, it was such a nice thing to be able to slowly cruise along the beaches checking out the waves, having one ways along beaches doesn't seem right. I haven't seen the extra pedestrian space used to it's full potential so I don't see the point of it.</p> <p>Thanks</p>
301	64369	It didn't add any benefit to me as a resident of Pacific Parade. It made our street extremely busy and dangerous to exit our driveway. Would like to see it as two way again.
302	64370	I thought it was a great way to make the beach front more pedestrian friendly. I really like the concept and hope it becomes a permanent fixture
303	64371	I think people are barely using the cycling lanes so in my opinion two way lanes for the cars are much better like the old days.
304	64372	My main concern of this trial is the effect on both Pacific Parade and Dee Why Parade. The traffic on both streets (and particularly on Pacific Parade) increased tremendously. Before the trial we had a better division of traffic on Pacific, Howard and Dee Why Parade.
305	64373	I think this idea was absolutely amazing! Good work!! We don't need so many cars on that beautiful beach. To be honest I would remove cars from there fully for everyone to be able to enjoy their coffee and food with this beautiful view to the DY beach without any disturbance.
306	64374	I am very pleased with the trial. I would like to see it become permanent but even better is for The Strand to become permanently closed to vehicular traffic and made into a space for pedestrians only.
307	64375	Terrible trial, ridiculous idea, please reverse it.
308	64376	I would prefer that 2 way traffic be reinstated
309	64377	I'm sorry but I don't believe it's achieved much except for absolutely terribly congested roads around Dee Why, particularly Avon Rd. They are also full of

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	<p>potholes. The Avon crossing is on the wrong side of Howard Av after all that work to beautify the footpath on the other side !</p> <p>The bike path along the Strand is barely used. I've hardly seen a bike use it. Seems a waste of space. The seating whilst a good idea in theory is let's face it, just a place to wait for your take away.</p> <p>It feels tacky and poor quality. I'm not sure you've achieved anything really? Except maybe community discontent.</p> <p>For mine, the changes don't appear to benefit anyone. I'd be interested to hear if businesses along the strand have noticed any marked uptick in trade. Aside from funneling traffic along mostly two roads (people still try to avoid Pittwater Road which is also a complete schmozzle with just too many lights, I can't see where the average resident has gained anything.</p>	
310	64378	Please revert this trial to 2 way traffic once more.
311	64379	<p>The trial has been great. I would much prefer The Strand to be closed to traffic completely. I live on Dee Why Parade, possibly the traffic is worse but I accept that Dee Why is choked with traffic in every street. It's all part of living in a high density suburb.(As an aside, roll on electric vehicles I say, as well as promoting public transport.)</p> <p>I'm not altogether convinced there is much value in the cycle lane. I see more cyclists on the promenade area. Cycling up the hill to Curl Curl isn't very tempting. It's great for going in the other direction to the adjoining track leading to Narrabeen lagoon.</p> <p>While dining in the restaurants it would be lovely not to have cars coming and going constantly into the parking spots, blocking the unsurpassed lovely views and emitting fumes while you are eating. Such a shame a beautiful environment is ruined by these intrusions. People have become very lazy and don't wish to have to walk any distance. Time for a change!</p> <p>It would be a much safer environment for families with young children. The closure of the road could become extra space for landscaping and relaxation. The paving could be expanded even more for dining - think European spaces. The landscaping would play a very important part - not daggy pots with half dead boring plants, something more tasteful and arty to upgrade the area. Dee Why needs to be brought up to date and gentrified. It seems to have a bad reputation but I love living here. The repaving of Howard Avenue was lovely despite all the complaints of tree removal. The new trees are now thriving and walking/cycling works well. People hate change. Please please embrace the changes, they will be accepted eventually.</p>
312	64380	<p>Hi, I moved to Dee Why when the trial was already running and I can't imagine how the strand could be 2 way street. I hope it stays like that.</p> <p>Would like to see regular crossing (with zebra) on the north side of Clyde/Howard and Avon/Howard intersections as it is sometimes hard to cross it with kids on bikes/scooters & with pram.</p>
313	64381	<p>The beach front is a place for people to enjoy rather than a place for cars to pass through and park up. Fully support changes favouring people's enjoyment rather than a highway.</p> <p>Appreciate this is a trial constrained by established highway requirements both functionally and in design. Give it the full go and make it all devoted for people activity and enjoyment in a safe and interesting way without the linear prescription of roadway and an informality of landscape, features and activities.</p>
314	64382	With the changes to the Strand, the traffic is much heavier in Pacific Parade. We badly need a pedestrian crossing on Pacific Parade, somewhere between Wheeler

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	Parade and Griffin Road, to cross safely. The closest place to cross safely is at the traffic lights all the way back at the Crescent, which leaves a large area of Pacific Parade without a safe crossing area and it has now become a very difficult road to cross.	
315	64383	I feel that the one way is causing a lot of traffic congestion in the other streets and why have a one way at all. Take it back to how it used to be the shops will still get their business and the flow off traffic is not that bad
316	64384	I support leaving it one way and would also love to trial no cars at all.
317	64386	It was great and should be continued.
318	64387	Significantly inconvenient for motorists seeking carparking in the area. Reverting the trial will increase car spaces for the local businesses- a common request across the lga. Cycle lane appears to be underutilised considering many cyclists still use the main road reserve, footpaths or the grass to get to where they want to go. I do not support these change becoming a permanent fixture
319	64388	It was good but think blocking it off to all traffic would better for the community
320	64389	Overall love it. The extra space outside the cafes is perfect and the cycle lane promotes good habits. I recommend getting rid of the car parking spaces along the strand though as they disrupt the view (except for a couple of disabled spaces). It seems it would be easy enough to add extra spaces to the large carpark at the end of the street.
321	64390	Fantastic - 5*. Safer, more attractive and people friendly. Great to see humans and active transort prioritised over cars.
322	64391	I think its fantastic. I wld actually love to see that part of the strand closed off to all vehicle traffic even for just the weekends
323	64392	Keep it. It's not perfect but a good solution overall. The wider footpath is excellent - I see lots of people sitting, waiting, chatting or resting on the timber seating. (the timber will need regular maintenance that's all). I like the one way traffic. It still allows you to take that route when going north and it's easy to go a different way coming back south. Any solution that slows down traffic and gives more space to pedestrians is going to have detractors because some people just want more cars everywhere. Northern beaches has a reputation for being dominated by a high volume of traffic esp utes and large SUV's. I am sick of it, and the community is sick of it. (Eg: Inner west is closer to the CBD yet much more pedestrian friendly.)
324	64393	I thought it was a fail . Traffic in the middle of Dee Why was chaotic as cars were forced to use Avon road to go South or North as it was perceived this would be quicker , add the fact that pedestrian crossings were introduced near the roundabouts and you have a recipe for disaster . Traffic is supposed to flow , not be stop start stop start .
325	64394	I love the change but think some of the workmanship could be better. Also better seating would be great as in tables and chairs with shading. I think it would be improved by removing cars altogether.
326	64395	Love it. Keep please. Safe and more enjoyable setup than was before.
327	64396	On first thoughts the strand appears to be nice, I like the extended footpath. However the side effects of traffic, pedestrian access and parking on surrounding

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	<p>streets have massively been impacted by the one way and only partially addressed during the trial.</p> <p>Since the start of the trial it has changed the flow of traffic in the surrounding streets becoming a rat race on pacific parade, Avon road and Dee why parade in peak hour. As a resident of Howard avenue I find it much more difficult to leave Dee why due to this flow of traffic in peak hours as I go against the flow (Most people go south and I go north) I can literally sit at the round about for 3 minutes before leaving my road.</p> <p>Due to the change in driving patterns on the surrounding streets I also now feel unsafe walking from my house to the beach and the local shops due to the lack of crossings, speed measures and lighting at night.</p> <p>I contacted council during the trial regarding crossings and noticed a few were installed along my road and I am grateful. However cars appear to find these hard to navigate and there is minimal lighting at the crossings. I regularly see near miss accidents with pedestrians and cars, My housemate was hit by a car whilst riding his bike home on the crossing at Howard and Avon road during the trial.</p> <p>There has been little done to minimise the speed of the drivers on surrounding roads to drive to the conditions. Frustrated drivers flying through the neighbourhood is not okay. Merely putting 40 on the roads does not solve the problem.</p> <p>The issue of parking in Dee why has increased due to the trial and I believe there have been many more parking spaces lost due to the additional zebra crossings required and re routing of the bus.</p> <p>**While I'm thinking of it please review the yellow line outside 14a Clyde road it extends towards the street parking and reduces a whole parking space - I see this cars get booked there most weeks. If there is a safety reason why someone should not park there install a no stopping sign.</p> <p>With parking being harder we have found ourselves eating out less in other northern beaches suburbs due to there being no parking when we get home. And likely eating out less in Dee why because we have had these options too many times.</p> <p>Lastly I would like to mention that the cycle lanes are very never used and could be moved into the park to make the road 2 way.</p> <p>For future I recommend not using the gravel stuff in the green paint on the cycle lane it creates an awful friction when cycling on it. "Especially when there is the option of a very smooth road next to it.</p> <p>My honest opinion is that this change improves the beach front for the 26 days of the year (summer weekends) and does not justify the other 339 days of the year where it provides little improvement to the strand and decline to local surrounding streets.</p> <p>Keep the extended pavement but move the cycle lane and return to two way.</p>	
328	64397	Fantastic idea that has really changed the look and community value of the strand. Our family loved it. Have used the bike lane to ride to the beach with the kids and enjoy the additional space given for pedestrians.
329	64399	I think the whole area should be vehicle free. No vehicles
330	64400	No good, disrupting to go around the streets, surprising that accidents are on the reg there
331	64401	As a long term resident, access to Griffen road is already almost impossible and bus stops for elderly or physically challenged have to negotiate back streets to use local buses. The bike lane is empty most of the time and cannot be justified .
332	64402	The wider footpath is of great success in areas where there was still sufficient room for pedestrians as not excessively encroached upon by cafe dining. There are

Submission ID	Verbatim submission	
	<p>however, numerous failures - one way single lane to motor vehicles, the bike lane, the 40km speed limit, the poor positioning and height of planter boxes. I shall explain:</p> <ol style="list-style-type: none">1. The one way single lane to motor vehicles - although it has caused traffic chaos to surrounding streets, I would prefer the Strand to be car free. I'm sure that this would negatively impact deliveries to cafes and a means for vehicles to turn around at terminating streets would need to be created though.2. The bike lane - seldomly used and not needed. It should be removed.3. The 40km speed limit - this is pandering to the lowest common denominator. 40km zones exist in school zones because children cannot be trusted to not run out in front of vehicles. We are not children.4. The planter boxes - they obstruct the view, they obstruct egress to those attempt to get out of their parked vehicles, they are not maintained so are full of rubbish. They should be removed. <p>Other things to consider:</p> <ol style="list-style-type: none">1. Each summer I witness at least 2 fisticuffs over parking. This could be easily remedied if council hold developers to creating a parking space for each bedroom in new developments. i.e. a 3 bedroom unit requires 3 parking spaces & a 1 bedroom unit requires at least 1 parking space.2. It's all about the view. At the ocean, you do not need to keep putting things up. Stop obstructing the view. Consider the view when considering new installations. I take my interstate & international guests to Dee Why Strand cafes to see the ocean & the beautiful place that I live in. They can't see it if they are just looking at a planter box, a gang on a bench, a parked car.	
333	64403	Too much congestion and really unsafe for walkers. Bring back all directions.
334	64404	Absolutely crazy!!!! The back streets of dee why are so unsafe now with all the traffic flow. Open the road back up!!!
335	64405	I love the wider footpath and the timber seating but I think the bike lane to nowhere should be stopped at the first roundabout and make it a two way street again. Please no parking on the beach side of the road
336	64406	<p>Traffic in Dee Why is already congested and this is only exacerbated the problem further. Closing of the Strand has forced the considerable amount of traffic onto other residential streets and slow the traffic down heading from Curl Curl northbound.</p> <p>I have lived in Dee Why for 30 years now and never seen the traffic so bad</p>
337	64407	<p>Great improvement for the Strand.</p> <p>Finally there is enough space on the footpath to turn it from a transit area to an aggregation place.</p> <p>Now take the final step and make the Strand fully pedestrian with a bike lane so that people can fully enjoy the beauty of Dee What beach.</p>
338	64408	An excellent initiative. Helps open up the area into a more pedestrian-friendly environment and links the cafe / restaurant strip with the beach area. Council should consider making the whole 2 blocks car-free, or at the very least making it a 30km zone. The Strand is no place for rat-runners.
339	64409	Waste of money spend it on something that would benefit the community. makes the traffic backed up as there is only one way

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	Customers who come from further north have said the one way direction means it's too much hassle for them to come to the Dee Why beachfront area. If it continues then we won't be able to renew our lease next year and another business will cease as a result.
353	64423 As a longtime local resident of the beach area I find the trial has served no benefit to the public or businesses on the Strand. All it has done is cause chaos and heavy traffic in the nearby streets which has resulted in residents having difficulty accessing their driveway. I do however feel the bus route could remain the same as now is. The minimal amount of cyclists who use this section of the road could easily ride in unison with vehicular traffic at 40mph. Please restore our beach front road and let the traffic flow more freely. This whole process was done back to front. The one way traffic was going in the wrong direction. It would have flowed better one way southbound.
354	64424 I've really enjoyed the trial. It's really made an improvement to the restaurant experience. You can enjoy the view of the beach, the car noise is no where near as bad as before and it's a lot safer for all the pedestrians. I would love it if the road was removed completely.
355	64425 As a Dee Why resident, it has not worked. Traffic has been forced to use back streets which are already congested with residents and shoppers.
356	64426 Fantastic. Close entire stand to traffic.
357	64429 Great idea...really want to see it blocked off completely so you can open up the whole space
358	64430 Great idea - should be permanently continued
359	64431 Totally impractical and a waste of money. Please return it to how it was
360	64432 Please keep it and actually trial to make it all pedestrian. With no cars it will be very unique beach view and experience to visit Dee why.
361	64433 There are both positives and negatives of this trial. The positives are a better street scape for the DeeWhy beachfront, with wider pedestrian footpaths, crossings and raised garden beds. However, the one way vehicle traffic flow has put undue pressure on the streets behind and caused unnecessary congestion elsewhere. The designated bike path is a great idea however it's not really utilised enough for it to take away from additional street parking or creating a more efficient traffic flow system for the beachfront precinct. My thoughts are that a bike /pedestrian path could be established on the lawned area next to street much the same as we currently have in the manly beachfront area. This would free up the street again for either additional parking or return of two way traffic flow along the strand, benefiting both the businesses in the area and reducing the traffic on the largely suburban streets behind. I believe that council can create a space for everyone to enjoy without being detrimental of the rest of the suburb.
362	64434 I think it's great to have the one way street and the area for more pedestrians. I would like to see it continued.
363	64435 It is an abject failure. I have yet to see a bicycle rider on the short green painted stretch of road. The road narrowing and widening of the footpath achieves nothing. Restaurant and cafe owners surely cannot afford to take the risk of providing extra seating especially in a footpath area devoid of shade from the sun and elements? Return two way traffic and kerb side parking on the beach front as a matter of urgency. The return of two way traffic will reduce traffic currently channeling through Dee Why residential streets. Also fire the experts who came up with this big mistake.

Submission ID	Verbatim submission	
364	64436	The trial has been fantastic. Would love to see it completely closed with no cars at all along the strand.
365	64437	One way system - Waste of time and money. Who wants to go to The Strand anymore? I don't. Bring back the 2 way for cars along the Strand - get rid of the parking along it and the bike track - well where does it go? Along The Strand only - I don't see any green bike lane going anywhere else up the hill to North Curlie or along to Long Reef. To me everyone avoids The Strand because it's TOO DIFFICULT. Absolutely a waste of money on the Beaches. Better to utilise it in fixing the roads of potholes or resurfacing roads that are used.
366	64438	Whilst at first it was an unexpected change and I wasn't a fan of the idea - it has certainly grown on me. There's is more space for the cafes which is great not only for the business owners but the public as well. The roads are safer - less cars pulling out haphazardly to try get to parking spots. It has created a more relaxed feeling and aesthetic for the beach.
367	64439	Return to a safety standard as before with two way traffics and parking
368	64440	I think it's great. It makes the area more community friendly. It'd be great to occasionally block off the whole street for weekend events, etc. I visited Sao Paulo in Brazil, and on Sundays they block the main road from cars and people stroll up and down, street performers come out (dance groups, singers, bands), market stalls open, families cycle, etc. It'd be great to do something like this every month or something. I see make it a permanent thing!
369	64441	I have NEVER seen a bike use the bike lanes along the beachfront ! It would be more useful to have the bike lanes removed & converted to two way traffic. The wider foot path along cafes is good & people can still park there. If bike riders don't want to use the old foot path they will use the road & drivers will have to be aware. Just like on the weekends when groups of riders along the peninsula use a whole lane, cars need to go around or wait. Return it to two way.
370	64442	hate it ... hate the effect on traffic flow and movement in and out of the area. The bike way should be placed in a location OFF the street and traffic flow in both directions reinstated. The negatives impacts on cars and traffic flow far outweigh any benefits for the small number of bike riders who get a benefit. Bring it back to what it was before please and find either a wider road to do it on or another completely different location area such as part of the huge boardwalk available.
371	64443	I think it's great but doesn't go far enough. Get rid of all vehicles along that section of the beachfront. Make it pedestrians only and more places to sit outside and eat and play with friends and families.
372	64444	One way road here is Very inconvenient. Needs to be a 2 way road. I've seen 2 car accidents happen here from people not realising it's a one way.
373	64445	Every morning I sit with friends at a cafe on the strand between 8:30am and 10:30 am. We laugh at a fictitious game we have "spot the cyclist". Because in those 14 hrs a week we rarely see even1 cyclist. This trial is a fail and someone on Council has decided to just push this through irrespective of factual results as to its gross lack of use by cyclists. The call for submissions and this platform for feedback and so called liaison with stakeholders have all been a sham to tick boxes in order for this agenda to be bulldozed through. Possibly an agenda by the Michael Regan lead "Independents" voting blok???

Submission ID	Verbatim submission
374	64446
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Submission ID	Verbatim submission	
387	64460	I think it's great! But it would be even better closed off completely between Oaks and Howard
388	64461	It is hardly used at all by bikes and creates such a backlog in the surrounding street. Not worth it at all!
389	64462	The trial has been quite successful in making The Strand (and Dee Why Beach as a precinct) more attractive to locals and family-friendly. I believe the most important next step would be to remove the traffic entirely from the northern section of The Strand (at least) as the inclusion of this lane and its parking spaces (the removal of which would not have any significant impact on parking availability) is the final barrier preventing a fantastic pedestrian-centric square with great expansion opportunities for local cafes/restaurants and/or the inclusion of other community infrastructure.
390	64463	Absolute waste of money. Made it one way for dining and cyclists which hardly ever got used. Created more traffic problems on all the other side streets. Have seen a lot of elderly pedestrians having trouble crossing the roads up those side streets such as Oaks, Howard and Dee Why Pde. Return it to a 2way street please
391	64464	I like the bike/cycle path, the extended seating and the overall reduction in traffic. TBH I'd prefer the whole street was closed off, retain the cycle way and made a pedestrian thoroughfare with tree plantings for shade and providing a linkage with the park over the road. I love the planter boxes. Parking is always going to be an issue at Dee Why, no matter what is done, and there is LOTS behind the surf club, which is only a short walk.
392	64465	Complete waste of time. To have an empty bike lane in that location to please a minority of people is ridiculous.
393	64466	I think it was excellent. It showed that the traffic still moved freely in the surrounding streets and people (walkers and cyclists) took priority over noisy cars. I think it should go further and be completely closed to traffic. I lived at [REDACTED] during the trial and found no traffic impediments. I'm looking forward to more permanent structures being installed to make it even more 'people friendly'.
394	64467	Love it. Less cars, more pedestrians. Both good things
395	64469	i dont like it, i am a local dee why resident, and the way that this has been setup means that there is now additional traffic along the other streets in close proximity to where this trial has been in place. it also has put additional pressure on finding a street park, as residents are already finding it difficult to find parking due to the high density living and number of pre existing and new units in the local area.
396	64470	I think it is unproductive. I have rarely seen a bike in the bike lanes, it feels like it creates a traffic block with vehicles needing to go south pushed into back streets.
397	64471	Traffic around Oaks Avenue got much worse with this change, get in and get out of my home has become a nightmare.
398	64472	Absolutely awful. What a shambles. Please get rid of this abomination
399	64473	It was and is awful, please put it back the way it was! Terrible idea, terrible traffic one way, very confusing for a lot of tourists- and I've not seen any bikes using the bike tracks I used to live on the Strand, and now live at Curl Curl and to be honest it's an eyesore too

Submission ID	Verbatim submission
400	64474 get rid of it - too much traffic in near by streets - its rubbish being 1 way and i have NEVER EVER seen anyone EVER use the bike track. you can only try it i guess but this is a BIG FAIL!!
401	64475 The trial made the traffic in Dee Why Beach impossible. I expect to see it going back the the normal 2 ways on The Strand
402	64476 We love the one way it feels much safer for the little children playing on the grass to have less traffic. The community has really come alive since the change. The view from the restaurant makes cafe dining more desirable, which in turn brings weekend tourism and increases value for locals.
403	64477 I am quite happy with the trial. Ideally, I'd love to see The Strand closed to all traffic, but I understand that this is probably not possible. If the road closure becomes permanent I would like to see more substantial and safer decking than the current timber walkways. These are slippery when wet, and are showing deterioration that may cause falls by those unsteady on their feet.
404	64478 Love it If it was up to me I'd prefer no through traffic and make it alfresco dining and entertainment space - more fixed table seating for take away meals, etc
405	64479 Ridiculous. Trying to cross back streets, especially when u have put crossings right at the end, is so dangerous.
406	64480 Although I appreciate the thought, I do feel sorry for all the residents in the streets two blocks back which now have to contend with more traffic on the roundabouts. If this one way was to remain permanent, road maintenance in these streets will need more attention, more often-pretty bad shape as it is
407	64482 I think it is good . Keep it going
408	64483 Think it was great.
409	64484 Has achieved nothing more than increasing traffic in side streets and made the trip through to Curl Curl and Freshwater a complicated rat run. The lane closed can not be used for street dining because it is in the incorrect side of the road, poorly thought out waste of ratepayers money. Please remove them immediately
410	64485 Bike lane is a complete waste of space. Have hardly observed it in use the entire time it has been there. Appreciate the potential traffic re-routing difficulties, but the ideal scenario is no car road at all. Use the extra space for spread of restaurants including pop-up eateries and street entertainment, gardens and well-lit open space catering for young and old. Make it world-class, instead of just a compromise. Think Plaza Major in Madrid, lake front in Hanoi, and a dozen others. Re-routed public transport to the beach at key times and/or a free shuttle from the Dee Why centre carparks would resolve the parking issues.
411	64486 I love the changes made to the strand! I would even love to see the traffic completely blocked off. I do think there needs to be more consideration made to the traffic in surrounding streets and better solutions put in place, but the changes on the Strand have been great for business and locals.
412	64487 I feel the trial has been highly successful.

Submission ID	Verbatim submission	
	<p>The trial area of the Strand predominantly comprises the restaurant strip on The Strand that attract large volumes of pedestrian traffic. Added to this you have quite large numbers of people walking down to the beach from surrounding streets, car parks and by public transport.</p> <p>The trial period has allowed this section of The Strand to give priority to pedestrians over vehicular traffic. This I feel has proved successful that has benefited the general public and local businesses.</p> <p>I therefore see no reason why the trial of one way traffic on The Strand should not be made permanent.</p>	
413	64488	Please return it to a 2 way street with parking on both sides.
414	64489	The trial is good, but I would prefer if we closed the street off entirely to cars!
415	64490	I think it is very good and should stay this way
416	64491	Don't like it at all. People travelling south don't have the opportunity to see the beach. Return it to be accessible to all.
417	64492	I like it. Makes it safe for pedestrians. Nice open areas for the cafes.
418	64493	<p>This trial has been an absolute disaster...Two way traffic needs to be reinstated as soon as possible. Traffic along Pittwater road is always bottlenecked and the back streets near the strand are incredibly busy due to traffic being diverted away from the Strand due to the trial.</p> <p>The planter boxes along the road look hideous too with dead plants and they look so out of place on the road.</p> <p>The bike lane is pointless too and isn't used.</p> <p>An utter failure and a waste of money!</p>
419	64494	Terrible, return to two way
420	64495	The trial is a good idea and has made the Strand area safer because there is less traffic and less traffic noise. There also is more outdoor space for covid safe dining. I hope it becomes permanent with good quality street furniture and well cared for trees and plants.
421	64496	Terrible. Go back to the way it was.
422	64497	Traffic is horrific now around the back of the Strand & most restaurants seem empty on the Strand some evenings so it hasn't created trade! It must be returned to 2 way traffic on the Strand for everyone's sanity!
423	64498	<p>Love the streets as shared spaces! Please make this permanent!</p> <p>One potential improvement to the scheme is to have cafe dining on the boardwalk side and pathway in the middle. It gets difficult to navigate around tables and chairs especially near the oaks avenue crossing.</p>
424	64499	Please keep it one way, remove street parking there and/or close it completely so kids can run around safely.
425	64500	A waste of money as I saw no riders using it. If you want me to return to use the restaurants remove the set up.
426	64501	<p>I don't agree with current arrangement, it is very congested for traffic at roundabout and pedestrian crossings.</p> <p>Would prefer to see a wide area crossing in middle section somewhere, with crossing lights, like at beach end of manly corso.</p>

Submission ID	Verbatim submission
	<p>Maybe the cyclists could be directed around the block for transiting past area, if cyclist destination they can dismount in area.</p> <p>Prioritise pedestrian traffic not cyclists. Not everyone who uses the businesses lives in walking distance so cars are part of the picture.</p> <p>Definitely don't keep as is under the trial.</p>
427	64502
428	64503
429	64504
430	64505
431	64506
432	64507
433	64508
434	64509
435	64510
436	64511
437	64512

Submission ID	Verbatim submission
	<p>2. The increased traffic to the surrounding streets must be unbearable and quite unfair to the surrounding residents with absolutely no consultation on the first place and shows degree of arrogance and disconnect by the NBC from the residents</p> <p>There is a big need for this to be done better</p>
438	<p>64513</p> <p>I think it is excellent, one of the best things council has done</p> <p>The area has a greater relaxed feel with the single traffic lane and reduced speed limit</p> <p>The larger footpath area is easier to navigate</p> <p>I hope it is made permanent</p>
439	<p>64514</p> <p>The one way access plus bike lane is a safer environment for the many families and bicyclists enjoying Dee why daily. I motion to keep the one way road.</p>
440	<p>64515</p> <p>It was a ridiculous idea. Turn it back</p>
441	<p>64516</p> <p>Great initiative although I would like to see both lanes closed and pedestrianised but otherwise one way is a second best option</p>
442	<p>64517</p> <p>I think the trial has been great for the beach front and would like to see it made permanent.</p>
443	<p>64518</p> <p>It was a great way to reduce the amount of traffic in the area. We really enjoyed the one way system due to being more safe at the crossings.</p>
444	<p>64519</p> <p>Fantastic. I love that the choice to cycle is now there. It may take time for the general public to catch on to cycling instead of driving. The Council needs to provide opportunity to cycle and wait patiently while the public catches on .</p> <p>It also feels much safer along the strand with less cars. Sitting in the restaurants is more enjoyable. Ideally the Strand would be for buses and cyclists only.</p> <p>Please think long term and the changes we want to make to the habits people have. Short term, many people will complain because they haven't converted to cycling. We have to wait for the younger kids. As roads get safer for cyclists, more will emerge.</p>
445	<p>64520</p> <p>I have enjoyed the trial. It has made walking along the beachfront more enjoyable and I find the western footpath less crowded as cafes and walkers have more space.</p> <p>My main suggestion would be to put a pedestrian crossing on Pacific Parade either between Wheeler Parade and Cassia Street, or Cassia Street and Griffin Road. I often walk down from The Crescent and this is my only struggle.</p>
446	<p>64521</p> <p>Absolute chaos with the traffic in Dee Why. 3 streets into 1 for access. Ludicrous, dangerous. Have you seen Manly close off half the beach strip and make it one way? No, cause it would cause chaos like Dee Why Beach end Ha's been since the inception of the trial one way traffic 🤔🤔</p>
447	<p>64522</p> <p>I've hardly noticed people using the cycle lanes but glad it is there in the advent of electric bikes.</p> <p>The road seems to work. As a pedestrian in the area I have no issue with the current set up.</p>
448	<p>64523</p> <p>Excellent and should be maintained. It's safer for the large amounts of pedestrians that use Dee Why beach.</p>
449	<p>64524</p> <p>Bring back the 2 way road. I have seen toddlers in the bike lane! Pittwater Rd is already busy enough and it's a hazard to pedestrians trying to cross the back streets because of the increased traffic.</p>

Submission ID	Verbatim submission
450	64525
	<p>The Strand should be fully blocked off. I'd rather all or none.</p> <p>If the road is to continue to be partially blocked off, signage should be installed at the Clyde Road intersections, especially the one at Dee Why Parade, to remind drivers the Strand is one way. I had to do U-turns multiple times at the roundabout near the beach car park on Dee Why Parade as I forgot. I'm sure many other drivers did the same. Must have been frustrating for the residents.</p>
451	64526
	The current trial/set up should remain as it leaves a lot more space for pedestrians
452	64527
	<p>To NB council</p> <p>Thank you for opportunity.</p> <p>Please put it back. We want to use our Beach as its beautiful.</p> <p>As a local my whole life it has been dangerous and has ruined Dee Why Beach. It's often at a stand still and bike riders don't often even use road rules at crossing so dangerous. Expecially for the venerable. Dropping someone outside impossible.</p> <p>It makes going to restaurants and cafes near impossible as you have to negotiate your way through bottle neck frustrated drivers back across to street with access to car park. If no spots which with all the free camping taking pace down there often you can not turn down strand to do the other car park. It's back though all the side streets. The planters look horrible and block veiw from many tables. The temp foot path uneven and unsafe. As I have been on walker and walking stick.. No clear signage coming down through Dee Why so often get stuck behind driver with no idea where the are going. As a local I use to go 2-3 times a week but it's becoming less and less anyone wants to meet there at a Cafe or restaurant. With 20k plus residents just in Dee Why alone plus locals we need roads. Its access back from Curl Curl Freshwater etc not just to beach. Drivers need to get around safely. Make bike "paths" to the beach not at it. They should not have been given the "road" ... PUT IT BACK PLEASE. is my vote. I love Dee Why beach and miss it. Many thanks</p>
453	64528
	Terrible. So many idiots don't understand the concept of one way which made it horribly dangerous. And the last thing DY needs is less parking
454	64531
	It was pointless no bike rider has never used it and still has not used it, it should've been left as a two way road like it was for many many years. And should still be continued as a two way road.
455	64532
	I did not like it. I do not think that it is effective, it is just stopping traffic from flowing smoothly. Put the road back the way it was.
456	64533
	Close off of cars completely. Keep it in pedestrian and bike usage only
457	64534
	Loved it. Should definitely continue, or even make that section pedestrian only.
458	64536
	<p>Waste of space and money. Bring back a two way street for cars. And remove the reference to anything other than male or female on the next question. Bloody ridiculous rainbow pandering to the minority of [REDACTED]</p>
459	64537
	<p>I thought the trial worked very well for everyone and it should be considered permanent . It did a lot for scaling down traffic , it looks nicer and the business on the beach front benefited. It feels safer for pedestrians and bikes and nice not to have the bus noise !</p> <p>I hope it stays .</p>
460	64538
	It should revert back to the original traffic design with traffic allowed in both directions.

Submission ID	Verbatim submission
461	<p>64539</p> <p>I am of the belief that the changes to The Strand have been very positive for Dee Why and should be retained to become permanent.</p> <p>I would be happy with full closure of the Strand as well.</p> <p>I would also suggest lighting for pedestrian crossings that have been installed on Avon.</p>
462	<p>64540</p> <p>I think the trial is excellent.</p> <p>It has really created a great space along Dee Why beachfront and is much safer etc for families and visitors.</p> <p>In a perfect world it would be closed off completely.</p>
463	<p>64541</p> <p>Summary: Either reinstate southbound traffic on The Strand or make it a completely pedestrian zone. One way traffic is worst possible option.</p> <p>Detail: As a resident of Oaks Avenue, I am acutely aware of the impact this has had on The Strand and the surrounding area. There is no doubt that it has caused a negative impact to surrounding streets (Clyde, Avon, Oaks and Pacific). But making The Strand a more pedestrian area also has a positive impact.</p> <p>The current one-way traffic is however not the correct solution. It is a compromise that ultimately offers the worst of both worlds. As southbound traffic now has to turn right on to Griffin Road at either Oaks or Pacific, it banks up as the Northbound traffic effectively has right of way against the southbound traffic, thus causing the southbound traffic to bank up on the surrounding streets. If The Strand was completely pedestrianised, the northbound traffic would have to divert at these intersections, and thus could not cut off the southbound traffic. Making The Strand completely pedestrianised would improve southbound traffic flow over its current state.</p> <p>Alternatively, the few parking spots on the Strand could effectively be converted into a southbound lane. Perhaps the bicycle lane could be moved to the west side of the road to be a buffer between the restaurants and traffic, to help retain the expanded footpath, and a 30km/h speed limit retained to help keep the area acting as a pedestrian zone.</p>
464	<p>64542</p> <p>Love it, dining and walking along the beachfront is now much more enjoyable and peaceful without two-way traffic. I love the extra walking and dining space in front of the restaurants and cafes too. We have such a beautiful beachfront area with some great local businesses, and the trial has helped the local community and tourists enjoy that. I would like to see the remaining single-lane road turned into a pedestrian area so we can host more outdoor dining and outdoor markets so we can make the most of our beachfront area.</p>
465	<p>64543</p> <p>I think the trial has definitely been an improvement in what "a Strand" ultimately should be. In an ideal world, there would be NO parking along that road, creating a safe, visually beautiful, inviting oasis for locals and tourists alike. I hope that it stays as is, if not even more improved.</p>
466	<p>64544</p> <p>I think the trial has been great but does not go far enough, I would like to see the the strand completely pedestrianised. Whenever you see that many people in such close proximity to vehicles inc bikes you always see so many near misses. It's scary!</p> <p>I don't see the bike route being used much, but current traffic situation is so much better than when it was completely open. That hole mini roundabout used to always be completely jammed up, and crossing the road was taking your life in your own hands as the drivers were so focused on getting onto the roundabout.</p>

Submission ID	Verbatim submission
	I would prefer to see it fully pedestrianised, however keeping it as per the trial would still be a preferable outcome over going back to how it was.
467	64545 Waste of money! Get rid of the bike lane and gove back to cars heading south. Bike lane rarely if ever gets used, people still use beachfront to ride bikes. I am down there everyday, all weather so notice these things. Get a councilor to camp out everyday in every type of weather and take a tally of the use it gets. You'll quickly realise its a waste! The extra traffic down Oaks becomes a traffic jam in the afternoons and weekends. I'm sure you know this with the traffic counters you have laid on the road. While your at it. Install lights over the new crossings, at night it's so dark hard to see anyone crossing. Please actually listen to the residents and visitors of these areas, they have to live with it and really notice the impact these decisions people around a table make. It's the best free information about the northern beaches community's you'll receive!
468	64546 Hate it. Wasted space with bike lane. Needs to be 2 way.
469	64547 I have loved the reduced car traffic on the strand, and would even like to see no car traffic at all. It makes enjoying the local cafes and the beach much nicer.
470	64548 Great.. keep it closed to traffic
471	64549 Dee Why beach is a much safer, enjoyable environment to visit since the installation of Street as shared spaces. Visiting the eateries is much more enjoyable with less cars and traffic. If anything I would like to stop cars from accessing the area completely. Dee why beach is a hub of young families with children the less cars that are present the better.
472	64550 I really liked it. I think it should stay as a one way traffic road. The lesser traffic along the beachfront is great, there is no reason for people to need to use this specific road if they want to travel south.
473	64551 The new public spaces next the road are great and have really improved the feel and look for pedestrians. The two way traffic needs to be reinstated. Bikes do not use the bike lane enough to warrant that to be in place, and generally bike riders either travel very slowly on the beachfront or get off their bikes and walk through. They could also just go on the road in that section. If the speed limit was 30 km/h then it would be safer for pedestrians crossing the road and riders using the road. The other reason to reinstate the two way traffic is that traffic on Avon Road has become a nightmare, it is now quite unsafe to cross the road using pedestrian refuges, and yes some crossings have been installed but it's not possible or practical at every intersection. Please reinstate two way traffic and remove the bike lane to improve safety for families living on Avon Road, it will level out the traffic across two roads instead of all south bound on Avon Road. Thank you
474	64552 Excellent idea. If the trial becomes permanent, I'd suggest kerb realignment and more robust permanent furniture. I'd also support turning the street into a shareway.
475	64553 When the trial began, I lived on the corner of Pacific Pde and Griffin and witnessed the traffic drastically increase with the implementation of the one way system of The Strand. Because of this, I noted that pedestrians were constantly dealing with the increase of vehicles and potential of being hit by those who chose to speed through the roundabout.

Submission ID	Verbatim submission
	<p>Now that I have moved slightly further down onto Sturdee and walk to the beach, I notice that the amount of vehicles travelling down Pacific Pde, Oaks, Howard, and Dee Why Pde usually consists of long lines, vehicles struggling to exit/enter driveways, and impatient people violating traffic rules.</p> <p>While on The Strand, the cafe's chairs and tables lend to people standing in the pedestrian walking area in groups of people usually with dogs or strollers making walking difficult to navigate, especially for disabled folks. The crossing at Oaks and The Strand (at the roundabout) is constantly in use causing traffic to come to a standstill or massive slow down to allow pedestrians to cross which in turn, causes more traffic back up, especially on the weekends.</p> <p>It's become more of a hassle than an enjoyment going to the beach. I'm not sure if there is a good solution to this mess of a trial, or if anything is actually going to be done. I highly suspect that it will remain as-is and residents will be forced to continue to endure the inconvenience. Personally, I'd like to see the original two-way system reinstated to allow better traffic flow. Closing off the entire area does not seem like a feasible or reasonable solution. The only benefit would be that the mostly unused bike lane would be gone, but then again, reinstating the two-way traffic flow would as well. That bike lane is superfluous and unnecessary.</p> <p>I highly doubt that there will be any change to the "trial" arrangement, but hopefully some of the comments that reflect how I feel and have experienced will be noted.</p>
476	64554
	<p>I think it's been wonderful to experience the beach with less cars. The seating area around the shops and cafes is a great space.</p> <p>I'm not sure if it's possible but I think that it should be closed off to traffic altogether. The space could be used for entertainment, even install more beach shops kiosks for entertainment and food etc</p>
477	64555
	<p>The trial has shown me that the beach precinct is a much more enjoyable, relaxed location. Even the bikies who used to bring their noisy machines have gone. Yes, there is additional traffic up Avon road in peak times, but people are learning about that and adapting accordingly by not using it as a cut through as much. I'm all for the current layout to remain.</p>
478	64557
	<p>Not one rides on the bicycle path and it is very inconvenient to have to drive all the way around it shouldn't be one way</p>
479	64558
	<p>Love it. Close the street to all traffic. Make it a corso for families to enjoy. Markets, music activities and events.</p>
480	64559
	<p>Love it. Close it off completely</p>
481	64560
	<p>The benefits of the initiative far outweigh the minor inconvenience for traffic through this area. All in favour of maintaining long term.</p>
482	64562
	<p>The Streets as Shared Spaces program made the Strand a more comfortable area to enjoy beside the beach. It felt safer for my friends and I when we visited and we were more comfortable walking between the beach and cafes and restaurants. I think this initiative should be applauded for the Council's willingness to improve the enjoyment of the area and safer feeling for visitors enjoying the cafes, restaurants and beach.</p>
483	64563
	<p>Fantastic and can only be improved by:</p> <ol style="list-style-type: none"> 1. Preferably stopping all traffic on the Strand between Oaks Ave and Dee Why Parade, or if not 2. Stopping traffic between Howard Ave and Dee Why Parade, or if not

Submission ID	Verbatim submission	
	<p>3. No parking between Oaks Ave and Dee Why Parade. This isn't policed and cars park there for extended periods, and if you are at one of the restaurants all you can see is the side of a parked car which is utterly ridiculous. The possible "no one will buy coffee" argument that may be put up is specious. There is a huge car park just down the street in any case.</p> <p>However, the ideal scenario is to have no traffic there. It's a superb location and it is currently ruined by vehicular movements and parking. Although there may be beefing about traffic snarls elsewhere, we live in a crowded environment and it is nuts to wreck such a fantastic asset that residents have, so that one can get to the next traffic jam a few minutes quicker.</p>	
484	64564	Totally hopeless. Businesses lost trade.
485	64565	<p>I don't like the extended outdoor seating. I find I now travel less along the beach as its only one way. It has caused huge traffic congestion in Oaks Ave, Avon Rd through all the roundabouts every morning and afternoon. I've rarely seen the beach front being used by bikes and to me its dangerous to pedestrians. It looks out of place, like people are just sitting out on the road. Has it really made any improvement to the restaurants there?</p> <p>Take us back to practicality.</p> <p>Take us back to common sense.</p> <p>Lets cater to the majority (of the locals and rate payers) than the minority. Go beaches residents!</p>
486	64566	Nice and simple. Terrible. Change it back.
487	64567	Hi, I think it is fantastic. I live on the Strand, and are hoping for a full closure of the road. I think that it will boost business in the area, and keep it safe. I will suggest a closure of the Strand during the weekend as a trial.
488	64568	I think it's fine - could possibly become pedestrian only?
489	64569	<p>The trial is awesome. I go there for meals now. I never used to because it looked dirty and had so much traffic. I think the whole street should be closed to traffic and made a Strand or corso with cafe tables and no cars.</p> <p>Don't listen to the vocal "we hate this" people. They are a very active facebook group representing a tiny number of people. It's run by one guy who lives [REDACTED] and thinks this trial has made more people drive on his street. So he's manipulating this submission forum and drumming up people (from all over not just locals) to vote against the trial.</p> <p>The VAST majority of people I know, including Dee why, Cromer, beacon hill, and the parent at bands, weekend sports, and school parents, all tell me they love it.</p> <p>Most people don't have time or inclination to make submissions. But the very tiny "no" contingent is trying everything they can to look like a majority when really they're tiny.</p>
490	64571	<p>I think The Strand should be completely closed to cars. If kept as one way it should be a shared zone with pedestrians.</p> <p>Bike lane is great and should be kept.</p> <p>It should NOT be returned to a 2-way street.</p>
491	64572	Discontinue this ridiculous waste of space. Let cars drive in both directions. Put more parking spaces on the strand.
492	64573	The new arrangement is a significant improvement to the amenity of the entire beach/park area. Better for restaurants and pedestrians. I haven't noticed any

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	deterioration in traffic flow. Would be good to see the timber decks replaced with something more resilient and permanent.
493	64574 I think it should be closed off completely! If not leave it the way it is . Traffic is bad everywhere anyway . We should have it like a corso . Changing it back is just going backwards because of all the complainers . The extended footpath and extra room is great for the cafes restaurants and the general public , who don't drive there ! People will get used to it .
494	64576 I am in favour of the changes remaining. The partial pedestrianisation is a massive improvement in making the people matter more than cars. The slowing of the cars on the Strand is a distinct improvement and the lost car parking is easily made up for by the parking available in the designated car park only a few tens of metres away. I would go further and suggest the whole street be paved over, this would transform the area into a fabulous seaside experience with only pedestrians and bikes in view. No one needs a car in this area.
495	64577 This has been fabulous for the Dee Why community. Not only has it allowed the restaurants to expand onto the footpaths and create atmosphere on the beach front, it's made it so much safer. I've certainly had a few near misses myself. Unfortunately people just walk across the road without looking both ways. This is especially the case in summer when the whole area is crazy busy with locals and people out of area. We need to make sure it's pedestrian safe and I believe this trial has done exactly that. I would love to see it left as a one way direction or even shut off completely to cars, allowing for more community atmosphere - for bars and restaurants to utilise the space in summer and generate booming small businesses, for creative and green spaces, for walkers and bike riders. It's all allowing for more culture to develop in our rather large population suburb with so many small apartments with no outside spaces. As someone who was living in an apartment, this space was invaluable to my health and sanity. There is no where else on the northern beaches that you can go and sit on the grass, see the ocean so clearly and eat from a variety of foods just across the road, be involved in a yoga session and look at the beautiful chalk drawings. It's unique to the northern beaches and we should make the most of the space.
496	64578 Trial has failed. The traffic build up in Dee why has been abysmal. No bikes use the bike lane
497	64579 Thought it was a great idea. Has made Dee Why a destination beach on the Northern beaches. Feels more safe, less traffic and cars along the beach, and looks better. I hope it remains this way.
498	64580 As an owner at the eastern end of Pacific Pde, I'd like to comment on the volume of traffic, and the noise and pollution, which has been exacerbated by the changes to the Strand. Whilst I'm not against the one way, making the beach area nicer, I think there should have been more thought about increased traffic in Pacific Pde, with added traffic calming measures such as another round-about at Wheeler Pde or Cassia St, islands, larger speed bumps & definitely speed camera and signs about noise. At least some of these measures could have easily been implemented. Needless to say, I am completely against closing the Strand to traffic both ways, which I've heard the community talk about - not sure if it's being considered. This would major congestion, making Pacific Pde dangerous in terms of crossing the road, noise & exhaust pollution. And it would devalue not just Pacific Pde, but also surrounding streets near the beach, lowering the value of the area.

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499	64581
	<p>When does it finish ??? It's about time that you allow 2 way traffic back through the strand. What a joke this has been.</p> <p>Get rid of bike path. The trial has shown that bikes do not use bike paths. Even with the bike path, bikes were either on the road, or footpath. But not the bike path.</p>
500	64582
	<p>The current situation is a great improvement on two way traffic. The only thing that would be better is to close it off completely if that is necessary.</p>
501	64583
	<p>While I appreciate the sentiment behind reducing the traffic along the beach front I would order of it was removed</p> <p>It has lead to delays and frustrations without easing congestion</p> <p>There for off traffic still has to stop for pedestrians and flowing one way does not stop the fact that cars are still moving with pedestrians</p> <p>The loss of parking is also frustrating for those wanting to use the restraints and shops</p> <p>I don't like it</p> <p>I want it gone</p>
502	64584
	<p>Should close the strand completely and remove street parking + bike lanes. Only have shared area for the single driveway. Turn street into a corso. Make roads such as Avon one way to encourage traffic to main road.</p>
503	64585
	<p>It was great for safer access and use of the beach, playground, and local shops for the community. It should continue!</p>
504	64586
	<p>I think it is Fantastic, so much more room for the shops and creates a much nicer atmosphere with less traffic on the beach front. The traffic has increased in the back roads but that is fine.</p>
505	64587
	<p>Stupid attempt to close down our public access to public spaces.</p>
506	64588
	<p>Fantastic! I feel so much safer to ride my bike, especially with my young children. We rely a lot less on our car. We enjoy travelling by Bike so much more. We need more safe biking areas</p>
507	64589
	<p>I think it's great as it is now, maybe even no cars on the water front at all would be even better and safer as there is lots of foot traffic going on between the shops /restaurants and the beach. But anyway, as it is now it's really great, not too much traffic which makes it easy and stress free to cross with kids, more room for businesses to place tables and enjoy a meal. We love it ! We lived in Freshie for a while, then moved to Killara and one day decided to go to the beach, came to DY and saw all the changes that had been made since we left the area and we really really loved the improvements. So much that we bought a house in Cromer and now spend every weekend by the beach so we do hope that those changes will stay.</p>
508	64590
	<p>Personally, I must admit that I am not a fan of the trial at the Strand in Dee Why. It has resulted in significant traffic congestion, particularly during peak hours, causing frustration for both commuters and residents. Moreover, the bollards installed as part of the trial have become a hazard, creating a potential risk for accidents. Additionally, the bike lanes, despite their presence, are rarely utilised, which raises questions about their effectiveness. In my opinion, it would be wise to reconsider the current setup and explore alternatives. Perhaps the lane could be reverted to a two-way system to alleviate traffic issues, or alternatively, it could be entirely closed off to traffic, transforming into a pedestrian-only area akin to Manly. Such a transformation would create opportunities for more dining and shopping experiences, including vibrant morning markets, making it a more attractive and enjoyable space for everyone involved.</p>

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	<p>Clearly, there is also increased difficulty for buses as they negotiate more tight turns and more traffic along the new south-bound route.</p> <p>The new streetscaping of The Strand along the restaurant strip is uninspiring. The 'improvements', including planter boxes in the roadway, present as an annoying visual trip-hazard,</p> <p>Regardless of the money spent, I would vote for a return to the original amenity and traffic flow unless a better plan is devised that puts residents as the first consideration.</p>
520	64605 <p>Overall, I think the trial has been a positive change. However, I don't think its impacts on the surrounds have been considered well enough. The traffic on Avon St has increased dramatically, particularly in the mornings as people travel southbound. The pedestrian crossing is not well executed. It is on the wrong side of Howard Ave. The main footpath is on the opposite side to the crossing. Considering the worst traffic on Avon St is southbound in the mornings, the crossing should be on the north side of the intersection, so that when someone crosses the traffic doesn't build up across the intersection. There is also no lighting at night. It has become quite a dangerous intersection. This needs to be addressed if the trial is to become permanent. I would suggest traffic lights.</p> <p>Similar problems with congestion occur at the intersection of Oaks Ave & the Strand.</p> <p>The bike lane seems to be a huge waste of space. It is rarely used, and doesn't flow from the existing paths. Most cyclists use the same paved footpath as the pedestrians. I would suggest a bike path through the park.</p> <p>The timber structures on the west side of the Strand are way under utilised. In theory, it's a good idea but something is just not working. Maybe there just isn't enough demand for them.</p> <p>Parking on the west side of the Strand should be removed as it causes congestion. It also seems to be a contradiction to the aesthetics of the Strand. All this outdoor space to take advantage of the beach views, only to look at parked cars. There should be parking allocated at the Strand end of Oaks Ave, Howard Ave & Dee Why Pde for loading zones, disabled parking & food delivery drivers.</p>
521	64606 <p>I think it was great. It has made the whole beach front more enjoyable for all. I am still in favour of making the entire Strand pedestrian only, but this is better than nothing. Thanks for having the vision and pursuing it.</p>
522	64608 <p>I really like it. It's much nice for the pedestrian and cyclists. And it doesn't bother me when I'm in a car.</p> <p>It seems crazy to prioritise cars in such a beautiful place looking over the beach.</p> <p>It nice to have more outdoor dining, slower cars going past and wider paths.</p>
523	64609 <p>Although a lovely idea in theory this trial has been an absolute nightmare for commuters, pedestrians and more than anyone the residents of Avon Road and surrounding streets. They are now a grid lock at many times of the day and as I need to travel them daily I have had first hand experience. I have seen so many near misses of vehicle accidents and also many near misses of pedestrian accidents even though the zebra crossings have been installed. The zebra crossings have been placed in very dangerous spaces with vision limited and congestion caused on roundabouts by them. Traffic is banked up along Dee Why Parade, Avon Road, and surrounding streets. I have not seen anyone really using the space on The Strand and once again when are council going to consider the residents and people travelling to work in our community over a few bike riders and people who would like to stroll along the strand with their coffee!!! I would like to say I could catch the bus but living in Collaroy and working in Freshwater my options are very limited. I work in</p>

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	<p>a community based organization so how about we look after those in our community and assist them to have a better commute to work. I would also like to say I'd take an alternative route to work along Pittwater Road and the Harbord Road but this would add at least 20 minutes to my commute and also add to congestion on Pittwater Road.</p> <p>PLEASE PLEASE PLEASE re open the Strand to traffic travelling south for the benefit of the people who actually live on and use the surrounding roads. I and many of my colleagues and friends living in and around Dee Why, Collaroy, Curl Curl and Freshwater feel this way and would probably frequent the cafe's and restaurants on the strand more if we could actually drive along there in both directions.</p> <p>Thank you for your time.</p>
524	<p>64610</p> <p>I have been a local to the Dee Why Cromer area for almost 20 years. I was interested to see how the changes to the Dee Why beach front traffic flow would impact the area. As a person who frequented the restaurants and cafe's at the beach, I found it hindered the ability to approach the area from the north (of course due to no southbound traffic) but also meant if you wanted to get to DY beach you had to double back from the south. Anecdotally I noted a reduction in foot traffic and cafe trade. Since the changes to the traffic flow I do not enjoy driving to DY and as I transport my mother in law who is in a wheelchair, we choose to go to other areas.</p> <ul style="list-style-type: none"> * The changes appear to have negatively impacted foot traffic with less visitors on the streets and in cafes * The changes make it difficult to see what businesses exist in that pocket if you are doing the southerly beach drive from Palm Beach to Manly to show tourists the area, meaning DY misses out. * There is not enough support for the businesses in the area to channel or communicate they are exist and how to get to them - NOBODY driving south happens upon those DY beachfront businesses.
525	<p>64611</p> <p>The new format is dangerous and looks ugly. It is difficult to park and if you get one of the limited amount of spots you open your door into traffic. Too many unused motorbike spots the slippery wooden platform takes up too much room children climb and are in danger of being hit by a car if they are on the benches. The planter boxes are high maintenance and ugly the plants are dying and it makes it difficult to park many are broken as they constantly get hit by cars. Trying to drive to the southern end pool carpark from the north is so hard trying to see past all the white vans in Clyde and get across 2 intersections before you can get down pacific parade is ridiculous. As someone who lives in Collaroy and comes every day(for 15 years). it was so much better before. I have dodged cars and speeding bikes so many times they don't want to stop at the two crossings. Sitting at cafes I witness near misses every day. Please reinstate what was there before. I represent many people I have talked to. The only ones who like it are the privileged few who own beachfront units as it adds to their value!</p> <p>Please reconsider make it two way and get the traffic moving again also allowing more parking for those who need it and remove the ugly planter boxes and platforms</p>
526	<p>64612</p> <p>I like the one way and the extended footpath where restaurants can put tables - it bring a sense of community and laid back vibe. I would be happy if these installations were made permanent.</p>
527	<p>64614</p> <p>The Strand Streets as Shared Spaces has improved the overall safety of The Strand for pedestrians crossing the road and flow of traffic via the one way system. It should be adopted as a permanent change.</p>
528	<p>64615</p> <p>I think it's great and well used by the Community. Please keep it going</p>

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529	64616
	<p>It has provided a safer access from shops to beach, especially for families & elderly.</p> <p>It has slowed the through traffic which was dangerous with the original 2 traffic lanes.</p> <p>The shop/restaurant precinct is more aesthetic, less congested & more in line with a beach-side precinct. More attractive!</p>
530	64617
	<p>It is excellent please keep it.</p> <p>Would be amazing remove all carparks and increase pedestrian / seating area.</p>
531	64618
	<p>A great idea, with a safe lane to cycle by the Dee Why beachfront. Increases the visibility of bikes. Please keep it!</p>
532	64619
	<p>I am a great fan of the bikeway running through The Strand. On regular rides from Manly I almost always transit through the bikeway and join the shared path around the lagoon. Top marks for that.</p> <p>The widening of the footpath along the western side of The Strand allowing 'a spill' of customers at the cafes into this area is also excellent.</p>
533	64620
	<p>Hello Team,</p> <p>The trial has been pleasant.</p> <p>The down side to the one way traffic is that it has created a secondary main road through Avon Road with an enormous amount of traffic and very few cars adhering to the revised 40kph speed limit and my children and I have almost been run over a number of times on the new pedestrian crossings. The Avon Road has become very noisy and dangerous to cross, particularly for my young children.</p> <p>Thank you for the opportunity to feedback.</p>
534	64621
	<p>Completely approve of the Trial with one way traffic, bike paths and increased space for pedestrians and outdoor restaurant seating. Please keep the strand as is with the great upgrade.</p>
535	64622
	<p>I find personally I use the strand for less through traffic now and only go down if there is something specific I need from that beach end of Dee Why.</p> <p>It feels like others may also have that same opinion as there is significantly less traffic and as a parent the safety of increased buffers between traffic means the restaurant areas are much more enjoyable. There is plenty of parking at the Carpark, just have to walk a bit further.</p> <p>I would encourage to continue the single lane of traffic.</p>
536	64623
	<p>The strand should be closed off to traffic completely and become pedestrian only. There are alternative ways to get the northbound traffic to get to the surf car park and other places north of the strand. Eating at the outdoor tables with cars driving by is not very pleasant.</p>
537	64624
	<p>I support the trial. It has made the beachfront more pedestrian and bike friendly. The ambiance is less affected by the smog of vehicles going past. The shops and cafes on Dee Why beach are more relaxed and have seen patronage increase on weekends.</p> <p>The bike lane northbound also does a weird offshoot to the surfclub and then follows the 'shared path' and is tricky to navigate on weekends with people walking.</p> <p>There are issues with the traffic northbound, running the back streets and now the roundabouts at 'rush' or peak hours are busier and not as much light to be seen. The speed of 40 is often disregarded and am yet to see any kind of enforcement on the speed limits on Dee Why Parade or Howard Avenue.</p>

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538	64626
	<p>Fantastic initiative to bring people back to the shops and restaurants along the beachfront. I also feel much more comfortable walking my children along the footpath away from passing cars.</p> <p>I would like to see the current traffic and path widening remain in place.</p>
539	64627
	<p>It is a gamechanger! We use this cycle path almost every day to get from our home in Cromer to Freshwater where our 2 young kids go to daycare - see photo of our cargo bike. It was part of the reason we decided on Cromer in the first place to move to, because of it's good dedicated cycle lanes to the beach which are safe for kids to ride on too. Having a safe bike route has also meant that we didn't need to buy a 2nd car since my wife needs during the day.</p> <p>Our only request is to continue to build upon this up Griffin Road - the first part of the road is wide and has clear green markings for bikes, but narrows down as the road continues.</p> <p>Thank you for continuing to build upon the dedicated cycle network and allowing our future generation to cycle safely across the beaches!</p>
540	64628
	<p>Loved the trial..Felt safer, quieter and still created an interest of watching cars go by....</p> <p>Bike track was hardly used....but can see the need for it...However, did not succeed in moving most bikes from beach path.....</p>
541	64629
	<p>Absolute rubbish, no one uses the bike lane they all ride on the promenade. I would hate to be a local resident there because of the rat run it has caused in the back streets. Serious cyclists just use the normal carriageway. Typical waste of money by NBC. Kowtowing to the very small minority.</p>
542	64630
	<p>The idea of what is offered is lovely but in practice, this design is impractical and creates more chaos for those in the streets behind who once had a more idyllic residential living. The traffic impact on the beach impacted business more than residents. This new shared space impacts residents more than business and just doesn't make sense. The bike lane is dangerous on the south end as it abruptly ends. The chaos at the roundabout most weekends is unnecessary pain to all.</p>
543	64631
	<p>This trial is great, I go to Dee Why and removing 1 lane has made the area so much nicer. There is less car noise and pollution. You can actually sit in a cafe and see the beach not staring at parked cars. This area needs to be made permanent. The bike paths are great I use them all the time the only problem is we need more bike racks and also we need the path continued as the path just randomly starts and stops. Removing the parking has made it great because you can actually see the beautiful beach from any cafe or restaurant not an ugly car. I'd love to see this go further with more bike lanes and wider paths for pedestrians.</p>
544	64633
	<p>I think the one way shared space works really well - it creates a safer family space on the pavement, reduces traffic flow and also a quieter space to enjoy the scenery from the cafes and restaurants along the front. I think its a massive improvement having the shared space there and would be fully supportive of keeping it as it is as a local parent who uses the area regularly with the kids.</p>
545	64634
	<p>I love the pedestrian areas that extend from the cafes and sidewalk out to the roadway. It makes it feel more relaxed and family-friendly to walk along the street front. With the street planter boxes and without the traffic whizzing both ways it has more of a cosmopolitan vibe.</p>
546	64635
	<p>Brilliant! It has transformed The Strand into a very pleasant street, teeming with life, NOT cars!</p>

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	<p>It has enhanced the restaurants and cafes and also the lovely green reserve. In both areas, people can now sit and loiter, without inhaling traffic fumes. Safer and more appealing for everyone, from small children and families to older members of the community.</p> <p>PLEASE don't reverse this. The days of traffic dominating our streets and poisoning our pleasant areas are coming to an end and we are entering a new climate aware era.</p> <p>As a cyclist, I now enjoy my ride through Dee Why and constantly marvel at the huge improvement this has made.</p>	
547	64636	Good idea, should be made permanent.
548	64638	It might be of help to some cafes but not much different to being without the wider footpath/board area. It is not used very much. I think I'd rather the traffic lane reopened and get traffic out of residential streets.
549	64639	<p>It great when the bin trucks or car park on the cycle lane.</p> <p>Thanks</p>
550	64640	strand should b 2 way , its ridiculous
551	64641	<p>Great initiative</p> <p>I would like to see the closure of the road so it becomes a safe dining precinct and active transport thoroughfare</p>
552	64643	<p>An excellent idea.</p> <p>Excellent in practice.</p> <p>Enhances pedestrian safety.</p> <p>Encourages street eating.</p> <p>I should like to see the strand totally traffic free, like Manly's Corso but thankfully minus the pubs and backpacker element.</p> <p>However:</p> <p>I would like an increase in the number of Disability Parking spaces adjacent to the children's playground area</p> <p>And timed parking in this area to allow for p/u of 'Take Away' food. (This would force people to use the Surf Club/Northern end of the beach for longer term parking).</p>
553	64644	Great idea, much safer environment for pedestrians and cyclists. Also more pleasant when you are in the many cafes. There's no reason the Strand couldn't be car free really
554	64645	While in principle the idea is fine the bikes are not really using the lanes and the knock on effect on side streets with cars is not really worth it. With all the now needed pedestrian crossings there is no flow of traffic at all. Also people do not use the seating on the strand and it already looks unkept. It will need constant maintenance and cost money. Overall it is not worth it in my opinion
555	64646	Progressive thinking from the council and a great outcome for visitors and residents alike. The extended footpath/dining area has great potential. The one way traffic and slower speeds have dramatically reduced the feeling of risk for pedestrians. the bike lane is a really useful connector south to Curl Curl (the stretch through that suburb has some super-dangerous pinch points, however. Especially approaching roundabouts, which encourage drivers to speed up to overtake. Madness). The left turn from Howard ave (travelling Eastbound into The Strand) is a badly constructed,

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	though. It makes drivers feel like they have right of way and causes some confusing convergence literally right on top of the pedestrian crossing. Needs throttling.	
556	64647	Brilliant, much safer!
557	64648	Well done the bike lanes work. Over the 40 years I've driven and 30 riding bikes driver awareness and acceptance bikes are an acceptable form of commuting has increased exponentially. The take up of electrification on push bikes is going to mean even more users and our community needs to invest in such infrastructure. More permanent structures (like pavement rather than decking/ like permanent garden beds) will improve the area more aesthetically The flow of traffic in the Dee why area can be bad - is it worse - we simply do not drive thru the area now and stay on Pittwater rd when heading south from long reef to curl curl (live at curl curl).
558	64649	It has been a very interesting trial. It's been a completely unnecessary waste of rate payers money. The Stand needs to be converted back to its original two way traffic area. I have never seen the bike track used except for waste disposal trucks trying to empty bins. The local residents have previously enjoyed the beautiful unique view driving to and from the area. It has been very upsetting for the past couple of years to see "our" beach road to be turned into a push bike riders privilege and no regard for all traffic. The roundabout intersection at Oaks Avenue is a nightmare on weekends and peak hour as cars try to get through. It's not my intention to sound entitled or uncompromising. Please reconsider changing our street back to normal.
559	64651	It's a waste of space. It has clogged up the back streets of dee why which are not roads capable of the amount of traffic that now is put through them. Bike uses that go down the strand don't even use it they go down the road and I can count the amount of bikes that have used it on one hand. Very poor from the council people that approved it in the first place. Hangs it back asap
560	64652	I like the increased pedestrian and bicycle access and especially the alfresco dining opportunities this trial has provided. It makes Dee Why beachfront more of a destination for community enjoyment.
561	64653	The Strand at Dee Why is a far more pleasant place to visit since the implementation of the trial. The experience of dining and socialising at the various restaurants and cafes has been enhanced and I suspect has led to greater patronage of the businesses at The Strand than would otherwise take place had the changes not been implemented. I am not sure of the feasibility of completely closing The Strand to all traffic but if it could be achieved I would support such a proposal.
562	64654	We go there weekly for breakfast and the bike lane is never used. It is a waste of space and should be returned to two-way traffic preferably or given over to pedestrians. I enjoy the extra space for pedestrians and diners.
563	64655	The trial has been excellent, previously two way traffic was a safety hazard due large volumes of children, tourists, elderly, mothers prams etc. trying to cross the road. Additionally some drivers are looking at the beach not the road, which is a hazard with two way traffic. Now bikes have a designated lane easing safety concerns. One way traffic allows for better visibility for cars. As there are more cars on the road than bikes, you will probably get a lot of motorists complaining about the current trial however from a safety point of view the current

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	arrangement must be made permanent, I would hate to see an accident if the two way arrangements were reinstated.
564	<p>64656</p> <p>The extended footpath, additional outdoor restaurant seating and general seating and amenities on the Western side should be retained. They are well utilised and enhance the ambience and overall amenity of the beach area.</p> <p>I drive along The Strand regularly and rarely see bicycles in the special lane.</p> <p>The separate bike pathway should be removed and two way traffic returned.</p> <p>Due to the pedestrian crossings, vehicles parking and roundabouts traffic is always slow along that section of The Strand.</p> <p>There is minimal if any additional risk to cyclists and it has never been a particularly hazardous section of road for cyclists (I am one).</p> <p>The biggest hazard is vehicles entering and leaving tight parking spaces.</p> <p>Reduce the speed limit on The Strand between Pacific Parade and Dee Why Parade to 30kmph or less.</p> <p>Ideally no parking on The Strand between Oaks Avenue and Dee Why Parade.</p> <p>Use the existing Western side parking lane for pick and drop off only.</p> <p>No parking on the Eastern side of the The Strand.</p>
565	<p>64658</p> <p>Please conduct and share publicly a study into the number of cyclists who use the cycle lane on average per day.</p>
566	<p>64659</p> <p>Very much in favour of the change. I visit Dee Why beach as a pedestrian (to go to the cafes) as a cyclist to cycle to Manly and as a driver. The new arrangement is safer for pedestrians and cyclists and not too much of a problem as a driver. I like the atmosphere of the street with fewer cars.</p>
567	<p>64660</p> <p>Returning the streets to the general public instead of solely for car usage is fantastic for the community. The Strand is a real asset for the local community and reducing car traffic makes it safer with less pollution. I'd be happy if it was fully pedestrianised, drivers need to understand that roads are not solely for cars.</p>
568	<p>64661</p> <p>I do not like the trial with the bike lane for a few reasons.</p> <p>The bike lane is rarely used and a what used to support thousands of cars now is only used by a few bikes.</p> <p>The crossing at oaks avenue is too close to the roundabout and cause traffic jams as people do not give way.</p> <p>Traffic is lined up halfway up the hill when someone decides to wait for people to park their cars so they can take their parking spot.</p> <p>The extra decking for restaurants is not utilized and is dangerous for children.</p> <p>The back streets in Dee Why are now a chicken run with much more traffic.</p> <p>This trial was definitely a failure and I have not talked to one local that likes the shared space, Please bring back dual lanes!!</p>
569	<p>64662</p> <p>I think it's stopping people coming to Dee Why. Because of the one way my husband and I and a few people we've spoken to have opted to not visit Dee Why. The traffic is slow, parking a problem as it stops traffic completely when someone wants to park. The tables etc on the footpath need constant cleaning and varnishing to keep them in pristine condition. I would be happy if the area reverted back to what it was</p>

Submission ID	Verbatim submission
570	64664
	I liked it. Traffic there has never run smoothly, and the presence of bike lanes will hopefully encourage those who live more locally to not drive in, but cycle in. I want it to stay!
571	64667
	I like the change and believe it improves the beach area considerably. I would like it to be a permanent change.
572	64668
	Hi, whilst I think it is a nice idea, I feel the negative traffic impacts on the approach to Dee Why beach from all directions in summer has suffered immensely and outweighs the benefits of the trial changes. The traffic build up has been intense at many times particularly during the summer months, when most people want to access the beach and takes the enjoyment away from visiting the beach. I would like to request the traffic flow is reverted to what it was before the trial works occurred along The Strand.
573	64669
	Overall, it's much better than before - well done to all involved. But why not go all the way and make it 100% pedestrian? Our beachfront is tiny compared to other suburbs on the Northern Beaches, so the inconvenience when we're driving would be minuscule (a few parking spots lost). The benefit; smallest but BEST beachfront on the Northern Beaches, more room for all the people living here + visitors.
574	64670
	It's been a real disappointment to have this implemented. We used to go to dee why weekly and have not done so for years as parking is hard enough down there and remove even more options has made us venture elsewhere. This change has impacted and ended up closing many local venues down there due to inability to find easy parking options. The lower beach car park is not sufficient for the traffic flow on a normal week let alone weekends and has been a real shame.
575	64671
	Please return the two way traffic.
576	64673
	I am well aware that some people are opposed to even the slight restrictions on traffic through the strand that the current trial imposes. HOWEVER my view has always been that such a lovely area should be completely free of traffic. The exception should be special arrangements for disabled and emergency access as well as specific arrangements for delivery of supplies. Despite dire predictions from some residents of streets west of the strand I believe that diverting traffic through these streets has been without major issues. I applaud and encourage the council for this trial and any further initiative to get rid of the addiction to the car.
577	64674
	I much prefer the beachfront like this. Quieter, safer and feels like it belongs to us again. Please keep it in place permanently
578	64675
	I found the trial a failure the traffic forced into back streets just to drive to Curl Curl. I fail to understand why two bike paths are only 10 meters apart. I'm for returning their street back to its previous state
579	64676
	The trial for pedestrians seems to work well, so locals benefit. The parking spaces are under pressure and the demand to visit DY beach means that there are not enough parking spaces near the pool for example.
580	64677
	I am very impressed with the reduction in traffic and improved pedestrian safety of the trialled one way system. Indeed I would be happy with no traffic travelling that way at all. In my view the arrangement should be made permanent. I can't imagine why people want to object to an improvement in amenities and safety for everyone using the area. I think we need to prioritise safety by making this arrangement, permanent
581	64678
	I am a cyclist and appreciate the safe cycleway, separated from the roadway, installed at The Strand, Dee Why.

Submission ID	Verbatim submission
	<p>It should be retained for a number of reasons:-</p> <ol style="list-style-type: none"> 1. A cycle lane separated from motor traffic provides real and perceived safety for cyclists. 2. It encourages more people, especially women and children, to ride bikes. 3. The health benefits of cycling are self-evident. 4. It encourages motorists to re-evaluate the need for driving motor vehicles. 5. Less reliance on cars and more reliance on active transport is required to combat global warming from polluting greenhouse gas emissions.
582	<p>64679</p> <p>Over all I think it has been great. I have seen cyclists on road meant for cars, and I am talking about "normal" cyclists not the ones that are "professional".</p> <p>Traffic has not been easy, jam almost all the time to get to the big parking area. Maybe signpost alternative route to that park?</p> <p>More outdoor space for having lunch or dinner has been good.</p>
583	<p>64680</p> <p>I appreciate the efforts that have been made to make the area acceptable for all parties involved but the fact remains 1) It looks a mess 2) The number of people constantly crossing the road is a danger and 3) the traffic is constantly held up. From the restaurants point of view what should be a beautiful view of the ocean is almost totally obstructed and the seats face away from the ocean which is a strange arrangement. It would surely be more logical to make the whole area pedestrians only like the Corso which would make a more aesthetic use of a beautiful area.</p>
584	<p>64681</p> <p>I would like to have 2 way travel reinstated on The Strand in DeeWhy.</p>
585	<p>64682</p> <p>I'm a cyclist and now use the cycle path on the Strand every weekend. I would never have ridden on that route before the dedicated path. I routinely stop for a coffe at one of the many cafes. I think it's been a great addition to the Dee Why beachfront. Big thumbs up!!!</p>
586	<p>64683</p> <p>I think this is a great innovation and should be made permanent.</p>
587	<p>64686</p> <p>Feel much safer riding through! As bikes and e-bikes are becoming more and more commonplace, and as Sydney strives to become more green, initiatives like this will become ever more important. Thank you for doing this, I hope it remains and more programs like this take place elsewhere.</p>
588	<p>64687</p> <p>I hope the bike lanes are kept as it makes bike rides safer and enjoyable. Good for businesses also as we end up having coffee or lunch there after a bike ride.</p>
589	<p>64688</p> <p>I love the cycleway, I felel very safe riding on it either solo or in a group</p>
590	<p>64690</p> <p>I believe it endangers pedestrians who sit on the divider to the road. One false move & they fall onto the road into the path of an oncoming car. Also affects older less mobile persons going to the Strand as bus returning to Manly (166) travels via Oaks Ave instead of Howard Ave which entails more walking. I believe 2 lanes across the Strand should be reinstated & the bike lane removed.</p>
591	<p>64691</p> <p>It's a major boost to the area. Improves livability. Need more initiatives like this please!</p>
592	<p>64692</p> <p>Current system is fabulous for cyclists and pedestrians. Please keep as is!!</p> <p>I feel much safer ☀️</p>
593	<p>64693</p> <p>I think it is terrific. I would love it if they closed it to all traffic except bikes.</p>

Submission ID	Verbatim submission
594	64694
	<p>I am a big fan of the trial, in fact i would be happy if the strand was totally closed to vehicular traffic.</p> <p>the are is a lot more pleasant with the reduced traffic, the permamnent traffic jam at the outhern roundabout is mostly gone and I find the area a much nicer place overall.</p> <p>I think the northern pedestrian crossing could be relocated away from the roundabout - it appears to create some traffic congestion</p>
595	64695
	<p>I thought it was amazing, it increased safety and the overall atmosphere of the area. The noticeable increase in foot traffic in the area was supported by the lack of cars that inevitably reduced pedestrian safety. We visited often during the trial for breakfast and lunch and it was a noticeable difference in atmosphere. Ironically the traffic was no worse given visitors no longer used the beach as a slip road to avoid Pittwater road or the internal roundabouts of Dee why.</p>
596	64696
	<p>Bikes do not need the whole car lane and they don't use it anyway.</p> <p>This change has caused unnecessary traffic jams.</p>
597	64697
	<p>It's great. Safer than the road and shared path, and makes the area more pleasant to be in. More of this please!</p>
598	64698
	<p>I think the trial has been good, a reasonable length of time is important for any trial. The space feels safer & the retailers don't appear to be negatively affected. I think the trial should now have permanent approval</p>
599	64700
	<p>The trial integrating the separated bike lanes should remain once the trial is completed.</p>
600	64701
	<p>I like it. Better for pedestrians. Nice village feel.</p>
601	64702
	<p>I think it has been awesome and should remain as. The traffic is not being negatively affected and the restaurants are benefitting from it.</p>
602	64703
	<p>The Dee Why beachfront has benefited massively from the bike lane. More organized traffic; no longer hectic scenes of cars vying for a parking spot; safer crossings for pedestrians and of course cyclists are enjoying a safe passage. Please keep it like this!</p>
603	64704
	<p>The trial has created a traffic nightmare. Please put it back to two way traffic and the way it was.</p>
604	64705
	<p>I do not like the closure of the southbound lane of the strand.</p> <p>It endangers cyclists because it means people are only looking for traffic from the south not the north</p> <p>It clogs up other roads which then require right hand turns to get you where you want to go</p> <p>It increases drinking on the pavements.</p> <p>There is already a wide pavement without giving road space to the cafe's too.</p> <p>It is very inconvenient going to and from the beach from curl curl as you then have to wind around backroads which are more dangerous because of more traffic from both sides and pedestrians</p>
605	64706
	<p>I strongly dislike the trial of the one way street on Dee Why beachfront.</p> <p>It is hugely inconvenient not to be able to drive both ways.</p> <p>The impact on the local neighbourhood and increase to traffic in nearby streets would have a huge effect on those residents.</p>

Submission ID	Verbatim submission
	I do not see the benefit of the one way street and increase to pedestrian area. Please return it back to a 2-way arrangement!!!
606	64707 I think it would be better to block off the street entirely to motor vehicles to create a much wider stretch of green space and nicer area to picnic. I would then install roundabouts on Clyde Rd to improve traffic flow on that street.
607	64708 Stupid idea. All that you have succeeded in doing is causing traffic chaos in the small residential streets just back from the beach. The bike lanes are very much underutilised and all the plantings along the road have not been maintained. The Strand needs to be changed back to two way traffic.
608	64709 Don't like the one way system. Have to drive through all the residential streets to go back south. Why can't the bike path be on the large grassed area instead? More parking along the from to pick up takeaway could be useful.
609	64710 I have mixed feelings. The bike lane is never utilised. I am at Dee Why beach daily and have NEVER seen it used. Deliveries for the businesses are difficult with the one way traffic. So these 2 points make me feel the trial is unsuccessful. However, being able to use more of the footpath by business supports their bottom dollar. Similarly, Dee Why is not for tourists, so is there really a need for this.
610	64711 Whilst the concept made sense initially I feel after a considerable trial period this experiment has caused major traffic congestion in roads behind The Strand having to negotiate heavier traffic along with pedestrians and crossings near roundabouts which I believe are quite dangerous. My recommendation would be to reopen The Strand to allow traffic to enter in both directions as previous where you can easily identify pedestrians and have the choice to drive along the ocean front or take the back roads. Thank you
611	64712 I think the changes have been a fantastic development for dee why and surrounding area's. We now cycle to dee why with our kids rather than using the car. Obviously parking is a significant issue in the area and this also creates a much nicer community space at yhe Beach front. I cannot understand any reason to oppose the changes apart from the human reaction to challenge change. A great development. Well done. We hope to see more like changes across the NB's
612	64713 The improvements to The Strand are absolutely excellent. The walking and social space is very calm and friendly. The bike lanes are highly appropriate. The reduction in vehicle space is reasonable. The street is so much better now, you should keep it this way! I strongly encourage Council to make similar changes to many more streets throughout the Northern Beaches. Don't just focus on main streets though - make sure you start improving local residential streets too. In particular, shared streets and intersections are a vitally important design feature to create a whole street environment that prioritises the human experience (for both main streets and local residential streets as appropriate to the context). Please make as many of our streets as healthy as possible in as cost-effective ways as possible, so that every local community can enjoy these kind of improvements. (There's no immediate need to spend substantial amounts on significant permanent upgrades.) I wholeheartedly congratulate all Council staff involved in this project, and urge you to please continue with this essential work.

Submission ID	Verbatim submission
613	64714
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Submission ID	Verbatim submission
637	64748
	<p>The shared space trial has been a resounding success for the general public using the area. Less traffic impacting the cafe goers, green space users & overall safety of people using the area. I'm at the beach front 6 mornings a week & have enjoyed & appreciated the changes to my local area. Unfortunately there is an increase of redirected traffic to the streets west of the Strand in peak travel times & appreciate the impact on the dwellings there. However, is it safer to have high traffic impact there & less traffic in a high pedestrian area? I hope the changes stay as single lane traffic along the beach front. Thanks</p>
638	64749
	<p>I think the Trail has been an absolute disaster & created a 'monster' along Dee Why's beautiful beach. Instead of a tranquil relaxed environment you now have a chaotic dangerous mess, I avoid the area completely now. The allocated bike track is a complete waste of time & extended promenade ridiculous & way out of proportion.</p> <p>In creating the one way traffic plus parking in that beachside space has put enormous pressure on all the surrounding streets in Dee Why. The area is now absolutely chaotic 24 hours a day.</p> <p>The solution would be to scrap the existing Trail. Halve the decking space - return the traffic flow to two way & remove the bike track, but create a bike path on the edge of the park. Honestly, it's a MESS & needs your serious consideration as to what works for everyone.</p>
639	64750
	<p>Really like that it's not two way. To be honest, removing a road on the beach front all together would be ideal. Like the corse or Bondi. The area is so densely populated with people on foot so would be good to accomodate for them. Also the road and parked cars are an eyesore when sitting at cafes etc.</p> <p>One thint that needs to be done is improve pedestrian crossing, lighting, signage in roads back from the beach. I live corner howard and Avon road and have had many near misses at that crossing so would hope measures are implemented to accomodate for increased traffic there</p>
640	64752
	<p>I think this is a great idea and would like to see it made permanent or even extended to make this area of the strand a pedestrian/bicycle only zone. The only issue I see is with deliveries to the various businesses along this strip.</p> <p>Maybe an early morning loading zone for local business only could be introduced.</p>
641	64753
	<p>Great. The strip turned from a road into somewhere we'd stop for coffee, mid-ride. It's so nice to sit in a village atmosphere and chat.</p> <p>I would support keeping the shared space. That said, I cycle regularly through Dee Why from Cremorne. I don't drive in the area and would not see it as a driving destination as parking is difficult. So you have gained a customer, as previously I would not stop even if cycling through.</p>
642	64754
	<p>Terrible.</p> <p>Return it to the way it was.</p>
643	64755
	<p>Great initiative. Beachfront feels safer and more pedestrian friendly. Definitely vote for keeping it as is.</p>
644	64756
	<p>Excellent bike path.</p>
645	64757
	<p>I like the one way set up. Took a while to get used to it but has made the stand a better place overall.</p> <p>I think it should stay.</p>
646	64758
	<p>hi team, i think the changes were a great success. I have used the new bike path many times with my family to ride to the playground or the cafes/shops. People are not yet used to the idea that roads are not just for cars but for all users and that cars</p>

Submission ID	Verbatim submission
	<p>don't have special privilege. This cultural change might take a bit time. For the safety of bikers and pedestrians we need more separate bike paths just like they are doing in the rest of the world.</p>
647	<p>64759</p> <p>I feel the change in adding the cycle way has made the road far more approachable as a pedestrian and a safer ride as a casual cyclist.</p> <p>I haven't noticed any major traffic as a result when driving south (using Clyde or Avon rd).</p> <p>It would be a shame to revert back to what we had before.</p>
648	<p>64760</p> <p>The current one-way northbound traffic flow between Oaks Ave and Dee Why Parade and the re-routing of the traffic has led to increase the flow of vehicles including buses and trucks onto Clyde Road and Oaks Avenue, and the resultant noise pollution has greatly impacted the tranquility, quality of life and health of residents.</p> <p>As a long-term resident, I have experienced the re-routing of the traffic and particularly buses on Clyde Road. Clyde road has always been a peaceful and quiet street to live in until changes happen on the strand. Using Clyde Road as a bus route and adding more traffic onto Clyde Road due to partly closing the Strand has significantly impacted our everyday lives.</p> <p>Therefore I am strongly opposed to the current one-way trial and would like the two-way travel being reinstated on The Strand.</p> <p>While I welcome initiatives to generate positive social, economic and environmental outcomes, I believe that such initiatives should not be to the detriment of a substantial number of residents.</p> <p>I feel residents' concerns have been played down by the Northern Beaches Council and this trial has been set up to become permanent, despite nuisances it creates to residents impacted by the significant traffic increase.</p> <p>I would like to request for all Councillors to take into account residents' concerns and opposition to the current traffic redirection (buses in particular as they were no buses prior to that 2 years trial start) onto Clyde Road and Oaks Avenue and look for alternatives which are not compromising the well-being of residents.</p> <p>Please, I ask you to genuinely ask yourselves if the supposed benefits gained by making the Strand one-way outweigh all the severe concerns raised by residents caused by the surge of traffic in surrounding streets.</p>
649	<p>64761</p> <p>I live in Richmond Ave Dee Why and I believe we should leave the Strand as a one way street, as it runs today. The only problem I've noticed during the trial is the school run in the morning between 8 - 8.30am when Avon Ave is busy. This is a small issue compared to the major improvement of the Strand experiment. The beach front at DY is now much safer and a more pleasant place to walk.</p> <p>As a local resident my vote is to leave it as it runs today, the trial has proven to me and other locals I know that we much prefer the current situation, and nobody has suggested we should go backwards to the old days.</p>
650	<p>64762</p> <p>The priority of humans over vehicles is a big win for the community. I now go to the Strand every weekend for Brunch and is it now has a much better vibe with the reduction of traffic.</p> <p>The single lane road and wider footpath with seating makes the street so much more hospitable and enjoyable. We visit a couple of times a week and there are a few suggestions that I feel would improve it even more:</p>

Submission ID	Verbatim submission
	<p>1. Why are the buses that use this route so large? Most other countries have smaller buses for smaller roads but NSW likes to cram huge buses onto tiny streets which creates problems. Dee Why Beach is the perfect place to use minibuses (electric?) to feed the bigger buses on Pittwater Road. Why not run a rapid high frequency shuttle loop between Dee Why Beach and Dee Why Main to remove large buses from the area?</p> <p>This would solve three problems at once; the traffic problem caused by large buses, the parking problem by giving more options to park up at Dee Why Main and shuttle (or walk) to the beach, and it solves a lot of the resident complaints about large noisy buses in their local streets.</p> <p>2. Expand the boardwalk and grass lawns and seating options further north past the Surf Club to draw people away from the road areas.</p> <p>The Dee Why Beach area is quite compact hence the congestion. The available land is quite large but mostly unused. While being sensitive to the lagoon and dunes, extending the Ted Jackson reserve and paths further north past the surf club and toilets (approx 300-400m) to the northern edge of the car park, linking to the northern edge of James Meehan reserve would lift this area to a whole new level. This would create much more usable green space.</p>
651	64763
	<p>Not happy with the trial. It has created traffic chaos in Dee Why. You should remove the bike path that no one uses and let the traffic flow in both directions again and keep the widen footpath.</p> <p>It has caused there to be so much more traffic the back streets of Dee Why. The issue with more traffic in the back streets is that it is dangerous for pedestrians , it is hard to see the pedestrians in Dee Why back Streets.</p> <p>We dont go to Dee Why anymore as it is too hard to park and get around, we avoid the area.</p> <p>It is really not worth having the bike path in that location.</p>
652	64765
	<p>An amazing initiative that's really allowed for cafes and people to enjoy some more outdoor space in deewhy. I feel like this trial should become a permanent feature or even potentially close the whole street and make it only pedestrians.</p> <p>Such an amazing use of the space and my husband and I loved it</p>
653	64766
	<p>Has created more traffic in the back streets in dee why, as people are using them as there is no two access on the Strand. I think the one way should go back to be two way</p>
654	64769
	<p>Love it. Much more room for gathering and enjoying our beautiful beachfront.</p>
655	64770
	<p>I think the trial has been a great initiative, making cycling through dee why safer and also providing a more community atmosphere with all the cafe's and shops along the The Strand as stopping for a coffee or meal feels less busy and stressful and a more enjoyable experience. It's also a much more pleasant experience dining in the cafe's without the constant noise of fast cars.</p>
656	64772
	<p>I think its been a great success, it reduces congestion, pollution and makes the roads safer.</p>
657	64773
	<p>I think it has achieved nothing positive. It has impacted all the cafes on the strip because parking is a nightmare now .</p> <p>I recommend the trial be abandoned and 2 way traffic restored.</p>
658	64774
	<p>This cycle way has made a huge & positive impact in managing the safety of both pedestrians & cyclists on what is a busy strip of road. As a cyclist my club & I use this strip weekly and truly appreciate feeling safe when we do so. Not being</p>

Submission ID	Verbatim submission
	endangered by the frequent opening of car doors or cars pulling out from the curb makes Dee Why a standout amongst the Northern Beaches. It would be a huge mistake to remove this infrastructure that serves safety so well.
659	64775
	It was worth a go, but I don't see many cyclists using it, plenty of them still ride down the street. If the parking at the beach is sorted b (put in a boom gate at the beach car park or more ranger patrolling) traffic will ease with less drivers looking for a park.
660	64776
	<p>In my view, the trial was not a success as it lacked the considerations of traffic flow and additional parking requirements including access behind the surf club. The overflow area of parking (grassed area) needs to be redesigned to allow for ample parking which by design is required when street configurations are changed.</p> <p>The dedicated bike path lane was a failure as I saw on most occasions that bicycle riders still use the centre of the road as their privilege and not using the bike lane for which it was established.</p> <p>The construction of the decking and planter boxes is a disaster and the area looks worse for it. Plants that are not looked after; drainage poor and rubbish seen collecting at the ends of the decks. Timber construction means more maintenance costs for council and out of the public purse.</p> <p>Council needs to go back to the original seawall plans and continue to build the disabled observation decking between the lifeguard tower and the surf club; making this a more pleasant usable space for which it was originally planned many years ago. This is a safer option to the current one lane street option. The seating that local businesses extend over the footpaths is intended in my view as a revenue source for council which is what it was trying to achieve. There have been no controls put in place for local businesses footpath seating and this has "crept" across the footpaths making it more difficult for the public to walk on solid footpaths considering the deck spaces are only in specific locations and not a straight thoroughfare, which is required for disabled persons to fairly access the local businesses for their enjoyment.</p> <p>Instead open back up for two-way traffic flow, without the dedicated bike lane; no parking from Dee Why parade to Pacific parade (loading zone bays for delivery vans and motorbike bays as they are at Dee Why Parade end); and open up the overflow parking area in the carpark behind the surf club for a sealed permanent area for the number of spaces removed from The Strand. Add the observation decking as mentioned above which has easier access from the carpark and enjoyment of the beach surrounds.</p>
661	64777
	The trial has just caused way too much traffic on Oaks Ave since it has began, when it turned The Strand into a one way Street only. Bring back the old way where traffic can go in both directions as parking is hard enough already in trying to find a parking spot in Dee Why as it is. So having cut down the parking spots on The Strand has definitely had a knock on effect in trying to find a closer parking spot, thanks.
662	64778
	I have thought the changes implemented down at the beach front have been favourable. The change to one way traffic has reduced and slowed traffic and contributed to it feeling safer for kids on bikes and with balls on the grass etc. It's also widened the path for safe passage and room for cafe tables when it gets busy. One way travel has also meant we can enjoy the view from cafes with less parked cars in front. Overall I feel it's been positive and would love to see it remain.
663	64779
	Worst thing ever - traffic dee why now sux! Congestion overload, can't cross safely in any other streets, lines and lines of cars waiting in other streets.
664	64780
	No, no and no thank you!

Submission ID	Verbatim submission
665	<p>64781</p> <p>The streets as shared spaces at Dee Why and Avalon, as is, are well done and well thought out. We fully praise what NBC has done.</p> <p>We would like to see the same expenditure spent on similar works undertaken along Robertson Road and Coles Parade at Newport.</p> <p>Why is Newport constantly being ignored whilst you continue to spend monies at Manly, Dee Why, Avalon and Palm Beach?</p> <p>As Newport residents of 23 years, we are tired of seeing unreinforced concrete footways being constructed in our area only to see them crack apart when the adjacent tree roots affect the thin layer of concrete.</p> <p>We did not appreciate NBC purchasing useless land at Hilly Street in Newport either. What was the purpose of it?</p> <p>We would also like to see, as a matter of safety, the footways on both sides of the Newport shopping center made level and the stormwater drains cleared of detritus.</p> <p>You may also like to clean out our overgrown open drains from Bishop Street through to the Boulevard.</p>
666	<p>64782</p> <p>I live in Dee Why. The seafront cycle paths and board walk area and amenities are an excellent use of public space.</p> <p>It is an area of recreation that I see is used by all community members. A meeting area for people to seat and relax.</p> <p>Dee why is a high density area with a huge population and this layout of ublic space has made this a far more desirable neighbourhood.</p> <p>Choosing to return to it's former layout would be a huge shame and would be regressing as opposed to progressing the area. It would be giving in to a group of vocal naysayers. Listen to the youthful generation. This decision impacts us and our children most and we want to maintain the fabulous public space to enjoy as our kids grow up. We don't have the luxury of our lawns or our own back yards. The seafront is all our gardens.</p> <p>The cycle paths form part of a well connected network or bike paths in the area. I see school children and parents cycling to school daily.</p>
667	<p>64783</p> <p>I live in Avon Road and since the trial at The Strand our street has become an absolute nightmare for traffic congestion. My building is next to St Johns Church. Cars are also driving at ridiculous speeds and it is so hard to get out of the driveway. There have been so many more potholes in the street since cars can no longer go along the beach front to Curl Curl. I honestly believe there is going to be a major accident with buses forced to drive across the roundabout on the corner of Oaks Avenue , as they head to Curl Curl. I have also seen cars drive around the Dee Why Surf Club and head south not knowing it is one way. It is confusing. I believe it was a lot better for everyone before the trial.</p>
668	<p>64784</p> <p>I think it's a great change. Dee Why is relatively flat and easy to cycle around. I find using this small bit of path nice. Gets me off the footpath, and I don't have to worry about getting run over by a car. I vote keep this, and actually increase the number of marked bike paths throughout the flatter areas of Dee Why. All of Northern Beaches actually. There are a huge number of cyclists and many feel very unsafe riding around. Increasing bicycle usage is good for all of us but there needs to be an investment in infrastructure. Probably education too.</p>
669	<p>64785</p> <p>Happy with the trial would like it extended</p>
670	<p>64786</p> <p>Think the trial shows that the traffic in Oaks and Pacific are heavily congested, the roads have been chopped up as well as Avon Cres is very chopped up. The cycle</p>

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	<p>way is not used enough to warrant the special lane. When someone parks their car in the Strand, they hold up the traffic which backs up Griffin Road making more congestion.</p> <p>The road should be put back to its original state, two way traffic.</p> <p>Morning and afternoon traffic is heavily congested with people trying to cross the road, holds up the traffic continually crossing, no time for it to clear. the crossings should be moved down from the corner and not on the round about.</p>	
671	64787	I have found the trial to be highly problematic and request that council reinstate two way traffic along the beachfront. The congestion in other roads as a result of the trial is difficult for residents and motorists alike. It is a lot of traffic and noise for residents and makes walking in the area far more hazardous in my experience. Casual observation would also indicate that many cyclists eschew the bike lane in favour of the roadway when riding, rendering the path obsolete.
672	64788	<p>I loved the trial as it provided more sitting space for the people, and helped businesses on the strip. It look more welcoming.</p> <p>The bike lane is not necessary, as the bikers were rarely seen using it.</p>
673	64789	<p>I do not see the trial as successful as I do not believe the current option creates safe shared spaces. Traffic is still busy on the strand and excessively so in nearby streets which adds to the overall feeling of being busy and not creating the quiet safe environment as desired.</p> <p>As a resident of Avon road the volume of traffic in the local area has increased substantially and with this the safety of drivers and pedestrians is reduced. I live in the intersection with the two recently constructed pedestrian crossings and am very concerned that someone will be hurt there. The placement of these close to roundabouts is in my opinion dangerous and at night time they are in total darkness increasing the probability of an accident.</p> <p>I am not against the proposals to make the strand and beach area a safe shared space but I think this model has not achieved that. To create true safe space there should be no traffic access at all but if this is to occur at any point the redirection of traffic in the area needs to be thought out carefully as currently I don't believe this to be working and redirecting buses and traffic via Clyde,Avon and adjacent streets is just moving the problems and risk of accident to another area which affects the residents of Dee why.</p>
674	64790	I love the single lane traffic and extended outdoor eating. Please make it permanent or go the next step further and remove traffic all together.
675	64791	<p>I was a regular (Saturday and Sunday) user of The Strand bike lane during 2022. I mostly rode in the counter-flow direction -- i.e., north to south.</p> <p>What I found confusing was the northern entry to the bike lane. Many times I was tempted to ride a few metres the "wrong way" (against the traffic) so that I could access the cycle lane. In particular, the geometry at the northern end of the bike is challenging to a person clipped into their pedals.</p> <p>In my opinion, there is a degree of merit in formalising The Strand into a one-way service vehicle only stretch, between Oaks Ave and Dee Why Pde, with vehicle speeds limited to 20 km/h. If this were done I suggest that the whole street could be pedestrianised, with service vehicles prohibited between say 10AM and 7 PM (9 PM during Daylight saving periods).</p> <p>If this were done, pedestrians would no longer need to find and use any raised foot crossings and the two-way cycleway would not need to be as formalised as it currently is.</p>

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676	64792
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	<p>Before the changes to The Strand traffic travelled relatively freely. Now the side streets are congested and the time to travel south has dramatically increased. It is time to return The Strand to what it was.</p> <p>However I doubt very much if council will listen to locals opinions as the new boardwalks have replaced the existing footpath which has been taken over by restaurant seating licenced from council and producing revenue to council coffers. I feel that asking the publics opinion is another box ticking exercise.</p>
682	<p>64798</p> <p>I'm not from Northern Beaches but I've visited quite a few times to buy breakfast, go for a swim, buy lunch etc.</p> <p>it's really made Dee Why perfect and enjoyable. I also love that the 30kmh, one-way traffic and cycleway has made it easier to cross to the beach, and less aggro traffic. I feel very safe having my kids there. Please keep!</p>
683	<p>64799</p> <p>I think that the change to Dee Why seafront has been beneficial to the community and allows pedestrians to safely access the shop fronts and grass spaces.</p>
684	<p>64800</p> <p>I think the trial is a failure for the following reasons</p> <p>The bike section is not often used</p> <p>The bike path has an illegal exit on a pedestrian crossing at the surf club end</p> <p>The Council has failed to enforce no bikes on the ocean front footpath</p> <p>The road has not been shared it has been taken over by some business eg Sand Bar pushing the public to the timber section</p> <p>The trip and fall problem in this area has not been made safe by Council and the business don't care they just keep encroaching</p> <p>The one way street (The Strand) has pushed traffic into the residential streets and caused major problems eg Avon road between Howard and Pacific</p>
685	<p>64801</p> <p>Not good for traffic or business.</p> <p>Please return to original 2 way street.</p>
686	<p>64802</p> <p>Prior to the trial, I had actually been planning to get a vote to propose precisely this kind of scheme for The Strand, so suffice to say I'm a big fan.</p> <p>Some key notes:</p> <ol style="list-style-type: none"> 1) The trial was overall a good idea, but I don't think the scheme actually went far enough - and most everyone I speak to seems to agree with this sentiment. 2) The good thing was the expansion of pedestrian space. In such a family oriented community it is great for the kids. The one way system was not an inconvenience, traffic is much calmer, and it had the side-benefit of reducing the number of obnoxious, irritating bikies from using this route to aggravate people. 3) The key flaw of the trial is that the increased space is still compromised by the road and the road-side parking. It's great that you can sit outside the cafe's etc in more space, but ultimately you are still looking at the side of someone's car/van the whole time, and can't even see the ocean from most of the spaces as a result. 4) I would love to see Dee Why go "full European" with the The Strand and make it entirely pedestrianised; really open up that area on the front and make it even more of a destination for all. 5) Expand the parking area by the SLSC to accommodate for the removal of street parking along the stand (from memory, The Strand accommodates ~14 cars).

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	<p>6) Propose a bike track / scooter park over by James Meehan Reserve (similar to the one at St Matthews Farm Reserve in Cromer).</p> <p>7) Totally separately, a boardwalk around the Dee Why Lagoon seems like such a missed opportunity. If it then connected to the track up to Long Reef Heads it would connect Mona Vale all the way back to Manly. So, you could either loop around Dee Why Lagoon or pass through to Long Reef (or both!)</p>
687	64803
	I have enjoyed less congestion around the beach front. Would like to trial no cars after 10am
688	64804
	Good. Would prefer to see the strand entirely pedestrianised.
689	64805
	I think vehicles and pedestrians should not mix, either get rid of vehicles altogether or go back to how it was before.
690	64806
	A waste of time and rate payers money. Why have a bike path that doesn't go anywhere. I can't say that I have ever seen a bike on it. I use the beach area for walks and often park in the area. The one way system is a nightmare. Get rid of it.
691	64807
	As a local resident I feel that the trial has been a great success and should be converted from a trial to permanent. The area is a great place for the ever growing number of residents living in units to use safely where the amount of traffic is restricted.
692	64808
	I preferred how it was before the trial
693	64809
	Love it. Leave it!
694	64810
	Fantastic, especially for children and families. In my opinion, it has slowed everything down making it a lot more SAFE.
695	64811
	I think the trial has been a success and should be permanent
696	64812
	I think the trial is great. Having a bigger pedestrian access with bike path gives it a more sustainable and community feel.
697	64813
	<p>My family and I have thoroughly enjoyed the new configuration of the seafront space. We regularly use bike lanes and shared paths through the area.</p> <p>It also enhances dining experiences in the sea front restaurants.</p> <p>We would be devastated to see the street reverted back to the previous vehicle dominated, carbon heavy, disorganized arrangement!</p>
698	64814
	<p>Making the strand one way has been a disaster for the surrounding streets traffic. The round about at the corner of Oaks Ave has always been the cause of traffic congestion due to the 4-way zebra crossings, but with the buses RE-routed through oaks and turning right at the strand roundabout, there's traffic in oaks past Clyde road even on a non-stunning weekend.</p> <p>The cross hatch over the round about is routinely ignored which further exacerbated the traffic congestion at that intersection.</p> <p>Two way traffic needs to be RE-instated on the strand.</p> <p>People are using the extended footpaths, so as an alternative solution, lose the parking lane, or the rarely-used bike lane (that leads to nowhere) and reinstate 2-way traffic.</p> <p>The layout of the strand should be for the benefit of local users. Making it one way has been to the detriment of the immediate locals who use that space on a daily basis.</p>

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699	64815
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	<p>Anyone who says otherwise doesn't have the best interest of the community at heart, they're only thinking of their own needs before the collective.</p> <p>It's been so successful I'd even go further and suggest we block off the entire street to expand the shops or grass area into the road. Alas, that's probably too far so we can settle and leave it as it is.</p>	
709	64827	if its similar to most trials council officers have almost certainly decided the outcome and will craft feedback comments to suit their view
710	64828	I'd like the road to be closed to cars
711	64829	I think the strand should be closed to all cars. Make it a 'corso'.
712	64830	I would like to see new arrangement continue. I think it is a major improvement.
713	64831	The traffic flow along this stretch of road is so inefficient.. If you are going to make it one way along the beach front it should be from the north heading south . This would make the traffic flow much smoother and would stop traffic having to cross roads. It would flow more smoothly southbound down Dee Why Pde and along the Strand and coming north , left up Oaks Ave eliminating the congestion at the pedestrian crossing at Oaks Ave / the Strand roundabout . This would stop parking along the Strand but it is so dangerous with pedestrians, bikes , and one way traffic for parking to happen. More parking could be accessed if the council imposed restrictions on street truck, trailer and boat parking . Many of the parking spots along Richmond Ave are being permanently used by Residents and non locals who should not be able to park these vehicles on street parking . They should be in a dedicated storage area or on private property. The whole Strand would be more pleasant closed to all traffic and streetscaped . The present pots of plants along the Strand look an embarrassment to our beautiful area.
714	64832	Loved the bike lanes I feel so safe cycling around DY
715	64833	Really fantastic experience with the bike lane. Would love to keep it forever. So important to promote green projects like this!
716	64834	I think it's been good to reduce the amount of cars
717	64836	Love it - please keep it as is moving forward.
718	64838	I very rarely see bikes in the bike lane Return it to two way with only pick up drop off only on the western or no parking at all Traffic is slow moving anyway on this road
719	64839	<p>Background</p> <p>I am a 62 year old local resident living in a [REDACTED] apartment 200m from The Strand on the corner of Oaks Avenue and Clyde Road.</p> <p>I frequent the Strand on a regular basis for walks, swimming and eating out both during the week, as I work from home, and on weekends.</p> <p>As a result I have felt the impact and seen the effect of the Streets as Shared Spaces (SaSS) since its inception.</p> <p>Evaluation</p> <p>The stated aim of the project was to create a range of safe and enjoyable new spaces for people to enjoy and provide greater pedestrian and bike access.</p> <p>In effect this resulted in a wider footpath for local restaurants patrons to use for outdoor eating and a bike path.</p> <p>However, these changes have been made for 24 hours per day, 7 days per week, 52 weeks a year when they are only utilised for a fraction of that time i.e. on weekends</p>

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	<p>and public holidays when the weather is good, probably 50 days per year. For the balance of the year the new spaces are unused.</p> <p>On the other hand the impact for 24 hours per day, 7 days per week, 52 weeks a year on local residents from changed traffic conditions has been significant and adverse. For example:</p> <ul style="list-style-type: none"> - south bound buses and almost all other southbound vehicular traffic has been re-routed to Clyde Road and Avon Road while northbound traffic exiting the Strand was split between buses into Howard Avenue and other vehicles into Dee Why Pde; - Clyde Road is a narrow road with apartment blocks close to the street and not suited to the significant increase in traffic that has resulted from the changes with residents profoundly impacted by vehicle noise. In particular engine noise, as vehicles exit from Clyde Road into Oaks Avenue from a stationary position, will be significant. Specifically this relevant to the 96 buses that use the route between 5:30a.m. and 11:30p.m. each weekday and the 45 buses each day of the weekend. <p>Alternatives</p> <p>There are a number of alternatives that could make use of the SaSS Project but deliver a better outcome for all involved, residents and visitors:</p> <ul style="list-style-type: none"> - Return to a two way traffic system while widening the footpath through removing the parking in the Strand to an expanded parking area behind the Surf Club and 45 degree angle parking along one side of Oaks Avenue and Dee Why Parade. This would allow for the additional pedestrian space and a bike path while removing the impact of the changed traffic conditions and improve the traffic flow that is disrupted by cars being parked; <p>Or</p> <ul style="list-style-type: none"> - Return to a two way traffic system and retain the kerbside parking but shut the Strand off from vehicle access for special events during the year. <p>Should the SaSS Project Go Ahead</p> <p>In the event that community support is such that the SaSS Project becomes permanent then a comprehensive traffic management plan for the area bounded by The Strand, Pacific Parade, Dee Why Parade and Fischer Roads must be implemented in order to minimise the adverse traffic impact.</p> <p>The plan should look at issues such as:</p> <ul style="list-style-type: none"> - Altering the proposal so that the Beachfront accommodates southbound traffic. - This change would see high noise traffic going downhill in Clyde Rd as opposed to uphill significantly reducing traffic noise as vehicles, particularly busses, would not need to accelerate up and out from Clyde Road; - Further reduce traffic noise in Clyde Rd by making a one-way road for northbound traffic with Avon Road accommodating southbound traffic. - Traffic calming devices in all streets to enforce the 40kph speed limit as traffic noise is not only volume related but also speed related; - A right hand turn from Pittwater Road into Dee Why Parade so that northbound traffic can access the main parking area at the Surf Club without winding their way through the Dee Why streets from the right hand turns at Pacific Parade and Oaks Avenue; - Amend the traffic lights and street flow so that Pittwater Road traffic flow is improved which will result in the "rat run" through the Dee Why residential area become less necessary.

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	<p>Lastly</p> <p>Finally, under no circumstances should the Stand be permanently closed to traffic. This step will multiply the adverse impacts of the current SaSS Project.</p> <p>Close for special occasions by all means but not permanently.</p> <p>Conclusion</p> <p>The adverse impacts outweigh any benefits from the SaSS Project as currently envisaged. Alternatives exist to achieve the same aims.</p> <p>Accordingly I do not support the SaSS Project becoming permanent.</p>	
720	64840	<p>What a magnificent trial it has been - bike lanes and less traffic. Why does council not make it even better and take away all traffic access so the kids can ride their bikes and scooters all the way down the street. It would be better than the corso at manly. Allow the restaurants to full utilise the beautiful outdoor dining there is down there without a customer coping a car or truck full of fumes.</p> <p>The safety of all would also be greatly enhanced</p>
721	64841	<p>I think the change has been fantastic, and the option of closing the other lane of traffic would be even better. It increases foot traffic, gives people a greater sense of social compact, and allows more space for businesses to trade on. Big win for providing a place where the community can relax and enjoy the space; it has the potential to be similar to Manly corso.</p>
722	64843	<p>Prefer two way travel. The back streets are way too busy and hard to turn around with parked cars close to corners.</p>
723	64844	<p>It's great. Do we really need cars to park there at all? It would be so nice to enjoy a meal which looks straight onto a beach instead of a road and cars. It would be a lovely spot. You will have so much space for 'street food' type style eating which would help business' in the area.</p>
724	64845	<p><i>No comment provided</i></p>
725	64846	<p>We submit that the trial has shown that the system as it stands now does not work satisfactorily for most people. People transiting through Dee Why Beach. The cycleway is seldom used by cyclists and motorists are inconvenienced travelling both north and south. Pedestrians wander across the roadway completely ignoring crossings or looking for oncoming traffic. They are usually looking at their phones and not paying attention. They step straight out in front of you without looking. It needs to be restored to a two way traffic system again and the cycleway removed, or closed to traffic altogether. We recommend the former.</p>
726	64847	<p>The benefits in terms of public utility arising from the reduction of the Strand to single-lane traffic cannot be overstated. There's no reason to have two lanes of traffic there, or even one lane really: the car park behind the surf club is as close as any car needs to get to the sand. Directing traffic from the south end up Oaks Avenue clearly not that big an hurdle. Restaurant deliveries obviously adequately serviced by Howard Ave etc.</p> <p>Families, children and doggies enjoying one of the most beautiful beachside reserves in the world, without the visual, audible and literal pollution that comes from traffic... What could be better.</p>
727	64848	<p>Overall, I think this is a very good improvement and would like to see the changes remain in place or enhanced further. On safety grounds alone, i think going back to 2-way traffic on the beach front would be a very bad decision.</p> <p>In terms of improvements:</p>

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	<p>1. Traffic at roundabout at Oaks / Strand / Monash / Griffin sometimes get blocked - this is mainly due to the pedestrian crossing that can be busy. Some kind of traffic flow control is needed</p> <p>2. There are a few car parks along the Strand but when cars are parked the view to the ocean/beach is obstructed. Better to develop the additional car parking area/space at the Dee Why Beach car park (next to surf club)</p> <p>3. Close the Strand to traffic entirely, Provide access for delivery vehicles but not as a through road.</p>	
728	64850	Loved it - I would also support the area bedding fully pedestrianised with some disables access
729	64851	I think is useless, the traffic backs up everywhere, please return it to the old traffic flow
730	64852	Great, but needs to be totally car free.
731	64853	I'm a Dee why resident and I love the one way idea, safer for kids to run around and it is better to socialise on both sides of the road either in front of the coffee shops with the platforms that have been installed or on the grass area not sitting just beside the road, the bike lane produces a good buffer between the grass and the cars, I would keep it this way and if even if possible remove cars all together from the oaks avenue round about in the same way we do in NYE, Sun race etc...
732	64854	I'm a huge fan of the change! I live in Dee why, west of pittwater Rd. I know my street and surrounding area isn't impacted by the the change in bus route and traffic flow. But I think overall the change to have the strand be one way was a good decision. My only question is if the bike lane is still needed as I've never seen anyone in it...
733	64856	<p>The trial created traffic chaos and congestion stretching right back to Curl Curl beach on many occasions.</p> <p>The impact of extra traffic on side streets was major as people wanting to get to work and return home looked for ways to avoid this bottleneck which resulted from this trial.</p>
734	64857	<p>Return to two way! I dislike the trial immensely.</p> <p>It has reduced the amenity of the area.</p> <p>The bike lanes are dangerous with no actual start and finish and the leaves which fall in the bike lanes are so slippery I have seen cyclists slip over and fall off their bike because of them.</p> <p>Make the street two way again, get rid of the ridiculous bike lanes</p> <p>It is good keeping the wider path for restaurants seating however the road should be returned to two way - the buses need to be two way at the beachfront as well</p> <p>They cause so much disruption in the streets they are now running from north to south</p> <p>If you wish to keep a Bike lane it should be between the car and the footpath as is done in at Kilda pad in Melbourne</p>
735	64858	I think the trial has been a great success, Much better vibes with less traffic on the Strand, especially when sitting outside at a Cafe or on grass by beach. Be good if there were no cars driving down Strand!
736	64859	The trial shared space at The Strand, Dee Why has given that stretch of coastline a far more appealing ambience both visually and from a recreation perspective. In my

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	earlier submissions I have expressed my personal view that the whole of this area should be closed to through vehicular traffic and roadside parking - with access only for bikes and similar and delivery vehicles. I look forward to a time when this comes to pass.	
737	64860	Brilliant. Keep it
738	64862	If u are referring to the Strand to me it is confusing,dangerous & Frustrating. Get rid of bicycle lane & cars a altogether if possible & make it pedestrian only . How??? I wish I knew.
739	64863	Positives: - More outdoor dining space - Better flow of traffic (beachfront) - Better view of beach from cafes - Less noise Suggestions: - 4x pedestrian crossings at roundabouts make no sense, there are times when cars are stood still for ages or cars blocking the intersection waiting for people to cross (e.g the strand/oaks/griffin & oaks/Avon & Howard/Avon) they could be moved further down the road away from roundabouts. I think this would also improve the traffic flow in backstreets. - there is nowhere for bikes to safely cross from bike lane to shared path or dee why pde when travelling north. I don't have a solution, but I have been cut of by cyclists a number of times - there is a section of the footpath that suddenly drops off onto the road, near chill bar. I think the street parking could be removed and footpath extended so it is the same width all the way through, allowing for more outdoor dining/takeaway waiting space & a clear footpath.
740	64864	Return the strand to 2 way! The loss of amenity due to one way is significant I would cycle but The bike lane is in the wrong place- no proper entry or exit and the constant leaf drop from the trees makes it dangerous and slippery- I've seen cyclists slip over on those leaves! The cycle lane should be between the car parking and the footpath. Widen the footpath sure, but making the strand one way has significantly increased road blockages due to traffic. The buses entering from Avon road into Oaks Ave dangerously take up the whole road to do so The buses should be back on the strand both ways Please please please make the strand two way again
741	64865	I much prefer the wider pavements, the traffic is much calmer, and so is that in the abutting streets, much more pedestrian friendly. I think the best outcome would be to close the strand to traffic, other than service vehicle, all together, it would make the whole beachfront more attractive and accessible.
742	64866	I think the overall space has been improved at the beach front since the trial of the one way system - as a pedestrian. Less traffic, less noise and less pollution = a safer environment.

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	I'd support the continuation of the 1 way system, but would like to see the area completely pedestrianised
743	64867
	I absolutely love it. It's so much safer for children, it encourages people to engage in the hospitality businesses along the beach as it's more peaceful and a cosier atmosphere. I hope it will become permanent! Brilliant work NB council !
744	64868
	I would like to see the shared bike path moved onto the grass next to pine trees and open the road back up to two way. It has created traffic jams in central deewhy along Avon road.
745	64869
	In my opinion this trial is a monumental failure on every level and has been a waste of money, it was so much better the way it was with two way traffic and parking on the beach side. Why try to fix something that wasn't broken, there was nothing wrong with it. It is now very hard to travel south from Dee Why, the detour via Clyde Rd is a nightmare and the bike lanes on the beachfront are so rarely used they are a waste of space. PLEASE return it all to the way it used to be !
746	64870
	I live on Pacific Parade and am fully supportive of the bike lane in front of the beach. I have found it much more pleasant to cross to the beach now there's not so much traffic. I think it is pro family, pro elderly, pro beach, pro Cafe and bike culture. People who complain about parking could think about public transport. I take public transport everywhere and love it. I would prefer to bike everywhere but am scared in some of the traffic where the bike lane is shared with parked cars. Having the bike lane at the beach makes it safer for me to get to Narrabeen lake. I think it also makes it safer for pedestrians at the beach so they don't have bikers weaving through the walkers.
747	64871
	The changes that were made definitely make Dee Why Beach a much safer and more enjoyable space. I think the changes should stay in place.
748	64872
	It's too hard to get to the beachfront now. I've stopped going, resulting in lost revenue for business. Cyclists still use the walkways and continue to be a hazard to pedestrians. The roads around Dee Why are needlessly clogged.
749	64873
	Terrible idea. The traffic around the other roads in Dee Why is an absolute nightmare, especially Avon Road and Pacific Parade. You risk your life in your hands when trying to cross Avon Road. Even with the crossings it's bad as they're too close to the roundabouts which causes more problems as the cars block the roundabouts- just crazy. Hardly anyone uses the bike lane on The Strand, it's just a waste of space. And the artificial grass along the pathway is ridiculous and unnecessary. Bring back the two way car lanes.
750	64874
	I would like to see two-way access for vehicles re-instated. The present arrangement I believe has created unnecessary traffic congestion in other streets. I don't believe the dedicated bike path has had the volume of users it was believed may use. I do think the increased space for people to enjoy was excellent and hopefully that part of the trial would remain.
751	64875
	I am in support of the trial being made permanent. I think it has worked well.
752	64876
	It is not working considering the narrow roads we have in place in the NB. There isn't even significant bikes traffic to justify the changes on an already busy road

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753	64877
754	64878
755	64879
756	64880
757	64881

Terrible, make it a two-way street again

The trial is a step in the right direction but unfortunately the half hearted implementation is pleasing neither side of the driver/pedestrianise argument.

Council has a prime opportunity to "go all in" and fully pedestrianise and improve green space within this area.

Removing the road entirely for a single, one-way, meandering lane that is level with the footpath would slow traffic and develop the space as a true pedestrian friendly zone.

This would allow the businesses to then utilise the current footpath for extended seating/dining spaces.

The installation of native low-level bush, scrub and flowers within a expanded lawn bisected with meandering pathways. The planting of Gums, banksia, and fig trees would improve shading across this space.

All of these improvements would boost habitat for native animals, recreational space for people, whilst reducing vehicle traffic.

An inspiration for this comes from Cairns. I have attached a screenshot to better visualise my words.

This is just a reference point with many areas that can be vastly improved upon.



I like the trial. It gives pedestrians more room and for my elderly mum, the ability to sit and wait on the nice benches for a coffee in the sun. As a commuter, the back streets of Dee Why are busier, which is a bit frustrating, however, I can put up with that with the increased amenity on the beachfront with the reducing of the two way traffic. Thanks.

I quite like it. If it remains as is I'd like to see council invest in nicer, better quality infrastructure - ie. planter boxes, seating, fencing etc - so it looks more "premium". Looks quite down market at the moment.

I fully approve of the trial outcome and hope it will be permanently adopted. There is a great improvement to amenities with public seating and plantings and the

Submission ID	Verbatim submission	
	restaurants have become much more of an attraction to the area. Traffic flow seems to be adequately covered with the feeder streets to the Strand and parking is generous behind the surf club.	
758	64882	Not much use for the traffic in the area to much concentration on cyclist,not many use it.
759	64884	My thoughts on this trial is it has caused traffic congestion would like reinstated two way traffic, bicycle lanes are never use. Would like to see the changes reversed. Do feel the beach front is very tired looking, Restaurants need to be spruced up and nice quality restaurants.
760	64885	The trial has been a resounding success, but it needs go one step more. The strand should be CLOSED to any vehicle traffic in both directions or car parking, and only pedestrian traffic allowed during all hours. Dee Why is a beautiful place and it does not need any traffic pollution while locals and visitors enjoy their lunch, coffee or a simple stroll along the beach. By closing the traffic in both directions, small businesses and restaurant owners will generate more revenue (not less) as more people would come to enjoy good food, a few drinks and nice beach without air and noise pollution from vehicular traffic. So, close the traffic in both direction, forbid parking and let the people enjoy the Strand please.
761	64886	Thank you for at least extending the trial, but as per my original submission emailed in April 2021, i am still not in favour of making the changes to the Strand and surrounding streets permanent. I have seen vehicles parked in the bike lane and as i'm regularly at the beach very rarely notice the bike lane even being used and i dont think enough cyclists even use it to justify keeping it. The widened footpaths outside the restaurants have made limited improvement and cars park outside restaurants to drop people off which is dangerous as well as parking outside the restaurants, impacting the view of the beach and therefore the ambience of the restaurants for diners. Also, the surrounding streets in particular Clyde and Avon Road have been significantly affected by increased traffic, with vehicles queuing in Avon Road ,as well as alot more traffic in Clyde Road and DY Parade, rather than even distribution of traffic flow across all streets. Rate payers (and renters), who have paid significant prices for properties in these streets near the beach front have been negatively impacted by the changes. The changes have also impacted pedestrians with increased traffic making the area more dangerous. Rate payers money needs to go to better use than this!
762	64887	The new wider footpath and cycleway are brilliant. Would be even better if council went further and completely removed cars from The Strand (obviously resident vehicles excepted). Cars are a noisy eyesore and distract from the beautiful outlook over Dee Why beach and Long Reef headland. My family and I were there for New Years celebrations and it was great that it was closed to cars. Proper separated cycleways, like that on The Strand, are sorely missed in the rest of Dee Why and Northern Beaches. Please extend the separated cycleway all the way to Pittwater Rd and Curl Curl. Being able to safely ride our bikes as a family and not have to interact with pedestrians on the increasingly popular shared paths would be a boon!
763	64888	The cycle lane appears to be rarely used, cyclists - from my observations - far preferring to use the car lane and/or the pavements and pathways. Diverting traffic away from the beachfront has reduced the number of people able to view the full range of the many restaurants, cafes and eating places along the

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	<p>strand; people who otherwise might have been tempted to patronise one or other of those establishments for lunch, or dinner ... or to book for an office function.</p> <p>The artificial grass and wooden seating areas added to the pavement areas now look shabby and do nothing to add to the appeal of the restaurants.</p> <p>The side streets are now busy, and while several pedestrian crossings have been added, most seem to lack any lighting. Thus making it difficult to see walkers - or runners - crossing during the early morning and evening hours of darkness.</p> <p>Buses - and other large vehicles - experience difficulty in turning right at the roundabout on the Strand end of Oaks Avenue, slowing down the traffic flow and adding to the traffic congestion that's now commonplace since the start of the trial.</p> <p>In short, the only beneficiaries of the scheme - apart from people living above the restaurants who now appreciate the added quietness - are the small handful of cyclists using the 'supposed' cycle lane. (Road users who, unlike motorists, do not pay road tax.)</p>
764	64891
	A waste of time and money. The road (THE STRAND) is for every one's use. When at the beach hardly see any body on designated bike lanes. B ACK TO TWO WAY TRAFFIC PLEASE.
765	64892
	NO TO THE PERMANENT CHANGES TO THE STRAND
766	64893
	Please make the "shared space" permanent and continue to look for ways of removing motor traffic from The Strand.
767	64894
	This has got to been one of the worst things Council has done, and there are lots of things to choose from. This "trial" should be stopped & everything should be returned to how it was previously! This is a vote to get rid of the trial not keep it!
768	64895
	<p>I thought the trail of the shares spaces was fantastic.</p> <p>It was so nice to be able to cycle along the beachfront and walk past the cafes, without the noise pollution and frustrated aggression of people in motor vehicles trying to find a parking spot.</p> <p>I most welcome the shared space for cyclists and pedestrians to make Dee Why a place for people, not just a place for heavy machinery (cars).</p>
769	64896
	The changes trialled re The Strand were/are a great idea! Personally, I'd like it be completely closed off to car traffic - to become similar to The Corso in Manly.
770	64897
	<p>Waste of money. How many consultations are you going to have and ignore until you admit you were wrong or are you relying on the public apathy to win in the end.</p> <p>Virtually no bikes uses the bike lane, there are more bikes on the pavement funnelled in by the barriers. The area is un appealing, you can't see the sea if you are sitting at a table and with reduced parking and increased congestion caused by this scheme I now go elsewhere to eat and avoid the area. There are no positives to this scheme apart from less people go there. If that's your objective well done you have succeeded, shame for the people who are trying to earn a living.</p>
771	64898
	<p>I'd rate the trial as a partial success, it proves the restaurants can prosper with less vehicular traffic. The dining experience, views and access to the beach is much better, but doesn't go far enough. The street should be repurposed inline with most beach side dining areas in Europe, with the area only carrying service traffic for the restaurants. (supplies, garbage) The bike path should be removed, the surface should carry all the way from the front of the restaurants to the grass.</p> <p>The scenario is common in Europe, not hard to reproduce their 2000 years of experience doing this.</p>

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772 64899	I think the one way system and increased pedestrian usage on The Strand is great. I would think that it has also been good for the businesses there. I also use the cycle way, being separated from cars makes the journey much safer. Please keep these changes.
773 64900	I appreciate the effort put into this, but I would suggest implementing a no-parking policy in front of the cafes and enhancing the street furniture and garden boxes. Thank you for your excellent work.
774 64901	"The Streets as Shared Spaces program at Dee Why Beach is truly remarkable. It breathes new life into the entire area, creating an enchanting destination, especially during weekends. Considering that this road is non-essential and sees minimal usage, maintaining it as a two-way road seems unnecessary. Personally, I firmly advocate for the complete closure of the road on special occasions like Sundays and public holidays. Implementing user-friendly boom gates that can be operated as required would facilitate this vision. It is paramount to reclaim this space for the community, ensuring it serves the people rather than accommodating vehicles. Any regression to a two-way road configuration would unquestionably signify a backward step, compromising the very essence of the program."
775 64902	As a resident of Howard Avenue I liked having the Strand one way only. It made the beach front a safer place for families with young children. Cars have slowed down. The extension of the footpath in front of the restaurants is also a pleasant addition specially during warmer and busy months. Overall I think this trial added value and charm to Dee Why. It made the area more attractive and increased the sense of safety. Thank you
776 64903	Great initiative. A very small inconvenience for some drivers but a great environment for people to better enjoy this beach location. Perhaps one day we could remove the cars altogether and create a great beach-front plaza.
777 64904	I don't like the 1 way street it stopped me from enjoying a drive past the beach on my way home. It makes the streets further back more chaotic. The bike lanes just end and seem pointless. I want it returned to 2 way.
778 64905	By limiting the traffic to one lane on The Strand has made the area a lot safer - crossing the road - decreasing traffic noise i.e. busses trucks etc. By changing half the traffic flow south to Manly has created a village feeling around The Strand. The area now looks clean and inviting to sit down and enjoy the restaurants/cafes. The parking is fine as I am there every day. The planter boxes/concrete bollards/outside council seating also add to the area's ambience and especially pedestrian safety. I notice on many occasions the surf club carpark is full and should be extended.
779 64906	Bike people every day riding too too fast in bike marked zone ,they are arrogantly ignoring small kids and adults crossing the road
780 64907	Such an improvement , but need to totally close off The Strand to cars, and flow cafes out and extend park to meet them. Restrict parking in life saving club and for no overnight campers, to allow more genuine parking. The whole area then would be a great example in increased safety, reduced noise and pollution and the beautiful outlook.
781 64908	The closure of the Strand for 2 way traffic has been detrimental to traffic flow both along the Strand which sees traffic crawl along there at most times of the day. It has

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	made the backstreets of Dee Why a traffic hazard with the traffic flow along Avon Road constantly at a log jam.
782	64909 The only objection I have is to why are cars allowed to park in the Strand when there is a car park nearby. The parking in the Strand should only be available to people with a Disability parking sticker.
783	64910 I don't believe there is enough benefit to bike and pedestrian to compensate for the traffic changes that push traffic and bus routes to quiet and narrower streets. I don't believe that additional footpath space has made any difference to recreation and/or shop trade in The Strand. It has however impacted negatively on traffic.
784	64911 It was a great idea and is working just great. Don't change it.
785	64912 I believe the trial has been of great benefit to residents of the local & surrounding areas. It is terrific to be able to sit outside and eat, as well as stroll along the widened footpaths and green spaces. I enjoy looking at the plants in the planter boxes, especially as they are appropriate for the area.
786	64913 I think it is a terrific addition to the Dee Why area. The traffic around the back areas may have increased, however creating a pedestrian friendly area is just what is needed for the area. It's a great beach and this allows more room for restaurants. The one way can back up with cars, but most of us avoid driving through on weekends, public holidays etc.
787	64914 I have found it quite inconvenient. There is less parking and no access from the north.
788	64915 Excellent. leave it there
789	64916 Creating 1 way traffic has a huge knock on effect of the 4 arterial rds to Strand. Exiting Beach carpark restricted too. Now need to circle congested inner streets to head sth- to Curl Curl, Manly etc. Bikes traverse beach area, not Strand (rd) then link back to DY Pde. Bikes (nearly hit pedestrians) on Strand zebra crossing. Busy weekends are chaos now! Illogical & very frustrating when prev. system functioned well. If u enlarge dining area, please eliminate bike lane on Strand.
790	64918 No car access allowed, pedestrians only, less car pollution, better views of park & ocean More outside tables & seating for catering.
791	64919 Restricting traffic to one way has reduced enjoyment of the area for residents living north of the strand, reduced availability of parking spaces close to businesses/beach/pool, increased traffic in nearby residential streets & the bike lane is under utilised. The planter boxes are dumping grounds for rubbish & in disrepair. I used to enjoy driving past the beach on our way to nippers or Manly but that has been taken away with the trial. A bike lane next to a steep hill is really only for e-bikes, or middle aged men in lycra & not for families to enjoy. Recreational cyclists visit the area to enjoy the promenade & the pool and don't use the bike lane in front of the strand.
792	64920 Great idea and works for us as pedestrian, cyclist and car driver!! Well done council 🍌👍
793	64921 Sorry to say that the idea in my view is a failure and pointless. It has caused increased traffic in an already congested Dee Why. I sold my unit in Oaks Avenue as the changed traffic condition of the Strand effected my commute and parking immensely. I had lived in Dee Why since I was born in 1959 and now rent in Cromer. There's plenty of space on the beach front for people to sit and enjoy the

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	beach.No need to take half a busy street to cater for beach goers.Thank you for letting me have a say.
794	64922 <p>As a Dee Why resident I feel the changes to The Strand do not suit our beautiful beach area for many reasons.</p> <p>The increase to traffic, noise, and dust, including the new bus routes, in surrounding streets is very difficult for residents and more traffic pushed onto Pittwater Road hampers travel in both northerly and southerly directions through the Dee Why area.</p> <p>As a frequent visitor to the cafes/restaurants I have noticed fewer patrons, the bike lane is very under used and the additions of seating, planking and plant boxes is very unattractive, poorly designed and detracts from the ambience of the area. Dee Why beach already has many opportunities for shared spaces!</p> <p>I have always loved driving past the beach in both directions and sharing it with family, friends, and visitors but feel rather let down at present. I hope to see a resumption of two way traffic soon.</p>
795	64923 <p>Driving through Dee Why at lunch time has always been a nightmare, there was an opportunity to improve the road when the Meriton block was approved as there could have been space allocated for a metro station and a bus stop. But the opportunity was missed and poor planning has now meant that with the beach road one way, Dee Why traffic is a total nightmare. Sorry, love the concept for the, but I disapprove of the one way traffic on the strand.</p>
796	64924 <p>The one way traffic movement has created traffic in the streets leading into the Strand.</p> <p>There are hardly any bike riders using the bicycle lane, which has no connection to other lanes.</p> <p>The widening of the path next to the shop has worked well.</p> <p>Strongly recommend that the bicycle lane be removed and reinstate 2 way traffic flow.</p>
797	64925 <p>I feel there has been a big impact on the traffic in Dee Why, in a negative way due to the change to one way along The Strand. I live in Howard Avenue Dee Why and trying to get out of my street at any time now I have to wait for the traffic coming from the north to let me merge when driving, when walking I now need to cross Howard Ave at the crossing as there increase in traffic it is not safe to cross at Avon Road.</p> <p>The changes also affected parking, on the east side of Pittwater Road, reducing the availability of parking, which is challenging at the best of times.</p> <p>The bus route changed, causing congestion at the intersection of Oaks and The Strand when the buses attempt to turn to go towards Manly 166 route. I have driven my car, walked and been on a bus, the experience it the same.</p> <p>The set up at present is not safe for young children, or elder persons using this area at the Strand, the extended areas with seating are uneven and need to be upkept, also the plant boxes are unkept, and shoddy.</p> <p>I sure there are other options, the residents need to have a voice and someone who can present better options.</p>
798	64926 <p>Making the strand one directional in either direction has forced the thru traffic to use back streets not intended for such traffic. If it is to stay one directional, leaving it as a single lane is ridiculous, as a single car trying to park causes total chaos. It must be 2 lanes to allow traffic to flow as well as local access without interruption.</p>

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	The counter flow traffic route should be established as a priority road, and to keep traffic flow from needing to cross paths, the Strand should flow in a southerly direction.
799	64927 <i>No comment provided</i>
800	64928 This is a great example of pedestrian/cyclist focused infrastructure improving the look and feel of an area as well as its safety. It's been much more pleasant to visit and I am more inclined to stay longer and visit the cafes/shops. I wish we had more of these pedestrian/cyclist focused spaces throughout the Northern Beaches to encourage walking/cycling and safety.
801	64929 Fantastic success. De-prioritising cars and separating bikes from people is amazing Some ideas for Next step: would be to make parking in that section "delivery only", like pitt st mall Making parking in that section "kiss and ride" only
802	64930 I think it works well and should be kept. Hopefully if it becomes permanent the plants can be improved and become more prominent, also introduction of more bench seating along the cafe boardwalk area would be great.
803	64931 I think the trial has been a success & made the area a more pleasant & safe space to visit. It is more relaxing sitting in the wider outdoor eating areas of the cafes with only one Lane of traffic rather than 2 although if it were completely pedestrianised that would be preferable! Traffic is definitely slower which is safer for everyone. The traffic flow seems to work well. There is still street parking which is good if you do need to park close by. I don't understand why some people are against this trial. It would be a shame to return to 2 lanes of busy traffic again, the vibe would be lost. Please leave it as it is!
804	64932 I do not like the new set-up. There are hardly any bikes using the path when I am down there, which is regularly. Prefer the old set up with two lane traffic, please change back. Thank you.
805	64933 The adverse disruption to traffic throughout Dee Why has been evident since the introduction of one way along The Strand. There also appears to be a decline in business activity at the restaurants. The temporary added seating space has been underutilised.
806	64934 Absolutely hate it. Never travel through the beach front now. As most of the traffic is doing the same thing and avoiding that area, the alternative roads of Pacific Parade and Avon Road are full of holes. Then two new crossings have been installed in Avon Road with both of them being poorly lit. Council has now decided to rent a light from Kennards to make it safer. All round, this has been a bad decision by Council.
807	64935 Terrible, please restore two way traffic. Very few cyclists use the lane provided. waste of space. There is no provision to drop off anyone not capable of walking to surf club car park. Traffic flow terrible, lights would be needed at oaks ave roundabout to improve.

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	<p>Very difficult to drive westward through roundabout in Dee why pde/Avon road (presume same at Oaks & pacific) at peak times as volume of traffic driving to head south on alternate route continuous.</p> <p>Trial has been a failure. Please restore two way traffic.</p>
808	<p>64937</p> <p>I prefer it to how it was previously. A two way street. The bicycle lane is not needed - bicycles can use the wide walkways on the beach. This new arrangement has severely impacted on the traffic behind the Strand. There are 3 roundabouts on Avon St that are routinely congested. I really feel for the unit owners along these streets. Particularly Oaks Avenue at the beach end.</p> <p>The surrounding roads do not support this changed traffic flow that has come about from the one way Strand arrangement.</p> <p>Also it doesn't look aesthetic along the Strand. The planter boxes look tacky.</p>
809	<p>64938</p> <p>The trial showed that a cycle way is not needed as it is rarely used. The complaints from residents of nearby streets regarding difficulty of exiting from driveways- surely this is not a 24 hour a day problem but an inconvenience on weekends. The trial shows what an excellent idea it would be to close the block off from all traffic, making it an enjoyable space for visitors and residents to meander and support the cafes and restaurants in a safe environment.</p>
810	<p>64939</p> <p>I love the slower pace of the Strand now, and increased safety for pedestrians and cyclists.</p> <p>Anything we (Council) can do to shift our mindset towards active travel is a good thing: for our health, the social community, the retail community, the environment.</p> <p>We have been biased towards use of cars even for short distances for too long and it's not sustainable with growing population. Smart public transport and active travel are the future.</p> <p>We see this in cities around the world. Of course it will take time to shift mindsets and not everyone shifts at the same time so backlash is inevitable.</p> <p>The Dee Why trial has been a small positive step in a much wider and deeper journey towards a mentally and physically healthier life so please keep and expand it.</p>
811	<p>64940</p> <p>This trial has been fantastic. It has made the dining areas much more pleasant and it is also safer for parents with kids and strollers. When cars were allowed to drive both ways, I have had a couple of close calls trying to cross the road with my children, using the zebra crossing. This was due to drivers distracted by doing surf checks from their vehicles or trying to find a parking spot on the street. The current dedicated bike lane is also a really useful space for riders of all ages. Please keep this shared space setup a permanent feature on Dee Why beachfront.</p>
812	<p>64941</p> <p>Really enjoyed the reduction in traffic and created a more relaxed space which reflects the location and allows you to appreciate the ocean more. Cycle path is also excellent.</p>
813	<p>64942</p> <p>It is safer just having one way traffic, but would prefer not to have cars there at all</p>
814	<p>64943</p> <p>I think it an excellent idea. Much better for the majority of the through traffic to use Avon road where there are far less pedestrians. It also makes the ambience as a diner so much more pleasant.</p> <p>I would be happy for The Strand to become a Promenade.</p>
815	<p>64944</p> <p>As a semi-regular visitor to DY, I feel the changes to The Strand have made a definite improvement, both in terms of pedestrian safety and amenity for diners to the</p>

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	various cafes and restaurants on the beach front. I would love to see this change made permanent!
816	64945
	I think all traffic on the Strand between Oaks, Howard and Dee Why Parade should be banned both ways - pedestrians only, similar to a Mall. Also more rubbish bins should be provided on shopping side of road.
817	64946
	A worthy trial. I am a regular visitor to strand and would like to see all car spaces removed and used for pedestrian access from Chill bar to Dee Why Surf club corner, thanks..
818	64947
	I'd rather two way traffic and no parking on that main strip with a corresponding increase in parking capacity of the northern car park.
819	64948
	I support the trial being made permanent in addition with all lanes of traffic and parking spots removed. Pedestrianisation, family friendly, environmentally friendly with less pollution in the air while eating. The trial has been amazing. It has made the strand into a much more pedestrian friendly promenade and has allowed for expanded outdoor dining. Expanded outdoor dining is used by many who want to eat and have pets with them.
820	64949
	I support keeping the changes as is. I think the change has been fantastic for the Dee Why community. I could like council to consider erecting a small knee high wooden fence to provide extra safety for kids for when families are having picnics on the grass area. Alternatively I'd be open to close traffic both way and just keep the bicycle lane to remain open.
821	64950
	Would like to see the road closed to vehicles completely, make it a 100% peaceful community space.
822	64951
	I dont like it at all. It has ruined the traffic flow through the DY beach area. It is very congested. The bike lanes dont need to be on the road. I would much prefer it to return to the normal previous street set up.
823	64952
	Great idea. Much less traffic
824	64953
	I don't like it. As a driver the visibility is poor, manoeuvrability is poor, and traffic flow is terrible. It makes the neighbouring roads dangerously busy without proper maintenance and pedestrian facilities. It's dangerous, ugly and unhelpful.
825	64954
	We are very happy with the shares spaces in the Dee Why strand . We live in Pacific Parade and often walk to the strand to enjoy a coffee while looking at the beach. It is safer and more pleasant for pedestrians.
826	64955
	While I am open to change and trials, this trial has been a failure and a disaster with numerous negative implications to residents that live in between the Strand and Pittwater Road particularly. There was no risk mitigation implemented prior to the trial even though the council's own community engagement report identified numerous risks and issues even before the trial started. The report also identified that more people were against the change than for it from the outset. There are serious safety concerns for pedestrians and motorists, not just along the strand but mostly to the streets between Pittwater rd and the Strand. (Avon rd, Oaks Ave and Howard Ave, Clyde Rd and Pacific Pde). Ad hoc decisions such as the installation of the crossing at Howard and Clyde Road only added to the already dangerous situation for pedestrians. Parking issues increased throughout the area. The rerouting of buses caused major issues. There has been increased traffic flow creating a rat run through the residential streets, particularly on Avon Road, Oaks Ave and Pacific Pde. There are traffic queues in locations that there never was, particularly in Oaks ave on the approach to the strand. Increased air pollution due to

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	<p>the large amount of traffic waiting in queues. Avon road is like a main road, particularly during peak times, where you can see cars bumper to bumper from Dee Why Pde all the way to the other end at Pacific Pde, making it unsafe to cross the road for pedestrians and extremely difficult to exit or enter our driveway. There is increased road damage with pot holes causing increased damage to vehicles due to the poor road conditions. I have observed accidents regularly and near misses every single day.</p> <p>The bike lane is barely used. It is not justifiable to take a whole lane and create the traffic and safety issues that result. The bike lane has no benefit to local business, if anything it has been a detriment according to the business owners I have spoken to.</p> <p>Cafes barely use the additional space and the emptiness sometimes creates a feeling of desolation rather than busy, thriving and inviting business, however I would prefer to leave this than have the useless bike lane.</p> <p>Traffic monitoring studies were undertaken, where are the results of those? Will there be full transparency for all the studies completed relating to this trial? I would like to see the results of the studies.</p> <p>I would like to see the two way road along the Strand reinstated, the road can be shared with cyclists (like it was previously). More speed humps can be installed and a lower speed limit put in place to make it more pedestrian friendly, if that a concern. I have seen more issues with near misses between bikes and pedestrians, than between cars and pedestrians. The streets between the Strand and Pittwater road need a lot more work to make it pedestrian safe, such as raised crossings on all four points on all the crossings along Avon Road, along with making the area a residential traffic zone. The two way needs to be reinstated now and the whole concept to go back to community consultation before any further changes are made.</p>
827	<p>64956</p> <p>The 'trial' is a misnomer as the infrastructure that was built certainly has a permanence about it that would be reflected in the cost to build and remove.</p> <p>From the moment the tide of traffic was altered on the Strand the surrounding streets became a constant roar of traffic with on weekends traffic jams that frustrated both drivers and residents and seemed to last most of the day.</p> <p>The lack of use of the bike lanes and indeed the bike riders preferring to use the car lane to traverse the Strand appears to make the bike lanes redundant.</p> <p>The several restaurants that have closed since the end of Covid and the 'trial' commencing with some being replaced but some of those have also since closed due to the inability to be able to stop and collect take away easily with the current configuration.</p> <p>Living in Pacific Parade and trying to enter the traffic anywhere from 8am to 9am on a weekday and any time over the weekend is quite dangerous even considering the 40kph speed limit which is mostly ignored. Added to this the recent changes to bus routes brings another hazard to road users and no doubt so difficult for the bus drivers to negotiate the narrow streets full of stationary traffic.</p> <p>If there are any benefits I have not been able to deduce what they are and a good indication is that when the Strand has been fully closed for events on the beach front there is no noticeable difference in the volume of traffic on the side streets.</p> <p>On Pacific Parade on at least two occasions there were traffic counting management systems used however they were only deployed for very short periods of time so the results would not be meaningful in providing guidance as to the increased volume of vehicles avoiding the Strand by using those streets going north and those vehicles forced to use them traveling south.</p>

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	While I acknowledge that leaders should have vision to improve the situation for the community and to try changes those leaders should also recognise that when the end result is not aligned to the vision then they must acknowledge the failure and revert back to what existed previously.
828	64957 Trial? I thought that it was a done deal. As a regular user of the Strand/beachfront/cafes, this is a very good use of the Dee Why beachfront space. Parking has been maintained, but reducing the traffic flow to one lane makes the dining experience better and the pedestrian access safer, without (I believe) adversely affecting vehicle use in the area. Well done Council.
829	64958 I think it should return to how it was before ie . two way traffic Very few use bike lane and traffic is slow and chaotic as it is now. Pedestrian crossings are placed in inappropriate places and on weekends it is hard when pedestrians cross to and fro from the beach without considering traffic flow
830	64959 It's a fail. The traffic is terrible There is no atmosphere created for dining. Return it to 2 way street
831	64960 I am very much opposed to the Strand being one way. I have not seen the benefit of widening the footpath and if to provide more outdoor dining space, what is there seems to be quite limited. Whenever I have been there I have not seen the bike paths used, so in comparison to how many cars travel along that strip is seems a very disproportionate use of the roadway. There is a very wide strip from the beach wall to the road that could have part set aside for bikes so they didn't have to take up space on the road and would still allow a pathway for pedestrians. I have had to travel through Dee Why to Curl Curl North for work and with the Strand being only one way travelling north, the traffic in the nearby sides streets become a bottleneck with cars having to divert through these streets to get to the Oaks Avenue roundabout to turn right to go to Curl Curl and the southern end of Dee Why Beach. The use of the Strand as an everyday thoroughfare needs to be considered compared to weekend visitors. I can't see how closing one side of the street to parking benefits the local retailers, as with the limited parking left outside shops now, most people have to park at either end of the beach. As it is already very hard to get parking at the southern end, the larger car park next to the surf club is the most used option. This can be a fair walk if needing to go to the southern end. The Strand needs to be returned to two way traffic as there is plenty of space from the roadway to the beachfront for picnics and family gatherings, as I observed on Anzac Day last month when as it was a lovely day, the beachfront was packed.
832	64961 Firstly, the way it was conducted was a disgrace. Moving the goalposts in the hope of eventually getting the result certain councillors wanted. The bike lanes are hardly used, and if they are necessary for recreational bikers and families, they can go at the top of the park, so that two-way traffic can be restored to an arterial road. The traffic shift to Oaks, Howard, DYP and Pacific is a major issue and the overload (IMO) had lead to more dangerous traffic conditions. Accidents have happened. The obvious compromise is to keep the widened footpath (nice touch), move the bike lanes into the park, restore two-way traffic, everybody wins.
833	64962 A failure

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	The end result is a complicated mixture of too many Objectives with no single one being completely achieved
834	64963 <p>I think the changes should be made permanent. However, it would be wonderful if the strand was to become a corso similar to Manly, where only delivery trucks and residents vehicles, would be accepted.</p> <p>The astro turf is scorchingly hot in summer, I would suggest just use the decking as it is more environmentally friendly and sustainable than plastic astro turf. Perhaps have some gardens with trees that could provide a little shade.</p> <p>And the bins - they are always overflowing, always. That is something that absolutely needs to be addressed please.</p>
835	64964 <p>I like the arrangement. The greatest need I see as a very regular visitor, living in Delmar Pde, is the need for parking. I'd invite Council to review the opening of the overflow carpark at the SLSC. FAR TOO OFTEN THE CAR PARK IS FULL - THE OVERFLOW CARPARK CLOSED AND PEOPLE HAVE NO CHOICE BUT TO GO ELSEWHERE.</p>
836	64965 <p>As a permanent Resident of the Strand I wish to say that making the Strand "one-way" was a terrible idea!</p> <p>On a daily basis it is just a conga line of traffic, and cars using our driveway to stop and pick up food. The bike lane near the crossing at the northern end has seen near misses when the bike lane runs out and they swerve onto the road/crossing area. The collection of garbage from the restaurants has been made very difficult for the truck drivers as they have to block the road while they attend to their job, and drivers just sit on their horns as no one can pass them.</p> <p>Please reinstate the ORIGINAL dual roadway and parking ASAP. Thank uou.</p>
837	64966 <p>I love the extended space for pedestrians and bike riders with only 1 line for parking and single lane one-way traffic in Dee Why. It is a much friendlier space for families and a better place to use the cafes and restaurants that are there. Please keep it as per trial</p>
838	64967 <p>As a Dee Why local resident, I thought the trial was fantastic. It was great to have significantly less cars coming down the street. It made the experience at the beach front cafes a lot nicer in that it was less noisy.</p> <p>To see less cars and pedestrians prioritised is wonderful. I acknowledge that as a result there are more cars/ traffic on Avon Rd however, I believe the benefits mentioned outweigh this negative.</p>
839	64968 <p>Great initiative, less traffic around the beach zone and more bike and pedestrian friendly. Nice to have more outdoor spaces for restaurants. Quieter too.</p>
840	64969 <p>I would like the Strand to be closed to all trafficcars/bikes and the area turned into a walking/sitting area for pedestrians only....</p>
841	64971 <p>I've been loving the changes. I live and work very close to the strand and I'm there all the time, at different parts of the day and week. We have so much more space to enjoy food, drinks, and hangout. At the same time, the decreased car traffic there has made it a quieter and safer area for everyone. I thought the one way street would make the traffic worse, but it hasn't at all. If anything, the traffic feels like it got much better. Even the 3 pedestrian walkways hasn't seem to cause any congestion. Please keep it.</p>
842	64972 <p>Marginal benefit with offsetting traffic complications. Overall current configuration is equivalent to original configuration. Green fake grass looks pathetic.</p>

Submission ID	Verbatim submission
	The area is a busy traffic area and route changes have made back streets busier. Bus route changes are not optimal. Slightly more footpath space is good at busy times, but only 2 half days a week. If the streets behind were less busy a better model could be achieved. Too many people park on the streets. Think about a parking station at the southern end.
843	64973
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847	64977
848	64981
849	64982

Submission ID	Verbatim submission	
	<p>utilising pedestrian crossings. As a driver negotiating this area I have nearly collided with young children and adults coming from between parked vehicles on the western side of the road without looking for oncoming traffic. This is particularly exemplified during the night time hours due to poor street lighting conditions making it difficult to see pedestrians walking from between parked vehicles and wearing dark clothing. I have also seen motor vehicles entering the vehicle lane from Dee Why Parade and travelling south in this lane against the traffic flow due to inadequate signage. There is no doubt in my mind that at sometime there will be a serious motor vehicle accident or a pedestrian seriously injured by a motor vehicle. I feel there has been too large a space allocated to the footpath area on the western side of the road which has had a restrictive impact on the vehicle laneway. If Council wishes to continue with this concept perhaps consideration needs to be lessening the footpath area for more laneway space or prohibiting vehicle parking on the western side of the road. They should also consider addressing the inadequate street lighting issue for pedestrians/vehicular traffic. Unless these issues are addressed I feel there is a need to revert the area back to the way it was prior to the Trial which worked quite adequately with the exception of parking on eastern side of the road.</p>	
850	64983	Love it - has really changed the vibe in a positive way
851	64984	<p>I am a local resident and the above trial has been affecting the residents of our block and Clyde Road.</p> <p>Main issues are:</p> <ul style="list-style-type: none">*Noise.*Increased traffic and speeding cars.*Created a traffic nightmare.*Dangerous for pedestrians.*Decrease in enjoyment of living in the area. <p>Cars do not stop at stop signs south bound on Howard & Clyde; constant danger to the pedestrians using the crossing. Cars always drive across when pedestrians using the crossing. Frequent noise car horns at this intersection as cars speed across Howard south bound on Clyde. Noise from cars accelerating first 25m on Clyde when cars turning into Clyde coming from Pittwater Rd. It's a complete rarity if a car stops for you at the pedestrian crossings. Cars drive through the crossings whether or not it is being used or not. Very aggressive driving. Drivers are stressed and angry because of the traffic nightmare. Cars are very frequently speeding on these streets.</p> <p>Cars on Clyde south bound always speeding as the Trial road changes have created a rat run through to Manly. These road changes have not brought more beach goers or people to the restaurants. The restaurants are very quiet on nights other than Friday and Saturday.</p> <p>There's no parking. Mostly residents parking on streets. Good luck if you want to go to beach or go to an eatery. A lot of cars do not move at all, or for days and weeks at a time.</p> <p>With increase and constant approval and building of large apartment complexes, more people, more cars, more traffic, not enough garages. Good proportion of garages in this area are used for storage of personal belongings only, not cars: park on street.</p> <p>The increase of traffic and constant roar of traffic; has made it impossible to have use and enjoyment of balconies. Too loud. Constant roar of traffic. Drivers are agro because there is so much traffic, and they want to get to Manly (not Dee Why beach) by using the clogged up rat run that has been created by traffic changes.</p> <p>All the other residents in the southern section of Clyde cannot do any socialising at all, in their outdoor areas ie balconies or courtyards have stopped using them due to</p>

Submission ID	Verbatim submission	
	<p>increase in noise. Can't even sit outside to enjoy their private time at their homes at any time of day/night.</p> <p>Noise of the buses, constant driving down Clyde, and accelerating from the bus stop on Howard around the corner onto Clyde Rd. These buses only have a couple of people in them.</p> <p>Nightmare on garbage collection days with the constant flow of cars and buses, makes it dangerous and risky for the garbage collectors, with buses and cars having to cross onto wrong side of the road to get past. Street too narrow.</p> <p>Why would people want to go to Dee Why beach. The main road to the beach is extremely unattractive and uninviting; the pine trees at the beach are half dead, the new trees down the end of Howard Ave at beach unsuitable half dead. Horrible. Have you ever driven down to the end of Howard Avenue and looked at the vision of this? If people want to drive down Howard Ave to have a look at the beach, they can't turn right, so have to be directed left and away from the area, and as there is no parking, away from the area. Walking from the closest bus stop to the beach, on corner of Howard/Clyde can be too far for some people with mobility or disability issues. Elderly or with mobility issues cannot walk from the council car park; too far. There is only one council car park and that doesn't improve the issue due to long parking period and residents with parking stickers using it permanently.</p> <p>You can't cruise past beach south bound and perhaps stop and go to a venue on The Strand. Or see good surf and stop and park for same. The beach and area is for all users, whether money is being spent or not.</p> <p>Traffic on Oaks Avenue at the beach end is shocking on weekends, and has increased.</p> <p>Traffic on Avon Road both directions shocking. Has increased.</p> <p>You want to get out of the area because it's so busy and full of traffic.</p> <p>Traffic at all the roundabouts from Avon Rd down to the beach, on weekends and peak hour times all horrendous.</p> <p>The noise to residents affected by traffic changes, so loud to late at night, and very early in morning, because you have created a rat run to Manly is shocking effecting residents' sleep.</p> <p>Bike lane in front of Dee why beach never used by bikes.</p> <p>Shared bike/pedestrian walkway down Howard Avenue never used by bikes.</p> <p>The pollution to unit blocks, including windows and render on exterior of buildings has quadrupled from increase in traffic and also the constant bus engines which are very dirty diesel and gas. Have to clean windows, security screens (can't see through them) and also render 4-6 weekly because they are black from pollution. You have created an area where no one wants to live.</p> <p>You've created a rat run, increased traffic, decreased desire to want to go to Dee Why beach and restaurants, increased noise, increased danger to pedestrians, unused bike lanes. All in all, the trial has been a disaster for residents and visitors. Business has not increased. Remember that is the locals who keep the local businesses afloat during winter and the cooler seasons.</p>	
852	64985	I think that the strand should be pedestrian only - if not possible, we need traffic lights. The pedestrians crossings the strand cause traffic jams despite it being one way or double lanes
853	64986	Please leave the extended seating/eating areas but remove the bicycle lanes and reinstate two-way traffic along The Strand. Thanks

Submission ID	Verbatim submission
854	64987
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Submission ID	Verbatim submission	
	<p>While this trial has demonstrated some of these benefits, it has also failed in other ways:</p> <p>the one way traffic system creates further congestion in surrounding streets and intersections and a level of confusion at each end of the trial zone.</p> <p>The lack of kerbs creates an ambiguous delineation between pedestrian, cycle and vehicle zones and along with the planter boxes puts pedestrians especially kids in danger of stepping in front of a vehicle.</p> <p>While I recognise that cycle travel through area needs to be available, the dedicated paths themselves do not appear to be at all well utilised by cyclists.</p> <p>Maybe the the benefits of greater footpath area could be better realised and give access to more people by having a narrow, two-way, shared road for vehicles and cyclists - even if it had reduced numbers of parking spaces to create more footpath space. This could be further enhanced by the shared zone having a cobbled surface to delineate the shared area and encourage slow vehicle passage with less congestion and a safer environment for pedestrians and cyclists and cars travelling in both directions.</p> <p>I trust that council will recognise the wins as well as the failures that have been presented during this trial and that actions will be taken to rectify the safety and congestion concerns of locals and long term lovers of the Dee Why Beach drive.</p>	
860	64994	The changes to the Strand has made the area safer for pedestrians and cyclists.
861	64995	<p>I think it would be even better to shut off the strand altogether to traffic and parking and open it up only to pedestrians, and dogs</p> <p>There are so few parking spaces along the road that closing it off will hardly affect parking. Easy enough to divert traffic around the strand to the council Carpark.</p> <p>Having no cars opens up the view from the cafes and restaurants and makes it much more family friendly and safer for all</p>
862	64996	I think the trial has had a negative impact on the streets between The Strand and Pittwater Road. Avon Road has become a 'rat run' heading south and is very difficult to cross, either walking or driving, during the day. The cycle lanes are under utilised with many cyclists choosing to cycle along Pittwater Road or south along Clyde Road. If the cycle lanes have to stay, can the parking on The Strand be removed, so that The Strand can return to two-way traffic.
863	64997	I regularly cycle along The Strand at Dee Why and feel much safer now with the separated cycle path, even though this arrangement takes up very little extra road space compared with the previous on road lane markings. The extra width of the footpath encourages me to stop and eat/drink at the cafes there as I can sit outside and enjoy the fresh air. Please make this a permanent arrangement.
864	64998	I found the bike lane on the beach front was not used. The traffic in the side streets increased. When we had flooding on Pittwater Road last year there was no alternative along the beach front leading to massive traffic through the side streets. If there was an emergency trying to get out of Dee Why at this time would have been very challenging.
865	64999	Even though I don't live in the area, I think it's fantastic, and hope that its success will enable other council areas to do similar projects. Thank you!
866	65001	Successful. Great improvement more suited to a beachfront.
867	65003	Thank you for this brilliant idea to make Streets as Shared Spaces!

Submission ID	Verbatim submission
	<p>I hope many residents agree and we can keep The Strand in DY as a shared place. It's so much safer for families with children. And the wide open spaces for dining outside are a great benefit for our community.</p>
868	<p>64050 & 64086</p> <p>Submission 1:</p> <p>As a resident of Dee Why I hold the view that the current trial should be permanent and would like to see the project extended to close the road to all traffic movement permanently.</p> <p>The density of Dee Why requires additional pedestrian area and any parking spaces lost on the beach front could easily be transferred to the area behind the surf club.</p> <p>A Manly type model could be adopted with shared cycle and pedestrian traffic with an upgraded area for the beach and restaurants allowing Dee Why Beach to become a show piece for the Northern Beaches. I am definitely not anti cars, currently own two, would like to see the beach front achieve its full potential and become a meeting place for residents living in a high density environment.</p> <p>Traffic flows within the area have already adapted to the current changes and a further change to remove all traffic should not be a major disruption, there are other options readily available to through traffic to bypass the beach front.</p> <p>Submission 2:</p> <p>As a resident of Dee Why (Pacific Parade) I appreciate the initiative taken by council to improve the beachfront area for the community.</p> <p>I would like to see the council close the area to through traffic completely to further enhance the beachfront area for the community and provide a safer environment for the transfer of beach users to shopping and restaurant area.</p> <p>Dee Why is densely populated part of the northern beaches and open areas for residents and the broader community should be encouraged. This is a once in a generation opportunity for significant change to be put in place.</p> <p>Traffic flow has already adjusted to the changed conditions, another adjustment to stop traffic from entering the beach front area travelling north would have minimal impact.</p> <p>Any loss to parking on the beachfront would be minimal and easily replaced by adding parking spaces in the area behind the surf club.</p> <p>Let's have a Dee Why Corso, promote outside eateries that flow into grass picnic areas and onto the beach.</p> <p>This is an opportunity to provide Dee Why with some character and move away from the reference of being known as unit city.</p>
869	<p>64110 & 64151</p> <p>Submission 1:</p> <p>We have been in touch with council regarding the ill conceived and ill executed Strand trial ever since the plans for the trial came up. Council should have all of our objections including our reasoning on record. We provided alternative proposals before the trial - keeping the two way system whilst still extending the footpath, our queries regarding the actual objectives and then of course complaints when the trial went ahead and created chaos and danger in the surrounding streets (in covid times despite any common sense!) When the trial got extended (as the data was not conclusive due to covid- what a surprise!) we really lost any confidence in „have your say“. Dear council- please seize the opportunity now and listen to your community :</p> <p>Please revert the Strand back to the two way system. Apart from the Strand, Dee Why Beach has only 1 other road going north south- this is not sufficient. The Strand is an arterial road in your planning maps. It needs to be 2 way. The cafes will still</p>

Submission ID	Verbatim submission
	<p>have enough foot path for their tables. Don't worry about them. They made it through covid- but us families are still struggling. The green bike track is never used and a waste of space and might as well be used to facilitate southbound traffic again. The lost 22 carspaces along the strand can be made up with angle parking on Oaks Avenue. Please refer to our alternative proposal in the initial community engagement report. The last 2 years have been truly horrible for us residents in terms of traffic and safety in the surrounding streets-it is a miracle none of us has been injured. Safety should come first! There has been no benefit gained for the community and now the installations are damaged and look very neglected . No improvement at all. Btw I informed council of the broken deck and bent street sign down there 3 weeks ago and nothing has been fixed. I have attached our points we submitted about two years ago- they are still valid. Please take the community engagement serious and especially the people in the community who actually live on the surrounding streets and know first hand what detrimental impact this trial has had on us. Thank you!</p> <p><u>Complaint of Maladministration in the handling and implementation of the 'Streets as Shared Spaces: The Strand, Dee Why' Project</u></p> <p>In 2020 the NSW Government announced the <u>Streets as Shared Spaces program</u> to support the community by improving local streets, paths and public spaces.</p> <p>Prior to the project, similar proposals were put forward for Bilgola and Manly. Based on community consultation these projects were respectively paused (Bilgola) and abandoned (Manly).</p> <p>Below are reasons demonstrating maladministration by NBC. More detail is provided in attachments.</p> <ul style="list-style-type: none"> Misrepresentation of Data in Community Engagement Report The report prepared by NBC for the Council Meeting clearly showed that the majority is against the project. Additionally, NBC confirmed that the opinion of residents within the affected area was weighted the same as residents of other suburbs who are not impacted by the project at all. Misrepresentation of Public Sentiment at Council Meeting Instead of providing balanced feedback of the community sentiment, the Council Members were not only presented with misleading statistics, but also with a 3 to 1 ratio of the public speakers in favour of the proposal. Arterial Road The Strand is defined as an arterial road (Warringah Land Application Map -LEP). Conversion of an arterial road into a one-way street will have serious implications on surrounding streets. This should have been addressed prior to implementation of the project. Previous STA Concerns A previous proposal for this project in 2009 was rejected due to concerns voiced by the STA about the bus rerouting and the suitability of the surrounding streets. <p>Actual Objective and budget NBC has failed to define objective and budget of the project.</p> <p>Fund Guidelines Is there a profit motive, which would be non-compliant with the guidelines?</p> <p>Failing to Follow Good Conduct Guidelines There was nothing that needed fixing on The Strand. The guidelines recommend to do 'The least harm than the most good'. This clearly does not comply.</p> <p>Ill timing Amidst a global pandemic (people working from home and home-schooling kids, affecting mental health of residents).</p> <p>Ongoing Negative Impacts</p> <ul style="list-style-type: none"> Increased: <ul style="list-style-type: none"> - dangerous traffic on surrounding streets - noise and pollution for residents - dangerous incidents on surrounding streets Deteriorating mental health (residents feeling forced to relocate and spend money on noise reduction measures) Buses getting stuck at T-section Hindrance of emergency services (ambulances, fire brigades) Garbage vehicles are using the bike lanes Hotspot zebra crossing and bike track has not been resolved Hotspot of people exiting the council beach carpark at peak season has not been considered Concrete barriers with kids' drawings are distracting little kids from being aware of the adjacent road – witnessed a few close calls New pods are not fenced off like existing seating (Covid restrictions should be equally applied) Workers installing those pods did not wear masks and were from COVID hotspots <p>Submission 2:</p> <p>Dear Council,</p> <p>I have provided you with a feedback yesterday. However the website still says no feedback received. Could you please confirm the receipt of my feedback. Thank you so much.</p>
870	<p>64111 & 64650</p> <p>Submission 1:</p>

Submission ID	Verbatim submission
	<p>The streets as shared spaces, and significant reduction in car traffic is a huge step forward. I am a driver, cyclist, and walker but I would absolutely prefer to leave the car in the garage if I can cycle and walk more safely.</p> <p>Submission 2:</p> <p>I think it has been a great success, improving safety of pedestrians and cyclists and making the area more accessible. These schemes should be rolled out across the whole of the Northern Beaches.</p>
871	<p>64189 & 64556</p> <p>Submission 1:</p> <p>No comment provided</p> <p>Submission 2:</p> <p>Great idea, although I would prefer for The Strand to be closed to all vehicles in both directions so the entire beachfront area can be utilised by visitors as well as restaurants and cafes.</p>
872	<p>64238 & 64736</p> <p>Submission 1:</p> <p>Hello</p> <p>Leave the changes you made.</p> <p>In the next step, completely close The Strand from cars and make it only for people and cyclists.</p> <p>Submission 2:</p> <p>Changes implemented should remain.</p>
873	<p>64274 & 64821</p> <p>Submission 1:</p> <p>Excellent. The current changes should be maintained.</p> <p>Submission 2:</p> <p>Excellent. One way or no way. Never two way again I hope</p>
874	<p>64529 & 64530</p> <p>Submission 1:</p> <p>No comment provided</p> <p>Submission 2:</p> <p>I would like to see 2 lanes returned to allow motor vehicles to travel in both directions. This will ease the traffic congestion in the back streets.</p> <p>I don't believe it is necessary for cars to park. There is ample parking available in the car park behind the surf club and surrounding streets. By removing the parking in the strand will accommodate for two lanes, the bike lane and give better amenity for diners to enjoy the beach view.</p> <p>If additional car parking is required, I would suggest making the overflow carpark behind the surf club a sealed permanent carpark.</p>

Submission ID	Verbatim submission
	Thanking you for the opportunity to comment on this very important community project.
875	<p>64385 & 64767</p> <p>Submission 1:</p> <p>Please please close the strand off completely. There are so many young families in units and this is their backyard.</p> <p>I have absolutely loved this!</p> <p>Submission 2:</p> <p>I love it but it would be better to close the strand off comu</p>
876	<p>64398 & 64428</p> <p>Submission 1:</p> <p>The Strand MUST be returned to or widened to, allow north and south road traffic. Building parking lanes between the trees as a small incursion into the reserve would be an option if Council decides - which it usually does - to retain the width and seating. This is what has been done at the eastern end of Oaks Ave beach car park. The 30km limit will ensure few or no accidents</p> <p>Submission 2:</p> <p>The Strand change has totally disrupted the free flow of road and bus traffic for local residents and other road users, with an extraordinary "woke" preference given to cyclists. A lane for them could be constructed behind the Norfolk Island Palms. Limited short term parking for a northbound lane could be accommodated in slightly built up parking bays between the palms, as is the case at the eastern end of Oaks Avenue. Given a now 30km speed limit, re-introduction of a north/south road would almost entirely limit any danger when parking (as happens at Manly beaches) or to cyclists sharing each side as they normally travel at or above that speed, as must motor vehicles. In other words, this reduced speed limit makes no sense in occupying a large area of the roadway exclusively for cyclists.</p> <p>This would then, have no effect on the excellent restaurant outdoor eating and casual seating areas, as well as casual walkers, and increase the limited short term parking for Strand businesses. This too would allow a resumption of the traditional Bus lanes to and from Manly.</p> <p>A further unacceptable consequence of the current single lane Strand restriction, is the massive diversion of through traffic seeking to avoid the perennial Dee Why/Warringah Road traffic jam; the growth of which Council will never control. All south bound and northbound traffic heading into Dee Why Parade MUST exit into Avon Road; now a perpetual "goat track" and into Oaks Ave., to the beach or Pacific Parade, continuing south, not necessarily to the City.</p> <p>Council (of which I was an elected member for 15years and served as Shire President) has an obligation to do what is logically right and observably sensible, and not always turn to a community that is often not aware of all the necessary facts available to the elected body.</p>
877	<p>64535 & 64672</p> <p>Submission 1:</p> <p>No comment provided</p> <p>Submission 2:</p>

Submission ID	Verbatim submission
	<p>I ride/run/drive along the Strand most days. My mother [REDACTED]. My daughter [REDACTED]. We all think it is brilliant. More permanent structures rather than the planter boxes would be preferable. I often see delivery vans parked in the cycle lane (a Coles one today).</p> <p>It would be brilliant if the whole street was pedestrian-only with further outdoor cafe seating and recreational space was available for the community. Make it like Manly Corso. I understand the value of disabled parking and delivery access as my father was disabled in his latter years. But there is parking at both the northern and southern ends, It is fabulous when blocked-off for special events. Make it permanent and make it fabulous!</p>
878	<p>64632 & 64665</p> <p>Submission 1: No comment provided</p> <p>Submission 2:</p> <p>The changes implemented in The Strand, Dee Why have made a marked improvement in creating safer and more enjoyable spaces for people while providing greater pedestrian and bike access. The efforts put into enhancing pedestrian safety and prioritising alternative modes of transportation have resulted in tangible benefits for the community. The improvements have not only made the area safer but also more inviting and accessible for pedestrians and cyclists alike. The commitment to creating a positive and inclusive environment is evident in the positive impact these changes have had on the overall experience of The Strand in Dee Why.</p> <p>I walk from Dee Why center to The Strand and back on a regular basis and have noted that the new pedestrian crossing in Clyde Road and two pedestrian crossings in Avon Road has been a significant step towards improving pedestrian safety, especially for school kids. While these crossings have made a difference in providing safer movement for pedestrians but there are a number of factors that I have noticed and suggest could be addressed.</p> <p>I have conducted my own amateur traffic survey during my daily walks by modifying my route based on traffic patterns. Through this observation, I have noticed that a significant portion of the traffic on Avon Road tends to flow through Dee Why Parade and Clarence Avenue. It appears to have a significant portion of through traffic rather than local traffic within the Dee Why area. Perhaps a lower speed limit throughout Dee Why streets may make it less appealing for the many motorists who find the back streets of Dee Why a faster commute than if they used the main Pittwater Road. I'd be interested in whether the Council has obtained any such traffic stats from survey. Additionally more crossings on the main streets from Dee Why Center to The Strand to make it a more seamless pedestrian way, specifically; Oaks Ave, Howard Ave, Pacific Pde and Dee Why Pde. (Howard Ave in particular, having the nice new paving)</p> <p>I appreciate the Council's commitment to reviewing the implemented changes and continuously improving pedestrian safety in the Dee Why area. By evaluating the impact of the changes and incorporating feedback from the community, the Council can ensure that the modifications align with the needs and preferences of the residents.</p> <p>In conclusion, I want to express my positive feedback and appreciation to the Northern Beaches Council for their efforts in implementing these temporary changes on The Strand. The focus on enhancing pedestrian safety, improving access for cyclists, and considering the potential expansion of car restrictions reflects a commitment to creating a more vibrant and people-centric community in Dee Why.</p>

Submission ID	Verbatim submission
879	<p>64889 & 64890</p> <p>Submission 1:</p> <p>The trial has been a resounding success, but it needs go one step more.</p> <p>The strand should be CLOSED to any vehicle traffic in both directions or car parking, and only pedestrian traffic allowed during all hours.</p> <p>Dee Why is a beautiful place and it does not need any traffic pollution while locals and visitors enjoy their lunch, coffee or a simple stroll along the beach.</p> <p>By closing the traffic in both directions, small businesses and restaurant owners will generate more revenue (not less) as more people would come to enjoy good food, a few drinks and nice beach without air and noise pollution from vehicular traffic.</p> <p>So, close the traffic in both direction, forbid parking and let the people enjoy the Strand please.</p> <p>Submission 2:</p> <p>The trial has been a resounding success, but it needs go one step more.</p> <p>The strand should be CLOSED to any vehicle traffic in both directions or car parking, and only pedestrian traffic allowed during all hours.</p> <p>Dee Why is a beautiful place and it does not need any traffic pollution while locals and visitors enjoy their lunch, coffee or a simple stroll along the beach.</p> <p>By closing the traffic in both directions, small businesses and restaurant owners will generate more revenue (not less) as more people would come to enjoy good food, a few drinks and nice beach without air and noise pollution from vehicular traffic.</p> <p>So, close the traffic in both direction, forbid parking and let the people enjoy the Strand please.</p>
880	<p>Email</p> <p>You have requested comments to assist in the Trial Evaluation.</p> <p>My comments in the email below sent to [REDACTED] of the Transport Network Team remain relevant.</p> <p>With regard to Transport/Parking management the 2 points below and in my earlier email are even more relevant and critical if the arrangement is to become permanent.</p> <p>1) need to convert Clyde Road/Howard Avenue and Clyde Road/Oaks Avenue intersections from Stop signs to roundabouts to try and minimise any further bank up of traffic from the increased traffic going to these corners ; 2) need to convert the parking spaces in Oaks Avenue between The Strand and Monash Parade (and extending to the spaces east of the Monash Parade corner near the DY Ladies and Mens Swimming Club building) to a 7 day 2 hour parking limit . This area is the most in demand of parking spaces at the beach due to proximity to the cafes and restaurants , the childrens play area and grassed areas , the 'flagged' swimming areas and 'kiddies corner' . It is currently unlimited during the week and only restricted to 3 hour parking on weekends and public holidays (although rarely enforced) . This would allow greater turnover of parking spaces as well as still allow sufficient time for residents and visitors to fully utilise the cafes , restaurants, shops etc at the beach.</p>
881	<p>Email</p> <p>Thank you for your email and update on this project .</p> <p>Long time coming .</p>

Submission ID	Verbatim submission
	<p>I can't seem to access the project page to express my views .</p> <p>So i would like to express my views here .</p> <p>Please can you forward this onto the relevent team , thank you .</p> <p>I am still against this one way system installed at The Strand , Dee Why .</p> <p>Because :</p> <p>It causes congestion , slows down traffic when drivers pull over to purchase coffees in a one way street .</p> <p>It is dangerous and unsafe for cyclists because they veer in and out of the traffic lane when they overtake other cyclists and avoid pedestrians crossing the road .</p> <p>It creates congestion in the back streets all day when traffic is going from Dee Why to Curl Curl , Freshwater and Manly .</p> <p>Because it now takes so long to travel from Dee Why to Manly through the back streets of Dee Why , drivers tend to rush and speed along Dee Why Parade , Avon Avenue , Oaks Avenue, Pacific Parade , this is dangerous when negotiating the bends , roundabouts and corners.</p> <p>Therefore i am against this one way system.</p> <p>Please return the road back to a two way system as it was before .</p> <p>Thanking you .</p> <p>Please continue to keep me posted and updated on the final result .</p>
882	Email
	Great initiative along DY Strand in the format the council has created.
883	Email
	<p>As a resident of this area, I believe the current Dee Why Strand should stay. It is safer for all, especially families and the older generation.</p> <p>Previously I would regard the are as quite unsafe and was amazed that more accidents did not happen.</p> <p>I believe it has given the are more of a community feel. Now, after COVID Lock downs have finished we get many more people to the area. This current design is much much safer. It also is encouraging place to be - not as congested</p> <p>I of course would like the the Strand to be completely vehicle free but understand this may cause more issues with shops, restaurants and increase traffic on the other streets.</p> <p>I would be v v disappointed if we were to go back to 2 way traffic and thence the safely issues.</p>
884	Email
	<p>Response to the trial changes:</p> <p>I previously sent a more detailed response, but I am unsure if my comments registered on the web site so I am adding this summary for your consideration.</p> <p>I strongly object to the changes which seem to benefit only waterfront restaurants and their customers... and a few cyclists.</p> <p>Residents are significantly disadvantaged by increased traffic, noise and fumes.</p>

Submission ID	Verbatim submission
	<p>Previously livable and quiet streets are no longer, due to buses (also, pity the drivers negotiating extra cornering and traffic) and rat running cars from Pittwater Rd shunting and winding their way through back streets, including Clyde, Oaks, and Avon,</p> <p>The 'streetscaping' is hardly worth the effort and money (mid-road planter boxes are not attractive and will soon be shabby!)</p> <p>Extremely disappointing! I suggest returning to the original arrangement, or back to the drawing board at the very least.</p>
885	<p>Email</p> <p>Can this be passed on to the team reviewing the Dee Why beachfront. Apologies for late response but I didn't realise feedback on the website closed yesterday. I work predominantly in Dee Why and have done so for the last 7 years. Over this time I have come to know many short cuts and drive arounds to avoid congestion. I live in Narrabeen and work between here and Curl Curl everyday.</p> <p>Whilst the beach front is great with fewer cars it's simply not fair on other streets in Dee Why to have to cope with the additional traffic. Specifically, Avon Rd and to a lesser extent Clyde. Instead of following the main road and simply going South on the Strand, I find my self going which ever way seems less busy, using a combination of Richmond, Dee Why Pde, Avon Rd, Clyde Rd and Wheeler Pde (sometimes The Crescent) to avoid the roundabout at the bottom of Pacific. If I'm doing this then many others are doing the same. The roundabout at the bottom of Pacific Pde is a total mess some days. Drivers don't understand what the yellow crossed lines are for (and never will) and just sit there and block the traffic while 2 by 2 people slowly and steadily go across the pedestrian crossing. I think Many Corso seems to have it better with the lights there rather than the pedestrian crossing.</p> <p>Where as in the past with 2 way traffic on the Strand you are just driving one straight line road. Ie Dee Why Pde onto Griffin to get to past the beach front (having a quick look at the surf as you drive past). All this backstreet traffic has just made the traffic situation on these back roads quite hectic. No one sticks to the 40 kmph speed limit and I regularly get close calls with speeding drivers as I'm trying to go about my handyman business in Dee Why. At least when everyone plodded down the The Strand no one would speed as you can only go as fast as the car in front.</p> <p>I don't personally think it has improved the situation.</p> <p>I also never see anyone using the bike lanes on The Strand and I'm always around that area. Instead, what I see are cyclists riding on the promenade and dismounting from their bikes to have a sit down and take in the views. This section of bike lanes do not warrant the congestion and increased traffic to other streets in Dee Why. I know some will say we have to put in the infrastructure for it to be used but this simply not fair on all the residents in that area.</p>
886	<p>Email</p> <p>Hi there</p> <p>I'd like to give my feedback on the one way system on dee why beachfront.</p> <p>I am opposed to it and wish it to return to 2 way traffic.</p> <p>My reasoning is due to the increased congestion along Pittwater road travelling south bound from narrabeen.</p> <p>If i try to take the back roads, this is a rat race and not fair on the local residents. Plus dangerous due to increased traffic on the southbound roads parallel to Pittwater that are now being used more frequently.</p>

Appendix 2: Feedback from interviews with business on The Strand, Dee Why

Summary of feedback provided by businesses to staff in interviews towards end of trial period.

Interviews 11 May 2023:

Unique Identifier	Feedback
N1	<ul style="list-style-type: none"> - No view to beach due to cars parked in front - "Otherwise good"
N2	<ul style="list-style-type: none"> - "Much better, than before"
N3	<ul style="list-style-type: none"> - "Like it" - Wasn't opposed to closing the whole road off
N4	<ul style="list-style-type: none"> - "Love it" - "Its awesome"
N5	<ul style="list-style-type: none"> - "Beautiful & like it" - Wants to stay like this
N6	<ul style="list-style-type: none"> - Concerned about the Oaks Ave right turn - Concerned about people going the wrong way up the one way street and for children safety - Suggested the bike lane goes and it becomes 2 way again but the extension stays - Congestion needs to be eased - Who would win? E.g. owners, tenants or businesses – explained all feedback is treated equally
S1	<ul style="list-style-type: none"> - Likes aesthetic - Doesn't change much for their business - Wouldn't want the street to close
S2	<ul style="list-style-type: none"> - There is less car traffic - Safer for families - More families are around - Less business visitation
S3	<ul style="list-style-type: none"> - "beneficial" - Would like to get rid of the whole road (this would change dynamic) - Move the 20 car places off the strand - Families are enjoying - There are more positives then negatives
S4	<ul style="list-style-type: none"> - No feedback provided
S5	<ul style="list-style-type: none"> - No feedback provided
S6	<ul style="list-style-type: none"> - "Good" - People are sitting and eating more - People are also spreading out more rather than being cramped in the store
S7	<ul style="list-style-type: none"> - "Like it"
S8	<ul style="list-style-type: none"> - No feedback provided

Unique Identifier	Feedback
S9	<ul style="list-style-type: none"> - Noticed increased visitation - "very good" - Would be interested in moving concrete barriers - Remove Telstra phone box or relocate
S10	- No feedback provided
S11	- No feedback provided

Interviews 18 May 2023:

No.	Feedback
1	<p>Could you fix up wooden planters</p> <p>It has increased foot traffic and love it</p> <p>If there was no traffic they could extend the trading space</p> <p>Fully in support of the existing infrastructure as it is</p>
2	<p>Like it, right space for the business at the moment</p> <p>It benefits business</p> <p>In full support of removing parking to get view</p> <p>They have not seen an increase in revenue or customers, just that the customers get to sit outside in the sunshine</p>
3	<p>Not much difference for the business</p> <p>One way traffic works but bike track is not used.</p> <p>If the road were to be closed completely it would be detrimental as customers couldn't stop for 1hr park</p> <p>Aesthetically the planters, seats are good</p>
4	Rather have two way traffic and remove parking
5	<p>This has been a benefit to business. It used to be very tight to use the pedestrian path and the wider area is better.</p> <p>Improvements – more landscaping please</p> <p>If the whole road is blocked off then home delivery services wouldn't come to pick up food – this would be bad as it's a life line at the moment</p> <p>Roughly of the home delivery drivers, they estimated that 50% motorbikes, 30% cars and 20% bicycles.</p> <p>In full support and wants it permanently, the pluses weigh out the negatives.</p> <p>Bike lane is good as they used to ride on the pavement which was dangerous.</p>
6	The business relies on parking and being able to fill up using the car. The more parking the more opportunity to get customers.

No.	Feedback
	Would prefer parking turn over say 15 mins would be good. They need passing traffic so need cars passing, ideally both ways. [REDACTED] needs to be accessible and not just for locals. They don't use the space out the front at the moment.
7	It has been benefit to business
8	Love it, in full support and the uninterrupted views are great.

Document administration	
Version	1.0
Date	13 June 2023
Approval	Content provided and approved by Transport Network Team. Responsible manager: Phillip Devon
Status	Final
Related Projects	MOVE Transport Strategy and Northern Beaches Bike Plan
Notes	Community and stakeholder views contained in this report do not necessarily reflect the views of the Northern Beaches Council or indicate a commitment to a particular course of action.

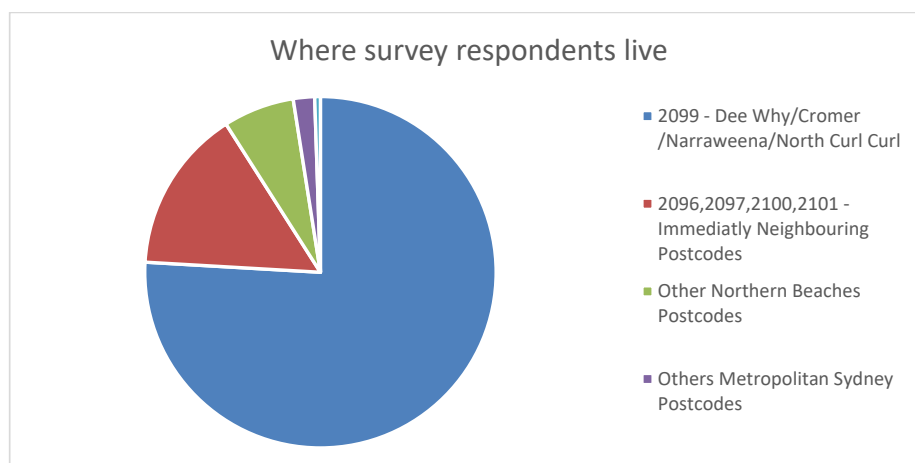
Streets as Shared Spaces Dee Why Trial

Community Feedback

An online survey using the QuestionPro platform was available to the public between 15th August 2021 and 7th February 2022. During this time the survey was viewed 1,512 times, and we received 773 complete and 152 incomplete responses. The survey link was provided onsite via QR code signs located through the activation.

Who Completed the survey?

94.79% of responses came from people that visited the Strand at least once a week with 52.93% of respondent being daily visitors.
580 (76%) of respondents listed the 2099 postcode as home.



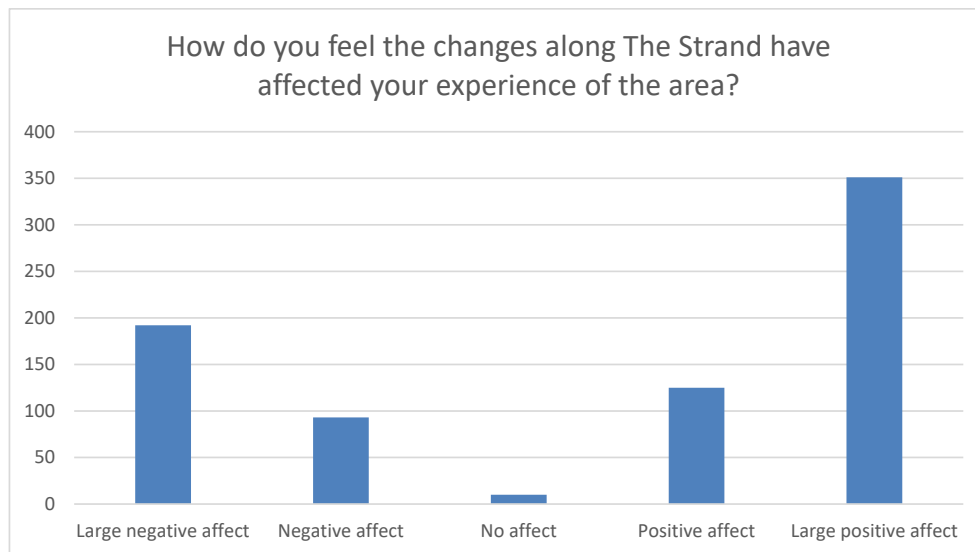
What were participants asked about the trial?

The survey asked whether participants felt the changes to Dee Why Strand had enhanced their experience or not? They were then asked to expand on which features of the trial had led them to this response.

Finally, participants were asked for any further suggestions regarding the trial as an open text question.

Question 1. How do you feel the changes along The Strand have affected your experience of the area?

- 62% of respondents reported that overall the trial had enhanced their enjoyment of the area, with 46% reporting a large positive effect.
- 37% felt that the changes have a negative effect on their experience with 25% reporting a large negative effect.
- 1% of people felt the changes had no overall effect on their experience.

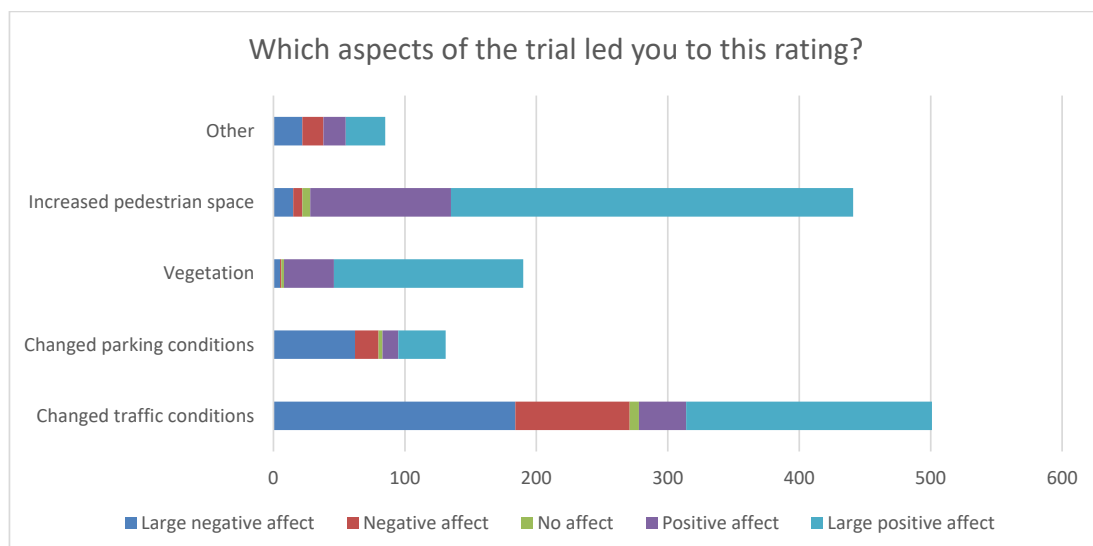


Negative Affect – What are the issues.

Of the 37% of respondents that felt the changes had negatively affected their experience 84% were unhappy with the changed traffic and parking conditions. Their comments related to traffic flow on the Strand and surrounding streets.

Positive Affect – What are the wins.

62% of respondents like the trial and reported that it enhanced their Strand experience, with 30% of those respondents attributing the improvement to the changed traffic and parking conditions, but also 45% praised the increased pedestrian space that resulted.



The majority of “other” comments related to the cycle lane in both the positive and the negative.

Open Comments

Over 700 open comments were received in response to the question “What opportunities do you see for further improvement to this trial in Dee Why?”

Theme	Number of responses
“Remove it” (the trial)	90 responses
Fully close the Strand to traffic	176 responses
All or Nothing (remove it or close it fully)	6 respondents
Make the trial permanent	40 respondents
Improve traffic and pedestrian management in surrounding streets	44 respondents

Many of the comments acknowledged that the trial has caused traffic issues and offered suggestions as to how traffic flow could be maintained whilst keeping the benefits of the increased public space.

Return to two-way traffic by	74 respondents
<ul style="list-style-type: none"> Removing the bike path 	44 respondents
<ul style="list-style-type: none"> Removing the Strand carparking (improving views from the restaurants) 	54 respondents

A number of respondents (16) suggested ongoing regular full closures of the area that make the space work for people and maintain traffic flow, e.g. full closures over summer weekends, or a regular Friday night closure.

Suggested improvements to the **infrastructure**

Design and maintenance suggestions	15 respondents
More plants	18 respondents
More Shade	14 respondents
More bins/recycling/compostable waste	8 respondents
Better bike lane connection	18 respondents
Further speed management e.g. 30km/speedbumps	6 respondents
Facilities for dogs	3 respondents

A number of comments related to the demand for **parking** in the area

Shorten timed parking conditions	5 respondents
Increase parking availability in the beach carpark	21 respondents
Park and ride from Dee Why town centre	2 respondents

Using the extra space

54 respondents would like to see more seating both in the reserve and also on the new boardwalks for both businesses and the general public to utilise.

42 respondents would like to see more activation of the public open space with many suggesting markets.

Overall Feeling

Overall, the majority of the comments were supportive of the trial but recognised that it has caused some issues for drivers, and so felt that any permanent changes would need to be implemented differently to resolve the issues.

- Full Closure to traffic
- Return to two -way traffic but keeping the extended pedestrian area.
- Implement wide traffic parking and pedestrian changes across Dee Why to support changes on the Strand

The bike lane has probably caused the most controversy – perception of it being too big for the amount of use it is receiving but also a lack of connectivity (real or perceived)

21% of respondents wanted the return to two-way traffic either via full removal of the trial (11.6%) or by altering the allocation of space (removing parking or the bike lane).